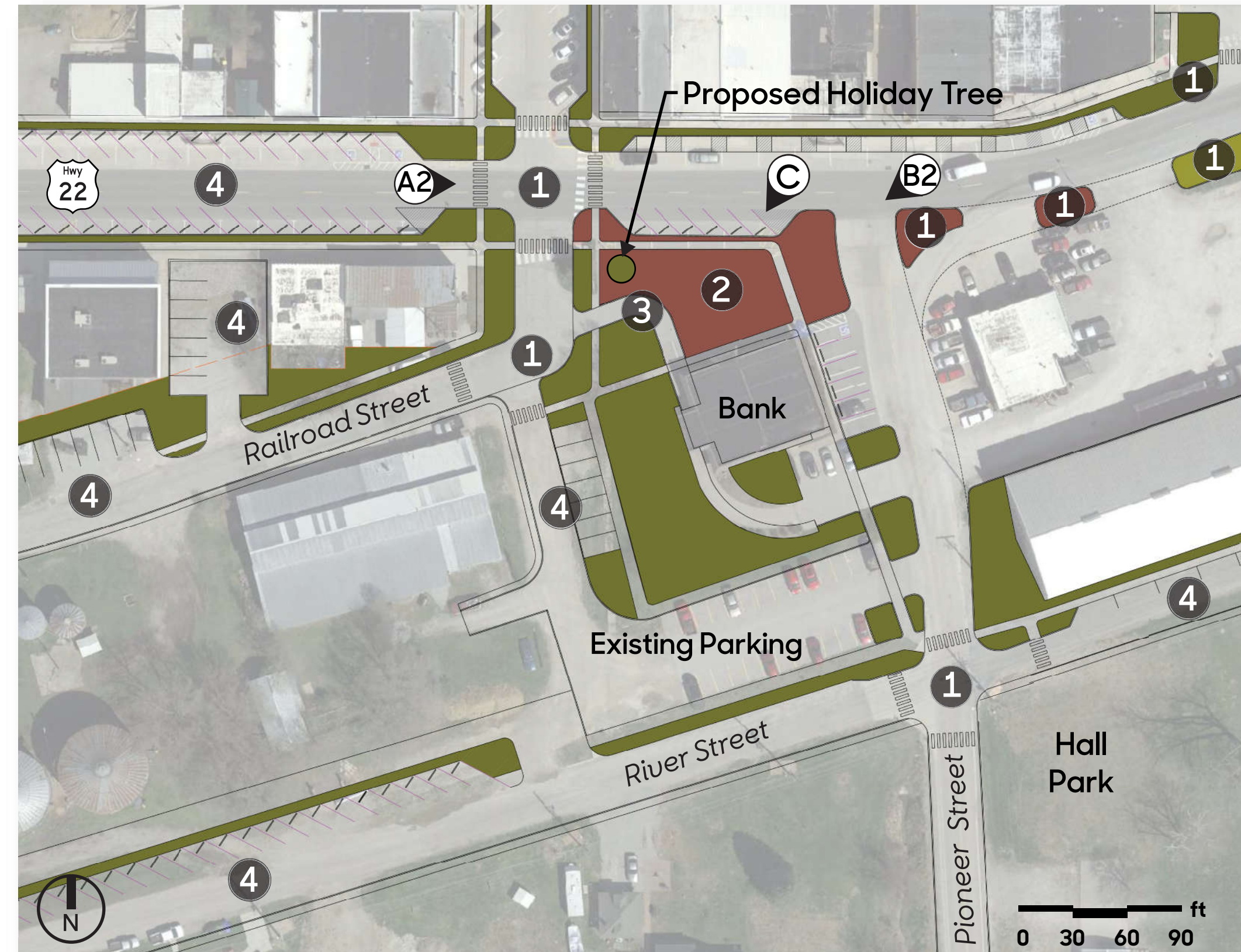


Existing plan view



Proposed plan view



Existing view facing east



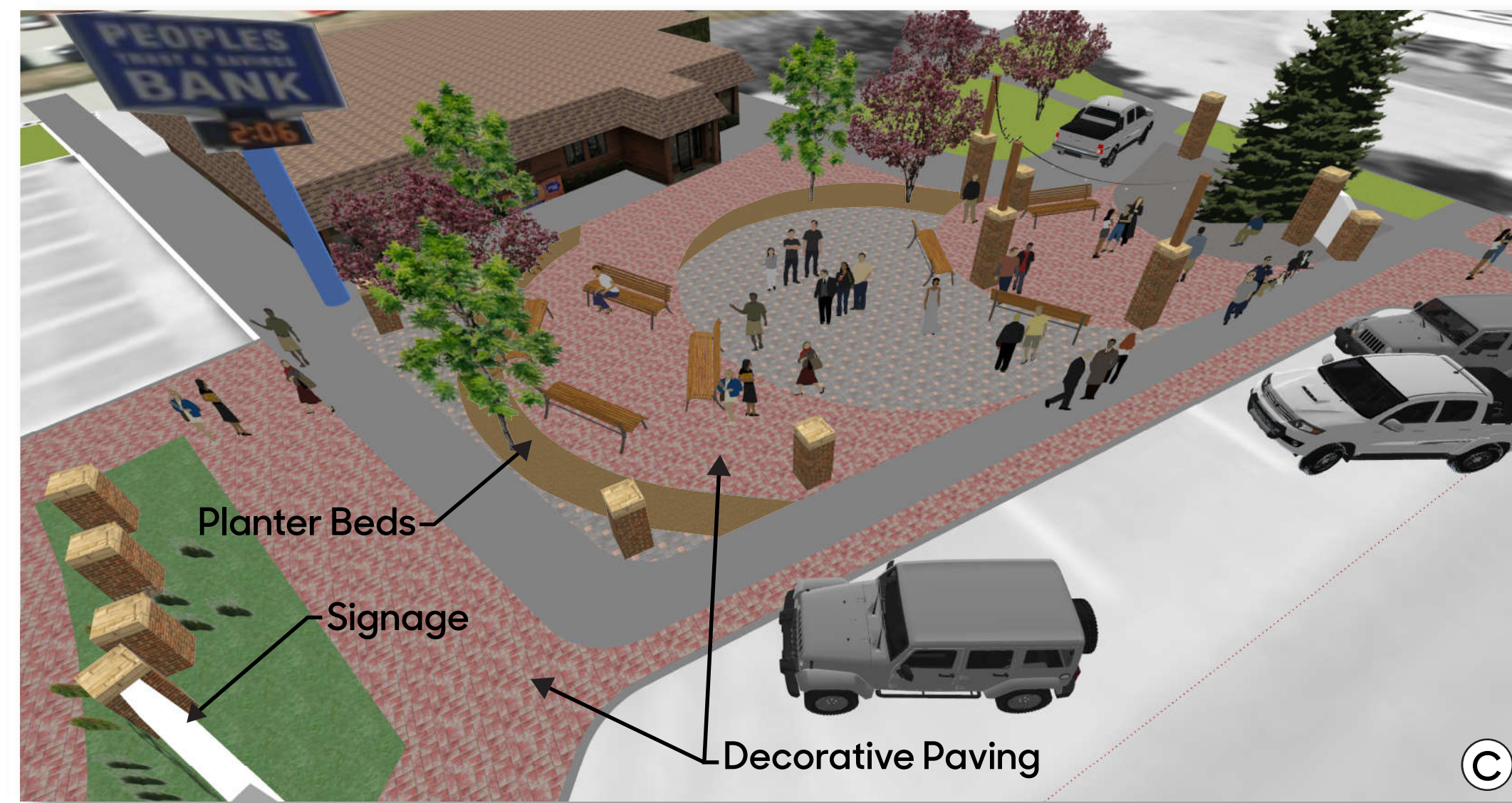
Proposed view facing east



Existing view facing west



Proposed view facing west



Bird's-eye view of proposed plaza

### Downtown Enhancements

In recent years, Riverside has invested in street and sidewalk improvements. However, challenges still remain with pedestrian and vehicular circulation in the downtown area. This board illustrates some of the strategies proposed to help address the various issues while enhancing the aesthetics of the downtown area and enriching the users' experience and comfort. Concepts shown include measures for traffic-calming, delineating pedestrian and vehicular areas, and defining and strengthening preferred circulation patterns. The strategies proposed here may be adopted elsewhere along the Highway 22 corridor, where applicable and appropriate.

