

# 2040 Long Range Transportation Plan

## Appendix A

Public Engagement







## **2040 Long Range Transportation Plan**

### **Appendix A: Public Engagement**

March 12, 2015

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



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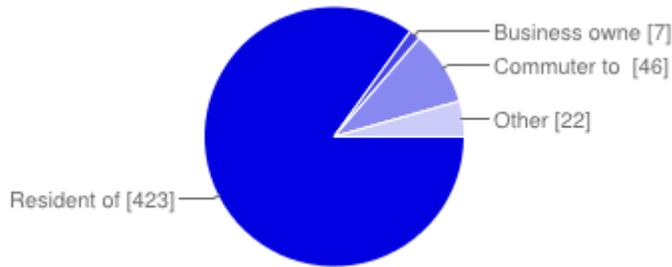


# CITIZEN SURVEY RESULTS

## 523 responses

### Summary

Please indicate your primary interest in completing this survey:



Resident of area	<b>423</b>	<b>85%</b>
Business owner in area	<b>7</b>	<b>1%</b>
Commuter to area	<b>46</b>	<b>9%</b>
Other	<b>22</b>	<b>4%</b>

#### Other Responses:

1. Athens
2. Both Resident and Commuter to Area
3. Community Based Organization
4. County Board member
5. County employee
6. Cyclist
7. Disaster services
8. For people with disabilities
9. I work with low income families, transportation is always an issue with our patients
10. I work with many individuals who use the bus system
11. Medical visit companion
12. My partner is epileptic and has to take public transportation
13. Organizer of transportation for seniors
14. Organizer of transportation for seniors
15. Park trustee
16. Patient transportation for Federally Qualified Health Center
17. Social worker
18. Support of FCCG
19. Transportation provider
20. UIS Student
21. Visitor
22. Was asked

**Please indicate the community where your home or business is located:**

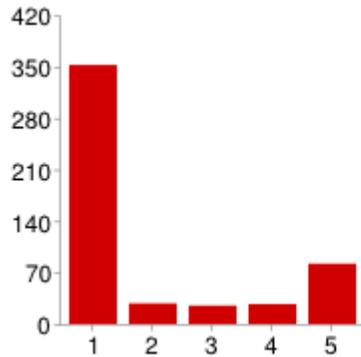
Chatham	15	3%
Clear Lake	5	1%
Curran	1	0%
Grandview	10	2%
Jerome	25	5%
Leland Grove	15	3%
Riverton	4	1%
Rochester	10	2%
Sherman	9	2%
Southern View	23	5%
Spaulding	3	1%
Springfield	345	68%
Unincorporated Sangamon County	25	5%
Other	20	4%

**Other Responses:**

1. Athens
2. Cantrall
3. Chicago
4. Dawson
5. Edinburg
6. Enos Park
7. Laketown
8. Loami
9. Madison County
10. Menard County
11. Montgomery County
12. Pana
13. Pleasant Plains
14. Pleasant Plains
15. Pleasant Plains
16. Springfield West Side
17. Trevi Gardens
18. Westchester
19. Williamsville
20. Woodside Township

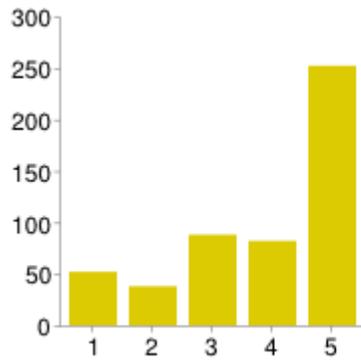
**In the following questions, please indicate on a scale of 1-5 how frequently you use the mode of transportation listed. 1 being frequently used and 5 being infrequently or not used at all.**

**Car/truck/motorcycle**



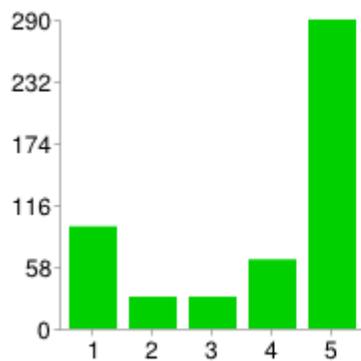
1	<b>352</b>	68%
2	<b>28</b>	5%
3	<b>25</b>	5%
4	<b>27</b>	5%
5	<b>82</b>	16%

**Bicycle**



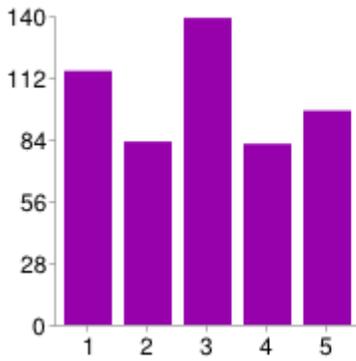
1	52	10%
2	38	7%
3	88	17%
4	82	16%
5	252	49%

**Springfield Mass Transit District bus**



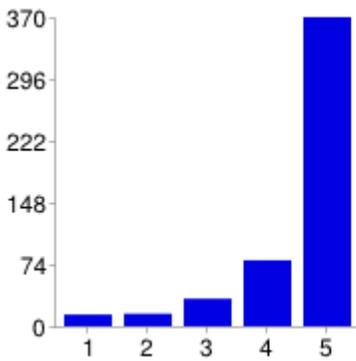
1	<b>96</b>	19%
2	<b>30</b>	6%
3	<b>30</b>	6%
4	<b>65</b>	13%
5	<b>290</b>	57%

### Walking/Running



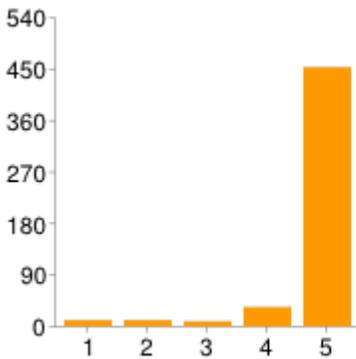
1	<b>115</b>	22%
2	<b>83</b>	16%
3	<b>139</b>	27%
4	<b>82</b>	16%
5	<b>97</b>	19%

### Cab



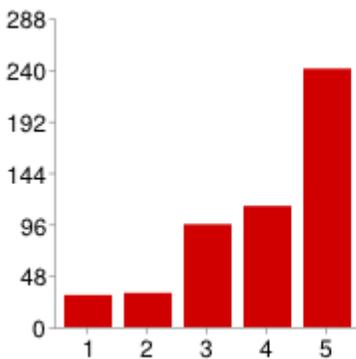
1	<b>14</b>	3%
2	<b>15</b>	3%
3	<b>33</b>	6%
4	<b>79</b>	15%
5	<b>370</b>	72%

### Intercity bus (Greyhound)



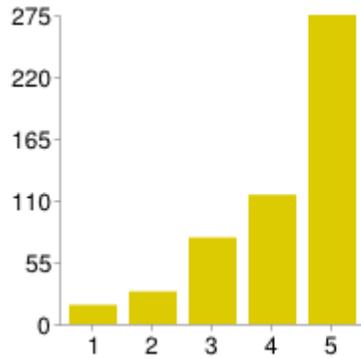
1	<b>10</b>	2%
2	<b>10</b>	2%
3	<b>8</b>	2%
4	<b>33</b>	6%
5	<b>452</b>	88%

### Train (Amtrak)



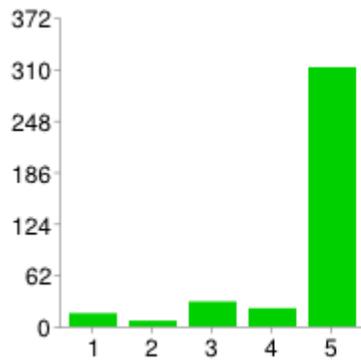
1	<b>30</b>	6%
2	<b>32</b>	6%
3	<b>96</b>	19%
4	<b>113</b>	22%
5	<b>241</b>	47%

### Air Travel (Abraham Lincoln Capital Airport)



1	17	3%
2	29	6%
3	77	15%
4	115	22%
5	275	54%

### Other

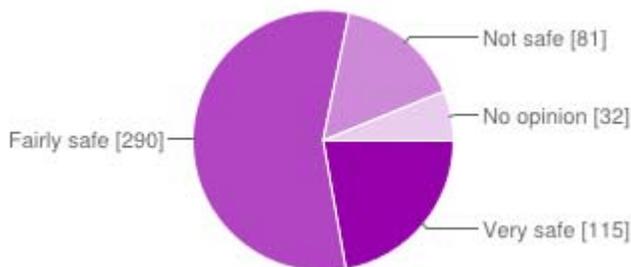


1	16	4%
2	7	2%
3	30	8%
4	22	6%
5	312	81%

**The Springfield Area Transportation Study (SATS) is in the process of updating the Long Range Transportation Plan which considers transportation planning needs over the next 25 years. The following issues will be addressed in the Plan. Please give us your thoughts.**

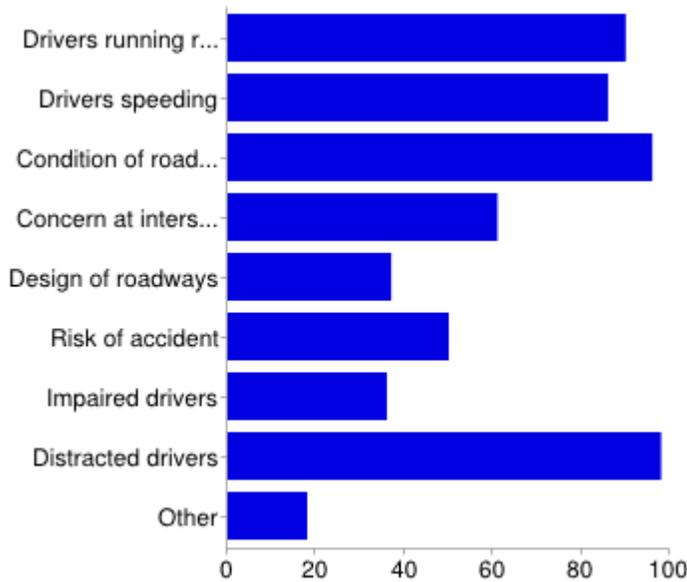
**1. Providing safe travel options is a high priority for local planners. Rate the safety of the transportation network for each of the following that you are familiar with:**

### Driving a car/truck/motorcycle



Very safe	115	22%
Fairly safe	290	56%
Not safe	81	16%
No opinion	32	6%

**If you checked "Not safe", please indicate why.**

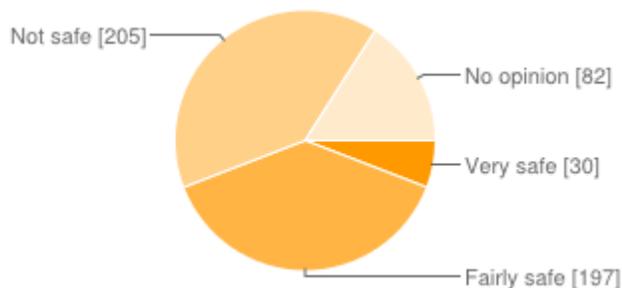


Drivers running redlights	<b>90</b>	<b>16%</b>
Drivers speeding	<b>86</b>	<b>15%</b>
Condition of roadways	<b>96</b>	<b>17%</b>
Concern at intersections	<b>61</b>	<b>11%</b>
Design of roadways	<b>37</b>	<b>6%</b>
Risk of accident	<b>50</b>	<b>9%</b>
Impaired drivers	<b>36</b>	<b>6%</b>
Distracted drivers	<b>98</b>	<b>17%</b>
Other	<b>18</b>	<b>3%</b>

**Other Responses:**

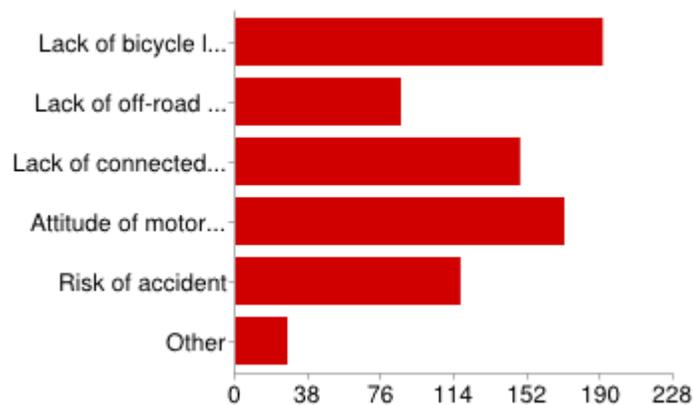
1. Interstate ramps too short
2. Not sure if they don't have to have a license, did they receive training.
3. Highway on ramps are dangerous.
4. Cell phones
5. No bike lanes
6. Motorcycle idiots
7. Motorcycle idiots
8. Improper use of turn signals
9. Motorcycles are not a commuter option in Springfield. It's just too dangerous.
10. Drivers passing cars in two lane roads within City of Springfield
11. Drivers cut in without looking first & don't stop before making right turns on red
12. Just unsafe
13. Not using turn signals
14. Excessively wide lanes encouraging speeding
15. Weather conditions
16. Crippled child – pot holes
17. No bike lanes or trails
18. Intersection of MacArthur and Lawrence needs redone

**Riding a bicycle**



Very safe	<b>30</b>	<b>6%</b>
Fairly safe	<b>197</b>	<b>38%</b>
Not safe	<b>205</b>	<b>40%</b>
No opinion	<b>82</b>	<b>16%</b>

**If you checked "Not safe", please indicate why.**

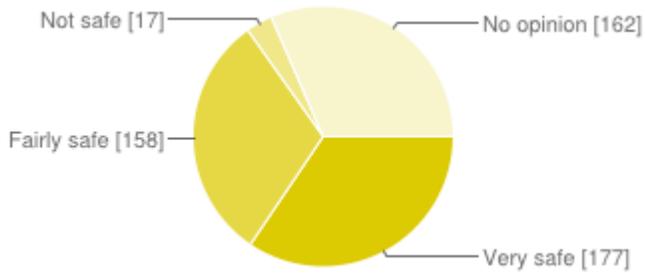


Lack of bicycle lanes	<b>191</b>	<b>26%</b>
Lack of off-road bicycle trails	<b>86</b>	<b>12%</b>
Lack of connected bicycle routes	<b>148</b>	<b>20%</b>
Attitude of motorized vehicle drivers	<b>171</b>	<b>23%</b>
Risk of accident	<b>117</b>	<b>16%</b>
Other	<b>27</b>	<b>4%</b>

**Other Responses:**

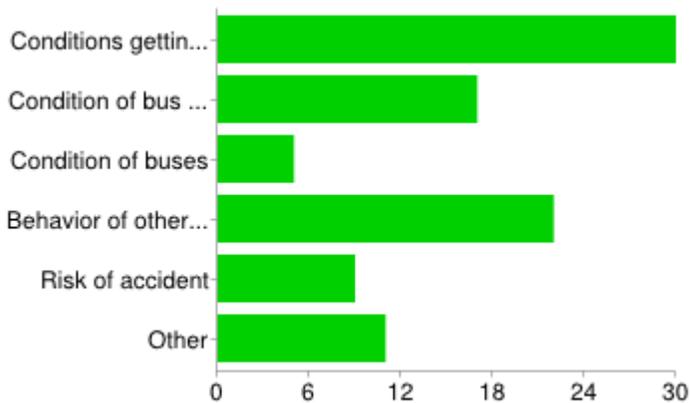
1. Distracted
2. Drive too fast
3. General lack of bike facilities in older, denser parts of the area
4. Attitude of bicycle riders
5. Bicyclists not paying attention
6. Distracted drivers
7. Have disability not a rider
8. Road conditions
9. Road debris
10. Lack of driver and bicyclist education
11. Poor road surface
12. Bike lanes are not connected to retail nodes
13. Citizens don't know what a bicycle lane is they would rather run you over.
14. Condition of road surfaces
15. Lack of driver education on bike safety
16. There are a lot of recreational routes and it is nice to connect them so people do not have to put a bicycle rack on their car to get to the trails safely. Commuting is a different monster I like the Illinois League of Bicyclists map that give less traveled streets for bicyclists to use. I wish there was signage to promote these streets as bicycle friendly.
17. There is no way to get from Southern View to Downtown Springfield on a bicycle. It's virtually impossible without dragging your bike across a set of Railroad tracks
18. Bike lanes are often unmaintained
19. Attitude of other bicyclists
20. Major concerns when riding bike related to reasons checked for why driving is "Not safe"
21. No bike lanes
22. Bicyclists on Chatham Road south of Wabash are scary for motorists
23. Needs intercity bike trail that connects Rochester and Chatham trails. I would suggest through Edwards Street.
24. Attitude of cyclists
25. Would like to see more bicycle lanes. safety issue.
26. No low-traffic roads through critical points (South 5th/6th viaduct)
27. Street conditions / pot holes

## Riding a Springfield Mass Transit District Bus



Very safe	<b>177</b>	34%
Fairly safe	<b>158</b>	31%
Not safe	<b>17</b>	3%
No opinion	<b>162</b>	32%

### If you checked "Not safe", please indicate why.

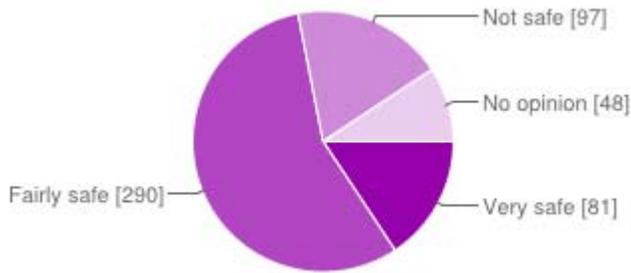


Conditions getting to and from bus stops	<b>30</b>	32%
Condition of bus stops	<b>17</b>	18%
Condition of buses	<b>5</b>	5%
Behavior of other passengers	<b>22</b>	23%
Risk of accident	<b>9</b>	10%
Other	<b>11</b>	12%

### Other Responses:

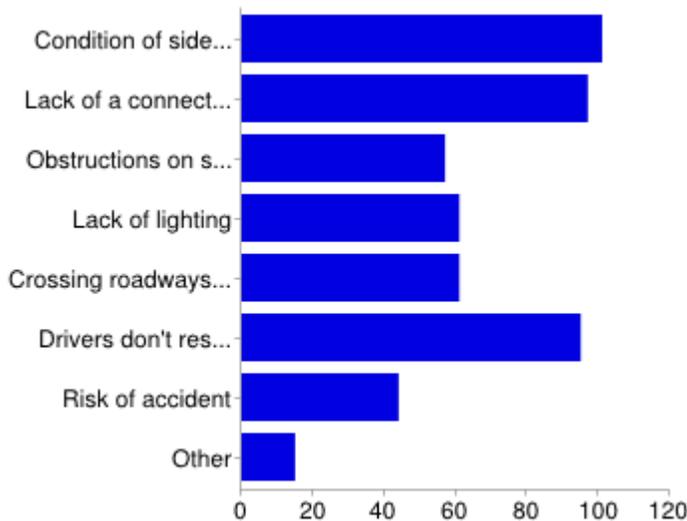
1. Amount of time to travel with transfers
2. No shelters in most locations; long waits in extreme temps
3. Price
4. Placement of stops in bad neighborhoods/not enough routes to avoid these long walks to get to connecting stops
5. Conditions getting to and from bus stops, doesn't get me there
6. Drivers split attention, lack of knowledge of routes; unable to assess bus status during extreme weather causing potential health/safety risk
7. Drivers split attention, lack of knowledge of routes; unable to assess bus status during extreme weather causing potential health/safety risk
8. n/a
9. No bus stops
10. Not available in Country
11. You are at risk standing at the corner waiting for the bus whose schedule may vary up to 5 minutes early to 15 minutes late

## Walking/Running



Very safe	<b>81</b>	16%
Fairly safe	<b>290</b>	56%
Not safe	<b>97</b>	19%
No opinion	<b>48</b>	9%

### If you checked "Not safe", please indicate why.



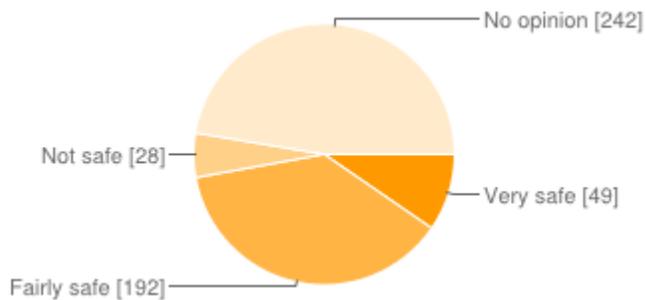
Condition of sidewalks	<b>101</b>	19%
Lack of a connected sidewalk network	<b>97</b>	18%
Obstructions on sidewalks	<b>57</b>	11%
Lack of lighting	<b>61</b>	11%
Crossing roadways too difficult	<b>61</b>	11%
Drivers don't respect pedestrians	<b>95</b>	18%
Risk of accident	<b>44</b>	8%
Other	<b>15</b>	3%

### Other Responses:

1. Children not adhering to sign
2. Sidewalk Connectivity in Area around White Oaks Mall is horrendously unacceptable. Nonexistent crossing of Veterans at Wabash, extremely poor and unsafe at Iles are unacceptable. Crossing Wabash at West White Oaks is similarly problematic and unacceptable.
3. Lack of crossing lights
4. Springfield is not designed and planned to accommodate the pedestrian
5. There are areas that the items I checked are true creating some safety concerns
6. No crossings for long stretches; drivers in right turn lane do not look for pedestrians

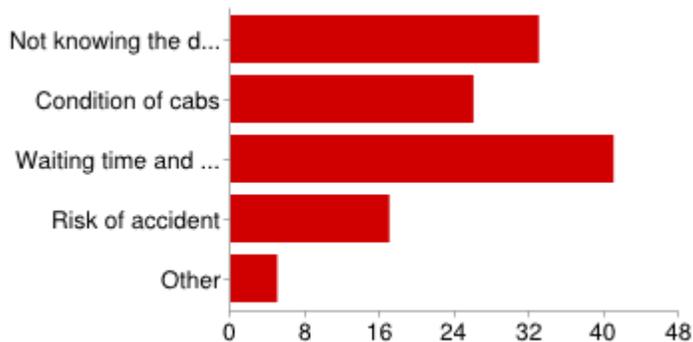
7. Not even safe in Washington park due to auto drivers
8. Heavy pedestrian routes have no sidewalk or incomplete sidewalks on either side
9. Macarthur and Wabash Avenues discourage any travel unless it is in a car. The sidewalks are not hadicap friendly in Springfield. During snow emergencies all peds are forced into the road.
10. High crime rate
11. No sidewalks
12. Wintertime: snow not cleared often
13. No sidewalks
14. Risk of being robbed or assaulted
15. Runners in road

