



THE Rio Road Corridor Study

PHASE 2 // Introductory Discussion and User Experience Feedback

LINE + GRADE
CIVIL ENGINEERING

CAC VIRTUAL MEETING

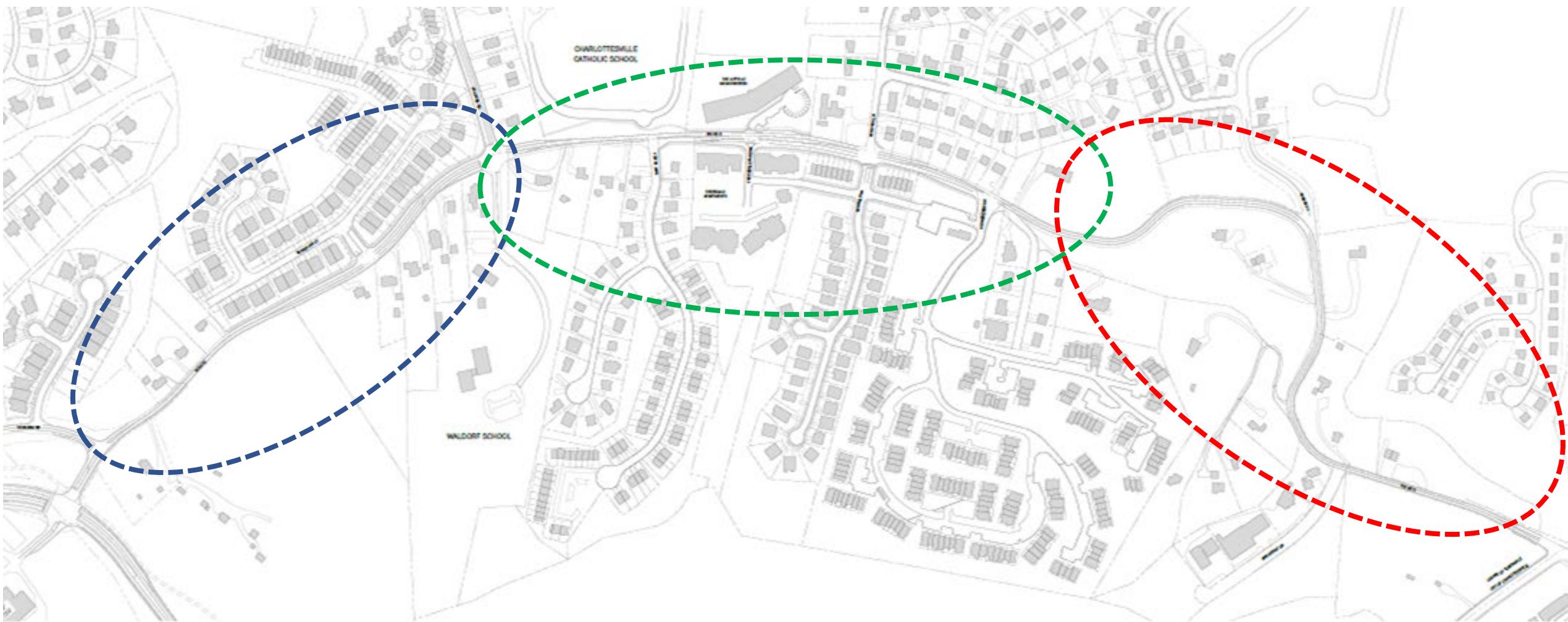


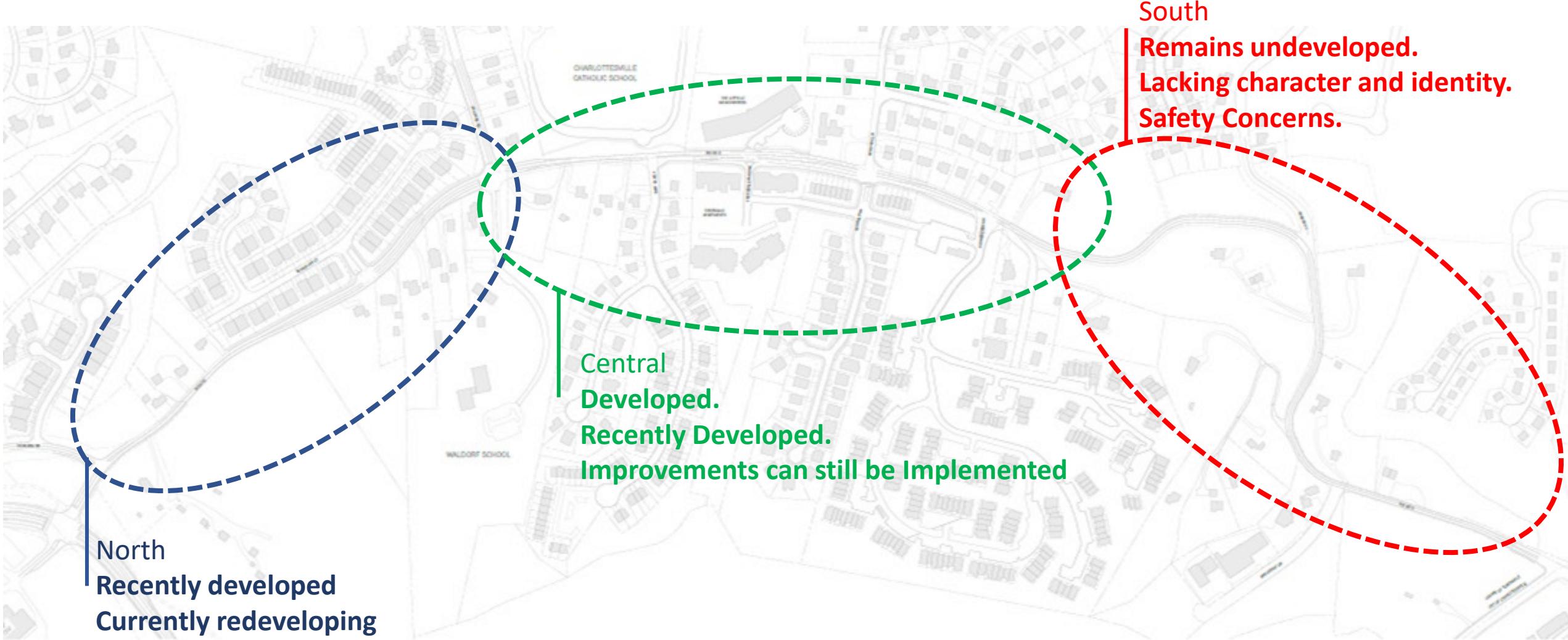
Phase 1

