

SANGAMON COUNTY
2040 COMPREHENSIVE PLAN

Transportation



August 9, 2018

Authored by: Shannan Karrick, Jason Sass & Brian Sheehan

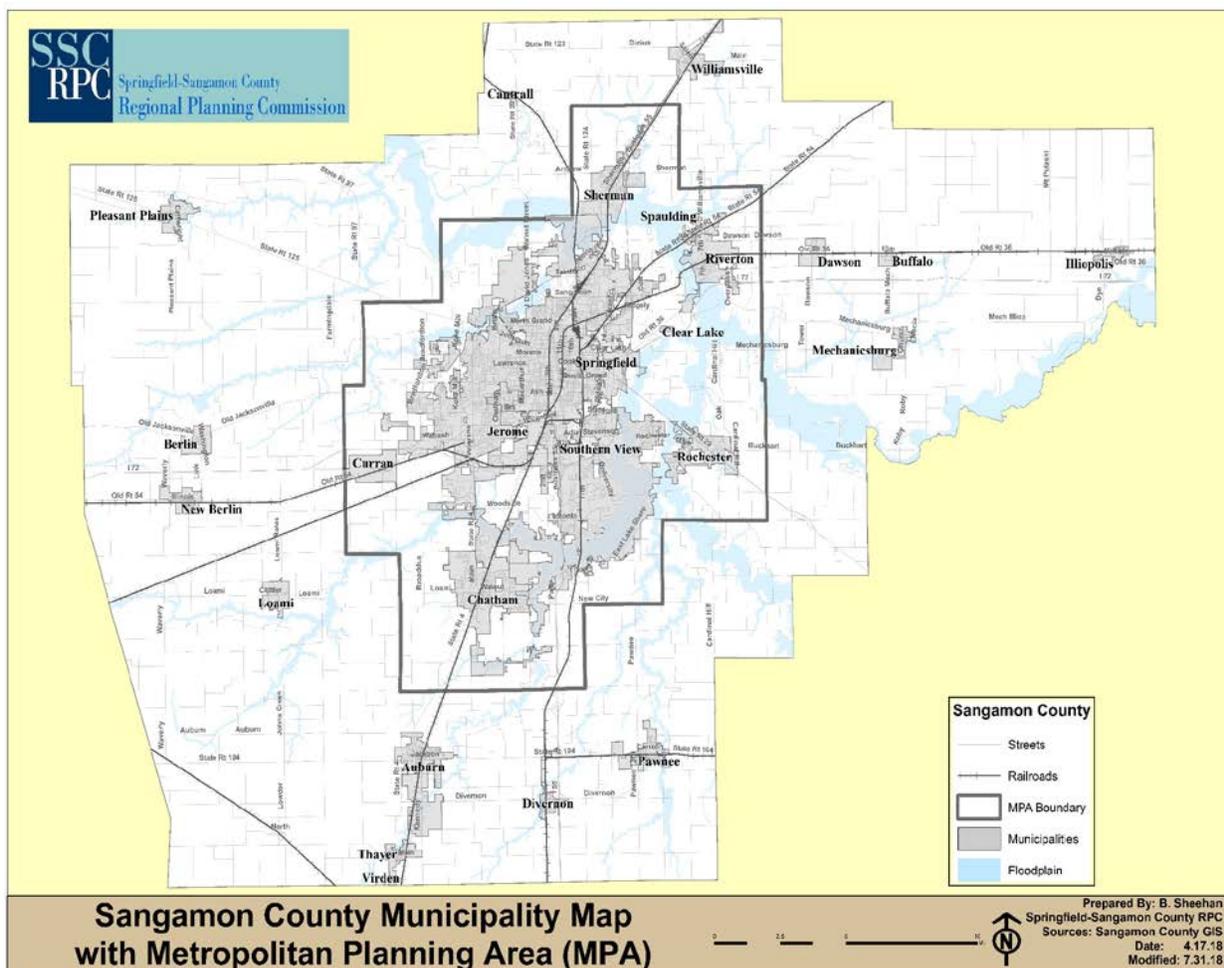
Introduction

The transportation element of a comprehensive plan is intended to provide an overview of the transportation system as a resource that will support and enhance the future vision of Sangamon County, its economic growth and increase the quality of life of its residents.

Transportation planning should be multimodal in nature, addressing more than one method of transportation for people to utilize and should incorporate policies for driving, walking and bicycling. Mobility options should also consider and accommodate the needs of all ages and all abilities in order to provide an efficient, safe and coordinated approach that contributes to the quality of life residents expect and that attracts employers and businesses.

This report provides an analysis of the transportation network in Sangamon County, including roads and bridges, rail, air, transit, bicycle and pedestrian accommodations.

Figure 1.



Background

Sangamon County is comprised of 877.06 square miles. As shown in Figure 1 above, 235.66 square miles within Sangamon County fall within a metropolitan planning area (MPA). Federal transportation legislation requires that each urbanized area with a population of more than 50,000 be designated as an MPA. The Springfield Area Transportation Study (SATS) is the transportation planning body for the greater Springfield area. SATS was initiated in 1964 under the 1962 Federal-Aid Highway Act as the designated metropolitan planning organization (MPO) for the area. Although originally covering the immediate Springfield area only, the planning area was expanded in 2003 to include the enlarged urbanized area defined by the 2000 Census and now extends north to Sherman, south to Chatham, west to Curran, and east to Riverton and Rochester.

The transportation planning process provides a forum of informed decision makers comprised of jurisdictional partners, local, state and federal agencies, other stakeholders and the public to create a regional transportation system that follows the federally mandated 3-C (continuing, comprehensive and cooperative) transportation planning process.

SATS is responsible for the direction, oversight and coordination of the transportation planning process for the region in a manner that will ensure that transportation planning and programming decisions are reflective of the needs and desires of its members and the public. Its policies take into account the physical, social, and economic effects of circulation, as well as regional impacts and coordination needs at all levels.

2040 Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is the primary planning document of metropolitan planning area. Every five years, an LRTP is developed and adopted by SATS that outlines road and bridge, rail, transit, bicycle, pedestrian and air projects on a 25-year planning horizon. The LRTP was last prepared in 2015.

Projects are not only categorized by mode, but also by the timeframe in which they are likely to occur. The three time-related sections are:

- **Committed Projects:** Projects are expected to begin within the first five years (2015-2019) of the LRTP timeline.
- **Planned Illustrative Projects:** Projects with the next highest priority for implementation, with some preliminary work undertaken. These projects are anticipated between years five and 15 (2020-2030).
- **Future Illustrative Projects:** Projects that will complete the envisioned networks but are planned more than 15 years in the future (beyond 2030).

A complete list of transportation projects can be found in the Appendices.

The Road Network

The road network must be maintained and extended to both anticipate and meet the changing needs of its users as population grows and business expands. A coordinated effort of multiple jurisdictions, including cities, villages, townships, the county and state, work together to provide a safe and efficient road and bridge system.

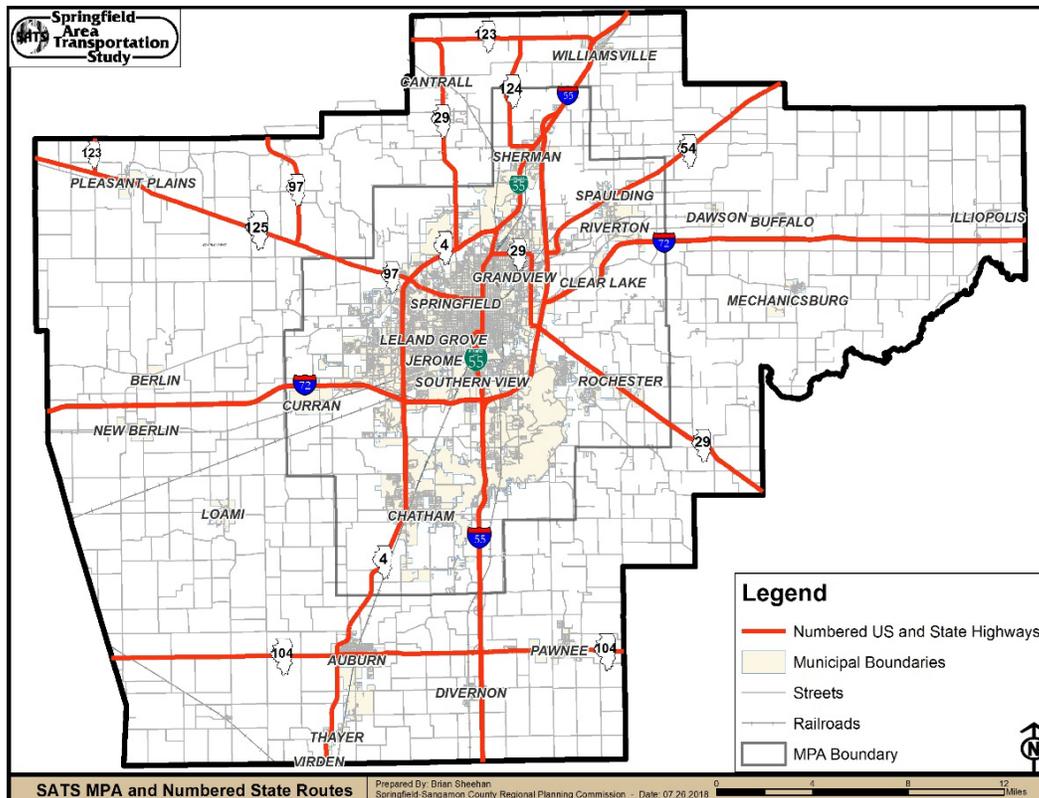
Project types include:

- Maintenance of existing roadways
- Expansion of heavily traveled corridors
- Construction of missing links
- Bridge repairs and replacements
- Underpasses and overpasses at rail crossings

Existing Network

As shown in Figure 2 below, Sangamon County is bisected by two interstates. I-55 runs north to south and connects the county to Chicago and St. Louis. I-72 travels east to west from the Mississippi River through Springfield to Champaign-Urbana. The interstate system is supported by eight state routes that run through the county, providing direct access to most cities and villages. IL 29 travels north to southeast throughout the county. Southern Sangamon County is traversed east to west by IL 104. Routes 4, 54, and 97 and 125 radiate from Springfield south to Murphysboro, northeast to Onarga and northwest to Knoxville and west to Beardstown, respectively. Pleasant Plains is connected to Williamsville along IL 123; and Williamsville links to Sherman via IL 124.

Figure 2.



Functional Classification of Roadways

The road network connects people and places within and across borders. Roads are designed with particular objectives in mind ranging from long-distance personal and commercial travel to short trips from home to shopping centers. The functional classification of roadways defines the role each element of the network plays in serving these transportation needs as well as speed, capacity and eligibility for federal funding. The classifications are as follows:

- **Interstates** are designed and constructed with mobility and long-distance travel in mind. These roads provide the highest level of mobility at the highest speeds over the longest uninterrupted distance.
- **Principal arterials** are designed to carry large volumes of traffic providing efficient travel from one point to another where access is controlled.
- **Minor arterials** carry moderate volumes of traffic with access to some traffic generators. These streets provide connections to principal arterials and local destinations from collector and local streets.
- **Collector streets** connect to arterial roads and provide land access and circulation within and between residential, commercial and industrial areas. These roads are also divided into major and minor. Major collectors operate at higher speeds and with more signalized intersections; while minor collectors operate at lower speeds with fewer signalized intersections.
- **Local roads** comprise the largest segment by functional classification and provide limited mobility by serving as the primary access to residential areas, businesses, farms, and other local areas.

