

Economic Corridor and Freight Study

FINAL REPORT
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Springfield-Sangamon County
Regional Planning Commission

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Introduction and Purpose

The Springfield Sangamon County Regional Planning Commission (SSCRPC) is one of many similar local and regional planning agencies across the nation paying attention to how our nation's transportation system can best respond to expected growth in domestic and international trade. Many communities are placing greater emphasis on freight mobility because they recognize that our transportation network affects, and is affected, by an area's economic growth and development. Additionally, many areas are placing greater emphasis on urban planning that attempts to develop or redevelop "livable" communities that gain advantage from multiuse, connected networks of residential, commercial, recreational, and accessible activity centers.

To assist in efforts to effectively plan for strategies that enhance freight advantages and overall economic activity, the SSCRPC engaged Hanson Professional Services Inc. to conduct this Freight and Economic Corridor Study. The intent of the study is to identify the economic activity centers within the Metropolitan Planning Area (MPA), identify the key corridors which connect the economic activity centers, and examine barriers to efficient freight movement and opportunities for logistics development in the region.

A number of plans and studies have been conducted in the MPA in recent years. Many of those have recognized similar challenges and opportunities. One of the most recent is the 2035 Springfield Area Transportation Study Long Range Transportation Plan (LRTP). The LRTP addresses the established national planning goals and objectives which promote balanced and sustainable communities within its Metropolitan Planning Area (MPA). Two of these goals align closely with the objectives of this study:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; and
- (2) Increase accessibility and mobility of people and freight.

The LRTP and numerous other studies and planning documents were reviewed as part of this study and are identified in the appendix of references. The recommendations developed here are consistent with our understanding of the historic, current, and future goals, challenges and opportunities within the MPA.

Section 1.0 - MPA Characteristics

The Springfield Metropolitan Planning Area lies within Sangamon County and is comprised of Springfield, Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Spaulding and surrounding unincorporated areas¹. Located in the heartland of the nation, the MPA is home to the state’s capital (Springfield, IL) and is geographically situated near major metropolitan areas; approximately 200 miles southwest of Chicago, 100 miles northeast of St. Louis and 193 miles west of Indianapolis².

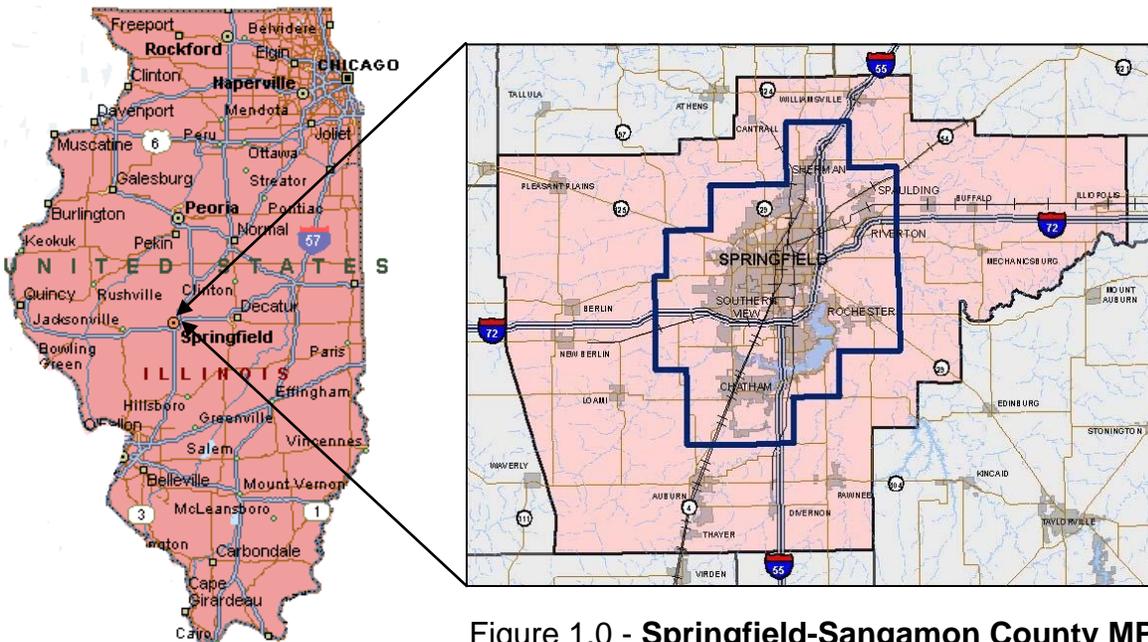


Figure 1.0 - Springfield-Sangamon County MPA

Economic Situation³

The Springfield area has experienced economic challenges like the rest of the nation in recent years, but has endured better than most. According to a recent Standard and Poor’s Bond review by the Springfield Office of Planning & Economic Development, the overall economy in Springfield has remained relatively stable in spite of the negative trends seen regionally and nationally. Although the local unemployment level has risen to 10%, it remains the second lowest in the state of Illinois and is below the national level.

¹ Springfield Area Transportation Study, April 2010

² <http://www.co.sangamon.il.us/>

³ Mainly from: Standard and Poor’s Bond review, Springfield Office of Planning & Economic Development, 2010

Major employers in the MPA include state government, health care providers, finance insurance and real estate (FIRE), retail trade, and tourism. Additionally, Springfield has a large number of statewide associations either headquartered or represented in the area which provide hundreds of well paid professional jobs.

While nearly all sectors, including governments at all levels in the Springfield area, have been affected by the overall economic downturn, the local area retail trade and FIRE sectors have taken the brunt of the recent recession. Local manufacturing has also suffered employment reductions. One local operation, Honeywell Hobbs, will close their facility in Springfield at the end of 2010, which will result in a loss of 120 workers.

Locally, the health care and hospitality sectors have remained the most stable and have provided momentum for much of the employment and construction activity. Senior retirement centers offering various levels of care have experienced strong growth because of high quality health care services, the Lincoln historic legacy, numerous museums, affordable housing and perceived quality of life. The most stable growth has occurred in the Health Care services sector. Existing institutions such as the Southern Illinois School of Medicine, Memorial Hospital, St. John's Hospital and the Springfield Clinic are all expanding. In addition, Kindred Healthcare Hospitals will open a 45 bed, long term acute care facility this year and will join the recently opened 200-bed Lincoln Prairie Behavioral Hospital.

Several nationally and internationally recognized engineering firms are represented in the city. Although many of these firms have experienced some staff reductions, they have largely managed to weather the economic downturn by means of maintaining a diverse portfolio of engineering services offered across the United States and the world.

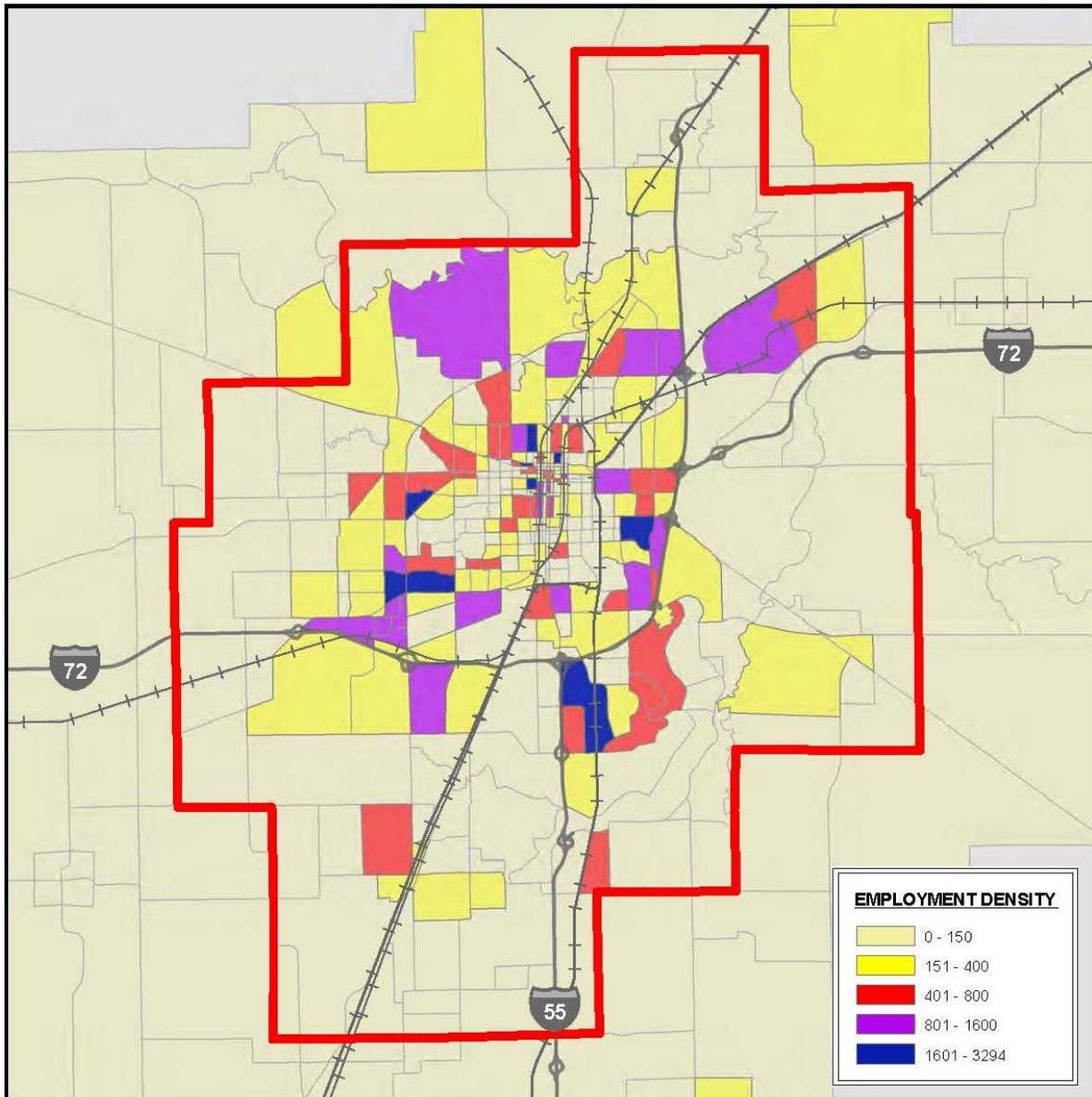
“Springfield continues to be a retail hub for a 10-15 county trade area in central Illinois and for that reason remains a desirable location for merchandising.

Finally, Springfield remains a desirable location for “back office” facilities and has significant employment operations for AT&T, Wells Fargo, and Blue Cross Blue Shield.”⁴

The desire to foster economic development and job growth in the area is one of the key background objectives for this study. From the standpoint of local economic activity in the identified Economic Activity Centers (EAC's - see Section 2.0) in the MPA, the diversity of employment is reflected in the characteristics of the EACs and helps stabilize the local economy. If the EACs are thought of as “micro economies” within the MPA, it is also seen in several of the EACs that there is significant dependence on a diverse customer base across the MPA. In other words, the micro economic situation in the MPA is reflective of the economic realities in the MPA as a whole. While it is a strength of the MPA economy

⁴ Standard and Poor's Bond review, Springfield Office of Planning & Economic Development, 2010

that the diversity offers some measure of security, it is also true that the high degree of interdependence means that a robust and efficient transportation network will impact the success of the micro economies in the MPA. Not only do the types of businesses across the MPA vary, but figure 1.1 below illustrates the geographic diversity of the significant employment areas in the MPA. Both the geographic diversity and the interdependence underscore the need for effective transportation.



Employment Density within the MPA

Figure 1.1

Population

County population has increased steadily. From 1980 to 2008, Sangamon County and the City of Springfield grew 10% and 15%, respectively. This represents an increase in county residents of approximately 19,000⁵, most of which are attributable to the City of Springfield as shown in the charts below. This modest but steady growth rate averaged less than ½ of a percent a year, and as indicated by the trend lines in each chart below, the trend appears likely to continue.

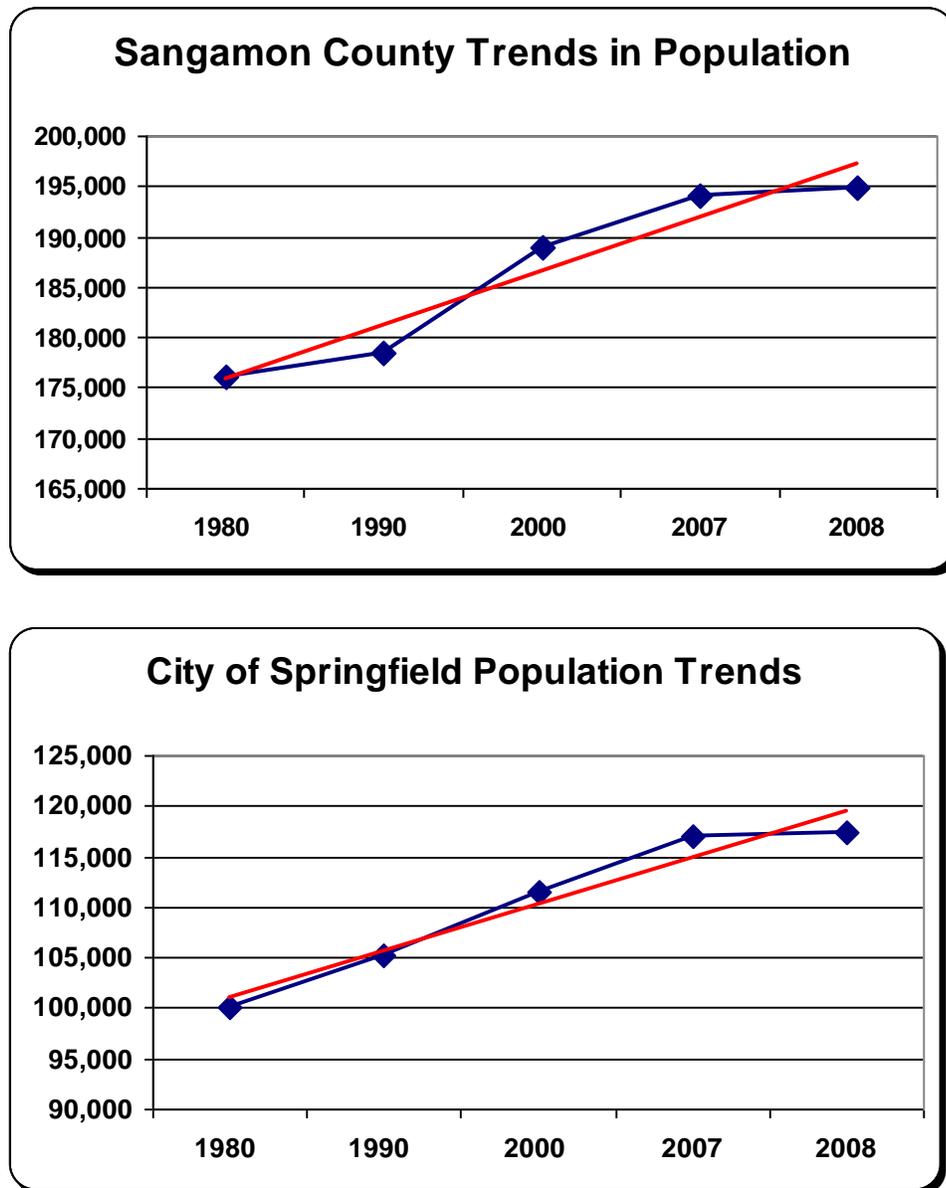


Figure 1.2 – County and City Population trends

⁵ U.S. Census Bureau

Any change in an area's population affects travel patterns and demands and changes the area's transportation needs and expectations. Continued population growth expands the regional economy, creating additional demand for travel and goods and services. As the population grows, so does the corresponding demand for more consumer goods thus increasing freight traffic as well. Planning for a balanced and integrated transportation network to ensure the safe and efficient movement of goods and people becomes more critical. MPA planning needs to consider the requirements of freight and intermodal movements, and freight access issues associated with increased freight activity.

Projections indicate that by 2030, the population in Sangamon County will be over 222,000⁶ residents representing an increase of 15%. With the current population, the transportation network is sufficient for existing travel demand. However, the 2035 Long Range Transportation Plan (LRTP) indicates that several area roadways will experience significant congestion. This projected congestion is based on the current and anticipated population density across the MPA as it relates to the existing roadway network. Section 2.0 of this study identifies the specific EACs and Key Economic Corridors affected by these anticipated population-driven congestion impacts.

Housing

According to a recent Standard and Poor's Bond review completed by the Springfield Office of Planning & Economic Development:

"Springfield is known for its affordable and diverse housing stock and typically ranks in the top 25 most affordable housing market communities in the United States. According to the Capital Area Association of Realtors (CARR) sales of existing homes (including single-family, townhomes and condominiums) increased during the fourth quarter of 2009 as did the median home sales price.

There were a record 945 homes sold during the fourth quarter of 2009, reflecting a 36.6 percent increase over the 2008 fourth quarter home sales of 692. For 2009, there were 3,717 home sales in the Capital area reflecting an increase of 6.6 percent over the 3,488 sales recorded in 2008. The Capital area median existing single-family home sale price for the fourth quarter of 2009 was \$107,500, reflecting a 13.2 percent increase over the prior year's fourth quarter price of \$95,000. The median price for 2009 was \$109,000, reflecting an increase of 4.8 percent over the 2008 price of \$104,000.

CARR also released its year-end 2009 community profile. Fourteen of the seventeen communities profiled registered an increase in unit sales in 2009.

⁶ Illinois Department of Commerce

The city of Springfield laid claim to the largest number of home sales with 1,932 home sales in 2009, reflecting a 5.0 percent increase over the prior year. The city of Springfield's 2009 median sale price of \$108,500 for 2009 reflects a 7.8 percent increase over 2008.

Total dollar volume of CARR home sales in 2009 was \$468.6 million reflecting an 8.2 percent increase over the \$433.1 million in 2008. The 2009 home sales of 1,932 in Springfield is higher than the 2008 number of 1,840 but less than the banner years of 2002-2007 where the numbers were 1,994, 2,162, 2,162, 2,254, 2,198, and 2,162 respectively.

Whereas there has been a negligible increase in foreclosures, home sales have remained fairly constant during the recent turbulent economic period. Sound lending practices and a reluctance to participate in sub-prime programs by local banks and lending institutions, avoided a housing sector meltdown experienced by other communities. Likewise, wholesale real estate speculation was not a common practice in this region thus allowing the market to remain relatively stable."

Figure 1.3 below indicates that the housing described above is spread across the MPA. High density housing locations are found in all general areas, rather than in a few specific concentrated areas. This widespread housing indicates that like the diverse concentrations of job types and employment locations across the MPA, housing is another driving factor underscoring the need for a complete and efficient transportation network. The fact that housing choices are available across the area in a variety of cost ranges can be a contributing factor to future success in development of the diverse employment picture. Diverse employment opportunity leads to continued demand of choices in a range of housing affordability.

One of the factors potentially having a positive impact on continued diversity of housing choices in the MPA is that there has been an expressed desire for development or redevelopment of different kinds of housing within the City.

One current local effort drawing out the community's desire for improved urban housing options is the MacArthur Boulevard Redevelopment Study. Public comments received during the study apparently indicate that people are interested in seeing new townhouse or condominium type housing choices as part of multiuse redevelopment areas in existing neighborhoods. Residents and entrepreneurs would have more choices rather than the only options for new housing being built in new neighborhoods, which tend to be in the outlying areas around the MPA. New townhouse and condo urban housing is not currently represented well within the region, and a review of the region's demographic profile indicates there could be some unmet demand.

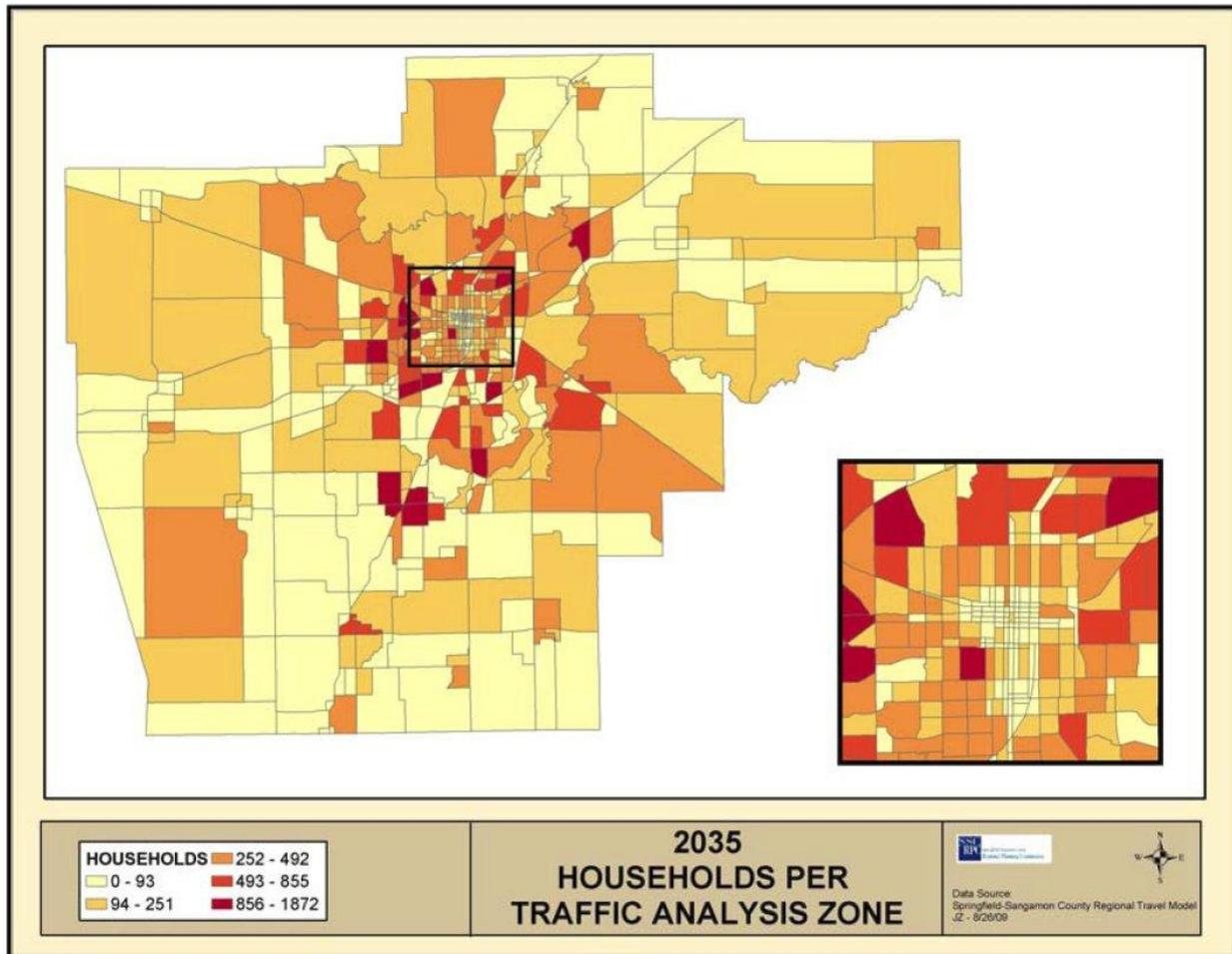


Figure 1.3 (from 2035 LRTP)

The most obvious example of a change in the style of new housing opportunities in the MPA is the “Legacy Pointe” “Lifestyle Center” currently under construction at the intersection of Interstate 72 and the new MacArthur Boulevard extension. The development is planned to include high density and a small amount of low density residential development.

One very positive economic advancement resulting from the development is the recent announcement by Scheel’s, a major chain destination retailer, which will locate at Legacy Pointe. Construction has begun on a 200,000 square foot facility that will open in July of 2011 and employ 300 full and part time workers. Scheel’s employees reportedly earn the highest retail wage rates in the sector. This is the first of several “big box” stores expected to locate at Legacy Pointe along with additional smaller retail, hospitality and other satellite operations.³

Transportation Network

Overall, the Springfield area has a well-developed transportation system. Access to interstates and rail is good and sufficient to support current freight transportation. The MPA is reported to support 41 freight terminals, 25 local carriers, 35 intrastate carriers and 74 interstate carriers⁹, and is also home to the Abraham Lincoln Capital Airport.

Road Network

Three Federal and six State highways, including Interstates 55 and 72 provide the MPA with a well developed highway system with access to key large markets north, east, and west. I-55 runs from north to south along the eastern edge of Springfield connecting to Chicago and St. Louis. I-72 runs from east to west providing access to Indiana and points east as well as access to the Mississippi River.



Figure 1.4 – Illinois Highways

The interstate system is also supplemented by various state routes and county roads providing connectivity outside the MPA. Within the MPA, figure 1.5 below shows the highest volume roadways.

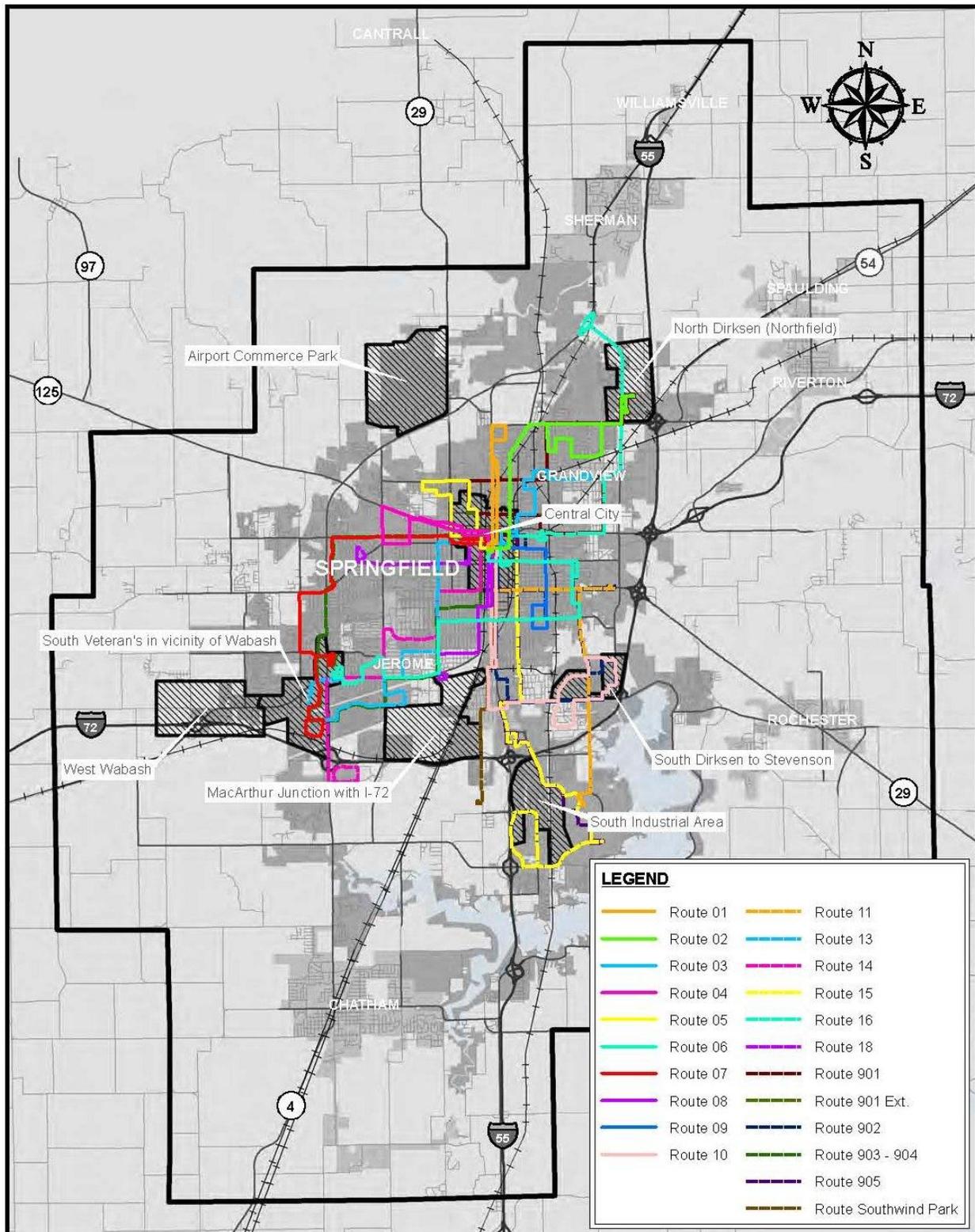
travelers, most of whom arrive by auto, with a smaller number coming by bus, air and rail. A significant portion of Springfield's morning and evening vehicular traffic is made up of commuters from surrounding communities who work in the city.

Local area public transportation in Springfield is provided through the mainline bus routes and paratransit service of the Springfield Mass Transit District (SMTD). The SMTD routes are currently undergoing reconfiguration. The new routes are depicted in figure 1.6 below and reflect a relatively high degree of service to five of the eight Economic Activity Centers (EACs) in the MPA. The areas least served are Airport and the West Wabash EAC, which is outside the SMTD boundary. According to the SMTD, the general impetus for adding service to the southwest portion of Springfield was because people who work in that area have requested additional bus service¹⁰.

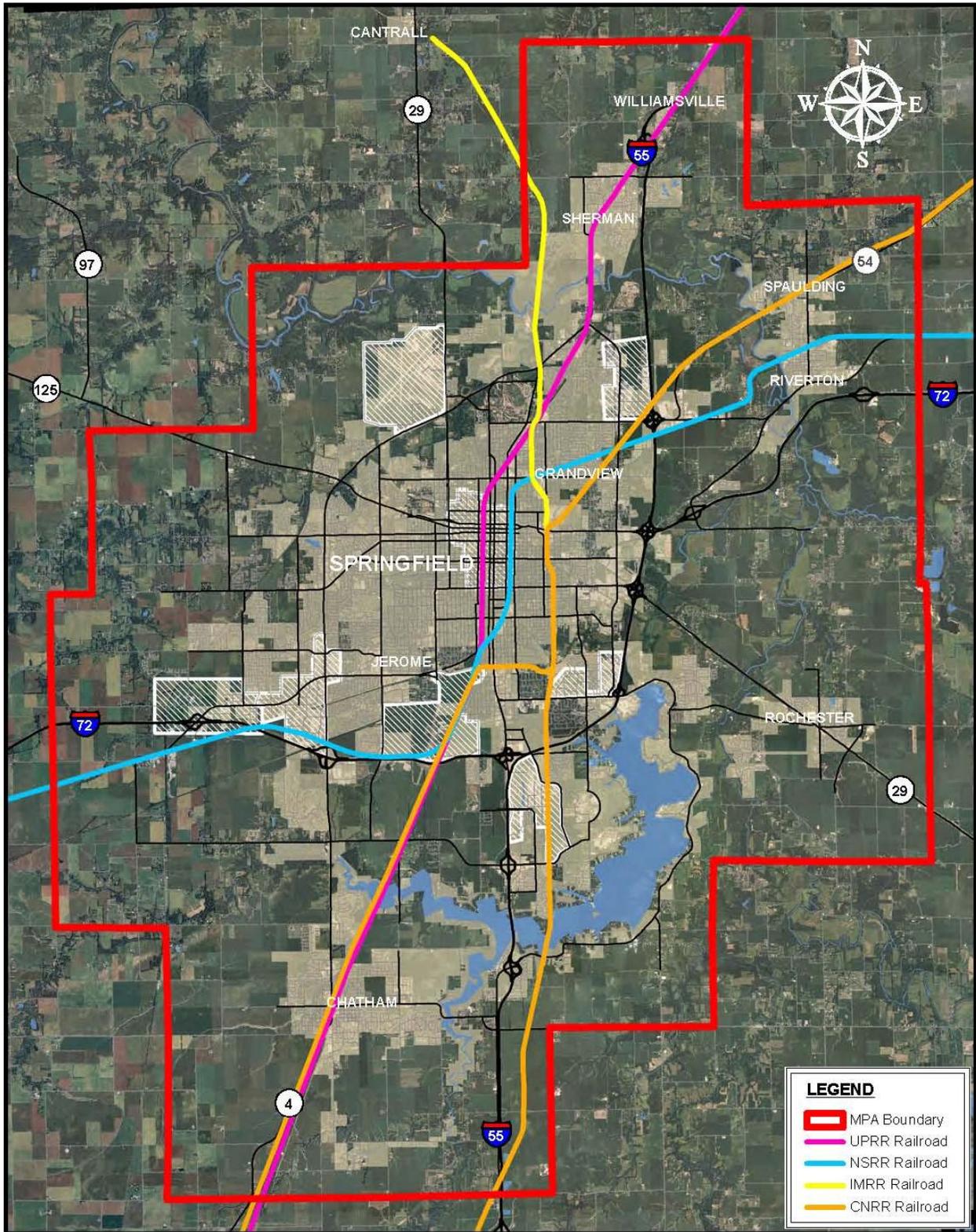
Freight Rail

The MPA freight rail network is indicated in figure 1.7 and is discussed further in Section 3.0.

