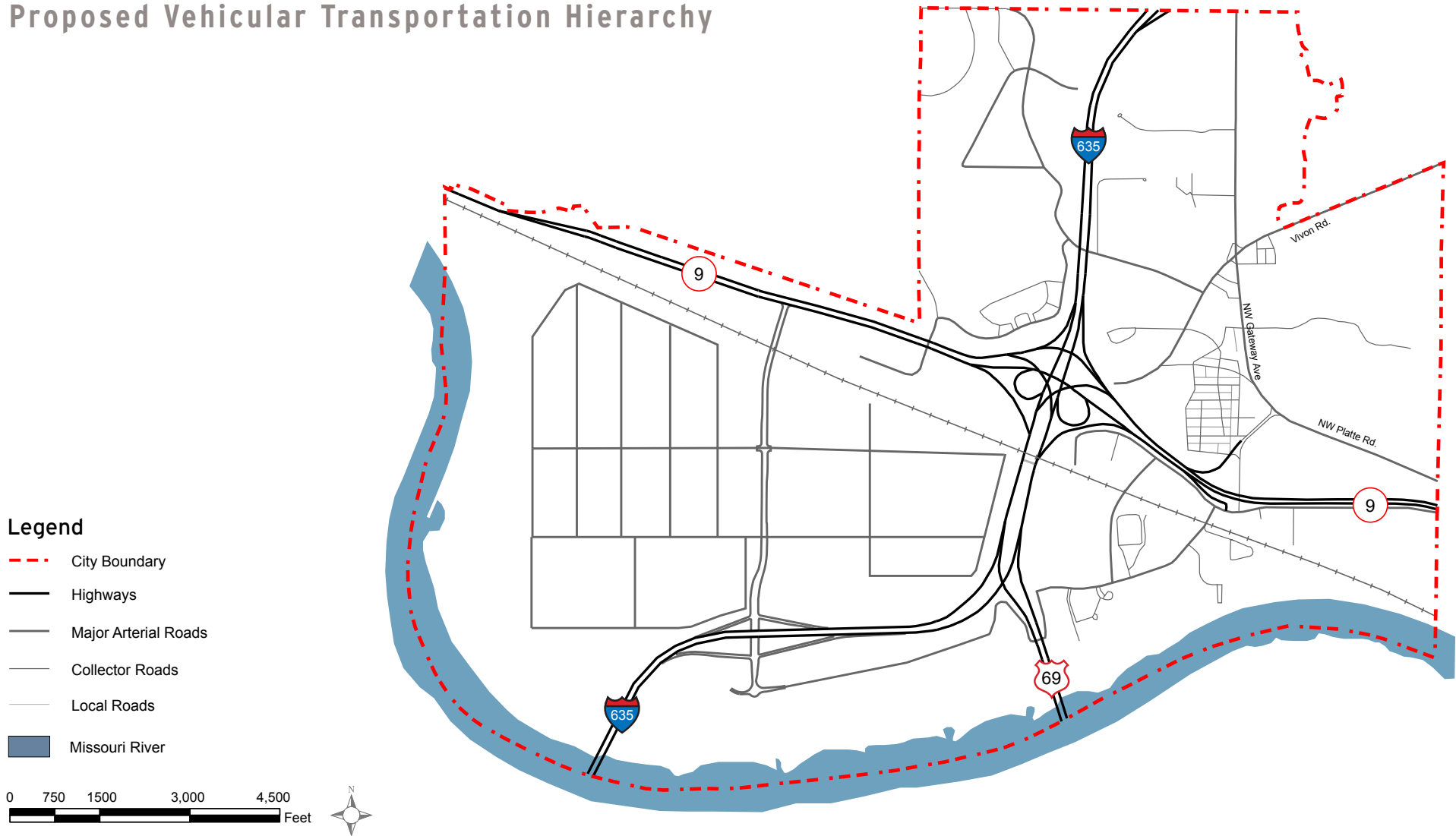


# Proposed Vehicular Transportation Hierarchy



A new street system will create block structures and facilitate movement between disparate portions of the city.

## Transportation Network

**GOAL: TO MAINTAIN AND IMPROVE THE TRANSPORTATION INFRASTRUCTURE FOR ALL TYPES OF TRANSPORTATION.**

### MAKING CONNECTIONS

Transportation is an important issue in Riverside. One significant asset for the City is its proximity to regional draws and the connecting road network. Unfortunately, the infrastructure that provides the citizens of Riverside with access to the regional highway system also acts as a barrier, dividing the City into four quadrants. Making connections across the separate quadrants is important to the long-term vitality of the City. The community survey demonstrated an interest in using a trail network in combination with new road proposals and new development corridors as methods for reconnecting separate parts of the City. Fortunately, the City has many pristine natural corridors that would make an ideal trail system.