### Taking a cab



Very safe	<b>49</b>	10%
Fairly safe	<b>192</b>	38%
Not safe	<b>28</b>	5%
No opinion	<b>242</b>	47%

### If you checked "Not safe", please indicate why.

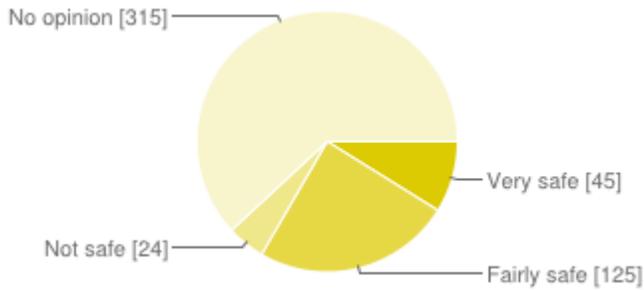


Not knowing the driver	<b>33</b>	27%
Condition of cabs	<b>26</b>	21%
Waiting time and environment	<b>41</b>	34%
Risk of accident	<b>17</b>	14%
Other	<b>5</b>	4%

### Other Responses:

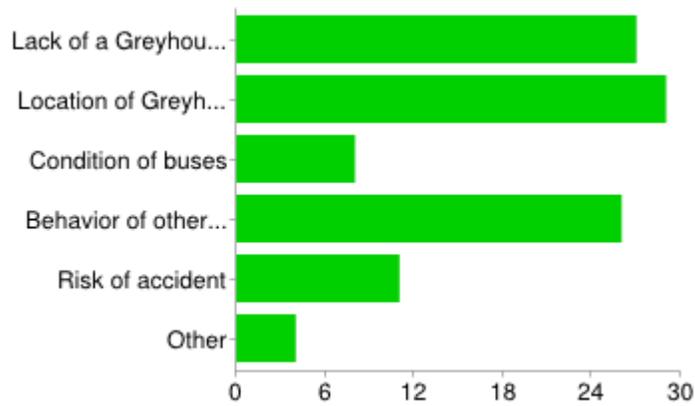
1. Some cabs lack functional seat belts
2. Cab drivers look high
3. Few choices
4. Personal fear of loss of control
5. Rarely used

## Riding an intercity bus (Greyhound)



Very safe	<b>45</b>	9%
Fairly safe	<b>125</b>	25%
Not safe	<b>24</b>	5%
No opinion	<b>315</b>	62%

### If you checked "Not safe", please indicate why.

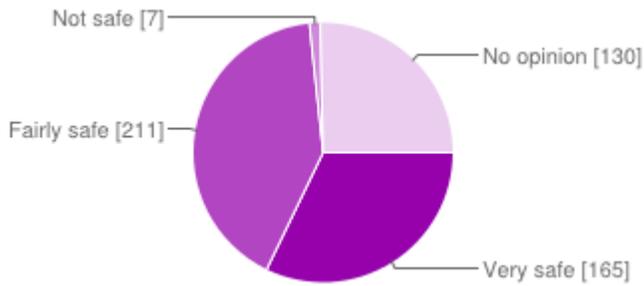


Lack of a Greyhound station	<b>27</b>	26%
Location of Greyhound pickup/dropoff point	<b>29</b>	28%
Condition of buses	<b>8</b>	8%
Behavior of other passengers	<b>26</b>	25%
Risk of accident	<b>11</b>	10%
Other	<b>4</b>	4%

### Other Responses:

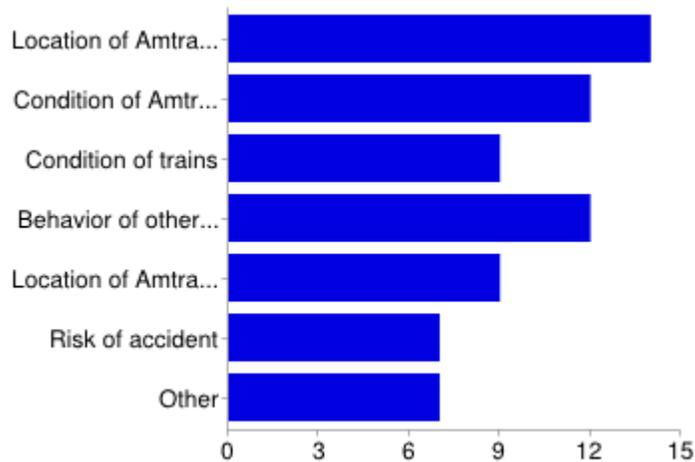
1. Corrections sends released inmates home on them
2. DK
3. Location of Greyhound pickup/dropoff point, Risk of accident, Public Bathrooms!!! We need a bus station. You have to stand outside when you get to the bus station until your ride comes!!! No Bathrooms, No ticket office, No where to get food etc.
4. Rarely used

## Train (Amtrak)



Very safe	<b>165</b>	32%
Fairly safe	<b>211</b>	41%
Not safe	<b>7</b>	1%
No opinion	<b>130</b>	25%

### If you checked "Not safe", please indicate why.

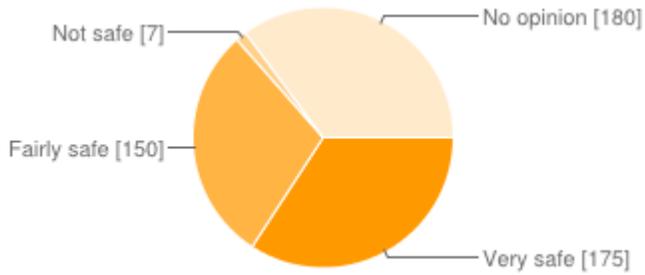


Location of Amtrak station in Springfield	<b>14</b>	20%
Condition of Amtrak station	<b>12</b>	17%
Condition of trains	<b>9</b>	13%
Behavior of other passengers	<b>12</b>	17%
Location of Amtrak station at destination	<b>9</b>	13%
Risk of accident	<b>7</b>	10%
Other	<b>7</b>	10%

### Other Responses:

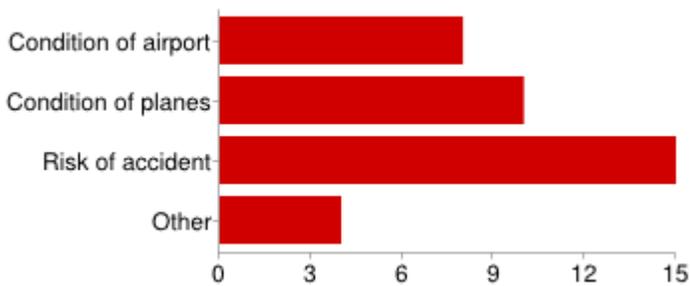
1. Using bus during construction
2. Limited parking & lack of security for getting to parking that is in the garage
3. I find it odd that they check ID's
4. I've never seen them check IDs
5. Amtrak Staff member kicks passengers off train en route to destination. Unwarranted
6. Rail bed conditions
7. Reliability of train

## Air Travel (Abraham Lincoln Capital Airport)



Very safe	<b>175</b>	34%
Fairly safe	<b>150</b>	29%
Not safe	<b>7</b>	1%
No opinion	<b>180</b>	35%

### If you checked "Not safe", please indicate why.



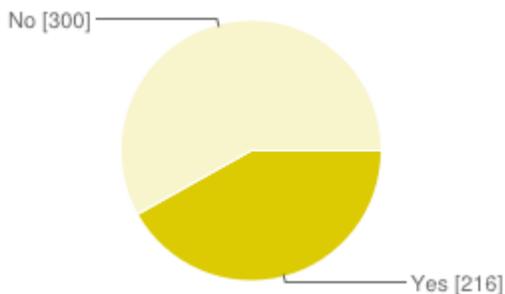
Condition of airport	<b>8</b>	22%
Condition of planes	<b>10</b>	27%
Risk of accident	<b>15</b>	41%
Other	<b>4</b>	11%

### Other Responses:

1. The weather never be good
2. Cost
3. Lack of connections from Springfield and high cost of air fare.
4. Safe, but the prices are cost-prohibitive

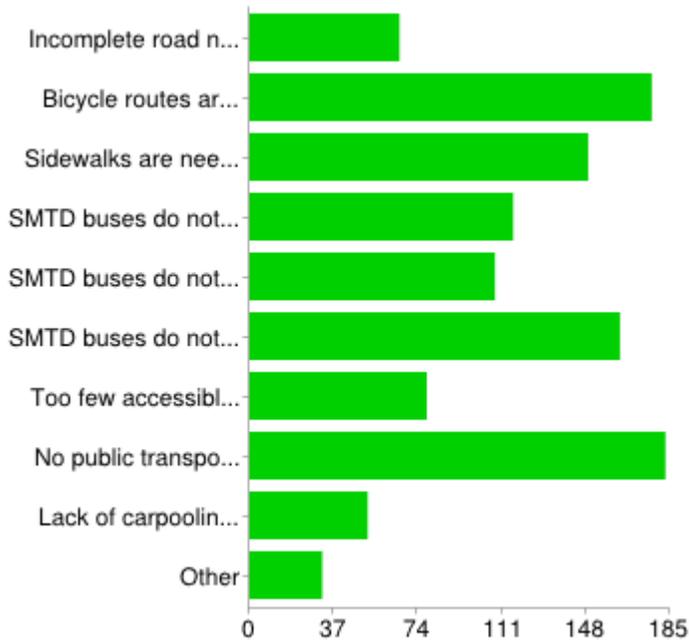
## 2. The ability to reach desired goods, services, activities, and destinations is the ultimate goal of most transportation activity.

Do you feel there are adequate travel opportunities in the Springfield Metropolitan Planning Area to meet this goal for all citizens?



Yes	<b>216</b>	42%
No	<b>300</b>	58%

**If you answered "No" to question 2, please indicate why you feel that the travel opportunities are inadequate.**



Incomplete road network	<b>66</b>	<b>6%</b>
Bicycle routes are needed to desired destinations	<b>177</b>	<b>16%</b>
Sidewalks are needed to desired destinations	<b>149</b>	<b>13%</b>
SMTD buses do not run often enough	<b>116</b>	<b>10%</b>
SMTD buses do not run 24 hours a day	<b>108</b>	<b>10%</b>
SMTD buses do not run on Sundays	<b>163</b>	<b>15%</b>
Too few accessible bus stops	<b>78</b>	<b>7%</b>
No public transportation outside of the area where SMTD buses operate	<b>183</b>	<b>16%</b>
Lack of carpooling coordination service	<b>52</b>	<b>5%</b>
Other	<b>32</b>	<b>3%</b>

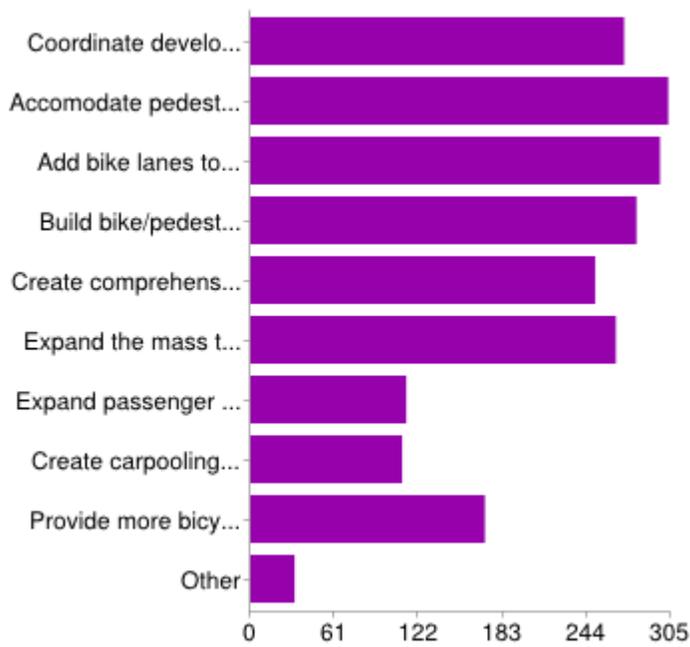
**Other Responses:**

1. Stop lights not synced.
2. I worry about people traveling by motorized chairs neither the sidewalks and streets are adequate or safe.
3. No SMTD bus stops near my home or work / lack of intermodal connectivity
4. Daytime bus service does not last long enough to get home from work or start early enough for many shifts
5. Difficult to access buses from some stops, e.g. north side of Washington @ Fairhills Mall entrance
6. Buses/sidewalks/bicycles routes definitely need to be improved particularly in the poorer areas in the city.

7. Connections to Springfield "suburbs" such as Chatham, Rochester, Sherman, etc.
8. Connections to Springfield "suburbs" such as Chatham, Rochester, Sherman, etc.
9. Crosswalks are inadequate, not respected and there aren't enough
10. 30 minute headways for daytime SMTD routes are adequate given ridership and the guaranteed connectivity to other routes at the downtown transfer center. Night routes 60 minute headways are fine given the same hub and spoke model as found on daytime routes, but all routes should be bidirectional like the West Side night route. These one-direction loops (North Side and SE Side routes) aren't particularly useful unless one lives downtown as they require lots of out-of-direction travel, which deters ridership among those with more direct travel options (car, bike, walk).
11. Some night SMTD bus service with 30 rather than 60 minute headways would be desirable
12. Very few direct routes to any of my desired destinations with SMTD buses in my
13. I know historically Spfld does not support its airlines, but air travel opportunities aren't the best
14. If you don't have a car, distance, public modes, and safety are less
15. Inadequate bus routes
16. Poor road conditions
17. Sidewalks are in poor condition-forces pedestrian to roadway
18. More bike lanes and trails
19. SMTD needs to operate buses throughout the entire city - not only in sections of the city
20. Confusing roadway planning
21. Not efficiently ran like the City of Chicago.
22. This town is impossible to navigate safely and efficiently in anything other than a car.
23. Limited public transportation outside of the area where SMTD buses operate and limited services on the weekends and during the evening hours.
24. No city-to-city buses
25. Divide land at Lee School make new road
26. Evening and holiday bus service
27. Need more covered bus stops
28. No public transportation in small towns close to Springfield (like Riverton, Rochester, Chatham, etc.)
29. It would help if SMTD ran ever 15 minutes instead of 30
30. No Accessible Taxis
31. Bus doesn't stop downtown - visitors complaining too
32. 99% do not require this form of transportation

**3. Various aspects of transportation can have a negative impact on the environment and public health - including construction projects, use of fossil fuels, greenhouse gas emissions, and using personal vehicles rather than walking or biking which provide exercise.**

**What changes to the transportation system do you think are necessary to better protect the environment, conserve energy, and improve the health of people in the area?**



Coordinate development and road improvements	<b>271</b>	13%
Accomodate pedestrians/bikes/buses in new developments	<b>303</b>	14%
Add bike lanes to roadways	<b>297</b>	14%
Build bike/pedestrian trails	<b>280</b>	13%
Create comprehensive, connected sidewalk system	<b>250</b>	12%
Expand the mass transit system	<b>265</b>	13%
Expand passenger train service	<b>113</b>	5%
Create carpooling coordination service	<b>110</b>	5%
Provide more bicycle parking	<b>170</b>	8%
Other	<b>32</b>	2%

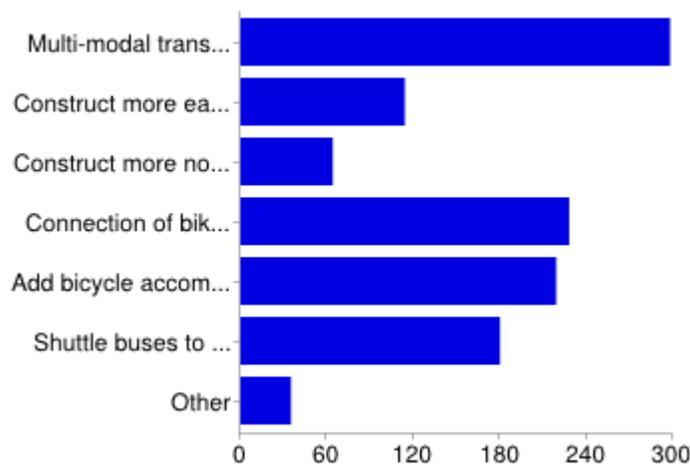
### Other Responses:

1. Improve media so people know about these services once they are in place.
2. Stop light coordination
3. SUNDAY SERVICE!
4. Provide special transportation outside Springfield
5. Add a \$2.00/gallon gas tax. That would discourage driving and more importantly discourage urban sprawl
6. People won't ride a bike if they don't have a safe place to lock it up, even in a city with high quality bike infrastructure. Lack of or insufficient safe storage for any vehicle type, be it cars or bikes, discourages travel via said modes.
7. Make some neighborhoods safer to bike through
8. Finish existing bike trails
9. Develop a new gasoline/fuel with low emissions/gasoline gases
10. Local laws must be passed to build respect and create safety for bike riders and pedestrians. city incentive (perhaps tax break) given to those who ride SMTD, buy bicycles, license bike riding with city

11. Broaden the Mass Transit system to the surrounding cities: Taylorville, Jacksonville, Bloomington, Peoria, Decatur, like New Yorkers.
12. Coordinate services for the universities/college staff/students and with businesses for bus service for employees, offer coordination for new businesses who are being courted to come into the area
13. Coordinate services for the universities/college staff/students and with businesses for bus service for employees, offer coordination for new businesses who are being courted to come into the area
14. Establish bike rental locations in places like the downtown area
15. Sick of big buses in the middle of the day with one or no people on them. Should use smaller buses during the day. Fro 9-4 use smaller buses for greater efficiency.
16. Get rid of trains running through the middle of town and expand the sidewalk area along 5th and 6th Street to include the entire easement and allow it accommodate bicycles and a lot more people would ride bicycles to work.
17. Signals at intersections for pedestrians
18. More compact development
19. More crossing lights, like Wabash and veterans
20. Some cities have bike rental and drop offs in various locations
21. Create more streets that go all the way through town as opposed to stopping, having to go around etc.
22. Keep bicycle and cars separated
23. Use smaller vehicles in mass transit that are better suited to the numbers of riders.
24. Expand Handicap services
25. The area on Cook Street between M.L. King Dr and McCreery is unpassable for wheelchair safety!!!! This really needs to be fixed. Someone is going to get hurt.
26. Investigate the POOR usage of SMTD
27. Cover entire area
28. Don't know
29. More accessible routes
30. Metra System
31. Nothing is going to effect the env. that would truly be noticeable
32. Solar and movement energy

**4. The convenience of traveling to and from destinations is an indicator of the quality of a transportation network. The ability to travel directly and the ease of transitioning between modes of travel are important factors.**

**How can the transportation network be improved or better connected?**



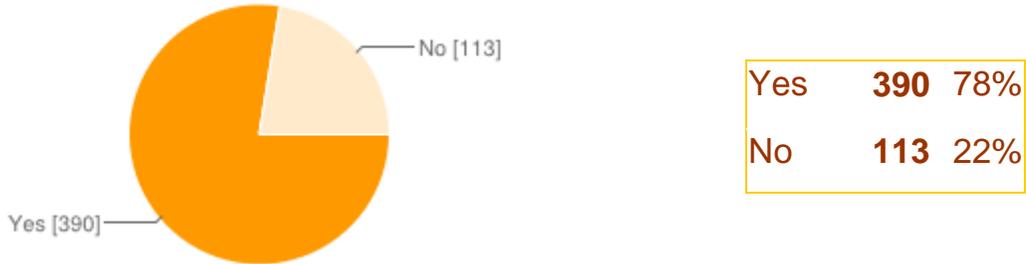
Multi-modal transportation center (including bus transfer center, Amtrak station, cab stand, airport shuttle, etc.)	<b>298</b>	<b>26%</b>
Construct more east/west roads	<b>114</b>	<b>10%</b>
Construct more north/south roads	<b>64</b>	<b>6%</b>
Connection of bike trails	<b>228</b>	<b>20%</b>
Add bicycle accommodations to existing roadways	<b>219</b>	<b>19%</b>
Shuttle buses to airport, train station, Greyhound station	<b>180</b>	<b>16%</b>
Other	<b>35</b>	<b>3%</b>

### Other Responses:

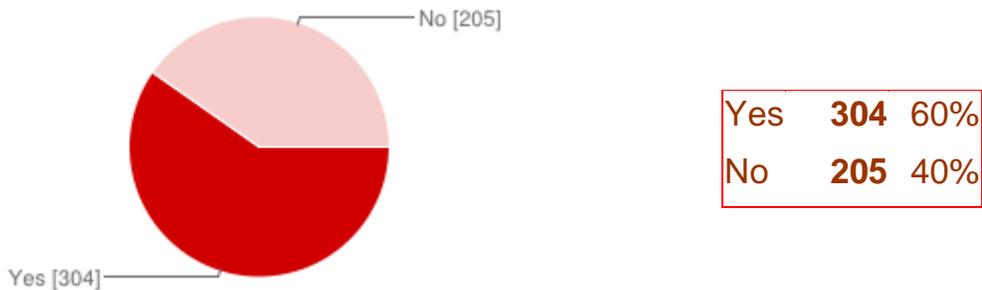
1. # of bus routes and frequency
2. Get rid of the highschooler thugs that are always requiring the police to come to the downtown bus station and maybe workers would use it...
3. Public trans service in Chatham
4. Better funding of projects
5. Buses dropping off riders @destination (not 5 blocks away)
6. Better walking and biking cross walks
7. Build more sidewalks and maintain existing ones
8. Shuttle buses to and from hospitals, to downtown, etc.
9. Improve & expand I-55 on east side
10. Don't know
11. Fewer lights
12. Improve the timeliness of Amtrak. No need for high speed rail if the train runs on time.
13. It's fine. Quit spending time and money on this stuff
14. Make new road at lee school
15. More comprehensive bus routes, i.e. stops close enough that they can be accessed within 1 or 2 blocks
16. Abandon the hub and spoke system! Make transferring easier outside of downtown
17. The Greyhound station in its isolated location up by Wal-Mart discourages ridership. The best location for it would be anywhere downtown, or at least at its edge.
18. Better road planning - connect east to west throughways - very few ways of going all the way across town directly
19. Bike routes that go where people actually want to go, for more than just leisure
20. Bike racks on buses
21. Stoplights are awful in Springfield. more work is needed for better timing. many lights last way too long. too much stop and go all over town.
22. Signage along the less automobile traveled streets suggesting bicycle friendly. 11th St should be connected through Stevenson Ave so students can bicycle to and from campus safely using any mode of travel.
23. Less one-way traffic in downtown area
24. Complete streets
25. More air service options for SPI
26. Special tranp to medical centers from outside Springfield
27. Need more transportation resources for low income citizens
28. Nothing that would be noticeable
29. Reduce the number of empty busses on city streets
30. Resurface roadways! too many potholes
31. Secondary transfer centers.
32. Signal timing
33. Stop light coordination
34. Sunday service
35. Think about poor people