¹⁰ <http://www.sj-r.com/local/x1487806320/SMTD-moves-ahead-with-bus-route-overhaul>



SMTD Bus Routes
Figure 1.6

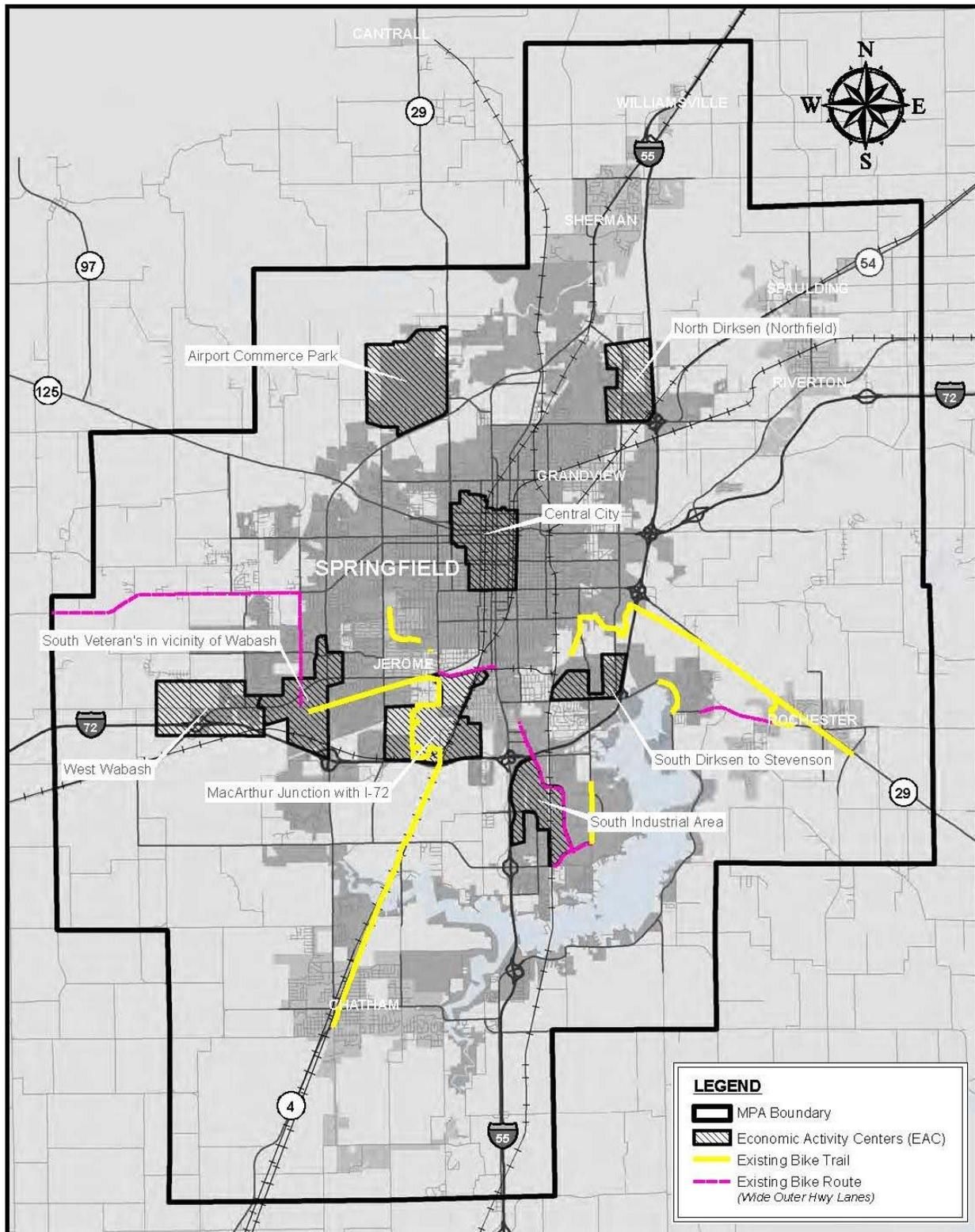


MPA Railroads
Figure 1.7

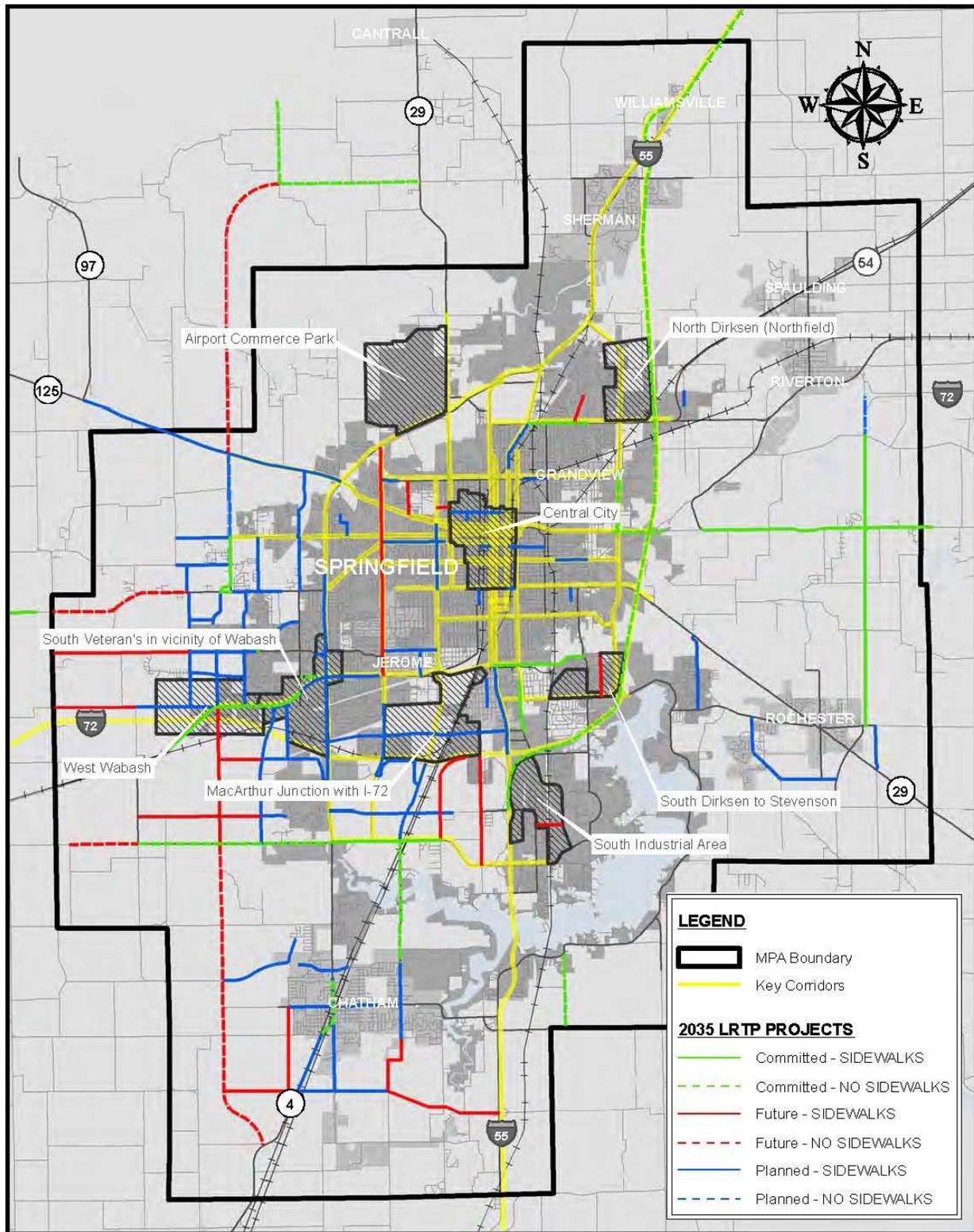
Pedestrian and Bike Trails⁸

A number of Sangamon County municipal streets have sidewalks on one or both sides of the roadway, although many municipal and unincorporated areas lack sidewalks or have sidewalks in need of repair. Springfield subdivision regulations require that sidewalks be constructed along all new subdivision streets (on both sides of a street) and along streets bordering the subdivision if necessary for public safety. Springfield builds sidewalks during construction of new streets or major reconstruction of existing streets when feasible. Current county subdivision regulations require construction of sidewalks on both sides of a street in small lot subdivisions and unincorporated area. Incorporated village regulations vary.

The Springfield MPA currently has 34.9 miles of bikeway, consisting of 21.3 miles of trail and 13.6 miles of bike lanes or wide shoulders. Existing trails and routes are shown in figure 1.8 below. Additionally, the proposed roadway projects as identified in the 2035 LRTP are indicated in figure 1.9 below. Regarding bicycle and pedestrian access, key elements to note in figure 1.9 are the proposed roadway projects that do and do not include sidewalk improvements.



MPA Bicycle Trails & Routes
Figure 1.8

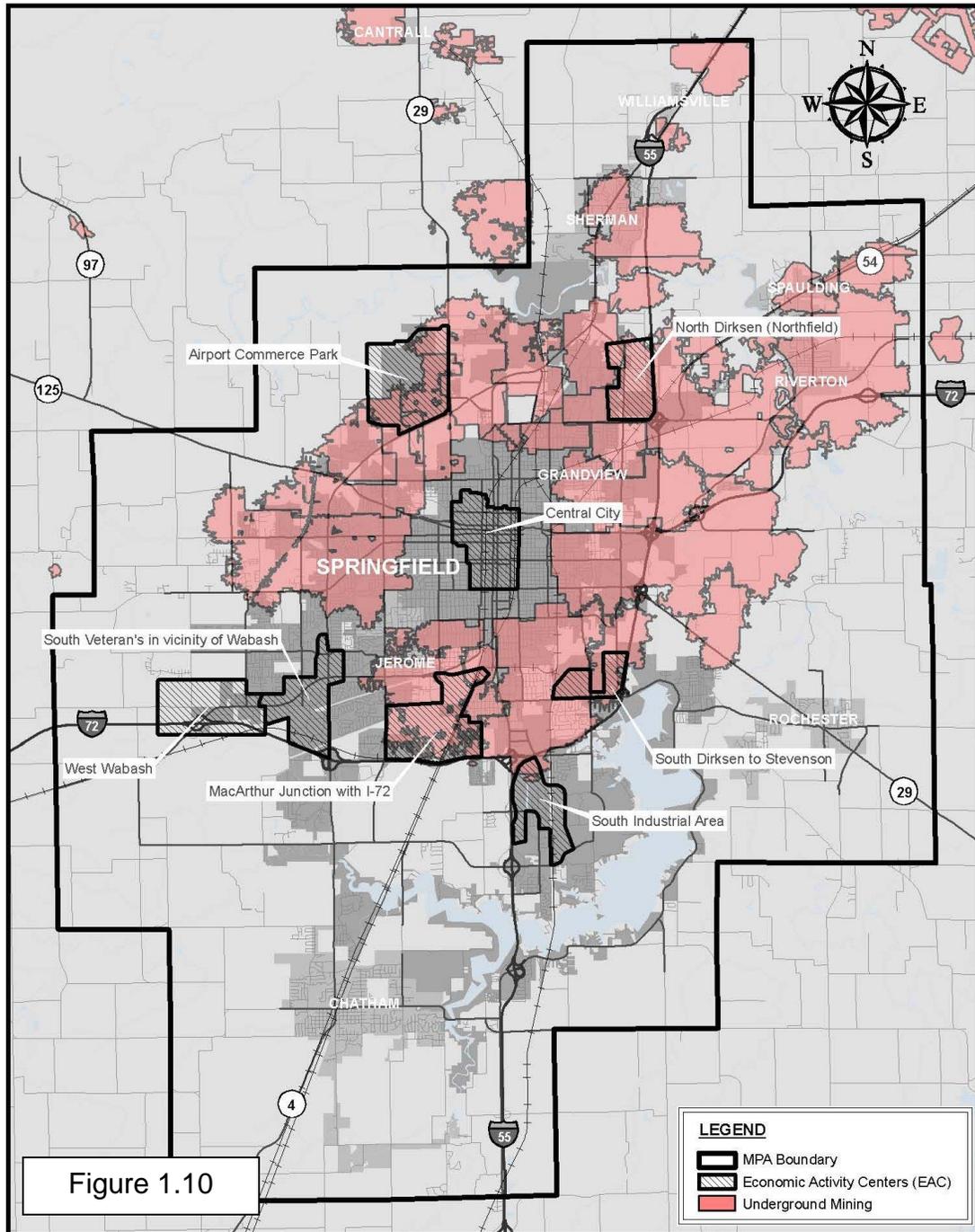


MPA Street & Highway Projects

Figure 1.9

Known Geological Challenges

Figure 1.10 below identifies the widespread areas in the MPA and surrounds where underground mining has occurred. This represents a potential issue to certain types of development requiring high strength and stable soil.



Springfield Underground Mining

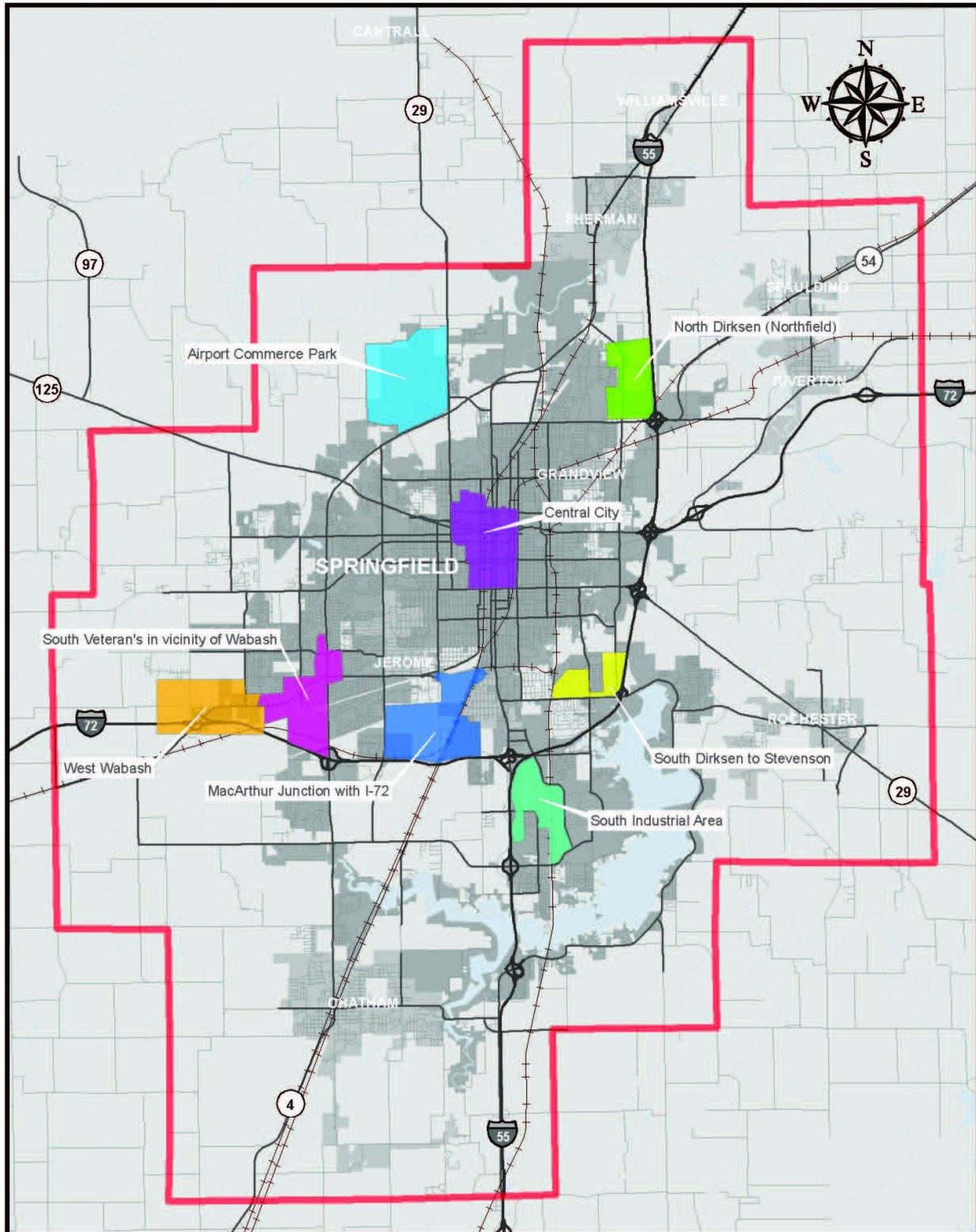
Section 2.0 - Economic Activity Centers & Key Economic Corridors

Within the MPA, the city of Springfield has been evolving from having a single central urban core of economic activity to having multiple areas of concentrated economic activity. This new structure influences the MPA's transportation systems and their integration into the planning process. This study provides a snapshot of eight Economic Activity Centers (EAC) within the MPA. It also focuses on key highway and roadway corridors that serve these EACs throughout the MPA. These corridors serve many functions and support a broad array of land uses, ranging from residential to commercial to industrial and governmental activities. Many of these corridors function as essential parts of commercial districts, providing a marketplace of goods and services that serve users ranging from the local neighborhoods to regional populations.

In general, EACs help sustain communities by promoting local investment, preserving property values, and contributing to local economic development. The EACs in the Springfield–Sangamon County MPA provide residents and investors with access to shopping, jobs and entrepreneurial opportunities.

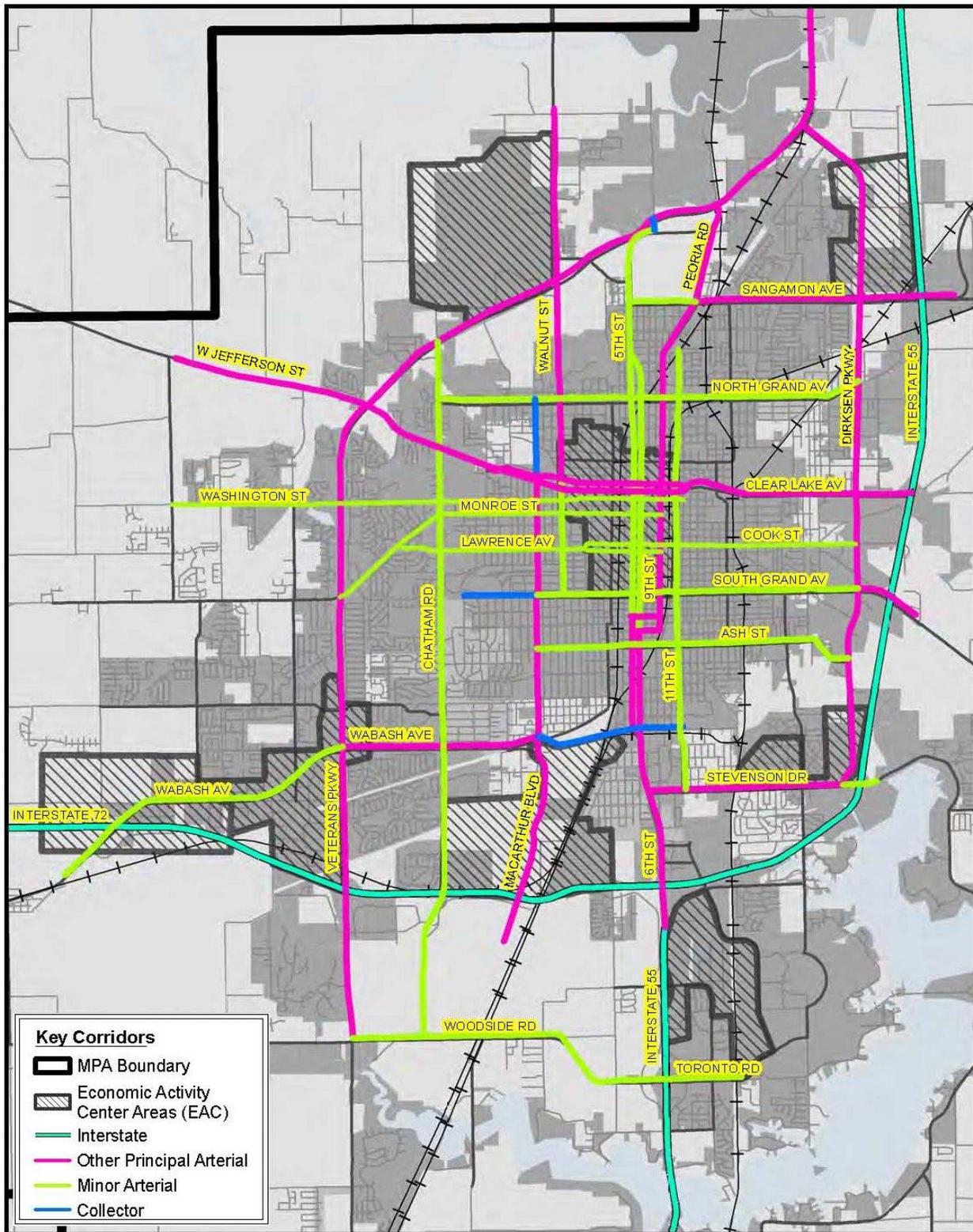
The locations of the eight MPA Economic Activity Centers examined are indicated in figure 2.0 below and discussed in detail in the following pages. These areas were chosen as either representing current major economic activities within the region (refer back to figure 1.1) or those areas with potential due to location, land availability, or unique characteristics such as the Airport Commerce Park associated with and located adjacent to the airport. The areas defined do not, and are not intended to, represent all of the commercial or employment activity in the MPA. Specific buildings or businesses were not included or excluded intentionally, and areas not selected are not implied to have less value or importance. There certainly exists and can continue to exist important economic activity and development outside these defined areas. For example, the area located to the south of the MacArthur Junction EAC and to the west of the South Industrial Area EAC appears to be a prime area for available land. However, it is more likely that development in this area will lag the identified EACs, and any identified transportation improvements for the EACs will also benefit this and other areas.

The key corridors connecting the EACs and impacting the businesses and development of the EACs are indicated in figure 2.1. In order to determine the key corridors, traffic volumes along MPA roadways and traffic relationships with the EACs were examined in detail. These corridors are identified as key due to the fact that they handle the large majority of trips within and through the MPA and for the connectivity they provide from across the MPA to the individual EACs. The following discussions of the EACs include evaluation of where in the MPA trips originate for each individual EAC as a destination (see figure 2.4 and similar). The evaluation examines the density of trips originating from individual Traffic Analysis Zones (TAZ) to the EACs and further clarifies which corridors are key factors for each EAC.



Economic Activity Centers Within The MPA

Figure 2.0



MPA Key Corridors

Figure 2.1

Economic Activity in the EACs

The existing business types and basic characteristics of the individual EACs are discussed on the following pages. Table 2.1 below provides a summary of the business types and the apparent availability of vacant land for potential future development or expansion. Table 2.2 below provides a summary of the estimated number of jobs in each EAC and the traffic moving to and from each EAC. The EAC job numbers are estimated from TAZ employment numbers, and the traffic origins and destinations are estimated from the Travel Demand Model.

	Airport Commerce Park	North Dirksen	Central City	West Wabash	South Veterans	MacArthur Junction	South Dirksen	South Industrial
Existing Businesses								
Retail	X	X	X		X	X	X	X
Professional Services			X		X		X	
Medical Services			X	X	X		X	X
Food & Beverage	X	X	X	X	X		X	X
Offices		X	X	X	X		X	X
General Industrial	X		X	X		X	X	X
Government	X		X		X		X	X
Hotels			X		X		X	
Leisure/Entertainment			X	X	X		X	X
Vacant Land	X	X		X	X	X	X	X

Table 2.1 - EAC Business Types

EAC	Jobs	Traffic	
		Origin	Destination
Airport Commerce Park	1133	1482	1462
North Dirksen	2475	10125	10423
Central City	34324	88758	89867
West Wabash	1724	2624	2678
South Veterans	9949	31017	32719
MacArthur Junction	115	2256	2244
South Dirksen	2682	9268	9605
South Industrial	2542	6549	6699

Table 2.2 - Summary of Jobs & Traffic

EAC Connectivity/Proximity

A review of each the EACs was conducted to determine which ones had both the best access to the regional system (multimodal), and which had the highest degree of proximity to each other. Chart 2.1 below provides a simple system for comparison,

using a point system for least connected (one point) to most connected (3 points). The EACs were then ranked by total points.

Beyond proximity, further discussion of specific connectivity and access follows in the descriptions and evaluations of the individual EACs.

EACs	Proximity to Each Other								Proximity to Intermodal Facilities					Subtotal	Total	RANK
	Airport Commerce Park	Central City	MacArthur Junction	North Dirksen	South Dirksen	South Industrial Area	South Veterans	West Wabash	I-55 Interchanges	I-72 Interchanges	Railroad	Airport	Railyards			
Airport Commerce Park	X													8	20	2
Central City		X												9	19	4
MacArthur Junction			X											11	25	1
North Dirksen				X										9	19	4
South Dirksen					X									9	18	6
South Industrial Area						X								7	16	8
South Veterans							X							8	20	2
West Wabash								X						8	18	6

	= 1 PT
	= 2 PTS
	= 3 PTS

Chart 2.1 – EAC Proximity

As can be seen the MacArthur Junction ranked highest in total points with 25 points. Its central location, direct interchange access with I-72, adjacency to the major rail lines and connections to the airport via MacArthur Boulevard are key factors in providing intermodal and freight access. Interestingly, it is also one of the EACs with a significant amount of available land. In addition, it is also one of the few EACs whose connectivity could be further improved with an affordable and relatively easy improvement – extending MacArthur Boulevard south to Woodside Road.

The Airport Commerce Park and South Veterans EAC tied for second with 20 points, though each had very different strengths. Each supports the other with the strong connection via Veterans Parkway, but the Airport Commerce Park strength is obviously the air mode of transportation, followed by its connection to the North Dirksen EAC and proximity to the UP Rail yard. For the South Veterans EAC, access to both West Wabash EAC and MacArthur Junction EAC as well as direct access to I-72 are key components. The Airport Commerce Park EAC ranking could be improved by better

access to the railroad (though close, no good place for a connecting spur exists and access is limited through the UP yard) and perhaps some improvements to the MacArthur Boulevard corridor north to David Jones Parkway. A better connection to Sangamon Avenue would also increase the accessibility to the North Dirksen EAC. For the South Veteran's Parkway EAC, very little improvements could be done outside of internal roadway and traffic improvements to raise its ranking.

It is noted that the South Industrial Area, the site of a large amount of freight movements, fared poorly in this analysis, ranking last out of the eight EACs. Though it has direct access to I-55, it is not located in proximity to any of the other EACs, has no rail or air connectivity and is generally wedged in. An interchange on I-55/I-72 north would improve its ranking, but not likely enough to justify the expense.

Following is discussion of the eight individual EAC areas.

Airport Commerce Park/ Capital Airport¹¹

Boundary Description

Located in the northwest portion of the MPA (Figure 2.0), the EAC is generally bounded by Veterans Parkway to the south, David Jones Parkway to the east, Hennepin Road to the west, and Tozer Road/Estill Drive to the north. The actual airport-owned property extends beyond these boundaries at some locations, but the current and apparent near term development should occur mainly within the boundaries indicated in Figure 2.2. The Airport Commerce Park area is set aside as a future business park and is owned by the Abraham Lincoln Capital Airport. This area is viewed as an important future economic development area. The Springfield Airport Authority continues to pursue opportunities to attract development at this location.



Existing Businesses & Employment

The airport is currently served by three scheduled passenger airlines: American Airlines and United Express Airlines provide access to worldwide destinations through daily flights to O'Hare International Airport, and DirectAir which provides twice weekly service to Myrtle Beach, South Carolina or Fort Meyers/Punta Gorda, Florida. The South Carolina and Florida service is provided at opposite times of the year. Cargo service on these aircraft is generally limited to packages under 150 pounds measuring 83x40x32 inches in size. Aircraft services available include hangars, tie-downs, fuel, and airframe and powerplant services¹². The terminal includes food service, a gift shop, and an aviation museum.

In addition to passenger service, the 183rd Fighter Wing (FW) of the Illinois Air National Guard occupies 91 acres of leased land on Airport property. The mission of the 183rd FW is to provide 15 combat ready aircraft, pilots, and required support personnel

¹¹ Images of Abraham Lincoln Capital Airport and Commerce Park area taken from Bing Maps (www.bing.com)

¹² <http://www.airnav.com/airport/KSPI>

capable of global deployment to perform tactical, general-purpose warfare as directed by major command authority. The unit currently flies the F-16 Falcon. The 183rd FW occupies 2 administrative and 31 industrial buildings totaling approximately 267,600 square feet with 321 full-time personnel. A unit training drill is conducted once a month and results in a surge of up to a total of 1,121 personnel.¹³

There are no existing tenants in the Airport Commerce Park, but it is currently being utilized through agricultural leases.

Total employment is estimated at approximately 1,133 jobs as noted in Table 2.2 and Figure 2.2



Airport Commerce Park (EAC)
Estimated Employment

Figure 2.2

¹³ <http://www.globalsecurity.org/military/facility/capital.htm>

Existing Transportation Network

Roadway Access - the Airport can be accessed from any of the roadways making up its borders. Access to the MPA as a whole is provided via North J. David Jones Parkway and Veterans Parkway, which in turn provides connection to the interstate, The Commerce Park property is located near the northwest junction of Veterans Parkway and North J. David Jones Parkway. The site also has direct access to Veterans Parkway (IL Rte 4) at two locations, including one location that can be signalized.

Volume of Roadway Traffic - the regional travel demand model was utilized to look at total volume and how the Airport interacts with the rest of the MPA. This was accomplished by determining the number of trips and originating TAZ for auto and truck travel to the Airport EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.3 indicates the estimated total origin and destination trips.

Transit – there is currently neither passenger rail nor SMTD bus service to the EAC (see Figures 1.6 and 1.7).

Rail - there is no direct freight rail connection to the Commerce Park or the Airport in general (see Figure 1.7).

Bike/Pedestrian – there are no identified bike trails or routes within the EAC nor do any routes within the MPA provide connectivity to the EAC (see Figure 1.8). As Figure 1.9 indicates, there are currently no projects identified to address improvements, other than a future (not in the next 25 years) potential project along Chatham Road indicated to include sidewalk improvements.