Figure 3 below lists the length of roadway and percentage within the county. The map on the following page, Figure 4, shows the county’s composition of roads by functional classification.

Figure 3.

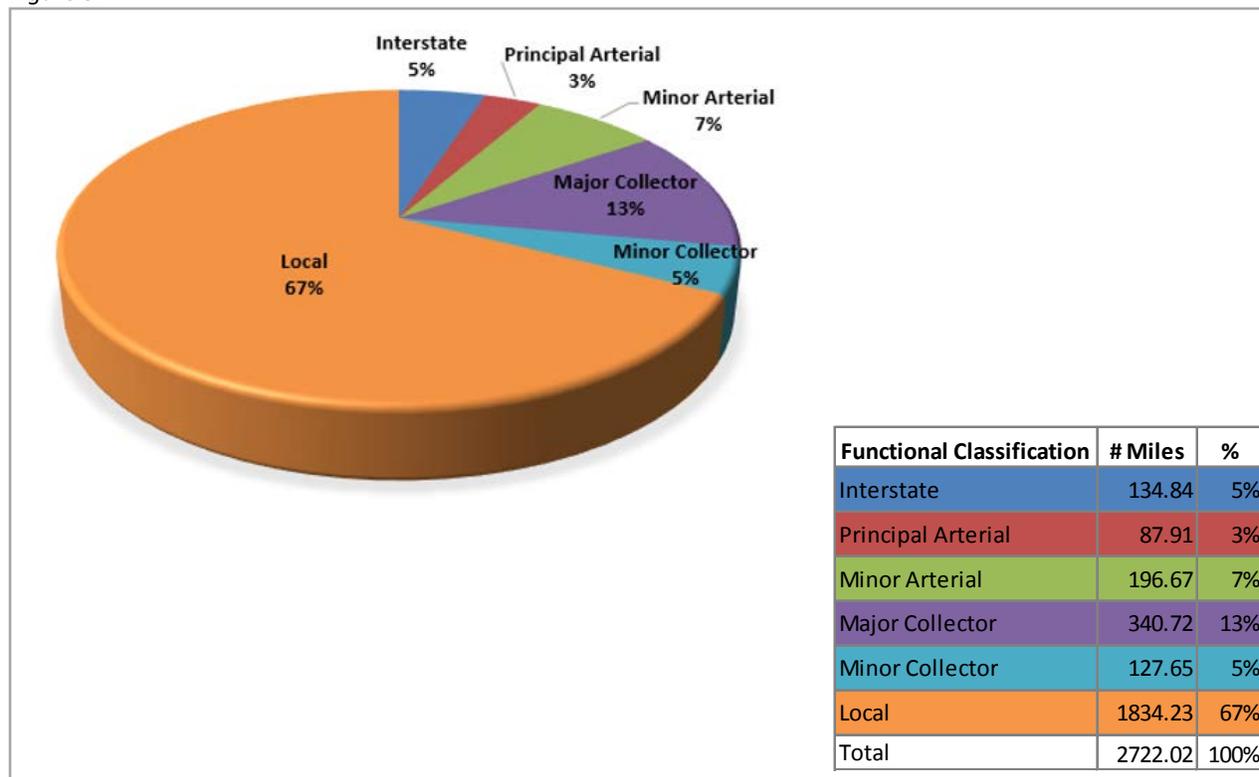
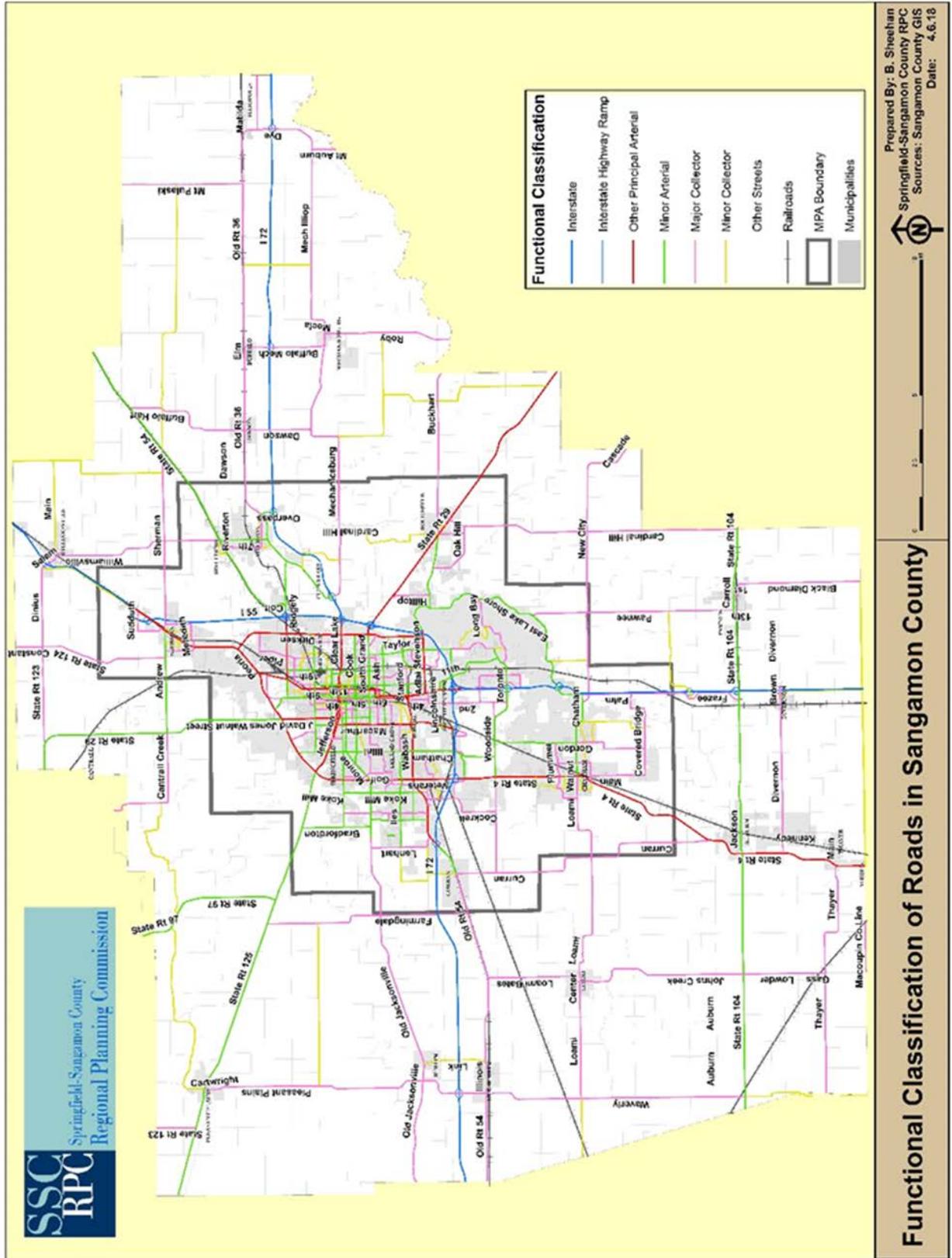


Figure 4.



Roadway Jurisdiction

Figure 5.

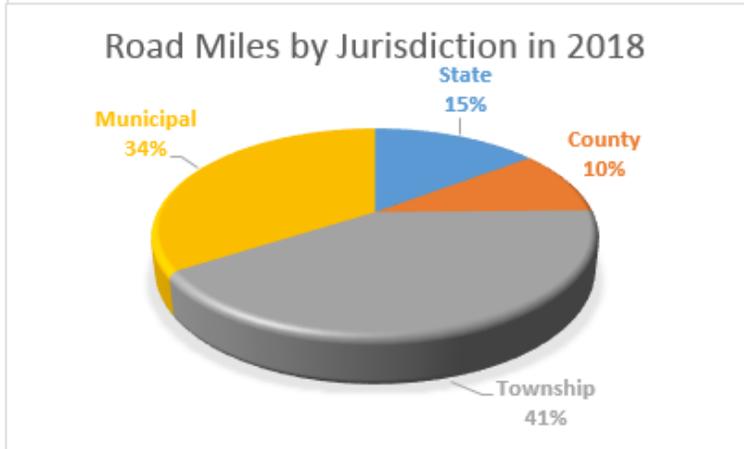
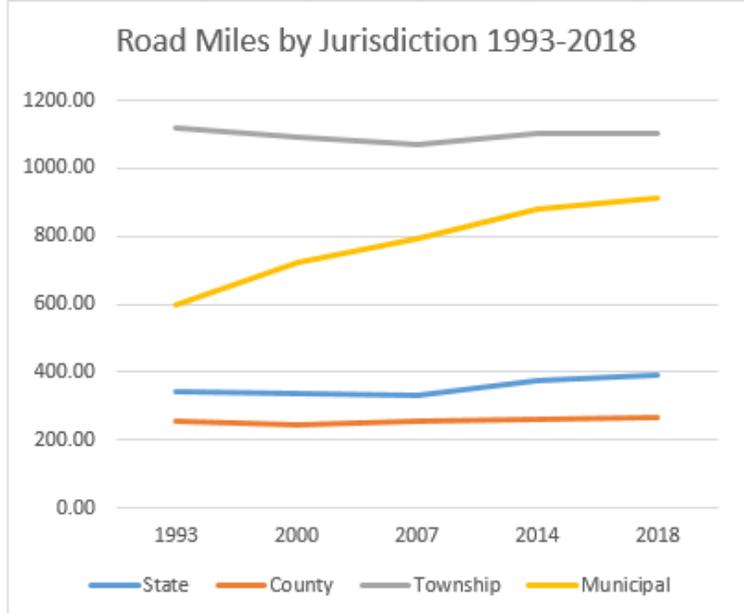
Roadways fall under various jurisdictions. It is the responsibility of each to fund any necessary or preventative repairs and maintenance. Roads bordering multiple jurisdictions generally result in shared responsibilities. Stretches of a roadway may also be divided amongst the jurisdictions it crosses. Such instances are prime examples of the level of coordination necessary to engage all parties when planning road projects.

Sangamon County is comprised of 25 townships and 27 municipalities. Together, they have jurisdiction over three-fourths of the county’s roads. For these entities, the primary function is to preserve and maintain the existing infrastructure.

Figure 5 on the right provides both a 25-year history of roadway jurisdiction by miles and the percentage of miles that currently fall into each jurisdictional category. The number of miles can fluctuate depending on new construction, transfer of jurisdiction from one entity to another and modification of right- of-way.

Like roads, the responsibility for maintenance and repair of bridges falls to the jurisdictional entity. There are currently 469 bridges on public roadways throughout the county. Townships are responsible for 197 (42%) of the structures, with IDOT having jurisdictional authority over 140 (30%), 76 (16%) for the county and 56 (12%) under the municipalities.

