



1. Main Street corridor
2. Pfeffer Road corridor to Washington Street
3. Extend KRT westward to Smith Road

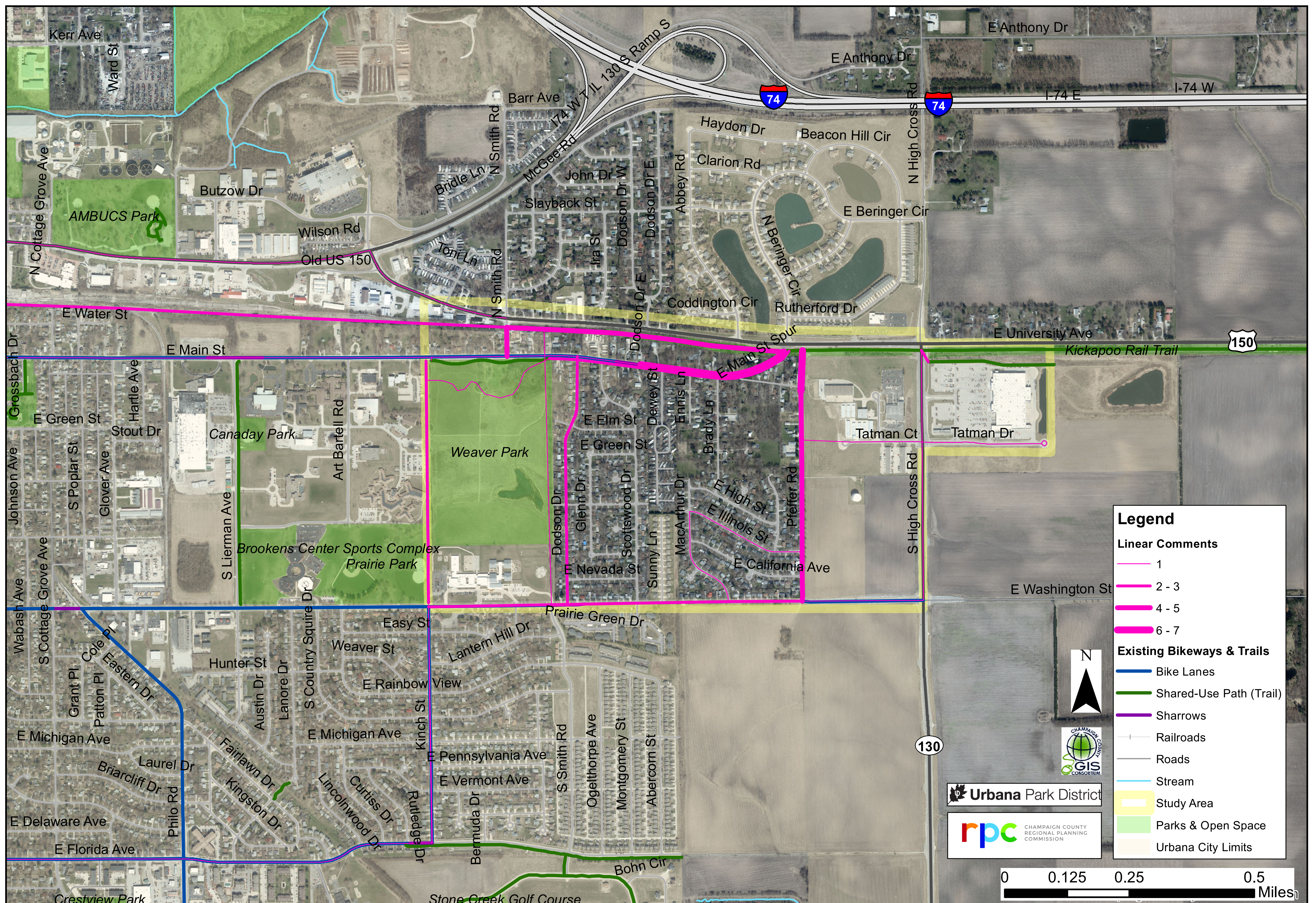
1. Restrooms
2. Wayfinding
3. Trailheads
4. Signage
5. Drinking fountains
6. Trees

1. Restrooms
2. Wayfinding and Maps
3. Drinking Fountains
4. Benches
5. Bike Racks
6. Lighting
7. Landscaping
8. Bicycle Repair Station
9. Pavilion
10. Public Art

<https://ccrpc.org/documents/urbana-kickapoo-rail-trail-public-workshop-1/>



# Urbana KRT Study Public Workshop #1 Desired Connections Map



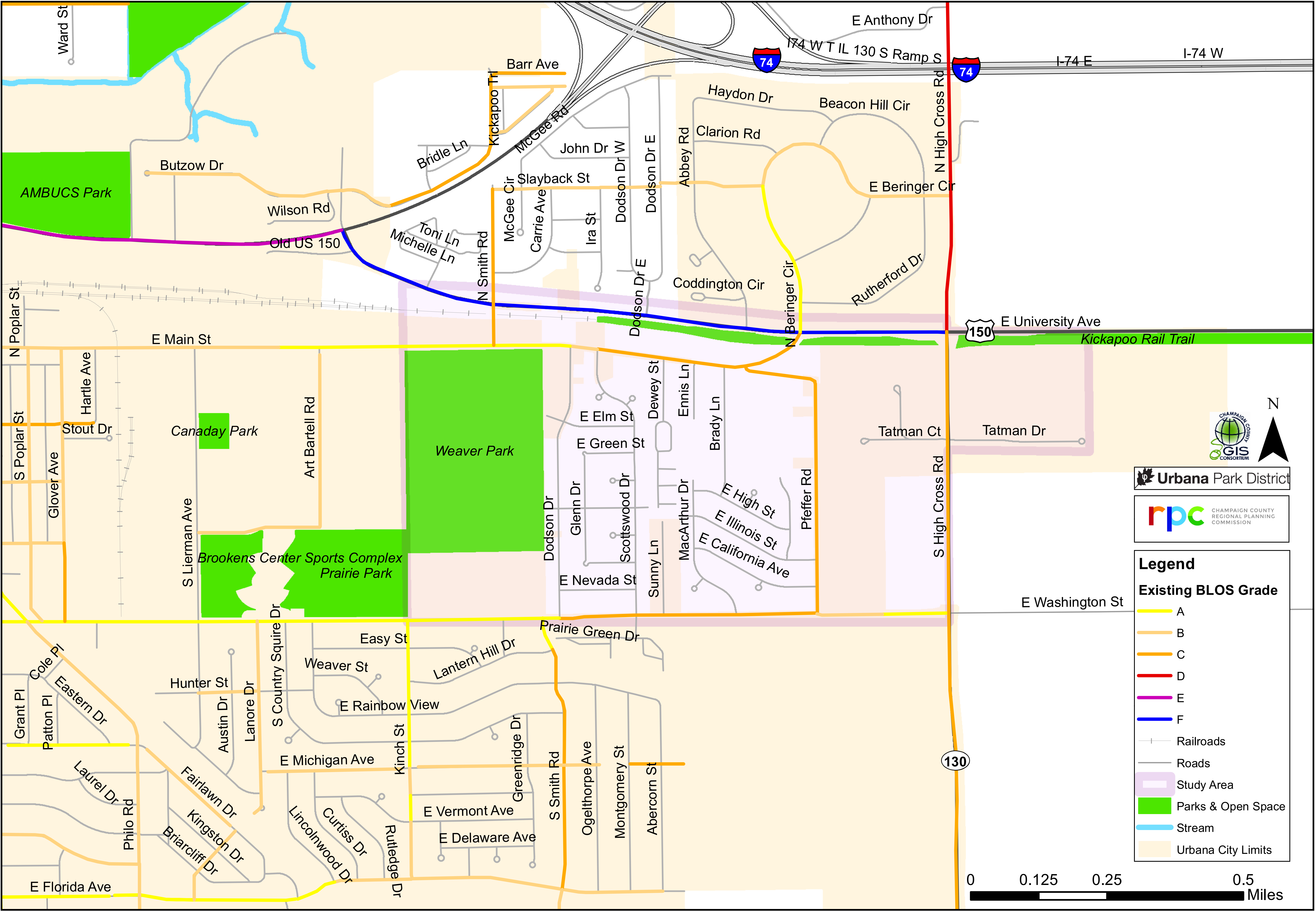




# Kickapoo Rail Trail Connectivity Study

## EXISTING BICYCLE LEVEL OF SERVICE (BLOS)

Bicycle Level of Service (BLOS) is used to measure the on-road comfort level of bicyclists as a function of a roadway’s geometry and traffic conditions. In other words, it measures the “bike-friendliness” of a roadway.