Dependence within MPA and other EACs

Figure 2.4 shows the density and origin of trips to the EAC. It is important to note that there is a relatively high density of trips to this EAC from across the MPA, with the highest contributing areas spread fairly evenly across the metropolitan area. This is not surprising for an airport, and clearly underscores the importance of good access to the EAC. The other EACs on which the Airport most depends include Central City, the area southwest of North Dirksen, South Veterans, and the area northwest of MacArthur Junction.

Key Corridors - unlike some of the other EACs, this area is dependent on essentially all of the key corridors identified in Figure 2.1.

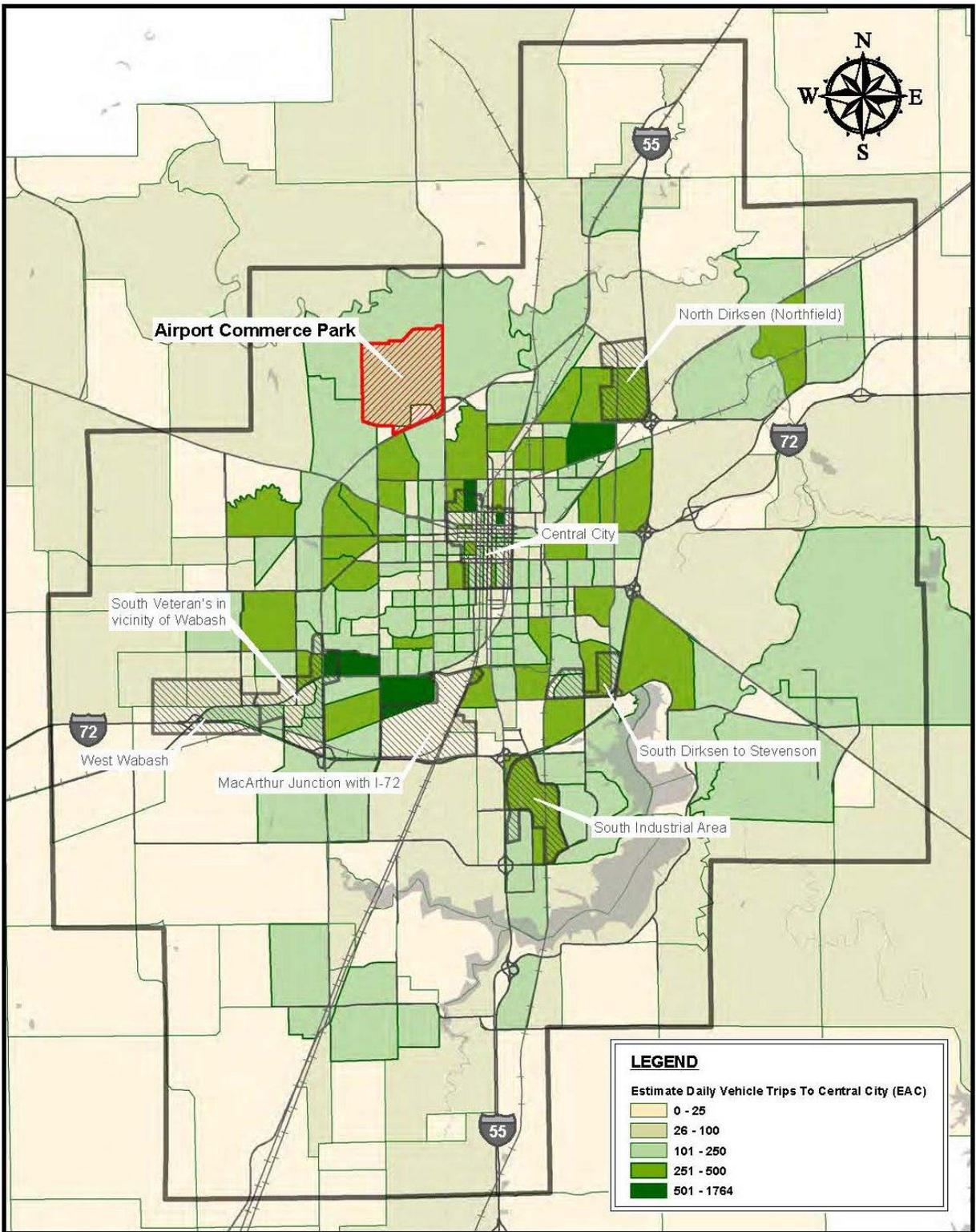
Current commerce at the airport, mainly consisting of the various aviation-related activities, is essential to the overall economy of the MPA and its ability to compete into

the future. It is widely recognized that air service to an area is a very important factor in site selection for development, retention, and expansion for many different industries.



Airport Commerce Park (EAC)
Estimated Traffic Volumes

Figure 2.3



Airport Commerce Park (EAC)

Estimated Daily Vehicle Trips To EAC

Figure 2.4

Challenges & Opportunities Unique to the EAC

Vacant Land – 128.5 acres (87.9 acres is currently available for development while 40.6 acres could be developed if the existing runway clear zone was moved).

Raw Infrastructure – the Commerce Park is not shovel-ready or ready-to-build with utilities and other necessary improvements in place, though all utilities are available immediately adjacent to the site including water, sewer, electrical, phone and cable. Additionally, the Commerce Park property is in a location identified as an underground mining area as seen in Figure 1.10.

Although in terms of physical distance, there are rail facilities within relative proximity (see Figure 3.7), the lack of an apparent means of gaining a direct freight rail connection limits the possibilities for development of heavier industry or bulk commodities movements that might otherwise find the Commerce Park attractive.

Air transportation is the preferred mode for the shipment of high value, light weight, and perishable goods that typically are concentrated at busy commercial service airports. In order to develop air freight cargo, accessible transportation infrastructure is a key decision factor in private sector facility site selection. The Airport is located approximately 7.5 miles from the Sherman interchange with I-55 via Veteran's Parkway and Business Route I-55 and 7.5 miles to I-72 via Veteran's Parkway. It also connects to I-55 approximately 4.5 miles away via W. Browning Road and around the State Fairgrounds to the Sangamon Avenue interchange (see Figure 2.1) This access appears to be adequate, but industry site selectors may perceive that the airport's proximity to the interstate is not sufficient when compared to other potential locations near a highway interchange. The "first and last mile" costs are always a consideration for freight carriers and their customer base.

Regarding potential for increases in air cargo or dedicated air cargo service, demand needs to be present in addition to infrastructure. This is largely driven by the private sector. Basically, industry such as an electronics component manufacturer that regularly ships and receives a considerable amount of time-sensitive, high-value freight needs to be located in the region.

Integrated carriers such as Federal Express (FedEx) and United Parcel Service (UPS), lead the air cargo industry in the timely delivery of small packages and documents. With facilities just 71 miles away at the Peoria International Airport and the existing Springfield area FedEx and UPS ground facilities, it may be unlikely for these carriers to locate at or near the Springfield airport since any regional demand for their services is already handled in reasonable proximity.

Overcoming Barriers at the Airport and Commerce Park EAC

- Building an Interstate near the Airport would certainly address once and for all the issue of proximity. However, this is not an improvement that seems practical in the near future. Traffic does not appear to warrant it, and there are significant environmental and financial obstacles.
- The airport may find it is more advantageous to seek out a light industrial or commercial tenant based on “corporate” general aviation, rather than air freight. In other words - find a business which already owns a plane. Perhaps the business wants to or could be induced to be located at the airport, which would allow them to be near a preferred means of transportation.
- The airport may be a good location for a complete business incubator park; the region could develop it as high quality, green manufacturing/distribution, perhaps Internet based. If enough internet warehousing businesses located here, perhaps FedEx or UPS would land here as well. This type of activity is common in conjunction with Universities and could potentially be worked as a partnership.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0.

North Dirksen (Northfield) ¹⁴

Boundary Description

Located in the northeast portion of the MPA (Figure 2.0), the EAC is generally bounded by I-55 to the east, Sangamon Avenue to the south, and includes those business areas along the west side of Dirksen Parkway. Although there are additional commercial activities immediately west, north and south of the boundary indicated in Figure 2.5, as well as to the east of I-55, this EAC is defined as primarily those businesses and developments that do and can occur north of Sangamon Avenue and along the segment of North Dirksen carrying the highest volume of daily traffic.



Existing Businesses & Employment

The area is characterized by a variety of commercial uses including enterprises such as Menards, Lowes, Walmart, Ditch Witch, Harley-Davidson, Hilton Garden Inn, etc. and various food and service establishments. The Menards, Lowes and Wal-Mart are relatively recent additions to this area. The total mix indicated in Table 2.1 also includes additional retail, offices, medical services, and food & beverage establishments. Total employment is estimated at approximately 2,475 jobs as noted in Table 2.2 and Figure 2.5.

Existing Transportation Network

Roadway Access and Traffic Volume - the Main roadway within the EAC is Dirksen Parkway, which carries approximately 25,100 vehicles per day (see figure 1.5). The daily traffic drops off considerably north of the EAC along Dirksen to approximately 12,100. The EAC is very accessible to the interstate via the Sangamon Avenue/I-55 interchange to the south and the Business 55 intersection to the north.

¹⁴ Images taken from Bing Maps (www.bing.com) and Google Maps (maps.google.com)

The regional travel demand model was utilized to look at total volume and how the North Dirksen area interacts with the rest of the MPA. This was accomplished by determining the number of trips and originating TAZ for auto and truck travel to the EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.6 indicates the estimated total origin and destination trips.

Transit – the new SMTD service map includes two routes serving the EAC as indicated in Figure 1.6. There is no passenger rail service in the EAC, although the Amtrak service on the Union Pacific line passes in close proximity to the northeast portion of the area.

Freight Rail – All of the rail carriers in the MPA are within relatively close proximity to the EAC as seen in Figure 1.7. The Canadian National line actually passes through the EAC, although it does not currently provide service within the immediate area.

Bike/Pedestrian – there are no identified bike trails or routes within the EAC, nor do any routes within the MPA provide connectivity to the EAC (see Figure 1.8). As the picture to the right shows, the typical section of the roadway does not include bike lanes or sidewalks. As Figure 1.9 indicates, there are currently no projects identified to address improvements.

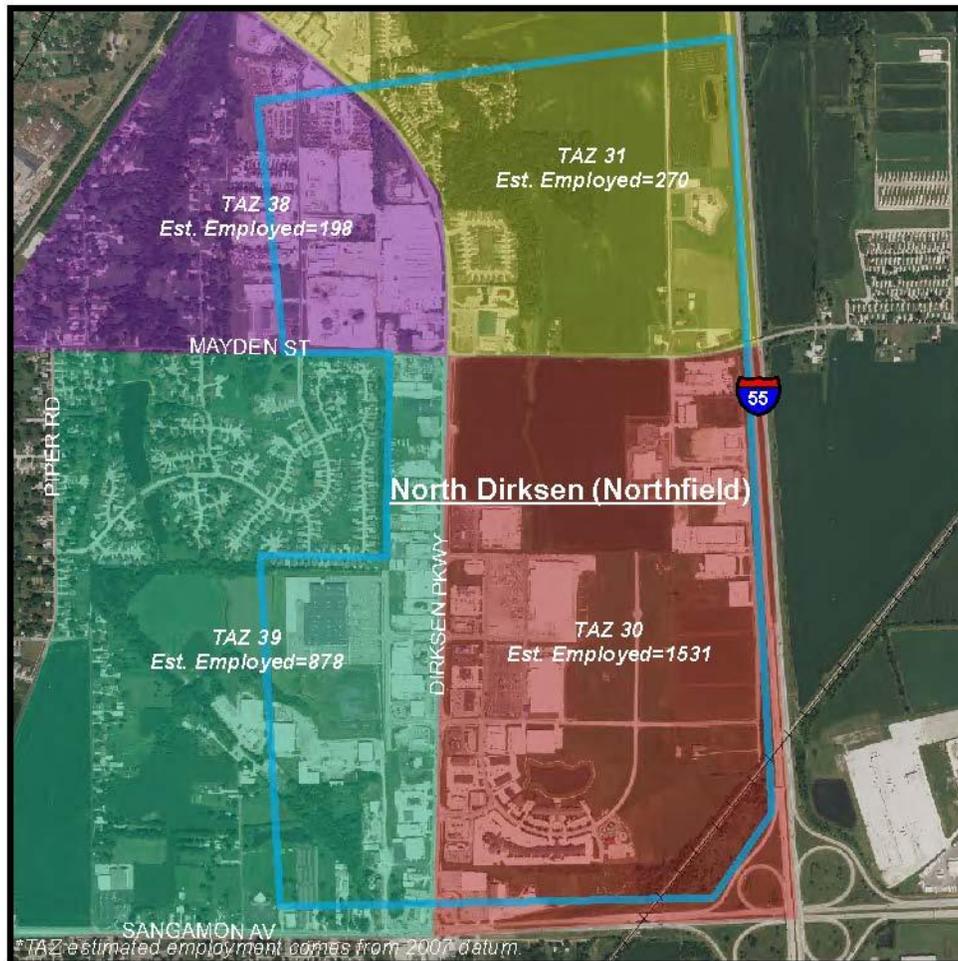


Typical Section along North Dirksen Parkway

Dependence within MPA and other EACs

Figure 2.7 shows the density and origin of trips to the EAC. The other EACs on which the North Dirksen area most depends include Central City, South Dirksen, and South Veterans. However, it is important to note that although the EAC draws total destinations of over 10,000 trips per day (see Figure 2.6), the density is widely spread across the entire MPA. Figure 2.7 indicates that no single TAZ contributes more than 511 of the 10,125 daily trips. This indicates that this EAC is highly dependent on and provides service to the entire MPA, the County, and even the surrounding areas.

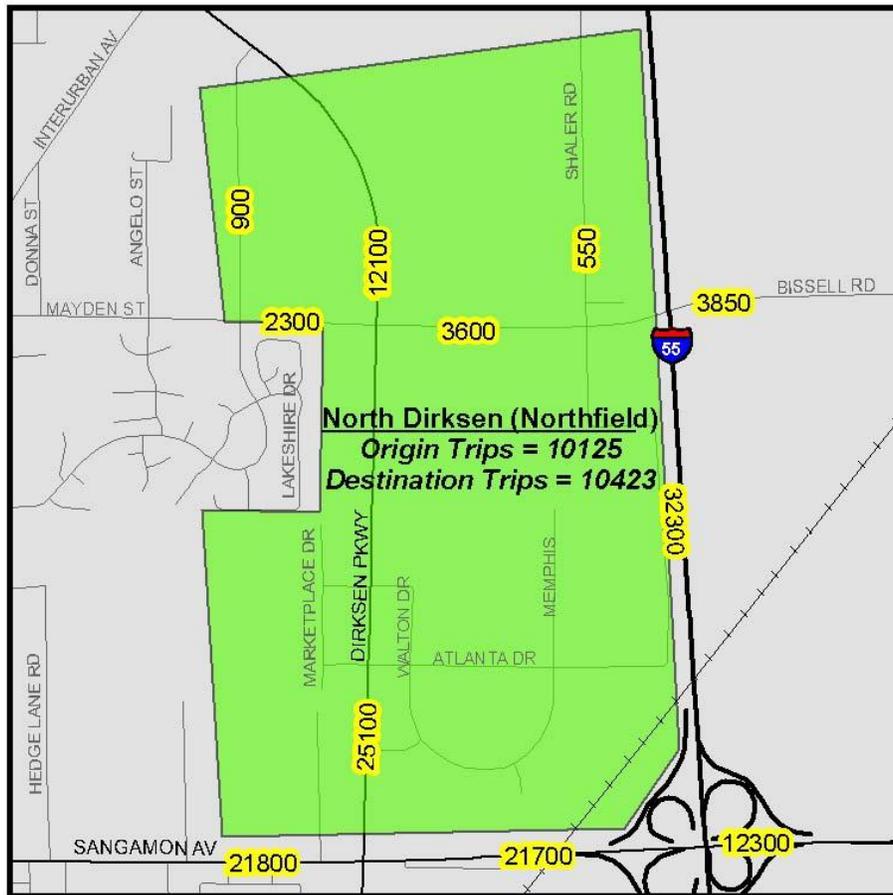
Key Corridors – as stated, the primary corridor within the EAC is North Dirksen. Figures 1.5 and 2.7 also indicate that Dirksen Parkway as a whole is very important to the EAC, as are I-55 and Sangamon Avenue. Because of the wide area attractiveness of the EAC, it follows that many of the Key Corridors identified in Figure 2.1 play a valuable role for the North Dirksen EAC.



North Dirksen (Northfield) (EAC)

Estimated Employment

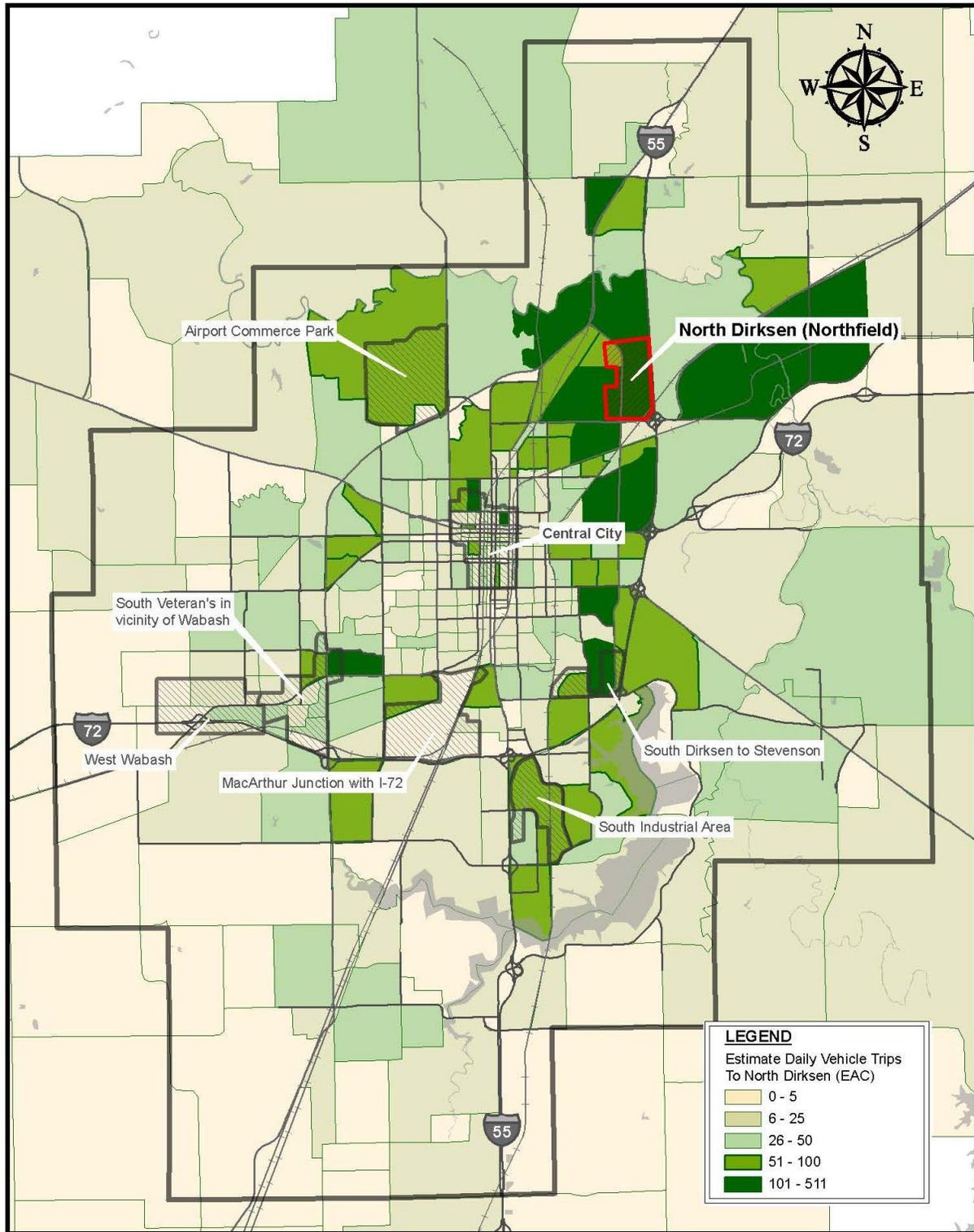
Figure 2.5



North Dirksen (Northfield) (EAC)

Estimated Traffic Volumes

Figure 2.6



North Dirksen (Northfield) (EAC)

Estimated Daily Vehicle Trips To EAC

Figure 2.7

Challenges & Opportunities Unique to the North Dirksen EAC

Vacant Land – in addition to the current businesses operating in the EAC, there are significant sections of agricultural property that may be developable for other uses (see Figure 2.5). The proximity of this EAC to the interchange at Sangamon Avenue could make this a potentially attractive location for more freight-intensive development. The agricultural property in combination with the trucking facility adjacent to the EAC west of I-55 might be an attractive area for future distribution expansion or development. This area has both good access to I-55, mainline rail running through it (with no current direct rail access). This area is also potentially challenged for intense or automated intermodal activity due to the location being identified as an underground mining area as seen in Figure 1.10.

Although in terms of physical distance, there are rail lines within and immediately near the EAC, there are no rail-served facilities. This lack of connectivity is both a hindrance and a potential opportunity.

Because of the EACs good interstate access and vacant land, it could be an attractive location for further development. The major box stores located in the EAC are an example of that attractiveness.

Raw Infrastructure – the area appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

Because of the trip attractions of the EAC from across the MPA, it seems obvious that many of the key corridors identified in Figure 2.1 may contribute to the EAC, but it is not clear which of the other corridors are most important. This is especially true of the areas in the western half of the MPA. One of the reasons the clarity of the key corridors is difficult to establish is the lack of clearly prioritized east-west corridors across Springfield between Veterans Parkway and Dirksen Parkway. This issue is discussed in more detail at the end of Section 2.0. The fact that people choose to come to the EAC from many locations in the County and beyond, in spite of the lack of clear east-west corridors in the MPA, leads to the supposition that improving the east-west corridors might enhance the attractiveness of the North Dirksen EAC to the western half of the MPA.

Overcoming Barriers in the North Dirksen EAC

- Improve access to the EAC via east-west corridor definition within the MPA in order to more fully capture potential consumer demand from the western half of the MPA.
- Improve bicycle and pedestrian access to and within the EAC. Based on the analysis represented by Figure 2.7, the residential areas surrounding the EAC are significant consumers of the goods and services available in the area. If those consumers nearest the EAC could gain access by biking or walking, it could increase the effective vehicle capacity of the roadways for use by consumers further from the EAC.
- In conjunction with existing businesses, specific developers, and the existing rail carriers, determine if rail service is feasible to existing facilities or vacant property in or near the EAC. This effort would benefit from an evaluation of the true competitive position of the MPA relative to nearby competitor communities. This concept is further discussed at the end of Section 2.0.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0

Central City¹⁵

Boundary Description

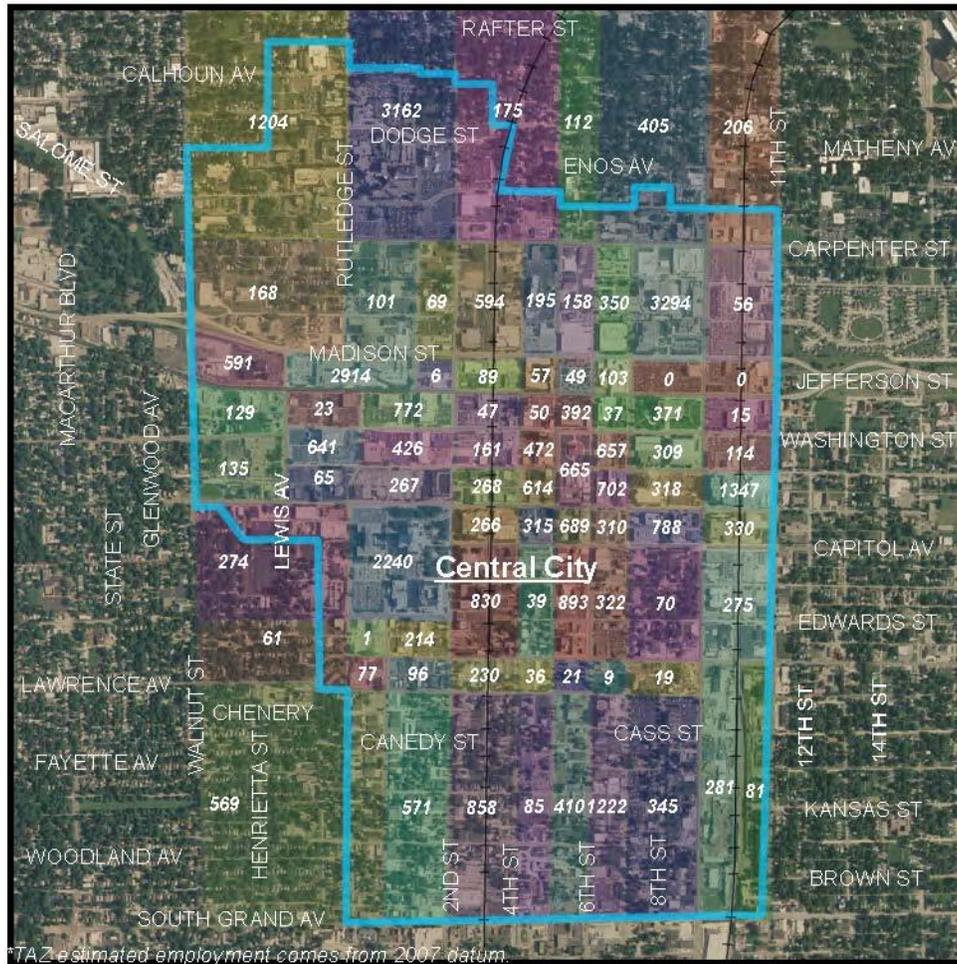
Located in the central portion of the MPA (see Figure 2.0), the EAC is generally bounded by 11th Street to the east, South Grand Avenue to the south, and Walnut Street to the west. The northern boundary is established by a series of streets dividing the existing and intended development areas from the “Neighborhood Preservation District” identified in the 2005 study of “The Illinois Medical District at Springfield: Masterplan”. Although the plan was not formally adopted, it provides a clear boundary for understanding the effective commercial boundary for the “Medical District” portion of the Central City EAC north of Madison Street.



Existing Businesses & Employment

Downtown Springfield is the central commercial district and geographic heart of the City. With a concentration of office buildings, professional services, historic landmarks, hotels, retail and food establishments and entertainment options, this urbanized area headquarters the State of Illinois’ governmental offices, and the planned Illinois Medical District at Springfield. The most recent completed improvements are the Abraham Lincoln Museum and Presidential Library, the only state controlled presidential library, located at the corner of 6th Street and Jefferson. The Union Station Train Depot adjacent to the museum was also restored at the same time and the area to the south of Union Station and to the west of the museum was turned into a park. Total employment is estimated at approximately 34,324 jobs as noted in Table 2.2 and Figure 2.8

¹⁵ Images taken from Bing Maps (www.bing.com) and Google Maps (maps.google.com)



Central City (EAC)
Estimated Employment

Figure 2.8

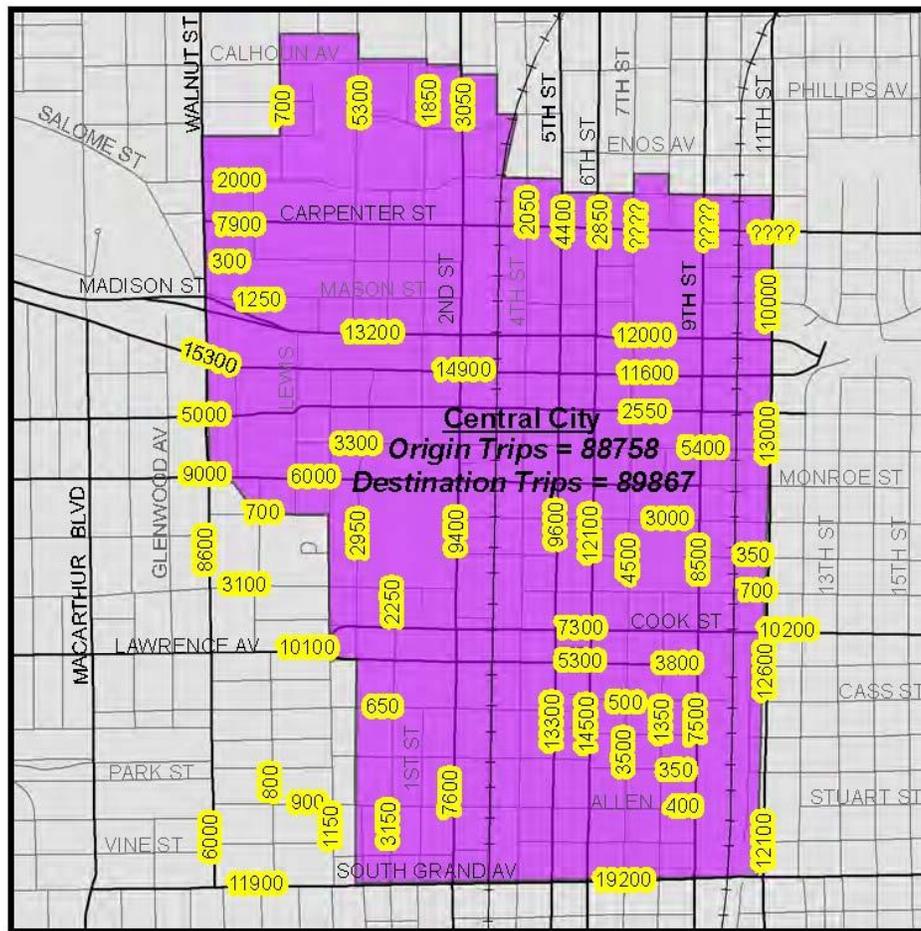
Existing Transportation Network

Roadway Access – there are numerous routes from which to access the Central City EAC from across the MPA (see Figure 2.1) The main access is via MacArthur Boulevard, 6th Street and 11th Street from the south; Walnut Street, 5th Street and 9th Street from the north; Jefferson Street, Monroe Street and Lawrence Avenue from the west; and North Grand Avenue, Clear Lake Avenue, Cook Street and South Grand Avenue from the east. Numerous other roadways also provide access to the EAC, but at lower volumes.

Volume of Roadway Traffic - the regional travel demand model was utilized to look at total volume and how the Central City area interacts with the rest of the MPA. This was

accomplished by determining the number of trips and originating TAZ for auto and truck travel to the Central City EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.9 indicates the estimated total origin and destination trips.

Transit – there is both passenger rail (Amtrak) and extensive SMTD bus service to the EAC (see Figures 1.6 and 1.7).