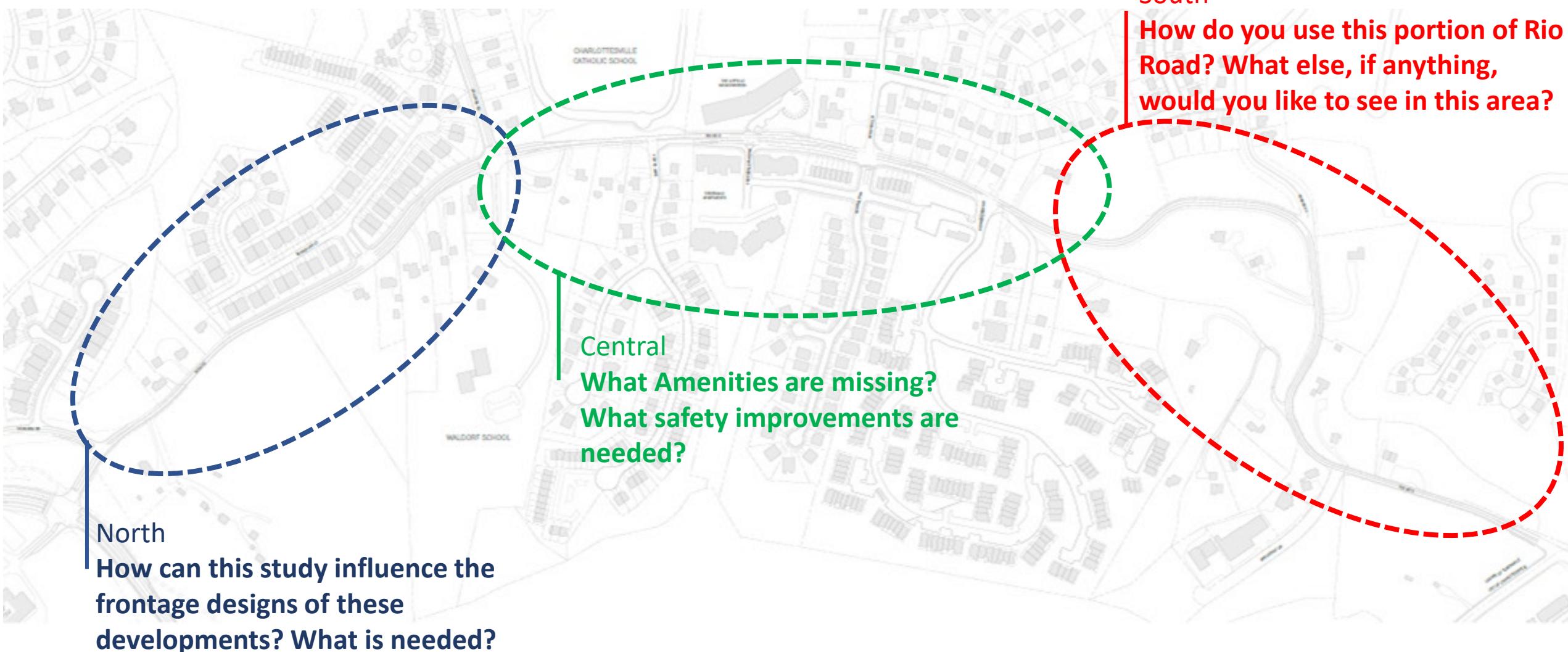
Phase 1:
Rio/29 SAP to JWW Pkwy

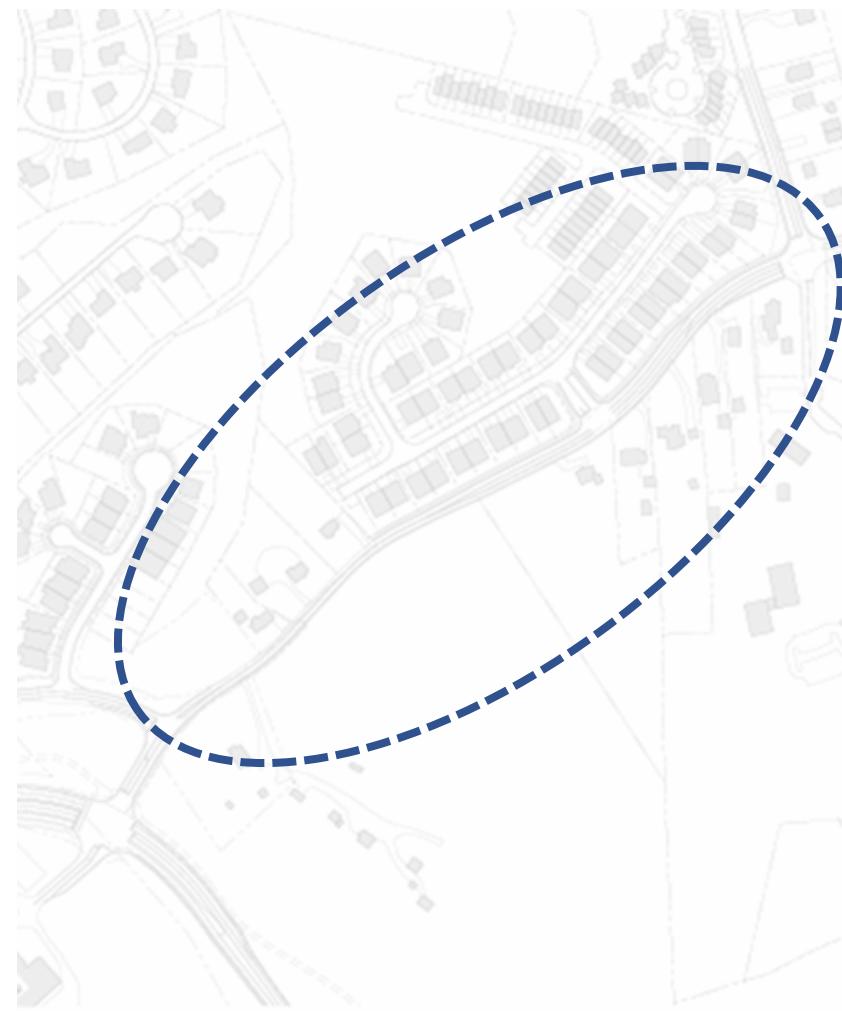
Phase 2

Phase 2:
JWW Pkwy to City Line

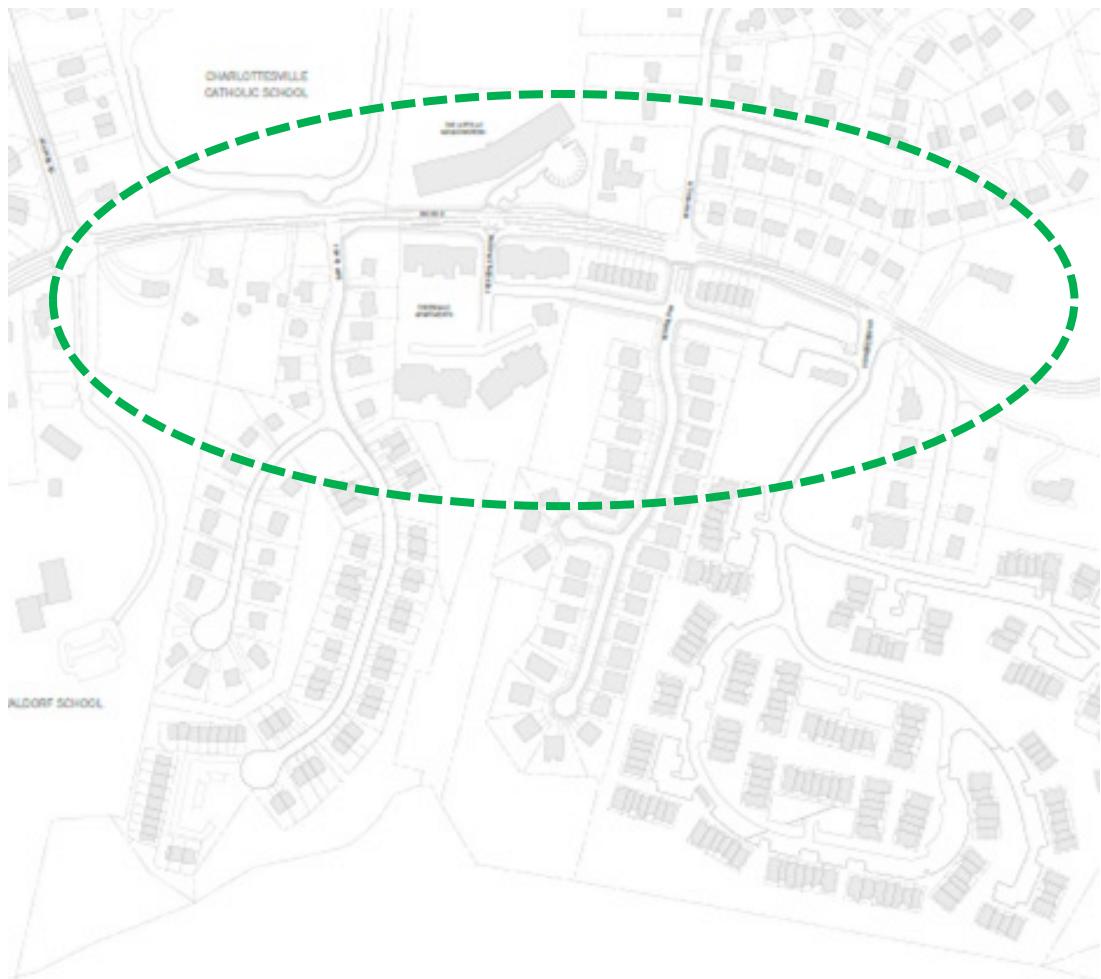








Observations: Neighborhood Collector Street