Roadways with lower scores are more attractive to bicyclists. The target BLOS score to attract “Interested but Concerned” cyclists to a roadway is 2.50 or lower, resulting in a BLOS Grade of A or B.

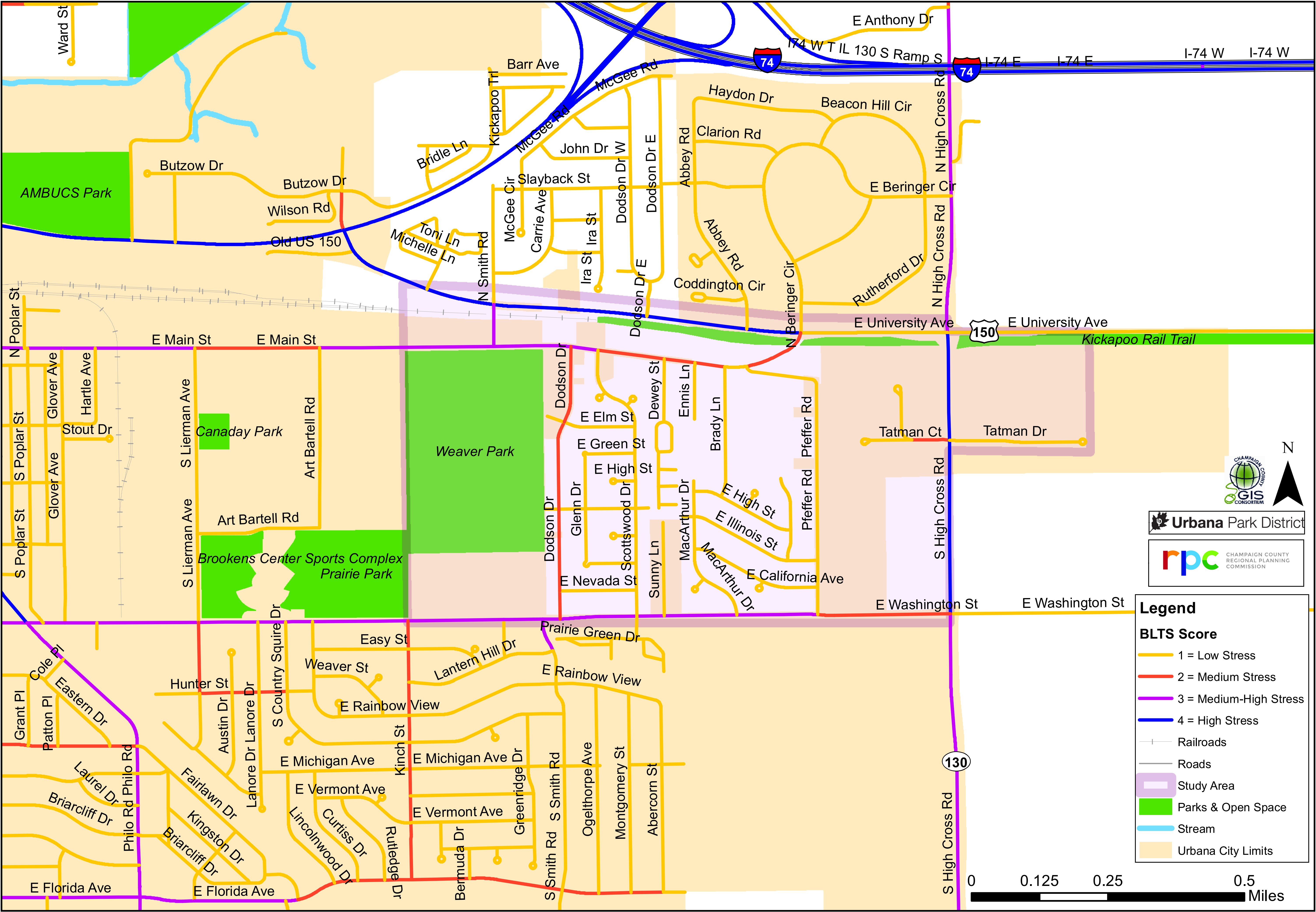




# Kickapoo Rail Trail Connectivity Study

## EXISTING BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

Level of Traffic Stress (LTS) is a rating given to a route segment or crossing indicating the traffic stress it imposes on bicyclists.



There are criteria for determining LTS for route segments, intersection approaches, and crossings. LTS for a route combine over segments using weakest link logic. That means that if most of the links on a route have LTS 1 or 2, but one or a few links on a route have LTS 3, the route as a whole has LTS 3.

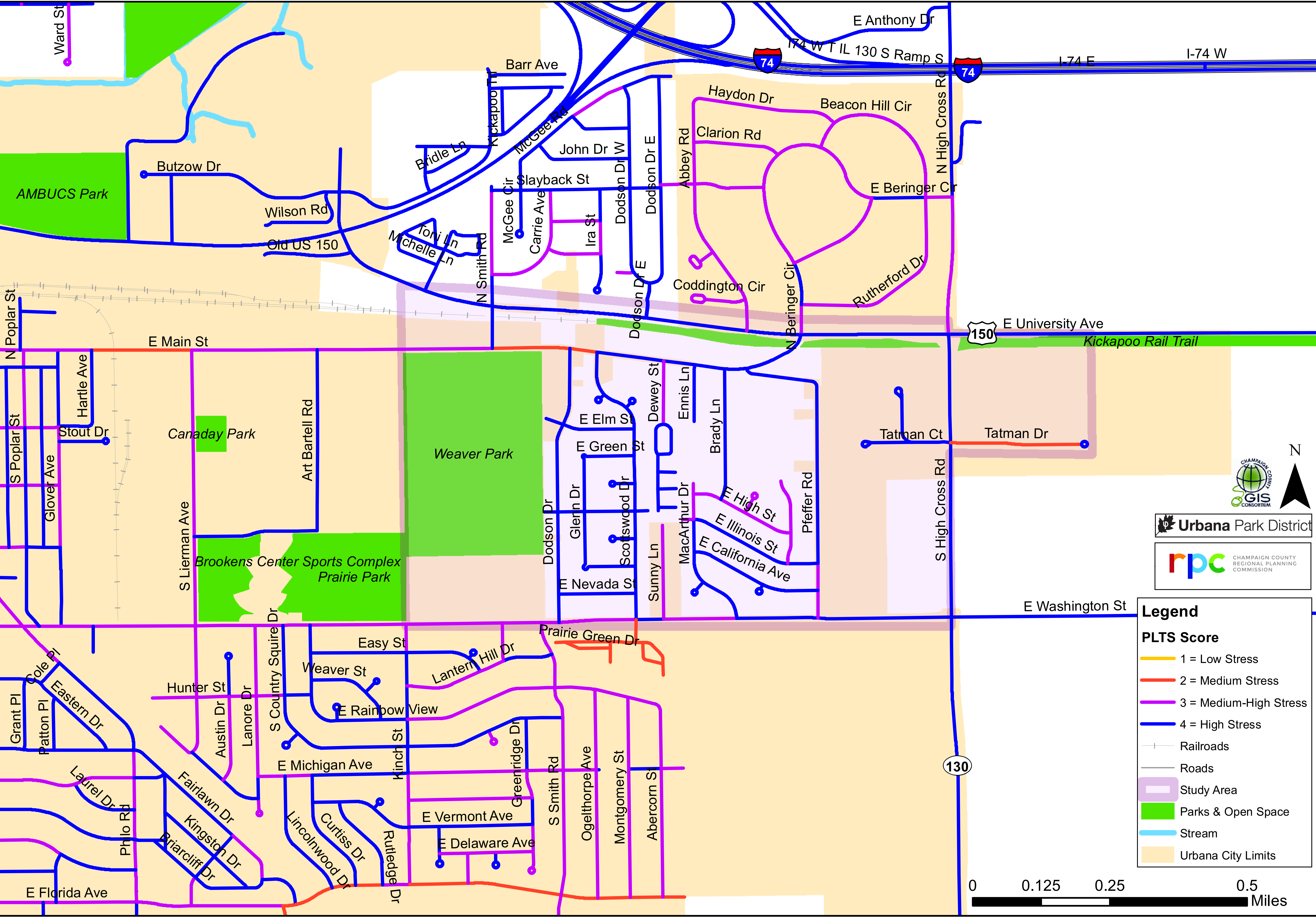




# Kickapoo Rail Trail Connectivity Study

## EXISTING PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS)

Level of Traffic Stress (LTS) is a rating given to a route segment or crossing indicating the traffic stress it imposes on pedestrians.