Central City (EAC)

Estimated Traffic Volumes

Figure 2.9

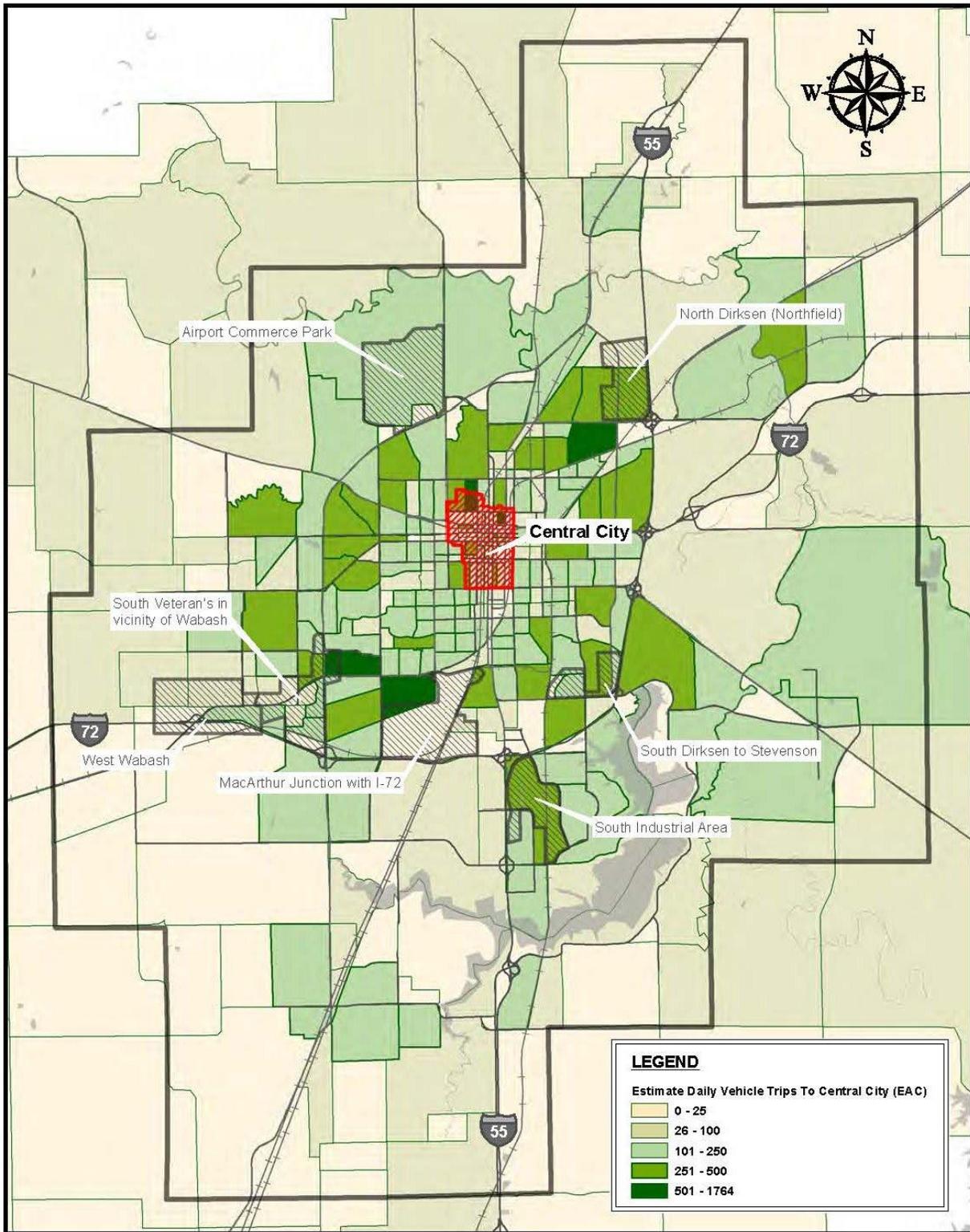
Freight Rail – the Union Pacific and the Norfolk Southern railroads both currently pass directly through the Central City EAC (see Figure 1.7). The Norfolk Southern also has a rail yard in the southwest corner of the EAC (see Figure 3.7).

Bike/Pedestrian – there are no identified bike trails or routes within the EAC nor do any routes within the MPA provide connectivity to the EAC (see Figure 1.8). However, due to the numerous sidewalks and various upgrades within the area over the years, the Central City EAC does accommodate internal pedestrian traffic to a much higher degree than most of the other EACs.

Dependence within MPA and other EACs

Figure 2.10 shows the density and origin of trips to the EAC. It is important to note that the trips to the Central City area are generated from all areas within the MPA and surrounding areas in the County. The heaviest origins are from residential areas in the northeast and southwest portions of the City. The other EAC on which the Central City most depends appears to be the White Oaks Mall area of the South Veterans EAC.

The governmental offices, tourism attractions, and medical services available within the EAC are major attractors across the MPA, with a reach that extends well beyond. This is evidenced by the fact that although none of the few high density TAZs in Figure 2.10 contributes more than 1,764 daily trips the overall total destinations for the EAC is almost 90,000 trips per day (see Figure 2.9). This clearly indicates that the Central City EAC is dependent on and provides services to a very wide area outside the MPA.



Central City (EAC)
 Estimated Daily Vehicle Trips To EAC

Figure 2.10

Challenges & Opportunities Unique to the EAC

Vacant Land – this EAC has the least land available for new development. Some redevelopment has been occurring.

Raw Infrastructure – the area appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

Accessibility - Perhaps more than any other EAC, the Central City area suffers from the lack of prioritized east-west and north-south corridors within the MPA. For the uninitiated traveler to Springfield, the lack of clear corridors makes getting downtown more difficult than is desirable. While those travelers are not likely to turn around without getting to their destination, they may not visit as many establishments as they might otherwise if getting around were easier. Additionally, it may dampen their enthusiasm to come back and spend more money if they find the overall traveling experience unsatisfying. It is also not clear how the difficulty in getting to this area impacts local MPA traffic, and therefore economic activity within the EAC. Do MPA residents avoid driving to the downtown area unless they are going to the doctor or to a government office? Do Central City retail and restaurant establishments lose potential business? The Central City tourist attractions are very unique in the state, but they might be more effective at attracting dollars for other businesses downtown if they were more easily accessible.

Potential Development - Although \$250 million has been appropriated, plans to replace the Stratton Building located immediately west of the state capital building are on hold due to state budget issues.

High Speed Rail - the potential high speed rail corridor would travel through the EAC. Currently, it is planned for the 3rd street corridor, but a study is underway to look at both the 3rd street corridor and the 10th Street corridor as alternatives. The final alignment of the rail corridor could have significant impact on the EAC, especially in terms of pedestrian movement and the greenway plans identified in the 2005 study of “The Illinois Medical District at Springfield: Masterplan”.

Overcoming Barriers in the Central City EAC

- Improve access to the EAC via east-west and north-south corridor definition within the MPA in order to more fully capture potential consumer demand from the widespread origins within MPA and externally.
- Continue and implement important planning efforts such as the Medical District Masterplan. This EAC is by far the most significant MPA destination. Past planning and investments made in the area have resulted in many benefits. Comprehensive efforts to maximize the ease of travel (for all modes), increase the aesthetic draw, and develop sustainable community elements will allow the MPA to make the most of the inherent advantages. Trips will continue to be made to the EAC simply because of the existing jobs, important government functions, medical services, and tourism attractors. More value could be realized from these trips with well planned and executed community strategies and investments.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0

West Wabash¹⁶

Boundary Description

Located in the southwest portion of the MPA (Figure 2.0), the boundaries of the EAC are indicated in Figure 2.11 and 2.12. The central elements of the area include Wabash Avenue west of Meadowbrook Road, I-72 and the Wabash interchange, and the potentially developable land north of Bunker Hill Road and south of I-72.



Existing Businesses & Employment

The West Wabash area is primarily light industrial and commercial office space housing major tenants such as Wells Fargo and AT&T, both recent additions to the area.



The existing business mix also includes: food & beverage, offices, and medical services as indicated in Table 2.1. The area is also home to a church and Centennial Park. Total employment is estimated at approximately 1,724 jobs as noted in Table 2.2 and Figure 2.11.



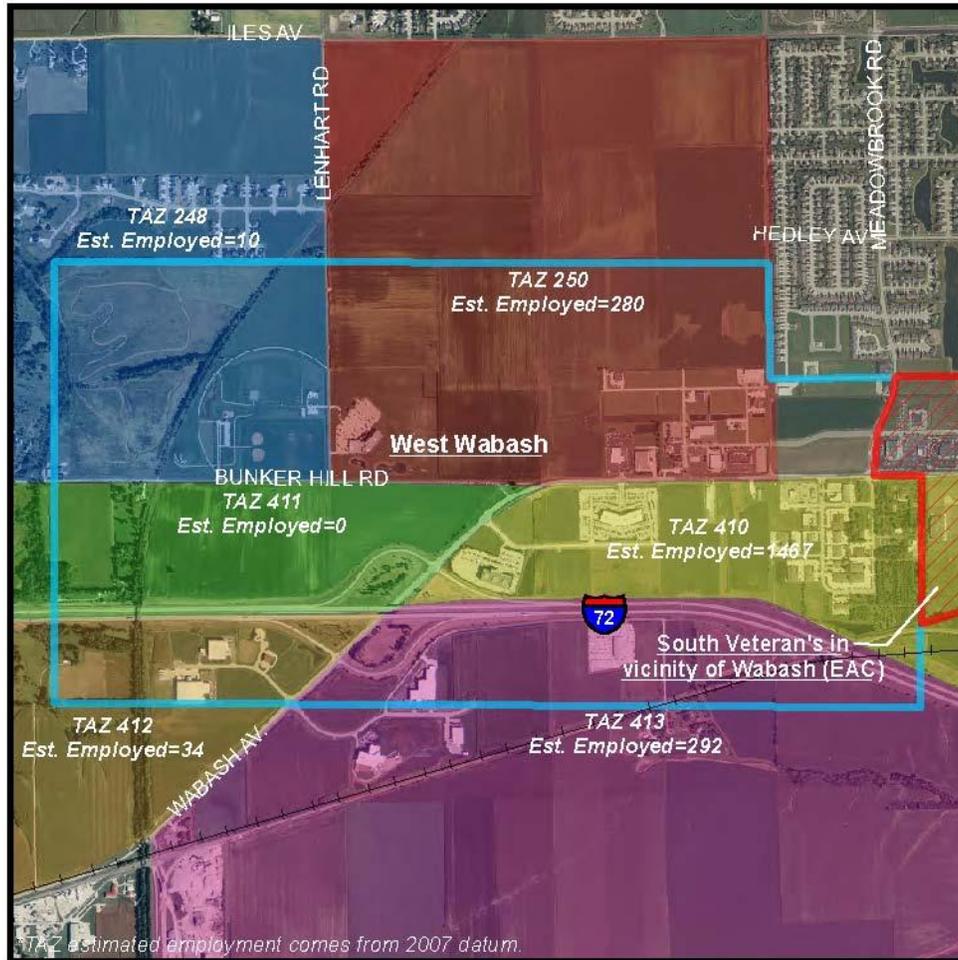
Existing Transportation Network

Roadway Access – the EAC has very good access to the interstate via the I-72 and Wabash interchange. Wabash Avenue itself provides internal access to the remainder of the MPA by intersecting with South Veterans Parkway and several of the other north-south arterial roadways (see Figure 2.1). The rest of the internal EAC roadway network consist of local roadways including Bunker Hill Road, Lenhart Road, Ash Grove Street, and several other minor roadways as indicated in Figure 2.12.

Volume of Roadway Traffic - the regional travel demand model was utilized to look at total volume and how the West Wabash EAC interacts with the rest of the MPA. This

¹⁶ Images taken from Bing Maps (www.bing.com) and Google Maps (maps.google.com)

was accomplished by determining the number of trips and originating TAZ for auto and truck travel to the EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.12 indicates the estimated total origin and destination trips.



West Wabash (EAC)

Estimated Employment

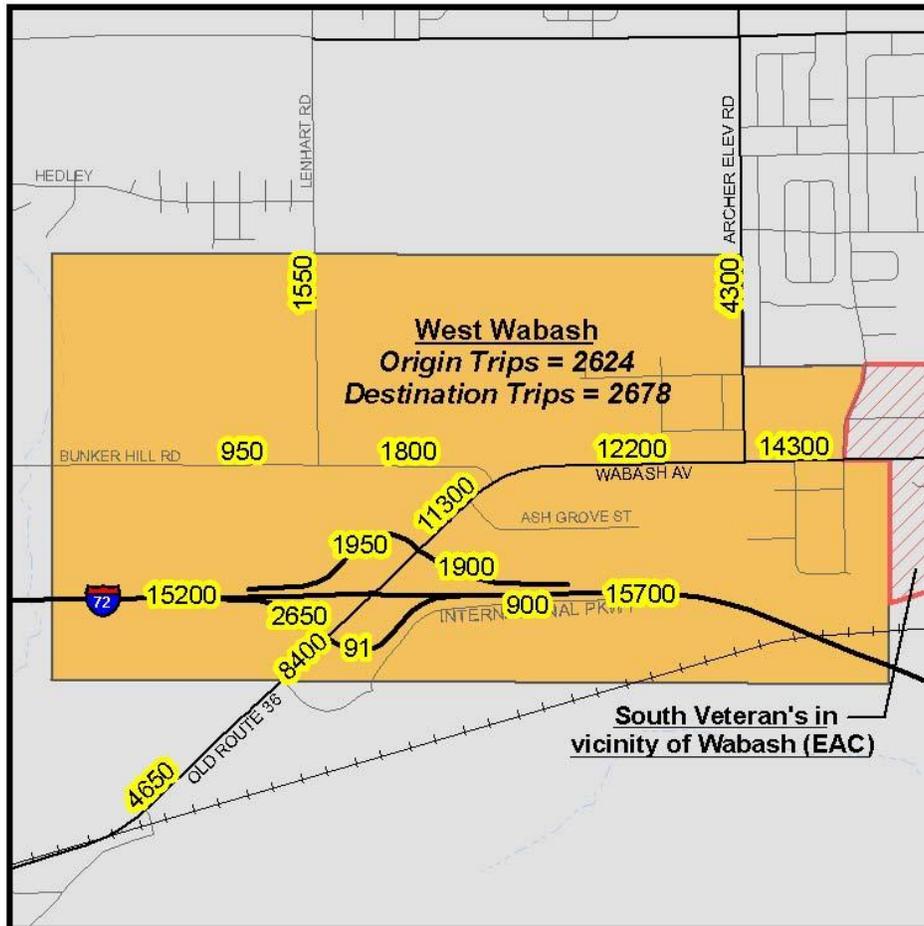
Figure 2.11

Transit – there is currently neither passenger rail nor SMTD bus service to the EAC (see Figures 1.6 and 1.7). The West Wabash EAC is outside the jurisdictional area of the SMTD.

Rail - there is no direct freight rail connection within the EAC. However the Norfolk Southern line does pass through the southeast corner of the area (see Figure 2.12).

Bike/Pedestrian – there are no identified bike trails or routes within the EAC nor do any

routes within the MPA currently provide connectivity to the EAC (see Figure 1.8). However, the Sangamon Valley Trail is under construction from Centennial Park in the EAC to Stuart Park 5.5 miles to the north. Additionally, several committed and planned roadway projects will improve at least pedestrian access for most of the roadways in the EAC as noted in Figure 1.9.



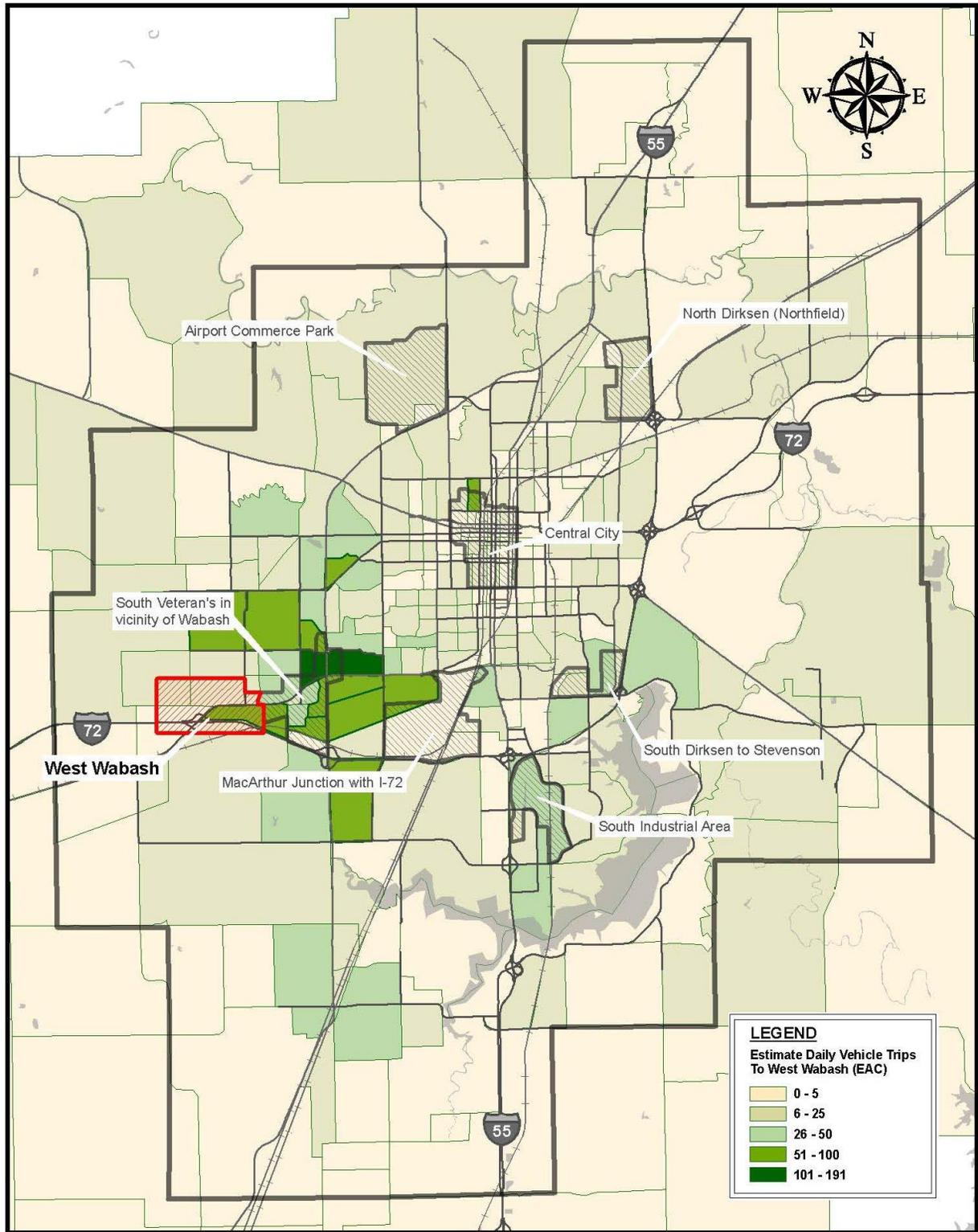
West Wabash (EAC)

Estimated Traffic Volumes

Figure 2.12

Dependence within MPA and other EACs

Figure 2.13 shows the density and origin of trips to the EAC. It is important to note that this EAC does not currently attract a high volume of trips from across most of the MPA. Most of the trips originate from the southern and eastern portions of Springfield and to a lesser degree from the Chatham area. The only other EAC with which the West Wabash EAC significantly depends is the South Veterans EAC, with the Central City area making a more minor contribution. Those relationships could be expected to change with further development of the open land within the West Wabash EAC.



West Wabash (EAC)
 Estimated Daily Vehicle Trips To EAC
 Figure 2.13

Challenges & Opportunities Unique to the EAC

Vacant Land - in addition to the current businesses operating in the EAC, there are significant sections of agricultural or other essentially undeveloped property that may be developable for other uses (see Figure 2.11). However, the existing park and church do not necessarily coincide well with industrial or distribution center uses.

Bicycle/Pedestrian Potential – although there have not previously been bicycle connections to the EAC, the current construction of the Sangamon Valley Trail will provide connectivity to the northwestern portion of the MPA. Additionally, there are two other significant amenities nearby: one bike route and one bike trail. These originate from the west and south and both terminate within the South Veterans EAC within approximately three-quarters of a mile of the West Wabash EAC. The terrain does not appear particularly challenging in terms of completing a connection to the EAC, but opportunity cost may be high if a connecting route is established where rail currently exists (see discussion of development potential below). The committed and planned projects along Wabash and the other West Wabash EAC roadways all indicate that sidewalk improvements will be constructed as indicated in Figure 1.9.

Development Potential - A combination of factors may make this area attractive for potential industrial or distribution facility development. Primary factors include the interchange access to I-72 (see Figure 2.12) and the large amounts of vacant land. Additionally, much of the area does not experience heavy local traffic (see Figure 2.12), nor does it draw trips from a wide area within the MPA (see Figure 2.13). Furthermore, it is not within an area identified as an underground mining location (see Figure 1.10). Finally, the unused portion of the old Norfolk Southern rail alignment might provide a means of providing an access point for rail service. While there does not appear to be adequate space for a loop or significant siding within the West Wabash EAC, the area may be able to attract a business benefiting from rail access - if the Norfolk Southern agrees. A potential wrinkle in a possible plan to utilize the currently unused rail track is that the old rail right-of-way east of the terminus of the existing track has been turned into a bike trail. The western end of the bike trail terminates within the South Veterans EAC and can be seen in Figure 1.8. The remaining portion of the track cannot be used both as a bike trail and a railroad track.

Raw Infrastructure – the area appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

Overcoming Barriers in the West Wabash EAC

- In conjunction with existing businesses, specific developers, and the existing rail carriers, determine if rail service is feasible to vacant property in or near the EAC. This effort would benefit from an evaluation of the true competitive position of the

MPA relative to nearby competitor communities. This concept is further discussed at the end of Section 2.0.

- Even if rail service is not feasible, this area should be investigated as a potential development of industrial or distribution activity. The interchange access and vacant land away from the main part of the municipal area is attractive, and similar existing businesses are located nearby.
- Include the West Wabash EAC in a comprehensive bicycle/pedestrian plan to take advantage of planned roadway and bicycle/pedestrian improvement projects and tie into existing facilities. If the area is intended to develop with an industrial or distribution focus, then planned bicycle/pedestrian uses should allow and encourage mode choice while understanding the potential conflicts between high levels of freight activity and commuting, shopping, or recreational uses.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0.

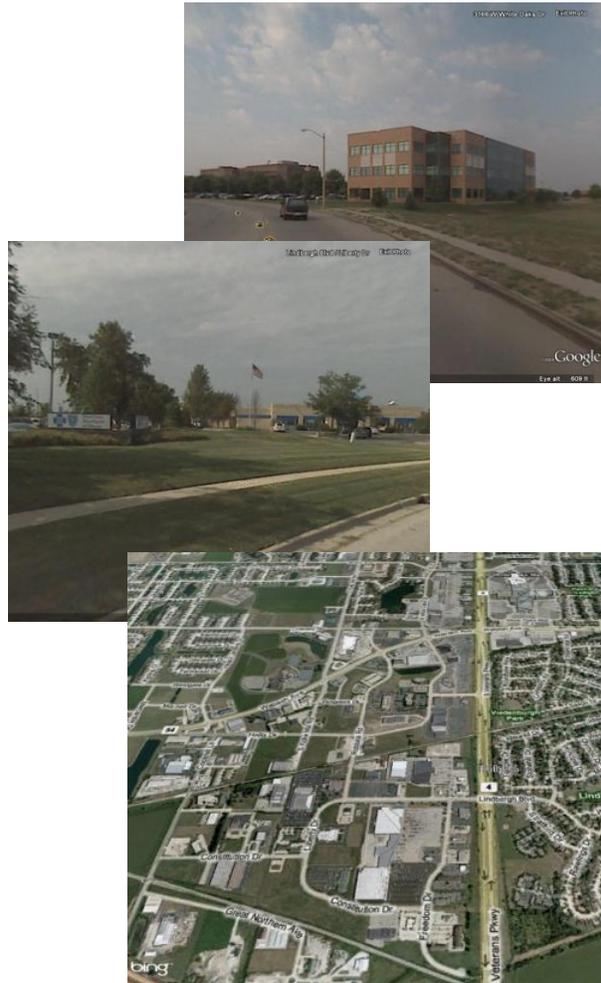
South Veterans in Vicinity of Wabash¹⁷

Boundary Description

Located in the southwest portion of the MPA (Figure 2.0), the EAC is generally bounded by South Veterans Parkway to the east, including the White Oaks Mall, I-72 to the south, the eastern boundary of West Wabash EAC to the west, and several roads forming the northern boundary as indicated in figure 2.14.

Existing Businesses & Employment

This densely commercial area houses the White Oaks Mall, the largest enclosed shopping center in Central Illinois, some light industrial, movie theaters, and various shopping centers and businesses. The existing business mix includes: retail, professional services, food & beverage, medical services, offices, and hotels as indicated in Table 2.1. Total employment is estimated at approximately 9,949 jobs as noted in Table 2.2 and Figure 2.14. This is the main commercial retail area in the MPA.



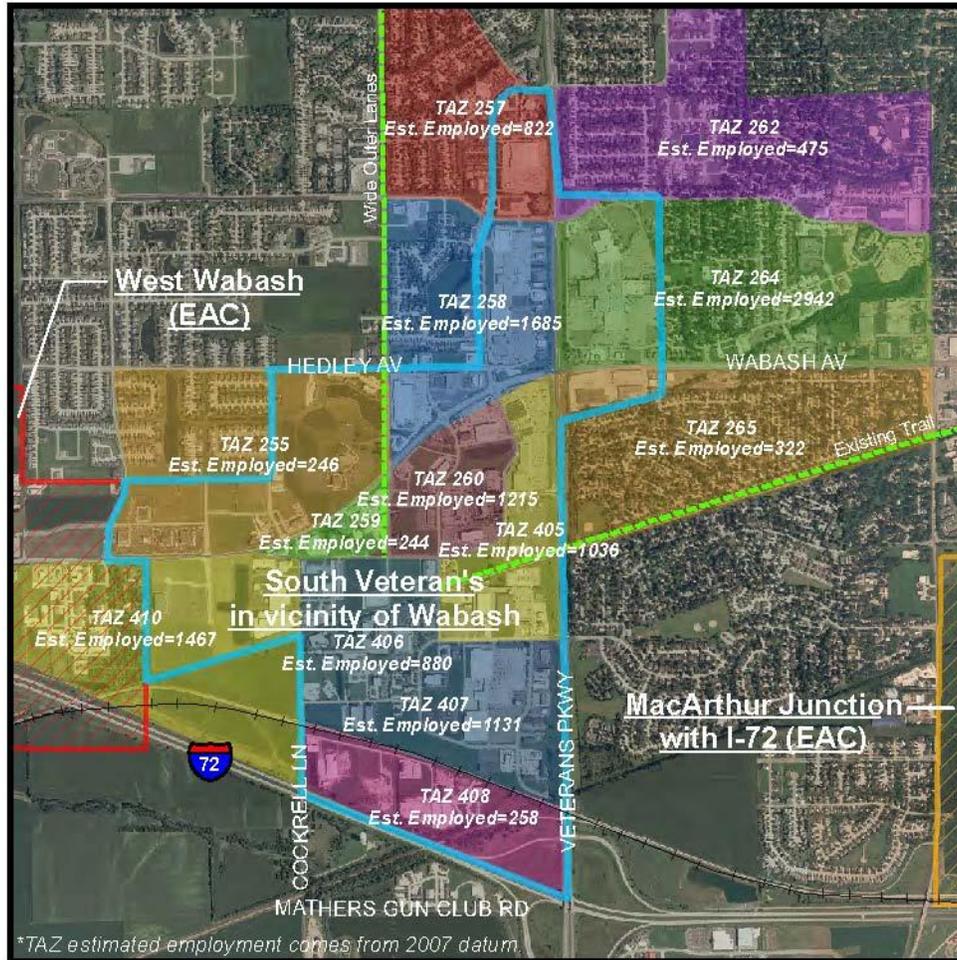
Existing Transportation Network

Roadway Access - the EAC can be accessed from any of the roadways making up its borders. Access to the MPA as a whole is provided mainly via South Veterans Parkway, Wabash Avenue, and I-72 as indicated in Figure 2.1.

Volume of Roadway Traffic – the South Veterans EAC roadways carry the highest traffic volumes in the MPA, and the intersection of Wabash and Veterans Parkway is the busiest in the County. The regional travel demand model was utilized to look at total volume and how the EAC interacts with the rest of the MPA. This was accomplished by determining the number of trips and originating TAZ for auto and truck travel to the West Wabash EAC from across the MPA. The Origin is the number of trips that are produced

¹⁷ Images taken from Bing Maps (www.bing.com) and Google Maps (maps.google.com)

from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.15 indicates the estimated total origin and destination trips.



South Veterans (EAC)

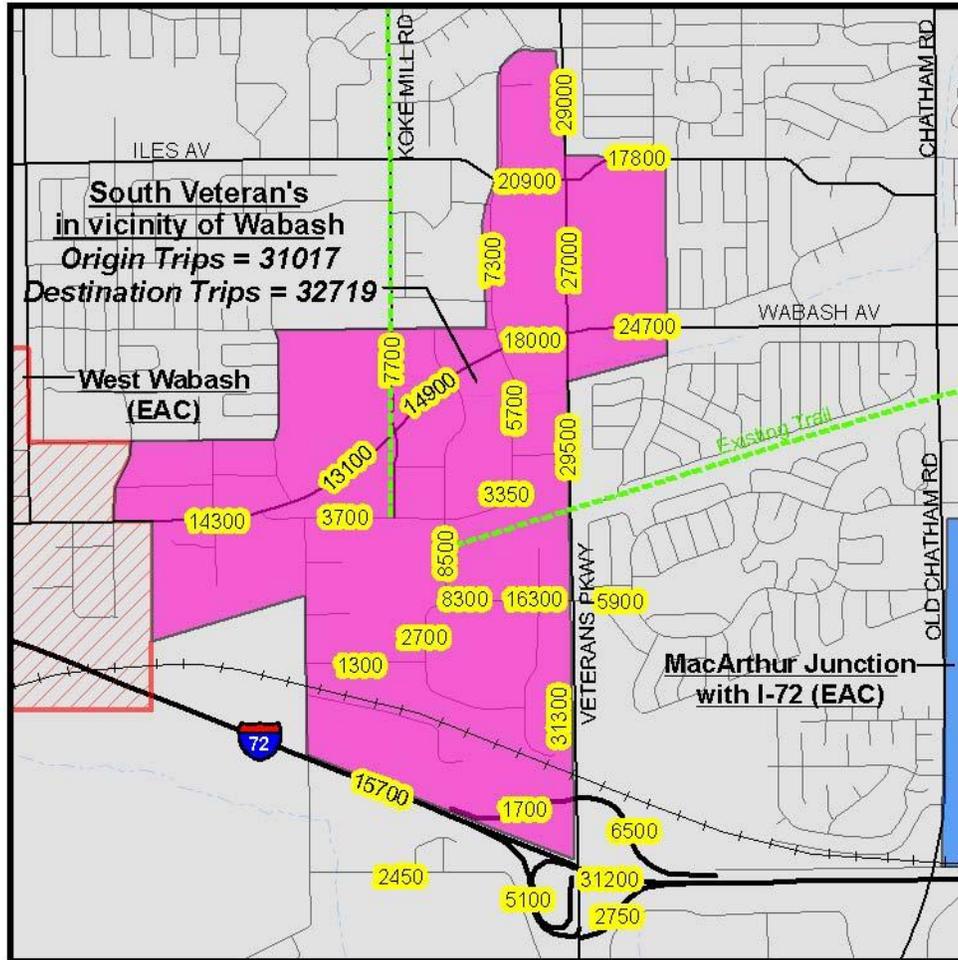
Estimated Employment

Figure 2.14

Transit – there are a significant number of SMTD bus routes that provide service to the EAC (see Figure 1.6). There is no passenger rail service to the EAC.