Rural Character mixed with Suburban Character
Transitional Roadway
ROW, Varies: ~40' to ~60'



Observations: Neighborhood Collector Street / Local Road
Suburban Character with Urban Influences
ROW Varies: 70' - 80'



Observations: Local Collector Street
Rural Character + Varied Topography
ROW Varies: 50' – 60'



1 – JWW / Rio Intersection Improvement
2 – County Sidewalk Improvement Project
3 – Rio Pointe Development (ZMA Pending)
4 – Rio Commons Development

5 – Roundabout Study (by others)
6 – County Sidewalk Improvement Project
7 – Intersection Study
8 – Ecovillage (Future Development)

North

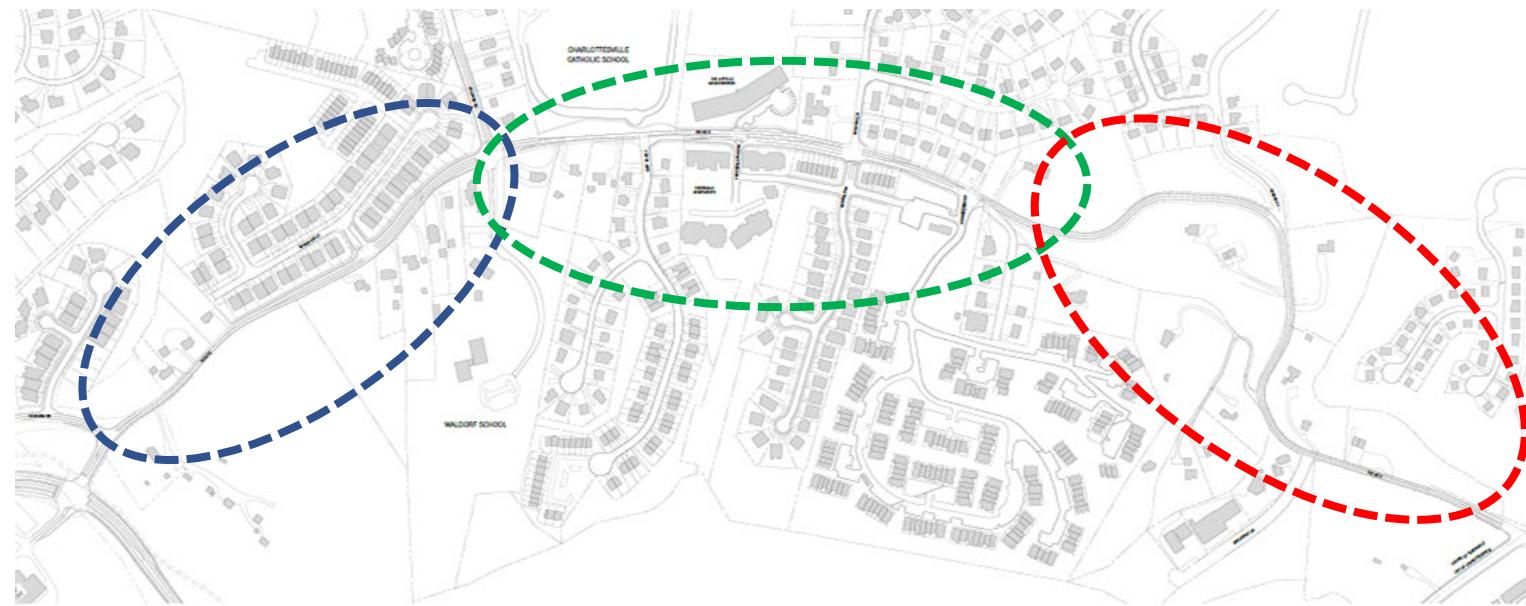
How can this study influence the frontage designs of these developments? What is needed?