Road Miles by Jurisdictions					
	1993	2000	2007	2014	2018
State	342.78	337.31	330.13	373.62	391.44
County	258.02	245.57	253.01	262.61	268.65
Township	1118.95	1094.38	1073.12	1104.45	1101.02
Municipal	596.85	725.34	792.31	881.12	911.40
Total	2316.60	2402.60	2448.57	2621.80	2672.51



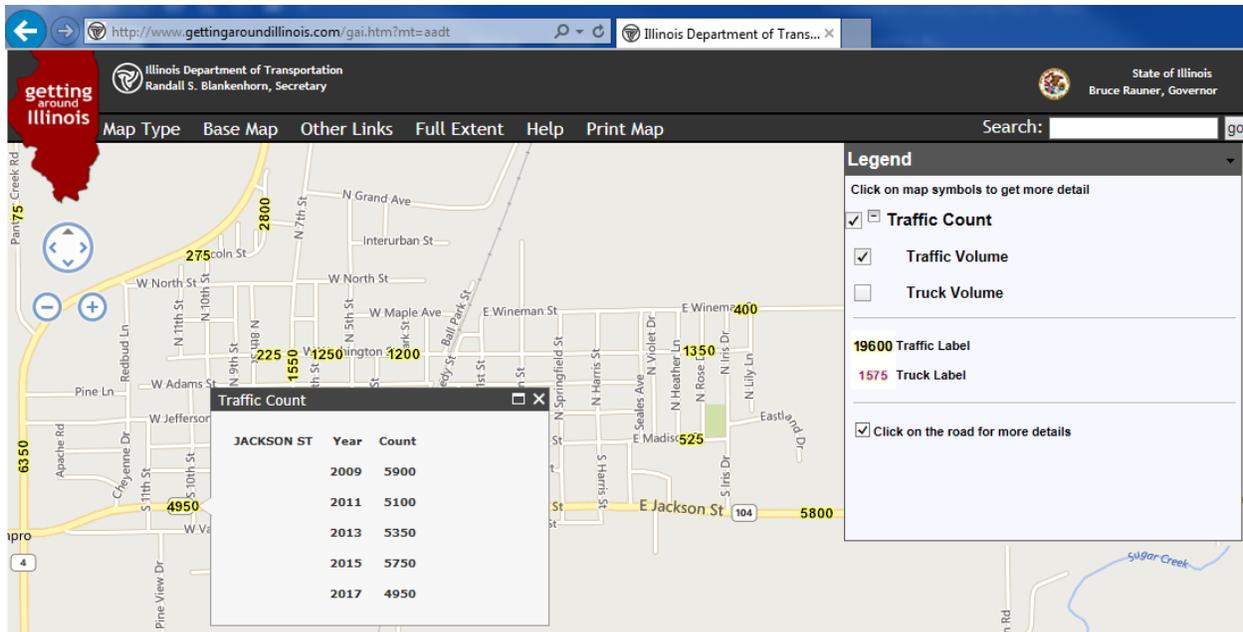
Traffic Data

The number of vehicles travelling along a particular corridor can be useful when making planning decisions and prioritizing potential projects. Information gathered may include the number, type (personal or commercial) vehicle and timeframes vehicles utilize a particular corridor. This data can be utilized to assess the effectiveness of prior transportation investments, determine the potential demand for investment in upgrading existing infrastructure and need-based development and capacity expansion.

The Illinois Department of Transportation, via www.gettingaroundillinois.com, provides an interactive traffic count map with traffic and truck volume as well as historic counts, when available.

Figure 6 below is a screen shot of a stretch of Illinois Route 4 with previous traffic volumes. Figure 7 on the following page depicts average daily traffic counts from for the period of 2012 through 2016.

Figure 6.

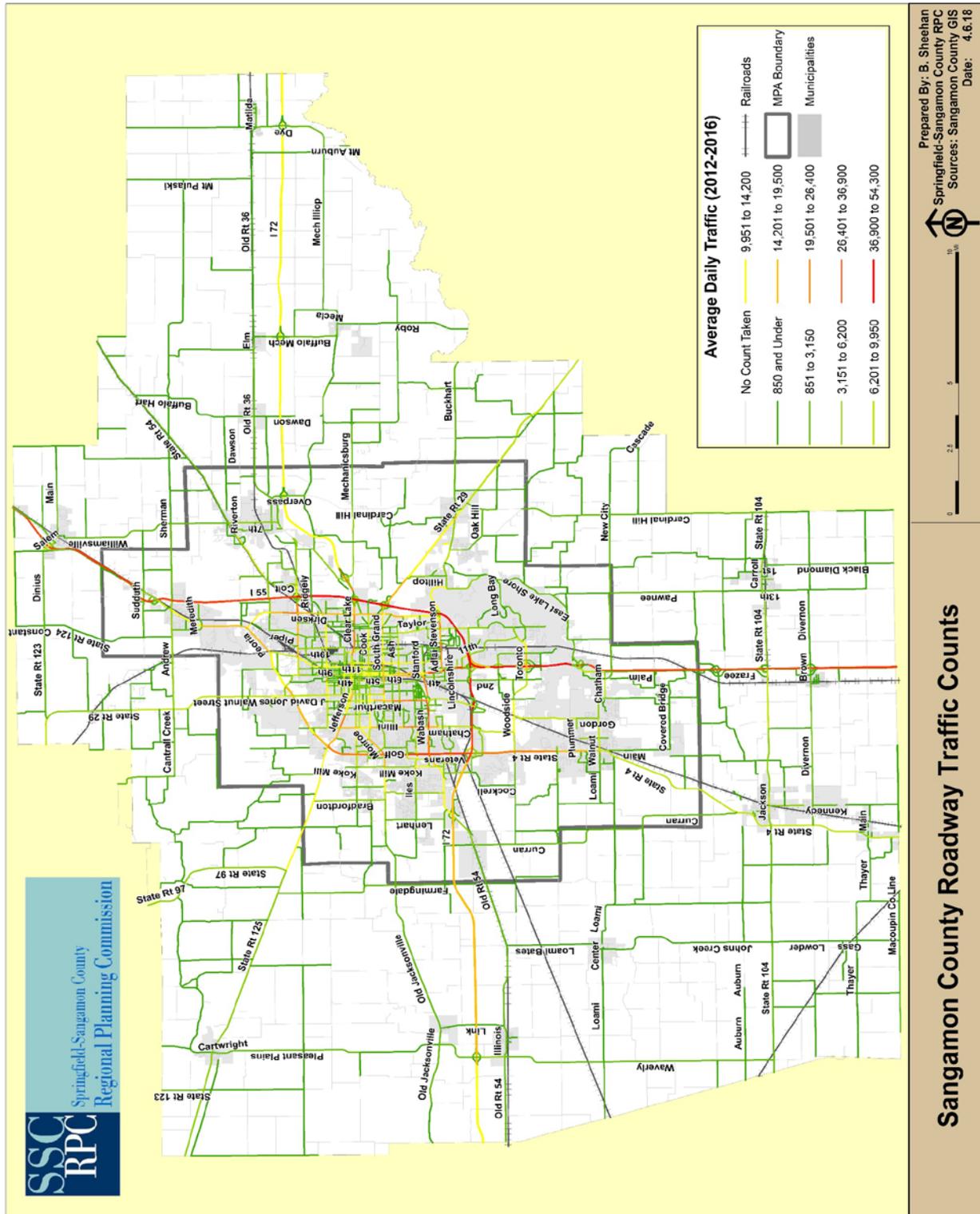


Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 - [Contact](#)

Disclaimer

The Illinois Department of Transportation and the State of Illinois hereby give notice to all users that these maps and the data included hereon, lack the accuracy required for site-specific uses. Since all boundaries and all data are based on information derived from multiple sources within and outside the Illinois Department of Transportation, the Department of Transportation and the State of Illinois make no representation, guarantee, or warrant, either express or implied, regarding the accuracy of these maps or the data furnished thereon, including, but not limited to, the condition of this product, this product's merchantability, or this product's fitness for any particular purpose or use.

Figure 7.

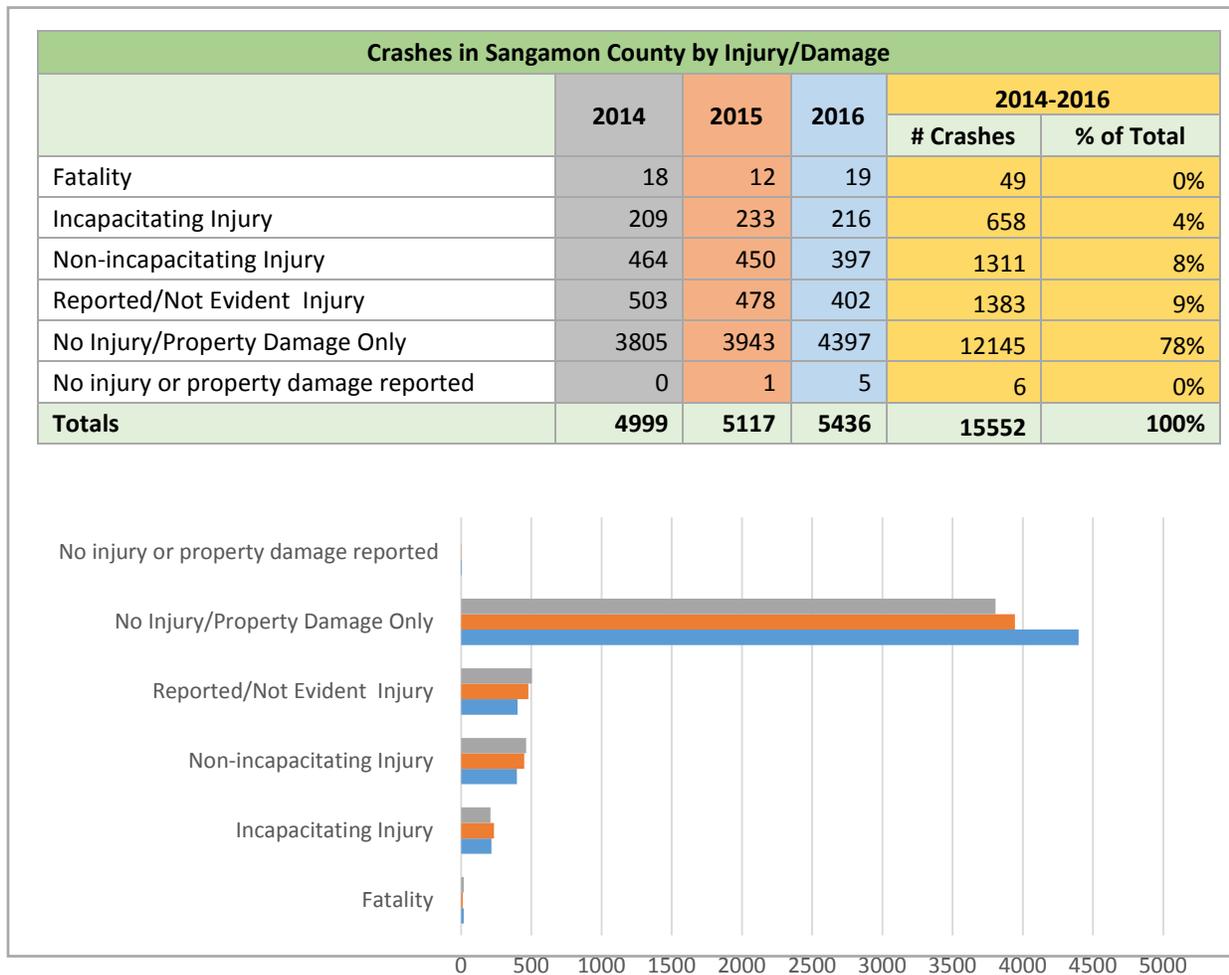


Safety and Crash Data

Safety is a primary concern when addressing the needs of all users of the transportation network. Crash data is collected by the Illinois Department of Transportation and analyzed at the local, state and federal levels to help prioritize which streets, intersections and crosswalks are in need of safety improvements. Crash location, severity, primary cause and number of crashes along a corridor are analyzed and studied in order to prioritize areas in need of safety improvements and the most effective remedy. Strategies for addressing safety issues vary in scale, cost and method depending on the particular situation. Traffic calming, such as narrowing or reducing lanes, lowering speed limits and raised medians are often employed in areas to compel those behind the wheel to drive slowly and carefully, making streets safer for both drivers and pedestrians. The installation of guardrails, bidirectional turn lanes, enhanced signage, lighting and wayfinding may also be utilized to increase safety.