**5. Transportation affects economic development in various ways - by allowing goods to be delivered, employees to commute to work, and customers to reach stores and services.**

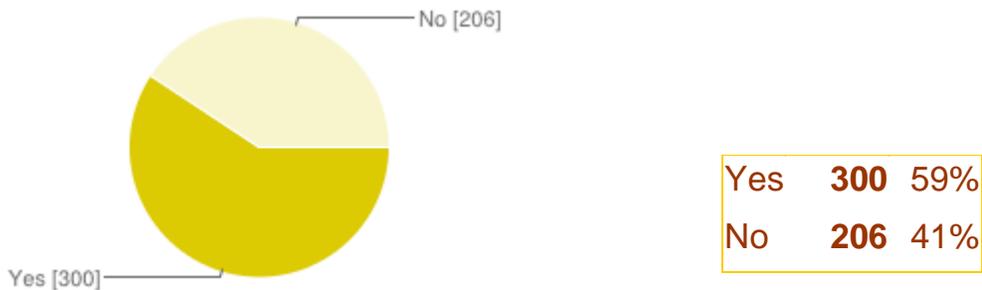
**Do you think the existing transportation network supports economic development in the area by allowing goods to be delivered safely and efficiently?**



**Do you think the existing transportation network supports economic development in the area by allowing employees to safely and efficiently commute to work?**



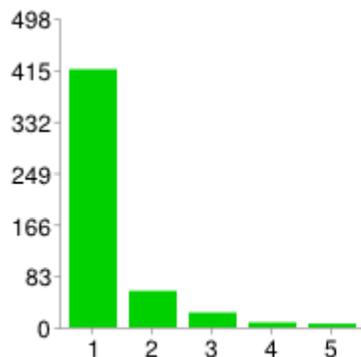
**Do you think the existing transportation network supports economic development in the area by allowing customers to safely and efficiently reach stores and services?**



**6. Every year as the Transportation Improvement Program is prepared decisions must be made on which projects should be implemented with the limited funding available.**

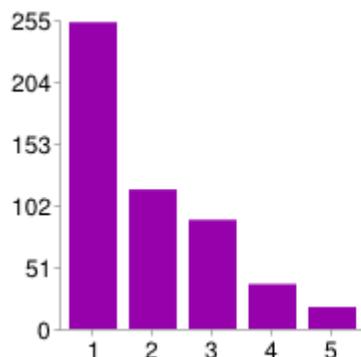
**Please rate the following issues on a scale of 1-5, rating each issue in terms of importance to you when it comes to choosing transportation projects to implement. 1 being very important and 5 bearing little importance or no importance at all to you.**

**Safety**



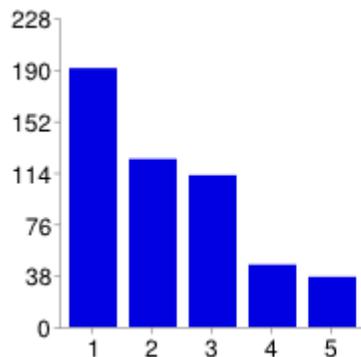
1	<b>416</b>	<b>81%</b>
2	<b>59</b>	<b>12%</b>
3	<b>24</b>	<b>5%</b>
4	<b>8</b>	<b>2%</b>
5	<b>6</b>	<b>1%</b>

**Preserving existing road system**



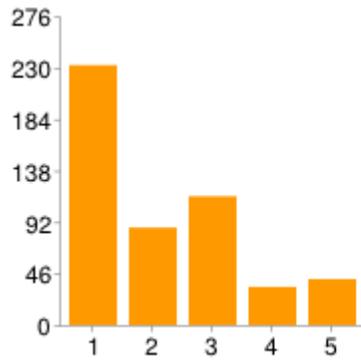
1	<b>253</b>	<b>49%</b>
2	<b>115</b>	<b>22%</b>
3	<b>90</b>	<b>18%</b>
4	<b>37</b>	<b>7%</b>
5	<b>18</b>	<b>4%</b>

**Expanding existing road system**



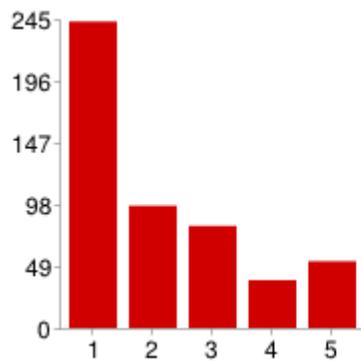
1	<b>191</b>	<b>37%</b>
2	<b>124</b>	<b>24%</b>
3	<b>112</b>	<b>22%</b>
4	<b>46</b>	<b>9%</b>
5	<b>37</b>	<b>7%</b>

### Preserving existing mass transit system



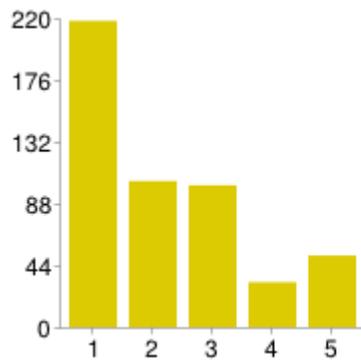
1	<b>232</b>	46%
2	<b>87</b>	17%
3	<b>115</b>	23%
4	<b>34</b>	7%
5	<b>41</b>	8%

### Expanding hours/days/coverage of existing mass transit system



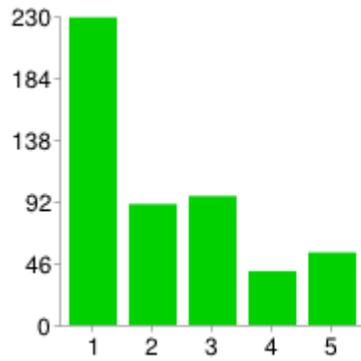
1	<b>243</b>	47%
2	<b>97</b>	19%
3	<b>81</b>	16%
4	<b>38</b>	7%
5	<b>53</b>	10%

### Preserving existing trail system



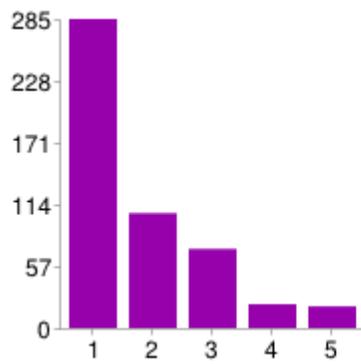
1	<b>218</b>	43%
2	<b>104</b>	21%
3	<b>101</b>	20%
4	<b>32</b>	6%
5	<b>51</b>	10%

### Expanding existing trail system



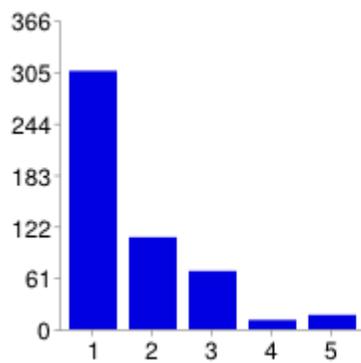
1	<b>229</b>	45%
2	<b>90</b>	18%
3	<b>96</b>	19%
4	<b>40</b>	8%
5	<b>54</b>	11%

### Accommodating bicycles/pedestrians



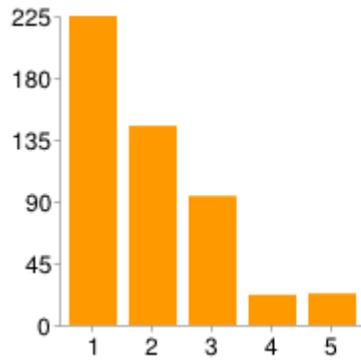
1	<b>285</b>	56%
2	<b>106</b>	21%
3	<b>73</b>	14%
4	<b>22</b>	4%
5	<b>20</b>	4%

### Meeting local needs (ie, a neighborhood)



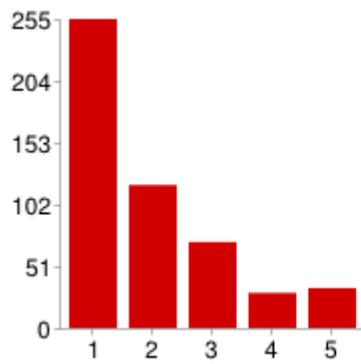
1	<b>306</b>	60%
2	<b>109</b>	21%
3	<b>69</b>	13%
4	<b>11</b>	2%
5	<b>17</b>	3%

### Meeting regional needs (ie, citywide or more than one city)



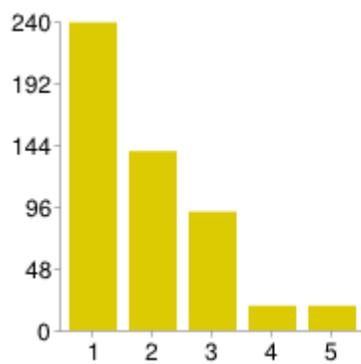
1	<b>225</b>	44%
2	<b>145</b>	28%
3	<b>94</b>	18%
4	<b>22</b>	4%
5	<b>23</b>	5%

### Environmental impact



1	<b>255</b>	50%
2	<b>118</b>	23%
3	<b>71</b>	14%
4	<b>29</b>	6%
5	<b>33</b>	7%

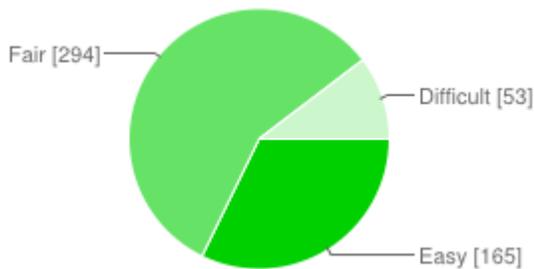
### Support of development



1	<b>239</b>	47%
2	<b>139</b>	27%
3	<b>92</b>	18%
4	<b>19</b>	4%
5	<b>19</b>	4%

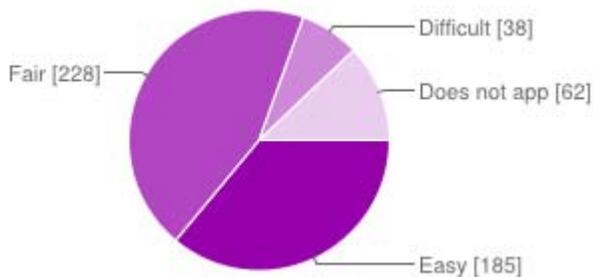
## 7. Finally...

How would you rate your experience traveling around the area overall?



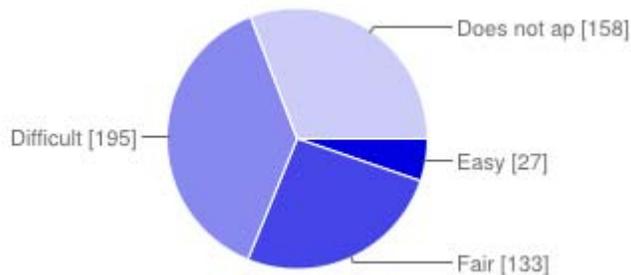
Easy	<b>165</b>	32%
Fair	<b>294</b>	57%
Difficult	<b>53</b>	10%

How would you rate your experience with traveling around the area when driving a car/truck/motorcycle?



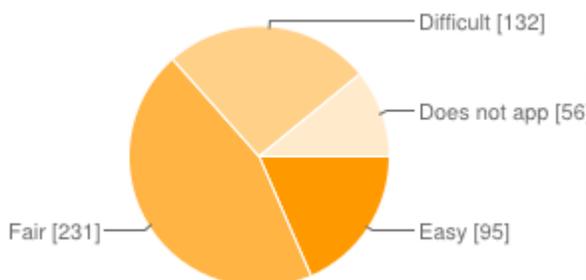
Easy	<b>185</b>	36%
Fair	<b>228</b>	44%
Difficult	<b>38</b>	7%
Does not apply, I do not drive	<b>62</b>	12%

How would you rate your experience with traveling around the area when riding a bicycle?



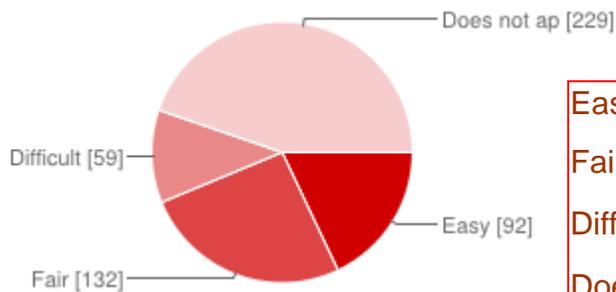
Easy	<b>27</b>	5%
Fair	<b>133</b>	26%
Difficult	<b>195</b>	38%
Does not apply, I do not bike	<b>158</b>	31%

How would you rate your experience with traveling around the area when walking/running?



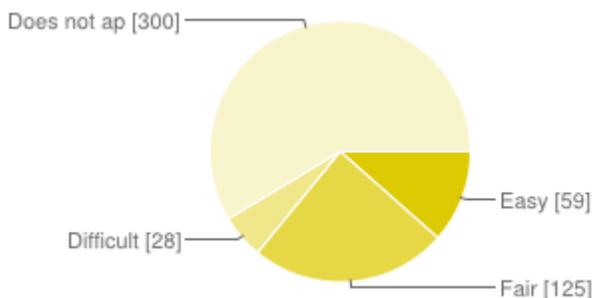
Easy	<b>95</b>	18%
Fair	<b>231</b>	45%
Difficult	<b>132</b>	26%
Does not apply, I do not walk or run	<b>56</b>	11%

## How would you rate your experience with traveling around the area when riding a Springfield Mass Transit District Bus?



Easy	92	18%
Fair	132	26%
Difficult	59	12%
Does not apply, I do not use SMTD buses	229	45%

## How would you rate your experience with traveling around the area when taking a cab?



Easy	59	12%
Fair	125	24%
Difficult	28	5%
Does not apply, I do not use cabs	300	59%

### You may provide any additional comments in the space provided below:

1. Many people with disabilities must rely on public transportation to get anywhere. There are NO transportation options for people with disabilities from Saturday evenings through Monday morning!
2. I just feel like it takes a very long time to get from one end of town to the other on the buses. I don't know if they are stopping too much or there are just not enough of them but it takes over an hour.
3. Options to far west Springfield (from Wabash and Veterans west to Wabash and I72) would be great. Bus service on Sunday. More sidewalks along Stevenson as well as Dirksen. Better sidewalks along MacArthur. Shuttles to Greyhound, Airport, Amtrak.
4. Like to see Saturday nights service. Also, Sunday service, people still need a way around on Sundays and Saturday nights. Thank you
5. Family lives in Springfield, I visit from St Louis via Amtrak, but have to have family pick me up due to lack of public transit service on evenings and Sundays and Holidays. I can not visit parents without a car due to SMTD taking away bus service in the Laketown area. I would visit Springfield more but have to rely on family to take me around, I like to be more independent.
6. Taking smtd disadvantages are too many bus stops, about one stop per block specifically on Durkin Dr. When a bus runs late picking up and causes passengers to miss their transfer smtd should make arrangements for passengers to get to work...other than making customers wait another half hour or hour for the next bus.
7. Seriously, the roads in town are crumbling. 80% of the existing roads (in my opinion) need to be resurfaced, and potholes need to be taken care of. In the Parkway Pointe shopping center, there needs to be another entry/exit point created to alleviate rush hour traffic, or there needs to be more lanes added (Lindbergh Blvd) as I fear there may be a serious accident in the future in its current state (bottlenecks, traffic jams).

8. I think all neighborhoods should have good sidewalks and easy walking to a supermarket or grocery store. Crossing McArthur to go to the new Hy-Vee will probably be a nightmare. Crossing Monroe to get to the Starbucks near Chatham Road is very difficult.
9. As a frequent bicyclist, I do not want more bike lanes. This only fuels the belief in drivers that bikes are not permitted in regular road lanes. I am frequently honked at, yelled at, and passed unsafely by drivers who seem to think bikes are not allowed on the road. I hear local drivers complain that bikers refuse to ride on the sidewalk or state that they believe the "Share the Road" signs mean bikes should ride on the sidewalk or on the shoulder, neither of which is correct or safe.

Construction of a safe, complete sidewalk system is my absolute first priority. Too often, I can take the bus to a destination, only to find that there is no sidewalk. Some sidewalks stop in the middle of a block without warning. Last year, I ended up in the ER after a fall in inch-deep mud over the sidewalk, caused by homeowners draining from their property onto the sidewalk. Some brick sidewalks are completely uneven and impassible. The fact that wheelchair and walker users are sometimes forced into traffic because of absent and poorly maintained sidewalks is reprehensible.

10. This survey does not allow comments for areas marked "fairly safe"
11. taking SMTD would be a great option since I live on a bus route but the transfer time is ridiculous to get anywhere in such a small city; SMTD is really not all that convenient as it's structured now; cabs are difficult to get and the drivers/cabs are most often gross and a bit scary to a single woman-- the cabs and (I'm sorry but..) the drivers offer a poor image for city visitors who will often need cabs...
12. Most experiences with travel are fair in the area of town where I live, but this is not true for many other parts of this community. Travel in most of this community are far from easy.
13. In the grand scheme of things, Springfield and Sangamon County is pretty stellar as far as traffic congestion. We are spoiled. I would like to see us move towards are more diverse acceptance of transportation modes by utilizing models already successfully implemented in other cities even in other countries while preserving as much green space as possible to promote a neighborhood feel throughout all areas. Thanks so much for putting this survey together!
14. I a, a Medical Visit Companion for the past 5 years in Sangamon County. Losing a drivers license is like taking away a person's feet! People with medical problems can not get into our Mid Illinois Medical District facilities easily from towns around here. the rules about only collecting the special-needs person at the corner are unworkable in bad weather or for certain ailments. There is no way to use this system if one is taken ill during evening or weekend hours. Even though some clinics are open for extended hours, patients can't access them. Taxis will not escort the person to or from their door. Thus, the car becomes the only answer.  
Nurses and C.N.A.s have the same problems trying to work 2nd & 3rd shifts. It is economically ridiculous to invest in the Mid Illinois Medical District and not plan for the transportation to get lower-level workers to and from the system!

For the past 5 years, I have made my living filling in these gaps and MORE. Where can I send further comments?

15. I am embarrassed to live in a city with such an awful transportation network. It is hard to get around town via any means of travel, and it is unsafe for all modes of transportation. Based on Springfield's transportation system alone, I think Springfield becomes an undesirable place to live. I feel unsafe when I drive around town, drivers do not respect and are even hostile to bike riders and pedestrians, lanes are narrow, no bike lanes, and no places to park bikes. Transportation around Washtington Park is unsafe for park users (i.e. walkers, runners, bikers) due to drivers using the same roads. I have even received rude comments and looks from drivers while teaching my daughter to ride a bike. I am dismayed that Springfield's transportation system is unsafe and behind the times.
16. Please add walking/bike paths, street lanes and sidewalks for safe walking and bike travel. Teach bike safety - ride with traffic, not against, and wear a helmet. Lot of trash along Wabash trail, especially on

the west end. Add trees for shade, windbreak and beauty, especially on the west end. Thanks for the survey.

17. I live in Southeast Springfield and I think it is VERY IMPORTANT that this committee takes a good look at the intersections along Stevenson Drive - specifically Woodward and Stevenson Drive - There have been several bad accidents at this intersection as well as others further west on Stevenson Drive. My 22 year old Grandson, Steven Shafer was critically injured at the corner of Woodward and Stevenson Drive, September 30, 2013 when a driver pulled out in front of him and he crashed into the side of her car. He was riding a motorcycle, wearing a helmet, driving the speed limit, etc. when this happened. He was going west on Stevenson and the woman was crossing from Woodward to go east on Stevenson Drive. He was hospitalized at St. John's Hospital & Memorial Medical Center (mainly Intensive Care) until December 6, 2013. His life and that of his family has been changed forever! Please help!
18. I work at a senior hi rise and the have issues with transportation.
19. More transportation resources for low income families and seniors under 60 years of age.
20. I work for a Federally Qualified Health Center. Often times we hear our clients state they cannot get here because of transportation issues (as most of our clients rely on public transportation). There needs to be some type of affordable transportation system for people outside of the bus. This would be a long project and I understand that, but we need available, affordable transportation for those who may not be able to take the bus and do not meet other requirements for services offered by SMTD and other agencies. A healthier community is a happier community.

Thank for you interest!

21. More Lanes on I55 around Springfield. More Bike trails to the North of city.
22. Thank you for getting me where I need to go!
23. My personal experience is not as relevant as the work-related experiences I have had. I commute nearly 50 miles one-way to work and have no real viable public transportation options. I work in the human services field with people with disabilities and public transportation is a huge issue for many of these individuals. Lack of late night and Sunday bus service has a negative impact on travel options for people with disabilities, limiting opportunities for outings, shopping and attendance at events. The absence of any lift-equipped taxis eliminates this alternative for people with disabilities who use wheelchairs and wish to travel during times SMTD is not in operation.
24. Bike ways, walk ways, trails could be vastly improved, make it a more friendly city.
25. Only 2 lanes on I-55 is ridiculous, should have been expanded years ago. I-72 from Veterans to I-55 will need more lanes very soon. Where I-72 and I-55 merge, both northbound and southbound, need to be greatly improved.

Route 4 through Chatham needs to be widened/improved.

Just close airport and have a bigger "regional" airport in Bloomington. Very few flight options, lots of cancellations or airline goes out of business. Not reliable option.