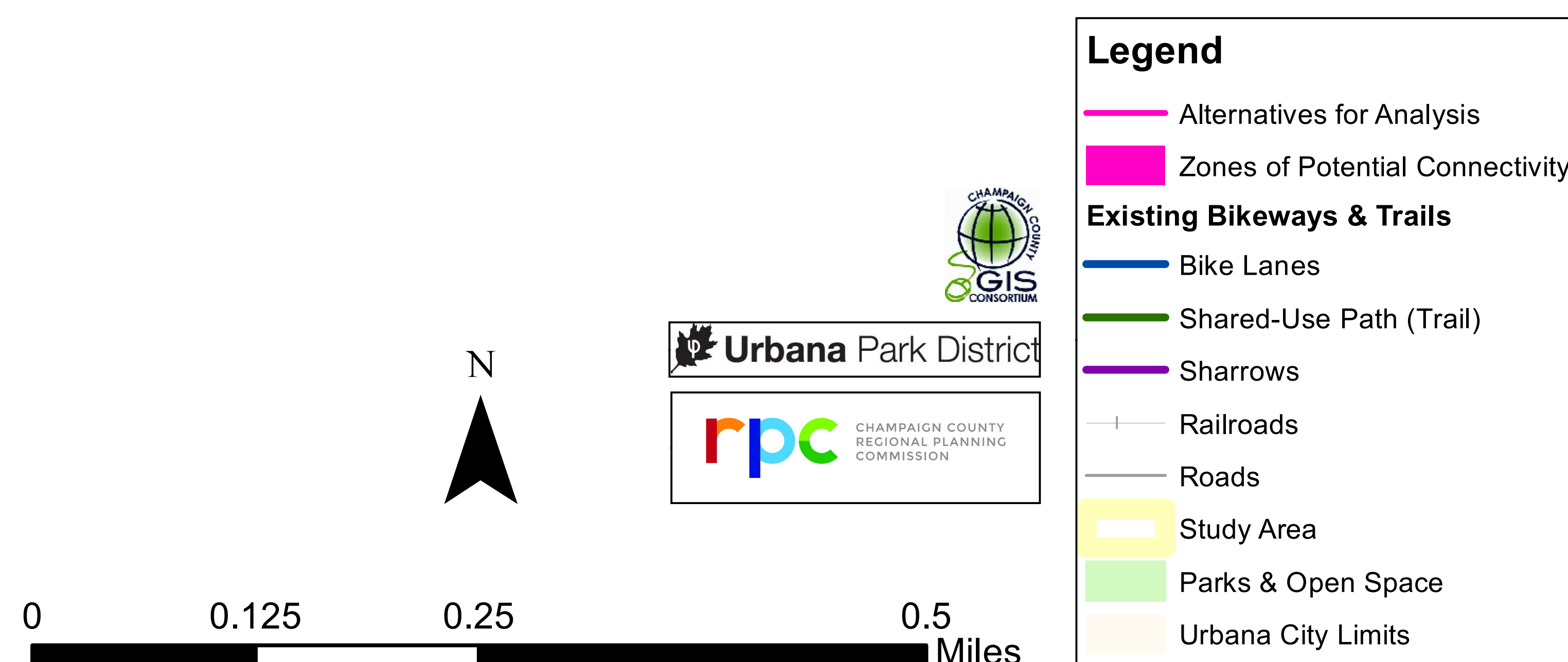


There are criteria for determining LTS for route segments, intersection approaches, and crossings. LTS for a route combine over segments using weakest link logic. That means that if most of the links on a route have LTS 1 or 2, but one or a few links on a route have LTS 3, the route as a whole has LTS 3.





1. Main Street Bike Lanes Extension (0.36 miles)
2. Main Street Sidepath (0.49 miles)
3. Smith Road via Norfolk Southern Railroad (NSRR) (approximately 0.61 miles)
4. Bakers Lane via NSRR (approximately 1.01 miles)
5. Pfeffer Road extended (UCSD driveway) to Main St. (0.58 miles)
6. Industrial Circle extended (approximately 0.08 miles)
7. Pfeffer Road & Washington Street (1.01 miles)
8. Tatman Court extended via High Cross Rd. (approximately 0.43 miles)
9. Art Bartell Road extended via NSRR (approximately 0.94 miles)



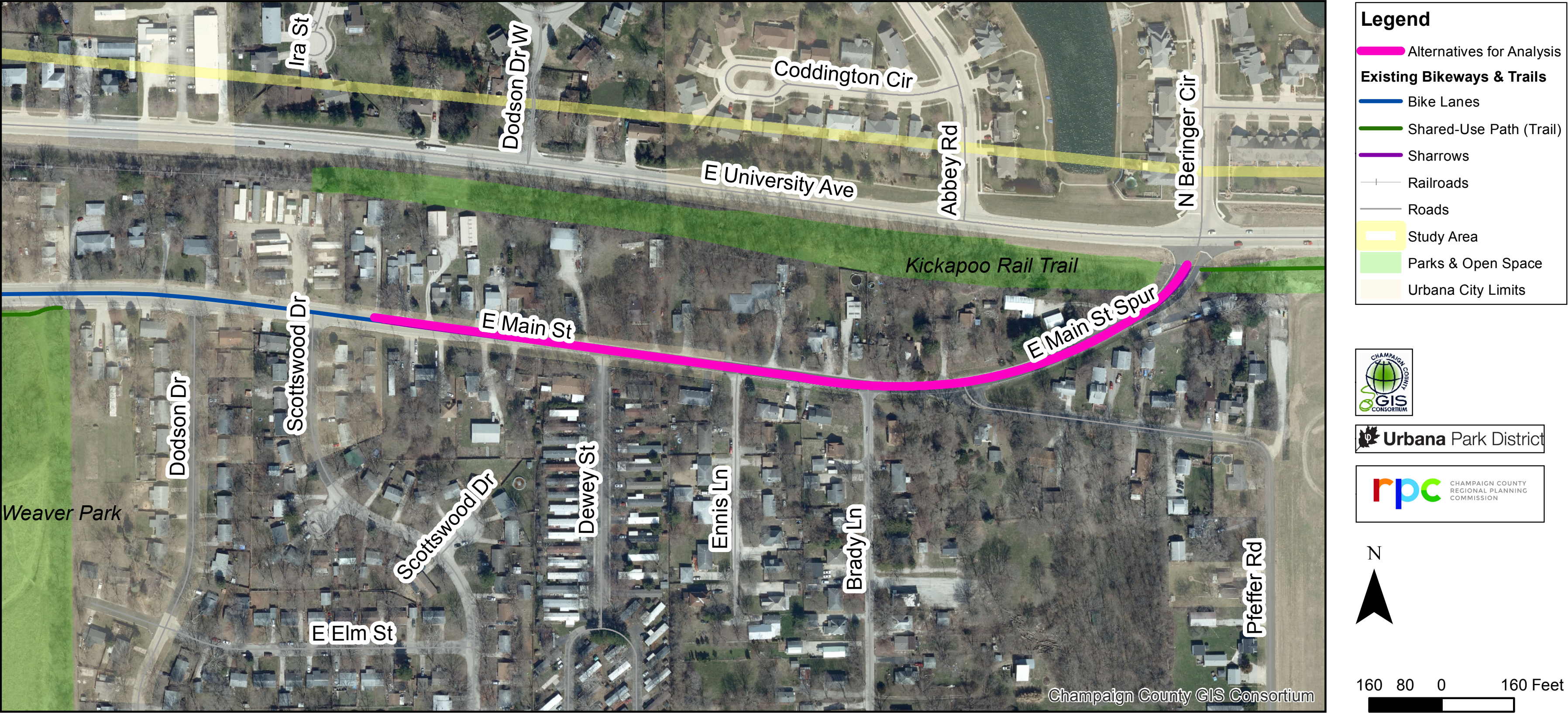




# Kickapoo Rail Trail Connectivity Study

## ALTERNATIVES 1 & 2

### Alternative #1: Main Street Bike Lanes Extension



Your Comments:

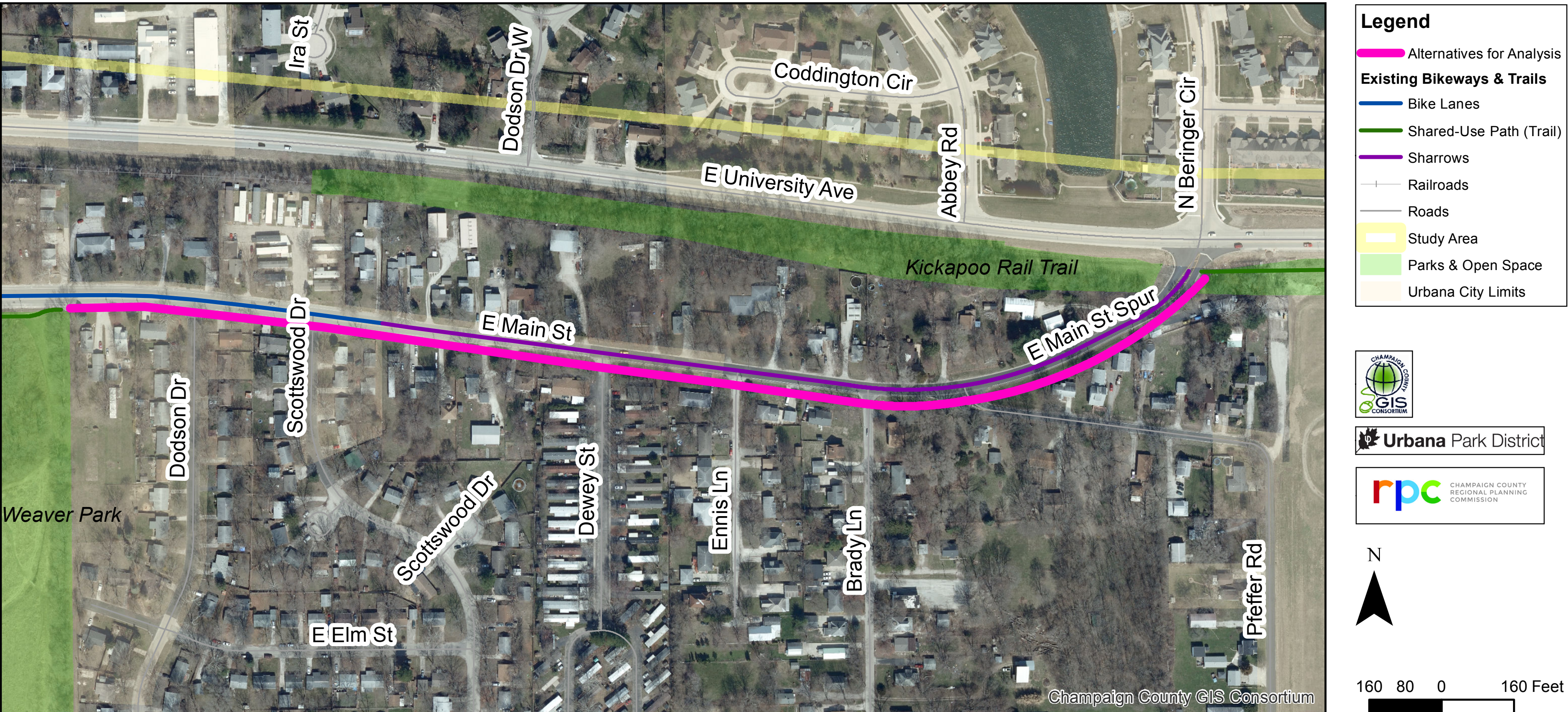
### Opportunities

- 1. Narrower travel lanes can slow vehicle traffic.
- 2. Provides a direct and complete bike lane connection between the existing KRT terminus, Weaver Park, Downtown Urbana and beyond.
- 3. Provides improvements to existing access to the KRT along land under City of Urbana jurisdiction. Main Street is owned by the City of Urbana for its entire length, although the land surrounding it east of Scottswood Drive is not within City limits.
- 4. Provides improved access for Interested but Concerned cyclists. The Bicycle Level of Service (BLOS) score and grade would improve from 3.22 (C) to 2.15 (B) if standard bike lanes are installed.
- 5. Strong public support from Public Workshop #1.

### Constraints

- 1. Pedestrians are not accommodated. All KRT users will be on the road, which increases potential conflicts with vehicles. This is not the most family-friendly option.
- 2. Right-of-way acquisition and engineering to widen the road will take a significant amount of time and money, as well as the cooperation of many landowners. This is especially true if the road is widened enough to construct protected bike lanes instead of standard bike lanes.
- 3. Sidepaths that cross multiple driveways are not as safe for KRT users as an off-street shared-use path, since the latter completely removes interaction between KRT users and vehicles.
- 4. The Main Street Spur area can be tricky to navigate for cyclists, and vehicles may not see KRT users, especially as they are leaving the trail to head west on Main Street.

### Alternative #2: Main Street Sidepath



Your Comments:

### Opportunities

- 1. Pedestrians are accommodated via an off-street path.
- 2. Provides a direct and complete bikeway connection between the existing KRT terminus, Weaver Park, and Downtown Urbana.
- 3. Railroad property access west of the Scottswood Drive corridor would not be necessary.
- 4. Strong public support from Public Workshop #1.
- 5. The off-street path between the KRT and Weaver Park is family-friendly and accommodates Interested but Concerned cyclists by providing separation between KRT users and vehicles.
- 6. The Sidepath Suitability score is 6, indicating that this area is “most suitable” for a sidepath.

### Constraints

- 1. Existing structure(s) within the right-of-way needed to construct a sidepath would have to be removed which causes significant increases in cost.
- 2. Right-of-way acquisition and engineering to construct a sidepath will take a significant amount of time and money, as well as the cooperation of many landowners. Not all of the right-of-way is within City limits, either.
- 3. Sidepaths that cross multiple driveways are not as safe for KRT users as an off-street shared-use path, since the latter completely removes interaction between KRT users and vehicles.
- 4. Westbound KRT cyclists will need to transition from the sidepath to the Main Street bike lanes at Smith Road or before the sidepath ends on the west side of Weaver Park.