Rail - there is no active direct freight rail connection to the South Veterans EAC (see Figure 1.7), but there is an inactive terminal line that used to be part of the Norfolk Southern rail alignment through Springfield. That alignment within the eastern portion of the EAC has been turned into a bike trail. Note the yellow line adjacent to Route 4 turning west into the EAC in Figure 1.8

Bike/Pedestrian – there are two identified bike trails or routes within the EAC. These routes/trails provide connectivity to the western and southern portions of the MPA (see Figure 1.8 and the green lines in Figure 2.15 below).



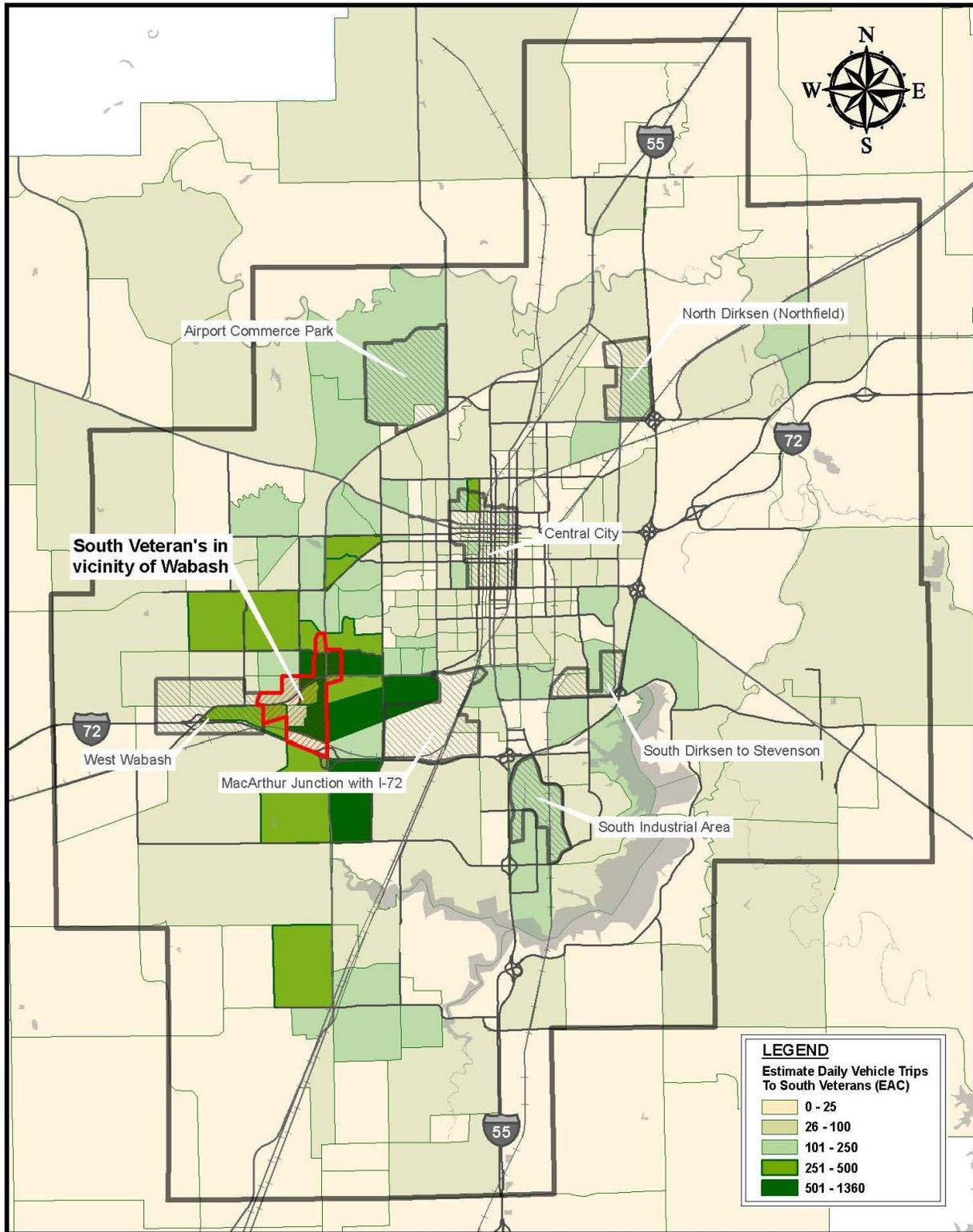
South Veterans (EAC)

Estimated Traffic Volumes

Figure 2.15

Dependence within MPA and other EACs

Figure 2.16 shows the density and origin of trips to the EAC. It is important to note that while the South Veterans EAC is the second most attractive destination EAC in the MPA at nearly 33,000 trips per day (see Table 2.2), it is not highly dependent with any of the other EACs. Although it does attract trips from a wide area, the majority of the traffic destined for the EAC comes from the western half of the MPA. The South Veterans EAC is the economic area least dependent on the other EACs.



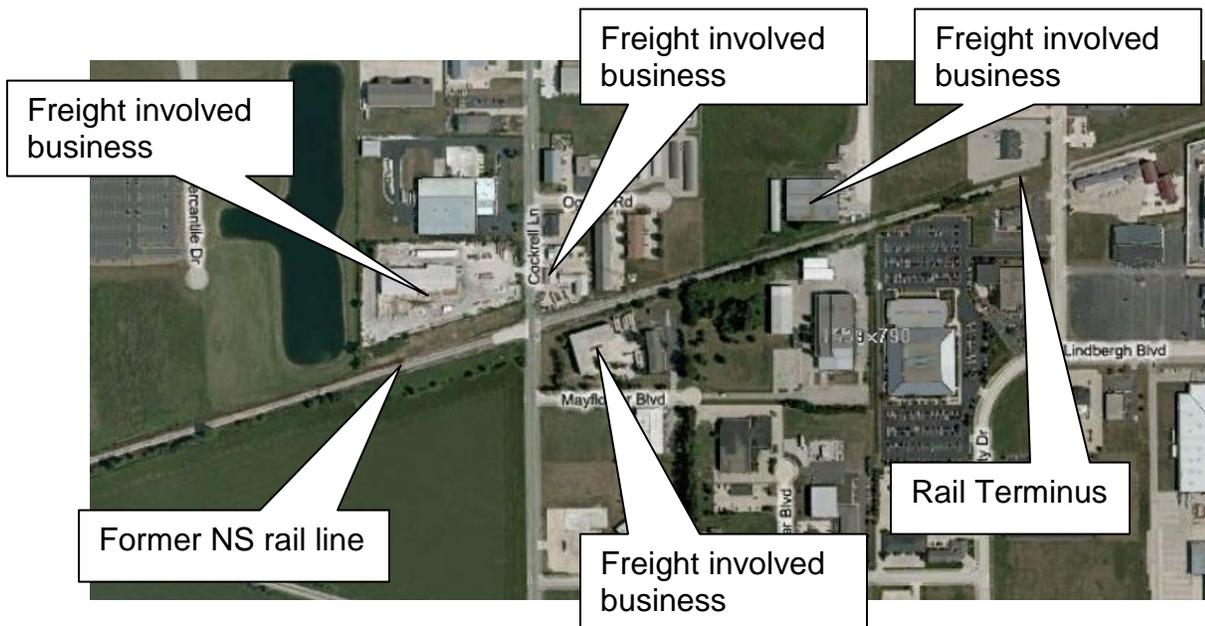
South Veterans (EAC)

Estimated Daily Vehicle Trips To EAC

Figure 2.16

Challenges & Opportunities Unique to the EAC

Vacant Land and Rail– although most of the EAC is highly developed, there is some land potentially available in the western portions of the area. Interestingly, in addition to nearby undeveloped property, there are existing apparently freight-related businesses at the eastern end of the unused track within the EAC that might benefit from, or expand into the need for, use of the old Norfolk Southern rail alignment (see the image below¹⁸). None of these existing businesses are apparently utilizing the track. The EAC is not within an area identified as an underground mining location (see Figure 1.10).



Raw Infrastructure – the area appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

MPA Dependency - although this EAC is largely independent of the other EACs from an infrastructure connectivity and traffic origins standpoint (see figure 2.16), it is still likely very dependent on the success of the other EACs. If the other EACs are not effectively creating jobs and economic activity, then MPA consumers will not likely spend as much money within the South Veterans area.

Connectivity – while the EAC has good access via north-south roadways, improving the east-west corridors might enhance the attractiveness of the South Veterans EAC to the

¹⁸ Image taken from Bing Maps (www.bing.com)

central and eastern half of the MPA. Furthermore, this EAC is one of the most bike and pedestrian accessible EAC in the MPA. That status should only improve with the committed and planned roadway projects to include sidewalk improvements as indicated in figure 1.9. Planning and executing a comprehensive bicycle/pedestrian plan could improve the marketability of this EAC as a more frequent alternative mode destination to the northern and eastern MPA residents.

Overcoming Barriers in the South Veterans EAC

- In conjunction with existing businesses, specific developers, and the Norfolk Southern, determine if rail service is feasible to vacant property, expandable property, or re-developable property in or near the EAC along the old Norfolk Southern line. This effort would benefit from an evaluation of the true competitive position of the MPA relative to nearby competitor communities. This concept is further discussed at the end of Section 2.0.
- Include the South Veterans EAC in a comprehensive bicycle/pedestrian plan to take advantage of planned roadway improvement projects and tie into the existing connected facilities.
- Improve access to the EAC via east-west corridor definition within the MPA in order to more fully capture potential consumer demand from the eastern and northern portions of the MPA.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0.

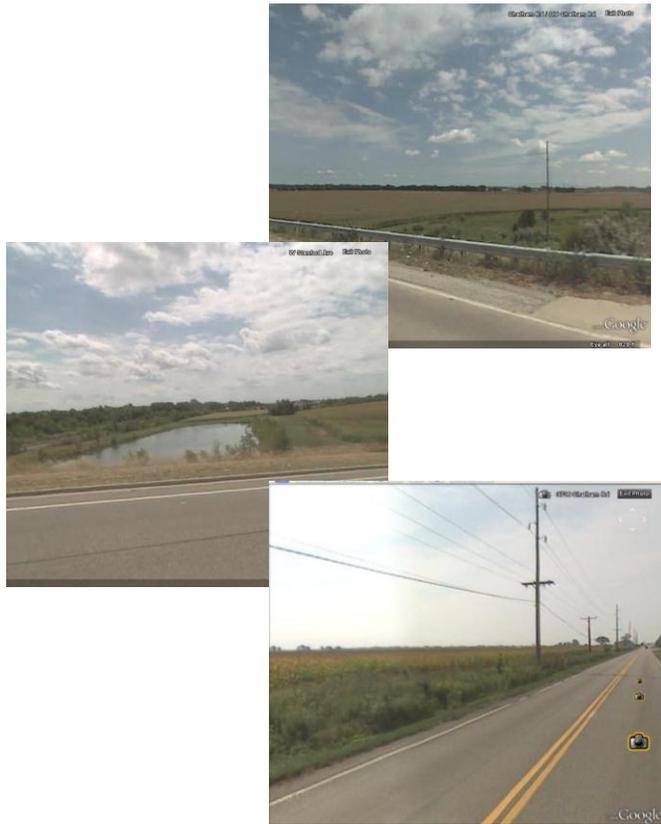
MacArthur Junction with I-72¹⁹

Boundary Description

Located in the south central portion of the MPA (Figure 2.0), the EAC is generally bounded by 2nd Street and the existing rail lines to the east, I-72 to the south, Old Chatham Road to the west, and Stanford Avenue to the north (see Figure 2.17).

Existing Businesses & Employment

MacArthur Junction along the newly extended MacArthur Boulevard and I-72 is viewed as an important future development area. The existing business mix includes general industrial activity as indicated in Table 2.1. Total employment is estimated at approximately 115 jobs as noted in Table 2.2 and Figure 2.17, but the number of jobs is expected to increase in the near future.



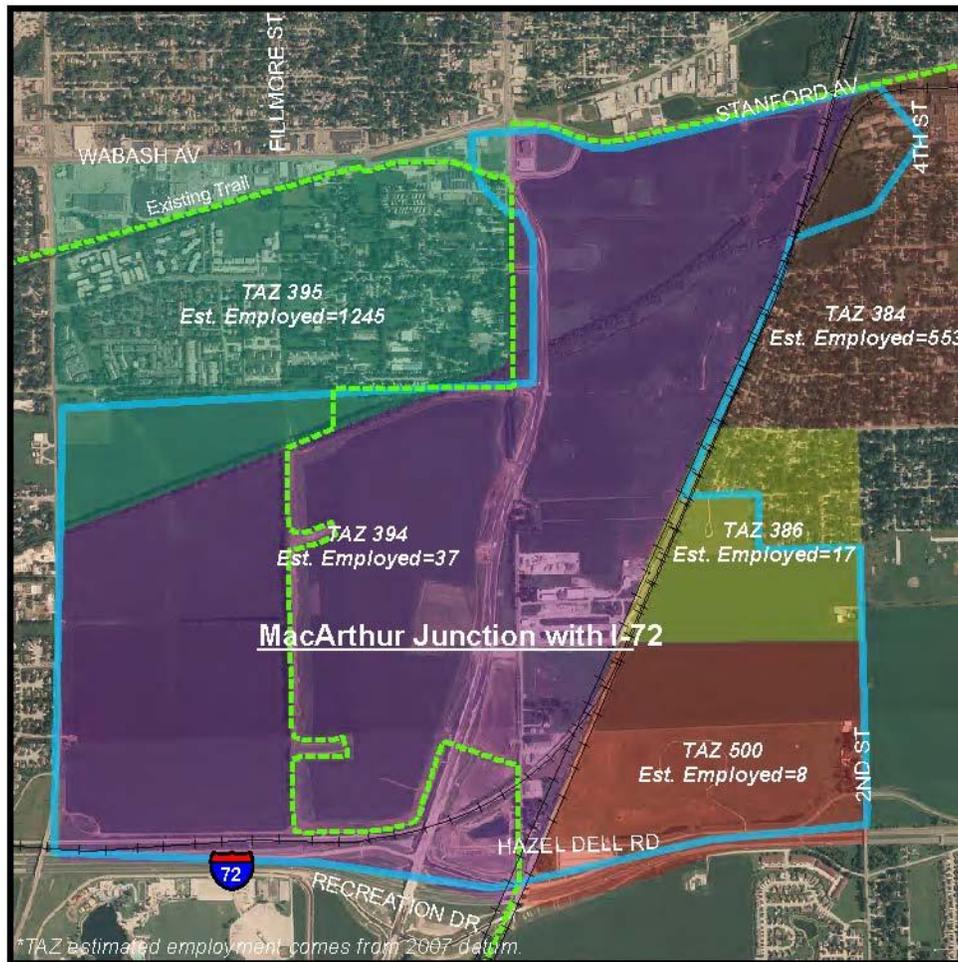
While the existing development is primarily vacant land, a new “Lifestyle Center” is under construction at the recently completed interchange at I-72 and MacArthur entitled “Legacy Pointe”. The Center will be a mixed use development combining residences, large anchor retailers with retail boutiques, specialty stores, restaurants, entertainment facilities, and a hotel in an outdoor setting with street-front locations that reflect the City's rich history of varied architectural influences. The Lifestyle Center is planned to provide a higher level of amenities including water features, an interactive fountain, outdoor entertainment venues, interludes of landscaped areas, park benches, and green space for walking and bicycle trails throughout the Development.²⁰

Existing Transportation Network

Roadway Access – primary access to the EAC is via MacArthur Boulevard, Chatham Road, and I-72 (see Figure 2.1). Access to the MPA as a whole is provided via these same roadways and very few others.

¹⁹ Images taken from Google Maps (maps.google.com)

²⁰ Lincoln Land Development Company



MacArthur Junction (EAC)

Estimated Employment

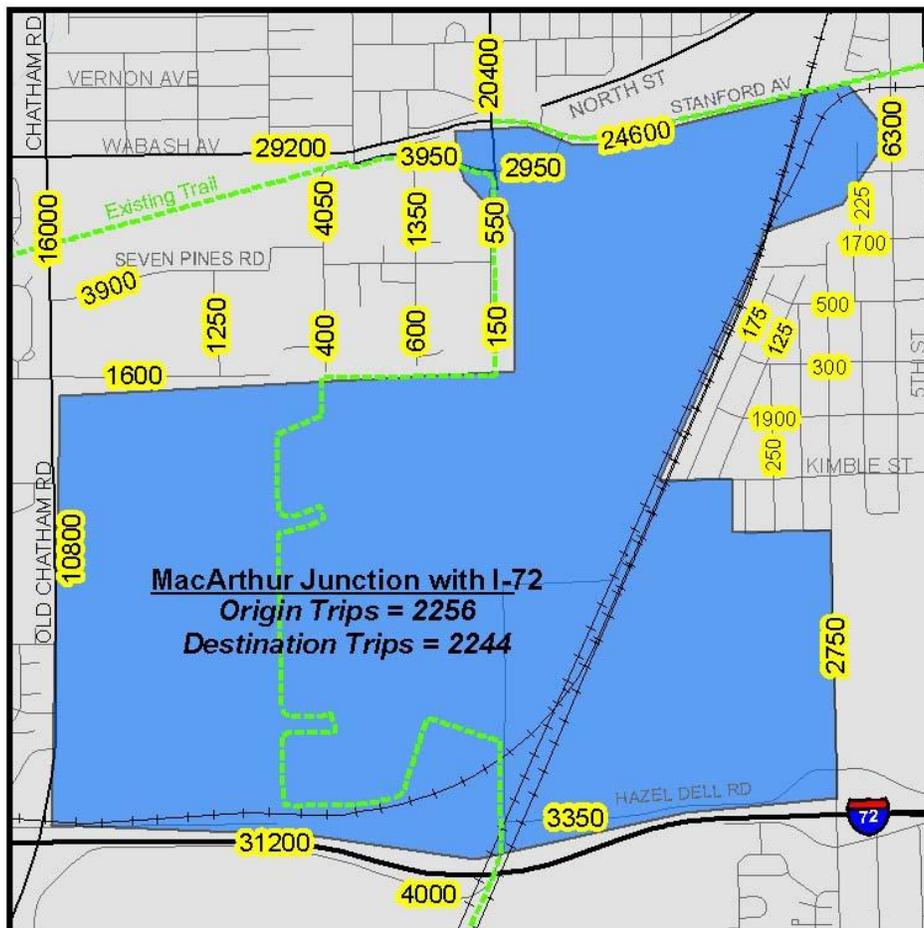
Figure 2.17

Volume of Roadway Traffic - the regional travel demand model was utilized to look at total volume and how the MacArthur Junction currently interacts with the rest of the MPA. This was accomplished by determining the number of trips and originating TAZ for auto and truck travel to the EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.18 indicates the estimated total origin and destination trips. With the anticipated completion of the “Legacy Pointe” development at the northwest corner of I-72 and the new MacArthur Boulevard extension, traffic volumes in the EAC will experience considerable increase.

Transit – there is currently SMTD bus service to the northernmost portion of EAC. There is not currently passenger rail access, although the Amtrak service on the Union Pacific line runs through the EAC (see Figures 1.6, 1.7, and 2.18).

Freight Rail - there are three rail lines running directly through and bordering the EAC: the Union Pacific, the Norfolk Southern, and the Canadian National. There is also one direct freight rail connection via a rail siding delivering building materials to a facility on Lawndale Avenue (see figures 1.7, 2.18, and 3.4).

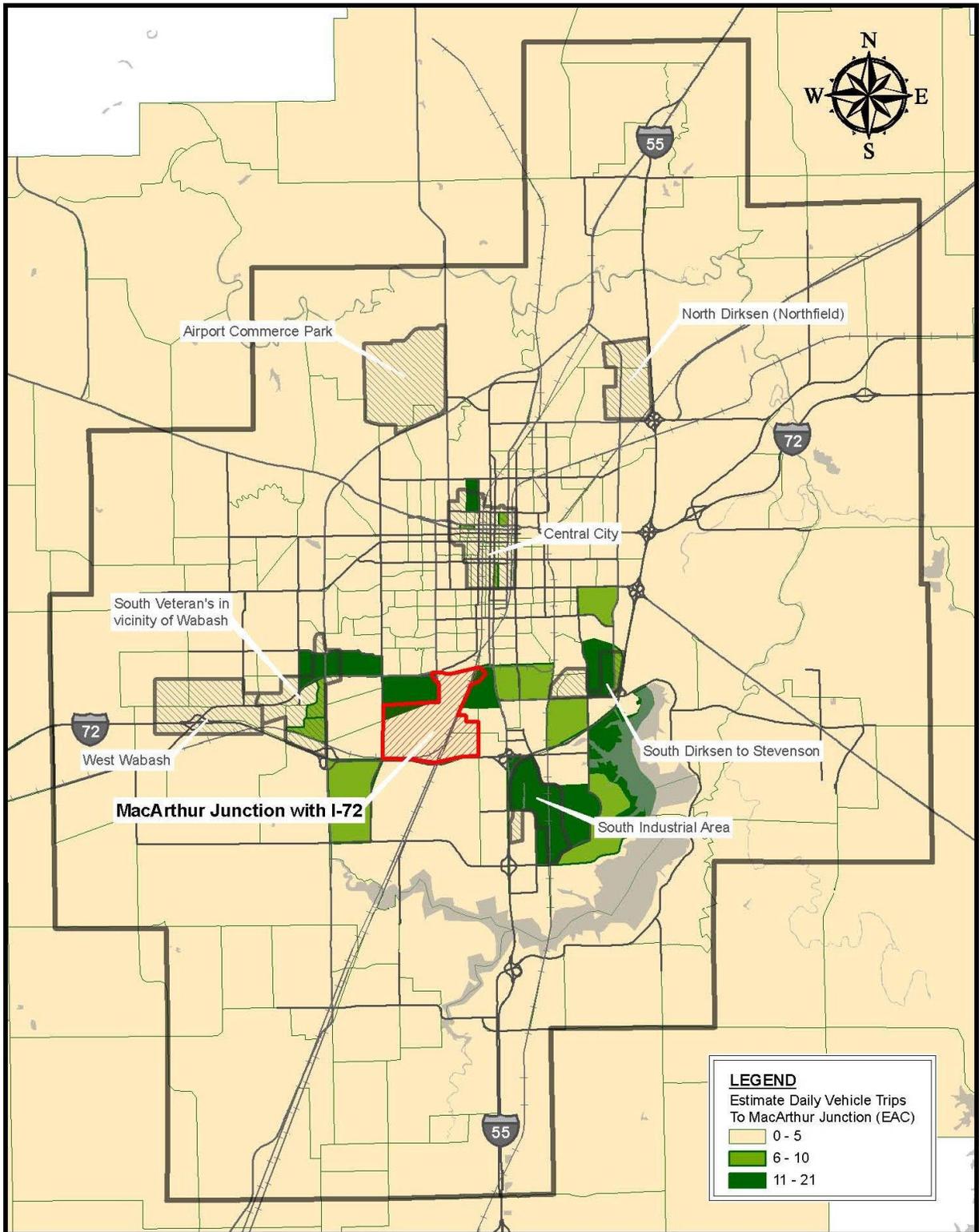
Bike/Pedestrian – one of the same bike trails that terminates near the center of the South Veterans EAC runs in a varied path through the MacArthur Junction EAC and provides connectivity to the south. Additionally, a bike route along Stanford Avenue provides potential connectivity to a route leading to the South Industrial EAC and potentially near the South Dirksen EAC and the southwestern portion of the MPA (see Figures 2.18 and 1.8). The proposed Legacy Pointe bike trails should further enhance the internal connectivity of the EAC. Additionally, the LRTP identified one project that would add a sidewalk across the entire east-west expanse of the EAC - a component that is currently missing (see Figure 1.9).



MacArthur Junction (EAC)

Estimated Traffic Volumes

Figure 2.18



MacArthur Junction (EAC)

Estimated Daily Vehicle Trips To EAC

Figure 2.19

Dependence within MPA and other EACs

Figure 2.19 shows the density and origin of trips to the EAC. The other EACs with which the MacArthur Junction most interact currently include South Veterans, South Dirksen, and South Industrial, although the data for the area is probably insufficient to draw many conclusions at this point. It is important to note that the patterns seen in Figure 2.19 should change significantly with the development of Legacy Pointe and subsequent related development.

Challenges & Opportunities Unique to the EAC

Vacant Land – this area has more undeveloped land than any of the other identified EACS. It also faces a potential internal conflict in that while it appears attractive for industrial or distribution development, the current development is focused on residential and retail. Those uses are not necessarily compatible and might not make the best advantage of the existing rail infrastructure, potential rail connections, and the access to the Interstate system. However, some potential industrial or high intensity automated freight operations might not be compatible in the area due to the location being identified as an underground mining area (see Figure 1.10).

Additionally, there is also development potential adjacent to the EAC to the east of 2nd Street and to the south of the MacArthur interchange with I-72. In particular, the area south of I-72 would have very good access to the interstate and is not in a location identified as an underground mining area (see Figure 1.10).

Raw Infrastructure – the area appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

Overcoming Barriers in the MacArthur Junction EAC

- In conjunction with existing businesses, specific developers, and the existing rail carriers passing through the EAC, determine if rail service is feasible to vacant property in or near the EAC. This effort would benefit from an evaluation of the true competitive position of the MPA relative to nearby competitor communities. This concept is further discussed at the end of Section 2.0.
- Include the MacArthur Junction EAC in a comprehensive bicycle/pedestrian plan to take advantage of planned roadway improvement projects and tie into the existing connected facilities.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0.

South Dirksen to Stevenson²¹

Boundary Description

Located in the southeast central portion of the MPA (Figure 2.0), the EAC is generally bounded by I-55 to the east, Stevenson Drive to the south, and the business areas within and adjacent to Stanton Street and Taylor Avenue.

Existing Businesses & Employment

Southeast of Central City, this corridor contains a retail strip center reminiscent of the '60's, restaurants, hotels, some office and light industrial, a movie theater and other miscellaneous smaller retail establishments. This area has continued to develop in recent years with the addition of several new hotels, national restaurant chains, and other businesses. The existing business mix also includes some medical services and other professional services as indicated in Table 2.1. Total employment is estimated at approximately 2,682 jobs as noted in Table 2.2 and Figure 2.20



Existing Transportation Network

Roadway Access - Dirksen Parkway and Stevenson Drive are the primary roadways to and within the EAC, and the South Dirksen to Stevenson EAC can easily be accessed from I-55 via the nearby Stevenson Drive interchange.

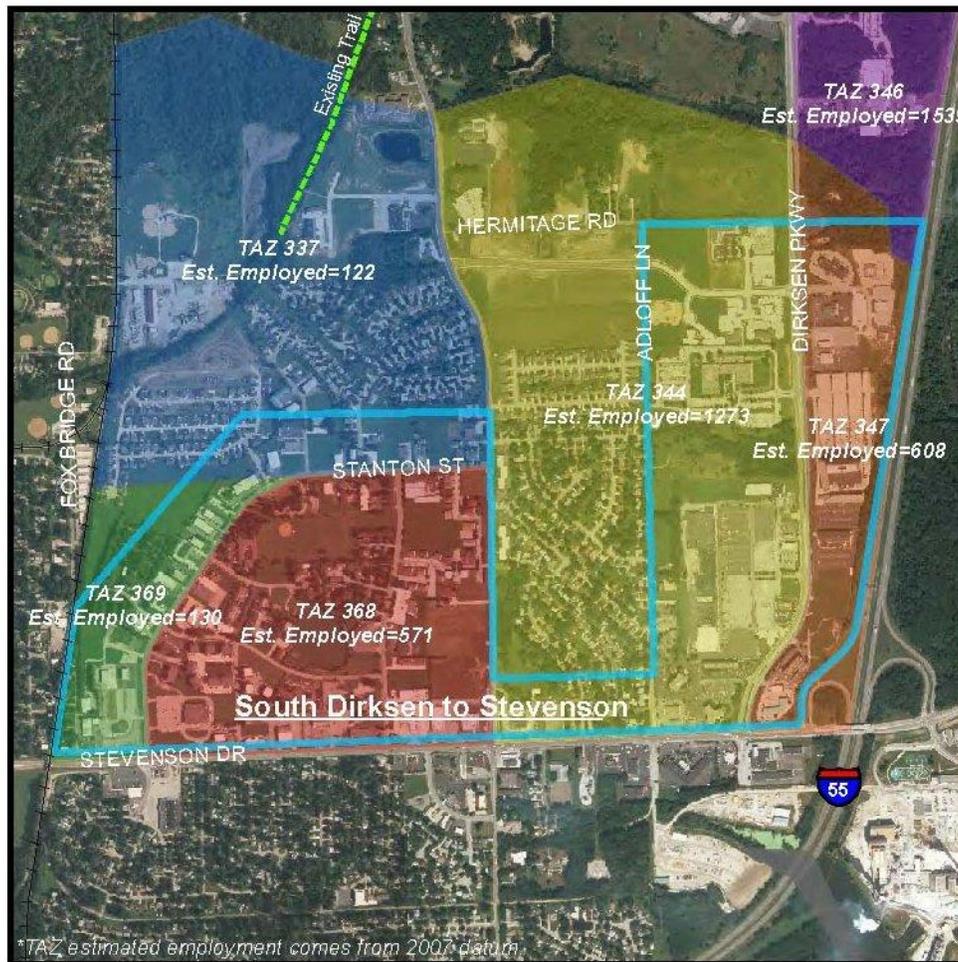
Volume of Roadway Traffic - the regional travel demand model was utilized to look at total volume and how the EAC interacts with the rest of the MPA. This was

²¹ Images taken from Bing Maps (www.bing.com)

accomplished by determining the number of trips and originating TAZ for auto and truck travel to the EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are attracted to the activity center from outside. Figure 2.21 indicates the estimated total origin and destination trips.

Transit –SMTD bus service to the EAC provides good coverage of the area (see Figure 1.6). There is no passenger rail access to the area (see Figure 1.7).