### POTENTIAL PROJECTS

Some possible transportation projects include improving Northwood Road, creating a parkway along the Vivion corridor, completing the City's sidewalk network, starting the City-wide trails program, and integrating minimal bike lanes on appropriate arterial streets. These initial projects will begin to overcome the barriers that prevent the City from having an interconnected transportation network.

### PUBLIC TRANSPORTATION

Riverside is underserved by public transportation. A variety of potential users expressed an interest in using public transportation, but complained that service is not adequate. It is the responsibility of the City to ensure its residents have access to the regional transportation network. Expanding bus routes, creating new stops, and providing street furniture at current stops are ways Riverside can facilitate better ridership.

### TRAFFIC CALMING

Goal: To ensure vehicular traffic moves safely through the community.

There are a variety of traffic calming techniques that can be used to slow traffic. While slowing automobile traffic may seem counterintuitive, it is crucial to creating successful pedestrian friendly mixed-use developments. Research has shown that higher speed roads are uncomfortable for pedestrians and do not make good environments for commercial facilities.

- Raised crosswalks, neck downs, traffic circles and a host of other techniques can be used to slow automobile traffic to speeds conducive to pedestrian safety and productive commercial opportunities.
- On-street parking is another calming technique that should be used extensively.
- Planted bulb-outs can be used to slow traffic and create attractive on-street parking bays that provide parking for shopping opportunities.

### STREET LANE WIDTHS

Overall lane widths are also important to the success of mixed-use and even residential developments. Narrower streets actually create a more intimate sense of scale that appeals to shoppers and to residents. Using narrow streets where appropriate saves significant infrastructure dollars and is more fitting to many development types.

### PARKING

Parking is an often overlooked but crucial element in a successful city design. The amount of space dedicated to parking, the ease of finding a space, and the proximity of the spot to the destination are all important factors in how the final design performs. Additionally, lot design can have a significant impact on how a parking facility looks. There is no



Riverside residents have a shorter drive than most area commuters.



The at-grade train crossings cause backups and deter business



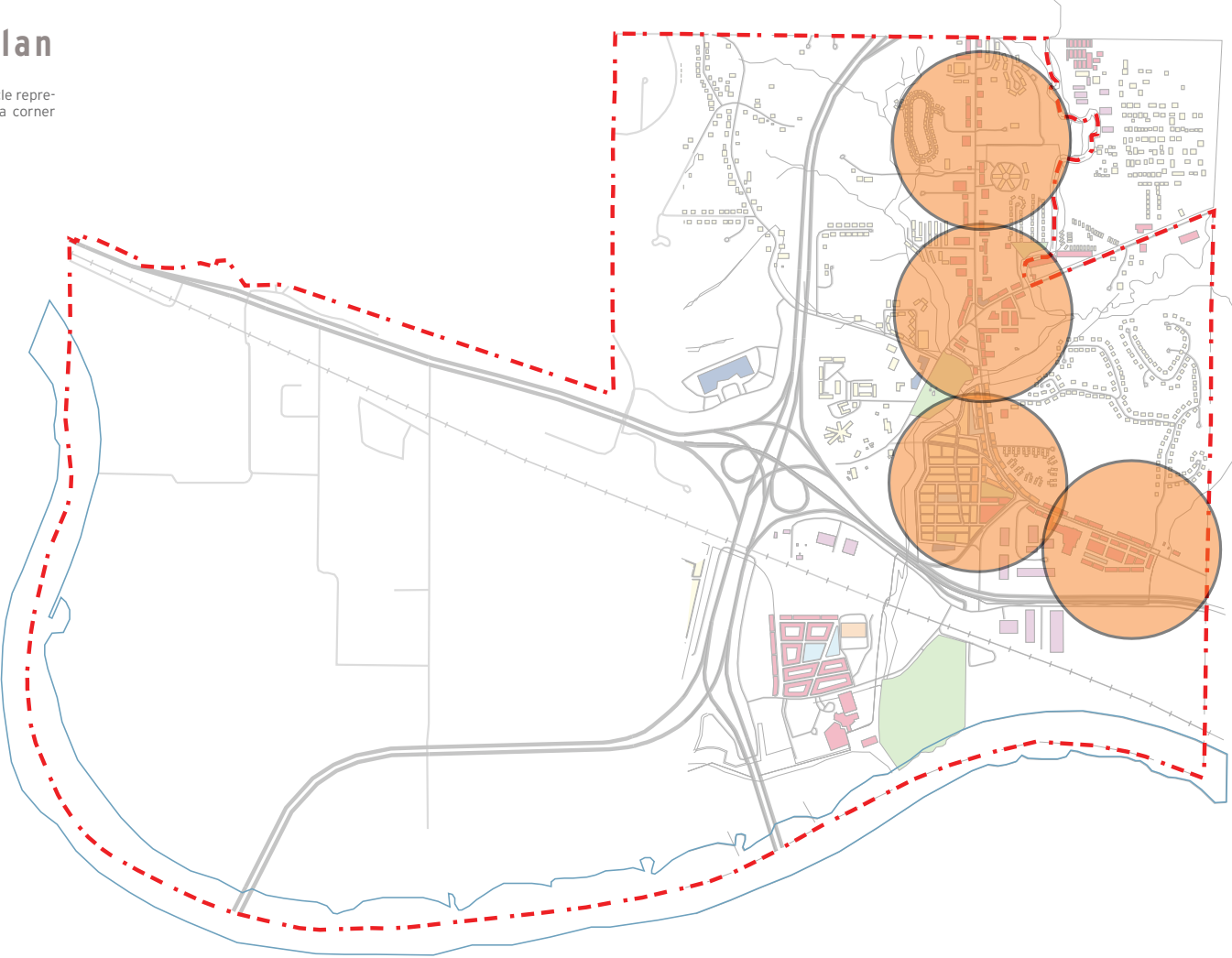
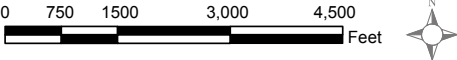
The groundbreaking of the I-635 interchange symbolizes the opening of the Horizons property to future development.