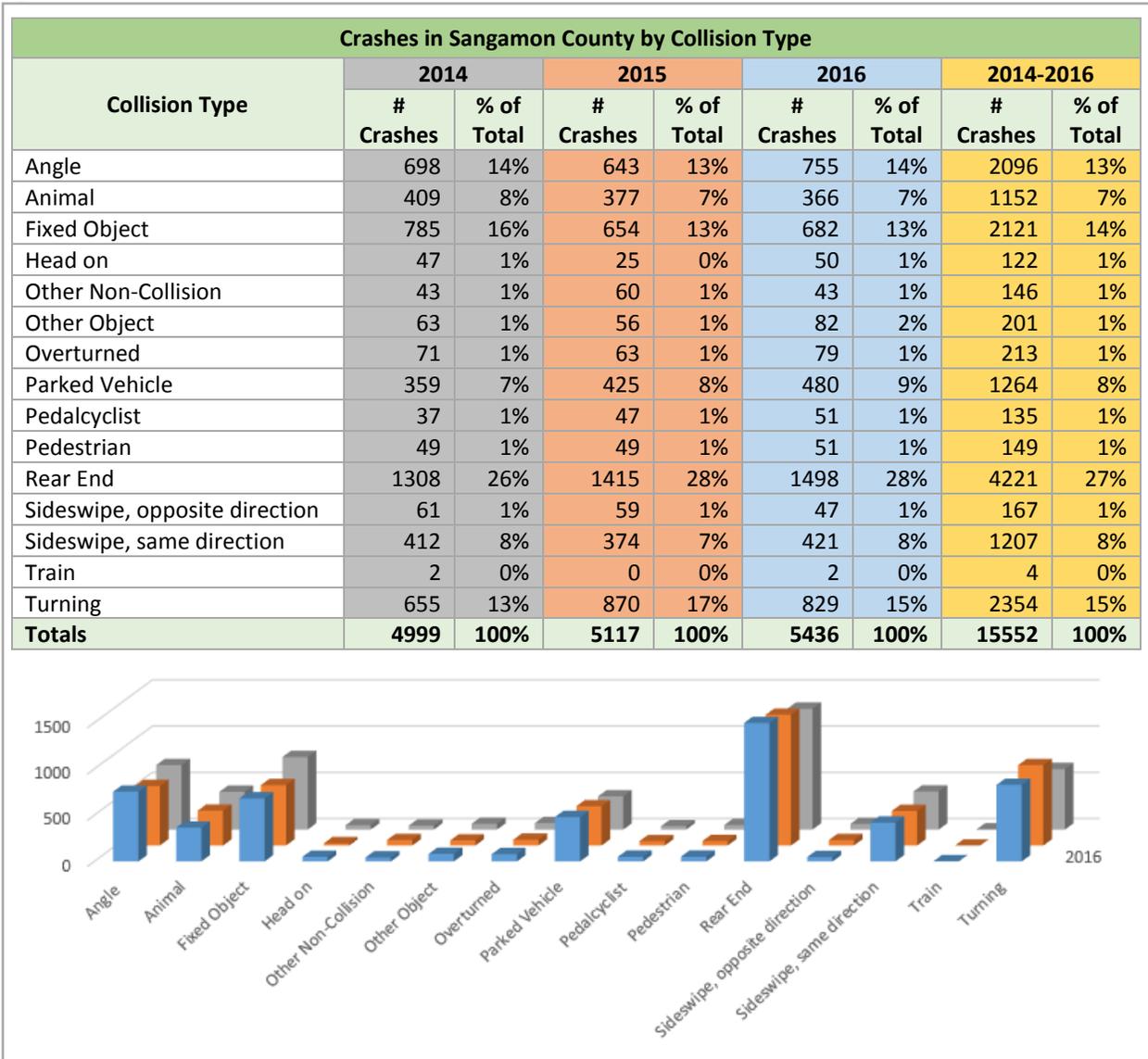
Figure 8 below lists the number of crashes most severe type of injury or property damage sustained for the years 2014 through 2016. Unfortunately, as evidenced in the annual totals, the number of crashes is on the rise in Sangamon County. The percent of total per type of injury or damage remains relatively steady from year to year with approximately 80 percent of crashes resulting in property damage only.

Figure 8.



Crashes are the result of a myriad of reasons. Figure 9 below shows the types of collisions by year and collectively from 2014 through 2016. The types of collisions and frequency remain consistent from year to year. Rear end collisions are the most common and nearly twice as likely to occur as turning, fixed object and angle crashes.

Figure 9.



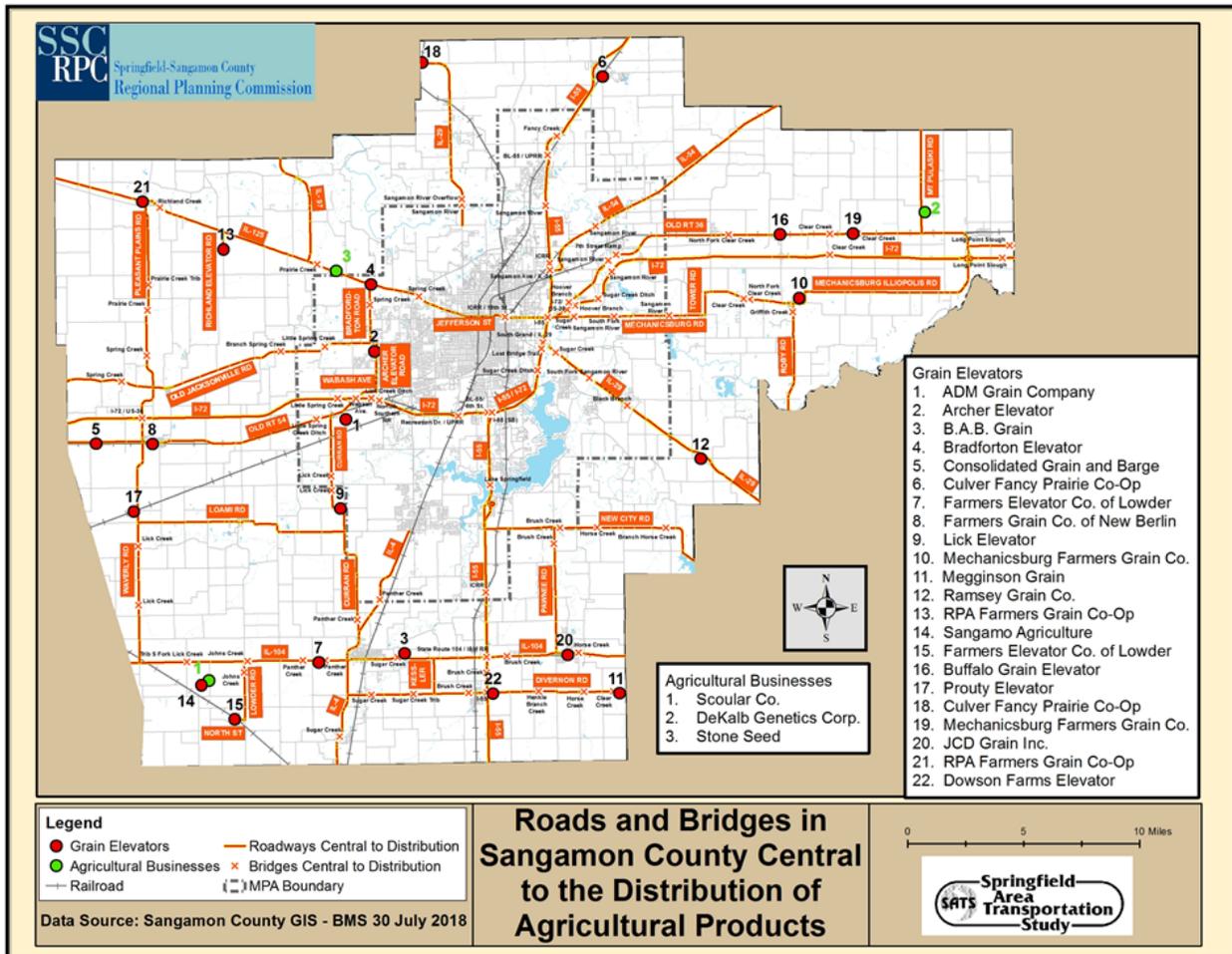
Special Routes

The transportation of goods in commercial vehicles is vital to the economy. A number of special routes have been identified based on the type of traffic or purpose they serve.

Agricultural Routes

Planning Commission staff worked with Sangamon County Farm Bureau to identify key road corridors for the transportation of agriculture and livestock producers in Central Illinois, as shown in Figure 10 below. Figures established by the United States Department of Agriculture in 2012 indicate approximately 90 percent of the land in the county is involved in agriculture. As a result, many county and local roads have been identified as vital corridors. On a larger scale, Sangamon County serves as a crossroads due in large part to the intersecting interstates, I-55 and I-72, by providing access to and from Champaign, Decatur, Quincy, St. Louis and Chicago.

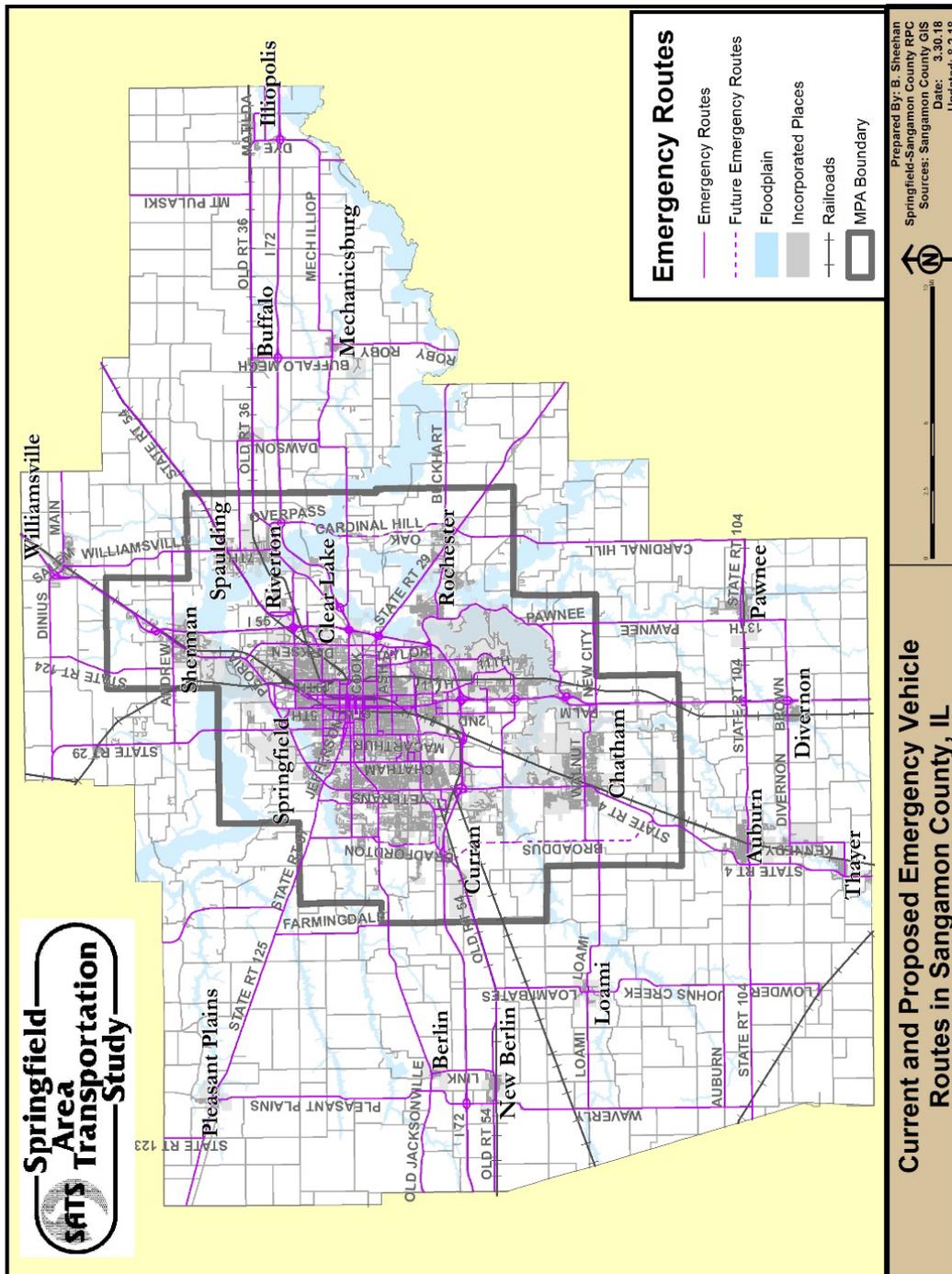
Figure 10.