26. I personally do not use the bus/cab system, however I work for an agency that supports individuals throughout the community who do use these networks. It is extremely inconvenient that the typical mode of transportation for them does not get them to many of their preferred destinations, and doesn't run during evening hours or on Sundays. This disables the individuals I work with in some ways more than their actual disabilities do, because it makes them dependent on others in ways that they wouldn't be if the community had systems built in to support their needs.
27. SMTD bus travel is okay but I have experienced much more efficient transportation systems in similarly sized communities. It would be nice if SMTD provided better transportation to the expanded business area on Wabash I.e. to the AMC theatre and restaurants. It would also be helpful to have access by bus to both the downtown and west end YMCA locations. Decreasing the stops in the

primary downtown area is not conducive to efficiently and quickly arriving at my destination in a direct manner and the lack of service options going to Amtrak at its current location is unproductive to connecting passengers to multiple means of transportation. Decreases in service on the 7 route has caused a noticeable congestion on the bus during those hours where it has limited service runs. This has caused standing room only conditions on multiple occasions creating potentially dangerous conditions for passengers and has come very near leaving passengers at bus stops due to there being no room for additional riders on the bus. While there were improvements to the overall system with the last overhaul of the SMTD system, it has also created gaps where they once did not exist and therefore creates a less user friendly experience

I would also explore you to work extremely hard and long to inexhaustibly find a means to coordinate better, safer, more friendly bus stop locations at White Oaks Mall. The current stop is unsafe for passengers, mall employees, customers, and inefficient for the busses. I have in fact avoided going to the mall (and seeking jobs within the mall) as a result of the current bus stop arrangement. I am legally blind, the location currently does not allow any pedestrian crossing, safe method of entry or regress from the mall and places anyone who has a disability, is older and moves slower, or for any other reason may have difficulty with the high traffick street crossings in danger of being injured or killed due to the safety hazard which currently exists. I would also suggest that if anything, there should be multiple stops along the outer road to allow for easy access to the restaurants and businesses in the parking lot as well as a central bus stop at one of the main mall entrances to allow for easy, safe, efficient access to the mall's services and businesses for staff and customers alike.

28. SMTD bus travel is okay but I have experienced much more efficient transportation systems in similarly sized communities. It would be nice if SMTD provided better transportation to the expanded business area on Wabash I.e. to the AMC theatre and restaurants. It would also be helpful to have access by bus to both the downtown and west end YMCA locations. Decreasing the stops in the primary downtown area is not conducive to efficiently and quickly arriving at my destination in a direct manner and the lack of service options going to Amtrak at its current location is unproductive to connecting passengers to multiple means of transportation. Decreases in service on the 7 route has caused a noticeable congestion on the bus during those hours where it has limited service runs. This has caused standing room only conditions on multiple occasions creating potentially dangerous conditions for passengers and has come very near leaving passengers at bus stops due to there being no room for additional riders on the bus. While there were improvements to the overall system with the last overhaul of the SMTD system, it has also created gaps where they once did not exist and therefore creates a less user friendly experience

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Adding night service on Saturdays as well as evening service to places such as the movie theatre, restaurants on Wabash and other destinations would be supportive to those businesses as well as provide safe means of transportation for customers of popular night life destinations.

29. I would love to have the option to ride SMTD. I pay for this service in my real estate taxes but the bus does not come anywhere near my home. I also might consider riding my bike to work but am afraid I would be hit by a car on some of the roads I would have to travel. I also walk a great deal. It is difficult

for me to understand why the city has so many miles of wonderful sidewalks as far west as I-72 but if I want to walk from downtown (east, west, north or south) yikes! There are so many sidewalks in disrepair. Luckily, I'm not in a wheel chair and am able bodied.

30. My two biggest improvement needs are expanded mass transportation and more bike lanes.
31. Although a direct link to the airport is not feasible at this time, it would be MOST beneficial if a transportation study includes a direct link (i.e. Express bus, monorail, light rail) to/from the airport and the future intermodal trans center. This does not have to operate continually throughout the day/night, but at peak travel times in/out of the airport. Furthermore, the lure of \*free\* parking at the airport discourages the use of public transportation. The City of Springfield can benefit in additional revenue by charging a nominal fee to park at the airport, i.e. meters for day use, short-term lot, long-term lot. This could help subsidize the cost of operating the airport link.

Furthermore, the current SMTD hub/spoke system of fixed routes is outdated and inefficient where downtown is the nexus of all fixed routes. Adequate long-term planning in conjunction with the 10th St consolidation and intermodal center could have called for the development of a NorthEast-SouthWest light rail system (one line) that would hub/spoke at 3 parts of the city, thereby allowing increased frequency of the buses, but also providing greater access to the higher densities of the city.

32. Rail platforms need to be 15 inches above the rails. The DOT has said so far that the new platforms only need to be 8 inches above the rails. If implemented, this would require the need for a platform lift or a very steep platform lift for the Superliner cars. This will slow down the boarding process which defeats the purpose of high speed rail. This is not acceptable. With all new or upgraded construction (train stations, tracks and platforms), the rail platforms should be 15 inches above the rails.

Why should individuals using wheelchairs wait any longer to board the train than I do as someone who can walk? It was very costly, yet worthwhile, for our public buildings to be made accessible. Years from now, we will live in a world that not only demands access but expects equal access. Springfield transportation authorities should be in communication with IDOT to save the state some future modification costs and build it right the first time.

33. I think it is foolish to include motorcycles with trucks and cars in terms of the survey. It is beyond dangerous to even consider riding a motorcycle to commute in this area. I count at least 2 - 4 red light runners everyday and I have never once seen one get pulled over by a cop. I've seen cops watch it happen and do nothing. It wouldn't take too many big fines for the word to get out... Just a thought. Make SMTD more user friendly. The downtown hub area is scary to even walk past. Besides I was born in Springfield and wouldn't have a clue how to use it or what bus to get on. Make this information available through Social Media. Lastly, I would LOVE to ride my bicycle from Southern View to Downtown but it would be impossible. Create a designated bike lane (even if just one week a month) or pave the entire area from the street to the side walk and designate that for bikes...
34. I feel it is is easy to travel over most of the Springfield Area, I like one-way streets!
35. Competent bicyclists have challenges with travelling around the area. There are no dedicated bike lanes for any bicyclists except in the outlying city streets. There are no designated lanes in the interior infrastructure. Hopefully the work being finalized on the dedicated bike routes will assist bicyclists with safely travelling the entire SATS region.
36. An east-west street from the southern/lake area to Route 4 is desirable.
37. More bike lanes are needed. Would ride my bike everywhere if I could but I am limited to certain areas of the city because of lack of safe routes.
38. I drive my personal vehicle to and from work, to the store and around town as needed. This is not out a desire to drive but necessity. I have; in the past, attempted commuting around Springfield using the various types of transportation. I have found most modes have more weaknesses then strengths which In turn causes citizen, like myself, to quickly turn back to the motor- vehicle as their main mode of travel around the city. If safe and efficient routes of alternative transportation existed in the Springfield

area citizen will use these routes; but this cannot/ will not be achieved until roadways are no long just road ways but muti-modal transportation routes.

39. 1. Better flights from Capital Airport
2. Make the passenger train more reliable so you can get to your destination on schedule.
3. Need to preserve what we have as well as allow grow.. "Balancing Act" :S
40. Spend less money on bike access and more for repairs and maintaining roads.
41. The city is expanding rapidly to the west and the roadways are not built for the increased travel - this needs to be addressed.
42. The federal government is bankrupt as is the state and municipal government. Quit spending money on projects that are nice but unnecessary. Bike lanes in particular are a waste of space and actually more dangerous than if the lane wasn't there. Inexperienced cyclists are lured into traffic by the illusion of safety in a bike lane but all objective data show that the perception of safety is wrong.

Additionally, in Springfield, the bike lanes are so poorly maintained that almost no one will ride them. They need to be swept regularly in order to keep them clean, but the city will never do this. It is far better to not put the paint on the road and let the cars sweep the debris away. If the street is wide enough for a painted bike lane, it's easily wide enough and safe enough to share with motor vehicles.

Spend your time and money preserving the streets we have and quite building new facilities!!

43. I would like to see more trails and bike lanes but do not want this federally or state funded. We should be able to raise private funds to do this.
44. The UIS area needs to be incorporated with bike paths to get the students into the downtown area and promote more biking/walking and less driving/fossil fuels.
45. I strongly encourage you to consider making the height of the new platforms being constructed 15 inches high; the current proposed height is 8 inches. This project is related to the development of high-speed rail between Chicago and St. Louis . The platform height of 15 inches would make it much easier for persons with mobility concerns to board Amtrak trains; this would save boarding time at the train stations. Please consider this in your deliberations. Thank you for your time and attention to this urgent matter.
46. Feels very unsafe to travel by bicycle - need more connecting trails and bike lanes.
47. Extend SMTD service to Chatham.
48. A priority should be to accommodate pedestrians specifically at intersections. Complete Streets should also be a priority. Anything that can be done to offset the poor driving by our citizens is a bonus.
49. If I were to change a few things we would see another east west road like Clear Lake and Jefferson on the near south side. The eventual Stanford/ Fox Bridge connection to Dirksen would be great.

There also needs to be a real attempt to finish the 11th street extension to the new area by Wal-Mart.

And where new subdivisions have popped up on the east and west sides of town the old country roads that service those areas need to be updated. Moving forward a new road to a subdivision needs to be in place before a 100 homes are built. I'm thinking of Hilltop Road and Archer Elevator and far west Iles and Koke Mill. The fact that those roads carry as many cars as they do everyday is a shame. In other mid-sized cities I see roads and storm drains go in as the houses go up.

50. Light Rail system?
51. Traveling in a cab has the drawbacks of being expensive. Also, the cabs and cab drivers are not always the cleanest. The city should require that they meet standards. I would take the bus more often if they ran every 10-15 minutes. Regarding sidewalks, they need to be available in all areas of the city. For instance, along Wabash and along Veterans Parkway sidewalks are spotty or nonexistent.
52. Springfield could be greatly improved by being more accessible to bicycle transportation. Many people would be interested in commuting to and from work via bicycle, but right now it just isn't safe.

53. We notice quite a few differences when we travel to other locations that have much better transportation systems, than in the Springfield area. It may be from \$\$\$ economic reasons or higher quality planning, but it is obvious when one travels. Bike paths need a median between the roadways and the bike path for better safety. Having a bike path right at the edge of streets and roadways is extremely risky. We rode our bicycles more when we first came here over 40 years ago, and we had many close calls even then by drivers not paying attention and appearing to not respecting us on bikes. My husband rode a motorcycle for 30 years, and he gave it up due to safety and distracted driver issues. I don't trust drivers to be able to see or be paying attention, especially now when they are so distracted with everything except safe driving. There are so many cars driving around with lights out, expired stickers, and other obvious violations that appear to be ignored by law enforcement. That is well known, so drivers continue ignoring their responsibilities. We don't think that we should have to do the job for the police, but we could be reporting these problems each time we use the roadways, which is often. We appreciate the construction that we are seeing now along Wabash Ave. and other areas and expect these to be good improvements. Yet, the extremely bumpy road conditions such as on Chatham Road, 11th street and other areas with open pot holes creating risk and throwing the alignment of our vehicles out all too often need faster attention. That is a big expense at about \$100 for an alignment when it needs to be done more than once a year. We realize that improvements are costly, but the roads in this area are not adequate for the increased number of vehicles.
54. I am medically prohibited from driving because of seizures, so I often ride in cars when I can, but mostly I take the public bus system. The public bus system is under the impression that no one needs to go anywhere on a Sunday; or that no one needs to go over to Southwind Park, the ONLY handicap accessible park in Springfield; or that no one needs to go anywhere after midnight. There are significantly fewer bus stops/routes in certain neighborhoods in Springfield, so you must walk long distances, unlighted and dangerous, to get from one place to another to make a connection. The sidewalks in my area and in many other areas like mine, are either non-existent or so torn up they're impossible to walk on. I have noticed this is a consistent problem in the financially poor neighborhoods in the city; I don't think that's a coincidence. It is primarily the poorer people in the city who use public transportation, yet it's the sidewalks, trails, safety measures, and bus routes/stops within the poorer neighborhoods in Springfield that need the most obvious improvement and redesign.
55. At the intersection of West Lawrence & MacArthur, lots on the 4 corners should be acquired and buildings on the NE and SW corners should be razed. This will allow for the construction of a 2-lane roundabout.
56. For walkers, bikers, etc., it would be nice to have an overpass across Wabash between Chatham Rd. and Veterans Parkway.
57. I think the public transportation system is pathetic. I believe it is because people assume people who take public transportation are low lives, and therefore don't deserve anything. However, my partner (who has two college degrees, no welfare kids, and no criminal record) has to take public transportation, because she was born epileptic. She can never drive, and this is not her fault. However, the terrible public transportation system punishes her for her disability. Therefore, she has to deal with the lack of sidewalks everywhere, the horrible bus system, which is basically non-existent on Sundays, which makes her basically non-employable. There are no sidewalks, even on many major roads including Dirksen. Many overpasses have no sidewalk. How do they expect my partner to cross those overpasses? Sometimes the sidewalk is on the other side of the street, but no safe way to cross the street. There is no excuse for that. The cab system is terrible. The worst part about it is there is a bar down the street. If my partner wanted a free taxi ride, she could go down to bar and claim she's too drunk to drive and get a tax payer funded free ride. However, since neither of us drink, we don't get that. The transportation system treats drunk people better than people who are disabled through no fault of their own. This is simply pathetic. The idea that the city will offer free services to drunks, but to people born with disabilities who need them most is very disrespectful.
58. Mass transit working 7 nights and days a week

59. Work at 6:00 AM for 5 days. Most to ride city bus to go store.
60. more shuttle service; earlier, later, Sat/Sun
61. Use of the Senior Transport of Sangamon County operated by Senior Services of Central Illinois is very safe and dependable.
62. Right lanes that end (2 lanes to 1) are dangerous because most drivers speed up and/or merge unsafely causing "near misses".  
Traveling in Springfield would be much safer if rules of the road/traffic violations were actually enforced!  
Sangamon County could "rake in the dough"
63. It would be nice to have sidewalks connecting stores - especially when new shopping areas open up.  
Too often stores create an "island" for their store (or restaurant) in the center, parking around the store, and grass around that. If you want to park in one spot, and walk to a place to eat, then walk to a store just a little ways away, sometimes you have to slog through mud to get there. In those cases, people get in their cars and drive around and park again instead of just walking the hundred feet or so.
64. My biggest commuting issue has to do with the sequencing of traffic lights, specifically in the downtown Springfield area.  
Regarding bicyclists on Lenhart Road- far west side of town, there are many bicyclists that try to get to the bike trail. Using Lenhart hue the road is not equipped to handle the amount of automobile traffic, due to increased residential developments, let alone the bicyclists as well. It certainly causes traffic issues.
65. Traveling across town in any direction is difficult and time consuming. There is no flow of traffic. If you make 3 green lights in a row, consider yourself lucky. There are only a handful of streets around the area where the lights are even close to allow traffic to keep moving. If traffic doesn't flow, you create back-ups.  
Also at multiple intersections, (some are the largest in town) why have a designated turn lane (or two), and a light with turn arrows that do not allow the traffic in the turn lane to get thru the intersection when the light turns green. The green arrow only stays on long enough for 4-5 cars to get thru the intersection, even though there are 10-12 cars in the turn lane.  
Our metro area lags behind when planning roads and traffic flow. It seems like we are still in the '80s. Champaign, Peoria, and Bloomington are years ahead of Springfield.
66. I would prefer not to have to use my car. I live near Washington Park - there should be no reason why I need a car - but there is no easy bus route to either the Medical District (MMC/SC 1st) from my neighborhood - or even to the Main Campus of Springfield Clinic. I ride my bike, but there are few safe routes for bikes. The sidewalks everywhere in town are dangerous and in poor repair.
67. East-west connection in Springfield is a significant problem which seems to be a result of lack of coordinated plan. Bicycle paths are sparse but in good condition, however, they should have turnoffs/connections to business nodes to allow for displacement of vehicle trips for shopping, etc. Bicycling on city roads is downright dangerous; lanes are narrow, roads are in poor condition, and drivers inattention and animosity is significant. Sidewalk condition is so poor in many areas that it forces pedestrians into the street, particularly elderly and strollers.
68. downtown area pickup - a lot of complaints
69. Busses should run longer on Saturdays and until 5:00 pm on Sunday
70. more viaducts should be built, traffic would move alot smoother
71. There is no way I would every be able to function if I had to rely on SMTD to get to and from work. The infrequency with which the buses run is a MAJOR strain/streesor on Springfield citizens.
72. a lot of wsork seems to be in motion on projects that do not enhance road repair or improvment the local roads are worse than ever ! kes
73. Revenue seems to be a concern: Have you reached out to The State Journal Register for community Advertising? Try our Multi-Media packages that can grow your pay per click on this survey. Contact: Rich McClennen Digital Manager.

74. Thank you for putting together this thorough survey. I am a cyclist that commutes to work. I live on the south west side of town and work on the north east side of town. It is extremely difficult to get through some of the intersections, and navigate through town at this present time. Often I feel the lack of road sharing by the public makes it dangerous for me to ride. Often, I am exposed to narrow road ways, with a high volume of traffic on it, with vehicles exceeding the posted speed limits. If there were a larger network of roadways that supported bike lanes, then possibly the laws and rules of the road would be more mutually understood. Hopefully in the future, when a roadway is re-paved, a bike lane will be added to the process. As for now, I find myself on the wrong piece of equipment during the rush for everyone to get home. That makes the experience rather intimidating. Thanks for taking the time to read my additional comments.
75. There are too many stop signs! In a one mile distance you could easily be prompted to stop five or more times. I could understand if there was a need for these excessive stop signs, but they are located in useless areas.
76. Please provide a safe way to ride a bike to Washington park from old Jacksonville Road!  
Please make a safe way to ride a bike to Businesses/Shopping/Restaurants on Walbash from the West Side of Springfield!
77. More crossing signals for bikes and walking.  
Need to connect sidewalks and trails.  
Not easy or safe to get to places to shop on west side.  
Can't get to parks from west side of Springfield.
78. The SMTD is a joke. You can count the number of riders on any bus, any time of the day, and fingers left to count with. Why is that system still led by unqualified administration?

Trying to design a bus system to serve the rural parts of the county is like trying to put shoes on your dog. It does not work!

79. The street lights are a big inconvenience. During my commute to and from work I'm stopped on average of 13 times. Plus there points were the street lights are somewhat synced but not in accordance with the speed allowed to be traveled down the road. Thus, I'm having to brake or slow down at each intersection until the light turns or almost come to a complete stop. If I included those I would in total would be braking almost a total of 20 times. I'm only traveling 5.6 miles, btw. These stop and go intersections result in a very low gas milage.
80. THERE ARE SOME PROJECTS THAT HAVE BEEN IN PLANNING DOCUMENTS FOR YEARS SUCH AS STANFORD EXTENSION TO DIRKSEN PARKWAY, 11TH STREET FROM STEVENSON SOUTH TO NEAR HAZEL DELL, AND THE 6 LANING OF I-55. THESE PROJECTS NEED TO BE BUILT.  
TRAFFIC SIGNAL TIMING FOR TRAFFIC PROGRESSION IS ONLY EVIDENT ON A COUPLE STREETS IN SPRINGFIELD. LOOK AT NEW TRAFFIC SIGNAL TIMING PRODUCTS LIKE ADATIVE SIGNAL CONTROL.  
SMTD NEED TO TAKE A HARD LOOK AT ITS OPERTATIONS. BUSSES USUALLY HAVE LESS THAN 6 RIDERS ON MOST ROUTES. WHY NOT BUY SMALLER VEHICLES TO SERVE ROUTES WITH LOWER USAGE. THE BIG BUSES ARE NOT NEEDED.  
ROADS UNDER TOWNSHIP JURISDICTION DO NOT HAVE BICYCLE OR PEDESTRIAN ACCOMODATIONS.
81. FOR THE WORKING POPULATION AS MYSELF THAT Depend ON the BUS FOR TRANSPORTATION I WOULD LIKE TO SEE 24 hour service. Extended Night Service on Saturday. And BUS service on Sunday's all day. I really pray that 24 hour Bus Service and extended Hours will be considered for the people as myself that work swing shifts. Thankyou
82. A Bus that runs on Sundays  
Thank you :)
83. Saturday evening service and Sunday service or service 24 hours.

84. It would be great if SMTD would have a bus system to the outskirts of Springfield like Lincoln Place, Riverton etc. and a bus route to First Student on Cook/Dirksen. And bus service on Sunday for church service.
85. Buses needs to run sat & sun because of people's work hours Thankyou
86. LATE SAT SERVICE?
87. PLEASE PROVIDE SUNDAY BUS SERVICE!!
88. Sunday bus service for those who work would be nice with same hours as Saturdays.
89. Saturday and Sunday night service
90. I would like the bus system to expand to the Millcreek Subdivision or Meadowbrook Road and Greenbrier
91. Currently there are few transportation options for reaching the airport and Greyhound locations. The Springfield Mass Transit District does not go to either location. If possible, this would be great if it were expanded.  
Also, it would help if latrines were placed near the SMTD transfer area so that users can have access to restroom facilities.  
Also, it would be of great help if SMTD provided route information to Google Maps, especially since the buses tend to run out of maps quickly. Enrollment for Google Maps is free.  
A building that can be used for the SMTD Transfer Center would be a good investment for safety & sanitation purposes. A multi-modal center for SMTD, Amtrak, and Greyhound would be even better as long as the facilities were large enough. Adequate parking and bike parking would help those of us who use Zipcar and/or bicycles. Please plan for a multi-modal center to be built!
92. I think stop lights should be more sychronized. ?Why do some change red after the count down of the numbers and some change while counting down before it gets to 1. I think less people would run red lights if they knew the other light was turning green before the yellow was gone.
93. Run 7 days a week Please.
94. I would like busses to go out to Sherman.
95. I think SMTD should run 7 days a week because people work on Sundays too.
96. Do not move downtown Bus Area. Keep it on Capitol Ave between 4th & 5th Streets. No need to move it close to 9th & Washington or other proposed area, further from current location.
97. I feel SMTD needs to run on Sundays.  
I also feel we need a better mass cab service in this city. The main cab company is difficult to contact the phone operators are very rude, and they smoke in the cab! I am in the medical field and a non smoker. I can not even sit in the cab without smelling of smoke!
98. Good job. Polite drivers.
99. -Weekend night service  
-Sunday bus services all day long
100. 7W needs to run 1/2 hour
101. prior road planning was poor - the town is all chopped up with very few through streets - and Madison/Jefferson and Cook/Lawrence - you have to criss-cross on both ends of the downtown area?!?! Stoplights aren't very well coordinated in some places e.g., Lawrence between 2nd and 6th - sometimes you hit 1 or 2 green lights but have to stop at the next one only to see that the next block is already green. running/biking could be improved, but is what I'd expect - okay if you stay on side streets and sidewalks - wish morons wouldn't break glass on the sidewalks, but what can you do?
102. Need stricter enforcement by law enforcement of laws regarding speeding, texting, cell phone use by motorists...would make things safer for other drivers, bikers, walkers, runners.
103. I walk to work .8 mile from N. Grand to Monroe St/ downtown, picking up litter. Good exercise, good for the environment.
104. As a pedestrian in Springfield, I believe it is very dangerous to walk or commute in the city due to driver distraction, driver attitude, and lack of pedestrian facilitation. This also applies to bicycling, which is equally hazardous. Springfield drivers run red lights frequently, disobey traffic signals, and

drive at excessive speeds in the city. Parking is also a problem, especially for handicapped citizens. We need more bike trails, better sidewalks, and aggressive traffic law enforcement. Walking in the winter, when there is ice and snow, and property owners do not clear their property or sidewalks, is very hazardous.