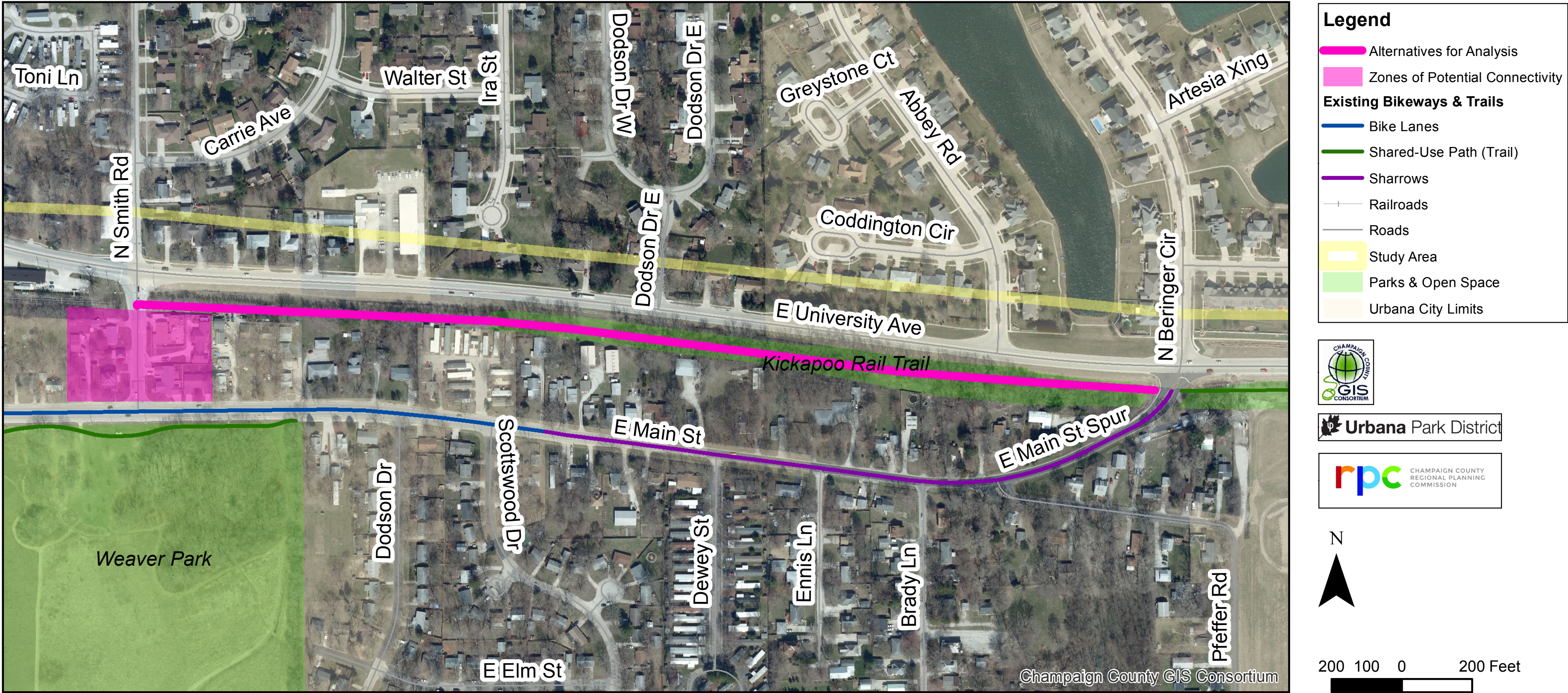




# Kickapoo Rail Trail Connectivity Study

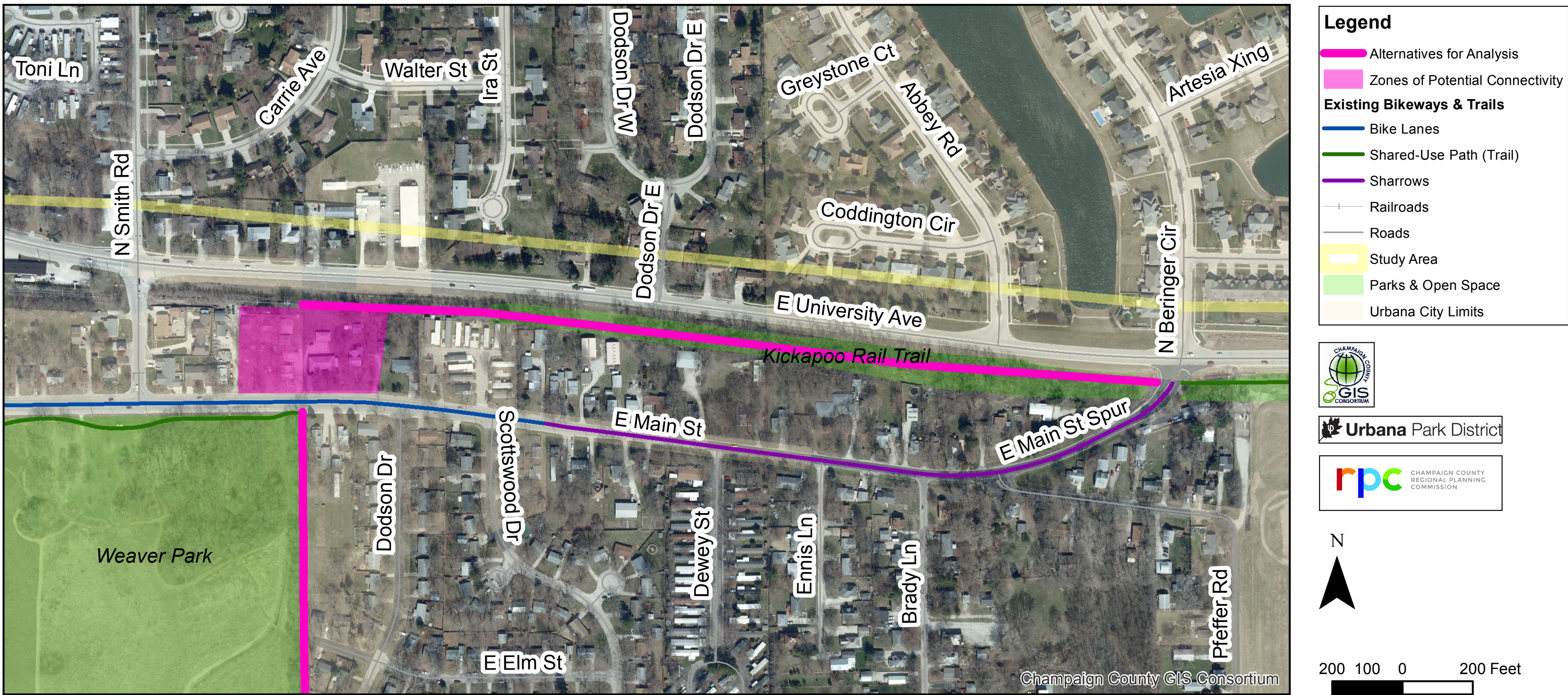
## ALTERNATIVES 3 & 4

### Alternative #3: Smith Road Via Norfolk Southern Railroad (NSRR)



Your Comments:

### Alternative #4: Bakers Lane Via NSRR



Your Comments:

### Opportunities

1. Extends the KRT westward. If Norfolk Southern Railroad agrees to an easement or property sale to allow a shared-use path to be built, it could lead to additional acquisition further west into Urbana-Champaign and/or discussions about future rails-with-trails concepts.
2. New all-way stop at Main Street and Smith Road improves safety for KRT users by stopping vehicles.
3. Pedestrians are accommodated via an off-street path which increases pedestrian safety.
4. Provides a safe bikeway connection between the existing KRT terminus and Weaver Park. The existing Main Street bike lanes connect cyclists from Weaver Park to Downtown Urbana.
5. Proximity from a trailhead at Weaver Park to the KRT is the best for Urbana Park District to be involved in a trail-based event.
6. Strong public support from Public Workshop #1.
7. The off-street path between the KRT and Weaver Park is family-friendly and safely accommodates Interested but Concerned cyclists by providing no interaction between KRT users and vehicles on the rail-trail corridor, and potentially no separation between the two along Smith Road.
8. The Sidepath Suitability score is 8, indicating that Smith Road is “somewhat suitable” for a sidepath.

### Constraints

1. At its widest, the distance from the Smith Road east curb to the east edge of the public right-of-way is 14 feet. This narrows closer to University Avenue, where a right turn lane exists. Exploration of accessing more land would be needed to construct a sidepath based on the recommended shared-use path clear zone width of 12-16’.
2. Railroad property access west of the Scottswood Drive corridor is necessary. This will take a significant amount of time and money, as well as the cooperation of Norfolk Southern Railroad. This includes seeking funding for the preliminary engineering, design, and construction for this potential KRT section.
3. Right-of-way acquisition and engineering to construct a sidepath on Smith Road will take a significant amount of time and money, as well as discussions with nearby landowners.
4. Sidepaths that cross multiple driveways are not as safe for KRT users as an off-street shared-use path, since the latter completely removes interaction between KRT users and vehicles.

### Opportunities

1. An enhanced trail crossing is allowed and recommended by the Champaign-Urbana Crosswalk Guidelines for KRT users to cross Main Street at Bakers Lane.
2. Crosses Main Street at Weaver Park, making the availability of proposed primary trailhead features at Weaver Park obvious to KRT users.
3. Extends the KRT westward. If Norfolk Southern Railroad agrees to an easement or property sale to allow a shared-use path to be built, it could lead to additional acquisition further west into Urbana-Champaign and/or discussions about future rails-with-trails concepts.
4. KRT users avoid crossing Main Street further away from the all-way stop at Smith Road.
5. KRT users avoid using a sidepath on Main Street east of Weaver Park that crosses multiple residential driveways and streets, thus improving safety.
6. Pedestrians are accommodated via an off-street path.
7. Provides a pedestrian and bikeway connection between the existing KRT terminus and Weaver Park. The existing Main Street bike lanes, sidepath, and sidewalks connect cyclists from Weaver Park to Downtown Urbana.
8. Provides a pedestrian and bikeway connection between Weaver Park, the unincorporated Scottswood subdivision, the Washington Street bike lanes, Urbana Early Childhood School (UECS), and Dr. Williams Elementary School. This is especially beneficial for residents of the Scottswood subdivision, where few sidewalks exist, they are ineligible for transportation improvements by the City of Urbana, and many households are low-income that rely on non-motorized forms of transportation. The existing Washington Street bike lanes will also connect cyclists to more Urbana neighborhoods and destinations.
9. Provides improvements to existing access to Weaver Park along land under City of Urbana jurisdiction. Bakers Lane is owned by the City of Urbana for its entire length. Trail alignment along Bakers Lane creates better connectivity to areas, bikeways, and trails to the south. This alternative also opens use of Bakers Lane to bicyclists and pedestrians.
10. Proximity from a trailhead at Weaver Park to the KRT is the best for Urbana Park District to be involved in a trail-based event.
11. Public support exists from Public Workshop #1 and Urbana Bicycle Master Plan input.
12. An off-street path between the KRT and Weaver Park is family-friendly and accommodates Interested but Concerned cyclists by providing no interaction between KRT users and vehicles, except for crossing Main Street.
13. This project can be built in phases, with the section between the existing KRT terminus and Weaver Park having first priority, and the remaining Bakers Lane section south to Washington Street having second priority.

### Constraints

1. Exploration of accessing more land, discussions with nearby landowners, and engineering to construct a shared-use path would take a significant amount of time and money.
2. Railroad property access west of the Scottswood Drive corridor is necessary. This will take a significant amount of time and money, as well as the cooperation of Norfolk Southern Railroad. This includes seeking funding for the preliminary engineering, design, and construction for this potential KRT section.