- 1 Many intersections do not have curbs, allowing vehicles to take wide turns, which erodes the edges of yards and makes the delineation between pedestrian and vehicular paths ambiguous. Curbs and bump-outs are proposed at the intersections to better define vehicular and pedestrian circulation as well as enhance the safety of users by reducing the distance they need to cross the road, and to serve as a method of traffic-calming. Bump-outs also allow for integration of low plantings and decorative pavement, which aids in delineating vehicular and pedestrian areas while enhancing aesthetics of the downtown.
- 2 The current angled parking along Railroad Street creates an awkward connection to Highway 22. The concepts developed show the relocation of the parking and closing the section of Railroad Street adjacent to the existing angled parking area to eliminate pass-through traffic. The resulting space would be turned into a public plaza. The elements proposed for the plaza include decorative paving, seating, shade trees, planting beds, and other pedestrian amenities. The plaza would be flanked on east and west ends with prominent community signage. See illustration C on this board.
- 3 The proposed closure at Railroad Street will necessitate the redirection of the traffic utilizing the existing bank's drive-through.
- 4 As measures outlined in 1 above start to be implemented, the applicable strategies, such as curbs and bump-outs, can be expanded to parking areas. Additional parking can be identified throughout the southern part of the downtown to better serve adjacent businesses and nearby Hall Park.



Actives



Youth



Mobility Challenged

"The highway cutting through the middle of town I think has to be an issue. It is for us, trying to get to the walking trail or anything south of the highway—that would be Casey's, Hall Park."

"I would say crossing [Highway 22] to get to the parks is kind of a safety issue for kids."

"...if they want to bring in more restaurants or businesses, they're going to have to find a place [where] people can park [downtown]."

# Riverside Downtown Enhancements

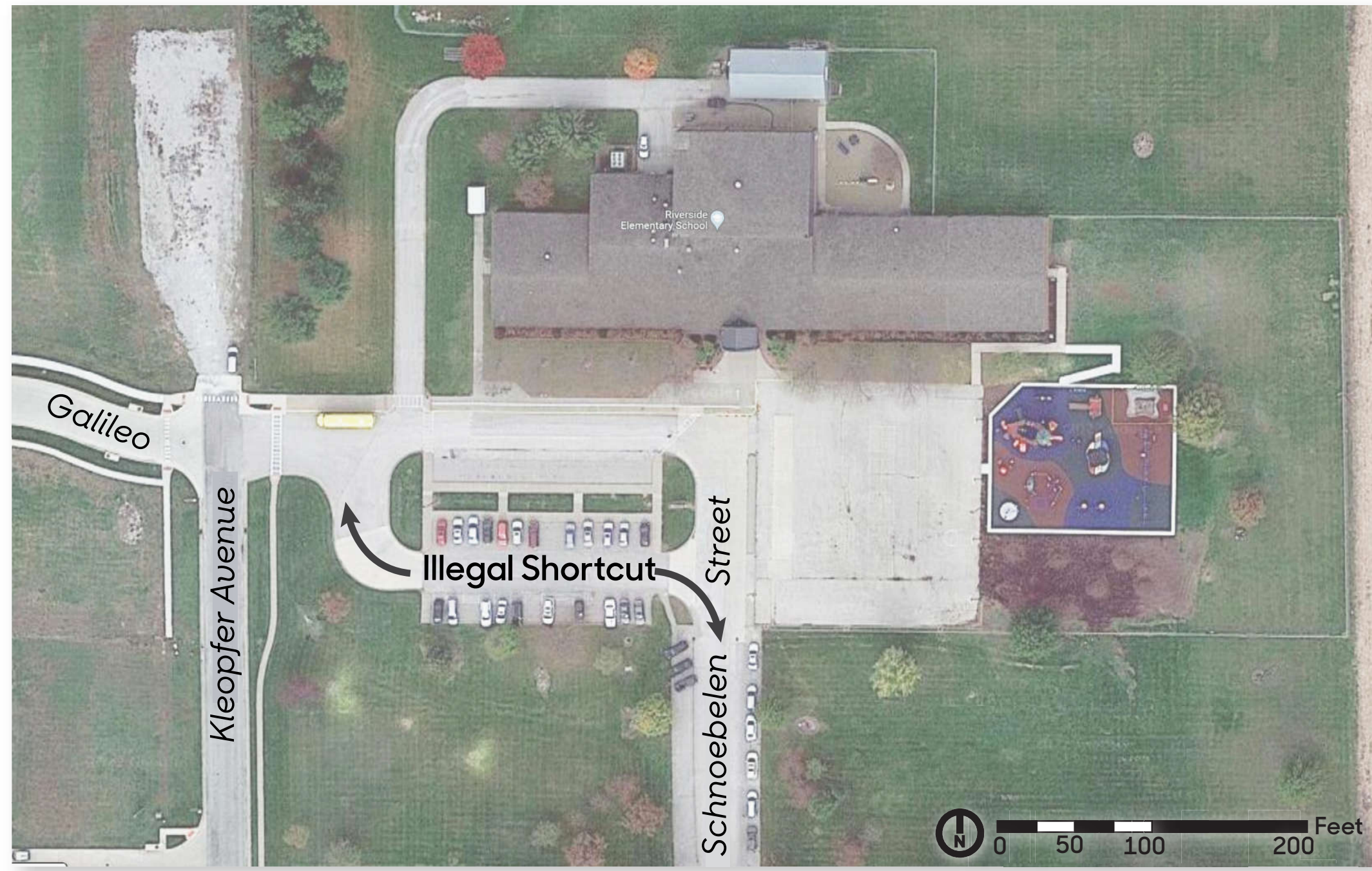
## Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