Central

**What Amenities are missing?
What safety improvements are needed?**

South

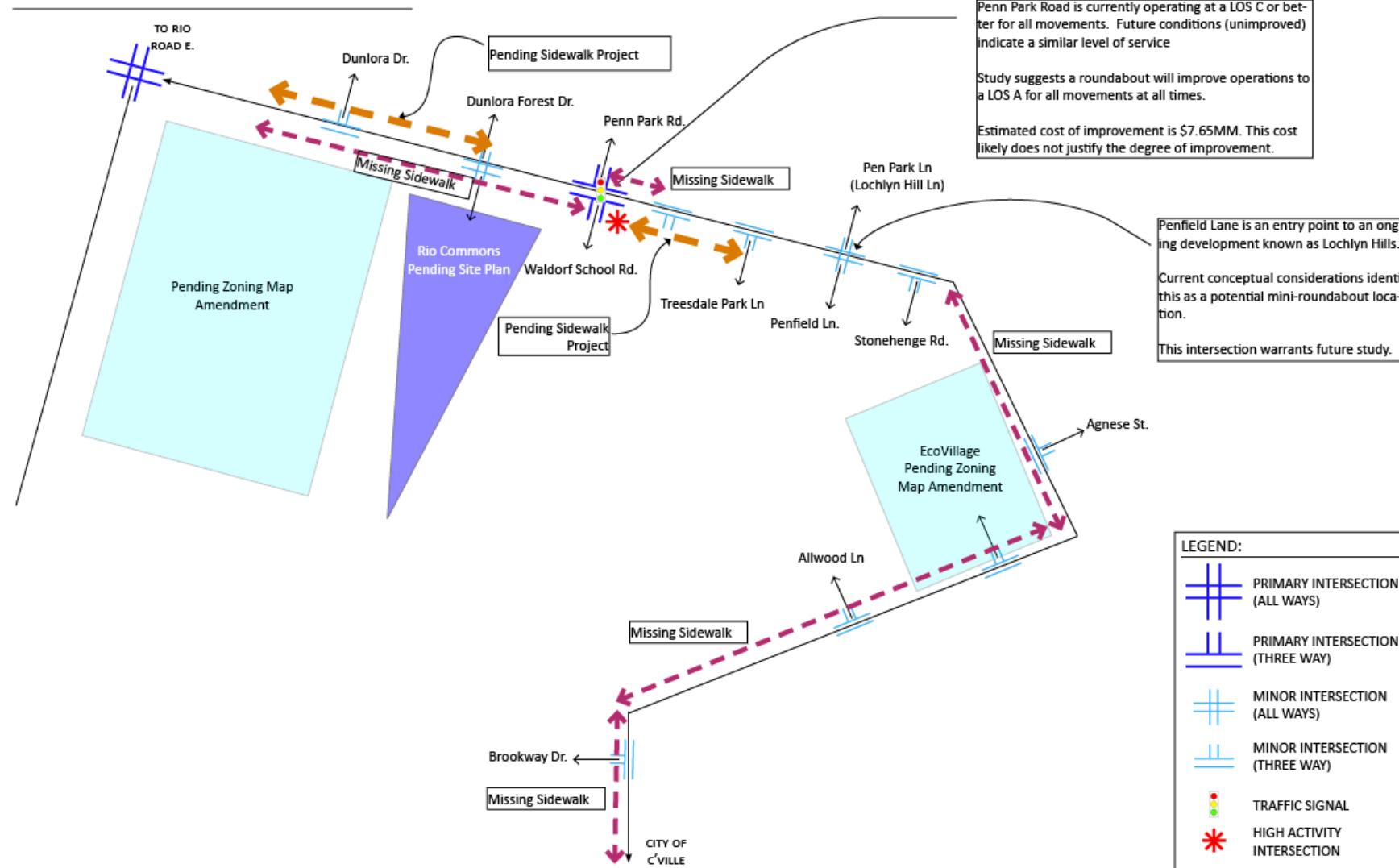
How do you use this portion of Rio Road? What else, if anything, would you like to see in this area?