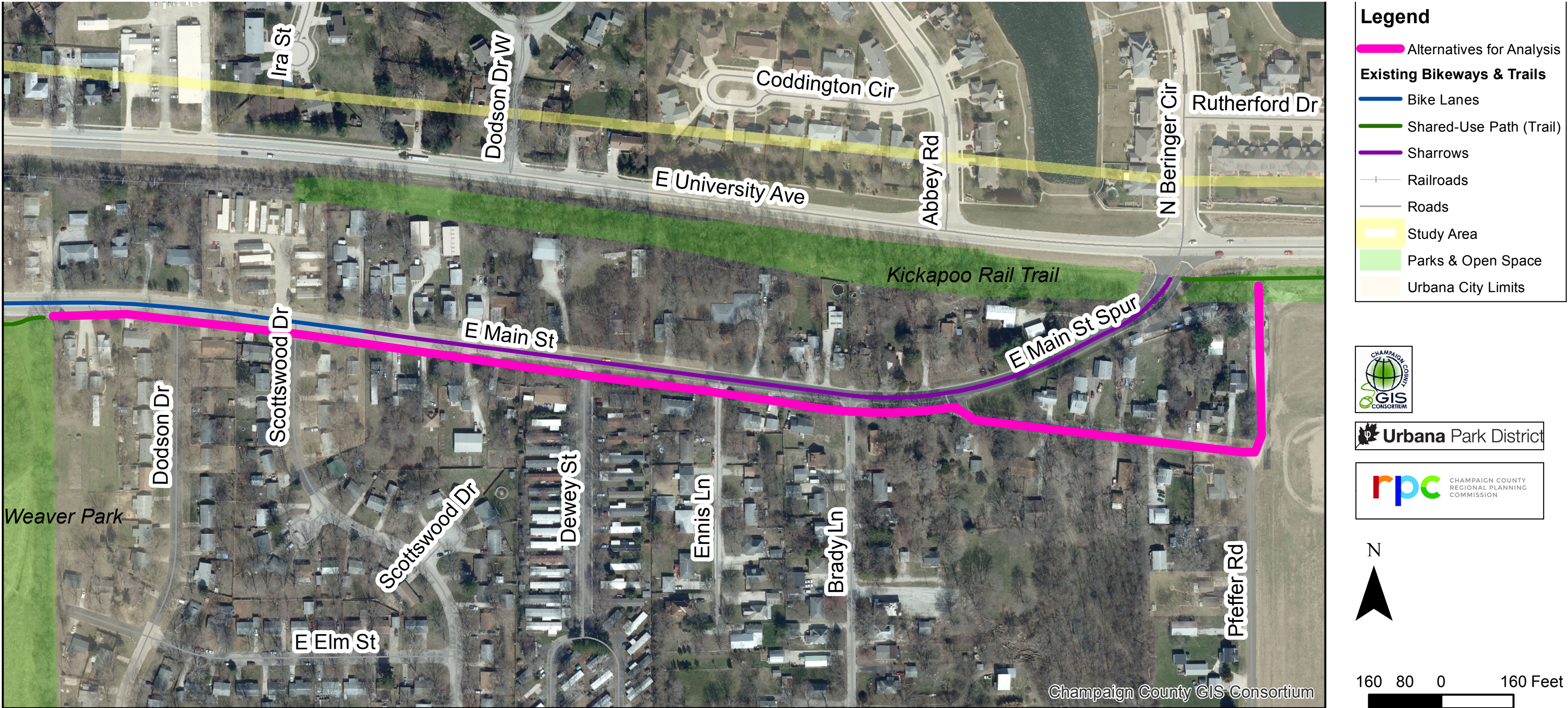




# Kickapoo Rail Trail Connectivity Study

## ALTERNATIVES 5 & 6

### Alternative #5: Pfeffer Road Extended (UCSD Driveway) to Main Street



Your Comments:

#### Opportunities

1. Avoids the constricted Main Street Spur and the Main Street Spur/University Avenue intersection. Moves the left turn for westbound KRT cyclists from the Main Street Spur to Pfeffer Road.
2. Pedestrians are accommodated via an off-street path.
3. Provides a bikeway connection between the KRT and Weaver Park. The existing Main Street bike lanes connect cyclists from Weaver Park to Downtown Urbana.
4. Provides better connectivity to Pfeffer Road. This is only truly realized by pairing this alternative with Alternative #7, which would also improve connectivity to other parts of East and South Urbana.
5. Public support exists from Public Workshop #1 for the use of the UCSD driveway and section west of the Main Street Spur.
6. Railroad property access west of the Scottswood Drive corridor would not be necessary.
7. The off-street path between the KRT and Weaver Park is family-friendly and accommodates Interested but Concerned cyclists by providing separation between KRT users and vehicles.
8. The Sidepath Suitability score is 6, indicating that this area is “most suitable” for a sidepath.

#### Constraints

1. A shared-use path longer than that proposed in Alternative #2 will cost more to construct.
2. Existing structure(s) within the right-of-way needed to construct a sidepath on Main Street would have to be removed.
3. KRT users continuing to the current terminus at the Main Street Spur will have no off-street facility to continue using. These users may still use the Main Street Spur as a shortcut to access Main Street, even if no facilities are present.
4. Requires an easement from the Urbana-Champaign Sanitary District (UCSD) to construct a trail on their property at 2912 East Main Street (i.e. Pfeffer Road extended).
5. Right-of-way acquisition and engineering to construct a sidepath on Main Street will take a significant amount of time and money, as well as the cooperation of many landowners. Not all of the right-of-way is within City limits, either.
6. Sidepaths that cross multiple driveways are not as safe for KRT users as an off-street shared-use path, since the latter completely removes interaction between KRT users and vehicles.
7. The Main Street/Pfeffer Road intersection currently has no stop control. A marked trail crossing and stop control would be recommended for this alternative.
8. Westbound KRT cyclists will need to transition from the sidepath to the Main Street bike lanes at Smith Road or before the sidepath ends on the west side of Weaver Park.
9. Without signage, this alignment is not as intuitive to KRT users at the intersection of the KRT and UCSD driveway.

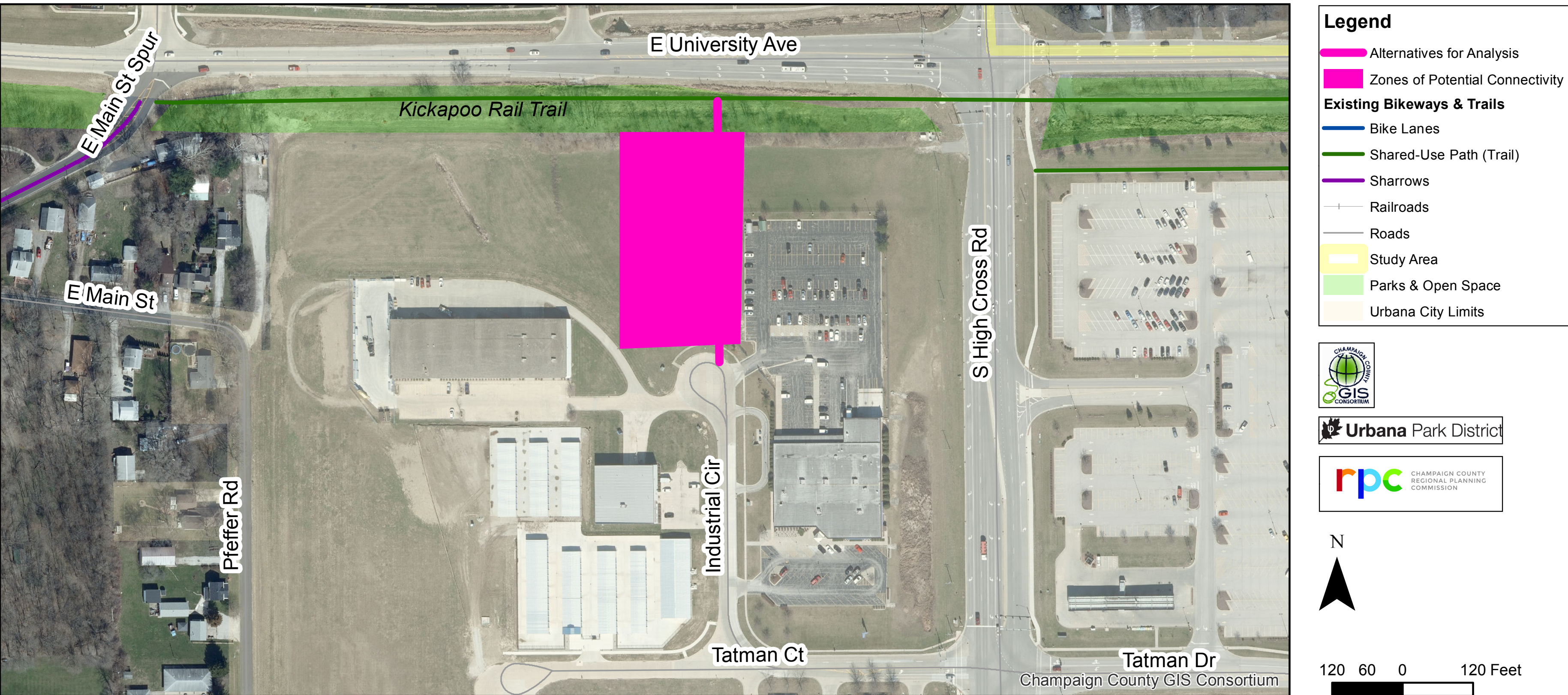
#### Opportunities

1. Pedestrians are accommodated via an off-street path.
2. Railroad property access west of the Scottswood Drive corridor would not be necessary.
3. The off-street path is family-friendly and accommodates Interested but Concerned cyclists by providing no interaction between KRT users and vehicles.

