



NEWPORT DOWNTOWN CORRIDOR OPPORTUNITIES

MAY 3, 2021



Discuss goals for the revitalization, long-term economics, and livability of downtown Newport, and how highway and local street investment can serve those goals.

- **Overall Concepts: Three on Hwy 101; Two on Hwy 20**
- **Downtown design influenced by highway options**
- **Street design details**
- **Comparison of concepts and committee discussion**

SIGNATURE AREAS TODAY

NYE BEACH

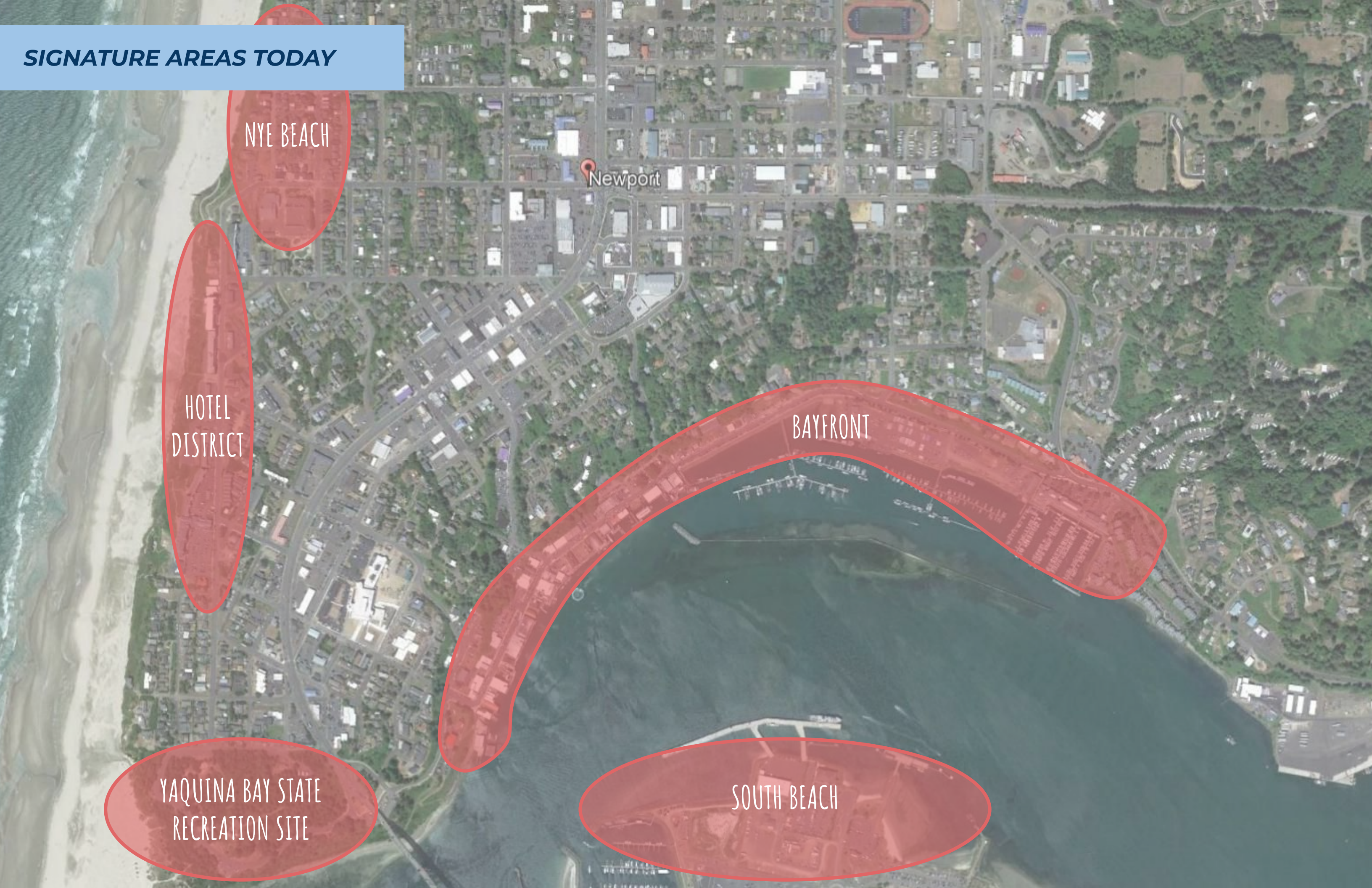
HOTEL DISTRICT

Newport

BAYFRONT

YAQUINA BAY STATE RECREATION SITE

SOUTH BEACH



CIVIC USES

NEWPORT
H.S.

COUNTY
COMMONS

Newport

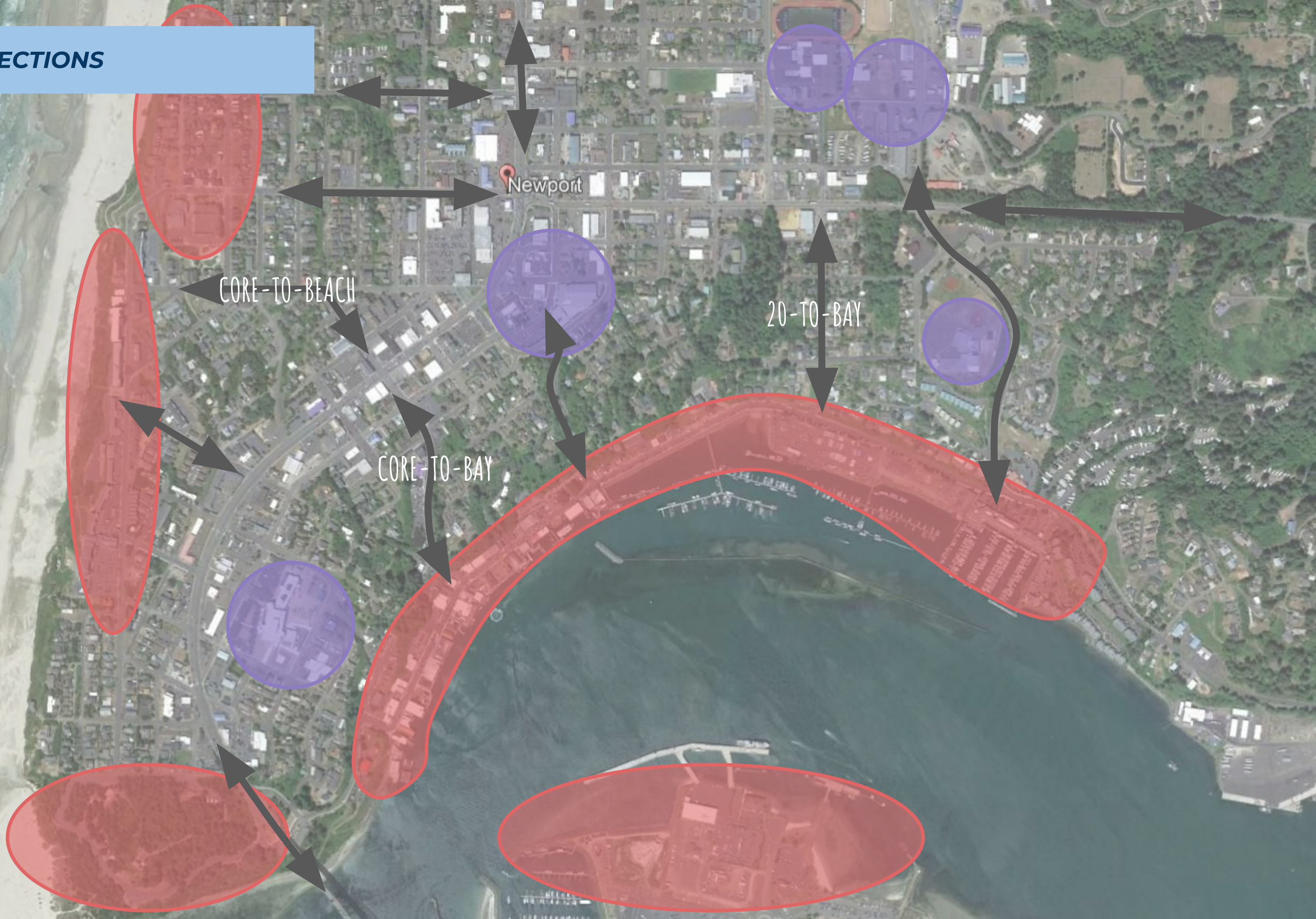
CIVIC
CORE

YAQUINA
VIEW E.S.