105. I travel frequently from Springfield to Chicago for business. Have been to several meetings regarding high speed rail and it seems that the people pushing high speed rail are not listening to commuters. Increasing the speed to save half an hour between Springfield and Chicago doesn't do any good if the trains are never on time. Let's focus on the timeliness of the train rather than the speed! I'd rather know I'm going to get home on time on a regular basis. It's sad that I have to leave a day before a meeting in Chicago, pay for a hotel room and be away from home just because I cannot trust the train!
106. My number one recommendation is to expand the SMTD. There should be stops within a reasonable walking distance. The service should be promoted. I rode the bus to work for years, until the routes were changed and the closest stop was no longer in walking distance. The service should be supported by the City, for example, bus routes should be the number one priority for snow removal. If people had any idea of how helpful and friendly the drivers are and how easy the buses are to use, the system would be much more widely used. The idea of a bus station on 11th street is terrible. No one will want to go the eastside to get to their destination. I read that 11th street near downtown was rated one on the most dangerous places in the country. Not a good site for a transfer center! My second suggestion is for the city to maintain roads & sidewalks in the older neighborhoods. Bad roads & sidewalks affect the perception of the neighborhoods, reduces property values. This results in decreased property taxes and under-funded city schools. The quality of the schools is the single biggest factor causing people to move out of the city to other communities. It is a vicious cycle: people move out because the schools/roads/infrastructure are inferior; tax revenues go down; more people move because the schools/roads/infrastructure are worse.
107. My main concern is getting the current roads repaired. They are a mess, especially Chatham Road...so many potholes. This road should take priority!!!
108. All the Grandview #3 drivers are all friendly. Enjoy riding that route!
109. SOME SMTD BUS ARE UP TO DATE AND CLEAN OTHERS LEAK WHEN RAIN, SNOW, ETC. ALSO DURING WINTER SOME COLD!! MAKE ALL UP TO DATE OR BUY NEW ONES.
110. Bus drivers have very good attitudes makes it a good experience and they are very helpful. Please use buses on Sunday and possibly 24 hours for those that work. But Thank You for great service.
111. Connecting bike paths & trails very important.
112. I think Saturday night and Sundays at least till 5pm or 6pm would be helpful.
113. Need sidewalks in the city, especially on main streets. For example W. Jefferson has a good number of apartment complexes in the Brunson lane and Rt 4 area, yet people have to walk in the street to get to services due to no sidewalks. Especially dangerous in the winter when snow packed. City and its residences need to clear sidewalks of snow after the streets are cleared. Sidewalks are not useful when snow packed or when cars are parked across (not completely in the driveway), once again forcing pedestrians to walk in the street.
114. Please create uniform, widespread sidewalk and bike path systems!
115. PROVIDE MY SURVEYS LIKE THIS AND HAVE MORE OPEN FORMS FOR PEOPLE TO SHARE.
116. I THINK THE ROAD SHOULD BE PEDESTRIAN SAFE FOR PEOPLE IN WHEELCHAIR . I ALSO THINK WE SHOULD HAVE EVENING SATURDAY AND SUNDAY SERVICE PEOPLE THAT HAVE A DISABILITY
117. I am Alan Escobar and have been a bicycling commuter for years. I rarely drive my car during good weather because I enjoy the physical and mental challenges of riding a bicycle and commuting lets me get into a daily routine. I would like the south end of 11th street connected to allow safer travel to and from the UIS campus. There is no safe bicycling route to and from the UIS campus to Springfield and it is shameful. Young people trying to improve themselves need to be able to do it on the cheap. No mode

of travel is as affordable as bicycling but Mass Transit is close but not as convenient. If the road cannot be put through a bicycle path should be made to connect 11th to get access to the industrial park north of Stevenson Ave. Stanford Avenue is dangerous to bicycle on and I do not know how you would improve it to make it adequate unless a bicycle pavement is added side by side with the road south of the over pass bridge.

118. Sunday service is needed!

119. I would use SMTD to commute to work if busses were available in Chatham.

120. As stated some years ago by a letter in the SJR, the traffic light at Ash and McArthur is synchronized in geologic time.

I rated traveling the area by car as only fair because of the number of traffic control devices. Unless on one of the one way streets that are well synchronized, lots of stops.

I rated walking as easy; I mainly walk to exercise my dog. I live in old neighborhood with lots of sidewalks. Only scary part are the drivers. I never assume a car will stop at a stop sign - had one close call and that was enough.

thanks for doing this study.

121. The street light on Logan at Madison should be activated to stay green longer so the pedestrians can cross. I really do not know if anyone did a study here because you cannot see the pedestrians with the glare of the sunrise coming in your front windshield. There are people with canes trying to get across by the count of less than 20. This is very un-safe.

122. Please build a Multi-Modal Transportation Center & put it next to the county bldg next to the 10th St R.R. Tracks so as to get the buses in one center area & cabs & trains & buses (Greyhound) to get rid of congestion in Downtown.

123. Potholes are terrible!

124. I would like the fuel changed to clean energy electric or propane.

125. Increasing safety for bicyclists and walkers is critical :)

126. E. South Grand and E. Clearlake need to be addressed sooner than later. Those entries into Springfield is what all other traveler judge the city. Looks like a ghetto entrance to town.

Once you live here in Springfield you get use to it, but newcomers judge Springfield by those two entrances into the City.

127. THE PROVIDING OF NIGHT BUS SERVICE ALLOWED ME TO GRADUATE LLCC MAY 18, 2013

128. to many stop lights!!!

129. live near MacArthur & s. Grand  
Work at UIS

130. thank you for conducting this survey!

131. For me, the top #1 priority would be to have busses (SMTD) run more frequently on the existing routes. You do a good job of covering the city, busses just run too infrequently to be practical for many uses and it is difficult to read the bus schedules to know when a bus is coming.

132. Thanks! Coordinated efforts best.

133. Please do not use the excuse "the city (Springfield's) population is too small", "the university runs the bus system", "there aren't enough drivers" when it comes to expanding the SMTD service. You have come this far - SAT survey - keep up the good work! You can and have the ability to create sustainable, positive change so that will allow Springfield to compete & be at the forefront of transportation technology. PLEASE Keep Passengers IN MIND!!!

134. cabs are only fair if you call them for a pick-up, otherwise they are very difficult to find when needed

135. Existing mass transit does not seem very cost effective in meeting needs. Buses are usually driving around empty or nearly so. It would be better to have smaller, fuel efficient vehicles in the mix to

improve efficiency. Should also look at using current technology better to make mass transit more efficient, for example an app where waiting passengers could sign in and be picked. It could allow online payment so SMTD could be sure they're going to be there.

136. The sidewalks are in very poor condition, as are the roads. The lack of connecting sidewalks is a major concern.
137. The question of development should really deal with existing neighborhoods and making the city more bicycle/walker friendly. We need improvements in mass transit in Spfd. This is a good first step (this questionnaire). The more outreach SMTD does - explaining and expanding its services the better.
138. We need more bike friendly roads. Bike lanes are great but just having good bicycle signage on the road. I would like to see a website where someone new to the city or tourists how ride to various trails and Lincoln sites. Better more parking places along the Sangamon Valley Trail.
139. Some notes regarding the various modes of travel in the area, particularly SMTD buses:

- Too many routes with mid-route loops that require significant out-of-direction travel to get to one's destination. Such routes with this include #2, #3, #7 (section to White Oaks Mall), #14, and the west side night route.

Routing along inbound #7/#904 Night Service trips should be via West White Oaks, Wabash, existing mall stop, Iles Avenue, Koke Mill, then remainder of route as exists. The reverse should apply to outbound #7/#903 Night Service trips. Going NB on West White Oaks to Iles, only to turn back to the SE portion of the mall property is insane indirect and unnecessary, especially when a better routing option exists that could still serve all destinations in the area.

Routing along both inbound #14 trips should go via Veterans, Lindbergh, Robbins, Hollis, West White Oaks, Wabash, remainder of route, with outbound #14 trips operating in the reverse direction on the same streets.

Direct routing of SMTD routes in both inbound and outbound directions on the same streets would create a transit system that is much easier to understand, and thus encourage ridership. by not forcing people to think too much in planning a transit trip.

- Routes that consist entirely of unidirectional loops (North and SE Side night routes, #5) also create significant out-of-direction travel and deters ridership among those with more direct travel options (car, bike, walk). Upgrades to bi-directional loops would make these routes potentially more useful to area residents.

1.5 to 2 hour gaps in inbound service between these daytime routes (#7, #14, #15) and their similarly routed night routes occur due to the last daytime trips of the day on these routes operating only outbound, not inbound at all.

- Daytime and nighttime routes with similar routing structures (#15/UIS Night Bus, #7/#14/West Side night bus). I once missed a night bus by UIS by waiting at a stop that served #15 but not night route 905. That is enough to severely discourage ridership among those with options.

- A bike path along the east side of MacArthur Blvd between I-72 and Stanford/Wabash. The existing route of the Interurban Trail in the area of the MacArthur extension is terribly indirect and discourages non-recreational, particularly commuter, bicycle travel into Springfield.

- Lack of safe pedestrian crossings in the area around White Oaks Mall (particularly across Veterans Pkwy at Iles and Wabash) would significantly decrease dependence on infrequent, indirect bus routes)

- for those wishing to travel within these sprawling commercial areas by a mode other than the automobile, particularly by biking or walking.
140. I would love to see the traffic light coordinated to meet the needs of traffic. Also, may be helpful to install traffic cameras (a la St. Louis) to determine motorists from running red lights which seems to be very much a Springfield IL problem.
  141. County wide access to mass transit is critical for area customers who are disabled and need ride assistance (like Access) outside the current SMTD service area. Please consider!!!
  142. Need more buses with more routes with shorter routes. I am currently paying \$40 every week to get to work It is a 20 minute drive (live in Westchester going to Public Health on Jefferson), on SMTD it would take me 1 hour and 20 minutes to get to work. To get home a family member does it for free. The same bus does not go to any shopping centers. I would have to run across Wabash then walk across the Mall Parking Lot to get into the Mall then I could pick up the bus that goes to White Oaks strip where the Kohls is located. I miss the days where you could get from your home to downtown in 15-20 minutes and most of time did not have to transfer.
  143. I believe the bus system needs to run Saturday nights and at least during the day on Sunday.
  144. There is an older man who occasionally drives the Grandview SMTD bus route (#3). He should never be allowed this route. I ride this bus daily and the best drivers usually make it to the downtown transfer center with only a minute or two to spare. In the 15-20 times this older man has driven, he has never even once arrived downtown in time for me to catch my transfer.\
  145. The main thing is to expand mass transit: SMTD, Amtrak, Greyhound, and air.
  146. I am a parent at Lee School and I have no transportation to get to Lee School.
  147. Please fix the road as 1201 Bunn Ave it is terrible with wholes & bumps.
  148. It is sad that we pay taxes. But yet when it comes to safety of our children we are left out. Edwin Lee Elementary School has the worst situation besides the Road leading to the school being owned by a separate entity then the city. No one ever comes to remove the branches. They are piled so high you cannot see if the right of way is clear. It makes no sense. This is probably not the right place to complain or state the facts but I have never seen anything like this. You could loose your car in all the potholes and when it snows and is icy - it is not safe. Something defineately needs to be done before someone is hurt.
  149. Need more signage to alert traffic to get in appropriate lane because you will not be able to get over!!! Where MacArthur Blvd merges with I72 Westbound 1 1/2 miles from 6th Street Exit to I55 is very dangerous. Even if it is not rush hour. There is not enough lanes for all traffic to go 65 let alone 70. If you are in the right hand lane you must slow down for on-coming traffic. If you are going to go off at 6th Street exit or St. Louis exit you have to stay in the right lane.
  150. We need bike lanes, a bus stop and new road at lee school Bunn Ave.
  151. Hi, I ride the bus every day I get off at the Walmart at 6th Street and walk all the way to Lee School for 3 hours of work and then back again to Walmart. Rain, snow or shine. There is not even a sidewalk all the way. Please help.
  152. I ride my bike to Lee School the lanes are none. The bus does not go out to Lee School.
  153. Lee School is a public school. But no one will fix the road. I think after 10 plus years I know of. Someone please fix it. Our Special Ed Kids Deserve Better :)
  154. My son attends lee school and has a track to breath the road is terrible with bumps. The special needs kids out here have feeding tubes and wheelchairs brittle bones. Please fix our road. Bunn Ave.
  155. There needs to be a bus stop to Lee Elementary School at 1201 Bunn Ave Spfld it is a public school. That has Early Childhood, special needs classes age 3-22 and K-5th grade program. There is approximately 100 people employed at Lee School. Many parents have no transportation to get to the school for meetings and to get their children.
  156. We need a bus stop at Lee School 1201 Bunn Ave



**2040**

**LONG RANGE TRANSPORTATION PLAN**

**CITIZENS ADVISORY COMMITTEE**

**RECOMMENDATIONS**

**JULY 2014**

**SATS Citizens Advisory Committee**

**Bruce Strom**, Springfield-Sangamon County Regional Planning Commission

**David Drennan**, Springfield Road Runners Club

**Don Schaefer**, Mid-West Truckers Association

**Gary Hammons**, Faith Coalition for the Common Good

**Joe Agner**, Springfield Bicycle Club

**John Brennan**, Sangamon Valley Local Emergency Planning Committee

**Josh Collins**, Greater Springfield Chamber of Commerce

**Julie Hubbard**, Area Agency on Aging for Linconland, Inc.

**Kevin Mihelcic**, Inner City Older Neighborhoods

**Kurtis Young**, Springfield Urban League

**Michael Higgins**, Inner City Older Neighborhoods

**Pete Roberts**, Springfield Center for Independent Living

**Rick Koopman**, District 186

**Steven Simpson-Black**, Citizen

The SATS Citizens Advisory Committee was established as directed in the SATS Public Participation Plan to facilitate public engagement to development of the 2040 Long Range Transportation Plan. Thirteen meetings were held to conduct the work of the committee:

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

### Preamble

The Citizens Advisory Committee developed the following recommendations within a 25-year vision of the transportation network in the Metropolitan Planning Area. The recommendations are grounded in the vision statement created by the committee.

### **VISION**

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

*The Citizens Advisory Committee envisions the MPA as:*

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

To realize this vision would take a coordinated, cooperative effort within and between jurisdictions in the Metropolitan Planning Area. Additionally, the committee recognizes the value and responsibility of citizen and business collaboration in making a collective vision a reality. The recommendations include actions that could be undertaken by both the public and private sectors.

The transportation system is the base from which all other aspects of our communities grow. All networks in the transportation system are used by citizens to conduct their lives, by employers to conduct their business, and by visitors to explore our communities. All travelers deserve a pleasant, safe experience.

The Citizen Advisory Committee's recommendations are also premised on the following:

1. Recognition of the many planning and implementation efforts that have already been undertaken with support and acknowledgement of the importance of:
  - The SATS Bicycle and Pedestrian Plan which reflects the current needs of the MPA and should guide future efforts in development of the bicycle and pedestrian networks. The Citizens Advisory Committee fully supports implementation of this plan.
  - The many advances made by SMTD in the area's public transportation system including the recent milestone of a completely accessible mass transit service, intermodal support with bike racks on all the buses, the initiation of night service, and the first cross-town route (Route 6).
2. Belief that the transportation network should be accessible to all users in the SATS area in a manner that treats everyone with human dignity by providing physical accommodations, communications alternatives, affordability, and information for safe, effective and efficient travel by all.
3. Recognition that improvements made to the bicycle, pedestrian, and bus networks, to encourage active transportation, can lessen demand on roadways thereby reducing road maintenance costs while improving the quality of life.
4. Acknowledgement that intelligent transportation systems are the future and current long-range planning efforts should keep in mind the rapid changes in technology that can improve traffic flow, congestion reduction, and safety for all users. Many of these changes cannot even be imagined today.

The following recommendations were developed through a collaborative effort of a group of people with diverse perspectives and backgrounds, all with an interest in improving the quality of life for every citizen.

Recommendations from the Citizens Advisory Committee are not prioritized nor is a suggested timeline included. The recommendations are seen as a multi-pronged path to achieving the vision in a cumulative effort over the next 25 years.

## A. Multi-Modal Recommendations

**Recommendation 1:** Coordinate all modes of transportation to connect all people to economic activity centers.

**Background:** Many people rely on other modes of transportation besides a vehicle to get around the Metropolitan Planning Area. Limitations exist within the transportation system that disconnect the public from the economic activity centers, vital destinations for jobs, medical care, and goods & services. Even though bus routes cover a large portion of the City of Springfield and the four embedded communities, the SMTD boundaries have not grown with the growth of the city and fixed line service is not available to the outlying communities or on Saturday nights or Sundays. Some bus stops are inaccessible due to lack of sidewalks. The bicycle network in the area is in the process of being developed while a priority pedestrian network has a good start. Linkages between the SMTD routes, bicycle routes and pedestrian ways would expand access to the economic activity centers for citizens in the MPA.

**Action:** Identify routes and linkages within and between active modes of transportation to expand access to the economic activity centers.

- a. Develop these linkages.
- b. Promote use of these linkages.

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**Recommendation 2:** Incorporate the Complete Streets concept into the SATS planning process.

**Background:** Travel by automobile in the MPA has been reasonably well-planned for which has resulted in a good road network. The road system has not encompassed all modes of travel however. Attention should also be given to other users as the road network is expanded, maintained, and updated.

The Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.

The current SATS Complete Streets Policy Statement is a curtailed statement of intent which does not include follow through. Bolstering the statement, adapting it more specifically to our communities, and expanding the policy to include processes for identifying complete streets elements of road projects and measures to insure that local roadway projects receiving federal funding through a SATS selection process fulfills the SATS Complete Streets criteria would implement the statement.

Additionally, road project design starts with each community. Having a consistent approach by all communities in the planning area to consider each travel mode would support the development of safe, efficient, connected travel networks.

**Action:** Two actions could support this recommendation:

1. Expand the SATS Complete Streets Policy Statement to include the following:
  - a. Identify the elements of Complete Streets.
  - b. Identify circumstances that could exempt projects from adhering to the Complete Streets Policy Statement.

- c. Require all projects submitted to SATS for a federal funding selection process to meet either the elements of Complete Streets or the criteria for exemption from Complete Streets.
  - d. Require the annual Transportation Improvement Program to identify the Complete Streets elements of each project.
2. Adoption of a Complete Streets Policy by all communities in the MPA.

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**Recommendation 3: Encourage high-density, mixed-use, multi-modal developments in the MPA.**

**Background:** Current land use plans are based solely on road networks. While a vehicular transportation network is available, mixed use developments are encouraged to maximize the ability to use all transportation modes easily and efficiently. A disconnect has occurred through urban sprawl that increases road maintenance costs and reduces the opportunity for active modes of transportation. Increasing population density per road mile through infill and mixed use developments would support active travel. Additionally, parking regulations may require too many parking spaces for particular uses, prohibit shared parking between businesses when peak usage is at different times, and discourage multi-modal travel.

**Action:** Two actions could support this recommendation:

- 1. Create a map illustrating population density per mile of roadway by Census block group.
- 2. Review comprehensive plans and zoning ordinances of communities in the MPA to identify regulations that discourage multi-modal travel.
  - a. Develop recommendations for changes that could be made to comprehensive plans and zoning ordinances that would support multi-modal travel.
  - b. Present recommendations to community leaders.

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**Recommendation 4: Raise the level of public awareness regarding available transportation opportunities in and around the SATS area and work towards increased use and accessibility.**

**Background:** Information on the transportation system is available to the public through many different avenues, however people are often unaware of what the current transportation opportunities in the area are and how and where to get more information. Schedules for SMTD, Amtrak, Greyhound, and the Airport; bike routes; pedestrian ways; road maps; and parking are not available at the same location making it hard for the public to gather all information quickly. Potential users may not be able to find or read schedules, maps or fare information. There is not a single source where someone can go to get information about different modes of transportation available in the area. Planning a trip using multiple modes of transportation can be difficult due to this fact. Potential users may also have difficulty interpreting the information that is available and are unable to plan a trip that will allow them to reach their preferred destination in a safe, efficient and affordable manner.

**Action:** Create a "Getting Around Sangamon County" website/application to include schedules and routes for public transportation; Greyhound, Amtrak, and air travel; bike routes; pedestrian corridors; and road networks that would increase travel research efficiency and allow the user to access all the necessary data through one application.

- a. Publicize the website/application.
- b. Market and publicize the bicycle and pedestrian routes that are currently available.
- c. Make information available for or provide assistance when needed to those who do not speak English as their primary language.

