



---

# Future Streetscape Visioning for Riley Avenue

# Riley Avenue Areas of Improvement



Traffic flow during peak hours

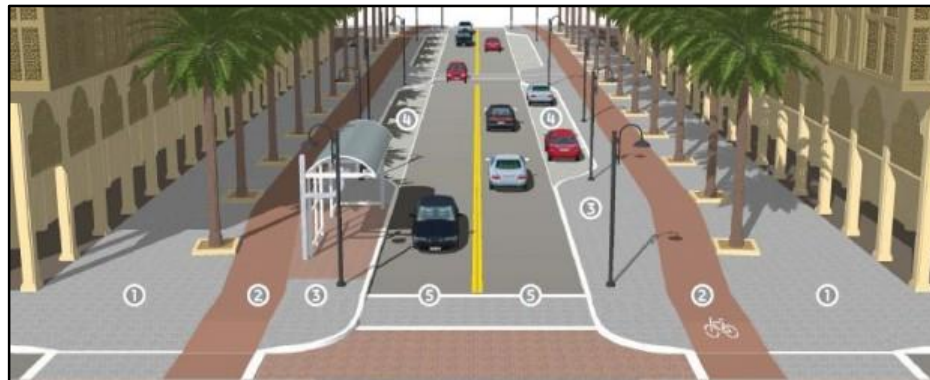
## Multimodal Roadways

- Include vehicles, bicyclists, pedestrians, and transit



## Enhanced Aesthetics

- Streetscape
- Building Fronts



# Where are we now?

---

## Currently no cohesive vision for Riley Avenue

- The corridor lacks focus
- Automobiles dominate the space
- Wide right-of-way leads to excessive speeding and safety issues
- Uncomfortable environment for pedestrians and bicyclists
- No consistency in streetscape or architectural design