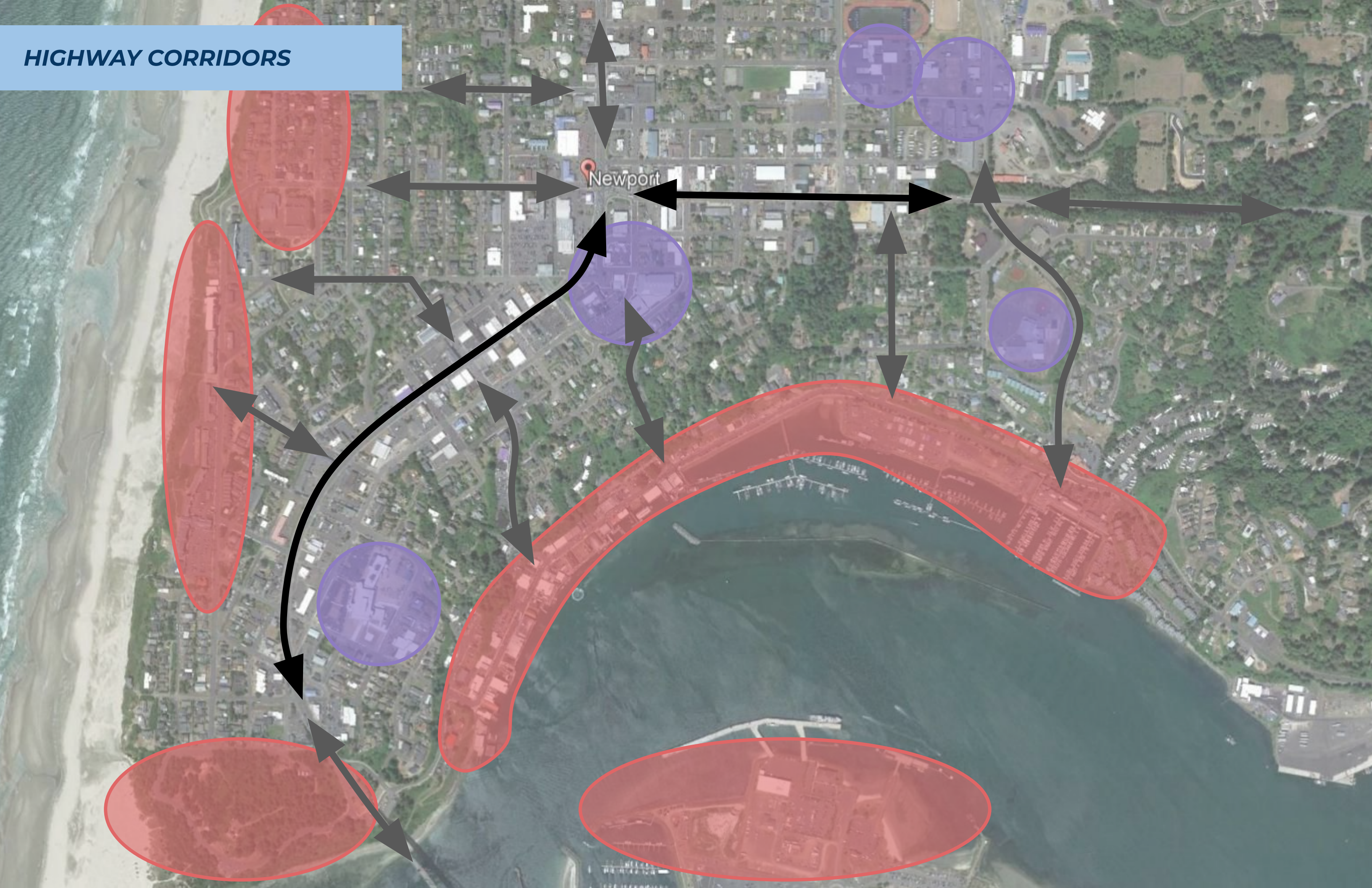
HOSPITAL



CONNECTIONS



HIGHWAY CORRIDORS



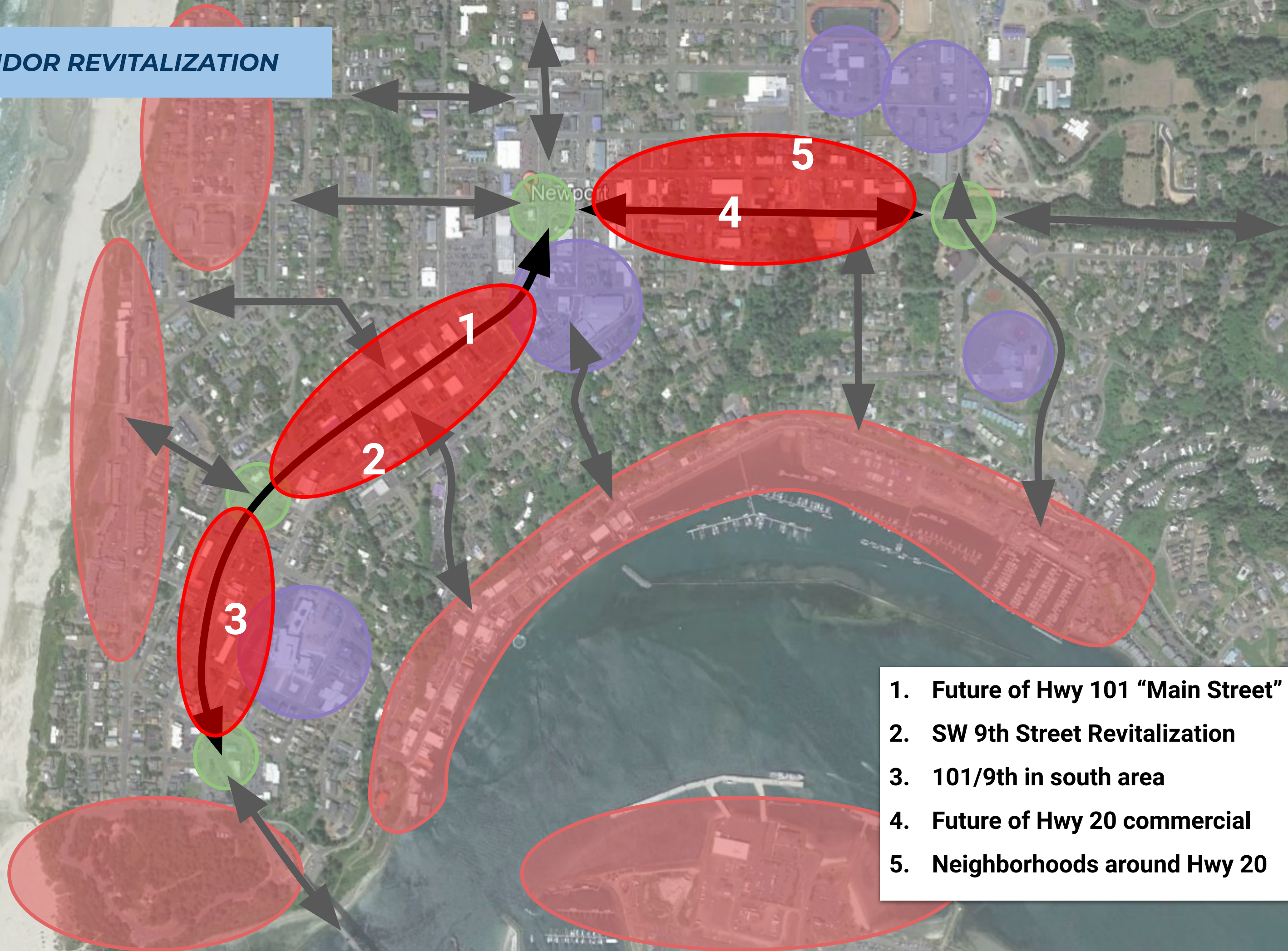
GATEWAYS AND ENTRY



CORRIDOR REVITALIZATION



CORRIDOR REVITALIZATION



- 1. Future of Hwy 101 "Main Street"**
- 2. SW 9th Street Revitalization**
- 3. 101/9th in south area**
- 4. Future of Hwy 20 commercial**
- 5. Neighborhoods around Hwy 20**

Leverage state and local transportation investments to restore and strengthen Newport's traditional Downtown, including:

- **Fostering a compelling mix and density of uses**
- **Improving multimodal connectivity**
- **Prioritizing pedestrians through human-scale design**
- **Creating places to gather and linger**
- **Enhancing natural elements**
- **Developing a unique identity and character**
- **Delivering an authentic experience for residents and visitors alike**

URBAN PRINCIPLES



MIXED-USE, VIBRANT PLACES



OVERALL MOBILITY



IMPROVE BUSINESS VISIBILITY / ACCESS



STREETSCAPE & PEOPLE SPACES

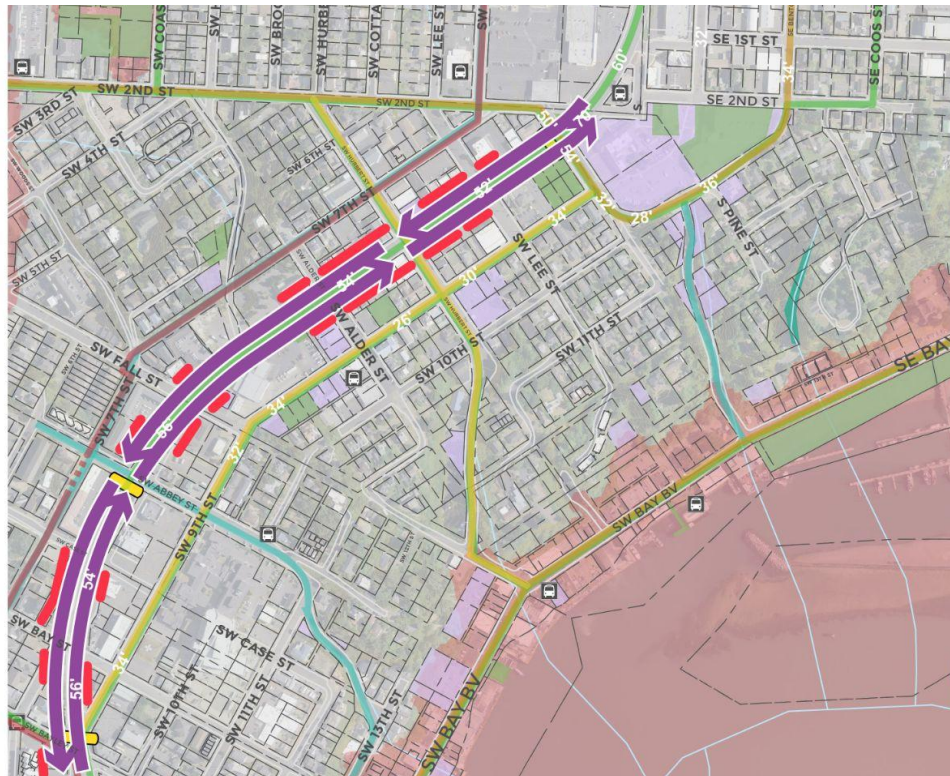


STREET GRID & URBAN PATTERN



WALK AND BIKE OPPORTUNITY

CONCEPT A. TWO-WAY



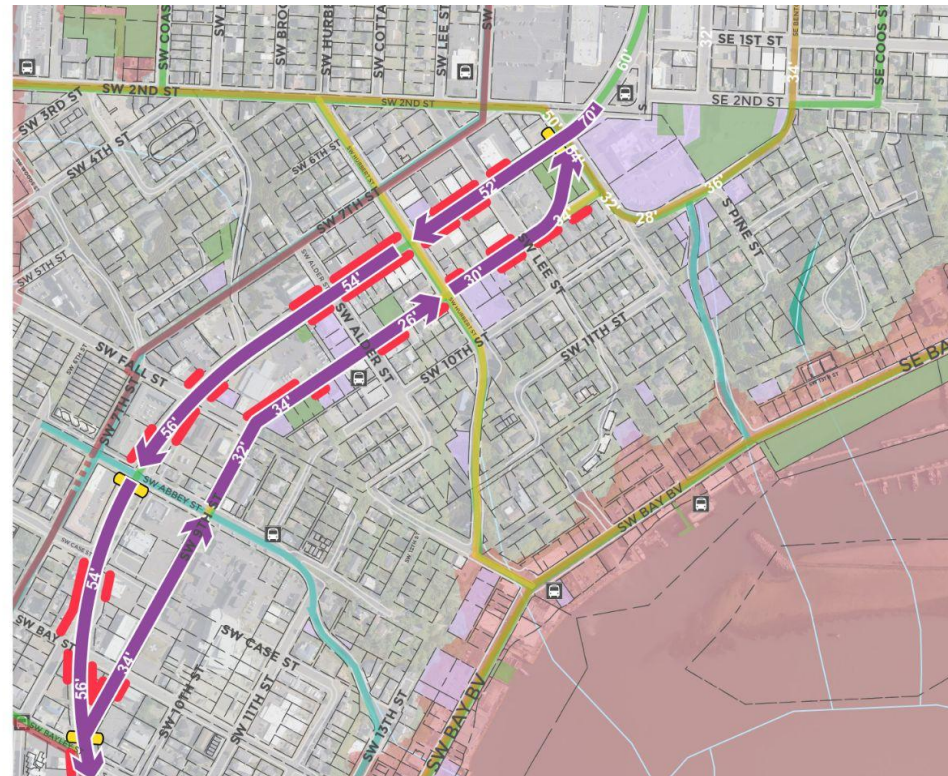
OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Street safety / int'x improvements
- Improve existing access to businesses and properties