Corridor Diagram

Slide No. 11

RIO ROAD PHASE 2 DIAGRAMMATIC LAYOUT



ZONE:

1 - Vehicular Travel Lanes

- Width, Quantity, Arrangement

2 – On Street Parking or Transit Stops

- Macro Transit
- Micro Transit

3 - Gutter and Drainage

- Opportunity for LID Alternatives

4 – Curbing

5 – Vegetated Buffer, Verge, Utilities

- At Margins or Center
- Linear Park Opportunities
- Wayfinding/Signage

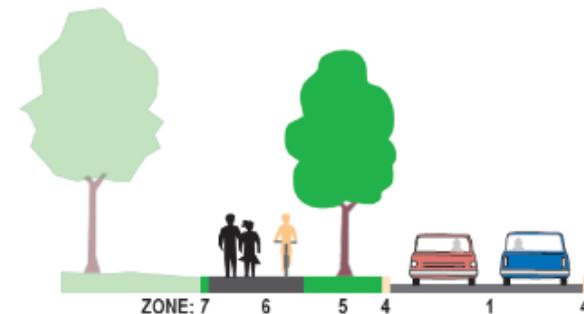
6 – Pedestrian Zone

- Sidewalk
- Shared Use Path

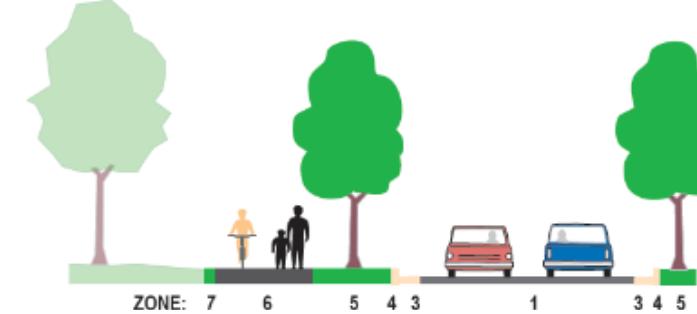
7 – ROW Edges

- Integration Zones

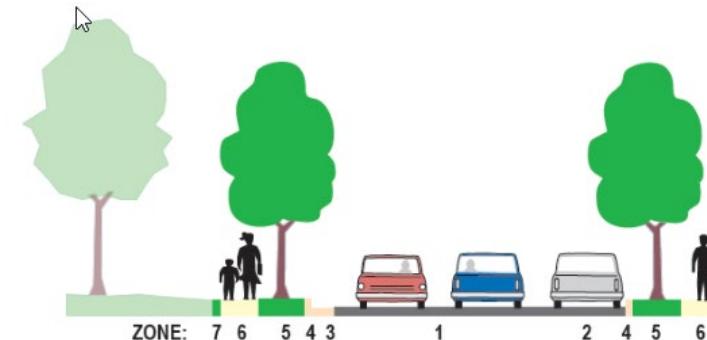
Suburban Collector: 40' ROW



Suburban Collector: 50' ROW



Suburban Collector: 60' ROW



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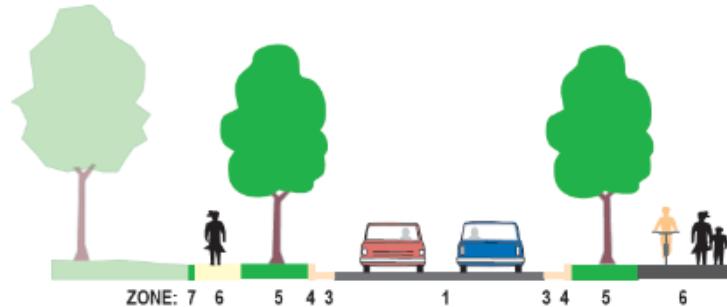