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**Recommendation 5: Utilize planning done for the Illinois Medical District at Springfield to identify transportation improvement strategies and design standards for that area.**

**Background:** In 2005, a Masterplan for the Illinois Medical District was created that identified transportation improvements including sidewalks, bike lanes, parking lot maintenance, lighting, and mixed use developments to encourage all modes of transportation. Public input was obtained and a Medical District planning group has been set up to carry out the strategies identified within the plan. The Illinois Medical District, located in downtown Springfield, can be greatly affected by the transportation decisions that are made and it is strongly encouraged to work with the medical district to incorporate their ideas in the long range transportation plan to improve the efficiency of the transportation network serving the medical district.

**Action:** Two actions could support this recommendation:

- 1. Engage the Illinois Medical District planning group in the SATS transportation planning process.
- 2. Incorporate the transportation improvements identified within the Illinois Medical District at Springfield: Masterplan into the Long Range Transportation Plan.

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**Recommendation 6: Obtain public input to address the 3<sup>rd</sup> Street railroad track relocation.**

**Background:** If the 3<sup>rd</sup> Street railroad tracks are relocated to the 10<sup>th</sup> Street corridor, there still remains a question of how the abandoned railroad corridor should be used and the input that goes into that decision.

**Action:** Conduct a survey and public meetings to reach out to the community to obtain public input on the possible re-use of the 3<sup>rd</sup> Street rail corridor.

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**Recommendation 7: Build a fully developed multi-modal center along the 10<sup>th</sup> Street High Speed Rail Corridor that includes broad consideration of the potential positive impact to the area.**

**Background:** Travel within or outside of the MPA for many people includes more than one mode of travel. The interconnection of the various transportation networks facilitates safe, easy, and efficient travel. The transportation system currently does not include a central transportation hub that would allow all modes of transportation to connect. A multi-modal center should include an off-street transfer facility for SMTD buses; safe and easy access to the inter-city buses and passenger rail; and access by bicycle, walking, cab, or personal vehicle. There are many amenities and elements that could be included in a multi-modal center that accommodate the connection between modes of transportation such as luggage lockers, secure bicycle parking,

elevated platforms for at grade access to Amtrak trains, and shelter from the elements for waiting passengers. A multi-modal center looks to accommodate inner-area travel as well as travel to out of town destinations in one common area.

With the 10<sup>th</sup> Street Rail Corridor being designated for future high speed rail service through Springfield, there have been numerous discussions regarding scope and design for a multi-modal center to be located between Washington and Adams Streets along the railroad tracks. The 10<sup>th</sup> Street corridor has traditionally served as an unofficial border between Downtown and East Springfield. Redevelopment and revitalization of the corridor itself and the surrounding properties have frequently been called for and the development of the high speed rail corridor and the associated multi-modal center could serve as a launch pad for development throughout the area. Rather than creating a barrier, consolidation of the 3<sup>rd</sup> Street rail line on the 10<sup>th</sup> Street corridor can become a community asset through thoughtful consideration, all beginning with the multi-modal center. A multi-modal center that invites people to the area through ease of inter-modal connection and other desired amenities can inspire residential and commercial redevelopment in the area leading to a revitalization of East Springfield and Downtown Springfield. Socio-economic improvements will follow. Not enough emphasis can be placed on the importance of creating a fully developed multi-modal center rather than just a shell of a structure. The difference is between deterioration and revitalization of the area.

**Action:** Several actions could support this recommendation:

1. Develop plans for a mixed use multi-modal center along the 10<sup>th</sup> Street High Speed Rail Corridor that would serve all mobility abilities and incorporate Amtrak, Mass Transit, Intercity Bus, Taxi, Shuttle, bicycle and pedestrian travel connections incorporating a greater vision for revitalizing this area of the City.
2. Work with Downtown and East Springfield stakeholders to ensure the vision of the community is met regarding the multi-modal center and its design through a stakeholders group.
3. Seek funding for planning, engineering and construction of a fully developed multi-modal center as part of a bigger redevelopment effort.

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#### **Recommendation 8: Improve the transportation network at and around Lee School.**

**Background:** A number of comments were submitted as part of the 2014 SATS Citizens Survey citing issues regarding transportation to and from Lee School. These issues included: the deteriorating access road that causes problems for the special needs students being jostled when traveling on the road; the inability to get to and from the school by bus, bike, or walking; requests for bike lanes, bus stops and road improvements near the school; and branches stacked along the road that have not been removed creating a visual hazard for turning vehicles.

**Action:** Create an Ad Hoc Committee composed of officials from Lee School, parents of attending students, the City of Springfield, SMTD, and the owner of Bunn Avenue to work towards solutions to the problems cited in the survey.

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**Recommendation 9: Establish a time frame for Bicycle and Pedestrian Plan implementation**

**Background:** When SATS adopted the Bicycle and Pedestrian Plan there was no time frame stated regarding implementation of the plan.

**Action:** As the recommended networks from the Bicycle and Pedestrian Plan are incorporated into the Long Range Transportation Plan identify committed, planned, and future projects as is done for road projects.

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## **B. Bicycle Network Recommendations**

### **Recommendation 10: Develop eight key bicycle corridors**

**Background:** To develop and sustain a vibrant local economy, citizens must have safe and efficient travel opportunities to access jobs, goods, and services. Although the road network connects all parts of our communities, citizens without motor vehicles are at a disadvantage for securing and retaining jobs and for obtaining goods and services through local businesses.

**Action:** Two actions could support this recommendation:

1. All proposed bicycle routes in the SATS Bicycle and Pedestrian Plan are needed and desired and should be developed as opportunities arise (such as during overlay programs or associated road projects).
2. When looking for priorities for implementation of the SATS Envisioned Bicycle Network, the focus should be on connecting people without vehicles to economic activity centers (jobs, goods, services). Eight priority corridors have been identified that, through joint cooperation of the responsible jurisdictions, would connect census tracts with 16% or more of households having no vehicle to several of the eight recognized economic activity centers (see Attachment A).

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### **Recommendation 11: Install trail amenities through jurisdiction coordination**

**Background:** Trails are unique places, being both part of the transportation network and linear parks utilized by bikers, walkers, runners, rollerbladers, adults, children, and dogs. Safe and enjoyable use of trails by all users would be enhanced through a “share the trail” campaign including etiquette signs; safety measures such as speed limits along urban corridors, lighting, and emergency call boxes; and mileage markers. Consistency of these amenities throughout the trail network would enhance the trail experience for all users.

**Action:** Coordination of all jurisdictions maintaining trails in Sangamon County to provide consistent messaging, amenities, rules, and trail experiences is recommended.

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### **Recommendation 12: Create a master bicycle plan map**

**Background:** Development of the Envisioned Bicycle Network will happen through various methods including through grant funding, as part of associated transportation projects, and by community selection. Since many jurisdictions are responsible for developing the bicycle network, continuing communication between the jurisdictions regarding the state of the network is important to the efficient and effective use of limited transportation dollars to the development of a useful bicycle travel system.

**Action:** Creation of a “Master Bicycle Plan Map” by SATS which is continually updated to show completed and committed bicycle facilities, is shared with the various jurisdictions, and is used to coordinate development of an interconnected bicycle network is recommended.

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**Recommendation 13: Designate bike routes with numbers**

**Background:** More similar to a bus route system than a road network, a bicycle network has a limited number of corridors with designated facilities. With a majority of the bicycle network on the vast roadway system however, how to travel on bicycle facilities to a specific destination is not always clear.

**Action:** Creation of a bicycle route numbering system with route number signs and arrows at intersections once a route is developed with a map showing the bike routes and popular destinations.

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**Recommendation 14: Promote bicycle tourism**

**Background:** Bicycling is a recreational activity considered by many tourists when planning a vacation. The Springfield area has several existing trails that would be attractive to visitors. As the bicycle network is developed special tourist-oriented routes could be created such as a self-guided historic sites tour. The Springfield Bicycle Club sponsors the Capital City Century every year which draws people from across the state and other parts of the country. Additionally, the Route 66 Bike Trail traverses the MPA from north to south through Sherman, Springfield, and Chatham bringing people to the area from throughout the world. Bicycle tourism would contribute to economic growth in the area.

**Action:** The inclusion of bicycle tourism and the accommodation of biking visitors in economic development plans, community event planning, visitor information materials and promotions, and website visitor pages.

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### C. Public Transportation Recommendations

**Recommendation 15:** Create a smooth transition between day fixed route service and night fixed route service.

**Background:** Night service was initially implemented on an experimental basis to evaluate demand. With ridership meeting or exceeding expectations the night routes have become permanent and an additional route was added, bringing the number to 5, compared to 17 day routes. There are several issues that cause confusion for people related to the following discrepancies between the day routes and night routes:

- All the night routes start downtown at 6:45 PM, however, several of the day routes end somewhere along the last outbound trip (leaving downtown at 5:45 PM) and do not return downtown. This can leave a service gap during the early evening of 1.5 hours or more in some parts of the SMTD service area.
- The night routes generally follow day routes but with deviations. These deviations result in some bus stops being served at earlier times on night routes than on day routes.
- "Traditional" work hours are no longer the norm so people taking a day route to work may have to walk far distances to return home on a night route while other employees may only have bus service available for one end of their trip.

With demand for night service demonstrated over several years, it is time to fully integrate the day and night routes.

**Action:** Several actions could support this recommendation:

1. Make the last trip of all day routes round trips, ending downtown.
2. At bus stops with different day and night service times, post the times.
3. Look at extending the hours of some day routes that serve employment centers.
4. Collaborate with employers having working hours outside of the 8 AM – 5 PM time period (e.g. the Medical Community, retail establishments, offices with more than one shift) to determine how the mass transit system can enhance access to employment opportunities.

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**Recommendation 16:** Expand time, frequency, convenience, and service area of public transportation to support economic development, job access, educational opportunities, and intermodal connections.

**Background:** Public transportation is an integral part of the transportation system but, unlike the road network, is not available in the MPA seven days a week or 24 hours a day, as a connector to all modes of transportation, or to all locations. Because of this, people with low incomes, no access to a vehicle, or who are unable to drive are currently limited in their access to jobs, goods & services, educational institutions, and geographic sphere. Additionally, people who may choose to ride SMTD, if it were more convenient or practical, do not use public transit.

**Action:** Several actions could support this recommendation:

1. Review routes in the southeast part of the service area for restructuring opportunities that would provide more direct east-west access to employment, similar to Route 6.
2. Consider east-west and north-south express routes during peak periods.
3. Select some day routes to extend into night service on Saturdays.
4. Explore providing Sunday service.

5. Implement Perteeet recommendation to extend the south leg of Route 7 to the businesses west on Wabash Avenue.
6. Work with the Springfield Airport Authority to provide public transportation to Abraham Lincoln Capital Airport.
7. Identify safe and convenient locations for transfer points outside of the downtown area where passengers could transfer between two or more buses to facilitate more convenient travel (e.g. the County Health Department, White Oaks Mall).
8. Explore multi-hour, multi-trip transfer options.

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**Recommendation 17: Expand public transit opportunities for students.**

**Background:** Students are a constituency needing reliable transportation to specific destinations and could become lifetime riders. Transportation for elementary through high school students must be provided under state and federal regulations by public school districts. Public transit is a viable option for providing student transport and reduces costs for the school district. Additionally, there are several colleges/universities in the SMTD service area with students needing transportation to and from school as well as jobs, entertainment, and goods & services. Public transportation is also a great way to connect these students with the community.

**Action:** Several actions could support this recommendation:

1. Work with School District 186 to explore opportunities for expanding the number of transit routes providing student transportation, particularly at the high school level.
2. Collaborate with colleges/universities on potential funding mechanisms (such as a student fee to support bus service) to provide free annual bus passes to students.
3. Provide higher frequency routes to UIS/LLCC.

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**Recommendation 18: Utilize various and innovative means to expand service.**

**Background:** Service expansion is recommended for several aspects of the transit system. Exploring and funding these expansions could have similar approaches.

**Action:** Several actions could support this recommendation:

1. Before making a permanent expansion explore demand through small steps as was used in implementing night service.
2. Utilize a taxi voucher system for specific types of trips (e.g. job or education during off-hours, airport). Passengers could call SMTD and then SMTD would arrange the ride with a taxi service selected through an RFP process. The taxi service would need to have at least one accessible vehicle.
3. Expand SMTD boundaries to extend fixed line service. This would open access to jobs, goods & services, educational opportunities, and recreational opportunities as well as support transportation of District 186 students.
4. Apply for JARC or similar grants designed to promote job access.

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**Recommendation 19: Create a Community Advisory Committee.**

**Background:** The Disabled Persons Advisory Committee was formed about 25 years ago to advise SMTD on making public transit service accessible to everyone. With the goal of an all accessible bus fleet recently met and the continued success of their paratransit service, Access Springfield, SMTD has turned the corner on providing public transit for people of all mobility abilities. There are other unmet and changing needs in the community however. Some examples include the relocation of employment centers and government offices, "hidden" destinations such as the Springfield Housing Authority warehouse on Fox Bridge Road where tests are administered, and varying work hours of passengers. Regular feedback and input could assist the SMTD administration in planning efforts that promote and maintain efficient and effective public transit service.

**Action:** Expand the Disabled Persons Advisory Committee to include people representing various passenger constituencies and stakeholders such as low income populations, senior citizens, neighborhood associations, the medical community, choice riders, students/educational institutions, and businesses.

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**Recommendation 20: Institute "time period" bus passes.**

**Background:** The ease, convenience, and attractiveness of using public transit are enhanced for visitors and regular users when bus passes covering certain time periods are available. Additionally, the boarding of passengers would be more efficient with fewer transfers needed. Being able to purchase a day pass allows visitors and residents alike to ride with ease for a full day, whether to historic sites and other attractions or to conduct the business of their day through multiple bus trips. Likewise, 3-day or 7-day passes would be convenient for longer term visitors. Month passes would encourage commuters and choice riders to use the bus, would be a great convenience to regular riders, could be used by employers as an incentive for employees to use the bus, and would reduce the work associated with the handling and accounting of farebox revenue.

**Action:** Introduce 1-day, 3-day, 7-day, and month passes.

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**Recommendation 21: Explore commuter routes to and from outlying communities.**

**Background:** Most workers in the outlying communities of the MPA commute to Springfield for work. There would seem to be a market for commuter bus service to and from these communities (similar to the Cavallo bus service from counties to the south into Springfield). Such a service would probably be most successful transporting people either directly to or within close proximity of their workplace through an express bus route. Destinations would have to be near concentrations of employment centers. The interest in such a service, where the job destination locations are concentrated for interested people, and a fare structure that would make the service attractive would have to be explored.

**Action:** As an initial step, study the potential for a commuter bus route to and from Chatham, the heaviest populated outlying community.

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**Recommendation 22: Maintain and upgrade bus stops.**

- **Background:** Bus stops are the connection point for passengers to public transportation as well as the first impression potential passengers, visitors and the community, have of the SMTD system. Bus stops in the Springfield area however are usually nothing more than a No Parking/SMTD Bus Stop sign. In some locations a bus bench with advertising, not owned by SMTD, is available but may not be maintained or, remains in place even when a bus stop location has been moved. Very few bus stops have bus shelters and none are landscaped. Additionally, particularly at night, a sense of security at bus stops would be heightened with lighting and the presence of SMTD personnel or law enforcement attention.

**Action:** Create a program to maintain, upgrade, and provide security at bus stops including:

- a. Create a maintenance plan for bus stops that would include a schedule for inspecting the bus stops to check for cleanliness, accessibility, and condition of amenities such as lighting, shelters, and benches.
- b. When a bus stop is no longer used have bus shelters or benches removed or post a sign indicating that the bus stop is closed.
- c. Develop an Adopt-a-Bus Stop program encouraging neighborhood associations, individuals, and businesses to sponsor a bus stop. Sponsors could make aesthetic improvements, pickup trash, shovel snow, report problems with bus stop conditions, or even sponsor a bus shelter or bench.
- d. Create a bus stop accessibility plan to prioritize bus stops for improvements.
- e. Have bus stops, including the transfer center, patrolled to provide an added sense of security to waiting passengers.

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**Recommendation 23: Coordinate with all communities in the urbanized area regarding public transportation needs.**

**Background:** Public transportation needs go beyond the current SMTD service area. It would be helpful to include all communities in the Metropolitan Planning area in the transit planning process.

**Action:** Create a partnership between the smaller communities in the MPA and the Springfield Area Transportation Study.

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**Recommendation 24: Transition from manual fareboxes to electronic fareboxes.**

**Background:** The efficiency and convenience of using public transit would be improved with the use of electronic fareboxes. Passenger boarding would go faster and ridership data could be collected continually for route evaluations.

**Action:** Install electronic fareboxes.

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**Recommendation 25: Promote the advantages of traveling by SMTD bus.**

**Background:** Traveling on SMTD buses has a proven record of safety and results from the SATS Citizens Survey show that SMTD is considered the safest way to travel in the MPA. SMTD has a great product but the logistics of riding the bus are still a mystery to many people.

**Action:** Several actions could support this recommendation:

1. Promote the safety of traveling by bus with a “Safest Mode of Transportation” campaign.
2. Work with the Communications program at UIS to develop marketing strategies.
3. Continue the school outreach programs.
4. Develop additional outreach programs to invite new ridership.
5. Work with the Springfield Convention and Visitors Bureau and other relevant entities to promote the SMTD Historic Sites Bus Route and other transportation opportunities related to historic sites and tourism in the SATS area.

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**Recommendation 26: Facilitate a discussion of known transportation providers to look at the possibility of 24/7 accessible transportation to and from medical facilities.**

**Background:** Many people have difficulty getting the medical care they need because they are unable to get transportation to or from medical appointments. In some cases people are able get to a medical facility on their own or by emergency transport, but then have no means to get home. There are no wheelchair equipped taxi services in Springfield. Access Springfield and other transportation providers that are capable of transporting people that use wheelchairs do not operate 24/7. Low income residents of the SATS area may not have the financial means to arrange for a ride home. Others may live outside the SMTD boundary or a significant distance away from a transit route.

**Action:** Two actions could support this recommendation:

1. Invite representatives of the local medical community and current transportation providers to come together and discuss a solution.
2. Encourage taxi companies to utilize accessible vehicles.

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**Recommendation 27: Promote bike racks on SMTD buses**

**Background:** The bicycle network will take many years to develop and will be more challenging to create in some areas. In the meantime, using SMTD buses (which are all equipped with bicycle racks) as a supplement can extend trip distances for bicycle travelers.

**Action:** Promoting the use of SMTD buses by bike riders in areas served by the public transit routes but not by bicycle facilities.

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## **D. Road Network Recommendations**

**Recommendation 28:** Explore and identify potential options in the north side of Springfield for an east-west corridor connection.

### **Background:**

With the extension of Stanford Avenue between Fox Bridge Road and Taylor Avenue underway a long awaited east-west corridor through the southern part of Springfield will be completed. Through the center of Springfield Laurel Street and Iles Avenue provide cross-town, albeit circuitous, corridors. The Clear Lake/Jefferson/Madison corridor is a complete connection from I-55/I-72 to Veterans Parkway and beyond. However, there is no east-west connector through the north part of Springfield. This has resulted in congestion and a disconnect in the area. The most obvious corridor for this connector is Mayden Road from Interurban Avenue to Veterans Parkway. This route would also have the advantage of serving as an additional access to Riverton. From a public safety perspective, this corridor would provide better and faster access for police, fire and emergency medical services through the northern part of Springfield. The route would also help promote future development in the area.

**Action:** Perform an Alternatives Analysis study to identify an east-west corridor on Springfield's north side that would include the potential of extending Mayden Road from Interurban Avenue to Veterans Parkway.

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**Recommendation 29:** Address flooding streets due to clogged road drains through community engagement.

**Background:** Aging infrastructure in the MPA presents a special challenge to communities. The road network and storm sewer systems, much of which is many decades old and built for a much smaller population, must be maintained and updated within fiscal constraints. Efforts have begun to confront this issue and support is important to continue what will be a long-term process. Much of this work is beyond the capability of residents to address; however, there is one area where citizens can get involved. In some parts of the MPA the storm water system is inadequate during heavy rains leading to backup of water in the streets, especially in the older neighborhoods of Springfield. Although infrastructure issues are being addressed by community leaders, there are some actions that can be taken by citizens to alleviate clogged road drain problems related to behavior such as the blowing of leaves and cut grass into the street.

**Action:** Two actions could support this recommendation:

1. Identify areas where clogged drains are a particular problem.
2. Conduct public outreach and awareness campaigns, enlisting the help of neighborhood associations, to educate citizens on the handling of yard waste and other debris contributing to the clogging of road drains.

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**Recommendation 30: Use intelligent technology to communicate with road travelers, particularly at entryways to the city.**

**Background:** Digital signage along major corridors would provide a means to alert travelers - citizens, commuters, and visitors alike - to road conditions ahead due to construction activities; weather alerts; special events like parades, the state fair, races, the Old Capital Art Fair that necessitate detours; snow route parking restrictions; parking availability near historic sites; Amber Alerts; and other important messages. Digital signage to inform the public of such alerts could improve traffic safety and assist people in navigating through the city with ease. As the automotive technology advances, explore future technology to allow in-vehicle placement of electronic messaging, like the live traffic information.

**Action:** Place digital signage at entryways to Springfield along 6<sup>th</sup> Street, Peoria Road, Clear Lake Avenue, West Jefferson, Wabash Avenue, and Sangamon Avenue in locations that do not add to sign clutter.

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**Recommendation 31: Create a plan to identify and prioritize roadways carrying more traffic than they were built for.**

**Background:** Many existing roadways in the region need to be upgraded because of the development that has occurred over time resulting in increased traffic volumes. This has particularly caused pressure on smaller roadways that were designed and built for low traffic volume but are carrying more traffic today. Identifying and prioritizing these corridors would be a systematic approach to addressing this issue.

**Action:** Utilizing roadway data, traffic volumes, level of service criteria, and crash data, prepare a map identifying roadways needing to be upgraded due to new development in the area.

- a. Prioritize these corridors that are in need of upgrade to better serve the new development that has occurred over time.

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**Recommendation 32: Take measures to reduce damage to alleyways.**

**Background:** Alleys in older Springfield neighborhoods were not historically designed to support the heavy weight of large trucks that use them today. Waste disposal / garbage trucks do a lot of damage having a weight exemption allowing extra weight over conventional vehicles and with the various waste disposal companies operating in Springfield, several trucks a week use the alleys.