Emergency Routes

The ability to respond quickly to emergency situations is vital in any community. The road network is crucial to the movement of emergency response vehicles. SATS identified corridors on existing and proposed roadways based upon the location of emergency response, critical and hazardous facilities in the county that would facilitate the efficient travel by police, fire, emergency management and medical response teams. This network is identified in Figure 11 below.

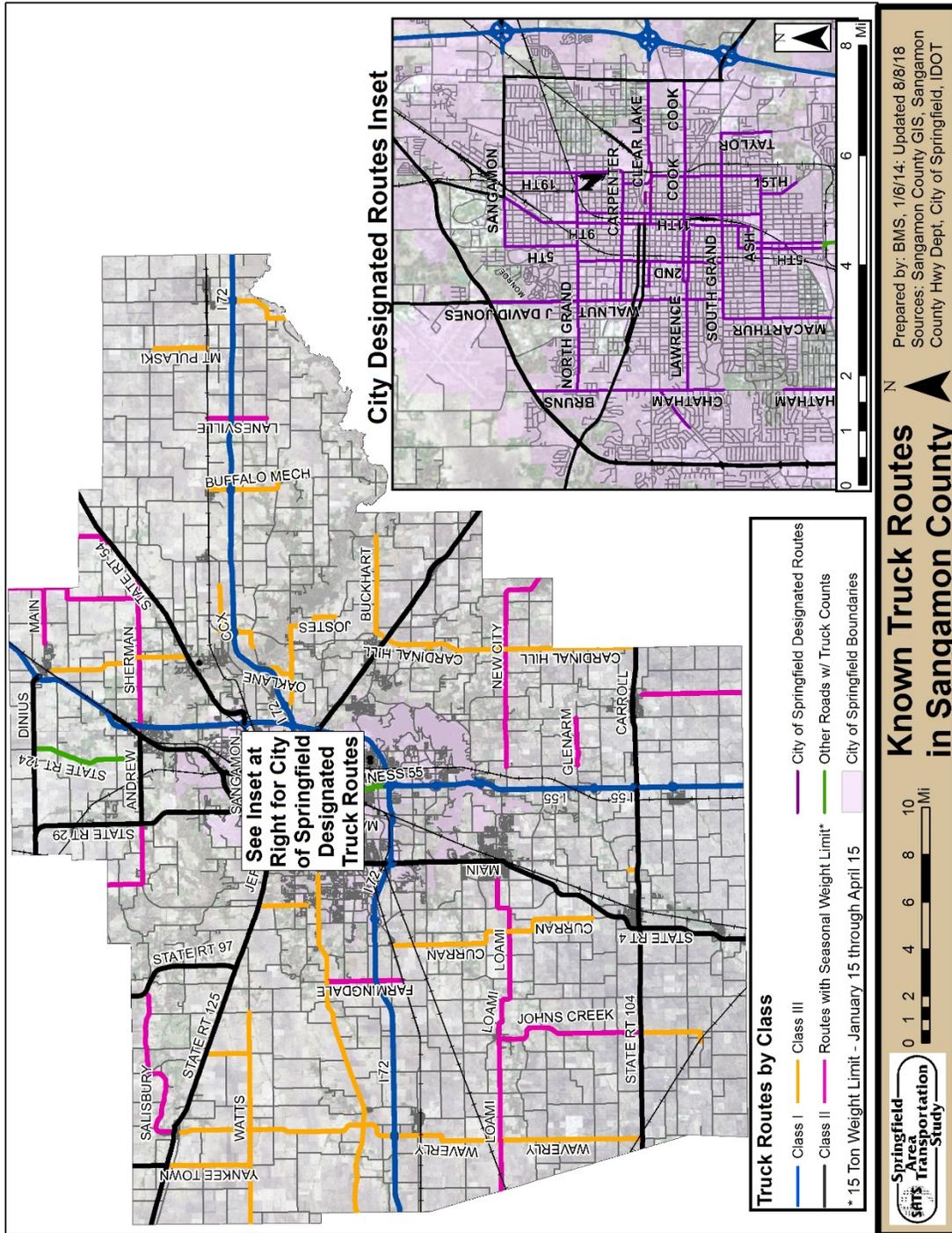
Figure 11.



Truck Route Network

Weight restrictions are necessary on some roadways to preserve the infrastructure not designed to withstand heavy vehicle usage. Truck routes, as identified in Figure 12 below, have been designated to accommodate commercial operations as efficiently as possible.

Figure 12.



Improvement and Expansion

Twenty-seven projects identified in the 2040 LRTP have been completed to date. Completed projects include:

- Reconstruction of a portion of Archer Elevator Road to an urban arterial with center turn lane, bike lanes, sidewalks and roundabout (2 projects).
- The extension of Stanford Avenue from Fox Bridge Road to Taylor with sidewalk and sidepath.
- The underpass at Carpenter Street as part of the rail consolidation project.
- Thirteen bridge repair projects, including
 - Eight state projects on the interstate or National Highway System,
 - Two county projects on Wesley Chapel Road and Old Salem Lane,
 - Three Springfield projects.
- Six resurfacing projects executed by the State (four), county (one) and City of Springfield (one).
- Four primarily safety related projects throughout the county that included the installation of guardrails, signage, flashing beacons, and traffic and pedestrian signals.

The completed, as well as planned, projects support IDOT's long-term priorities of maintaining the current infrastructure through routine repair and maintenance and protecting the safety of those utilizing the transportation network. Limited funding for road maintenance continues to be a burden for all communities. Rail projects, more thoroughly discussed in the next section, are also an area priority. New construction, such as the extension of Stanford Avenue, 11th Street and Bradfordton Road have seen project delays due to the stunted growth in the county, availability of funds and lower priority of project ranking.

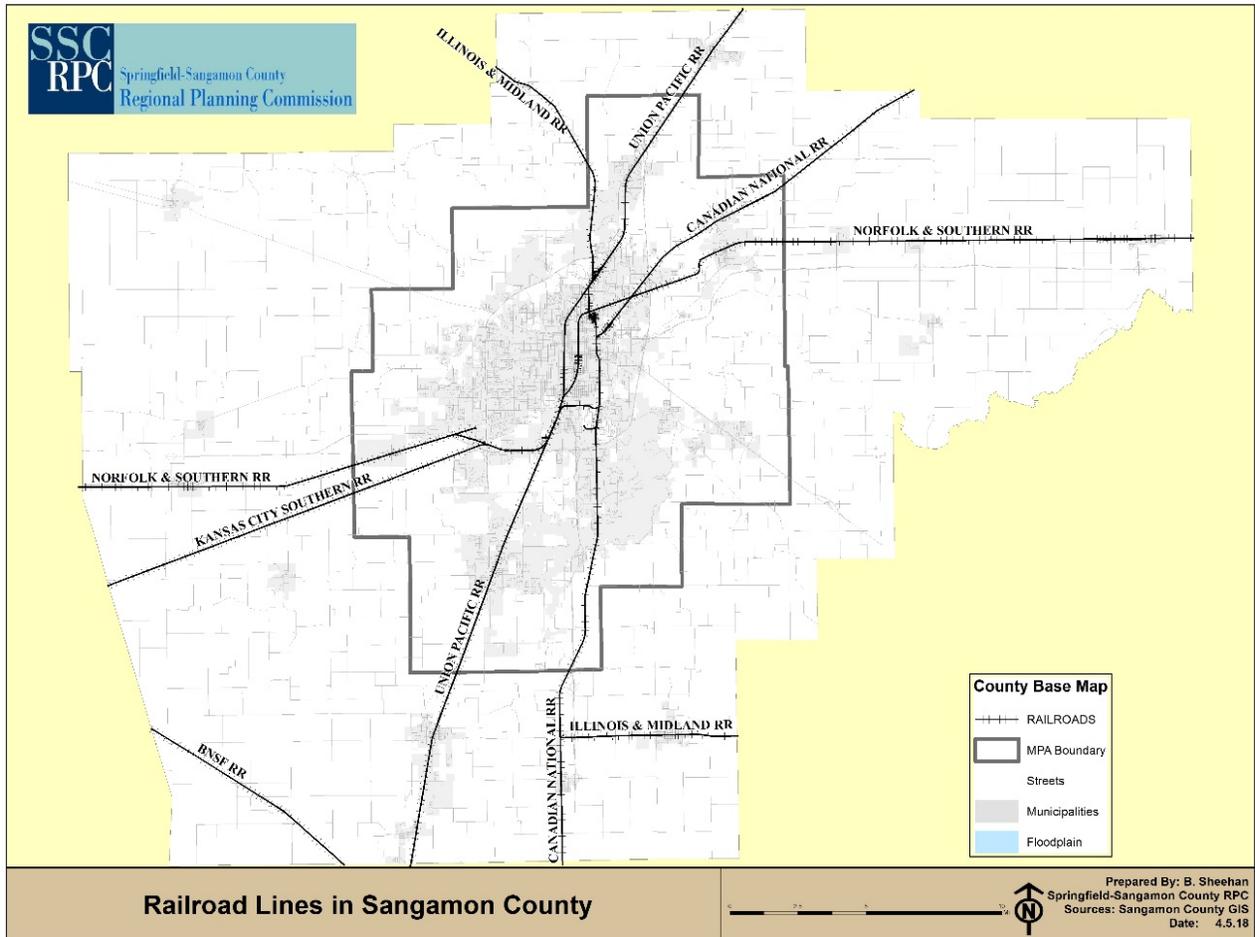
While these projects take place primarily within the MPA, it is important to note that the MPA rests in central Sangamon County and is vital to connectivity throughout the area.

