

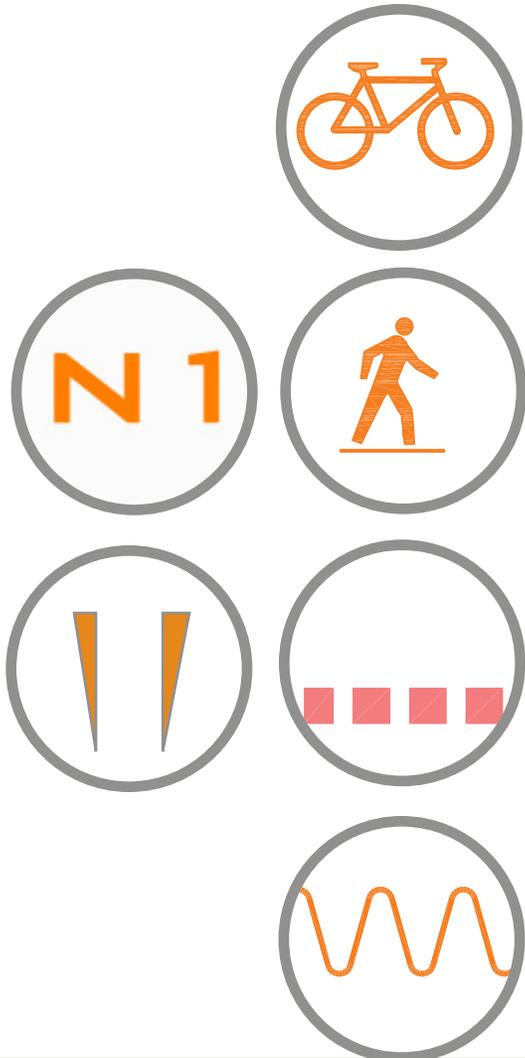
2. SUMMARY ANALYSIS

A series of opportunities and constraints maps have been produced for this study, which attempt to visually summarize the existing condition along the full extent of Riverside Drive. The following attempt to articulate both opportunities and constraints, as follows:

2.1 Opportunities

Nodes (Primary/Secondary/Tertiary) – A node is identified as a point along Riverside Drive where there is a significant opportunity for activity and some form of special design treatment. These have been categorized as being primary, secondary, or tertiary, depending on the “size” of the event and level of activity that occurs at that point.

Gateway – A gateway is some sort of celebration of either a start or finish in the primary piece of Riverside Drive, depending on the movement of travel. One major gateway is visually obviously at the westerly entrance to the Riverside Drive corridor starting in the McKee Park area just west of the Ambassador Bridge, and then approaching Ambassador Park/Assumption Park with the Bridge acting as a major entrance statement. A somewhat less dominating and obvious, yet still important corridor gateway location is found at the eastern extreme of the corridor at the Tecumseh border.



Bikeway Connection - There are many points along Riverside Drive where the bikeways, whether on-street bike lanes or off-street multi-use trails, are discontinuous or are not available due to pavement width or physical constraints. These bikeway gaps have been identified on the conditions, opportunities and constraints mapping, along with potential connections where it would be desirable to have more continuous bikeways.

Walkway-Trail Connection - Similarly, where there is a break in the east-west pedestrian movement and north-south access to civic parkland along the corridor, due to either a narrowed road right of way, grading condition, or a guardrail condition, these have been so noted on the mapping.

Connection Improvements - In all places where connections can be generally improved, in terms of pedestrian, bicycle and roller blade access, these areas of improvement have been noted as opportunities for improvement.

Traffic Calming - The traffic-calming symbol identifies areas where consideration may be given to the potential use of “appropriate” traffic calming measures due to the road alignment, the road width, or the general lane configuration. These areas tend to encourage fast movement of vehicles, and consequently also conflict with pedestrian and vehicular crossings.