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 4-lane with bikeways
 - 4-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane with parking

CONCEPT B. LONG COUPLET



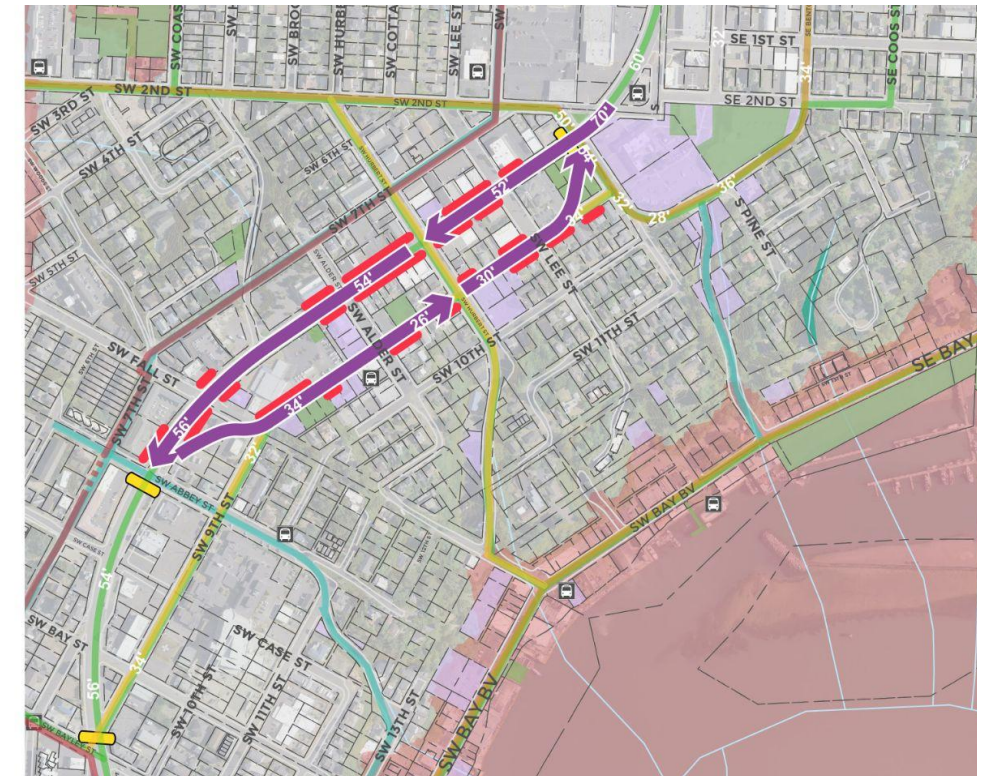
OBJECTIVES

- Traffic improvements through major redesign
- Seeks to extend area of impact southward to SW Bayley
- Provide new highway access to many businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, adds bikeway

CONCEPT C. SHORT COUPLET



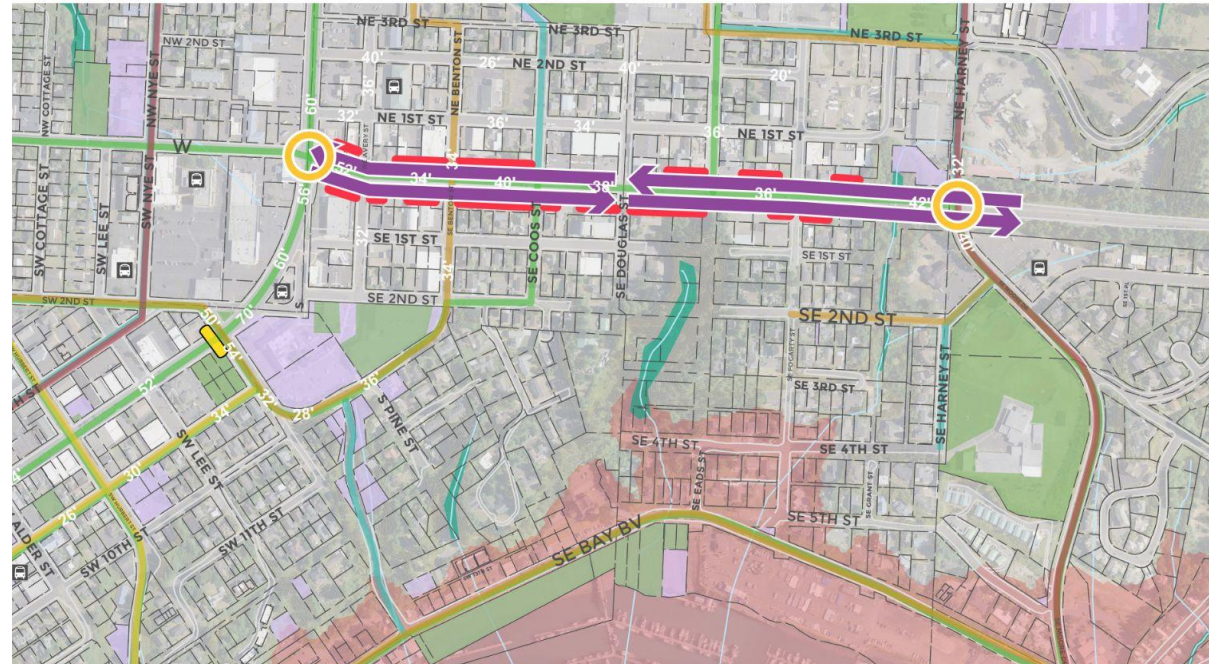
OBJECTIVES

- Traffic improvements through major redesign
- Concentrate impact in downtown core area (Abbey St - Angle St)
- Provide new highway access to core businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, adds bikeway

CONCEPT D. TWO-WAY



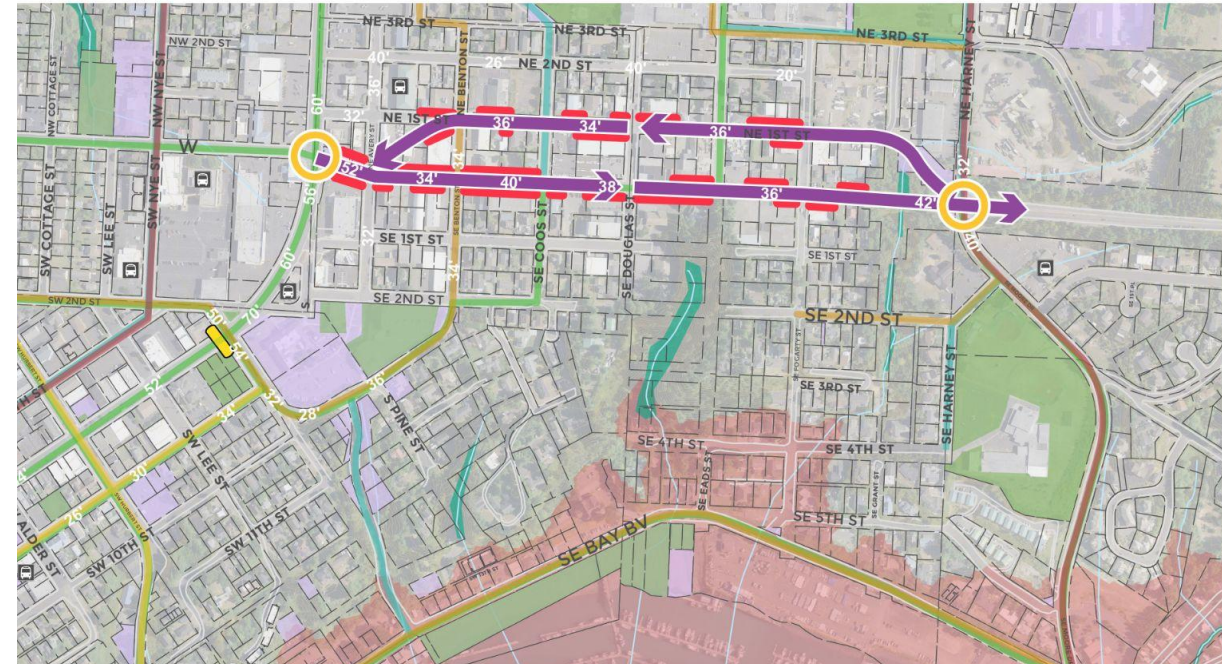
OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Supports residential and businesses to north and south
- Serve “strip commercial” style development and services

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 3-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane, more ROW, bikeways and wider sidewalks