**Action:** Move garbage pickup from alleys to the street.

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**Recommendation 33: Implement measures to reduce traffic violations and improve safety on roadways.**

**Background:** Safety issues related to speeding drivers, running of red lights, and people turning right on red into flowing traffic are a major concern in the region. All are dangerous behaviors and

require offensive driving tactics on the part of otherwise law-abiding drivers. Little or no enforcement of these driving transgressions are currently undertaken. Aggressive driver behavior leads to unpleasant travel experiences on our roadways - from frustration at best to accidents at worst. It is recognized that road design can contribute to speeding and enforcement efforts can reduce traffic violations.

**Action:** Several actions could support this recommendation:

1. Follow the Complete Streets concept when building or updating roadways.
2. Install traffic calming elements such as rumble strips, roundabouts, bump-outs, bike lanes, etc (although speed humps are not recommended).
3. Aggressively enforce traffic laws related to speeding, red light running, and inappropriate turns on red lights.

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### **Recommendation 34: Implement measures to improve traffic flow through signalized intersections.**

**Background:** The smooth flow of traffic reduces fuel consumption and driver frustration. However, the timing of traffic signals is for peak hour traffic throughout the area. This can lead to frustration and inefficiency during non-peak times and particularly later at night. Additionally, traveling along several major road corridors involves stopping at many red lights. Lawrence, Jefferson and Madison are good examples of smooth flowing roadways with synchronized traffic lights based on the posted speed limits. Some traffic signals no longer serve their original purpose and should be re-evaluated for their usefulness and if appropriate removed for improved traffic flow. Of notable concern is the moving of emergency response vehicles safely through our communities, particularly at signalized intersections which are the most dangerous part of an emergency vehicle trip. Emergency response vehicles are currently equipped with devices that can communicate with technology installed on traffic signals.

**Action:** Several actions could support this recommendation:

1. Synchronize the traffic light timing along major corridors so green lights can be made by traveling at the speed limit.
2. Create a way to coordinate synchronization efforts along corridors under multiple jurisdictions.
3. Adjust traffic signal timing for time of day at locations where traffic volumes vary between AM and PM.
4. Use flashing red and/or flashing yellow traffic lights at intersections during the nighttime.
5. Consider what the future holds for smart technology in vehicles when planning traffic signal upgrades.
6. Use cellular technology to adjust signals when traffic issues develop.
7. Modernize and update key traffic signals to sync with smart technology already in emergency response vehicles.
8. Identify traffic signals that may no longer be useful and evaluate the impact of their removal.

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### **Recommendation 35: Accommodate safe and efficient freight truck travel through the MPA.**

**Background:** Currently there is not an identified truck network through the MPA. Having one easily accessible map showing all weight-limited truck routes and preferred truck routes would

facilitate safe and efficient movement of freight through the area. Although there is a truck route map on the IDOT website, it does not include all truck routes under local jurisdiction. There is a particular void in east-west truck routes through the City of Springfield. Truck routes should be identified to and from all commercial and industrial areas taking into consideration turning radii at intersections. There is a particular concern with tight corners in commercial areas such as at the intersection of Iles Avenue and West White Oaks Drive and the intersection of Freedom Drive and Lindbergh Boulevard near Walmart.

**Action:** Several actions could support this recommendation:

1. Map existing preferred truck routes on local roads and submit to IDOT for inclusion on the state's truck routes map for easy access by truck drivers.
2. Incorporate truck routes map into subdivision ordinances to assure the network is expanded as development occurs.
3. Require developers to accommodate truck traffic when appropriate during infrastructure development and particularly at intersections in new commercial and industrial areas.

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### **Recommendation 36: Improve visibility and placement of street signs.**

**Background:** One safety issue on our roadways is driver distraction when trying to read street signs and attempting to be in the correct lane when needing to turn. Adequate signage that can be read from a distance and signage providing good turning directions would support the safe travel of visitors and older people through our communities.

**Action:** Several actions could support this recommendation:

1. Study alternative forms of signage to assist visitors and older drivers traveling through our communities. Backlit signs, signs with larger print, and hanging signs on traffic signals could be considered to improve visibility.
2. Install turn lane signage to alert drivers of upcoming lane restrictions.
3. Install signage to alert drivers of significant upcoming intersections along major routes.
4. When implementing these actions be cognizant to avoid sign replication and sign clutter.
5. Encourage use of intelligent transportation systems to communicate with drivers as such technology becomes available.

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## **E. Pedestrian Network Recommendations**

### **Recommendation 37: Improve pedestrian safety at intersections.**

**Background:** Citizens have reported a number of difficulties crossing intersections safely in the SATS area. In some cases there is not adequate notice when a pedestrian signal will switch from a "Walk" message to a "Don't Walk" message. In other cases where pedestrian countdown timers have been installed, the time allotted is not enough for some people to make it across the roadway. This can leave people stranded in medians where they are present or even possibly in the middle of the roadway when the traffic light switches. Visually impaired people are not provided with any cues regarding when it is safe to cross. In other communities, audio cues are provided to alert someone with a visual impairment when it is safe to cross an intersection.

**Action:** Several actions could support this recommendation:

1. Replace all Walk/Don't Walk pedestrian signals with countdown style pedestrian signals
2. Research and adhere to recommended standards for optimum timing for pedestrian countdown signals and set timers accordingly based on roadway and surrounding area factors such as: speed limits, width of roadway, type of roadway, land use in nearby area, population in nearby area.
3. Research and install treatments at intersections that would provide those with a visual impairment an audio cue indicating when it is safe to cross a roadway.
4. Ensure that all intersections are ADA compliant.

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### **Recommendation 38: Maintain a map of Priority Pedestrian Network.**

**Background:** People do not always know how to safely get from their origin to their preferred destination safely and efficiently using the current pedestrian network. Users of the network can often end up in a location where the sidewalk ends or becomes unsafe to continue on and they are forced to turn around and add extra time to their trip or continue on in unsafe conditions. In some cases, people using wheelchairs may be forced into the street, but have then been cited by law enforcement for traveling in the street, despite having no other options. During snowfall events or other instances of inclement weather, sidewalks are often left impassable and users must find alternate routes.

**Action:** Two actions could support this recommendation:

1. Update Priority Pedestrian Network when changes or updates are made.
2. Work with community to ensure that sidewalks are kept clear of debris and other obstructions throughout the year and particularly during weather events.

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### **Recommendation 39: Provide a safe, well lit and unobstructed pedestrian network.**

**Background:** Pedestrians in the SATS area are often forced to walk in unsafe conditions because sidewalks, paths, intersections and other connections are dangerous to use. These dangerous situations can arise from lack of maintenance and disrepair of pavement, unlit or unmaintained lighting, or the presence of obstructions, both permanent (utility poles, etc...) and temporary (snow,

ice, branches, leaves, etc.). Pedestrians may move into the roadway to avoid these obstructions, creating an unsafe condition for themselves and vehicular traffic. Additionally, pedestrians attempting to pass through or around an obstacle may risk injury to themselves and others or damage to public or private property.

**Action:** Several actions could support this recommendation:

1. Work towards completion of the Priority Pedestrian Network as outlined in the SATS Bicycle and Pedestrian Plan.
2. Create and adhere to a street/pedestrian way lighting maintenance and installation plan.
3. Create a public awareness campaign to encourage pedestrians to follow safe practices such as: wearing light colored or reflective clothing in low light conditions; walk against traffic when walking on roadways; follow rules of the road.
4. Identify and remove permanent obstructions from pedestrian accommodations.
5. Work with those responsible for snow, ice and debris removal to minimize impact on residents and businesses.
6. Encourage neighborhood associations, businesses and individual citizens to “adopt” sidewalks or other pedestrian accommodations to keep them clear of snow, ice, debris or other obstructions and to report street light outages.
7. Allow members of the public to report infrastructure problems and issues to the appropriate entity and/or elected officials via an online report form and a phone number.

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**Recommendation 40: Provide safe and adequate pedestrian crossings at underpasses and overpasses throughout the SATS area.**

**Background:** There are locations throughout the SATS area where pedestrians must walk in the roadway in order to pass through areas where underpasses or overpasses are present because there is no sidewalk or pedestrian path present at, or leading up to, the grade separation. Roadways often narrow where such grade separations are present and the potential for vehicle and pedestrian or bicyclist conflicts increase in these situations.

**Action:** Two actions could support this recommendation:

1. Include accessible accommodations for bicycles and pedestrians at all future underpasses and overpasses.
2. Create a plan to identify and address all underpasses and overpasses that presently do not have accessible accommodations for bicyclists and pedestrians.

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**Recommendation 41: Create safe pedestrian crossing opportunities along the High Speed Rail Corridor throughout the SATS area.**

**Background:** A number of train and pedestrian conflicts occur each year in the SATS area. With faster trains and a greater number of trains projected to travel through the area, it is increasingly important to provide opportunities for safe crossing all along the corridor. Based on initial designs, several roadways and crossings present today will be closed to vehicular and pedestrian traffic, leading users of the transportation network to travel greater distances in order to cross the rail corridor.

**Action:** Two actions could support this recommendation:

1. Work with the appropriate stakeholders to identify pedestrian origins and destinations and the most frequently used routes for crossing the current rail corridor.
2. Plan for, engineer and construct pedestrian crossings that will allow for safe and accessible crossing of the High Speed Rail corridor, providing pedestrian crossings at intervals along the corridor frequently enough to prevent/discourage pedestrians from attempting to cross at locations not designated as official crossings.

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**Recommendation 42: Implement a “Safe Routes to School” program by providing sidewalks to schools.**

**Background:** Opportunities for active living are important elements to quality of life. The current children’s health crisis is to some extent related to lack of exercise. Encouraging students to walk or bike to school has many advantages including providing exercise for children whose lifestyles are becoming more and more sedentary and freeing up school resources currently used to bus children to school, sometimes only a few blocks. Encouraging children to bike or walk to school is difficult however when safe travel is not available. Two examples of this are:

- Students living on Groth Street are bused to Ball Charter School because there are no sidewalks on Groth.
- Students living north of Stanford Avenue are bused to Jefferson Middle School because there are no sidewalks into the Cabbage Patch neighborhood.

**Action:** Using a map showing school boundaries, work with school districts to identify where sidewalks are needed to allow students to walk or ride their bike to school.

- a. Consider these corridors when programming annual maintenance and construction projects.
- b. Utilize Safe Routes to School funding to leverage local dollars for sidewalk projects.
- c. Create walking school bus programs to encourage children to safely walk to school under the supervision of responsible adults.

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**Recommendation 43: Improve safety and accessibility for passengers traveling to bus stops.**

**Background:** Getting to bus stops is an important part of the journey. Feeling safe during this leg of the journey and being able to traverse the connecting pathways without obstacle promotes a sense of well-being in using this mode of travel and can be the difference between someone riding a bus or not. All passengers have to walk to a bus stop and deserve safe routes. Students and people with mobility issues can be particularly limited if getting to the bus stop is hazardous. When public transportation is available high school students can use this form of travel to and from school, freeing up school district resources. To “be available” means being able to safely travel to a bus stop.

Some specific safety and accessibility issues are:

- Poor condition or lack of sidewalks to bus stops. This is of particular concern along major roads where walking is most dangerous, this danger being heightened in inclement weather. One example is the lack of sidewalks on Old Jacksonville Road west of Chatham Road. High school students on Lambert Lane cannot walk down Old Jack to the bus stop on Monroe Street so the school district must provide school bus transportation to them.

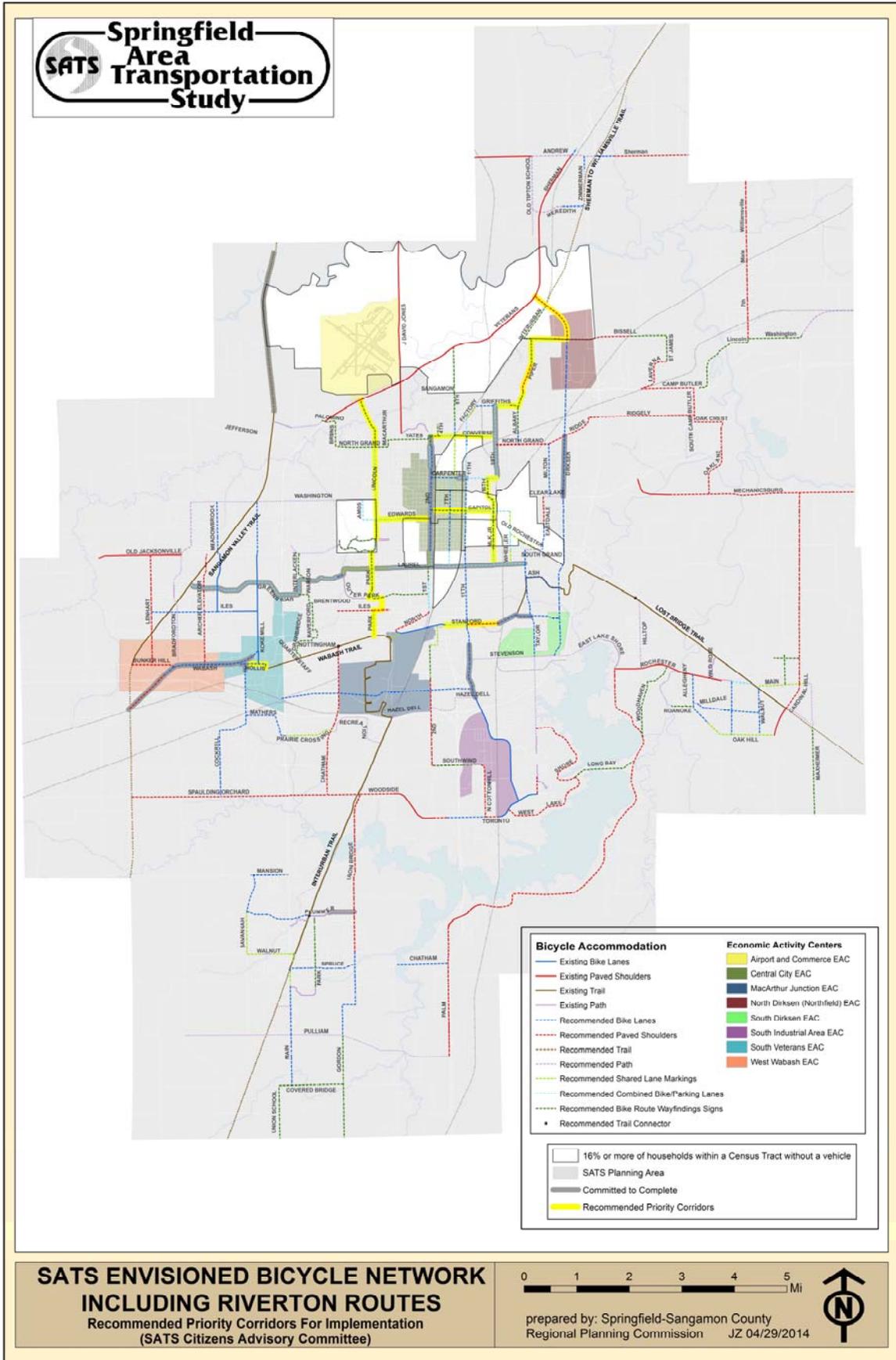
- A couple years ago the SMTD bus routes were reconfigured to run less through neighborhoods and more along arterial roads. This presents more situations where passengers must cross major roads when they are either coming or going. One example is Route 10 which no longer goes through Laketown so people living south of Stevenson Drive must cross that four-lane road, depending on where they are going, either as they are leaving or returning home, without pedestrian amenities.
- Some destinations present similar challenges such as the Hyvee/Town and Country area. There are bus stops on both sides of Outer Park Drive but no crosswalks or other safety features for pedestrians crossing that road.
- At some bus stop locations a stoplight exists but pedestrian signals are not available. An example of this is the bus stop on Iles Avenue west of Veterans Parkway with White Oaks Plaza on the south and a commercial strip to the north.
- Some bus stops in commercial areas are not in locations that provide safe access to destinations. One example is White Oaks Mall where passengers have to cross the ring road on a curve and walk through a very large parking lot a long distance to get to the Mall entrance. People with mobility issues are at a particular disadvantage in these situations.

**Action:** Several actions could support this recommendation:

1. Make arterial corridors and major collectors priorities for sidewalk construction since these are the most dangerous routes for pedestrians.
2. Particularly prioritize the construction and maintenance of sidewalks connecting passengers to mainline bus routes.
3. Add zebra-striped crosswalks and pedestrian islands, when needed, to allow passengers to safely cross roadways mid-block.
4. Add pedestrian signals to stoplights near bus stops.
5. Require pedestrian access in new commercial developments through Land Subdivision ordinances, Large Scale Development requirements, site plan reviews, and/or building permit processes.

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Attachment A







**2040**

**LONG RANGE TRANSPORTATION PLAN  
COMMUNITIES ADVISORY COMMITTEE  
RECOMMENDATIONS**

**June 25, 2014**

## **SATS Communities Advisory Committee**

Brian Cuffle, Village of Spaulding

Darrell Maxheimer, Rochester Township

Elliott McKinley, Springfield Park District

Joe Bartley, Village of Riverton

Joe Hill, Village of Rochester

Judy Gordon, Village of Southern View

Kathleen Alcorn, City of Leland Grove

Mark Woollen, Village of Grandview

Marty Mau, Ball Township

Mike Lopez, Village of Jerome

Trevor Clatfelter, Village of Sherman

**Springfield Area Transportation Study  
Communities Advisory Committee  
Vision**

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

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

- Maintain and upgrade the existing road network, along with identifying future road projects;
- Develop interconnected bicycle and pedestrian networks;
- Maintain a safe, comfortable public transportation system serving the whole area;
- Improve the safety and accessibility of all modes of travel;
- Cooperate in addressing fiscal realities related to the transportation system.

The SATS Communities Advisory Committee was established as directed in the SATS Public Participation Plan to facilitate public engagement to development of the 2040 Long Range Transportation Plan (LRTP). The committee met once a month from February through June 2014 to develop recommendations on the 2040 LRTP for submission to SATS. These recommendations, presented below, are based in the **Communities Advisory Committee Vision Statement** and support of the existing **SATS Long Range Transportation Plan** proposed road network, the **SATS Envisioned Bicycle Network**, and the **SATS Priority Pedestrian Network**

#### **A. Recommendations – Bicycle Network**

##### **Recommendation 1: Development of an interconnected bicycle network.**

**Background:** There is a national trend toward traveling by bicycle and recognition of the importance of an interconnected, area-wide bicycle network to the sustainability of a population and the economy of a region. Unlike the motorized vehicle, the bicycle has not been a priority in development of the local transportation system. This leaves much to be done in the support of bicycle travel. Additionally, with tourism so important to the local economy and bicycling a vacation activity, the economic impact could be larger in the SATS area than in less visited regions. The SATS Envisioned Bicycle Network lays out a well-researched recommended system of interconnecting corridors, developed through a strong public engagement process, that would facilitate both transportation and recreation bicycle travel. Extension of the recommended network to the northeast part of the MPA would fill in the gaps to complete connections within and outside of the SATS planning area. With the economic activity centers at the north end and south end of Dirksen Parkway and the number of people walking and biking to jobs and goods & services in these centers, completing the bike lanes and constructing sidewalks along this roadway would create a much needed bicycle travel corridor in the east part of Springfield.

**Action:** Several actions could support this recommendation:

- a. Build the SATS Envisioned Bicycle Network.
- b. Add bicycle routes to the Envisioned Bicycle Network within and connecting to Riverton as shown on the map in Attachment A.
- c. Add conversion of the 3<sup>rd</sup> Street rail corridor to a multi-use trail (based on proposed consolidation of that line on the 10<sup>th</sup> Street corridor) to the Envisioned Bicycle Network and Priority Pedestrian Network.
- d. Establish stages for connecting the multi-use trail network.
- e. Promote biking more aggressively in tourism marketing efforts.
- f. Identify bike lanes and sidewalks along the full extent of Dirksen Parkway as a priority.

##### **Recommendation 2: Develop consistency to the multi-use trail experience within Sangamon County.**

**Background:** Four multi-use trails have been developed within the MPA over a span of two decades through the efforts of several jurisdictions. These trails are very popular, enjoyed by bikers, runners, walkers, and rollerbladers of all ages. Additional trails and trail expansions are planned. Each trail has been developed differently however. Coordinating all the trail jurisdictions to create a consistent approach to trail development and to share ideas would

improve the trail experience and jurisdiction effort. Additionally, addressing the cost of maintenance through joint efforts could stretch limited upkeep dollars.

**Action:** Create a Sangamon County Trails Jurisdictions Committee to coordinate trail development, expansion, and maintenance by addressing the following issues:

1. Consistency in how mileage is marked including starting point position and signage.
2. Creation of a system to facilitate 9-1-1 emergency situation responses on the trails.
3. Continual marking along the Route 66 Bicycle Trail corridor.
4. Identification and mapping of trail bridges and weight limits.
5. Identification of access points that would serve residents and businesses, bicyclists and pedestrians (e.g. at apartment complexes, neighborhoods, commercial areas).
6. Consistency in uses, etiquette rules, and education efforts.
7. Development of an annual educational campaign regarding safety and rules of the road, partnering with bicycle, running, and walking clubs.
8. Working with utility companies to reduce the use of heavy equipment, that causes damage, on the trails.
9. Sharing trail maintenance equipment or entering into joint projects for trail maintenance and updates.
10. Innovative funding ideas for perpetual trail maintenance such as a bicycle tax.

## **B. Recommendations – Public Transportation**

### **Recommendation 1: Upgrade SMTD bus stops.**

**Background:** The location and condition of SMTD bus stops is important to the safety of all travelers. Having a defined and comfortable waiting area removed from the road pavement protects waiting passengers and allays concerns of motorized vehicle drivers associated with passengers waiting on the street edge. Making bus stops accessible by installing concrete pads, protecting waiting passengers from the elements and increasing comfort through the installation of bus shelters, and improving safety for night time passengers with the installation of lighting would improve the safety of all traffic as well as the bus travel experience.