#### Constraints

1. KRT users continuing to the current terminus at the Main Street Spur will have no off-street facility to continue using. These users may still use the Main Street Spur as a shortcut to access Main Street, even if no facilities are present.
2. Requires an easement from the United States Postal Service (USPS) to construct a trail through their property, and USPS has to be willing to provide this. If an easement is granted, engineering and construction to construct this shared-use path may take a significant amount of time and money.
3. The most appropriate lead agency to pursue this alternative is unclear. The lead agency will have to cover development costs if USPS is unwilling or unable.
4. There are grade changes in the tree and vegetation line between the KRT and the USPS properties that will increase the cost of building a KRT trail spur to Industrial Circle.
5. This alternative connects to the East Urbana Industrial Park, and the streets here are likely to have truck and delivery traffic that Interested but Concerned cyclists will not want to interact with.
6. This alternative does not connect to existing or proposed bikeways throughout the rest of Urbana.
7. This alternative does not connect to Weaver Park.
8. This alternative is only worthwhile if trailhead features are provided along Industrial Circle. No long-term public parking lot currently exists in this area. Vehicle parking is needed for a primary trailhead, especially since this area does not connect to other bicycle and pedestrian facilities. It is more likely that this location could serve as a secondary trailhead, but not the primary trailhead that is needed at the west end of the KRT. If a trailhead cannot be provided here, this alternative must be paired with Alternatives #5, 7, and 8 to access these features further west in Urbana.
9. Without signage, this alignment is not as intuitive to KRT users at the intersection of the KRT and Industrial Circle extended. It is also not an efficient or intuitive route for KRT users approaching the KRT from points west in Urbana.

### Alternative #6: Industrial Circle Extended



Your Comments:





# Kickapoo Rail Trail Connectivity Study

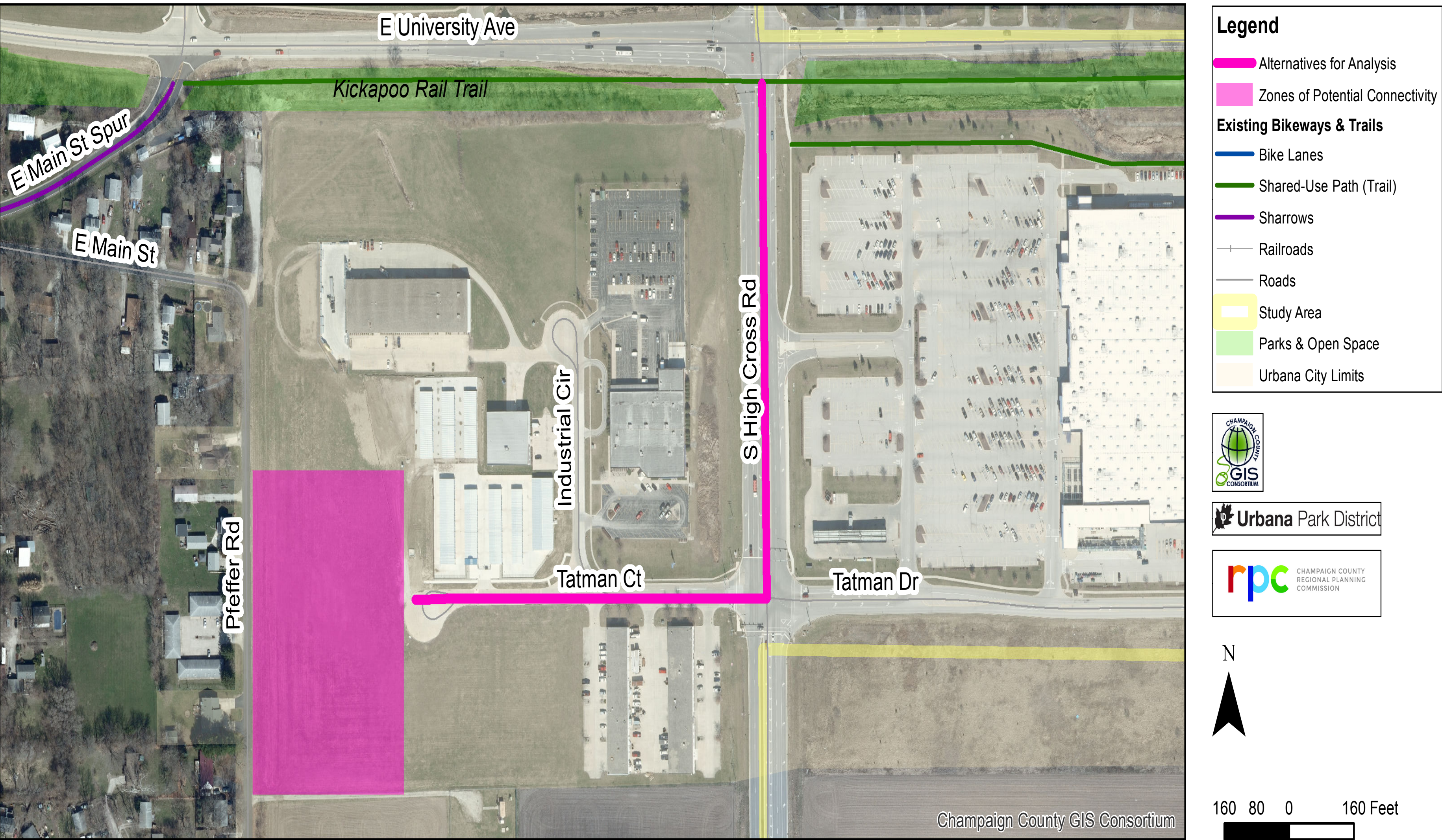
## ALTERNATIVES 7 & 8

### Alternative #7: Pfeffer Road & Washington Street



Your Comments:

### Alternative #8: Tatman Court Extended Via High Cross Road



Your Comments:

### Opportunities

1. Avoids the constricted Main Street Spur and the Main Street Spur/University Avenue intersection. Moves the left turn for westbound KRT cyclists from the Main Street Spur to Pfeffer Road.
2. Pedestrians are accommodated via an off-street path.
3. Improves connectivity to other parts of East and South Urbana.
4. Provides a pedestrian and bikeway connection between the KRT, the Washington Street bike lanes, Urbana Early Childhood School (UECS), and Dr. Williams Elementary School. The existing Washington Street bike lanes will also connect cyclists to more Urbana neighborhoods and destinations.
5. Provides improved access for Interested but Concerned cyclists. On Pfeffer Road, the Bicycle Level of Service (BLOS) score and grade would improve from 2.52 (C) to 2.49 (B) if standard bike lanes are installed. On Washington Street, the BLOS score and grade would improve from 3.22 (C) to 2.14 (B) if standard bike lanes are installed. The target BLOS score for accommodating these cyclists is 2.50 or lower.
6. Provides improvements to existing access to the KRT along land under City of Urbana jurisdiction. Pfeffer Road and Washington Street are owned by the City of Urbana.
7. Public support exists from Public Workshop #1.
8. Railroad property access west of the Scottswood Drive corridor would not be necessary.
9. The off-street path and sidepaths are family-friendly and accommodate Interested but Concerned cyclists by providing separation between KRT users and vehicles.
10. The Sidepath Suitability scores indicate that either side of Pfeffer Road is “most suitable” for a sidepath. It also indicates that the south side of Washington Street is “most suitable” for a sidepath.