CONCEPT E. COUPLET

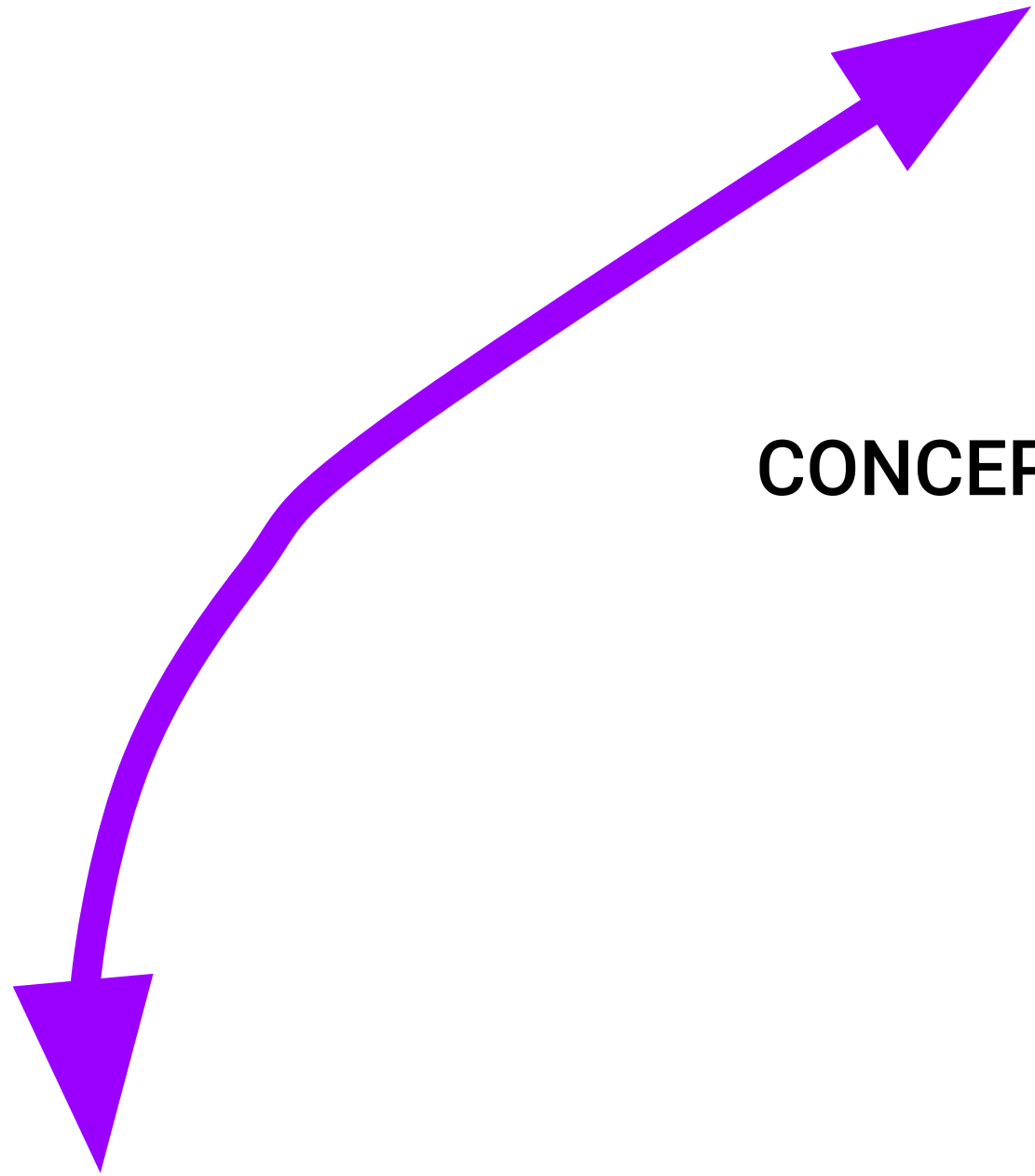


OBJECTIVES

- Traffic improvements through major redesign
- Open up area north of Hwy 20 to redevelopment (residential, etc.)
- Provide new highway access to businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Westbound shifts to NE 1st
- Adds parking, improves sidewalks, adds bikeway
- Suboption: 70' ROW w/ bikeways



CONCEPT A. HIGHWAY 101 TWO-WAY

Hwy 101

EXISTING

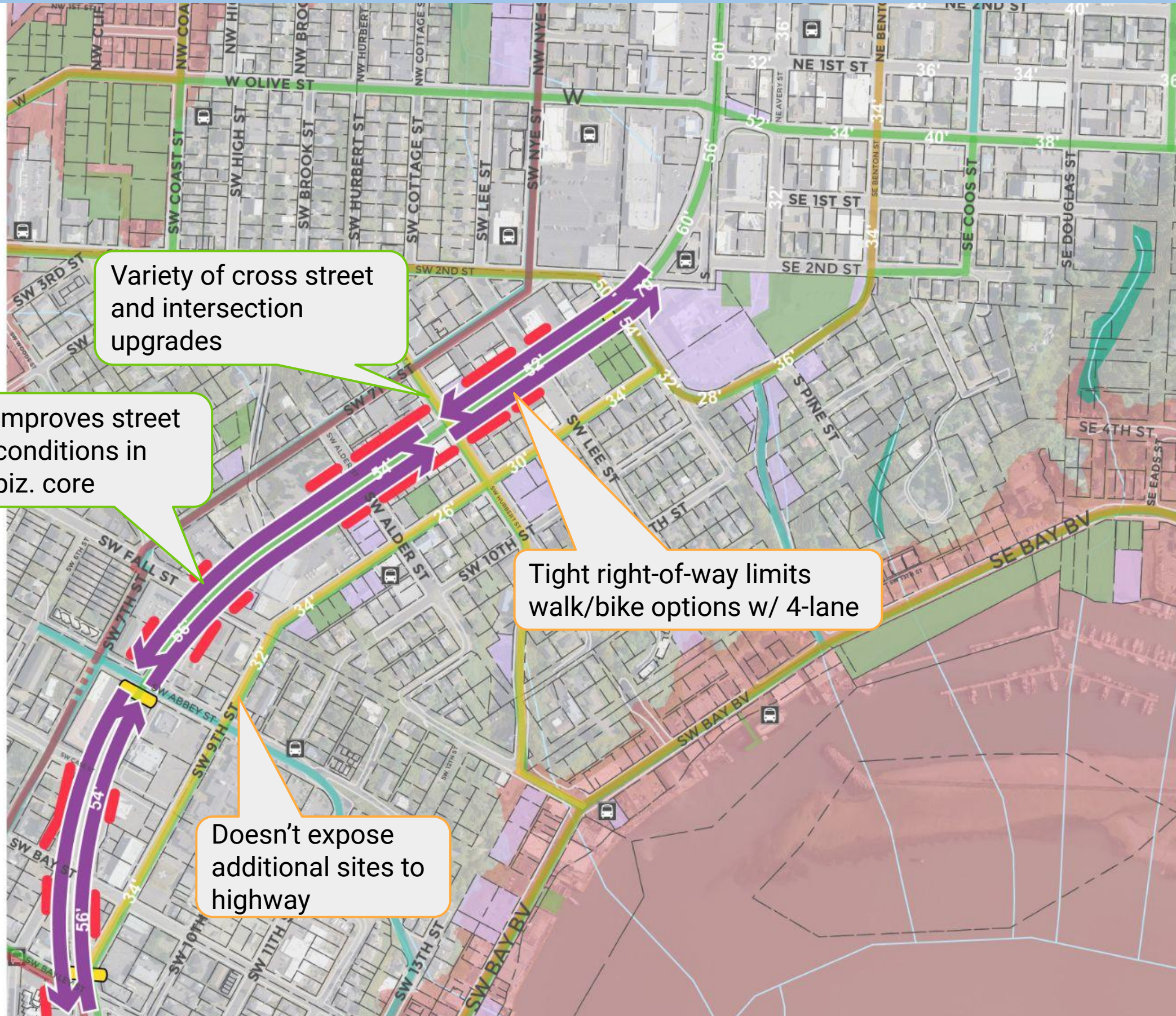


- 10' lanes are substandard
- Narrow sidewalk widths
- Lack of any streetscape features
- Poor and infrequent crossing locations
- Congestion and turn-movement backups

MINOR IMPROVEMENT OPTION: FOUR LANE WITH PARKING

- Update to 11' lanes
- Retain on-street parking
- Sidewalks narrowed to 7' wide
- ****Not recommended****

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | OVERALL CONCEPT



OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Street safety and intersection improvements
- Improve existing access to businesses and properties

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 4-lane with bikeways
 - 4-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane with parking

| | |
|------------------------|-------------------------|
| RRFB CROSSING | TSUNAMI INUNDATION ZONE |
| BUS STOPS | WETLANDS |
| CURB LINES | CITY PARKS & SCHOOLS |
| STREAMS | CITY OWNED LAND |
| 5 FT CONTOURS | TAX LOTS |
| MAJOR PED ROUTE | MAJOR BIKE ROUTE |
| NEIGHBORHOOD PED ROUTE | MINOR BIKE ROUTE |
| | NEIGHBORHOOD BIKE ROUTE |



CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | GRID AND URBAN FORM



Business revitalization



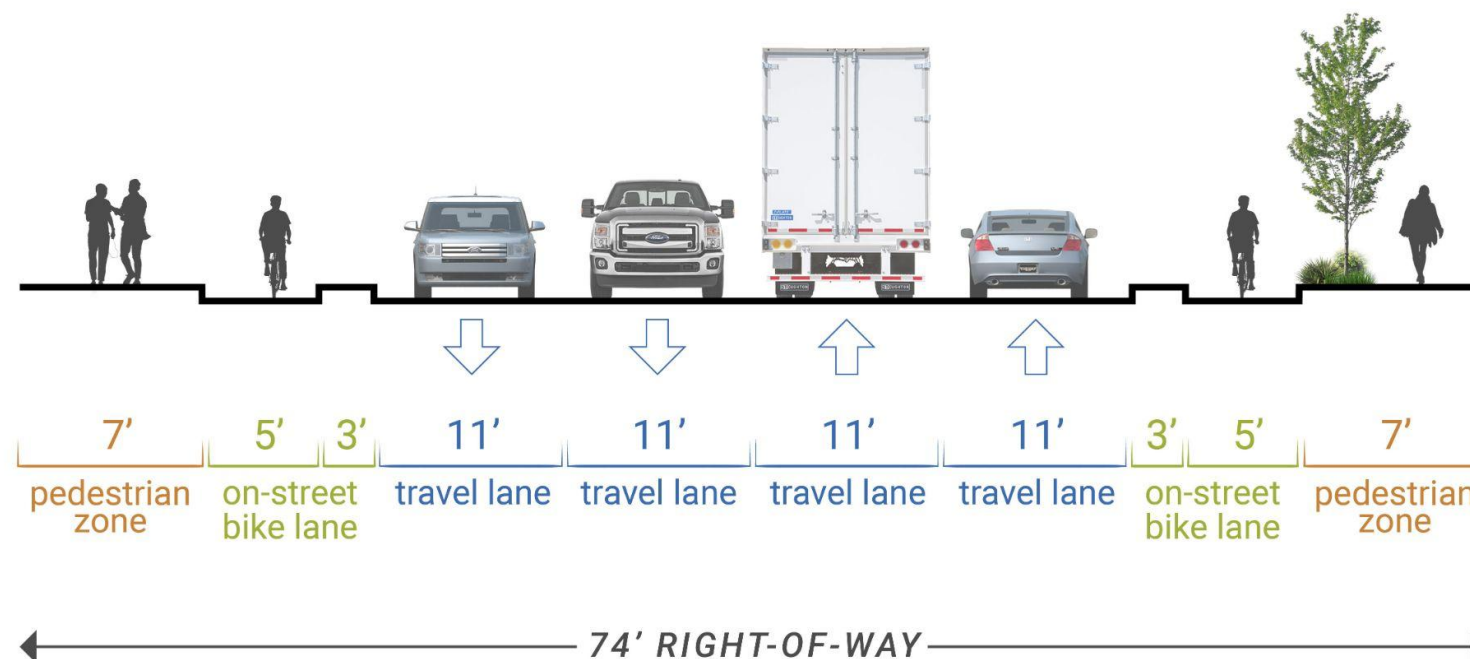
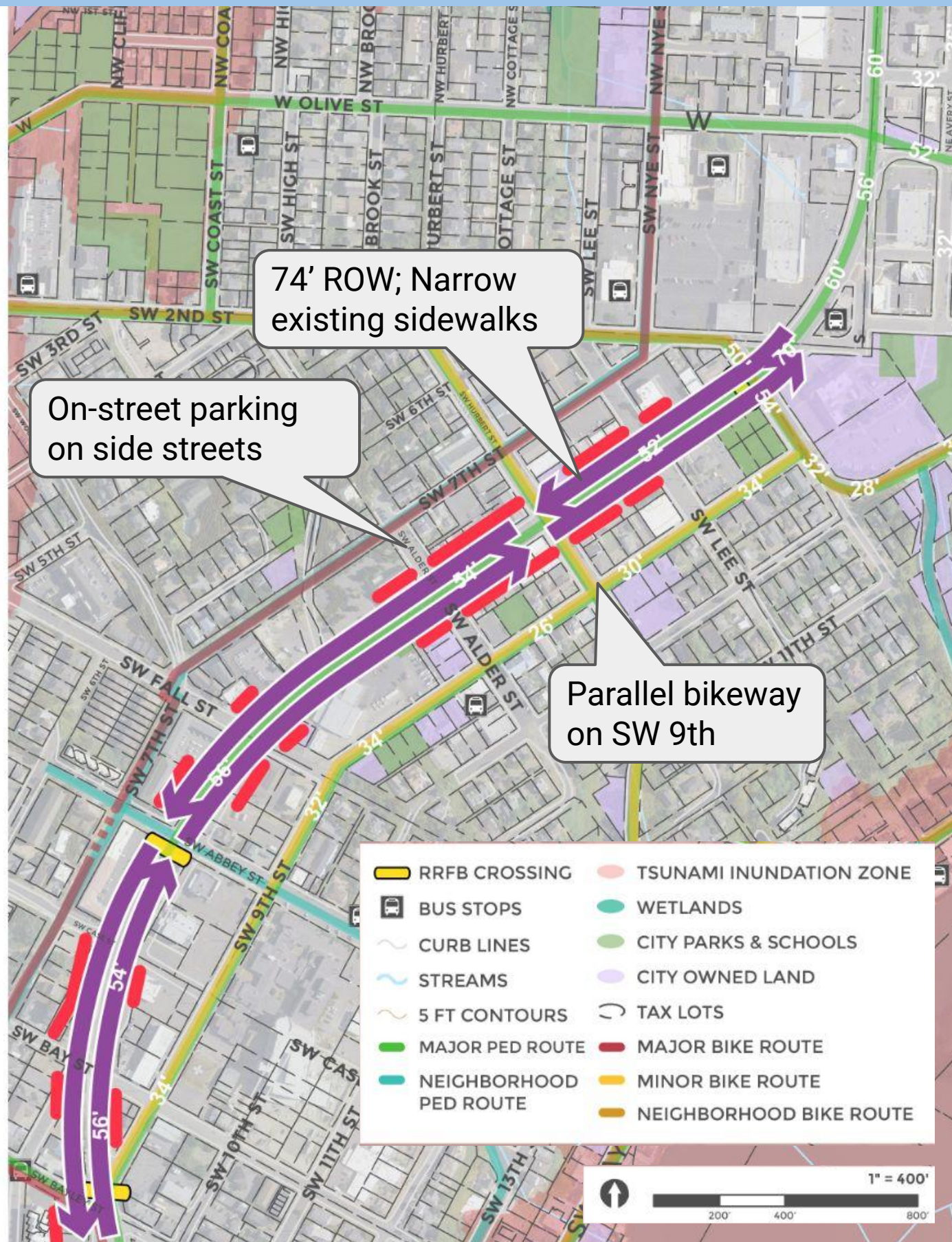
Infill development



Streetscape improvements



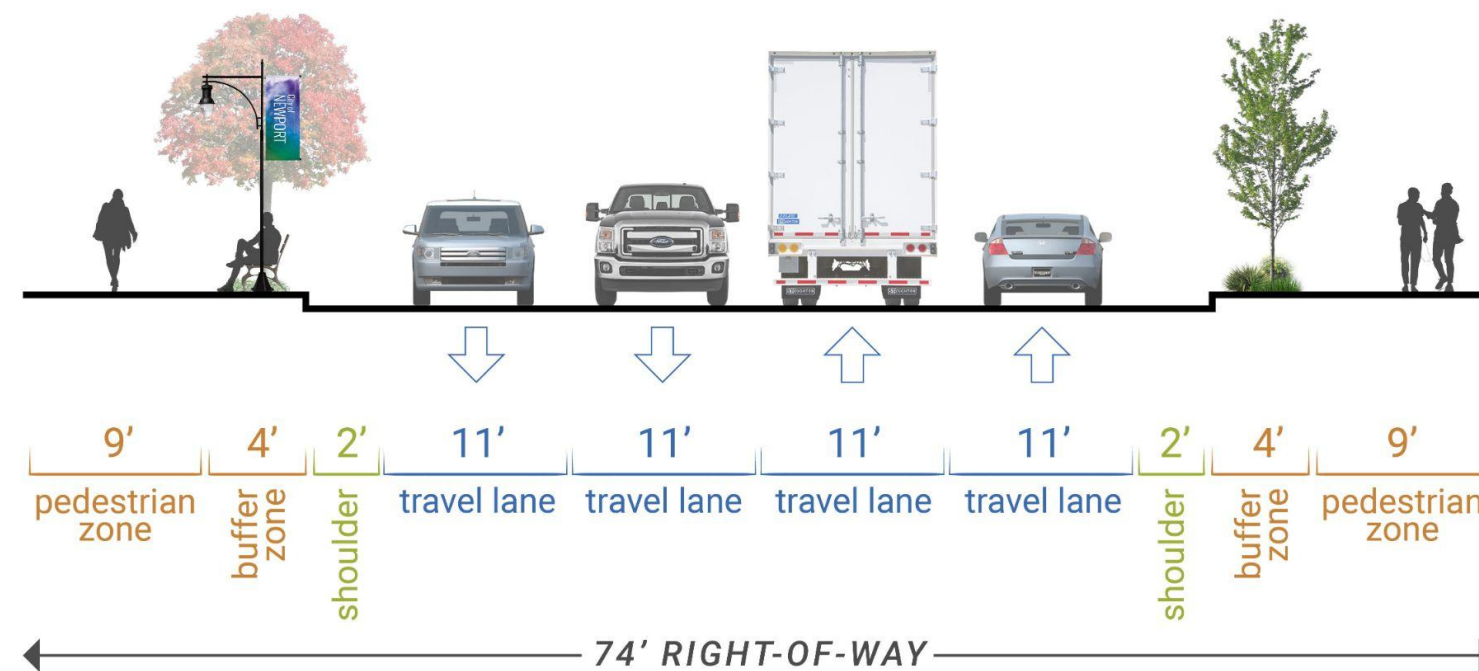
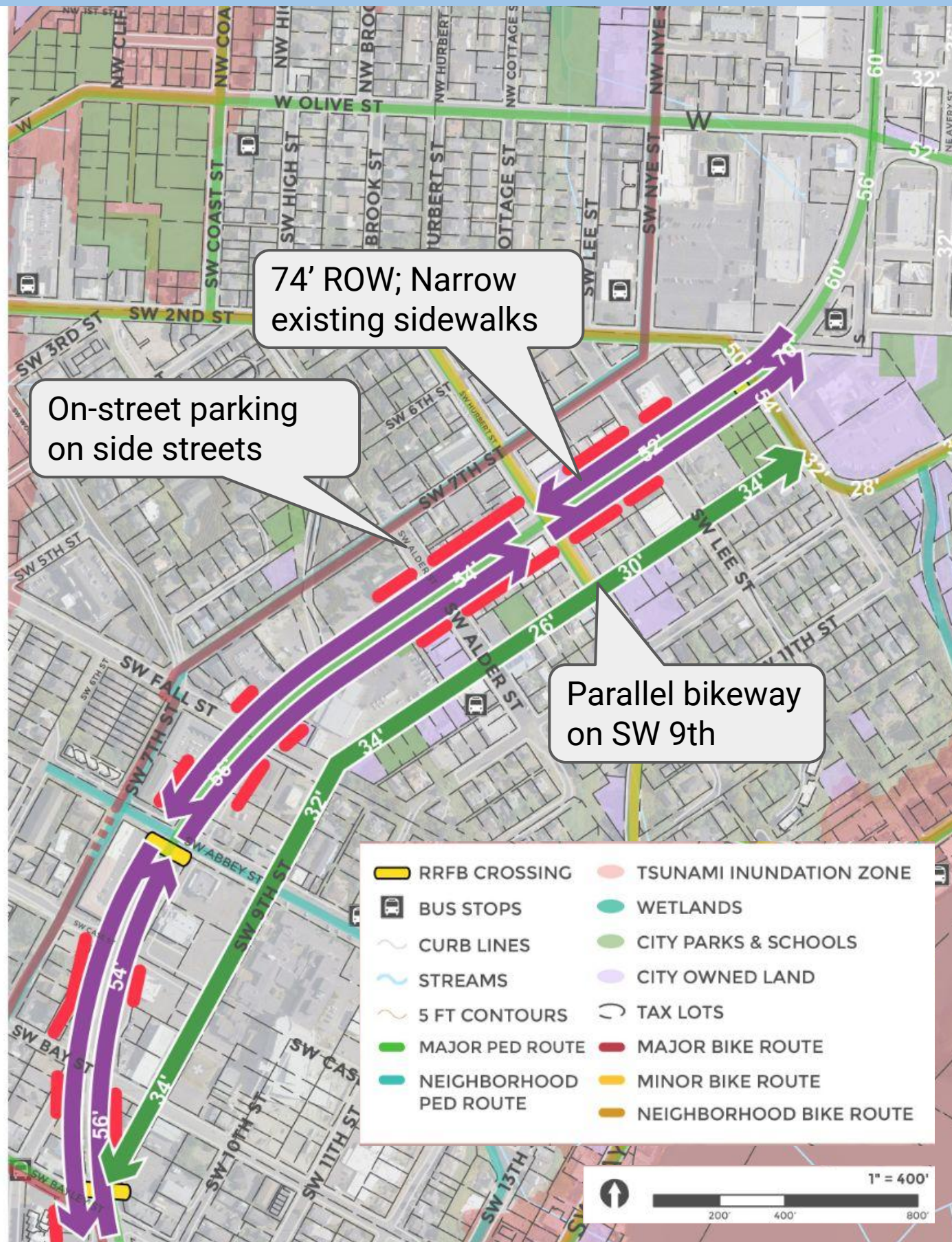
CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | VEHICLE OPERATIONS & WALK/BIKE



