

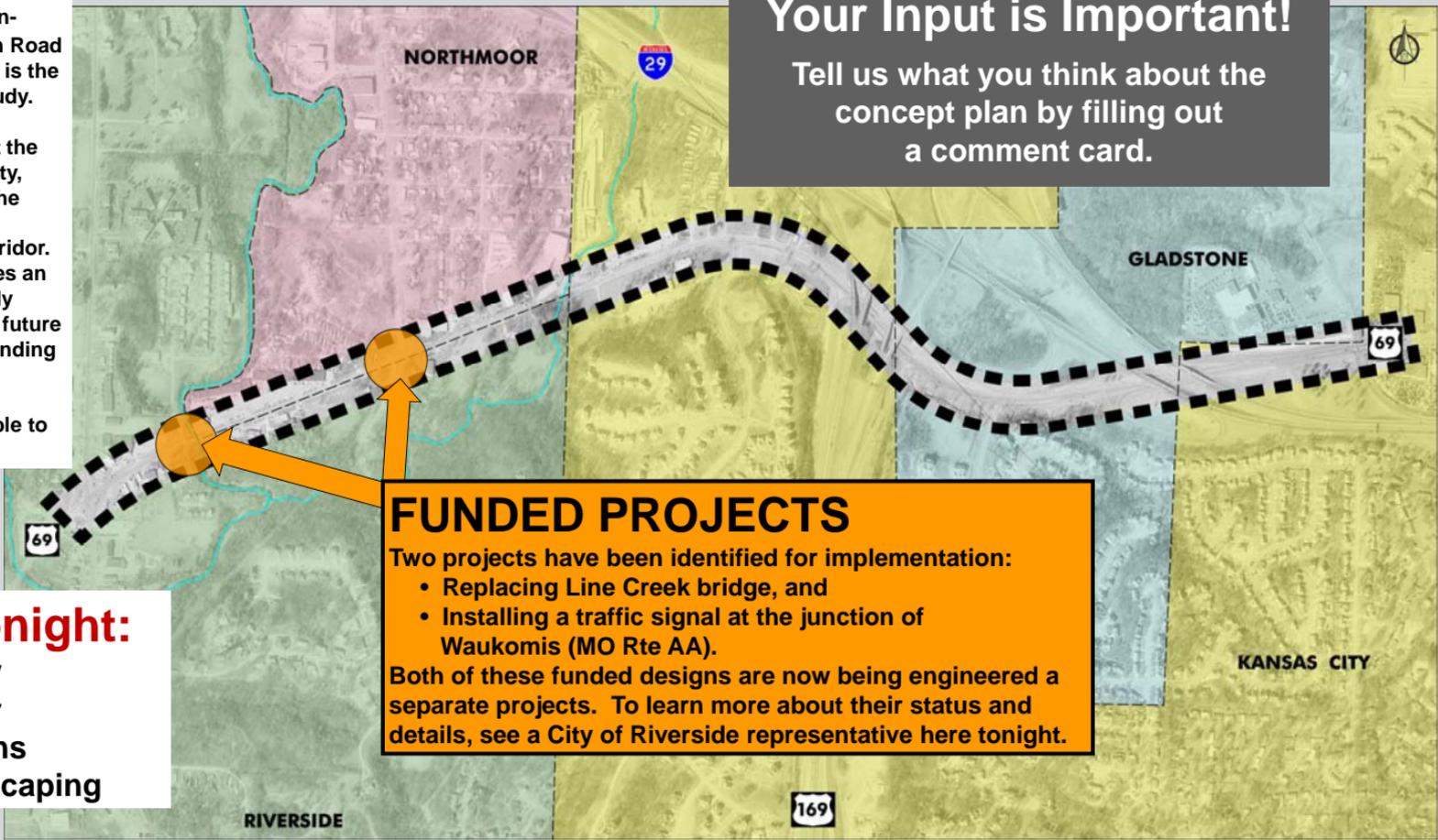
Thank you for attending this open-house meeting for the 1.9 mile long Vivion Road (US 69) corridor study. Tonight's meeting is the second and last public meeting for the study.