The table in Appendix A shows the road and bridge projects listed in the 2040 LRTP.

The Rail Network

Illinois has the second largest rail system in the United States, second only to Texas, in terms of total annual railroad track mileage. Sangamon County sits in the center between the largest rail gateway in the nation, Chicago, and another major rail center, East St. Louis. As a result, a large portion of Illinois’ rail traffic travels through the county along six rail lines. Burlington Northern Santa Fe, Canadian National, Illinois Midland, Kansas City Southern, Norfolk Southern and Union Pacific carry freight through the county; and two, the Illinois Midland and Norfolk Southern, have rail yards in Springfield. Figure 13 below shows the rail lines in the county. According to IDOT’s most recent Illinois Freight Plan, of the top 15 commodities being shipped in Illinois in 2014, 50.9 percent were being moved by rail carload, 27.3 percent by truck and 21.8 percent by rail intermodal.

Figure 13.



Passenger Rail

Amtrak offers passenger rail services on Union Pacific’s Chicago to St. Louis corridor operate seven days a week as shown in Figure 14.

The Illinois Department of Transportation began its high-speed rail trackwork in 2011. The project resulted in intermittent delays, temporary service and schedule changes with passengers being offloaded onto buses, when necessary, as construction along the corridor progressed.

Once work has been completed, ridership numbers are expected to rise. The ridership table provides information for the Springfield station.

Current Rail Projects

Two major rail projects are currently underway in the county, the Springfield Rail Improvements Project and the Illinois High-Speed Rail Project. These projects cross multiple transportation entities and require the ongoing cooperation between the Illinois Department of Transportation, Sangamon County, railroads and local jurisdictions.

The Springfield Rail Improvements Project seeks to move all passenger and freight traffic from the Third Street Corridor to Tenth Street. Grade separations in the form of overpasses and underpasses are being constructed not only to increase safety, but also to preventing the disruption of traffic flows when routes cross one another. Fencing, pedestrian and vehicular quad gates are also being installed along the high-speed corridor as added safety measures.

According to the website www.idothsr.org, more than 90 percent of over 35 million corridor trips have origins or destinations in Chicago or St. Louis. The Illinois High-Speed Rail Project seeks to reduce travel time, increase reliability and improve safety to make rail transportation a more competitive option.

Figure 15 on the following page shows the current and future alignment of the tracks as they run through the MPA.

Figure 14.

AMTRAK SCHEDULE			
Train	Direction	Departs Springfield	Arrives Destination
300	North- bound (To Chicago)	6:32 AM	10:00 AM
302		8:37 AM	12:20 PM
22		9:55 AM	1:52 PM
304		4:56 PM	8:40 PM
306		7:32 PM	11:10 PM
301	South- bound (To St. Louis)	10:15 AM	12:20 PM
303		12:50 PM	3:00 PM
21		5:14 PM	7:21 PM
305		8:39 PM	10:45 PM
307		10:24 PM	12:30 AM

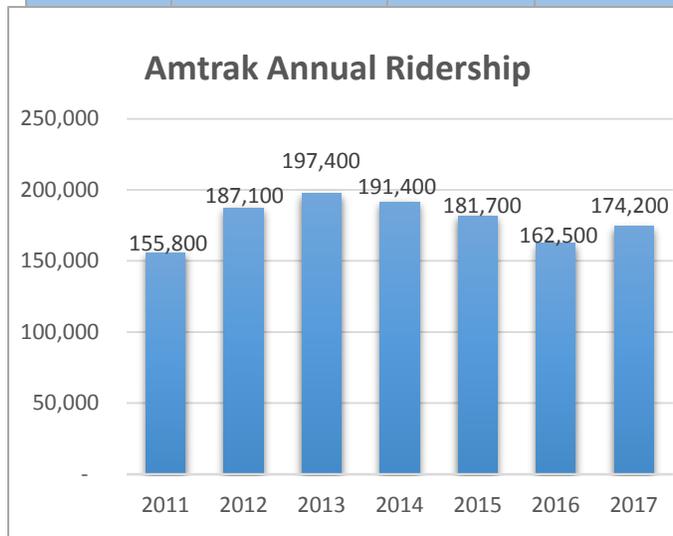
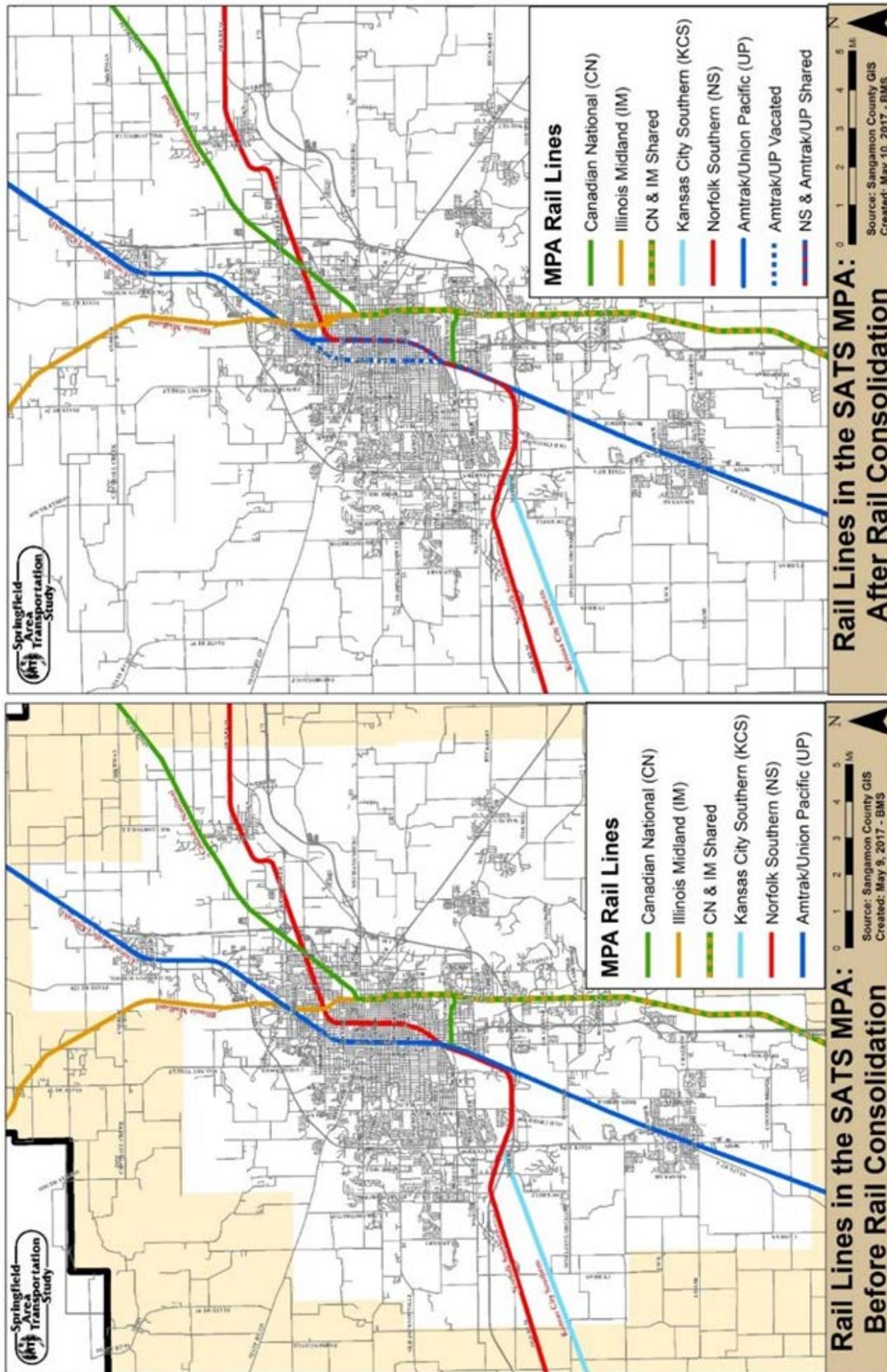


Figure 15.



The Illinois High Speed Rail Project joins the existing network currently in operation throughout the United States. This portion of the Midwest Network spans from St. Louis to Chicago with Springfield continuing to be one Amtrak's several stops along the way. The purpose of the high speed rail system is to make passenger travel a more viable option by combining high speeds, frequencies and reliability with convenient station locations, competitive pricing and comfortable amenities.

Improvement and Expansion

Twenty-four projects identified in the 2040 LRTP have been completed to date. Completed projects include:

- The underpass at Carpenter Street was completed.
- Installation of fencing for access control at Goldenrod Drive, Woodside Road, Andrew Road and at the closed pedestrian crossing north of Spruce Street in Chatham.
- A new at-grade crossing on Goldenrod in Chatham.
- Andrew Road in Sherman was the site of roadway approach improvements and signal circuitry work.
- New gates were installed at eight at-grade crossings.
- Seven road closures at rail crossings.
- Five underpass rehabilitations or replacements.

Grade separations in the form of over- and underpasses, road closures and enhanced vehicle and pedestrian gates continue to be a vital component to keep both rail and road traffic flowing safely. Once the rail consolidation is complete, the Union Pacific line will be moved from Third to Tenth Street. Amtrak operations will continue on the line with the depot operating in the multimodal center at Eleventh and Adams Streets.

The list in Appendix B contains future rail projects as listed in the 2040 LRTP.

Bicycle and Pedestrian Networks

Safe, efficient and reliable transportation options extend beyond the roadways and must address the needs of users of non-motorized transportation. Although bicycling and walking are largely seen as recreational in nature, recreation is only one purpose served by a bicycle and pedestrian network. A well-connected system provides access for individuals without motor vehicles, provides health benefits and reduces the financial burden on households attributed to personal vehicle use. As a result, it is imperative for Sangamon County to continue to provide accommodations for its residents and visitors of all needs and abilities to allow them to traverse the community.

Complete Streets

On June 1, 2010, the Illinois Department of Transportation (IDOT) formally adopted a series of design policy changes to their Bureau of Design and Environment Manual in response to the “Complete Streets” state law. Their design policies play a large role in how easily and safely people can get around by bicycle or on foot, whether by choice or by necessity.

SATS adopted the following Complete Streets Policy on January 13, 2011:

“Complete Streets” refers to public rights-of-way that are designed and operated to provide a safe and accessible transportation network for all users, including pedestrians, bicyclists, and transit riders, regardless of age or ability. This approach considers all transportation projects as potential opportunities to improve safety, access, and mobility for all travelers.

The Springfield Area Transportation Study supports Complete Streets and its members will consider the following criteria when designing transportation projects as opportunity and funding permit:

- types of users of the transportation system, including pedestrians, bicyclists, transit users, motor vehicles, and freight interests;
- project surroundings in context with how the facility will be used and who will be using it to determine what accommodations will be provided; and
- service levels for all users anticipated by adopted comprehensive or system wide plans.

SATS Bike and Pedestrian Plan

SATS finalized The Bicycle and Pedestrian Plan in August of 2012. Developed through the coordinated efforts of Sangamon County, its communities and the public, the plan laid out a recommended network of corridors to provide an interconnected network throughout the entire area. The plan also provides for on-road connections between the trails and intermodal connections to increase efficiency when utilizing multiple modes.

Rural Sangamon County Bicycle and Pedestrian Plan

The need for a continuous non-motorized transportation network throughout and beyond Sangamon County required a plan that addressed the area beyond the MPA boundaries. The Rural Sangamon County Bicycle and Pedestrian Plan of July 2013 was the result of a cooperative effort of state and local entities to create active transportation accommodations in the county with connections to surrounding counties.