Freight Rail - there is no direct freight rail connection within the South Dirksen to Stevenson area (see Figure 1.7). However, the Canadian National runs along the western boundary of the EAC and does provide service to a rail spur at the Bunn-O-Matic and Contech facilities immediately adjacent to the southwest corner of the area (see Figures 1.7, 2.21 and 3.4)

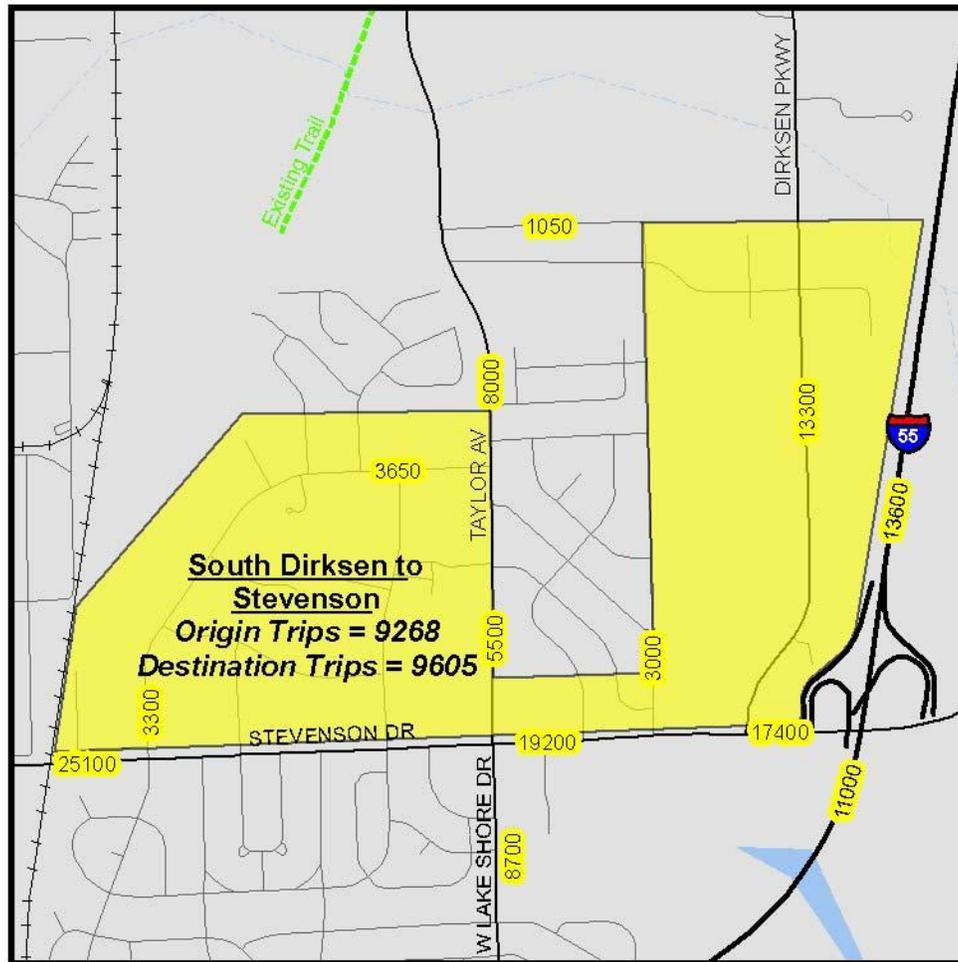


South Dirksen (EAC)

Estimated Employment

Figure 2.20

Bike/Pedestrian – there are no identified bike trails or routes within the EAC. There is a significant bike trail that terminates just north of the area, which provides a path toward the Rochester area to the east (see Figures 1.8 and 2.21)



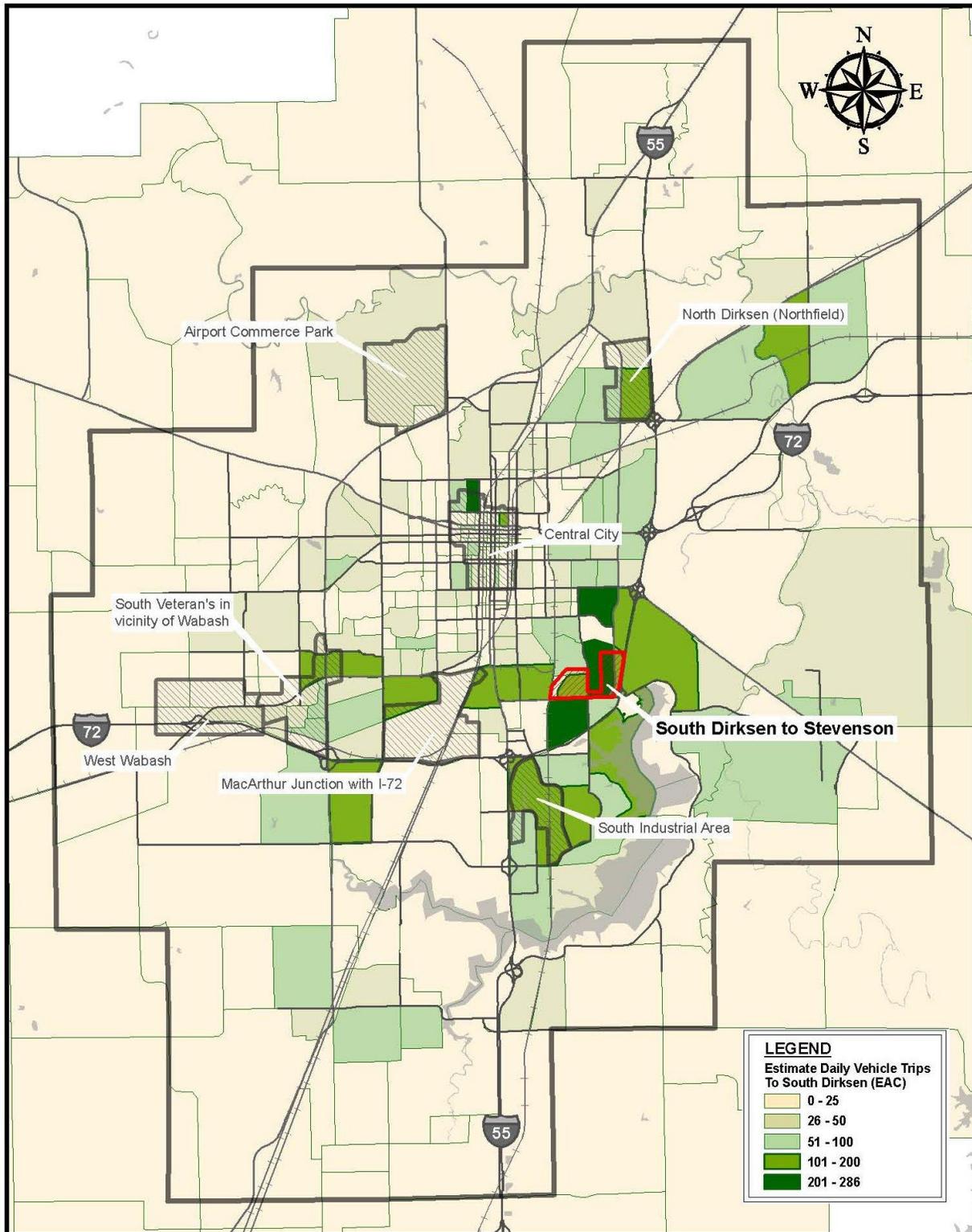
South Dirksen (EAC)

Estimated Traffic Volumes

Figure 2.21

Dependence within MPA and other EACs

Figure 2.22 shows the density and origin of trips to the EAC. It is interesting to note that none of the other EACs provide major support to the South Dirksen EAC. Instead, it draws from a relatively constrained area along Dirksen, Stevenson, and I-55, which provide the best access to the area. The EAC does get some traffic from the North Dirksen, South Industrial, and South Veterans EACs, but not nearly as much as from the immediate area.



South Dirksen (EAC)
 Estimated Daily Vehicle Trips To EAC

Figure 2.22

Challenges & Opportunities Unique to the South Dirksen EAC

Vacant Land - there are some relatively small parcels of apparently vacant land within the EAC. This has historically been a busy retail, restaurant, and hotel area, and the more recent business developments in the area include additional new hotels and restaurants. The proximity of these facilities to I-55, with easy highway access via the Stevenson interchange, has historically made this area attractive to developers seeking to benefit from the many business, government, and tourist travelers to the MPA. This type of development is obviously the strength of the EAC, and it continues to improve.

Connectivity - Figure 2.22 indicates that this EAC has a small radius of influence relative to the MPA as a whole. The total trips destined for the EAC exceeds 32,000 per day (see Table 2.2), but the majority of those trips are not generated from within the MPA. While the area clearly benefits from outside travelers, it follows that perhaps the lack of prioritized east-west connectors may be a significant hindrance to locally generated economic activity in this area.

Bicycle/Pedestrian Access - although there is a nearby bike trail, none of the committed, planned, or future roadway improvement projects are indicated to include sidewalk improvements. This seems like a missed opportunity to connect this rather isolated EAC to the rest of the MPA with more mode choices.

Raw Infrastructure - the area, with the possible exception of the adjacent undeveloped land south of Stevenson, appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

In addition to potential land development opportunities immediately within the EAC, there is existing agricultural land immediately south of the rail spurs at the nearby Bunn-O-Matic and Contech facilities. Because of the existing rail spur, the nearby interstate access, and the undeveloped property, this may be a location for which to explore additional freight opportunities. It appears the land may be over 100 acres and could also have access to I-72 via West Hazel Dell Road the 6th Street interchange (see image below²²). There are apparently alignments²² for future named roadways within the undeveloped property, and thus there may be plans underway for other development. This area, along with the entire EAC is also a location identified as an underground mining area as seen in Figure 1.10.



²² Image taken from Bing Maps (www.bing.com)

Overcoming Barriers in the South Dirksen EAC

- Improve access to the EAC via east-west corridor definition within the MPA in order to more fully capture potential consumer demand from the western half of the MPA.
- Include the South Dirksen to Stevenson EAC in a comprehensive bicycle/pedestrian plan to take advantage of the existing nearby bike trail and improve bicycle and pedestrian access to and within the EAC. Based on the analysis represented by Figure 2.22, the residential areas surrounding the EAC are significant consumers of the goods and services available in the area. If those consumers nearest the EAC could gain access by biking or walking, it could increase the effective vehicle capacity of the roadways for use by consumers further from the EAC.
- In conjunction with existing businesses, specific developers, and the Canadian National, determine if rail service is feasible to vacant property near the EAC. This effort would benefit from an evaluation of the true competitive position of the MPA relative to nearby competitor communities. This concept is further discussed at the end of Section 2.0.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0.

South Industrial Area²³

Boundary Description

Located in the south central portion of the MPA (Figure 2.0), the EAC is generally bounded by 11th Street to the east, Toronto Road to the south, an area adjacent to the Canadian National Railroad and I-55 to the west, and the I-55 eastbound ramp to the north (see Figure 2.23 and 2.24)



Existing Businesses & Employment

As the name indicates, this area is mostly light industrial with warehousing and some office space. Located southeast of Central City, some vacant land is available. Retail uses are centered around the Toronto Road and I-55 interchange. The area is also immediately west of the University of Illinois at Springfield (UIS) campus. The existing business mix within the EAC also includes: medical services, food & beverage, and leisure/entertainment as indicated in Table 2.1. Total employment is estimated at approximately 2,542 jobs as noted in Table 2.2 and Figure 2.23.



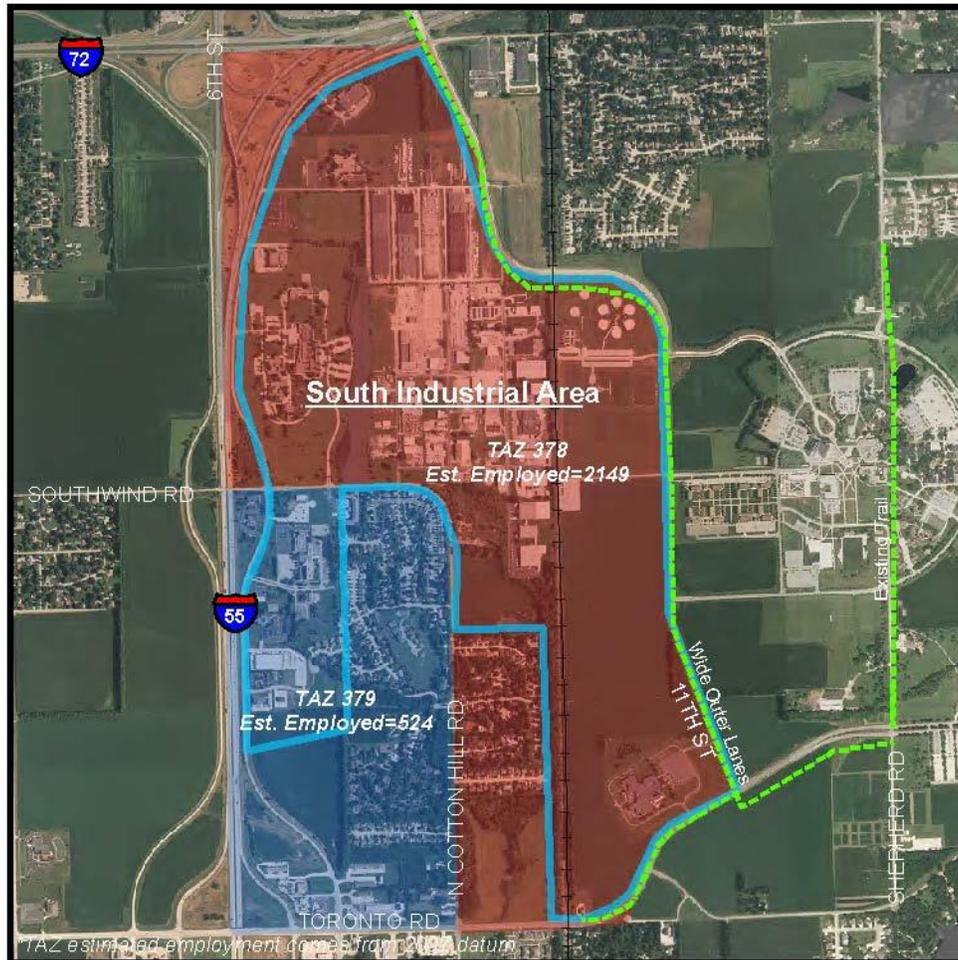
Existing Transportation Network

Roadway Access – primary MPA access to the South Industrial Area EAC is provided by the 6th Street interchange at I-55, Toronto Road and its interchange with I-55 and 11th Street, which has a non-interchange bridge over I-55 (see Figures 2.1, 2.23, and 2.24).

Volume of Roadway Traffic - the regional travel demand model was utilized to look at total volume and how the South Industrial Area EAC interacts with the rest of the MPA. This was accomplished by determining the number of trips and originating TAZ for auto and truck travel to the EAC from across the MPA. The Origin is the number of trips that are produced from within the activity center. Destination is the number of trips that are

²³ Images taken from Bing Maps (www.bing.com) and Google Maps (maps.google.com)

attracted to the activity center from outside. Figure 2.24 indicates the estimated total origin and destination trips.



South Industrial Area (EAC)

Estimated Employment

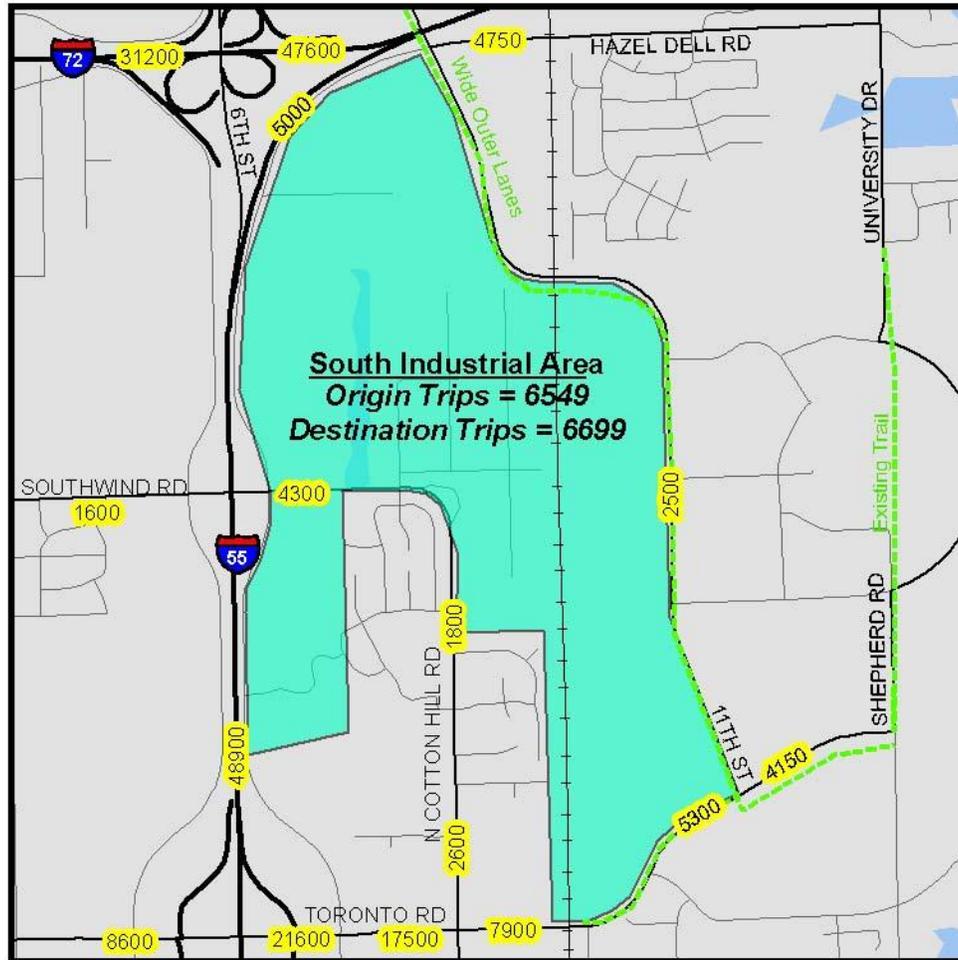
Figure 2.23

Transit –SMTD bus service to the EAC provides some coverage to the area (see Figure 1.6). There is no passenger rail access to the area (see Figure 1.7).

Freight Rail - there is no direct freight rail connection within the South Industrial Area (see Figures 1.7 and 3.4), but there is a concentration of freight users and nearby mainline rail via the Canadian National.

Bike/Pedestrian - there is a bike route along 11th Street that could provide access to the University campus and potentially provide some alternative mode commuting ability to residential areas north of I-55 (see Figure 2.24). However, the route does not currently

connect to anything north of Hazel Dell Road, which is short of the residential areas (see Figure 1.8). The LRTP does identify committed and planned projects including sidewalk improvements along 6th Street and 11th Street which could complete the missing connectivity (see Figure 1.9).

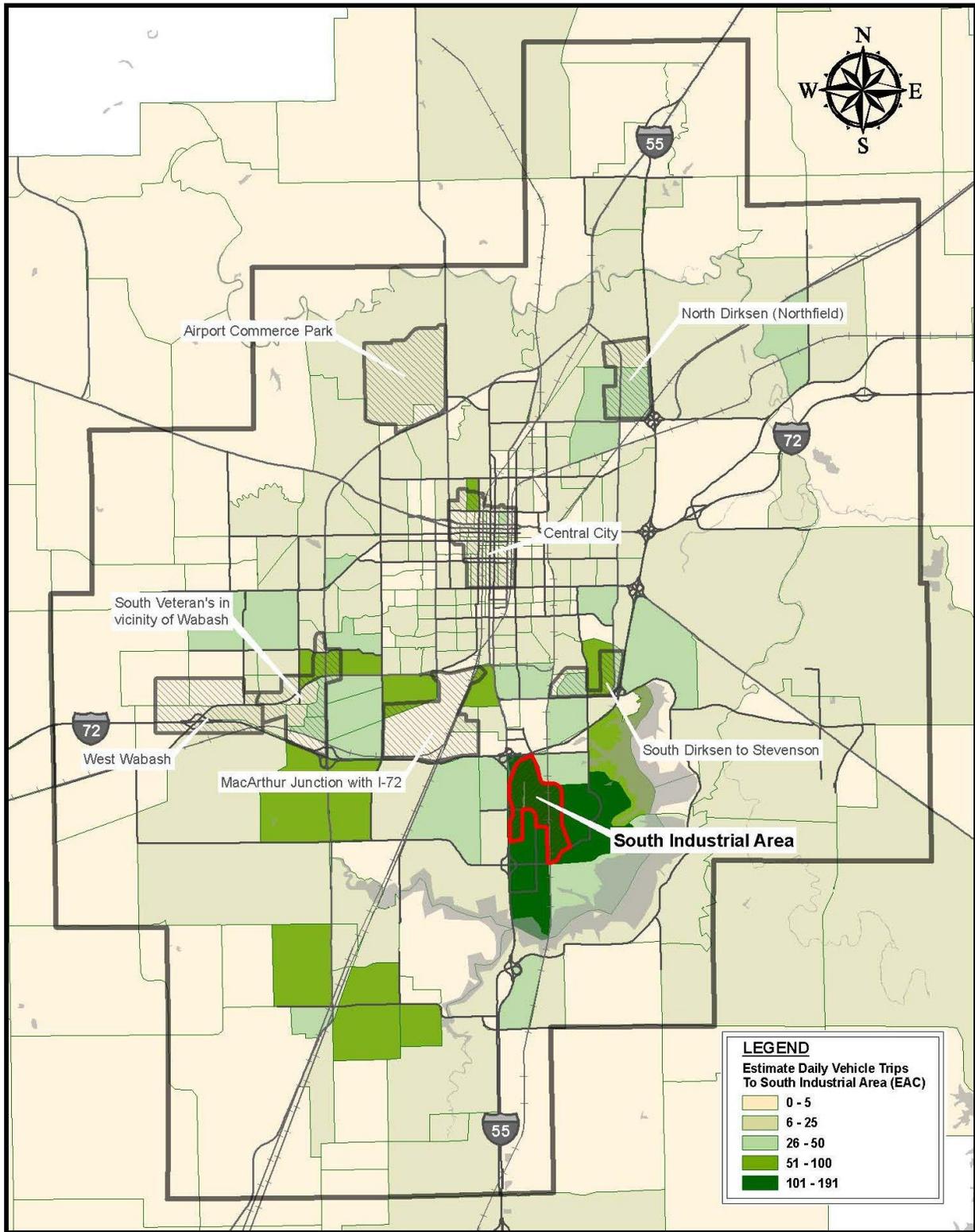


South Industrial Area (EAC)
Estimated Traffic Volumes

Figure 2.24

Dependence within MPA and other EACs

Figure 2.25, showing the density and origin of trips to the EAC, indicates that the South Industrial Area is relatively isolated from the standpoint of attracting trips from within the MPA. Most of the trips are internal to the TAZs within and adjacent to the EAC. Trips originating away from the EAC are mainly residential, perhaps employees, but also with a fair number from other industry areas such as the TAZ in the southwest quadrant of the South Grand Avenue and I-55 interchange.



South Industrial Area (EAC)

Estimated Daily Vehicle Trips To EAC

Figure 2.25

Challenges & Opportunities Unique to the EAC

Vacant Land – while this is one of the highest density employment locations in the MPA (see Figure 1.1), there is still undeveloped land in the area. The undeveloped land is primarily adjacent to the Canadian National line and also just outside the EAC north of Toronto Road adjacent to the South 6th Street Frontage Road (see Figure 2.23). Additionally, because of the 11th Street bridge over I-55, there is ready access to the same undeveloped and potentially rail-served property south of the Bunn-O-Matic and Contech facilities as was discussed in the South Dirksen to Stevenson EAC comments. One challenge is that the undeveloped land remaining within the EAC is fairly constrained by the University, residential development, and Lake Springfield. However, in addition to the property accessible via the 11th Street bridge, there is easy access to potentially developable property via Toronto Road (at the interchange with I-55) west of the EAC. The area is north of Toronto Road, west of I-55, and south of I-72. This area west of I-55 also has potential access to the Union Pacific and Canadian National rail lines and has potentially unusual interstate connectivity via three interchanges at its corners (MacArthur, 6th Street, and Toronto - see Figures 1.7 and 2.1). Furthermore, the area is not in a location identified as an underground mining area (see Figure 1.10)

Raw Infrastructure – the area appears to include the necessary basic utilities and infrastructure, or at least access to those needs, for development or expansion for many different uses. This study did not examine the capacity or future plans for utility expansion.

Overcoming Barriers in the South Industrial EAC

- This EAC has developed rather well in terms of industrial and freight/warehousing activity. The remaining undeveloped land should be evaluated regarding market position and opportunity, with an eye toward potential rail connections to the Canadian National on those property areas near the main line. The development constraints toward major expansion within the EAC can potentially be overcome by taking advantage of very good interstate access and potential rail connections to undeveloped land north and west of the EAC.
- Additional discussion and suggestions applicable to the entire MPA, and benefiting this EAC, are included at the end of Section 2.0.

The following is a discussion of the MPA as a whole. The concepts here apply to many of the EACs and to enhancing them not just as individual units, but as parts of a system of economic drivers in the MPA.

Barriers to Economic Development/Redevelopment of the EACs

Economic Reality and Competitive Position

- Springfield is a regional center of jobs and commerce. It has been successful in creating or maintaining jobs in healthcare and some service sectors, but has not competed well regionally in terms of retaining or growing key industry sector jobs.
- Manufacturing is currently not a growing sector in the MPA.
- State government is stagnant and not likely to increase in employment, at least not in the discernable near term.

Lack of Mobility and Connectivity within the MPA

Additional mobility and connectivity across the MPA from east to west is an obvious need. The 2035 LRTP Citizen’s Advisory Committee identified the need for two additional east-west corridors within the MPA⁸. The obstacles to overcome in completing these suggested corridors are numerous and varied, including financial, social, environmental, and others. Additionally, as activity increases within the MPA and to encourage positive planned economic activity, it will be necessary and beneficial to have more complete north and south access as well. The challenges here are similar to the east-west improvement challenges.

Specific roadways in need of improvements for increasing mobility and connectivity within the MPA include:

- South Grand Avenue is not complete as a full Arterial roadway.
- The Stanford Avenue east-west roadway connection is disjointed and should align with Wabash or Iles to complete the connection between South Veteran’s and Dirksen Parkway.
- A MacArthur Boulevard extension south to Iron Bridge Road could increase the potential for planned development south of the IL-72 interchange and south of “Legacy Pointe”.
- An improved MacArthur Boulevard extension North to J. David Jones Parkway or Walnut Street is necessary to complete the entrance gateway corridor from the north with access to the Center City EAC.
- There is an overall need to provide shared access and reduce curb cuts along existing corridors as part of improvements to those corridors.

In order to improve connections to the MPA and encouraging access to the EACs from outside the MPA, it may be necessary to explore additional interchange connections along I-55. One potential location for a new interchange is at an extended and

completed North Grand Avenue. The center-to-center distance between interchanges would be almost exactly one mile equidistant north to Sangamon Avenue and south to Clearlake Avenue. This might be too close for IDOT to readily support, but is worth considering. Other possible locations for interstate connections might include Mayden Road/Bissell Road or Sand Hill Road/Radford Road, either of which might allow for development of a distribution center location or industrial use, and both of which might allow for connection to existing CN rail.

There is also the identified issue of the need for additional lanes on I-55, which is recently being addressed by IDOT. A phase one study is being undertaken to complete preliminary engineering for widening the interstate to a consistent section.

Lack of Current Land Use Plan

A current land use plan is needed to provide focus to the appropriate areas and to allow for new land use types in a better fashion such as multiuse development. The existing land use plan is out of date and has not been updated in some time. The question of over allocation of commercial space in the MPA came up during the study. This and other issues need to be addressed in order to plan for desired development and redevelopment.

Aesthetic Feel of Key Corridors and Roadways within the EACs

Research shows that healthy and vibrant corridors boost the economic health and quality of life in a community. Specifically, it creates jobs, incubates small businesses, reduces sprawl, protects property values, and increases the community's options for goods and services.²⁴ Like many established communities, the MPA needs updating to include a better "feel" and aesthetics to major corridors leading to central business districts. These types of improvements are a necessary element to attracting young professionals to redevelopment areas within the city. These people are drawn to vibrant areas.

Pedestrian – Bicycle Facilities

As can be seen from the location map depicting pedestrian-bicycle trail locations relative to Economic Activity Centers (and relative to much of the well-established residential development areas), it is apparent that the existing pedestrian-bicycle routes and trails are not generally well connected and do not encourage biking or walking as mode choices for many areas of the MPA. While these routes do provide some local mobility and connectivity, there is a lack of east to west capability even in the southern half of the MPA where the routes have existed. There are no identified routes at all in the northern half of the MPA (although the Sangamon Valley Trail is under construction). In addition to the lack of routes, the recent survey and public involvement

²⁴ www.solutionsforamerica.org

efforts associated with the 2035 Long Range Transportation Plan revealed some discouraging facts about how MPA residents perceive the walking and cycling opportunities in the area. The results indicate that approximately half of 167 respondents feel that riding a bicycle in the MPA is “not safe”. Regarding a question about the adequacy of the bicycle travel network approximately half of 162 respondents rated it “poor” and only 6% rated it “good”. Regarding pedestrian travel, 78% of respondents indicated the options were “poor” or “fair”. Most telling was the response to the question regarding the ultimate goal of transportation activities “the ability to reach desired goods, services, activities, and destinations”. 63% of 180 respondents indicated that there were not adequate travel opportunities in the MPA to meet this goal for all citizens.⁸

This lack of mode choice is one of the issues that need to be addressed in order to achieve urban redevelopment, especially as it relates to younger working people who might want to live in a multiuse neighborhood community or Economic Activity Center.

Planning for new bike and pedestrian routes has been attempted in the past in the MPA, but has not yet taken hold in the form of an officially adopted and supported program. Until this occurs, it will be a barrier to attractive and effective redevelopment within the City.

Roadway Improvements Needed to Support Desired Development/Redevelopment

Several of the previous EAC evaluations in this study made reference to the “Committed”, “Planned”, and “Future” roadway infrastructure projects identified in the 2035 LRTP (see Figure 1.9). In addition to the comments made at the individual EAC level, it is important to note that those identified projects address only some of the key elements necessary for a complete and vibrant roadway transportation system in the MPA. In other words, more projects need to be identified. Figure 2.26 on the following page (from the 2035 LRTP) identifies the specific roadways anticipated to be impacted by congestion by 2035. These congestion areas can be expected to have a negative impact on economic activity in the MPA as a whole and the following EACs in particular: South Industrial, North Dirksen, South Dirksen, Central City, MacArthur Junction, South Veterans, and West Wabash, and the Airport – in other words, all of them.

Funding for Improvements

In 2007 the projected annual shortfall for making necessary street and bridge preservation, modernization and expansion was \$43,720,000²⁵. That number does not include comprehensive improvements to the key east-west or north-south corridors or improvements in the aesthetic quality of many of the key roadways.