The study is a cooperative effort amongst the Cities of Riverside, Northmoor, Kansas City, Gladstone and MoDOT. The purpose of the study is to assess the future needs of the transportation system throughout the corridor. The information presented tonight includes an improvement concept. And while currently unfunded, the concept plan will guide the future implementation of improvements when funding is available.

City, State and consultant staff are available to answer your questions.

What you'll see tonight:

- Background of the Study
- Concept Plan of Corridor
- Multi-use trail connections
- Public Transit and Landscaping



Your Input is Important!
Tell us what you think about the concept plan by filling out a comment card.

FUNDED PROJECTS

Two projects have been identified for implementation:

- Replacing Line Creek bridge, and
- Installing a traffic signal at the junction of Waukomis (MO Rte AA).

Both of these funded designs are now being engineered a separate projects. To learn more about their status and details, see a City of Riverside representative here tonight.

What We Heard

At the 1st Meeting in October 2008

ISSUES

Key issues identified by attendees focused upon the Line Creek bridge for:

- SAFETY, particularly for pedestrians crossing the bridge, and
- POSSIBLE IMPACTS if the Line Creek bridge were to be closed during construction.



IMPROVEMENTS DESIRED

The majority of respondents cited the need for improved traffic control at the intersection of Waukomis (MO Rte AA), potentially with a traffic signal. Other improvements noted were to provide turn lanes, including a center turn lane.

COMMON COMMENTS

The most prevalent comment made was regarding potential negative impacts to businesses IF construction activities were to close Vivion Road.

Traffic Characteristics

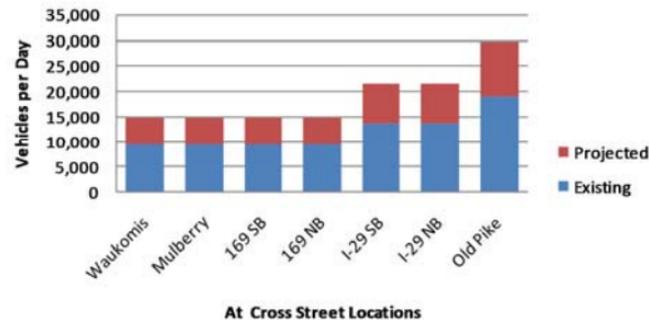
CORRIDOR TRAFFIC PATTERNS

The volume and direction of traffic varies throughout the day. In general, traffic volumes are higher east of the US-169 interchange than west of the US-169 interchange. Traffic volumes are projected to increase in the future to just under 15,000 vehicles per day (vpd) west of US-169 and approximately 30,000 vpd east of US-169.

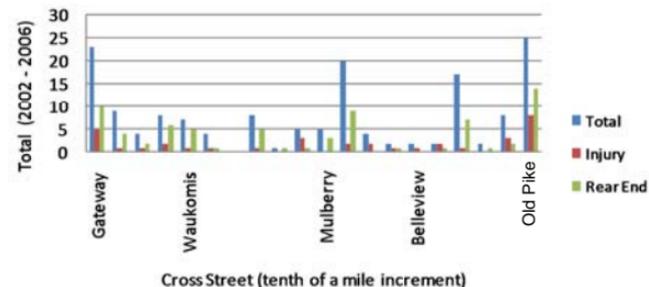
ACCIDENT TRENDS

From 2002 through 2006, a total of 156 accidents occurred from the Gateway (MO Rte A) junction to the Old Pike/I-29 NB off-ramp junction. Injury accidents account for 22.6% of all accidents. During these five years, the trend for overall and injury accidents is decreasing. The most prevalent type of accident is a rear end collision accounting for nearly half of all accidents. The chart to the right shows accidents at a tenth of a mile increment.

Daily Traffic Volumes along Vivion



Accidents along Vivion corridor over 5-year period



The Concepts Address...

Safety and Vehicular Flow by:

- Reducing the most common type of accidents (rear end) by providing an exclusive left turn lane,
- Improving access management and utilizing roundabouts to effectively control vehicle speeds and turning movements.