# Pedestrian Catchment Plan

This plan illustrates the walkability potential of Riverside. Each circle represents a 1/4 mile radius from its center. Basic services such as a corner grocer, trail access, etc. are within a five minute walk.

### Legend

- - - City Boundary
- 5 Minute walking areas ( 1/4 mi. radius )
- Missouri River



reason all parking lots have to be ugly and often times a little thought can drastically improve the appearance and functionality of the facility.

In general, a smaller lot on the side or behind a development mixed with on-street parking provides the most attractive alternative for surface parking lots. Structured parking is another alternative but can be cost prohibitive. If structured lots are feasible, placing alternative uses along the façade (for example the lots lined by shops on the Country Club Plaza) creates a very effective solution.

#### WALKABILITY

Goal: To foster a healthy, convenient, and convivial community.

The City has done an excellent job of building and repairing the infrastructure that allows automobiles to travel quickly to anywhere in the region. It is the request of the Riverside community that the focus now be shifted to accommodate the most local transit, the pedestrian. This request is supported by the national finding that communities with strong pedestrian links have healthier residents.

Nationwide there is a movement to create better environments for the pedestrian. This can be largely accomplished by recognizing the differences in experience between pedestrian and vehicular traffic. The goal is to design streets where both automobiles and

pedestrians feel equally comfortable.

A pedestrian friendly environment needs to consider the characteristics of successful urban walks. Trees, landscaping, lighting, slower automobile traffic, separation from automobile traffic, retail shops, restaurants, trail connections and street furniture all soften the pedestrian realm and make it a better place to stroll. According to the City's history, Vivion Road is recognized as part of the national Lewis and Clark Trail. This fact lends credence to the desire to make the street friendly to pedestrians.

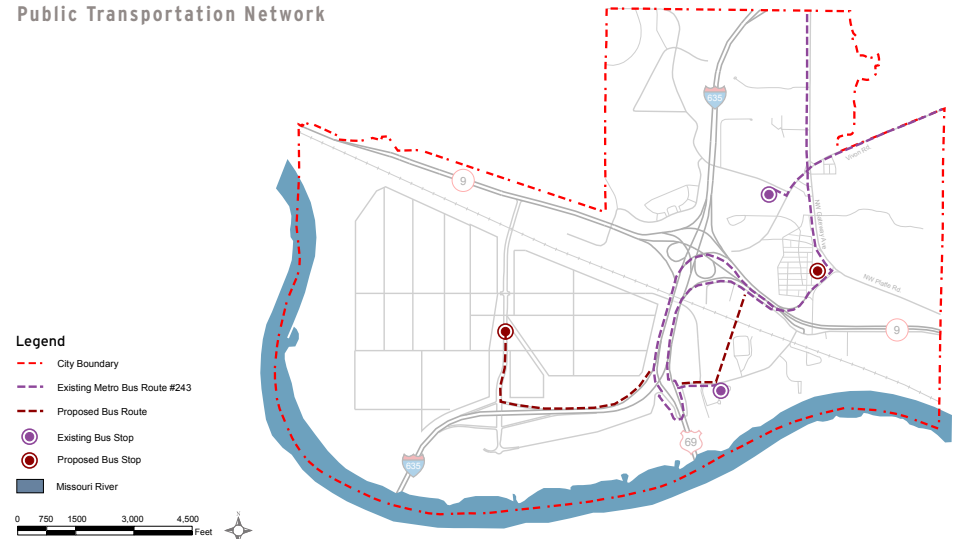


Slightly higher density development leads to more walkable neighborhoods.



Small-scale shopping opportunities compliment walkable neighborhoods.

#### Public Transportation Network



A new bus stop and perhaps a new bus route will dramatically improve existing public transportation.