FOUR LANE: BIKEWAYS

- Update to 11' lanes
- Protected bikeways
- Sidewalks continue to be narrow in the business core

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | VEHICLE OPERATIONS & WALK/BIKE



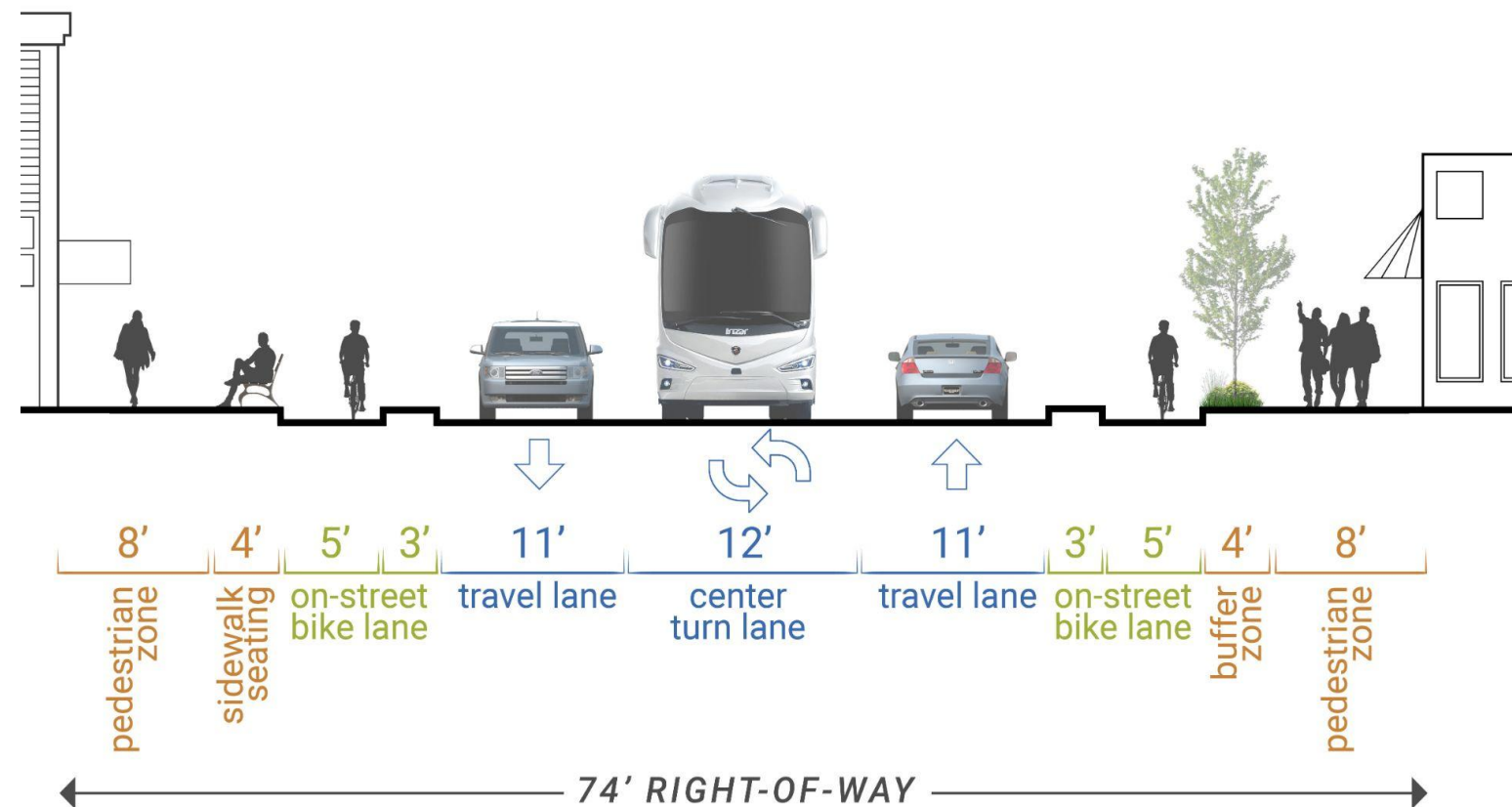
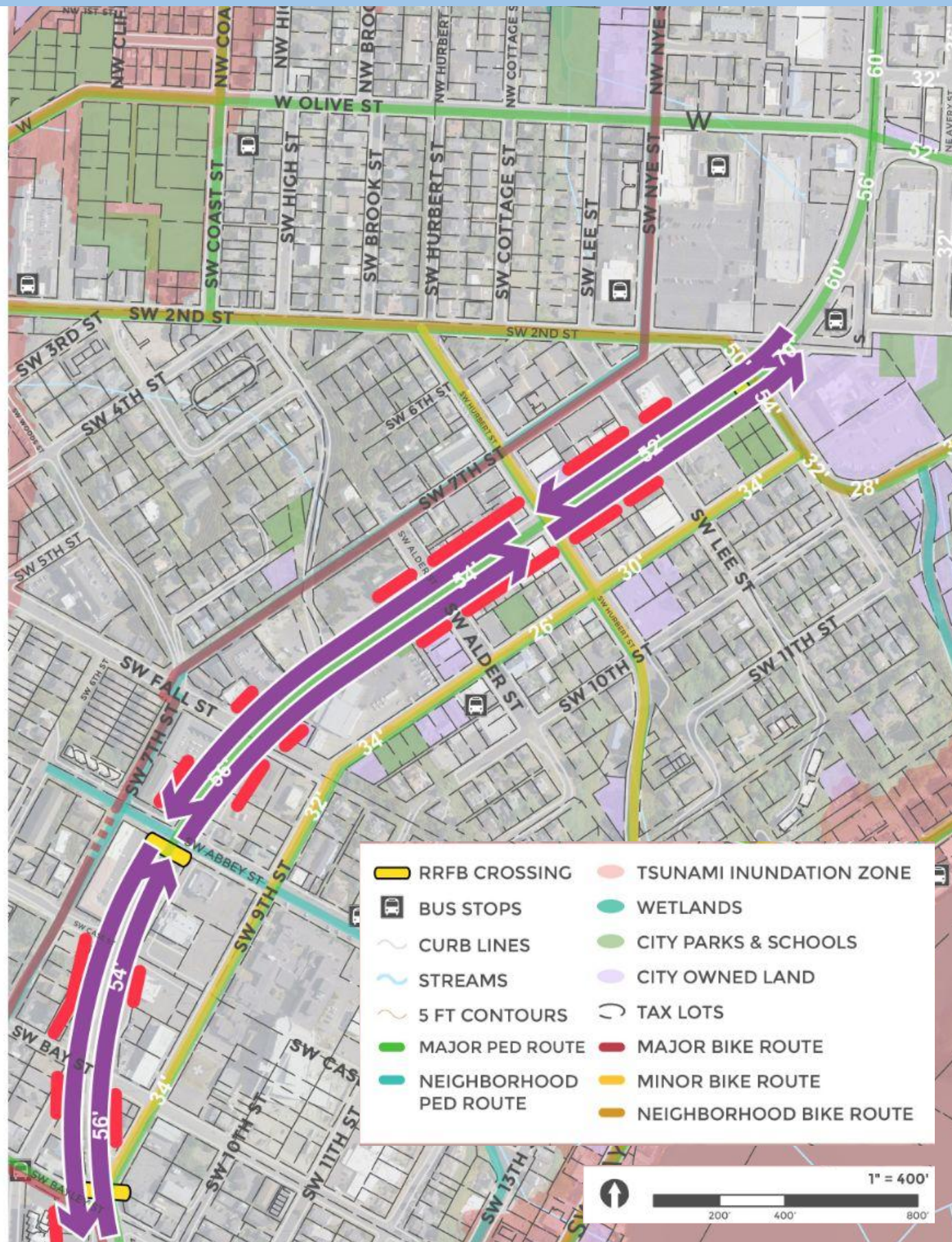
FOUR LANE: WIDER SIDEWALK OPTION

- Update to 11' lanes
- Wider sidewalk area with landscape
- Corridor parking on side streets and lots

SW 9th BIKEWAY

- Option 1: Shared bike and vehicle lanes (2 lanes)
- Option 2: Remove parking, add bike lanes

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | VEHICLE OPERATIONS & WALK/BIKE