Access Management by:

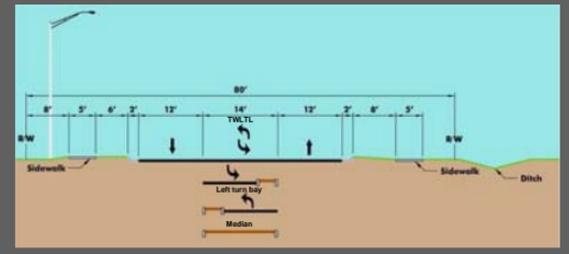
- Consolidating and relocating access points to align opposite each other
- Having an access point remain, but operate with right in, right out movements reducing the number of conflict points
- Accommodate turning movements with medians and left turn bays or two-way left-turn lane (TWLTL)
- Including roundabouts to consolidate closely spaced access points



Pedestrians by:

Providing a continuous pedestrian path that includes sidewalks and connections to the existing trail network and enhancing transit connections For additional information see the [Multi-use Trail Connections](#) and the [Public Transit and Landscaping boards](#)

3-Lane Roadway Section



The Concepts Address...

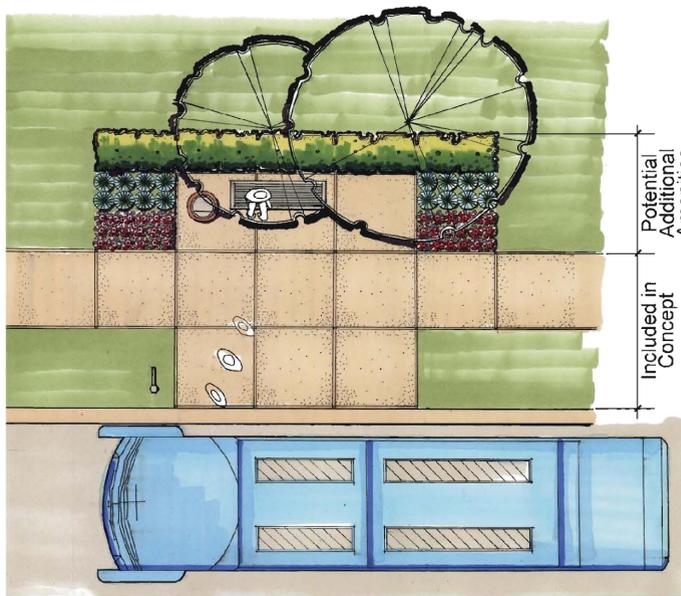
Safety and Vehicular Flow by:

A series of several minor improvements are included with the purpose to enhance vehicular flow. These improvements include:

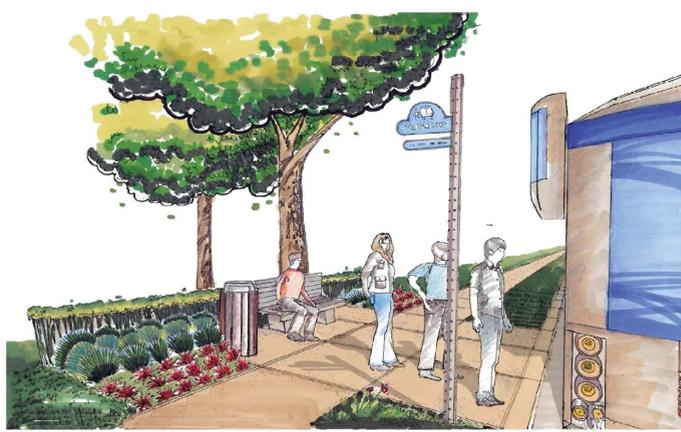
- 1 Adding an eastbound right turn lane to the U.S. 169 southbound on-ramp
- 2 Widening the U.S. 169 northbound off-ramp to allow a left turn lane not impeding right turning traffic



- 3 Creating a channelized intersection at Belleview
- 4 Adding an eastbound right turn lane to the I-29 southbound on-ramp
- 5 Adding a westbound right turn lane to I-29 northbound
- 6 Extending the median separation on U.S. 69 to Old Pike Rd



Potential Transit Stop (plan view)



Potential Transit Stop (perspective view)

Potential Transit Stops
 With an ATA bus route along the corridor, there are several stops, yet many are without sidewalk access. At a minimum, transit stops will include an accessible route to the stop, signage, and paved access to curb edge. Amenities may be provided and could include benches, trash receptacles and landscaping, as shown above.