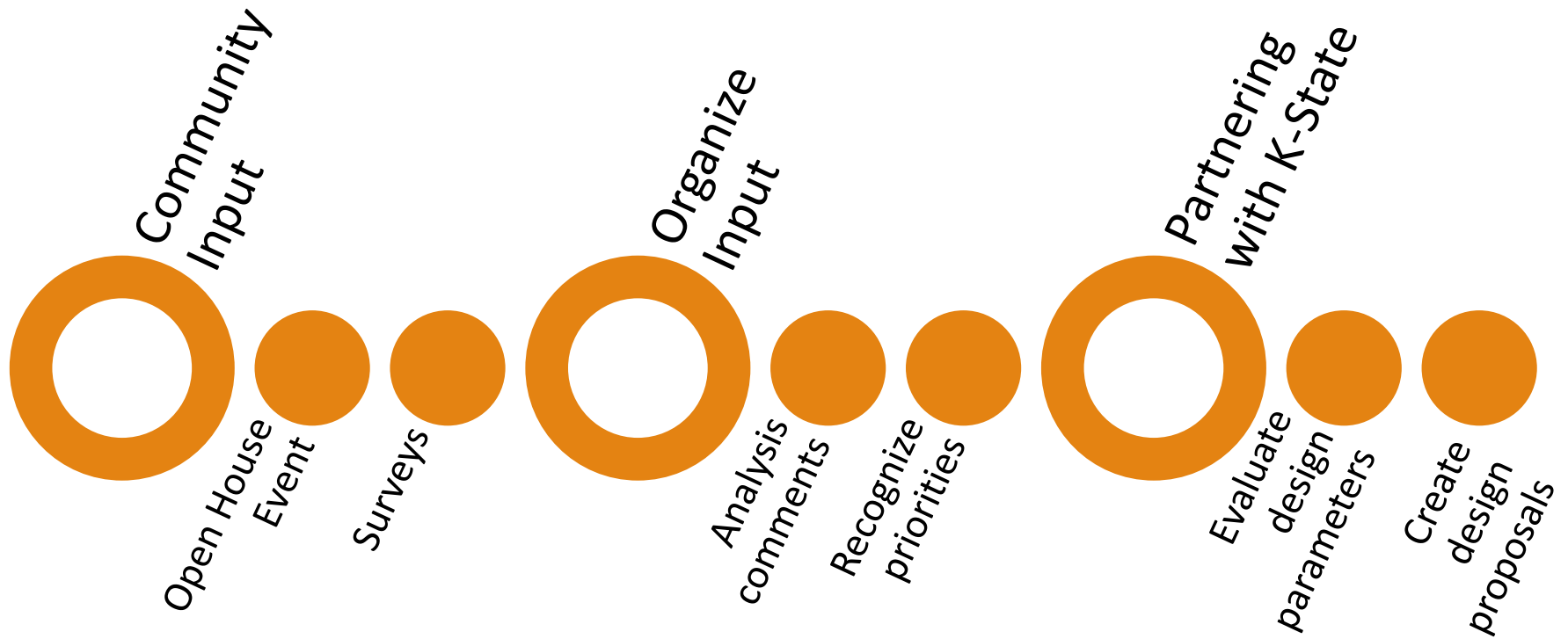






# Process for creating a vision plan for Riley Avenue

---



# Streetscape Elements to Consider

---

STREETSCAPE REFERS TO THE NATURAL AND BUILT FABRIC  
OF DESIGN THAT ENHANCES THE QUALITY AND VISUAL  
EFFECT OF STREETS

# Road Diet

Involves converting a four-lane roadway to a three-lane roadway that consists of a center turn lane

- Reduction allows for the addition and improvement of:

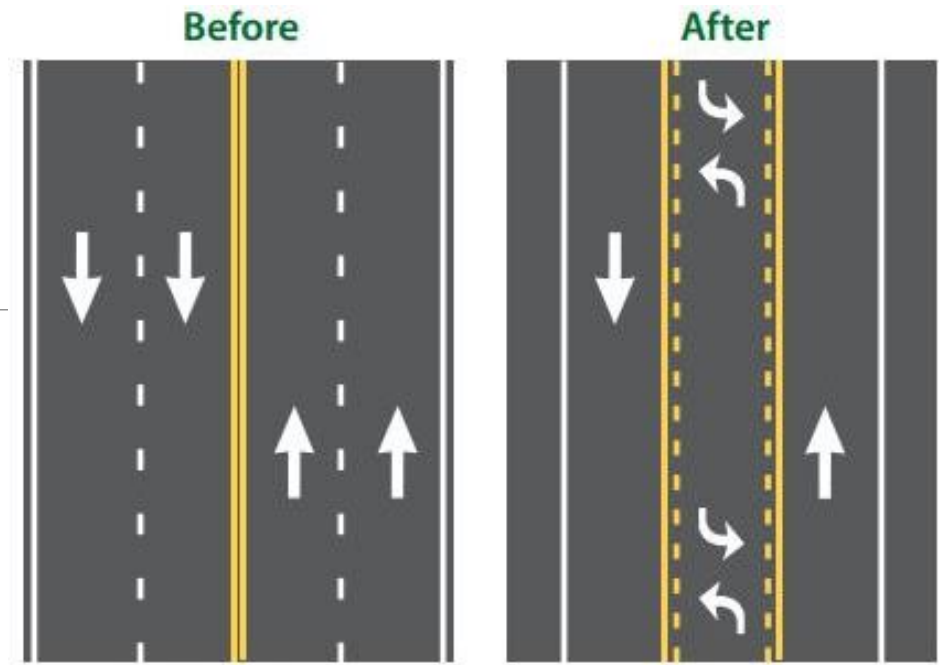
Bike lanes

Pedestrian refuge islands

Public Transit Stops

Landscaped medians

Green Infrastructure



Benefits of Road Diet may include:

- Fewer lanes for pedestrians to cross
- Simplify road scanning and gap selection for motorist making left turns
- Traffic calming and reduced speed differential; can decrease the number of crashes
- Reduced conflict between vehicles, pedestrians, and bicycles

# Bike Lanes

- Creates a buffer for bicyclists between pedestrians and drivers
- Bicycle safety can be improved
- Drivers become more aware of bicyclists
- A more comfortable option that can attract more bicyclists





# Green Infrastructure

Takes an approach to water management that protects, restores, or mimics the natural water cycle

- Planter Boxes

- Urban rain gardens that collect and absorb runoff



- Bioswale

- Vegetated swales infiltrate and filter stormwater flows



# Sidewalk Aesthetics

---



## Lighting, Street Trees, Benches, Trash/Recycle

- Increase property value of homes and businesses
- Can provide a clean, neat appearance
- Improve sense of community