Multi-use Trails and Side Paths



Lost Bridge Trail, Google Images.

Multi-use Trails are designed for mixed, non-motorized transportation. Users vary from novice to experienced cyclists and walkers to runners. Such trails are wider than bike lanes and sidewalks in order to accommodate the range of individuals utilizing the network.

The Interurban, Lost Bridge, Sangamon Valley and Wabash Trails currently extend nearly 30 miles throughout the county with plans to expand them an additional 55 miles. This 85 mile interconnected trail network is designed to link to other trails in adjacent counties as well.

The National Route 66 Trail runs through central Sangamon County from north to south and is comprised of both on- and off-road segments. The existing Interurban Trail and future Heritage Route 66 Trail - Williamsville to Sherman are on the route. The entire trail extends 2,499.0 miles from Chicago to Santa Monica, California.

The map on the following page, Figure 16, portrays the Envisioned Multi-use Trail Network in Sangamon County.

Bicycle Facilities

“Bicycle facilities” is a broad term used to encompass various accommodations for this mode of travel. It includes shared trails and paths as discussed above, shared roadways, shoulders, traffic control devices, shelters, parking facilities and wayfinding. Often, a bicyclist must utilize a variety of facilities when travelling. Considerations for bicycle facilities are based on anticipated demand, community plans, traffic safety, and type of roadway, average daily traffic and access. These will determine whether a shared path, shared roadway, shoulder, combined bicycle and parking lane, if any, should be constructed.

The concept of providing both on- and off- street routes designated for cyclists is relatively new. As a result, this network is in its beginning stages. A long term planning approach to future bicycle facilities was created in the SATS Bicycle and Pedestrian Plan. The Envisioned Multi-Use Trail and Bicycle Networks were created in conjunction with future road and bridge, rail and pedestrian projects defined in the LRTP in order to identify a recommended network of interconnected bicycle facilities with inter-modal connections. The Envisioned Bicycle Network is shown on page 22 in Figure 17.



Left to Right: Bike Lane designation. “Sharrow” for shared bike and vehicle lanes. Combined parking and bicycle lane (unmarked) and sidepath. Images courtesy of Google maps.

Figure 16.

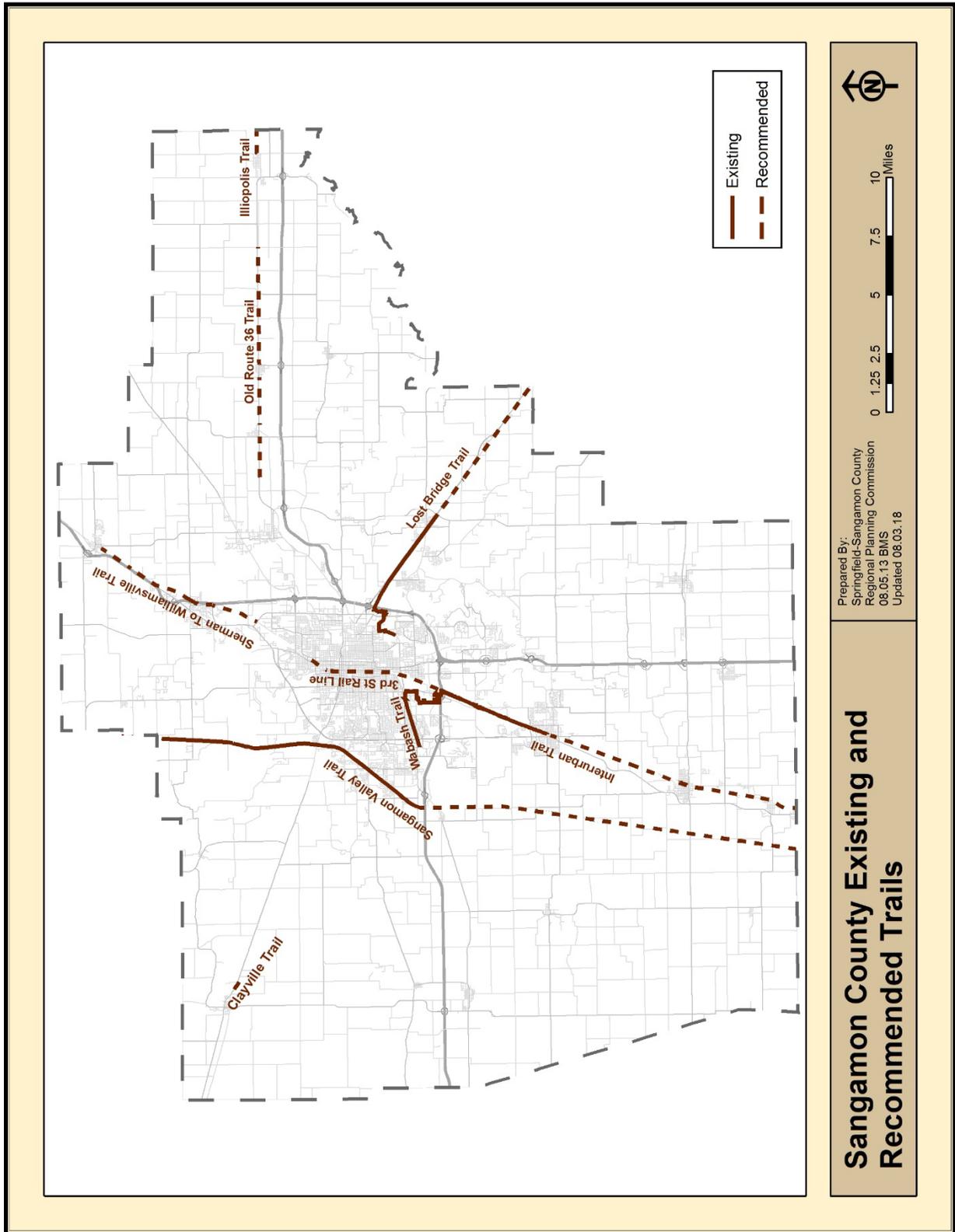
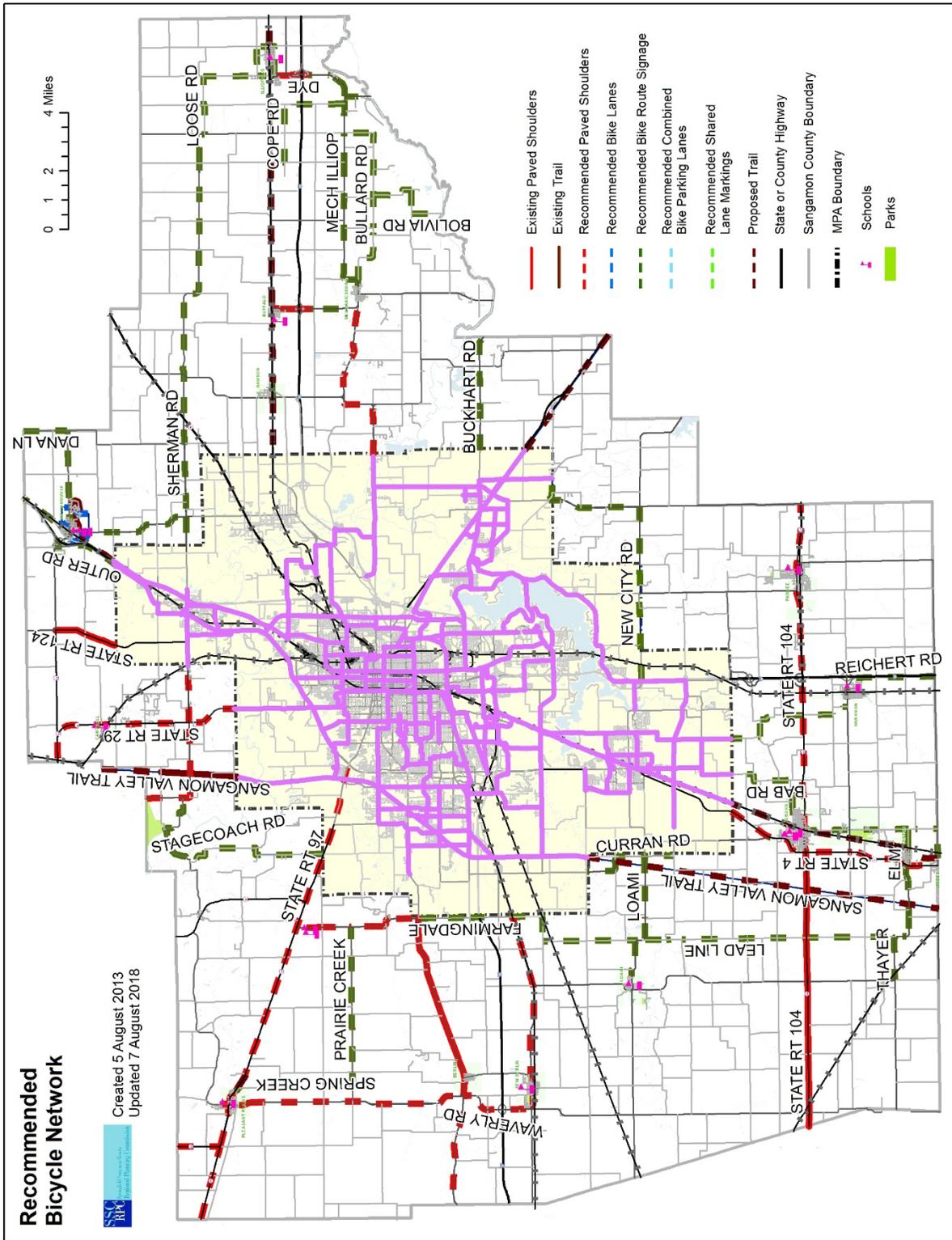


Figure 17.



Improvement and Expansion

Twenty-five percent of the projects listed in the 2040 LRTP have been completed to date. The 11 projects consist of:

- Completion of the Sangamon Valley Trail extension from Stuart Park to Cantrall Creek Road
- The addition of bike lanes along portions of Archer Elevator Road, Dirksen Parkway Iles Avenue and Wabash Avenue
- Side paths on Stanford Avenue from Fox Bridge Road to Taylor Avenue and Plummer Boulevard from the Interurban Trail to Gordon Drive
- Paved shoulders along sections of Toronto Road, Wabash Avenue and East Lake Shore Drive
- The combined bike and parking lane on Eastman Avenue from Fifth to Eighth Streets

With the adoption of Complete Streets, consideration must be given for bicycle accommodations where feasible. These accommodations include sidepaths, bike lanes, shared lanes and wide shoulders. Existing trails are also expected to be extended with missing links connecting multiple trails created. The installation of wayfinding signs to direct cyclists traveling on bike routes. The table in Appendix C provides more detailed information on future projects.

Pedestrian Accommodations

Providing access to individuals via a pedestrian network has been a transportation priority for quite some time. Unlike the Envisioned Bicycle Network, the Priority Pedestrian Network identified in the Bicycle and Pedestrian Plan is an extensive system largely in place within the MPA. On a county-wide scale, however, many communities do not have a satisfactory network in place that will allow pedestrians to travel safely. Narrow, uneven, overgrown, obstructed and non-ADA compliant systems are prevalent, especially in older neighborhoods. The expense of replacing or constructing sidewalks is cost prohibitive for many jurisdictions.