### Constraints

1. KRT users continuing to the current terminus at the Main Street Spur will have no off-street facility to continue using. These users may still use the Main Street Spur as a shortcut to access Main Street, even if no facilities are present.
2. Requires an easement from the Urbana-Champaign Sanitary District (UCSD) to construct a trail on their property at 2912 East Main Street (i.e. Pfeffer Road extended).
3. Right-of-way acquisition and engineering to construct a sidepath and/or widen the road to install bike lanes on Pfeffer Road and/or Washington Street will take a significant amount of time and money, as well as the cooperation of many landowners. This is especially true if the road is widened enough to construct protected bike lanes instead of standard bike lanes. Regardless of treatment, the Washington Street vehicle and pedestrian bridges west of MacArthur Drive will have to be reconstructed to add bicycle and pedestrian improvements.
4. Sidepaths that cross multiple driveways are not as safe for KRT users as an off-street shared-use path, since the latter completely removes interaction between KRT users and vehicles.
5. The Main Street/Pfeffer Road intersection currently has no stop control. A marked trail crossing and stop control would be recommended for this alternative.
6. This alternative does not provide a direct nor intuitive bikeway connection between the KRT, Weaver Park, and Downtown Urbana. The Weaver Park primary trailhead will be on the north side of the park near Main Street, approximately ½ mile away from Washington Street.
7. Westbound KRT cyclists will need to transition from a proposed sidepath to existing bike lanes on Washington Street.
8. Without signage, this alignment is not as intuitive to KRT users at the intersection of the KRT and UCSD driveway.

### Opportunities

1. Avoids the constricted Main Street Spur and the Main Street Spur/University Avenue intersection. Moves the left turn for westbound KRT cyclists from the Main Street Spur to High Cross Road.
2. If a sidepath on High Cross Road is extended south to the existing sidepath, it will improve connectivity to other parts of East and South Urbana.
3. Pedestrians are accommodated via an off-street path.
4. Public support exists from Public Workshop #1.
5. Railroad property access west of the Scottswood Drive corridor would not be necessary.
6. The off-street path and sidepaths are family-friendly and accommodate Interested but Concerned cyclists by providing no interaction between KRT users and vehicles.
7. The Sidepath Suitability scores are 3 and 4, indicating that this area is “most suitable” for sidepaths.

### Constraints

1. KRT users continuing to the current terminus at the Main Street Spur will have no off-street facility to continue using. These users may still use the Main Street Spur as a shortcut to access Main Street, even if no facilities are present.
2. Requires an easement from the developer to construct a trail through their property between Tatman Court and Pfeffer Road, and the developer has to be willing to provide this. If an easement is granted, engineering and construction to construct these shared-use paths may take a significant amount of time and money.
3. The most appropriate lead agency to pursue this alternative is unclear. The lead agency will have to cover development costs if the developer is unwilling or unable.
4. There are grade changes in the tree and vegetation line near Pfeffer Road that will increase the cost of building a shared-use path on Tatman Court extended.
5. This alternative connects to the East Urbana Industrial Park, and the streets here are likely to have truck and delivery traffic that Interested but Concerned cyclists will not want to interact with.
6. This alternative does not connect to a sidewalk at Pfeffer Road.
7. This alternative does not connect to existing bikeways throughout the rest of Urbana.
8. This alternative does not connect to Weaver Park.
9. This alternative is more worthwhile to pursue if trailhead features are provided in the area. It is more likely that this location could serve as a secondary trailhead, but not the primary trailhead that is needed at the west end of the KRT. If a trailhead cannot be provided here, this alternative must be paired with Alternatives #5 and 7 to access these features further west in Urbana.
10. Without signage, this alignment is not as intuitive to KRT users at the intersection of the KRT and High Cross Road. It is also not an efficient or intuitive route for KRT users approaching the KRT from points west in Urbana.

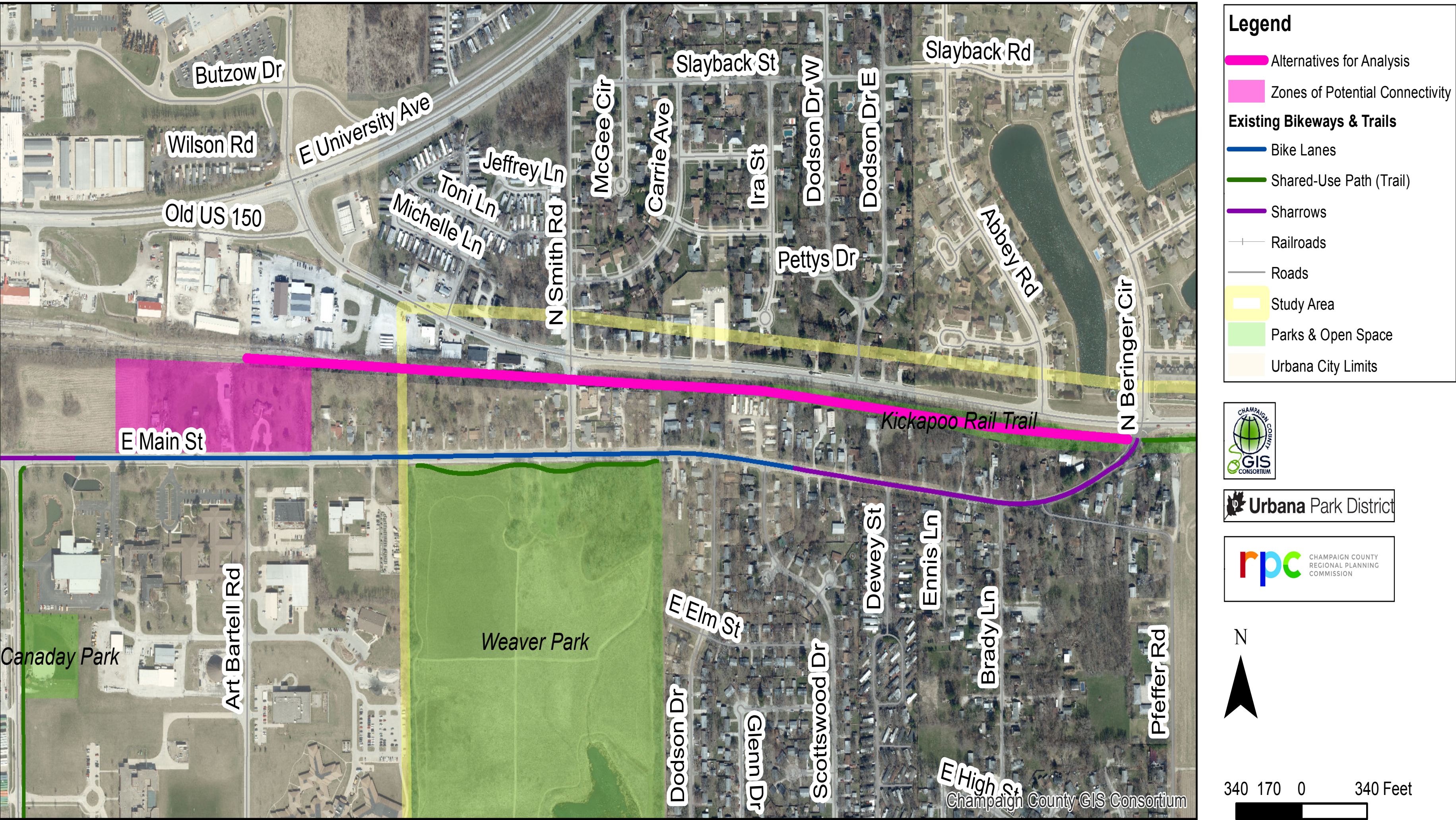




# Kickapoo Rail Trail Connectivity Study

## ALTERNATIVE 9

### Alternative #9: Art Bartell Road Extended Via NSRR



### Your Comments:

### Opportunities

1. Extends the KRT westward. If Norfolk Southern Railroad agrees to an easement or property sale to allow a shared-use path to be built, it could lead to additional acquisition further west into Urbana-Champaign and/or discussions about future rails-with-trails concepts.
2. KRT users avoid using a sidepath on Main Street that crosses multiple residential driveways and streets, thus improving safety.
3. Pedestrians are accommodated via an off-street path.
4. Provides a bikeway connection between the existing KRT terminus and Downtown Urbana via the existing Main Street bike lanes.
5. The off-street path is family-friendly and accommodates Interested but Concerned cyclists by providing no interaction between KRT users and vehicles.

### Constraints

1. A shared-use path longer than those proposed in Alternatives #3, 4, and 10 will cost more to construct.
2. No pedestrian or bicycle facilities exist on Art Bartell Road south of Main Street to safely connect KRT users to Champaign County facilities, Prairie Park, and Brookens Gym.
3. Railroad property access west of the Scottswood Drive corridor is necessary. This is especially difficult due to an active railroad existing west of Smith Road. This will take a significant amount of time and money, as well as the cooperation of Norfolk Southern Railroad. This includes seeking funding for the preliminary engineering, design, and construction for this potential KRT section.
4. Exploration of accessing more land, discussions with nearby landowners, and engineering to construct a shared-use path would take a significant amount of time and money.
5. This alternative does not connect to Weaver Park. Since it bypasses Weaver Park, there is no connection to proposed primary trailhead features on the west side of the KRT.