# Traffic Calming Measures

---

REFERS TO PHYSICAL DESIGN OF STREETS WITH THE INTENTION OF IMPROVING SAFETY FOR MOTOR-VEHICLES, PEDESTRIANS, AND CYCLISTS

# Center Medians & Pedestrian Refuges



- Crossing becomes shorter and less complicated
- Refuge islands can reduce pedestrian related crashes by up to 46%
- Prevents illegal use of center turn lanes



# Bulb-Outs/Curb Extensions

- Can increase safety for pedestrians by reducing crossing distance
- Slows the speed of turning vehicles





# Decorative Crosswalks

- Reinforce the identity of the area as a traffic restricted zone
- Alerts drivers to expect crossing pedestrians
- Directs pedestrians to cross at a desirable location (helps eliminate jaywalking)



# Poyntz Avenue Streetscape Example

Before Revitalization

---





# Poyntz Avenue

## After Revitalization

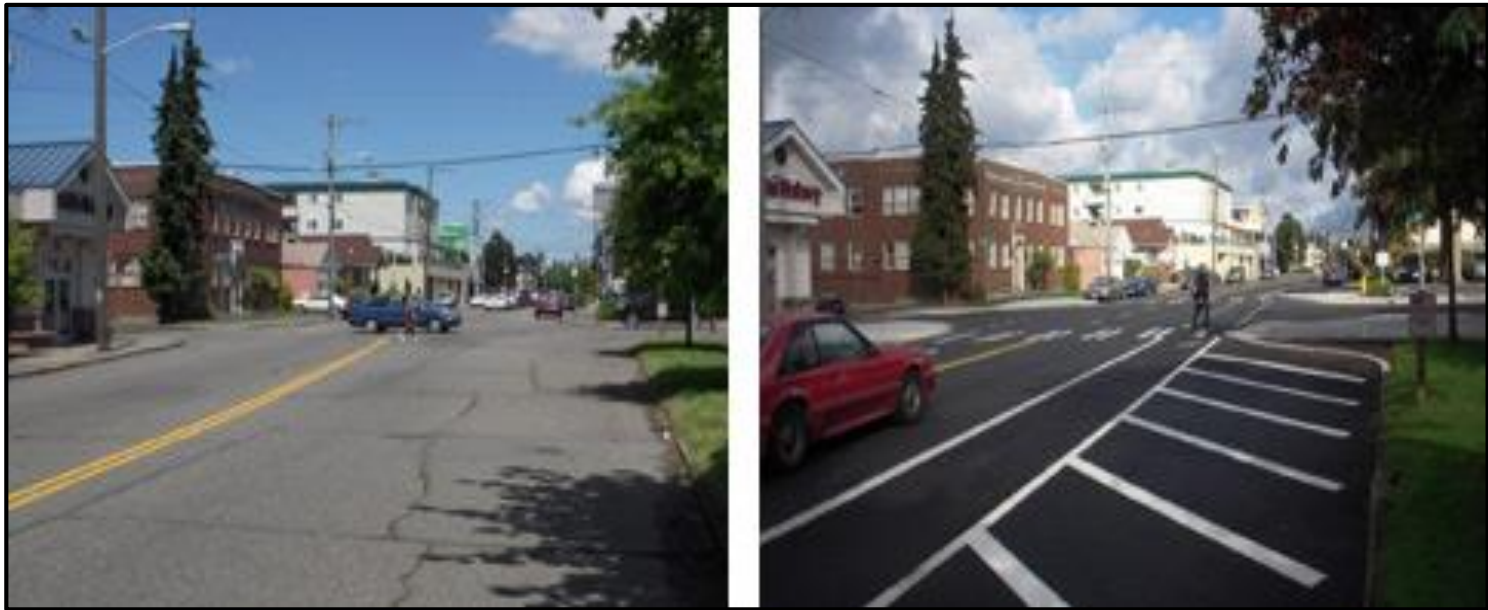
Design features to consider:

- Bulb-Outs/Curb Extensions
- Mid-block Crossings
- Decorative Crosswalks



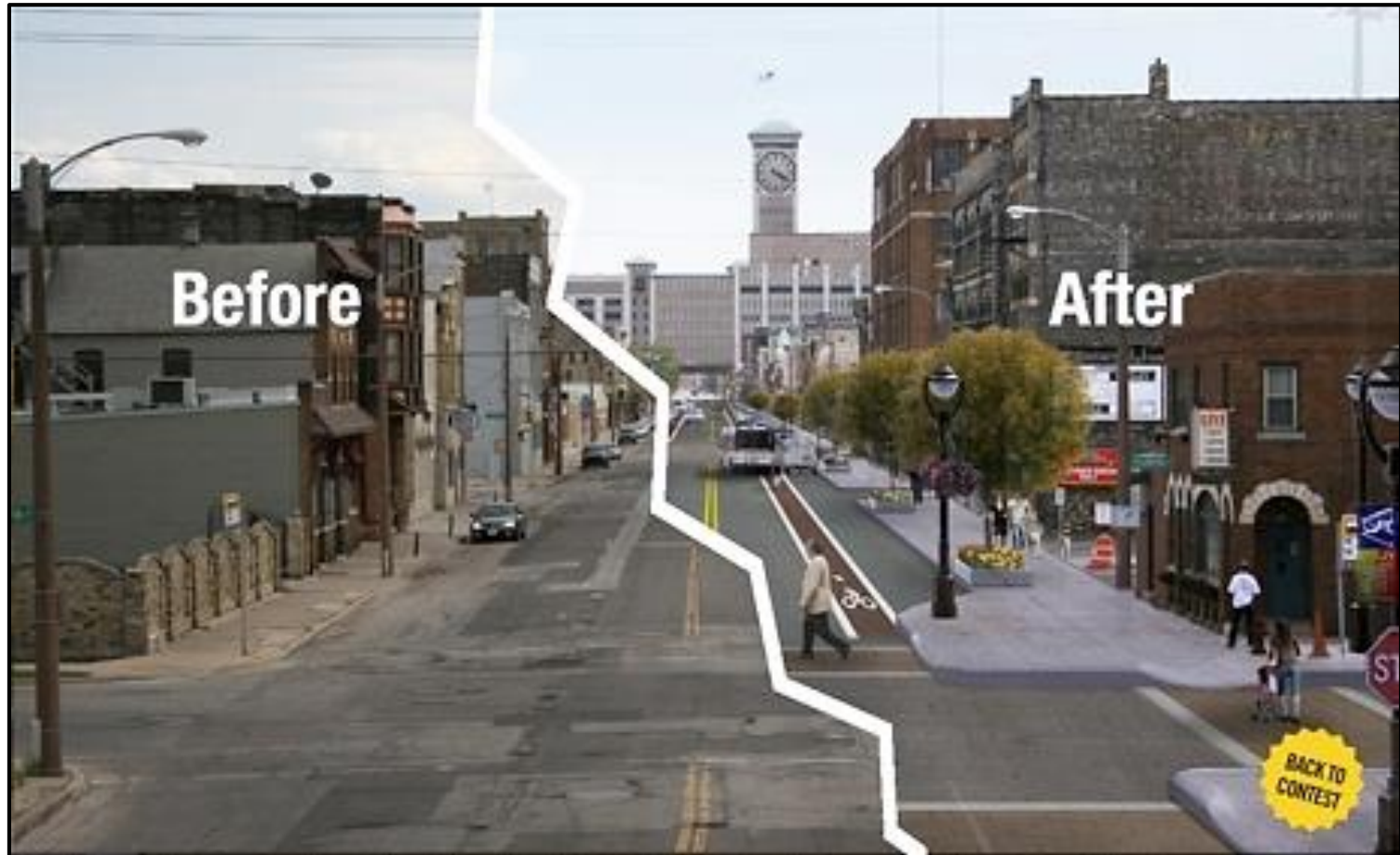
# Riley Avenue Revitalization Possibilities

---



# Riley Avenue Revitalization Possibilities

---





# Riley Avenue Revitalization Possibilities

---



# Riley Avenue Revitalization Possibilities

---



# Community Involvement

---

Please take part in the visioning plan for Riley Avenue, we want your ideas

- What do you like about Riley Avenue now?
- What would you like to see happen there?
- Create the parameters for the design process

Surveys are available:

- At the Open House
- At City Hall
- Through a link made available in the August water bill
- Online at:  
<http://www.flinthillsmmpo.org/>

- Click on *News Feed* tab

Your input is very valuable to this process

- We want an idea of what the community wants to see for the future vision of Riley Avenue
- Help us create a design standard that establishes and reflects community pride



What's  
to  
Come

K-State students will begin creating design proposal in October