Intern: Zahra Salahshoor

Iowa State University | Trees Forever | Iowa Department of Transportation





Existing plan view of Riverside Elementary School site



Parents

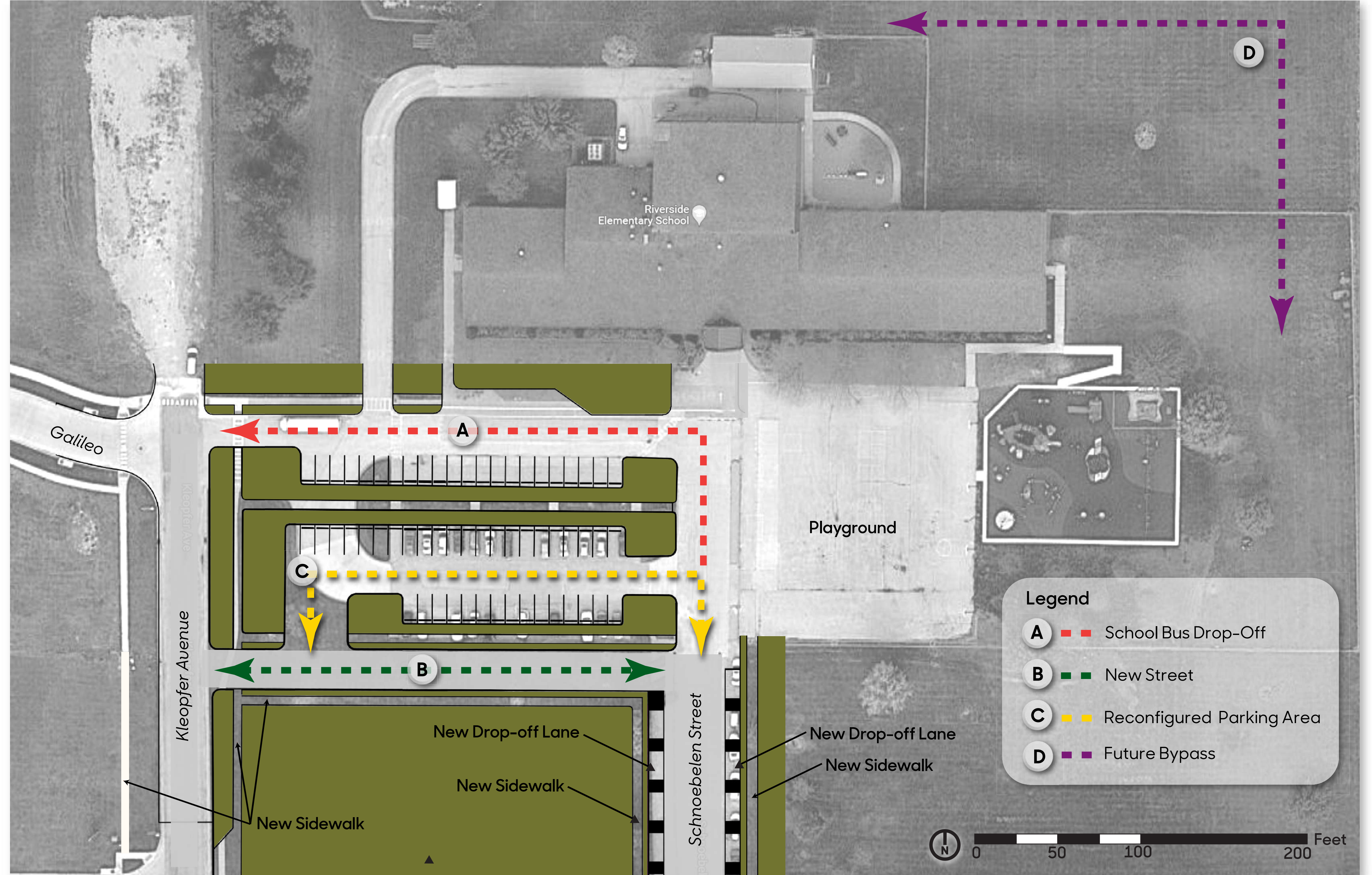
"That speed bump on Schnobelen almost needs to be closer to the school...because after that speed bump, you have quite a ways yet until you get to the school and people do pick up speed."