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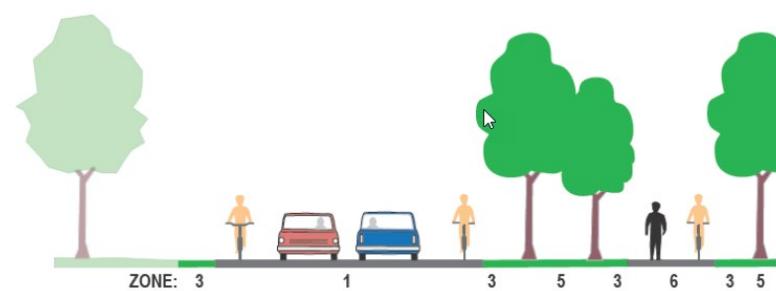
7 – ROW Edges

- Integration Zones

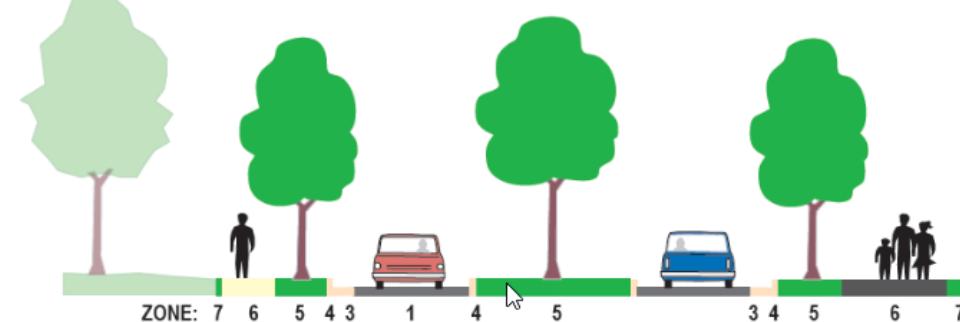
Suburban Collector: 60' ROW



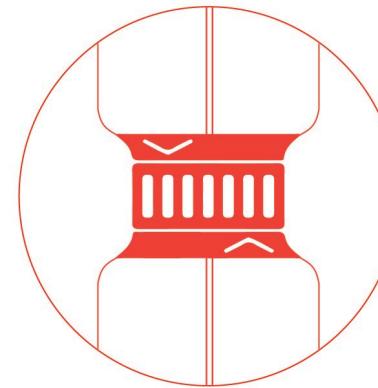
Suburban Collector: 65' ROW



Suburban Collector: 70-80' ROW



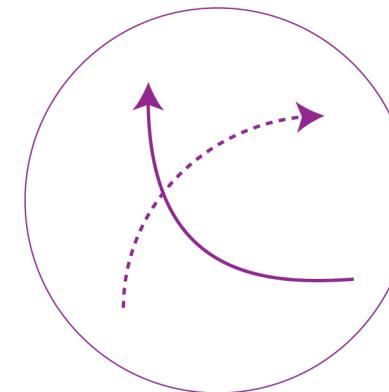
- Safety
 - Safe pedestrian routes and crossings
 - Safe bicycle routes
 - Routes to School(s)
- Aesthetic / Character
 - Residential feel
- Connectivity
 - Pedestrian and bicycle connections to major destinations
 - Alternative transit options
- Functionality
 - Increased intersection efficiency
 - Account for traffic demand increase from future developments



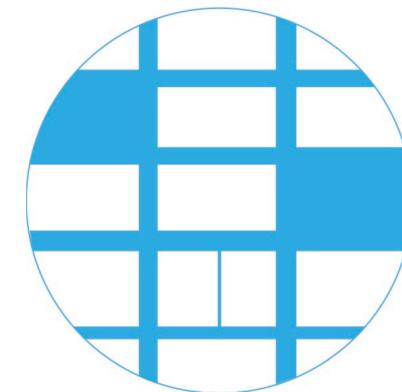
Safety



Aesthetics/Character



Connectivity



Function + Efficiency