²⁵“ Lifelines to the Economy”, Q5 Quantum Growth Partnership, Springfield Chamber of Commerce, 2007

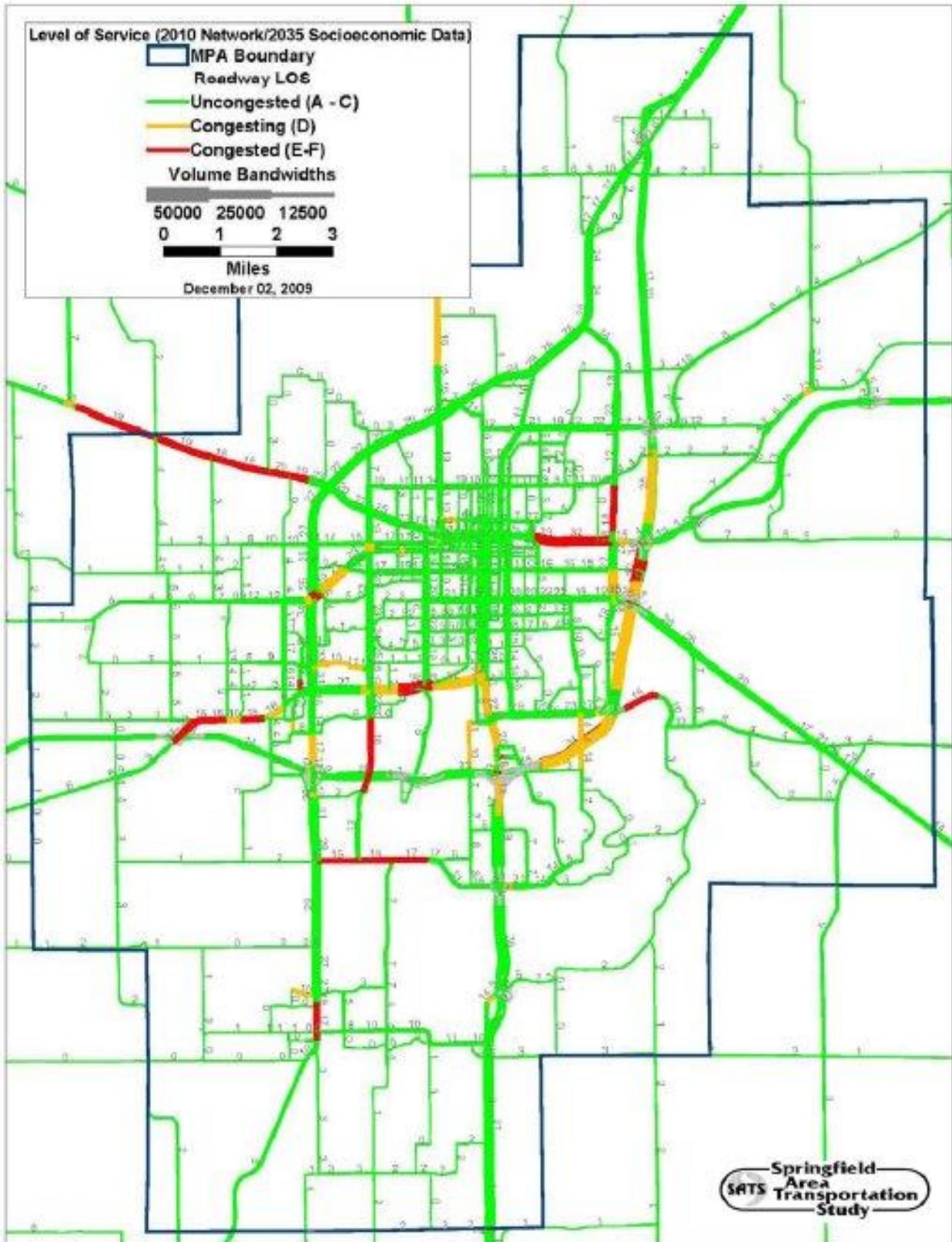


Figure 2.26 (from 2035 LRTP)

Overcoming Barriers to Desired Development/Redevelopment of the EACs

Understand Realities of Competitive Position

- Examine the specific impacts of the target industries (identified in previous studies and discussed in Section 3.0 of this study) within the MPA, and examine those existing capabilities that might encourage commercial clusters.
- Examine existing failed business locations (for example at Toronto Rd. & I-55) with an eye to understanding what success factors could be controlled or supported by the City, County, or other stakeholders (e.g. transportation infrastructure, incentives, etc.). With the same objective, examine business opportunities that came and went (Sysco, FedEx at the airport, etc.)
- The MPA may be able to capitalize on future high-speed rail in terms of new residential market potential. The Springfield area may become attractive as a bedroom community for commuters from the St. Louis area. A vibrant community accessible to a larger market could offer people opportunity to live in Springfield (small town, affordable housing) but work in a major city. Or office in Springfield (lower cost) and clients in major city who will have easy access to/from office.

Updated Comprehensive Land Use Plan

It is critical to plan the future of the MPA with the wide spectrum of job growth, investment attraction, transportation, and freight and logistics development objectives in mind. The process for completing an updated land use plan should be informed by the goals of desired development within and relative to the EACs. The plan should consider the overall mix of land uses anticipated and encouraged, the relative balance between uses and the desire to discourage inefficient or unproductive development. For example, it has been asserted that too much commercial space exists in the City. As land uses are considered for future expansion, it will be important to anticipate where the next radius of development will or can occur. Appropriate forethought in the process can assist in not building the MPA into a corner and re-creating the same mobility and connectivity problems currently exhibited in the lack of east-west and north-south complete corridors.

EW Corridors, NS Corridors and Improved MPA Connectivity

The 2035 LRTP suggested that one of the primary east-west routes should be Stanford/Wabash to Dirksen. It suggested the other should be either Sangamon to Veteran's using Browning or an extended and rehabilitated North Grand from Dirksen to Veteran's⁸. These options may be appropriate or prove to be the most feasible from an economic, environmental, or social perspective, and it may also make sense to look at

other alternatives. Following is a list of suggested improvements to connectivity impacting the EACs and general connectivity.

- South Veteran’s Parkway connector to South Dirksen Parkway via Stanford Avenue and a Wabash Avenue or West Iles Avenue alignment
- Improve South Grand Avenue to a full arterial section and provide a South Veteran’s Parkway connector to South Dirksen Parkway via South Grand Avenue or feasible alternative (perhaps North Grand Avenue)
- At least one north-south IL 72 connector corridor to North Veteran’s Parkway via MacArthur Boulevard and Walnut Street / David Jones Parkway.
- Extend MacArthur south to Iron Bridge Road
- Examine alternatives to provide shared access and thereby reduce curb cuts along key corridors
- Provide additional lanes on I-55 to address the current lane constriction (a Phase I study is just beginning for this project)
- Consider a new interchange on I-55 to North Grand Avenue

One potential location for a new interchange is at an extended and completed North Grand Avenue. The center-to-center distance between interchanges would be almost exactly one mile equidistant north to Sangamon Avenue and south to Clearlake Avenue. This might be too close for IDOT to readily support, but is worth considering.

Other possible locations for interstate connections might include Mayden Road/Bissell Road or Sand Hill Road/Radford Road, either of which might allow for development of a distribution center location or industrial use and both of which might allow for connection to existing CN rail. Providing a location where a rail yard or rail spur could be located on a property with easy access to the interstate would be very attractive to potential investment.

Bicycle & Pedestrian Plan and Implementation

- Complete a comprehensive plan coordinated with land use and mobility within and between the EACs

Aesthetic Renewal of Key Corridors and EAC Internal Roadways

- MacArthur Boulevard improvements as a gateway into the heart of the City
- South Grand Avenue improvements as a gateway into the Central City EAC
- East Clear Lake Avenue improvements as a gateway into the Central City EAC
- South Grand Avenue and North Grand Avenue intersections with MacArthur Boulevard – intersection improvements as focal point
- Other key corridor and EAC roadway improvements to attract target business sectors and target residential development/redevelopment

Summary of Key Transportation Recommendations

While it is widely reported that the transportation system in the MPA is adequate for moving freight and supporting the existing economic activity in the area, it is also important to recognize that the community wants and needs to develop additional economic activity to maintain and support employment opportunities. A number of recommendations were made in this study related to understanding competitive position and identifying elements necessary to attract industry and thereby increase freight activity. What it all boils down to is that attraction of positive economic development in the area will be linked to demand and return on investment. Some of that demand can be generated or increased locally by making the Springfield area a more enticing place to live and conduct business. Some of the return on investment can be increased by facilitating easier movement of people and goods throughout the MPA. The following are the key transportation recommendations in support of these objectives. Many other recommendations and suggestions made in this study can facilitate desired development, but these few are chosen as the most immediate needs from a transportation perspective.

Updated Comprehensive Land Use Plan

- Focus on facilitating desired development and redevelopment

Key Corridor Aesthetic Improvements

- MacArthur Boulevard
- South Grand Avenue
- East Clear Lake Avenue

Corridors Facilitating East-West and North-South Mobility

- South Veterans Parkway connector to South Dirksen Parkway via Stanford Avenue and a Wabash Avenue or West Iles Avenue alignment
- South Veterans Parkway connector to South Dirksen Parkway via South Grand Avenue or feasible alternative (perhaps a North Veterans Parkway connector via North Grand Avenue with a new I-55 interchange)
- IL 72 connector corridor to North Veterans Parkway via MacArthur Boulevard and Walnut Street / J. David Jones Parkway
- Consider a new I-55 interchange at Mayden Road/Bissell Road or Sand Hill Road/Radford Road to facilitate rail-served industrial or intermodal distribution

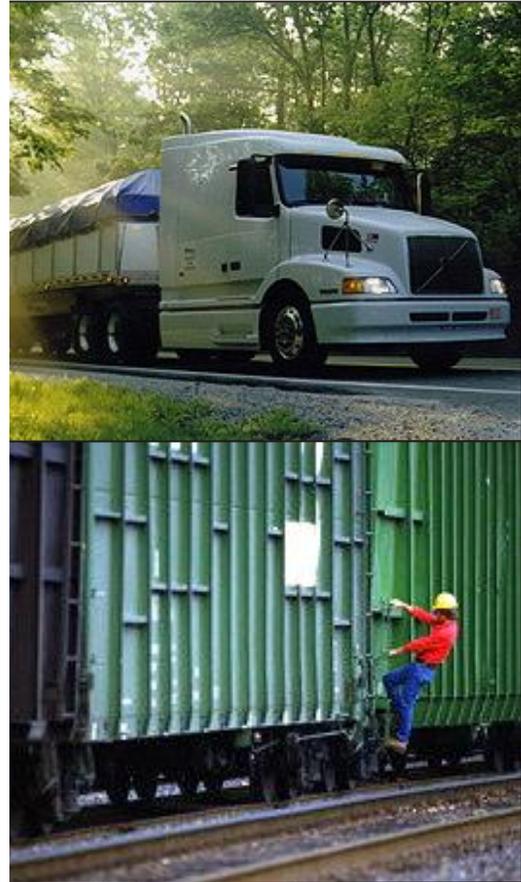
Comprehensive Bicycle and Pedestrian Plan and Implementation

- Focus on facilitating mobility within and between Economic Activity Centers, especially relating to residential access and connectivity

Section 3.0 - Freight Study

Local and regional economies are highly dependent upon the efficient transport of goods. Mobility is one of the most fundamental and important characteristics of economic activity as it satisfies the basic need of connecting one economy to another. Access to other economies enables trade and facilitates the specialization of labor and capital, leading to greater productivity growth and higher wages. One of the ways in which trade and access are enabled is through a study of the freight mobility and existing and potential markets for a particular geographic area. This study is focused primarily on the mobility of freight in the MPA, and also discusses existing and potential markets based on available public data.

The objective of the study is to identify barriers to efficient freight movement and opportunities for freight and logistics development within the Springfield- Sangamon County MPA. This Section (3.0) of the overall study is closely tied to the analysis and discussion of economic activity in the MPA as presented in Sections 1.0 and 2.0. The key to increasing freight activity in the MPA is increasing overall economic activity, especially manufacturing and distribution. The keys to ensuring that freight moves efficiently in the MPA include: understanding where those freight businesses will be attracted within the MPA and planning a complete transportation system that allows all the modes to perform.



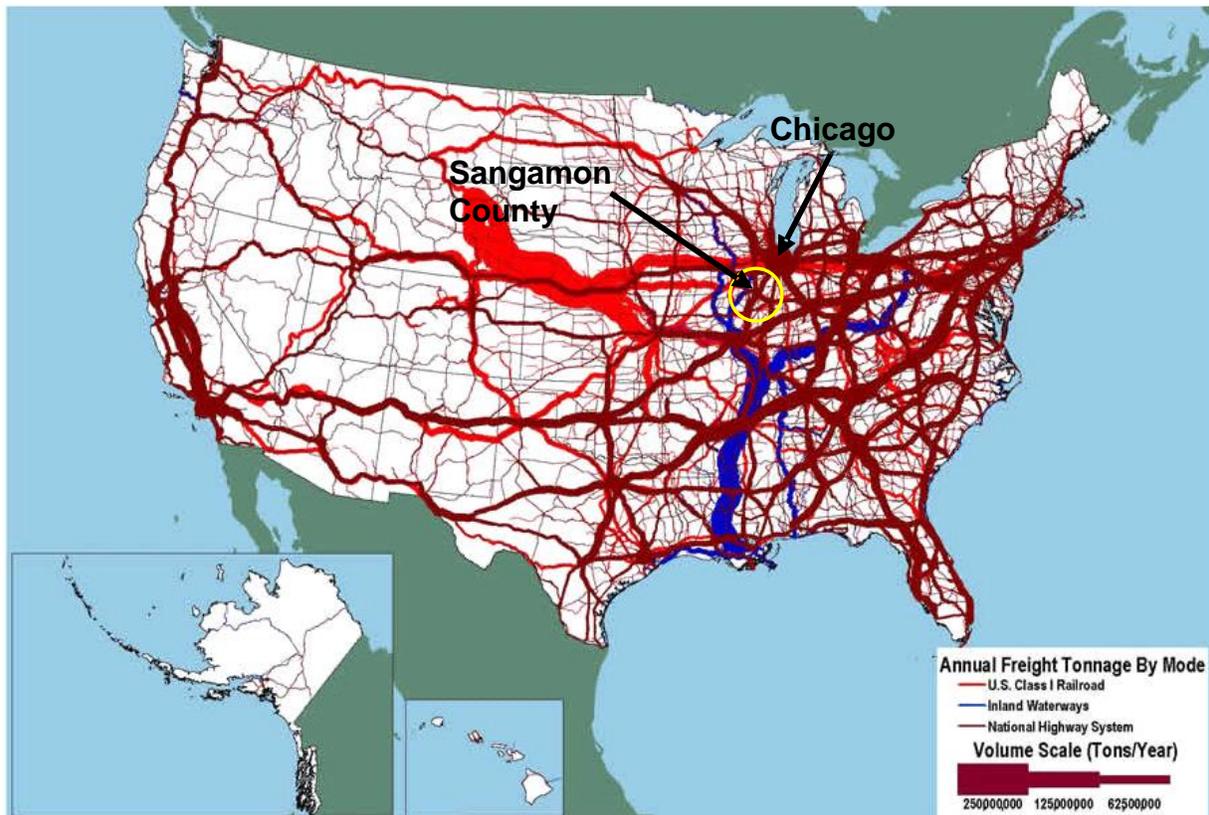
National, State, and Local Freight Movements

National, statewide, and some regional freight data are available through public sources but have limitations. Further limitations are present at the metropolitan and local levels. In the case of the MPA, quantitative and complete commodity data is not available without purchase. Data available for purchase is privately-held and cost prohibitive to acquire within the scope of this study. In an effort to provide a representation of freight movements within Sangamon County, national and state-level data were examined to understand the types of freight likely traveling through the MPA. This public data was supplemented by surveying and interviewing rail carriers, trucking companies, major manufacturers, and other freight-related businesses within the MPA.

Nationally, the largest freight flows are concentrated on a relatively small number of corridors. The map in Figure 3.1 below shows the segments of the freight transportation network that carry more than 50 million tons per year, including:

- Highway segments that carry at least 8,500 trucks per day, which is the number needed to move 50 million tons per year at 16 tons of freight per truck.
- Additional highway segments and parallel rail lines that together carry at least 8,500 truck, trailer-on-flatcar, and container-on-flatcar payloads of typically high-value, time-sensitive cargo at 16 tons per payload.
- Rail lines and waterways that carry 50 million tons in bulk cargo per year.

Tonnage on Highways, Railroads and Inland Waterways: 2002



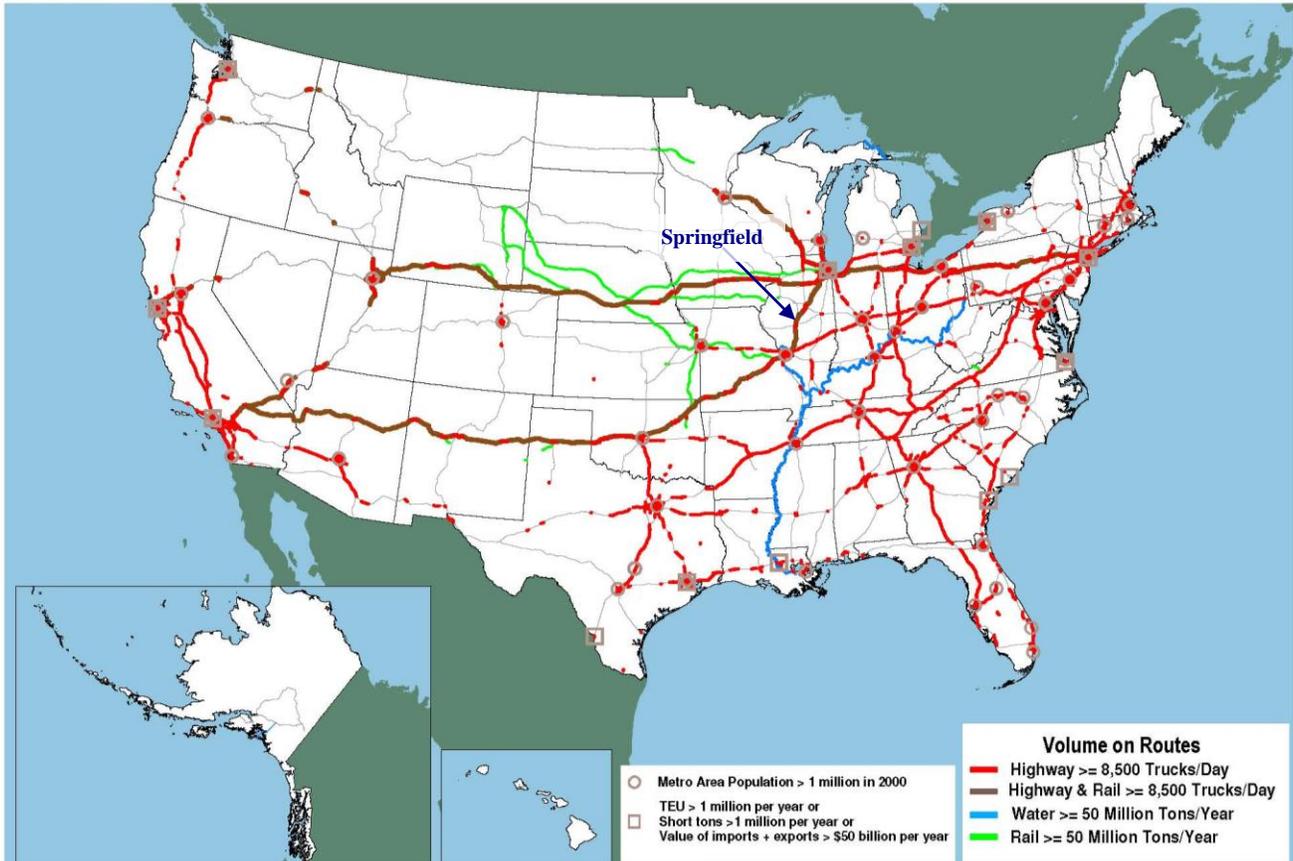
Sources: Highways: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, Version 2.2, 2007. Rail: Based on Surface Transportation Board, Annual Carload Waybill Sample and rail freight flow assignments done by Oak Ridge National Laboratory. Inland Waterways: U.S. Army Corps of Engineers (USACE), Annual Vessel Operating Activity and Lock Performance Monitoring System data, as processed for USACE by the Tennessee Valley Authority; and USACE, Institute for Water Resources, Waterborne Foreign Trade Data, Water flow assignments done by Oak Ridge National Laboratory.

Figure 3.1 – Annual Freight Tonnage By Mode

The width of the lines in Figure 3.1 indicates the relative volume of freight moved, while the color indicates the mode. Note that the Springfield-Sangamon County MPA is within one of the most freight-intensive areas of the nation, with relative proximity to most of

the major corridors and modes. The closest major corridors to the MPA include the rail corridors and the interstate system. Interstate 55 around Springfield, along with the rail carriers providing service from St. Louis to Chicago, is among these heavily traversed corridors as shown in Figure 3.2.

Components of Major Freight Corridors



Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.

Figure 3.2 - I-55 Freight Corridor

As a nationally recognized major freight corridor, and with projections indicating freight traffic will increase over the coming years, it is safe to assume the MPA will see a significant increase in freight along the I-55 corridor. High-speed rail planning in the state and the projections of the rail carriers corroborate the assumption of anticipated growth. This growth will necessitate a more thorough monitoring of the capacity of the area's infrastructure to better support goods movement. By doing this it will be possible to identify locations where potential bottlenecks and related capacity limitations can inhibit freight movements²⁶. Additionally, strategic planning aimed at attracting business

²⁶ Information Resources for Supporting the Regional Freight Agenda in the Upper Midwest, University of Toledo

that depend on or attract freight movement can have a major impact on the local economy.

Statewide, freight movement itself plays a part in keeping the region's economy competitive. In 2002 (the most recent year for which publicly available statewide data is broken down), the top commodities imported and exported from Illinois included Coal, cereal grains, waste/scrap, gravel, and gasoline²⁷.

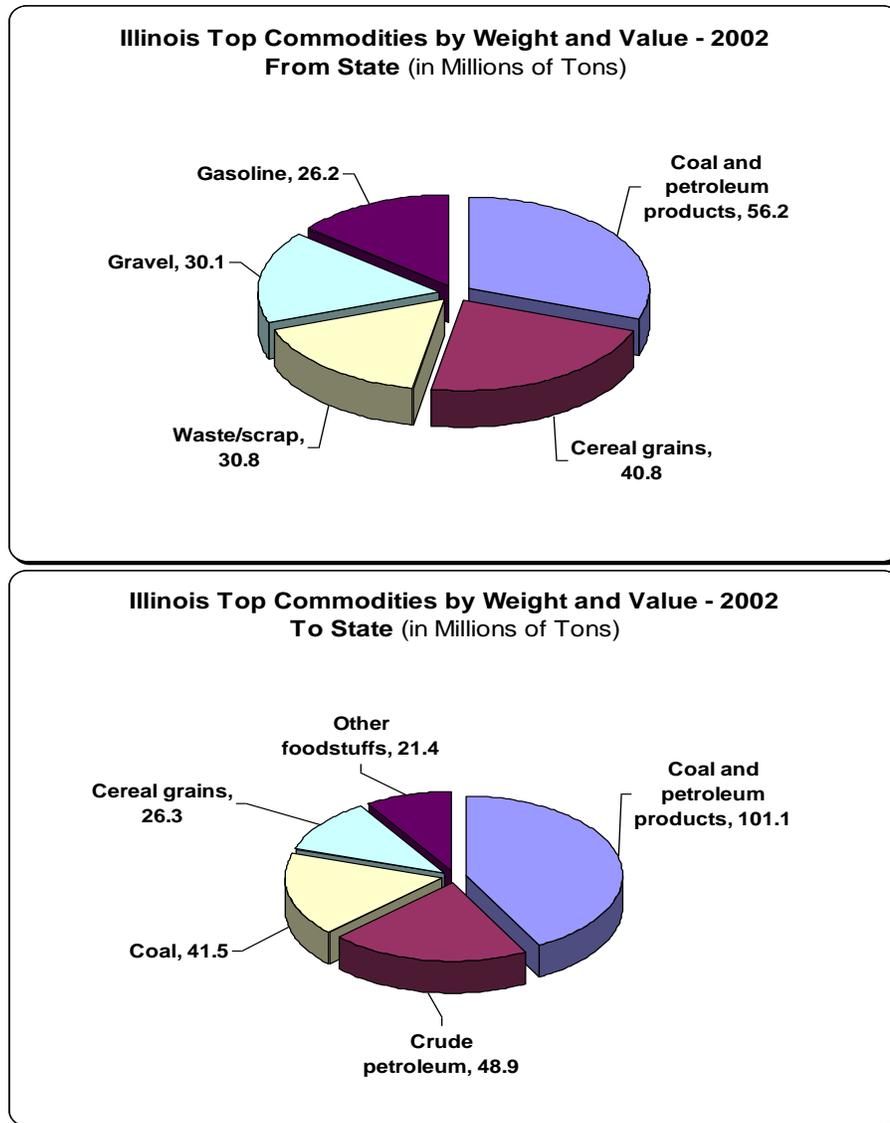


Figure 3.3 – Illinois Commodity Imports & Exports

In addition to the movement of freight to and from Illinois, millions of tons of goods are moved within the state. As indicated in Figure 3.4, nearly 862 million tons of freight

²⁷ USDOT, Federal Highway Administration, Freight Analysis Framework

moved within the State of Illinois in 2002.²⁷ Approximately 663 million tons, or 77% of the total volume was hauled by truck. Forecasts indicate that by 2035 freight shipments within Illinois will increase 30% to over 1.2 billion tons of freight²⁸. Approximately 84%, or over one billion tons, of that total will traverse the state by truck.²⁷

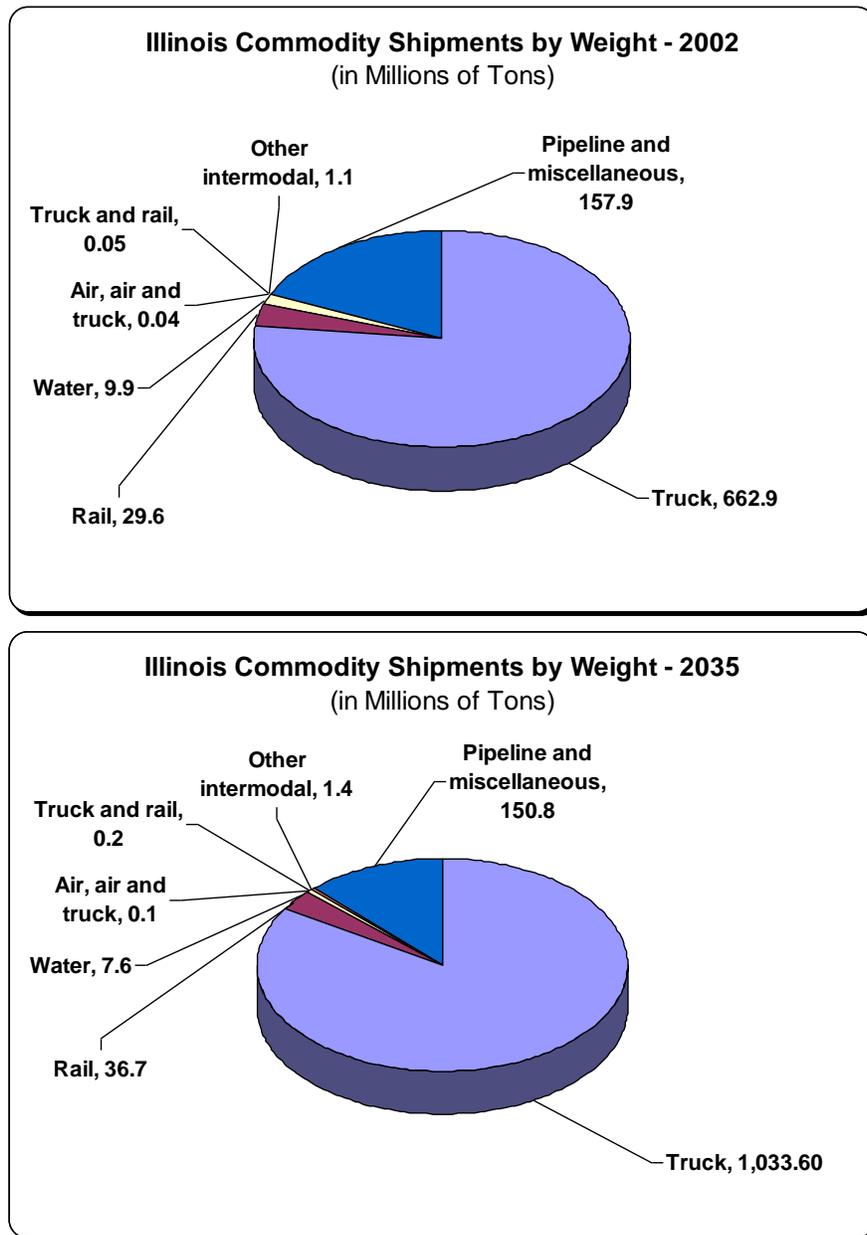


Figure 3.4 –Commodity Shipments by Mode

²⁸ Office of Freight Management and Operations, U.S. Department of Transportation

Completing the picture of statewide freight characteristics, Table 3.1 indicates the top U.S. trading partners to Illinois are neighboring states, Indiana, Wisconsin, and Missouri, followed closely by Louisiana.²⁷ The proximate states take advantage of direct highway access, while Louisiana is readily accessible through CN Railways.

Top Trading Partners: 2002

Tons (millions)		
	Number	Percent
Total	833.8	100
Foreign	87.4	10
IN	137.3	16
WI	84	10
MO	83.1	10
LA	78.1	9

Note: Numbers do not add to total because only the top trading partners are shown.

Top Trading Partners: 2035

Tons (millions)		
	Number	Percent
Total	1,585.40	100
Foreign	158.8	10
IN	200.6	13
LA	164.3	10
WI	160.9	10
MO	152.4	10

Note: Numbers do not add to total because only the top trading partners are shown.

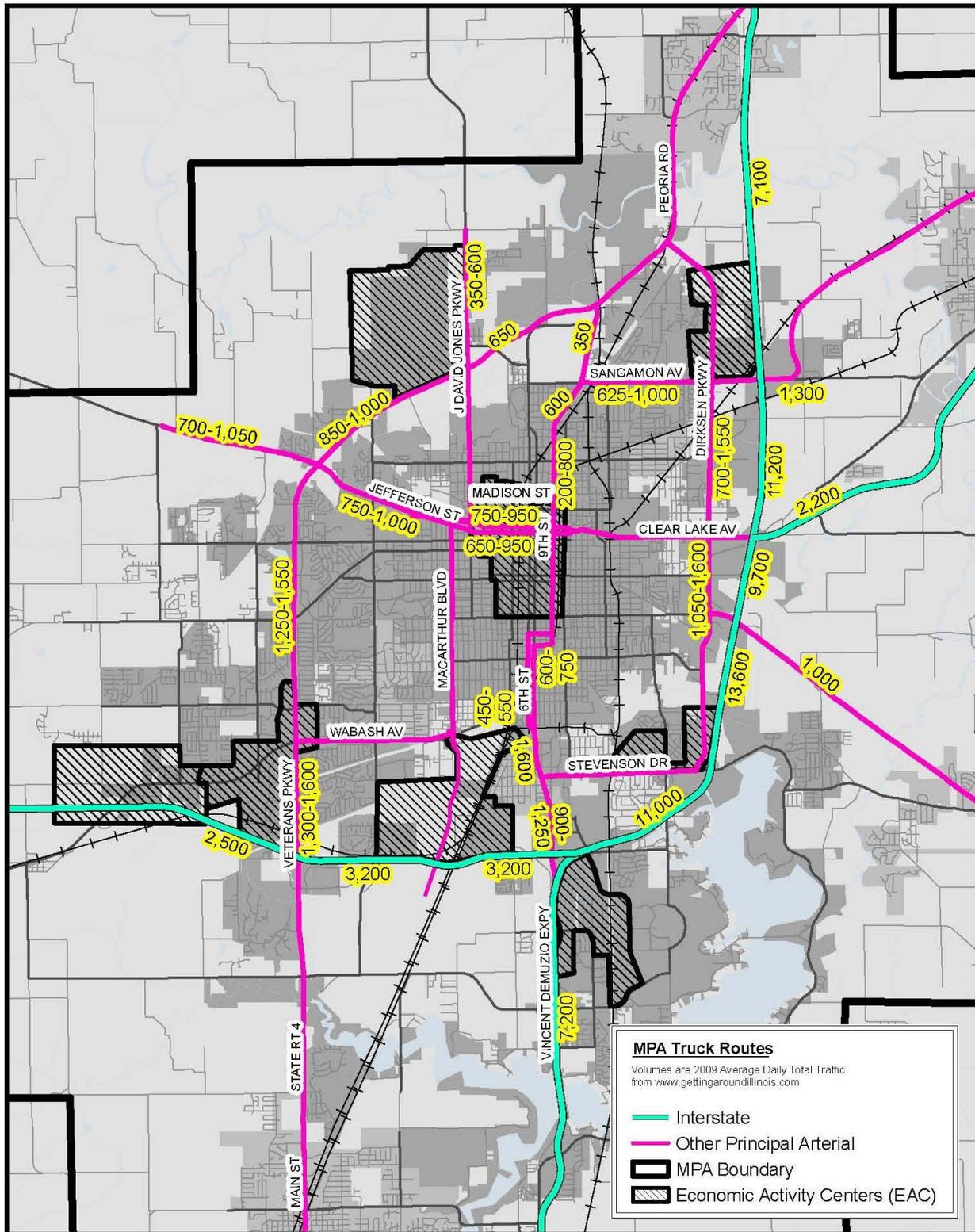
Table 3.1 – Illinois Top Trading Partners

The 2035 projections nearly double the 2002 totals for trade between Illinois and its top partners. Considering the economic downturn of the last few years (after these projections were made), it is generally assumed that the 2035 volumes presented in the figures and table above will not occur as soon as predicted. However, the growth is still anticipated, and is simply expected to occur over a longer period.