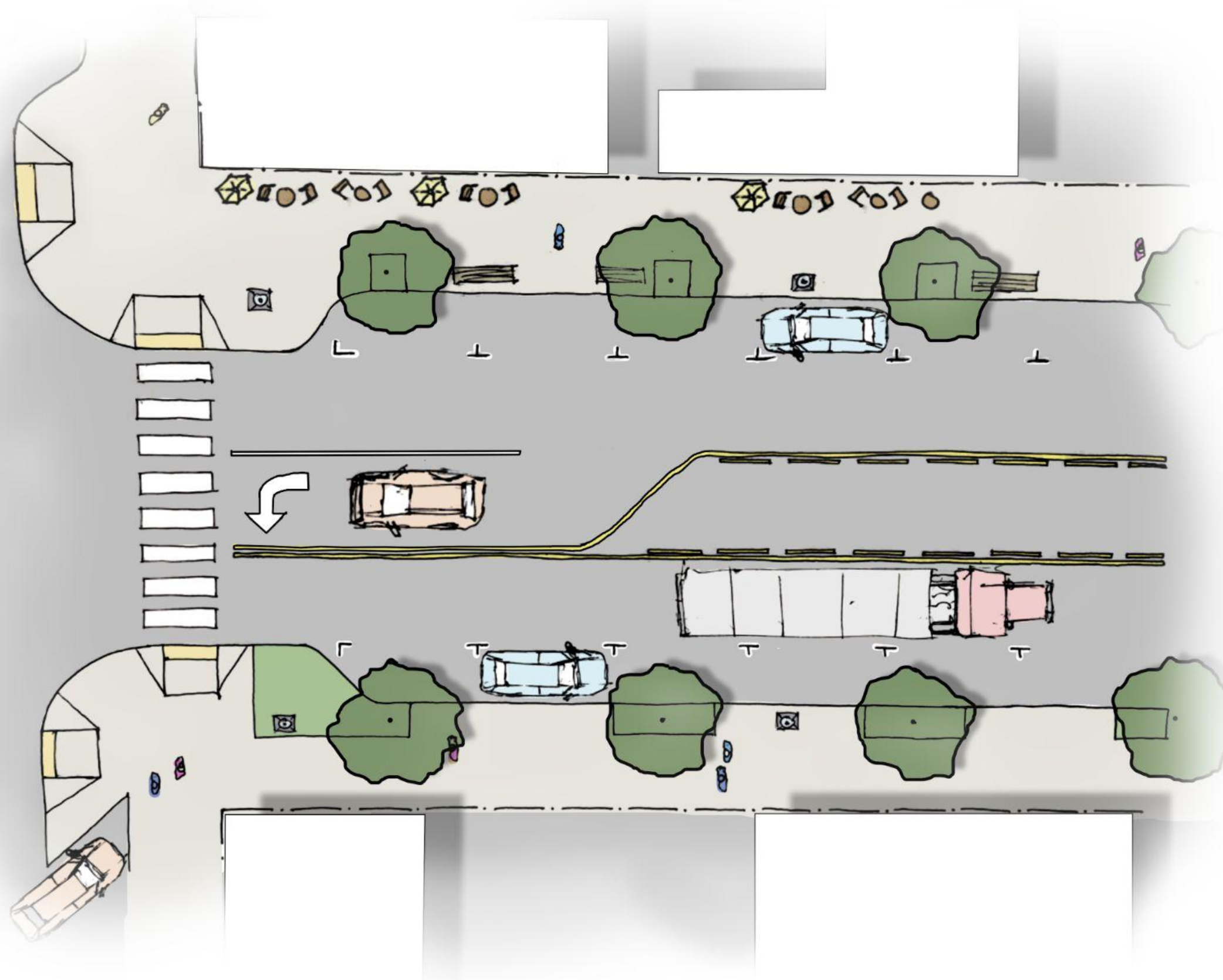
THREE LANE: WITH BIKEWAYS

- Reduce through lanes; add center-turn
- Protected bikeways in both directions
- Provides additional sidewalk and landscape area
- Corridor parking on side streets and lots

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ THREE-LANE - STREETSCAPE

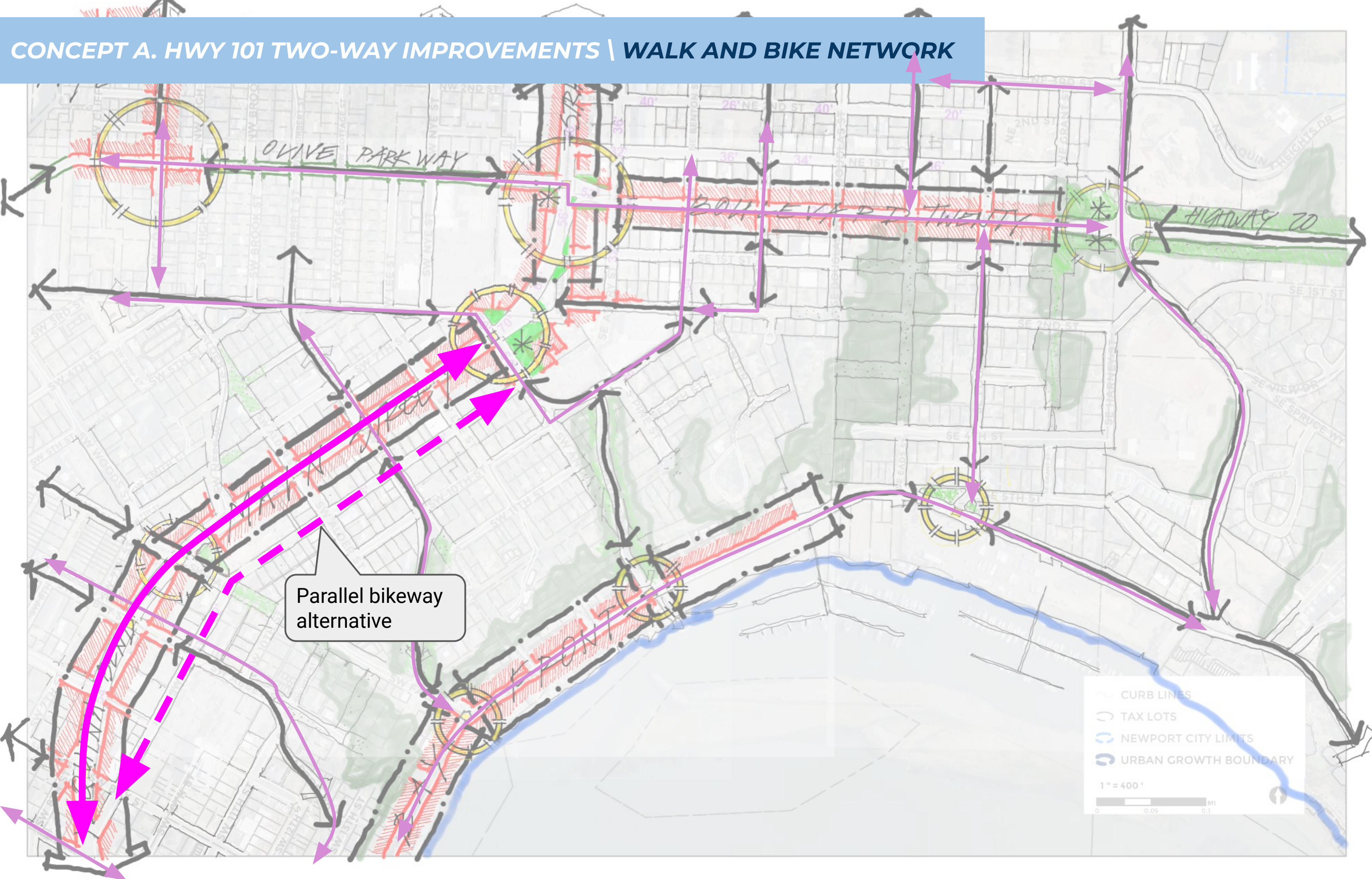
THREE LANE: WITH PARKING

- On-street parking
- **Risk of traffic backup

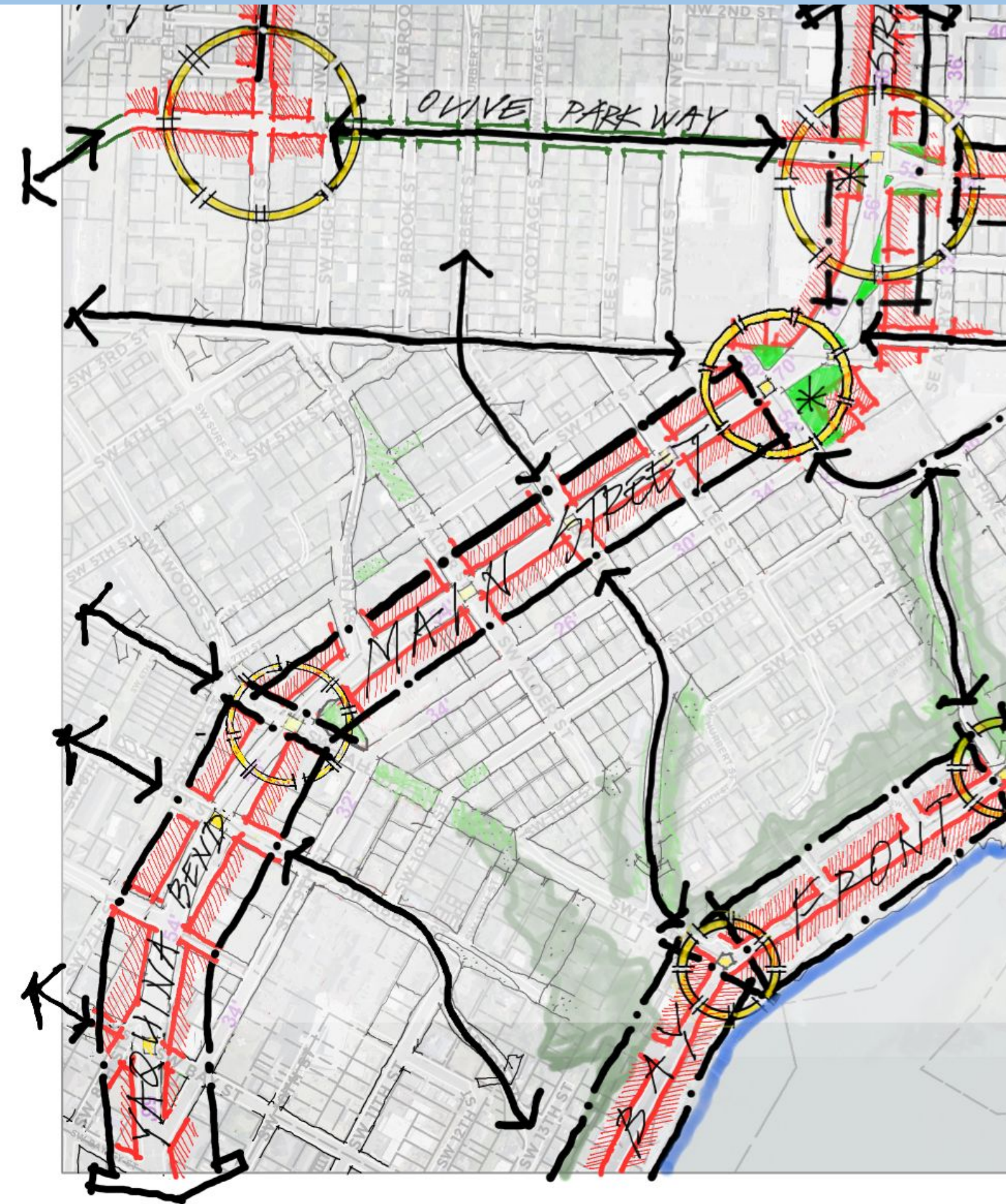


- WIDER SIDEWALKS AND SEATING
- ON-STREET PARKING (OR BIKE)
- VEHICLE LANE
- CENTER TURN LANE
- VEHICLE LANE
- ON-STREET PARKING (OR BIKE)
- WIDER SIDEWALKS AND SEATING