Existing Transit Conditions (see plan)



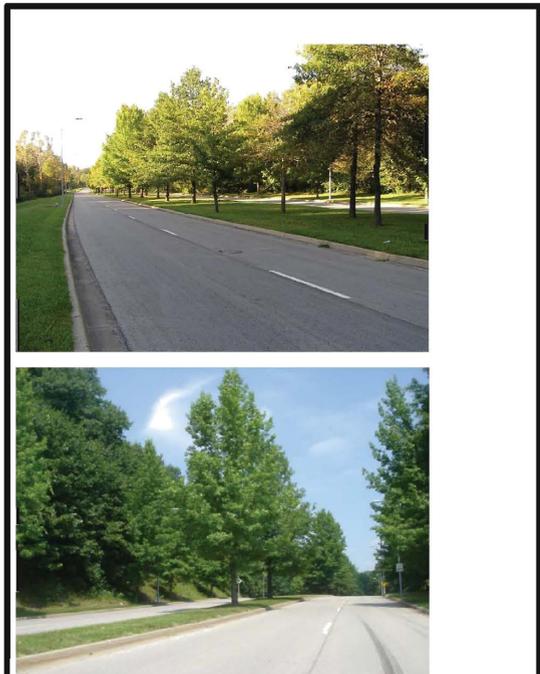
Aerial



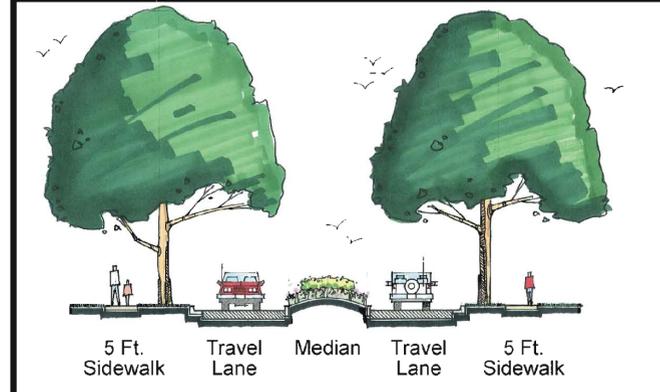
Accents
 Landscaping may enhance the road improvements and could include shrub, perennial and/or annual plantings, architectural features, etc.



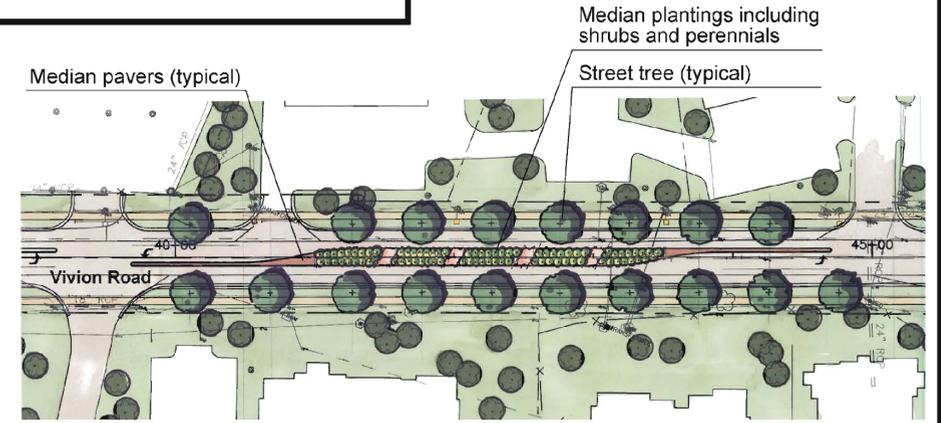
Roundabouts
 At a minimum, roundabouts would include turf and/or groundcovers. Other enhancements may include trees, shrubs and accent plantings, low walls, earthen mounding, art, and/or monumentation.



Street Trees
 Proposed improvements include, at a minimum, shade trees, ornamental trees and groundcovers.