Though much of the current and anticipated freight reported for the state could likely be attributed to freight generated in major metropolitan areas such as Chicago or St. Louis, the Springfield metropolitan area can anticipate an increase in truck through traffic with its centralized location, proximity of I-55 and direct north-south access to major markets from Chicago, Illinois to near New Orleans, Louisiana. Additionally, according to existing MPA rail carriers, MPA rail traffic will also see its share of increased freight.

Local Freight Network – Truck Routes, Rail Lines, and Rail Facilities

Figure 3.5 below indicates the MPA truck routes and 2009 truck volumes as reported by the Illinois Department of Transportation (IDOT). For this study, truck routes are defined as: Class I, II, or III IDOT truck routes; MPA roadways for which truck volumes are reported to IDOT; or additional key roadways providing commercial trucking access to and between EACs. Note that MPA truck freight movements are challenged by the same lack of prioritized east-west and north-south corridors discussed at length in Section 2.0. The MPA rail lines and local facilities are indicated in Figure 1.7 in Section 1.0 and in Figures 3.6 and 3.7 below.



MPA Truck Volumes

Figure 3.5 – MPA Truck Routes and Volumes

Springfield is well served by existing freight carriers. Five railroad companies and four rail yards serve Springfield:

- Norfolk Southern (NS) – 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.
- Union Pacific (UP) – UP is the largest Class I railroad network in the U.S. The rail’s main line tracks cover most of the central and western U.S. and extend from St. Louis to Chicago through Illinois.
- Canadian National Illinois Central (CN/IC) – The Illinois Central system is now part of Canadian National Railways. Together with CN subsidiaries, the railroad extends some 3,370 miles stretching from Chicago to the gulf ports of New Orleans, Louisiana and Mobile, Alabama. The railroad also stretches westward to Sioux City, Iowa and Omaha, Nebraska²⁹.
- Illinois Midland (IM) – IM is a shortline railway serving Peoria, Springfield and Taylorville, Illinois. It operates freight services on 120 miles of track. Connections are made with UP, KCS, and NS.
- Kansas City southern (KCS) – 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.

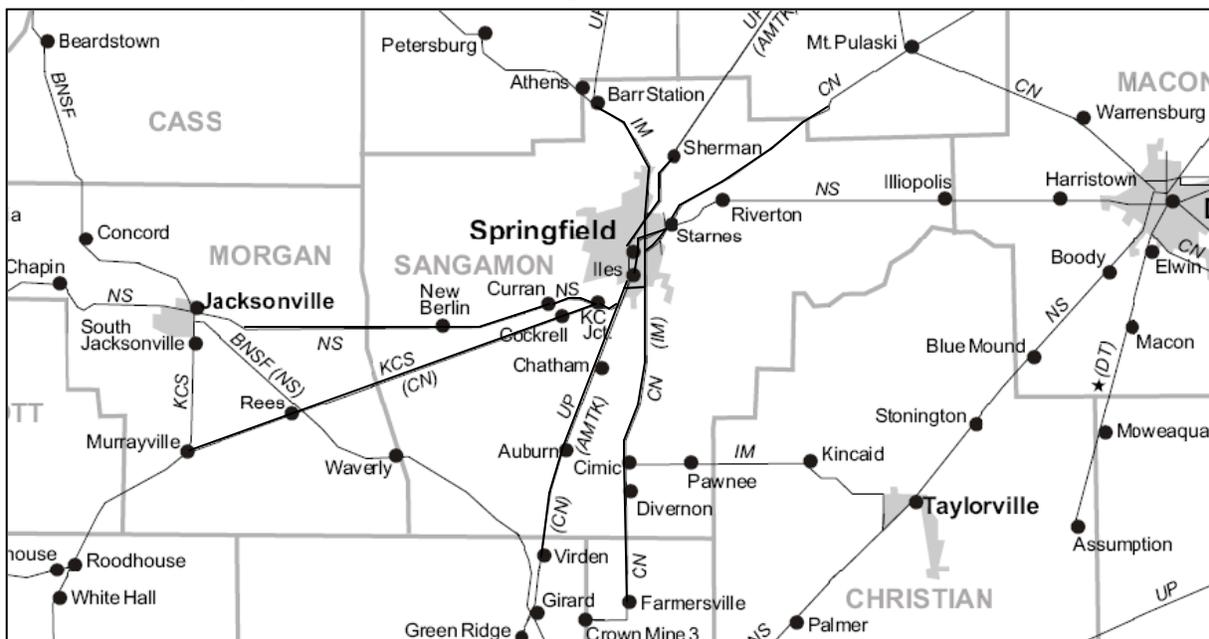
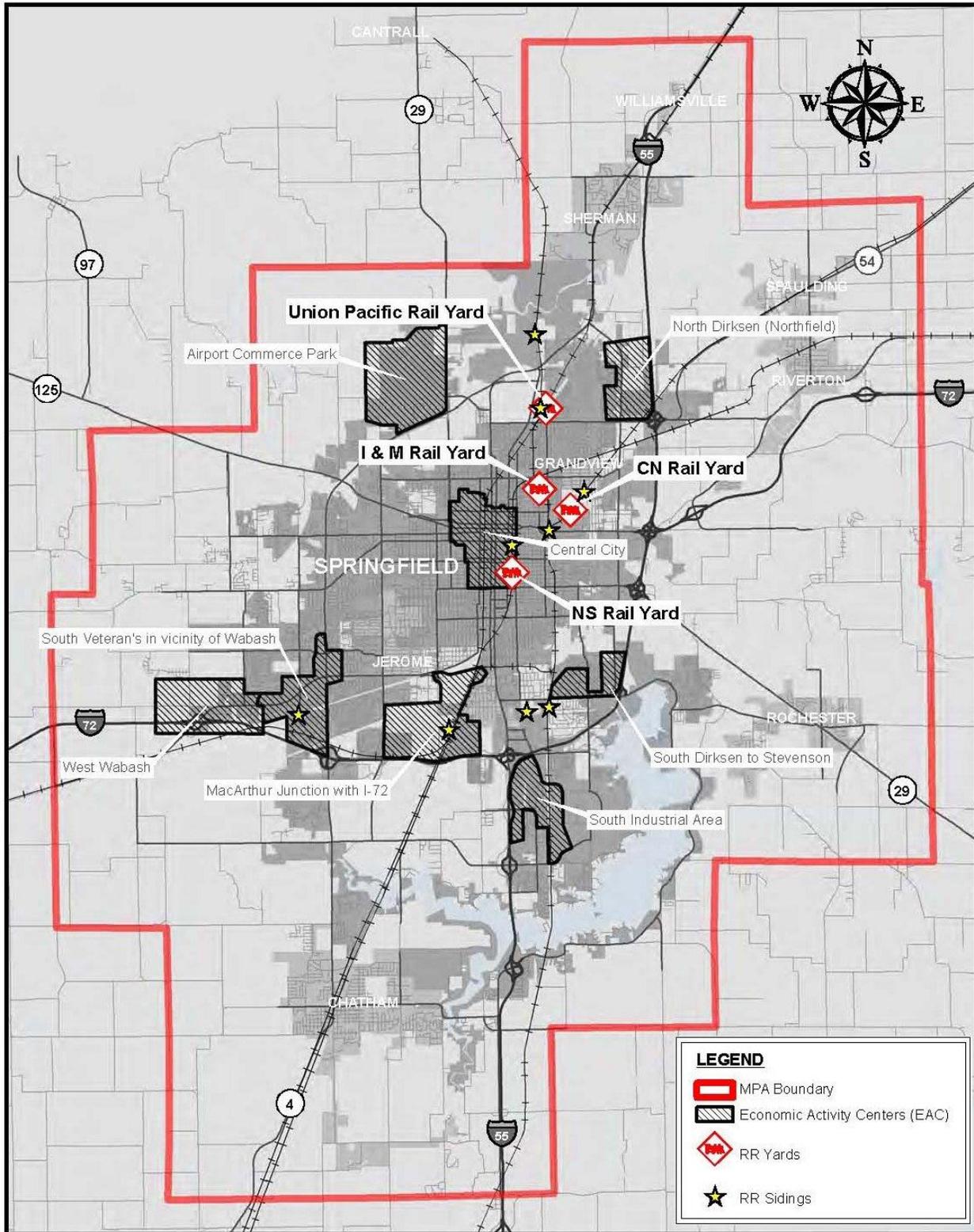


Figure 3.6 – MPA Rail Corridors and Regional Connectivity³⁰

²⁹ The Illinois Central Railroad On-Line

³⁰ Official Illinois Railroad Map, Illinois Dept. of Transportation, Office of Planning & Programming, Jan 2006



MPA Rail Facilities
Figure 3.7

MPA Freight Movements

Existing 2010 rail traffic within the MPA includes approximately 35 trains per day. This number is projected to increase to approximately 72 trains per day by 2020³¹. The existing rail network is expected to be modified to accommodate a high speed rail corridor from St. Louis to Chicago. As mentioned in Section 2.0, there is currently a study underway to evaluate alternatives and impacts of consolidating the lines through the City. The outcome of that study and the subsequent realignment may provide both opportunities and challenges to increased freight activity in the MPA.

	Current 2010 Traffic	Projected 2020 Traffic
Union Pacific	•10 Passenger •5 Freight	•18 Passenger •22 Freight
Norfolk Southern	•16 Freight	•24 Freight
Canadian National	•4 Freight	•8 Freight
TOTAL	•35 Trains	•72 Trains

Note: Projection Based on Current Traffic and Information Provided by Railroads

Table 3.2 – Existing and Projected Rail Traffic

In order to further understand current freight activity in the MPA, interviews and informal surveys were conducted to solicit information and perceptions of freight history, current freight movements, barriers to increased freight movements, and opportunities for freight and freight related economic development in the MPA.

Rail, truck, and air carriers, trade associations, local government entities, and the top twenty area manufacturers were contacted to determine the nature of freight that originates, terminates or passes through the MPA, trends in volumes of that freight, barriers and opportunities for freight development, and the nature of any transportation bottlenecks and their affects. Nearly all of the rail carriers, the MPA trucking companies, local agencies, and local trade associations responded with varying degrees of detail. The MPA large manufacturers were somewhat less able or willing to

³¹ Projection based on current traffic and information provided by Railroads

share information about specific volumes, commodities, and modes. As a condition of the surveys and interviews, all information received from individual shippers and carriers are discussed in general aggregate form.

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.

Some truck carriers indicated that volumes have remained consistent over the years, some of which was due to adjusting pricing levels for shipments to enhance competitiveness. Others indicated a definite decline. Those who have experienced decreases in freight volumes stated that a number of their former customers have either gone out of business due to recent economic circumstances or relocated to areas outside of Illinois because of tax incentives or relative tax advantages. Rail carriers indicate volumes have tended to decrease over the last five years for most freight. Some exceptions exist as it relates to bulk freight that passes through the county. The particular increased freight volume does not appear to represent an opportunity for increased MPA economic activity, but does represent a potential impact to the future capacity of the system.

A common theme of the respondents indicated that traditional freight movements of bulk commodities are precluded due to the absence of a sizeable manufacturing base in the area. In fact, Sangamon County is reported to have 85 manufacturing establishments with 10 or more employees. By way of comparison, Macon County (Decatur) has 72 manufacturing establishments with 10 or more employees, and Peoria County has 112 manufacturing establishments with 10 or more employees.³²

With the perceived lack of a significant manufacturing base in the area, local carriers indicate that trucking volumes are anticipated to remain fairly consistent with nominal increases. One carrier indicated that they once operated a large truck terminal in Springfield with upwards of 500 drivers and have recently downsized to a small terminal in a nearby community. Loss of business to either business closings or relocations was cited as the primary reason for the downsizing. The future rail picture is less clear with mixed forecasts tending to indicate incremental decreases from some sources, but with increases apparently expected as noted during the current rail consolidation study and reflected in Table 3.2.

The responses were quite conclusive from both truck and rail modes that a diversified industry base is missing and needed. One respondent indicated that warehousing is insufficient, although most others indicated it was adequate. There was also concern

³² Derived from the Selectory® Database, downloaded July 2010

expressed from the rail side about exactly how the potential rail consolidation plays out relative to efficient rail operations in the MPA.

Overwhelmingly, respondents indicated that the MPA transportation infrastructure in terms of roads, rails, truck routes was all well developed and readily accessible. However, one of the major rail companies suggested that there was a lack of rail sidings at industrial parks. If there were more industrial activity, then more sidings could be a natural extension of that activity. Several of the EAC areas examined in Section 2.0 of this study include potential locations for increased rail activity.

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 the Springfield is a great location with good interstates, rail, and infrastructure. Some felt there was too much competition in the area, namely Lincoln and Peoria, IL who have plenty of truck terminals. Without the appropriate customers for freight movements relocating into the area, the respondents didn't feel there was much opportunity to further develop freight movement unless industrial activity increases.

All responders indicated that there are no bottlenecks that currently affect their operations. However, one respondent believed that the portion of I-55 that condenses from three lanes to two around Springfield was a safety issue because of the number of local and long-haul truckers merging with commuter traffic. (This issue is currently beginning to be addressed by the Illinois Department of Transportation, who is in the process of preliminary engineering to widen this section of I-55).

Local Agricultural Freight

One of the few commodity-specific and county-specific data sources is the USDA National Agricultural Statistics Service. Data from this source is presented in Figure 3.8 below, which provides some insight into specific Sangamon County agricultural freight activity over the last ten years. The two crops presented in Figure 3.8 are corn and soybeans because these are the significant crops in the area at approximately 50 million and 6 million bushels annually. Wheat is the next largest crop at approximately 100,000 bushels annually.³³

A trend line applied to the production data indicates that corn has trended upward and soybean production has trended downward. Wheat production has vacillated around the 100,000 bushels annually for the last ten years. The good news is corn is by far the dominant agricultural product, dwarfing the other agricultural products which are trending down or inconsistent.

³³ USDA National Agricultural Statistics Service.

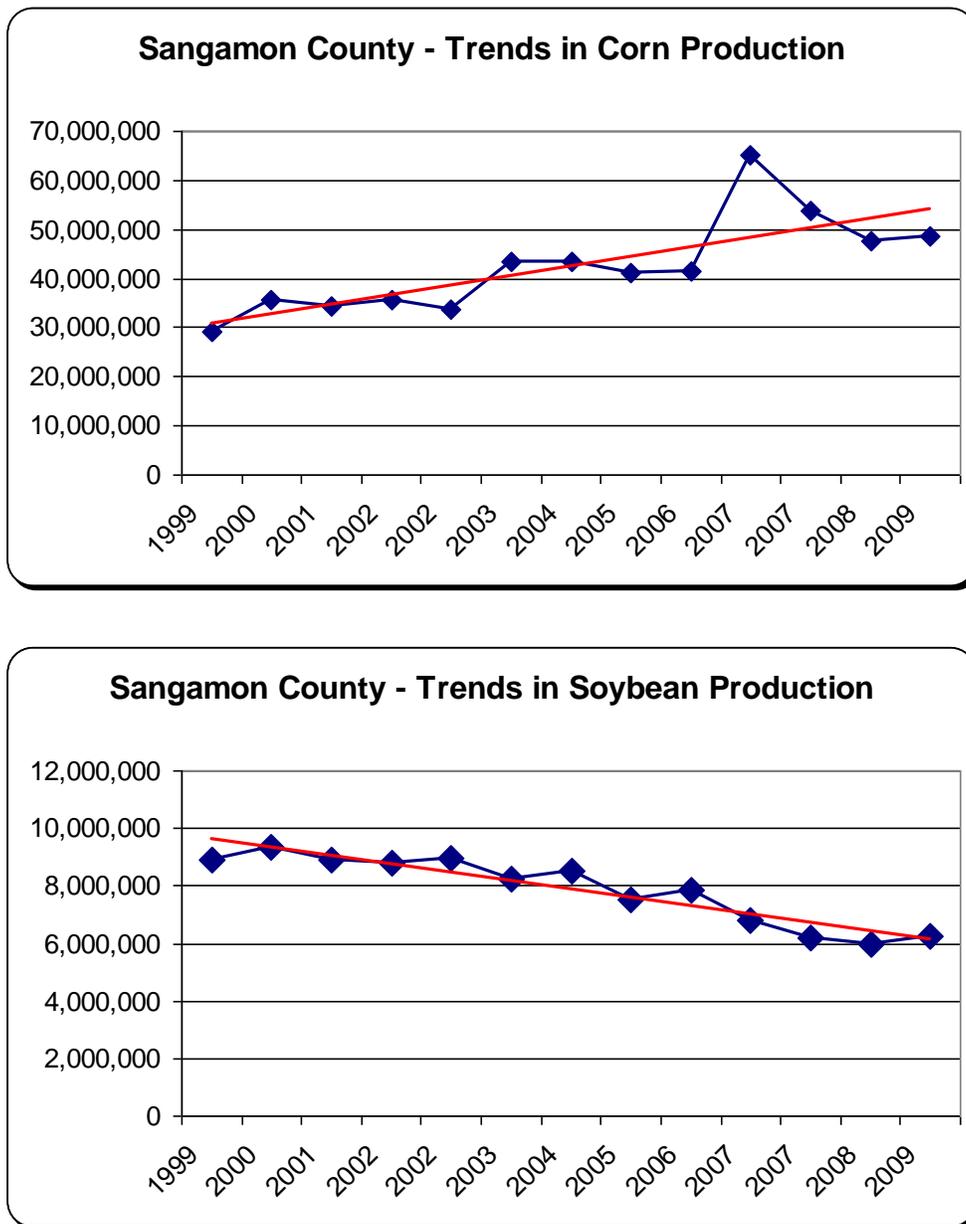


Figure 3.8 – Trends in Agricultural Production

The increasing trend in corn production within the County may represent future opportunity as a result of this important freight product. One indicator of the freight-related economic activity already spawned by the increase in corn production is the increase in grain storage in the County. According to agricultural census data, Sangamon County had 27,892,384 bushels of grain storage capacity as of 2007. In 2002, they had only 20,532,435.

Increasing Freight Activity in the MPA

As previously stated, the key to increasing freight activity is increasing overall economic activity in the MPA, especially manufacturing and distribution. Studies conducted by various local entities in recent years have identified and elaborated on the target industries for which the area is most suited. This study seeks to identify the transportation challenges and opportunities related to successful attraction of those target industries.

Transportation Related Requirements for Attracting Target Industries

There is a close link between growth in freight transportation and economic growth. Changes in economic activities influence the demand for freight services. While the U.S. economy will continue to use large quantities of low-value bulk commodities and the movement of these goods may continue to grow, it is likely that higher value shipments' relative proportion of overall freight and their contribution to GDP will increase. Today, due to improved freight productivity and reliability, timed delivery of a wide range of goods - from flowers and other perishables to parts from suppliers for factory assembly - has become much more common and, in contrast to three decades ago, such goods may come from or go to places anywhere in the world. Even for commodities traditionally shipped in bulk, more specialized shipping requirements are becoming more common. Containers, for example, may be used to ship grain and other cereal products that are handled as neo-bulk³⁴.

After collecting and compiling the interview and survey responses it is apparent that those interviewed believe the area's economy needs to be more diversified and include a higher mix of manufacturing to foster freight growth. One important question is what industries or sectors will be most attractive to and most attracted by the MPA? And what are the associated barriers?

According to the 2007 Target Industry Analysis prepared for the Springfield Chamber of Commerce and The Quantum Growth Partnership, Sangamon County's best targets for market development are:

- Warehouse/distribution centers
- Back office/call centers/IT, professional, scientific and technical services
- Food/beverage processing
- Transportation equipment manufacturers
- Chemical, pharmaceutical and biotechnology related
- Health care related

³⁴ Bureau of Transportation Statistics, Research and Innovative Technology Administration

These recommended targets are similar to those suggested in the Springfield Strategy 2020 Commerce and Industry Strategy Group Final Report completed in 2002. Focusing on the core objectives of this Freight and Economic Corridor Study, what are the transportation barriers related to attraction, retention, or expansion of the target industries?

The key site selection needs required to satisfy each of the target industries were identified in the Target Industry Analysis. Breaking those down to the elements impacted by transportation yields the following:

Target Industry	Site Selection Factors Related to Transportation
Warehousing/Distribution	<ul style="list-style-type: none"> • Access to intermodal freight terminals and ports • Access to interstate highways within 10 miles • Rail service (depending on commodities moved)
Back Office Services	<ul style="list-style-type: none"> • Good commercial air service
Food/Beverage Processing	<ul style="list-style-type: none"> • Access to Midwest markets and raw material (related to transportation costs) • Good highway access
Transportation Equipment Manufacturing	<ul style="list-style-type: none"> • Access to main plant (related to transportation costs and JIT manufacturing) • Interstate highway access • Good access to suppliers
Chemical/Pharmaceutical/Biotech	<ul style="list-style-type: none"> • Local grain supply • Interstate Highway access • Rail access to isolated industrial site(s)
Health Care	<ul style="list-style-type: none"> • (no specific transportation criteria identified)

Table 3.3 – Target Industry Transportation Factors

Specific discussion of each of these transportation elements within the MPA is provided in Sections 1.0 and 2.0 of this study. The discussion included with each MPA Economic Activity Center details how these elements are or could be provided to enhance mobility and economic activity within, between, and outside each EAC. The Section 2.0 analysis also includes identification of potential sites and the types of industry that might be attracted to the EAC area.

Barriers to Increased Freight Activity

Does Demand Warrant More Freight?

There are currently no major warehouses/distribution centers in the MPA. The previous Target Industry and follow-up studies indicate that retail distribution centers are a good fit for the MPA. Major distribution centers do exist in and near St. Louis. For example, the Gateway Commerce Center is located in the St. Louis metropolitan area at I-270/I-255 in Pontoon Beach, Illinois. The over 2,000 acre park has full access to rail and interstate, utilities and roadway network, and has multiple buildings 500,000 square feet or larger available and ready to occupy. Locally, when Roberts Foods in Springfield was bought out by Sysco, a site at the Airport was proposed for development, but the distribution facility eventually went to Lincoln, Illinois to take advantage of local incentives and a site at an interchange with I-55.

A 2002 Strategic Study recommended an intermodal distribution facility named the Central Illinois Transfer Corporation (CITC). Following is the vision for the facility:

“The creation of an inter-model shipping facility and hub to support product distribution, food processing and agribusiness, as well as other targeted industries. This facility would not simply be an industrial park, but a “land port” that would include all of the buildings and infrastructure necessary to support modern inter-model (road, rail and possibly air through connections with Capital Airport) shipping operations. This effort would be undertaken through the establishment of a new entity: The Central Illinois Transfer Corporation (CITC). The CITC would be a multi-jurisdictional, public/private for-profit corporation made up of various interests who would hold an equity interest in the facility. The services of the CITC would include: (a) warehousing, (b) container storage, (c) refrigerated storage, (d) rail and truck access, as well as (e) “flex-warehousing” that would be available for lease. It would also seek foreign trade zone status and establish a cooperative relationship with Lincoln Land Community College in the development of a truck driver and mechanic training center. It would also develop a relationship with the Springfield Airport Authority to explore and develop air freight opportunities in the region.³⁵”

These types of facilities are becoming more and more prominent and are highly desired by many communities across the nation. The question in 2010 and beyond is: can Springfield successfully compete for such a facility or attract distribution if such an investment is made with public funds? Regarding rail for such a facility, rail developers indicate that the criteria for considering distribution facility would include a minimum volume of at least 50 truck loads per day, a distribution center location making sense

³⁵ “Springfield Strategy 2020”, Commerce and Industry Task Force Final Report and Recommendations, 2002

from an overall network perspective, and a proposed facility providing a greater return than other facilities that might be built or expanded.

Large Portions of Land Within the MPA are Identified as Geologically Undermined

As noted in Section 1.0, much of the historically zoned industrial land is not suitable for heavy industrial or heavy intermodal/transloading activity (see Figure 1.10). This challenge makes the issue of achieving intermodal distribution that much more challenging, since the trend in intermodal investment is tending toward larger and larger facilities with a higher degree of automation and heavy equipment. EACs and areas near EACs which might offer advantages in this regard are noted in the individual area discussions in Section 2.0.

Lack of Identified Larger Parcels for Rail-Served DC Investment (75 -100 Acres +)

In addition to the need for demand and competitive position to dictate that a rail-served intermodal facility makes financial sense for the railroad, there are not identified and actively marketed sites of sufficient size with rail service. EACs and areas near EACs which might offer advantages in this regard are noted in the individual area discussions in Section 2.0.

Lack of Industrial Manufacturing

The lack of industrial base is likely the largest single barrier to increased freight activity including distribution and warehousing. Not only would increased manufacturing activity require more raw material and finished goods shipment, the increased employment opportunities would attract additional demand for many other sectors. The additional demand across sectors would in turn, increase the likelihood of attracting additional freight activity such as retail distribution.

Recommendations for Increasing Freight Activity

A major consideration in promoting economic development and freight growth is to ensure the minimization of transportation costs to target industries. Such efforts lower transportation costs for the rest of the economy. For example, a program designed to improve railroad connections reduces the cost of commodity shipments that move on the improved rail lines³⁶. Additionally, when one mode becomes more competitive in a particular geographic region, it tends to drive down cost for competing modes, which further benefits industry. The following recommendations are intended to support the objectives of identifying advantages and overcoming barriers to efficient movement of freight – both resulting in more economic activity in the MPA.

³⁶ Transportation and the Economy, Oregon Department of Transportation

Understand the MPA's Competitive Position

Previous studies have identified Target Industry sectors. This current study does not contradict those recommendations, but instead recommends that it is important to refine the pursuit of those targets. Taking a closer look at the business sectors identified as targets in these previous efforts offers some insight into the barriers and potential rewards related to specific targets. One such closer look was provided by a study completed in 2007 subsequent to the Target Industry Analysis, which examined the number one identified target – a distribution center. The study was titled “Springfield Area Freight Model & Cost Comparison”³⁷. Attracting a distribution center to the MPA would obviously impact freight movements and the local economy, but is it feasible? The previous study provides a very useful comparison of Springfield’s freight cost advantages and disadvantages relative to Rochelle, IL; Indianapolis, IN; and St. Louis, MO.

While the previous study was quite useful, we suggest that the MPA needs a more complete or comprehensive understanding of Springfield’s competitive position as it relates to attracting other distribution centers or logistics investment. It is important to have a clear understanding of how Springfield compares to nearby communities such as Lincoln, Decatur, Peoria and others.

In order to further understanding of competitive position, it is important to understand the specific freight movements both in the region and relative to the region. Collection and analysis of specific freight commodity data on a county-level basis and comparing it to state and U.S. data would aid in understanding of potential markets for increased industrial activity. Traditionally, specific publicly available freight data on a county-level basis is difficult to obtain. It can be privately purchased, but is relatively costly. Purchase of and analysis of such data is outside the scope of this study. However, Illinois is within the group of Great Lakes states for which some forms of this county-level commodity data, freight forecasting and routing comparison tools may be available in the near future. A data tool called “Midwest FreightView” is currently being developed through a multi-university cooperative research effort and is intended to provide wide access to freight systems planning tools, including capabilities such as site selection and related utilities.

Competitive advantages and disadvantages certainly exist between the regional communities. The MPA should seek to understand which specific business sectors can be pursued from its strongest position. The MPA should also seek to understand which sectors might be best pursued from a wider area perspective in cooperation with those same relatively nearby communities.

³⁷ Springfield Area Freight Model & Cost Comparison, Carter-Burgess, Keogh, 2007

Identify Underutilized Existing Facilities and Markets that are Underserved

- Identify existing or additional industrial activity requiring or supporting rail activity. Some applicable suggestions were made in Section 2.0 relative to the West Wabash, MacArthur Junction with I-72, North Dirksen, South Dirksen to Springfield, and the South Industrial Area EACs. Existing facilities (some not currently in use) within or near those EACs may lead to opportunity.
- Farm fields exist all around the MPA and the County, producing high volumes of agricultural products. Much of the resultant freight traffic goes to Decatur where corn is processed. It may be possible for the Springfield area to become more of a farm center. This abundant local resource could represent a significant competitive advantage in terms of transportation cost to a processing, ag-tech, or bio-fuels facility.

Locate and Prepare Potential Sites for DC/Warehousing Activity

- Identify sites along I-55 or I-72 appropriate for DC/warehousing (and control through purchase or option if the concept is to be like the CITC). Prepare marketing plans for 100 acres + - sites for distribution center logistics type activity. Section 2.0 includes a number of locations and recommendations for specific areas of the MPA that may assist in the identification of attractive sites.
- Investigate the existing Remington Street facility and the areas that might be created or become accessible with a new interchange(s) at Mayden Road/Bissell Road or Sand Hill Road/Radford Road in conjunction with CN rail access. This concept is discussed in section 2.0.

Deal Decisively with the Issue of Incentive Packages

- The MPA stakeholders (the County, City, Q5, others) needs to establish procedures that help them mobilize the correct team who can quickly identify the appropriate incentives and inducements for potential investment by others. It is important to understand the assumed economic impact of the project on short notice, so that incentive decisions based on a realistic project value to the community can be made in a timely fashion. Part of the effectiveness of this group will depend on having a clear understanding of the MPA's near-area and larger regional competitive position.

Identify Local and Regional Highway Priorities

- Conduct a study identifying how additional highway access, reach and capacity could change the competitive picture of the MPA relative to its near competitors and out of state competitors. Once key highway corridors are identified, prioritize

those corridors and communicate their economic value to state and federal decision makers

- There could be additional competitive advantage gained from increased access to suppliers and markets through improving access to markets east and west. Currently, some of the east-west movement bypassing the MPA occurs on the I-70 corridor from St. Louis to Indianapolis, but this corridor has high numbers of over-the-road trucks. US 36 may offer opportunity for Springfield to be a more connected East/West Hub. To the east of Decatur, US 36 (Springfield to Indianapolis) is an east/west route that has potential to be a more significant truck route but currently has portions with only 2 lanes. To the west US 36 is two lanes across portions of Missouri. However, the Missouri Department of Transportation has been steadily improving US 36 to a full expressway across Missouri. Their current state transportation improvement program has some improvements identified for the next five years, but state funding is limited and these improvements are apparently limited mainly to bridge and pavement repairs. Eventually, this could be an extension of I-72 west to I-35 and to I-29 to St. Joseph, Kansas City, and Omaha. While Springfield does have connectivity to major markets, more options available will be more attractive in the future as the anticipated growth in truck freight becomes a reality. The next hub to the North of the Springfield area is the Quad Cities. Peoria could also be a potential hub, but it has no east/west corresponding road. Improving US 36 could bypass Chicago and St. Louis, which could be attractive to carriers.
- Explore the feasibility of a North Grand Avenue interchange and/or a Maiden Road/Bissell Road or a Sand Hill Road/Radford Road interchange for the purpose of providing highway/rail access to a DC or intermodal facility as discussed in the EAC evaluations and overall recommendations in Section 2.0.

Complete an Updated Land Use Planning Process

- As indicated in Section 2.0, it is critical to plan the future of the MPA with the wide spectrum of job growth, investment attraction, transportation, and freight and logistics development objectives in mind. The process for completing an updated land use plan should be informed by the goals of desired development. The plan should consider the overall mix of land uses anticipated and encourage the necessary balance between uses to facilitate efficient and beneficial development.