### School Parking Reconfiguration

With new development occurring to the north of the existing Riverside Elementary School, the school's parking lot has become a shortcut for motorists traveling from Schnobelen Street to Kleopfer Avenue.

Community members desire creating a network of new streets to the north and east of the school to support new development and thus eliminate the need for motorists to use Schnobelen Street as a primary thoroughfare. While this will alleviate the shortcut issue in the long term, there needs to be an interim solution to prevent the integration of school-related vehicular and pedestrian traffic with non-school related motorists.

The interim solution proposed includes construction of a new street **B** south of the existing elementary school parking lot in the green space. This street will allow non-school related vehicular traffic to bypass the school traffic, and will provide the opportunity to create improved dedicated drop-off lanes for the school. Coordination between the city and school district will be required as the proposed street is on school property. The exact path and cross-section of this new street will need to be engineered and, as part of that process, drainage and other design requirements will be addressed.



Proposed plan view of Riverside Elementary School vehicular circulation reconfiguration

# Riverside School Parking Reconfiguration

## Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

Intern: Zahra Salahshoor

Iowa State University | Trees Forever | Iowa Department of Transportation





Existing site plan



Parents

"Ella [Street] needs a stop sign [at the five-street intersection] because you can't see people coming... You're at a stop sign and then you're pulling out and you can't see people coming up that hill."



Steering Committee

"There [are] five streets literally meeting in one place [at the north end of Ella Street]. No one really knows...who does what ...the signage is not very clear."

### Ella Street Five-way Intersection

This five-way intersection poses circulation and visibility challenges for its users due to its layout and the terrain. Further complicating this intersection is the city parking lot that is adjacent to the intersection and which has no controlled access, allowing cars to back out directly into the intersection.

The proposed concept for enhancing this intersection is illustrated in the proposed site plan found on this board and includes the following:

- Realignment of Blackberry Avenue to meet the intersection at a right angle versus at a slant, as it currently exists
- Relocating the city parking lot from the intersection to the south side of Vine Street (near the intersection)
- Adding designated, accessible pedestrian crosswalks at the following intersections
  - Blackberry Avenue and Ash Street
  - Ella Street and Vine Street
  - Palm Street and Vine Street
- Replacing and adding additional sidewalk sections to improve accessibility and strengthen connectivity in areas that include:
  - West side of Ash Street
  - Both sides of realigned portion of Blackberry Avenue
  - South side of the intersection between Ella Street and Vine Street
  - Along the south side of Vine Street by the new city parking lot to the east side of Elm Street



Proposed intersection reconfiguration and infrastructure updates



Existing view facing northeast



Existing view facing west

# Riverside

## Ella Street Five-way Intersection

### Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

Intern: Zahra Salahshoor

Iowa State University | Trees Forever | Iowa Department of Transportation