**Action:** Identify bus stops where accessibility, comfort and safety should be enhanced. The following locations are particularly recommended:

1. In Jerome –
  - NW corner of Leonard & Glen (concrete pad)
  - North of Barrelhead (concrete pad)
  - Jerome & Leonard (concrete pad)
  - Reed & Leonard (bus shelter)
2. In Southern View –
  - SE corner of 5<sup>th</sup> & St. Joseph at Dollar Store (bus shelter)
  - NE corner of 4<sup>th</sup> & Apple Orchard (concrete pad)
  - 4<sup>th</sup> & St Joseph (concrete pad)
  - 4<sup>th</sup> & Garrett (concrete pad)
  - 4<sup>th</sup> Street (inlet for bus to pull off road, bus shelter)
3. At parks (bus shelters)

## **Recommendation 2: Upgrade intersections where SMTD buses turn.**

Background: On narrow roads the turning radius for SMTD buses can be insufficient resulting in damage to road infrastructure and sidewalks.

Action: SMTD and the communities should work together to address improving the turning radius at problem intersections along SMTD routes.

1. Two intersections identified as priorities:
  - Leonard & Iles in Jerome
  - 4<sup>th</sup> & St. Joseph in Southern View

## **Recommendation 3: SMTD buses should not exceed the speed limit.**

Background: There is a perception that SMTD bus drivers speed if a particular trip is running behind schedule. The importance of providing dependable transit service cannot be overstated, particularly getting people to the transfer center in time to catch a connecting bus. However, exceeding the speed limit is a safety concern, especially in residential areas.

Action: Place a “How’s my driving?” sign with the SMTD phone number on buses.

## **Recommendation 4: Provide more frequent public transportation to Southwind Park.**

Background: Southwind Park was designed specifically to accommodate the needs of people with disabilities. Unfortunately the park is not accessible by public transportation except for limited times on Saturday. The bus routes that run in the general area are on too tight a schedule to travel to the park, particularly with no other destinations near by. There are several agencies in Springfield with accessible vehicles that could possibly assist with transportation to Southwind Park.

Action: Through Access Springfield and the Human Services Transportation Planning Committee explore options to provide more regular or event-oriented public transportation to Southwind Park.

## **Recommendation 5: Support the expansion of public transit service beyond the SMTD boundaries to serve all parts of the Metropolitan Planning Area.**

Background: There is a need for public transportation beyond the current SMTD service area as evidenced by the rural bus service survey conducted in Sangamon County through the Illinois Institute on Rural Affairs in 2010/2011. Continued efforts to provide public transportation to the outlying communities is supported and encouraged.

Action: Provide expanded public transportation to the entire MPA through the Sangamon-Menard Area Regional Transit system and in coordination with the outlying communities, townships, and library districts:

1. Educate citizens on the new service.
2. Identify potential bus stop locations if feasible and needed such as –
  - SW corner of Walnut & IL 29 in Rochester (bus shelter at Walnut Station)
  - 3<sup>rd</sup> & Lincoln at the Veterans Memorial in Riverton (bus shelter)
  - At the IGA in Riverton (bus shelter)

### C. Recommendations – Road Network

**Recommendation 1: Expand the road network plan in the 2035 Long Range Transportation Plan to include newly identified projects.**

**Background:** The Communities Advisory Committee supports the proposed road network as shown in the current LRTP for the MPA and also supports a coordinated planning effort between all jurisdictions in the area. Additional projects have been identified for inclusion in this plan.

**Action:** Include the following projects on the LRTP road network. (See attachment B for further information.)

1. North Grand Avenue: 15<sup>th</sup> Street to Dirksen Parkway – Expand to four lanes with bike lanes and sidewalks, \$??.
2. East Main Street & Cardinal Hill Road – traffic signal and highway lighting, \$400,000
3. Main Street and Illinois Route 54 – signals, turn lanes, sidewalks, \$2,000,000
4. East Raylots and Illinois Route 54 – safety improvement, \$500,000
5. Iles Avenue Bridge east of Chatham Road – replacement, sidewalks, \$600,000
6. Mill Street Bridge in Rochester – replacement, sidewalks, \$850,000

**Recommendation 2: Update the FHWA Functional Classification Map for roads in the smaller communities.**

**Background:** After review of the Functional Classification Map it was determined that some changes were needed to reflect current road functioning.

**Action:** Make the following changes to the Functional Classification Map:

1. Jerome – remove Fillmore as a major collector and add Park as a major collector
2. Rochester – add North Oak Street from East Main Street to the north village corporate limits as a minor collector.
3. Riverton – add 3<sup>rd</sup> Street from Lincoln to Old Route 36 as a major collector
4. Unincorporated Area – add Cardinal Hill Road from I-72 to Mechanicsburg Road as a minor arterial unbuilt.

### D. Recommendation – Coordination and Cooperation

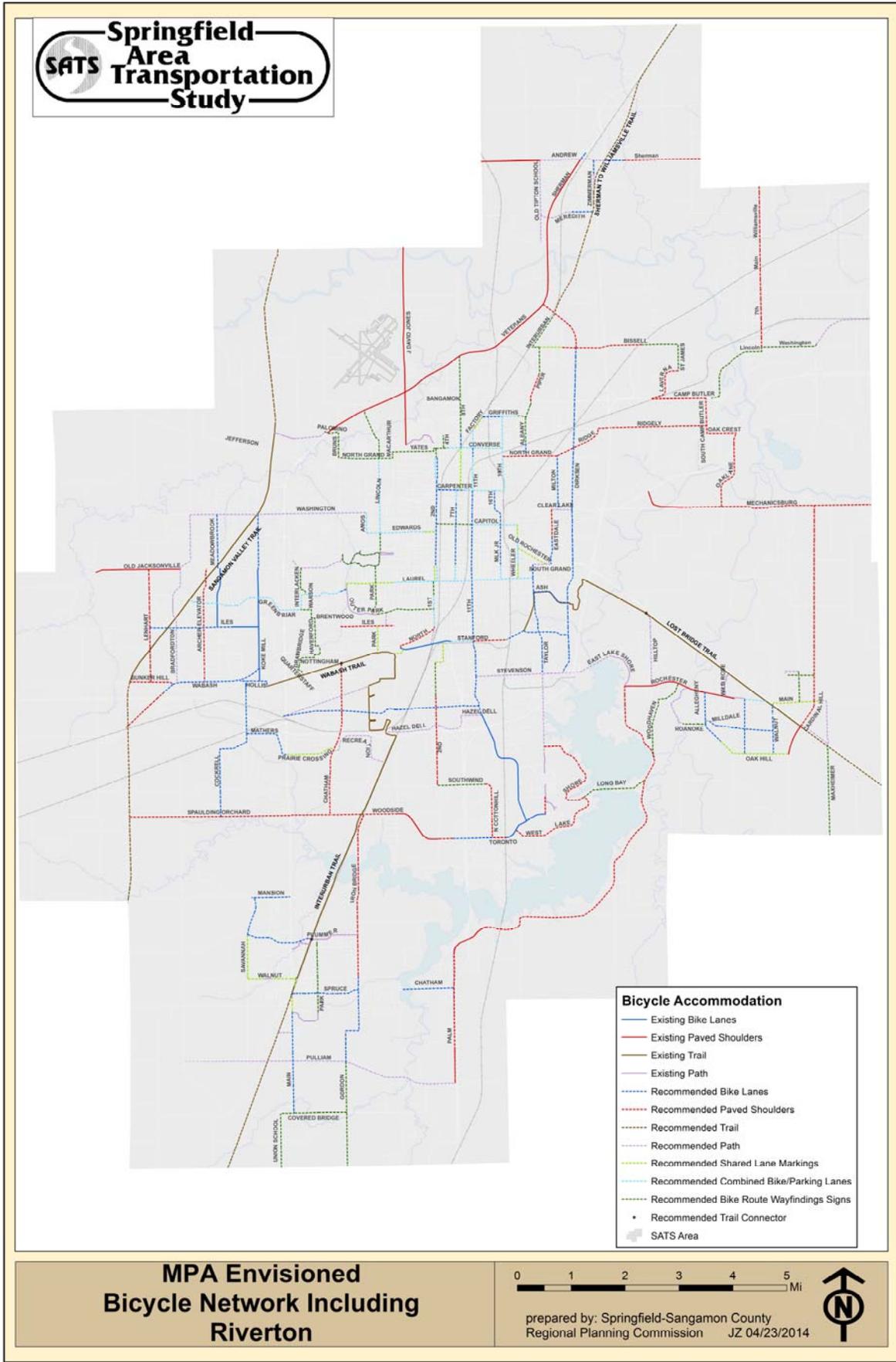
**Recommendation 1: Create a continuing, coordinated forum for the cooperative transportation planning and implementation efforts of all jurisdictions in the Metropolitan Planning Area.**

**Background:** There is a lack of coordination and access to information related to regulations, funding opportunities, and planning involvement for the transportation planning and implementation jurisdictions not represented on SATS. There is not a consistent avenue of participation for these communities in review and update of the Functional Classification Map or Transportation Improvement Program.

Also, developing a coordinated effort for communicating grant availability and other funding opportunities on a timely basis would be helpful. There are several opportunities for these jurisdictions to collaborate but not a formal process to do so.

**Action:** Create a SATS Coordinated Jurisdictions Committee of communities, townships, and park districts with a voting position on the SATS Technical Committee.

Attachment A



## ATTACHMENT B

### Widening of North Grand Avenue

North Grand Avenue: 15<sup>th</sup> Street to Dirksen Parkway – Expand to four lanes with bike lanes and sidewalks, \$??

There are challenges to widening North Grand but many benefits including reduced congestion, improved access for public transportation, and the provision of safe bicycle and pedestrian access which is sorely needed by the citizens in the area.

### Intersection Improvement at East Main Street and Cardinal Hill Road

East Main Street & Cardinal Hill Road – traffic signal and highway lighting, \$400,000

This project is needed for safety reasons since the Rochester Intermediate School is located at the intersection. The percentage of commercial trucks hauling sand and gravel from Buckhart is high and there are about 700 students attending that school. Additionally, the Village plans to construct a bikeway along the east side of Cardinal Hill Road and a sidewalk on the south side of East Main Street at that intersection to allow students to safely walk and bike to the school and Library.

### Intersection Improvements on Illinois Route 54

Main Street and Illinois Route 54 – signals, turn lanes, sidewalks, \$2,000,000

East Raylots and Illinois Route 54 – safety improvement, \$500,000

East Raylots Street acts as a collector street in the Village running from Illinois Route 54 past Lyons Street where it continues into Sangamon County as Telstar Road. School buses, service vehicles and residents living along Raylots and in the Willow Point Subdivision travel this roadway. The roadway is under the jurisdiction of the Village of Spaulding.

East Raylots intersects Route 54 at a skewed angle as well as on a steep incline. This creates a safety hazard and accidents occur at this intersection because of the poor visibility for vehicles pulling out onto Route 54. This concern is exaggerated for larger vehicles such as school buses that are pulling out onto Route 54. The steep incline also creates a safety hazard for the vehicles pulling off of Route 54. Many drivers who are unfamiliar with the roadway end up in front yards along East Raylots. The Village has approached IDOT about this intersection. The Village would like to either relocate this intersection on a vacant piece of property that connects Route 54 to Raylots street nearly 700 feet North of its current location. The Village would purchase this property at assessed value for right of way and demolish a home that burned and other buildings on the site. The existing intersection would be closed and replaced by a cul-de-sac off of East Raylots Street. The new roadway would be built to Illinois Department of Transportation Standards. It is estimated that the project would cost \$400,000.

Another alternative being considered is to install the cul-de-sac on East Raylots and build the new intersection at its current location. The new intersection would be raised and realigned to address the grade and visibility concerns. Traffic would be directed South on Maple Street. Existing traffic on East Raylots would access State Route 54 via Lyons Street. This option will

most likely require additional right of way on not only Raylots Street but along Maple Street back to Prairie Street. It is estimated that this option would cost \$500,000.

The revised intersection would greatly improve the safety for those who not only travel Raylots but also Illinois Route 54. The Village has been in contact with IDOT and they are in support of the project. IDOT is considering improvements to the Main Street and Route 54 intersection. At this time the project is still in planning stages. The idea is to install traffic signals and turn lanes as well as provide approved access points at this intersection to improve its level of safety. This project has been moved ahead in the schedule due to a recent fatality at this intersection. IDOT has estimated the improvements to this intersection to cost nearly \$2,000,000. This does not include improvements to the Raylots intersection at this is outside of IDOT's jurisdiction and would need to be included in local funds.

## COMMENTS ON DRAFT DOCUMENT

I have reviewed the draft and have one comment.

In discussion about the proposed intermodal transportation center that is part of the 10th Street Rail Corridor Relocation, I suggest you state that this project is not a given since there is presently no federal funding mechanism for the project. Several of the grade separations may be done, it might take 30 years to finish, or may never be completed. I have heard that the final cost could be about \$1 billion.

Lothar E. Soliwon

*(Received February 3, 2015 via email)*

**SATS Response: The total cost of the 3<sup>rd</sup> Street rail line consolidation on the 10<sup>th</sup> Street corridor is estimated at approximately \$300 million. The related projects are listed in the 2040 Long Range Transportation Plan. Two projects are indicated as being undertaken during the next five years (Committed Rail Crossing and Improvement Projects) – the Carpenter Street underpass, which is currently under construction, and the Ash Street underpass, on which work is expected to begin in 2016. The remaining projects are listed under Planned Illustrative Rail Crossing and Improvement Projects. These are projects with the highest priority over the next 15 years on which preliminary work has been undertaken and with jurisdictions actively seeking funding. Every effort is being made to get these projects ready so when funding opportunities become available they are in a position to move forward.**

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One Page 117 on the 2040 Long Range Transportation Plan, Table 35, Committed Transit Projects, Item 5. It says there will be 5 "Medium Duty Buses" thus meaning they won't be the full size 35ft buses that normally run on the routes. I know the buses are for outside the current district boundaries. But it says it will be going to LLCC/UIS. The one thing I would say it that there are a LOT of people that ride the buses to LLCC/UIS and these smaller buses may not fill the need to meet the demand. SMTD changed the routes that go thru Chatham Hill/Seven Pines area to allow for a bus every half hour so that the bus that went thru ever hour wouldn't be overwhelmed. SMTD even has a special bus that goes from UIS to Chatham Hills/Seven Pines area because the TWO night buses can't handle all the UIS students that go to UIS and live in the Chatham Hill/Seven Pines. I feel what would be needed is for regular sized buses that are either 35 or 40 foot buses. If these smaller buses are bought and used, it there room for standing room, are people allowed to stand or will it just be a slightly bigger Access bus?? When the 35ft full size buses fill up there is an option for people to stand and you can get about 45-50 people on to and in to the bus and get them to either the downtown transfer center or UIS/LLCC. I know that at first with the expanse there may not be many riders and for a short time these small buses will work. But as time goes on and more and more people start riding the bus these buses are going to be filling up. I would personally urge for some 35ft buses.

Thank you for your time

-Jimmy Bristow

Hope to hear back from you. Would like to discuss this!!

*(Received February 7, 2015 via email)*

**SATS Response: The Springfield Mass Transit District was awarded a US Department of Transportation Ladders of Opportunity Grant to acquire buses to expand service. Initially, SMTD planned to acquire medium duty low floor buses. However, upon review, SMTD realized that medium duty buses would not meet the potential demand along the new routes. SMTD obtained the approval from the Federal Transit Administration to acquire 35-foot low-floor buses. One point of clarification – the expansion routes are within the Springfield Mass Transit District Boundaries.**

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Please add my comments to your update. Lenhart Road is in real need of upgrade, as is Bunker Hill Road. These roads have a very high volume of traffic, including heavy commercial vehicles. They are clearly simple rural farm roads, and were never designed to accommodate the traffic flow on them today. With all of the new development on the far W. Wabash corridor, the traffic on these roads is increasing rapidly. They are dangerous and potentially deadly, and need to be upgraded to handle all of the traffic that follows the continued development in this area. I live in Centennial Park, and these roads are the only way in and out of the development, which continues to grow. The City & County approved these developments, derive very large property tax revenues from them, and have just ignored the need for infrastructure improvements to support the area.

Thank you for your consideration, and I hope this area climbs to the top of transportation needs of our community.

**Mike Bartscht**

*(Received February 12, 2015 via email)*

**SATS Response: The City of Springfield does recognize the need to upgrade both Lenhart Road and Bunker Hill Road and will actively look for innovative ways to fund these improvements in a timelier manner.**

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I was quite impressed with the Long Range transportation plan from sscrpc and marvel at all the areas and topics covered.

I am especially interested in the mass transportation bus system and hope for several changes.

I hope to see the intra-city bus depot become a reality. It is really sad that a capital city in a populous state like Illinois has no transportation center for Greyhound passengers.

I also wish to see better city (SMTD) bus stop improvements. I noted that shelter upgrades were mentioned, but it would be nice to see that more passenger shelters are installed. I note that along MacArthur Blvd. between South Grand and Wabash there are often people waiting for a bus without a bench or, better, a shelter from the weather. The ideas of a SMTD community advisory committee and/or an Adopt-a-bus-stop are worth pursuing.

Thank you for making this plan available for the public to read and comment on.

*Janet Frederick*

*(Received March 2, 2015 via email)*

**SATS Response: The Springfield Mass Transit District intends to complete a Transfer Center within the timeframe specified for the Long Range Transportation Plan. Ideally, the Transfer Center will house multiple modes of transportation. SMTD intends to work with Greyhound and community partners to accommodate an inter-city bus station at the Transfer Center.**

The Springfield Mass Transit District has planned to install additional passenger shelters along various bus routes. The City of Springfield and Springfield Mass Transit will remain in communication to identify locations for bus stop improvements throughout the city. The MacArthur Boulevard corridor bus stops have been studied but adequate locations for bus shelters could not be identified. SMTD will work with the City and IDOT to incorporate bus shelters during the planned MacArthur Boulevard reconstruction, as funding allows.

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To: Linda Wheeland, SSCRPC

RE: SATS 2040 Long Range Transportation Plan  
Response from Citizens' Advisory Committee

We offer a favorable and supportive response to the proposed SATS 2040 Long Range Transportation Plan. In general, we feel that it represents the spirit of our expressed needs and generally includes the issues we identified.

There are two feedback comments we wish to specifically make.

1. We would like to see the Complete Streets policy bolstered and then endorsed by the communities represented in the transportation planning area.

The current statement, available on the SSCRPC web site, states the policy as follows:

"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 context-sensitive 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 systemwide plans.

In the recommendations, under A.2 Multimodal Recommendation 2, we had excerpted portions of the Complete Streets Policy from Bloomington, IN which is a multi-page document. Our policy, included in full above, seems unsubstantial in comparison.

The committee did not offer specific suggestions, as we felt the staff of SSCRPC is more qualified than us to expand the definition, but in response, we offer ideas such as these referenced by web link <http://www.smartgrowthamerica.org/documents/cs-2012-policy-analysis.pdf> from Smart Growth America.

2. We want to reiterate our belief in the benefits of and the desire to see the development of the Multimodal Center and the community transportation center concepts that have been proposed and presented to the public.

Thank you for the opportunity to be part of the planning process.

Respectfully Submitted,

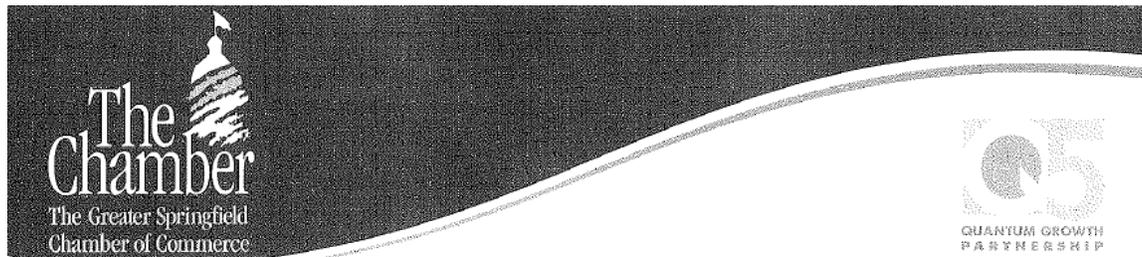
For the Citizens' Advisory Committee  
by Joe Agner

*(Received March 3, 2015 via email)*

**SATS Response: The Springfield Area Transportation Study will review Complete Streets policies from other areas and bolster the current policy statement to a more comprehensive policy document that once adopted will be presented to Springfield Metropolitan Planning Area communities for endorsement.**

**Development of the multi-modal center along the 10<sup>th</sup> Street rail corridor will include engaging community partners and officials to assure the facility is integrated into the neighborhood and serves as a catalyst for re-development in the area.**

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Ms. Linda Wheeland.  
SSCRPC  
Attn: SATS  
200 S. 9th St. Room 212,  
Springfield, IL 62701.

Dear Ms. Wheeland:

Thank you for the opportunity to comment on the Long Range Transportation Plan (LRTP). The Planning Commission staff did an excellent job preparing this comprehensive document. The Greater Springfield Chamber of Commerce convened a small working group which consisted largely of engineers of the Development Policy Council to review the LRTP. We understand that there are more projects than funding allows to complete and that prioritization is necessary. We believe in the short term the following projects should be a priority for funding:

1. Springfield Rail Improvements Project
2. Stanford Avenue
3. 11<sup>th</sup> Street Extension
4. Woodside/Iron Bridge Road

Our community's first priority should be completing the Springfield Rail Improvement Project. This is the most important transportation project in our community and we should do everything possible to speed the implementation of this project including an efficient use of funds that are currently earmarked for Third Street. We also believe that the Lincolnshire Extension is an important long term project that will better connect our community and provide economic development opportunities.

Regarding the Planned Illustrative Road & Bridge Projects (2020 – 2030) number 32, the engineering study for I-55 could be moved up into the committed projects list if still included in the IDOT Multi-Year Program. This is an important first step in making interstate travel through our community safer.

Thank you again for the opportunity to comment on the draft Long Range Transportation Plan. The Regional Planning Commission staff did an excellent job in completing this comprehensive planning document.

Sincerely,

Chris Hembrough  
President & CEO  
The Greater Springfield Chamber of Commerce

*Transforming the economy of Sangamon County*

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*(Received March 3, 2015 via email)*

**SATS Response:** SATS agrees with the importance of the four priority projects noted with all or part of each project being undertaken during the “Committed” time frame of the Plan and funding being actively pursued on remaining phases. The Lincolnshire Boulevard extension poses challenges although some of these will be addressed in the rail flyover study being done offering an opportunity to re-evaluate this project. Widening of I-55 is a high priority with funding being a major factor in timing of the project.