New construction, reconstruction and expansion of roadways, and maintenance of roadways and sidewalks requires developers and jurisdictional authorities to review sidewalks currently in place or plan for the construction of sidewalks if absent. Sidewalks should be designed to serve all users such as people of all ages, parents with strollers, pedestrians with vision impairments, and people using wheelchairs and other assistive devices. As such, pedestrian facility design and operation must comply with the accessibility standards in the Architectural Barriers Act (ABA) of 1968, the Rehabilitation Act of 1973 (Section 504), and the Americans with Disabilities Act (ADA) of 1990. Because the sidewalk is the basic component of mobility within the transportation system, every route and facility must be usable. Beyond the sidewalk, accommodations for pedestrians must also include accessible pedestrian signals, markings and signage.

Improvement and Expansion

Nearly half of the pedestrian projects listed in the 2040 LRTP have been completed. Work needs to continue to fill in the gaps. New construction and reconstruction projects include pedestrian accommodations when feasible. While most jurisdictions dedicate a portion of infrastructure funding each year to build, repair and make sidewalks ADA compliant, funding constraints continue to limit progress on the overall network.

The Transit Network

Sangamon County transit is currently provided by the Sangamon Mass Transit District (SMTD), formerly known as the Springfield Mass Transit District. The agency's name was changed on January 1, 2017 to reflect its Board of Trustee's vision to provide transit to all of Sangamon County.

SMTD currently operates 56 total buses in Springfield with up to 48 buses running on 16 daytime routes every day from Monday to Saturday. SMTD also operates up to four shuttles on some routes to provide extra capacity at peak times. In FY2017, SMTD provided 1,544,731 rides.

On September 17, 2018, the Sangamon Mass Transit District and Sangamon-Menard Area Regional Transit (SMART) are scheduled to begin providing transit services for Sangamon County residents outside the traditional SMTD boundary. SMTD will run fixed-route service within the urbanized area to Chatham, Rochester, Sherman, and Riverton/Spaulding on weekday mornings and afternoons. SMART will provide door-to-door on-demand service in cases where one end of the trip, origin or destination, is located outside the urbanized area. This cooperative effort will bring transit services to almost every resident of Sangamon County, regardless of where he or she may live. The map on the following page, Figure 18, depicts the service area for Sangamon County transit providers.

Paratransit

The transit system seeks to serve all residents of all abilities. As a result, transit vehicles are enhanced with kneeling options and/or lifts. Many residents of Sangamon County with disabilities live outside the quarter-mile service area for SMTD fixed-route bus services. Those who still need transit services are served jointly by the Sangamon Mass Transit District (SMTD) and Sangamon-Menard Area Rural Transit (SMART). SMTD, through Sangamon Access, can provide door-to-door ride services to Sangamon County residents inside the Springfield urbanized area. Sangamon County residents outside the urbanized area are serviced by SMART, which provides a similar door-to-door service. Residents must arrange rides at least 24 hours in advance. Other paratransit services serving Sangamon County include; Senior Services of Central Illinois, Springfield Center for Independent Living (SCIL), Sparc, Hope School, and senior centers located within Sangamon County.

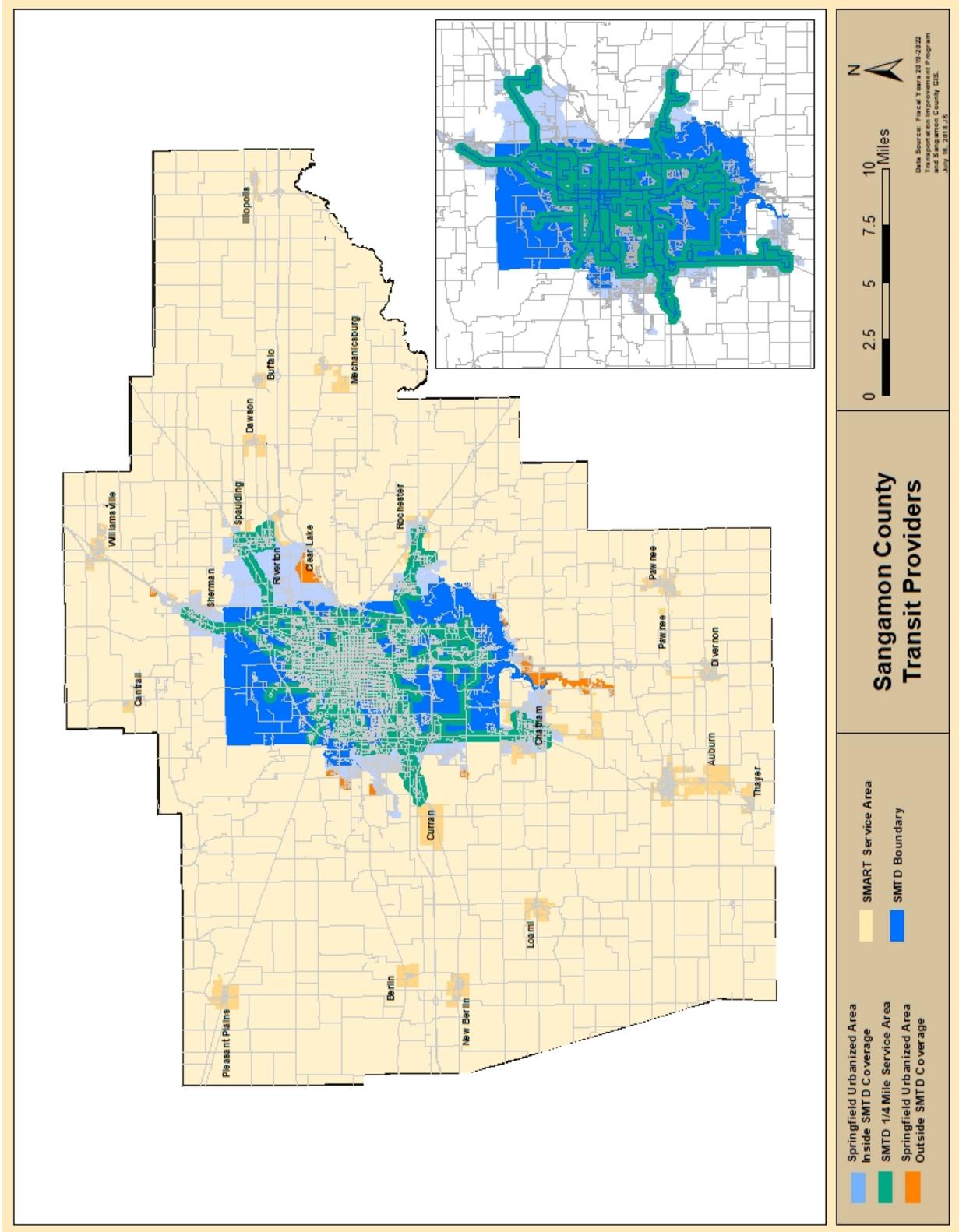
Inter-city bus service to Sangamon County is provided by Greyhound Bus Lines, through its station on Dirksen Parkway. Greyhound operates four bus routes that make regular stops at the Springfield station to provide service to Champaign, Kankakee, Chicago, St. Louis, and Memphis.

Improvement and Expansion

SMTD continues to upgrade technology in an effort to improve operations and to improve service and communication to its users. Future improvements include electronic fare collection and completion of the primary transfer center at 11th and Adams Streets and secondary transfer center at Junction Circle in Springfield. Expanding transit service through both SMTD and SMART to serve communities throughout the county will increase mobility options and overall livability. While extending the service hours of transit operations would be beneficial, limited funding opportunities are available and makes this unlikely.

The list of future projects is located in Appendix E.

Figure 18.



Air Travel

With over 93,000 passengers in 2017, the Abraham Lincoln Capital Airport is one of ten primary airports in Illinois receiving scheduled passenger service and having more than 10,000 passenger boardings annually. Three airlines provide service, accounting for approximately 36 flights weekly. Limited cargo is transported on the commercial airlines as well. The flight schedule is listed below in Figure 19.

Figure 19.

Airline	To	Frequency	SPI Departures		SPI Arrivals	
			Departs	Arrives	Arrives	Departs
United	Chicago (ORD)	Mon-Fri	5:55 AM	6:54 AM	7:45 AM	8:51 AM
American Airlines	Dallas/Fort Worth (DFXW)	Mon-Fri	6:07 AM	8:10 AM	12:40 PM	2:31 PM
United	Chicago (ORD)	Mon-Fri	9:21 AM	10:25 AM	4:54 PM	6:00 PM
American Airlines	Dallas/Fort Worth (DFXW)	Mon-Fri	2:59 PM	5:04 PM	6:50 PM	8:46 PM
United	Chicago (ORD)	Mon-Fri	6:35 PM	7:43 PM	9:35 PM	10:37 PM
Allegiant	Punta Gorda (PGD)	Wed	<i>Times and dates vary</i>		<i>Times and dates vary</i>	
Allegiant	Punta Gorda (PGD)	Sat	<i>Times and dates vary</i>		<i>Times and dates vary</i>	
United	Chicago (ORD)	Sat	5:55 AM	6:54 AM	7:45 AM	8:51 AM
American Airlines	Dallas/Fort Worth (DFXW)	Sat	6:07 AM	8:10 AM	12:40 PM	2:31 PM
American Airlines	Dallas/Fort Worth (DFXW)	Sat	2:59 PM	5:04 PM	6:50 PM	8:46 PM
United	Chicago (ORD)	Sat	9:21 AM	10:25 AM	9:35 PM	10:37 PM
United	Chicago (ORD)	Sun	5:55 AM	6:54 AM	7:45 AM	8:51 AM
American Airlines	Dallas/Fort Worth (DFXW)	Sun	6:07 AM	8:10 AM	12:40 PM	2:31 PM
United	Chicago (ORD)	Sun	9:21 AM	10:25 AM	4:49 PM	6:00 PM
American Airlines	Dallas/Fort Worth (DFXW)	Sun	2:59 PM	5:04 PM	6:50 PM	8:46 PM
United	Chicago (ORD)	Sun	6:35 PM	7:43 PM	9:35 PM	10:37 PM

Improvement and Expansion

The Springfield Airport Authority, which owns and operates the airport, continually seeks to expand service offerings. Although the airport does not currently have a regular freight service, it does have space to accommodate a freight carrier with space available for sorting and warehousing facilities.

The list of future projects is provided in Appendix F.

Conclusion

Preservation of the existing network is of the utmost importance. A limited number of new construction projects are on the horizon. Most of the planned road projects focus on maintaining the current system and the installation of components designed to improve safety.

Connectivity between points within and beyond Sangamon County is also vital to its growth and prosperity. A 2010 freight study was conducted to identify barriers to freight movement and opportunities for freight and logistics development. Rail, truck and air carriers; trade associations; local governments and area manufacturers were consulted. The results indicated that the infrastructure currently in place was well developed and easily accessible with no bottlenecks currently affecting their operations. Direct access to the interstate system via I-55 and I-72, several rail lines and the airport poised to serve air cargo put the county in a favorable position for moving goods to, from and through the county.

A connected multimodal system is also imperative. Providing users with multiple options while commuting or planning a trip is useful to both residents and visitors alike. Filling in the existing gaps along the pedestrian and bicycle networks increases is both a safety and connectivity concern. A reliable, interconnected and efficient system that supports mobility and access is desired.

Sangamon County's transportation network is also comprised of public transit services. SMTD will continue to serve the urban area while SMART will operate in rural Sangamon County. The increased access to goods and services will promote aging in place and improved livability for all.