

THE EVOLUTION OF THE QUINCY, ILLINOIS TRANSPORTATION SYSTEM
AND ITS IMPACT ON URBAN LAND USE PATTERNS

A Thesis

Presented to the
Department of Geography
Western Illinois University

In Partial Fulfillment
Of the Requirements for the Degree
Master of Arts

By
Steven R Gustison

April 2004

ABSTRACT

Transportation uses clearly affect land-use patterns, and land use decisions clearly affect transportation systems. Developing a richer understanding of the transportation land use relationship remains critical to the urban planning professional. This study includes a cartographic study of the changing transportation systems in Quincy, Illinois and their impact on urban land use. It is hypothesized this city did not develop independently of its transportation network and that spatial and temporal changes were influenced by that network.

The approach used in this study emphasizes space, time, and processes, namely transportation, at work. Traditional models show that similar changes in land use occurred during similar transportation uses and this research demonstrates the similarity of changes in Quincy. Each major technological mode of transportation is analyzed along with its impact on the spatial pattern of land use and urban expansion in Quincy. A contemporary land use map confirmed that abandoned and obsolete transportation infrastructure remain long after their discarded systems leaving lasting footprints on the urban landscape.

With Quincy beginning as a traditional commercial river settlement, the early land use along the riverfront area conformed to established patterns. Quincy had already established a rectangular shape and never experienced the traditional spatial shapes associated with the horsecar and streetcar eras. Current land use in Quincy more closely resembles the Harris and Ullman (1945) Model.