Typical Street Section at Median



Typical Street Plan at Median

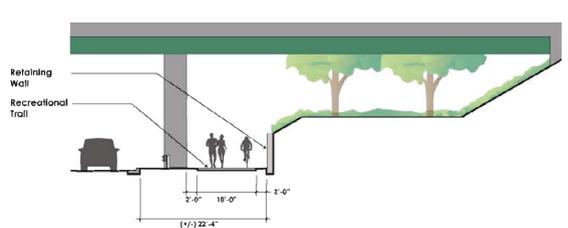
NW Vivion Road (U.S. 69)
 MoDOT, Riverside, Northmoor, Gladstone and Kansas City
MULTI-USE TRAIL CONNECTIONS



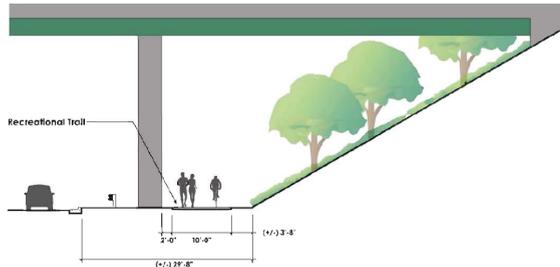
Trail
 10 feet wide and paved



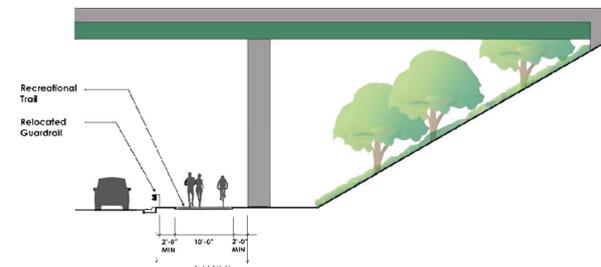
Retaining Walls
 Walls may be concrete or natural stone and may include textures or graphic designs



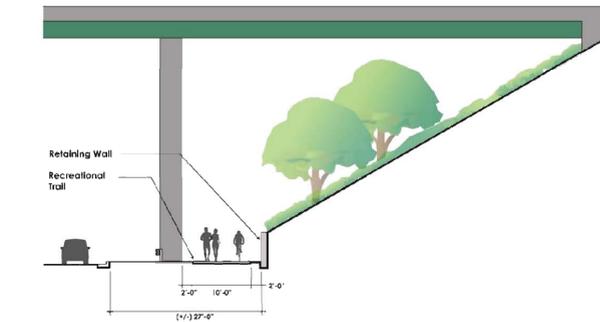
A Trail beneath U.S. 169 Southbound Ramp from I-29



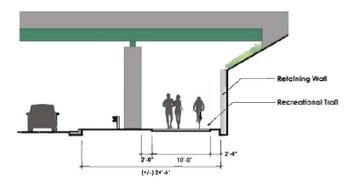
B Trail beneath U.S. 169 Southbound



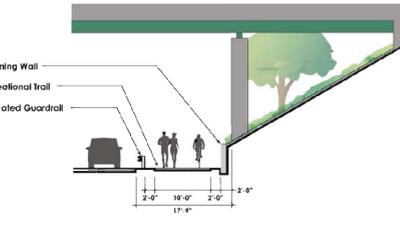
C Trail beneath U.S. 169 Ramp to I-29 Northbound



D Trail beneath U.S. 169 Northbound



E Trail beneath I-29 Southbound



F Trail beneath I-29 Northbound

Trail Amenities
 Potential trail amenities may include monumentation, interpretive signage, seating, trash receptacles, access bollards, pedestrian bridges, mile or distance markers and landscaping



Trail Alignment Features

- The trail has been aligned to connect with the eastern end of the Riverside Trail.
- The trail proceeds east along the south side of the creek.
- At Mulberry Drive, the trail will utilize the roundabout to cross to the north side of Vivion Road, where there are fewer conflicts with traffic
- The trail will continue east, connecting to the existing sidewalk east of Old Pike



G Underpass Beneath Ramp to I-29/U.S. 169 Northbound from Vivion Road