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | WALK AND BIKE NETWORK



CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ KEY POINTS



SITE ACCESS AND VISIBILITY

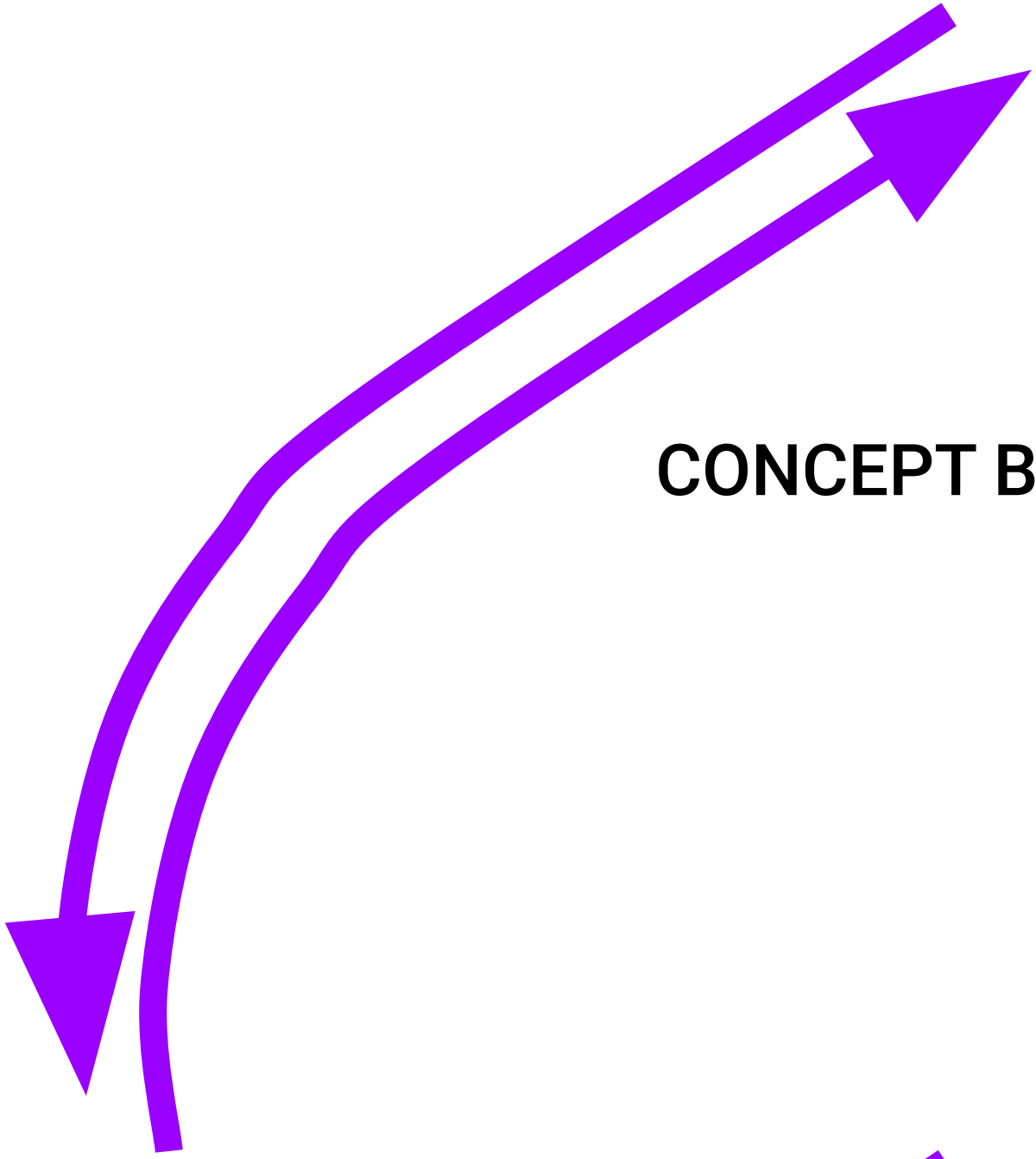
- Overall streetscape improvements enhance business presence
- Multi-modal routes and a variety of on- and off-street parking options

WALK & BIKE

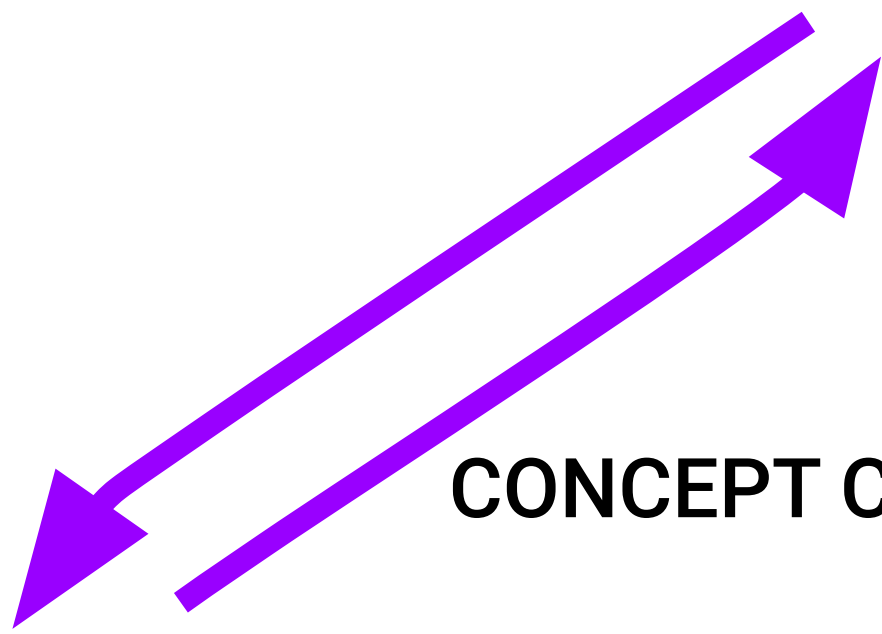
- Larger, more amenitized sidewalks
- Protected bikeways on highway in 3-lane option (or parallel bike route)

TO DISCUSS

- Do you have thoughts about 4-lane versus 3-lane options?
- Are bikeways better provided on Hwy 101 or on a parallel nearby street?
- Is removing parking from 101 acceptable and/or desirable?
- Which intersecting streets are most important for citywide connections?
- Will this help both revitalize existing businesses AND spur new development?



CONCEPT B. HIGHWAY 101 LONG COUPLET



CONCEPT C. HIGHWAY 101 SHORT COUPLET

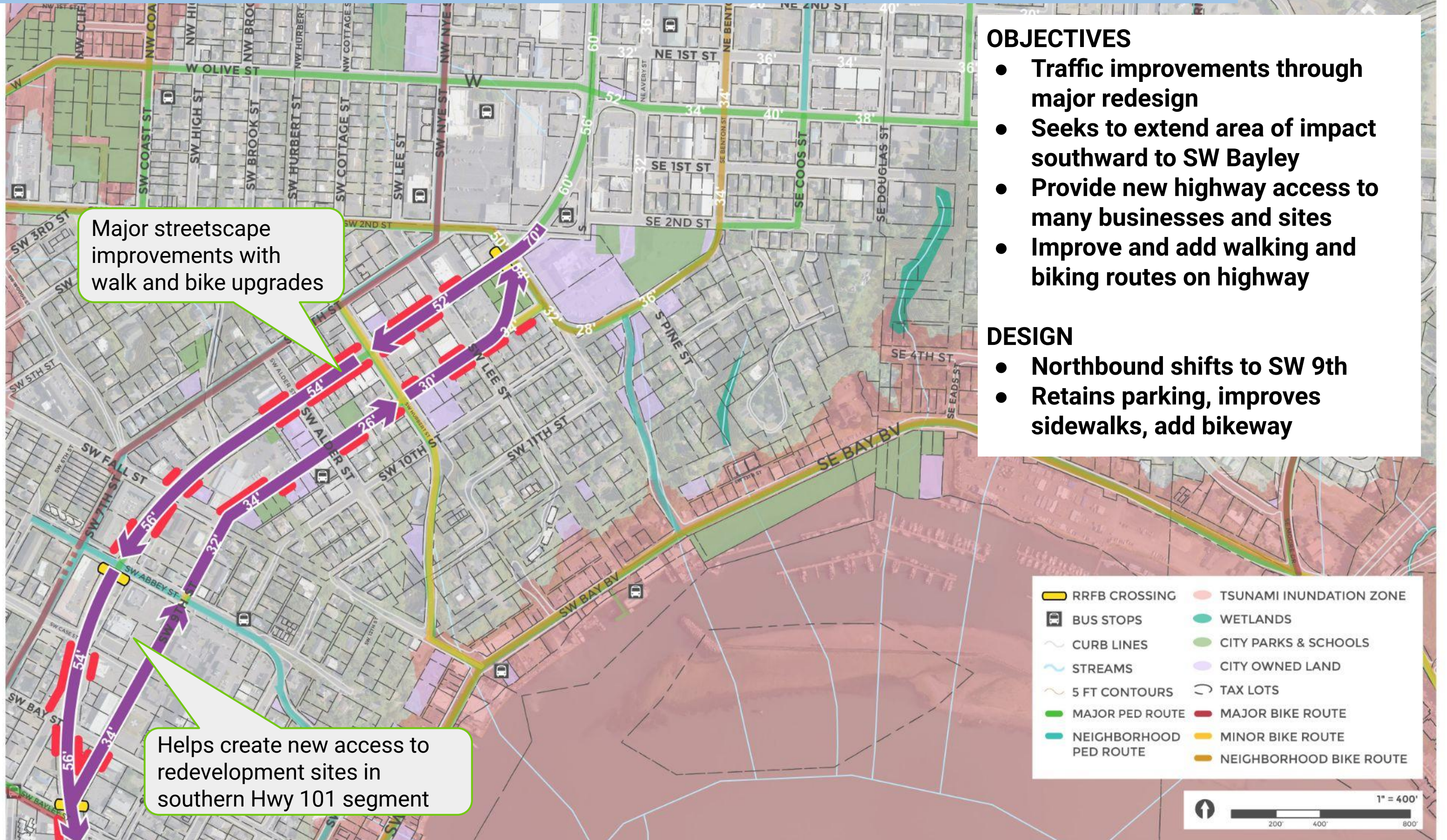
SW 9th

EXISTING



- Typical 6' sidewalk - gaps in places
- Two lanes, bi-directional
- On-street parking

CONCEPT B. HWY 101 LONG COUPLET \ OVERALL CONCEPT



Major streetscape improvements with walk and bike upgrades

Helps create new access to redevelopment sites in southern Hwy 101 segment

OBJECTIVES

- Traffic improvements through major redesign
- Seeks to extend area of impact southward to SW Bayley
- Provide new highway access to many businesses and sites
- Improve and add walking and biking routes on highway

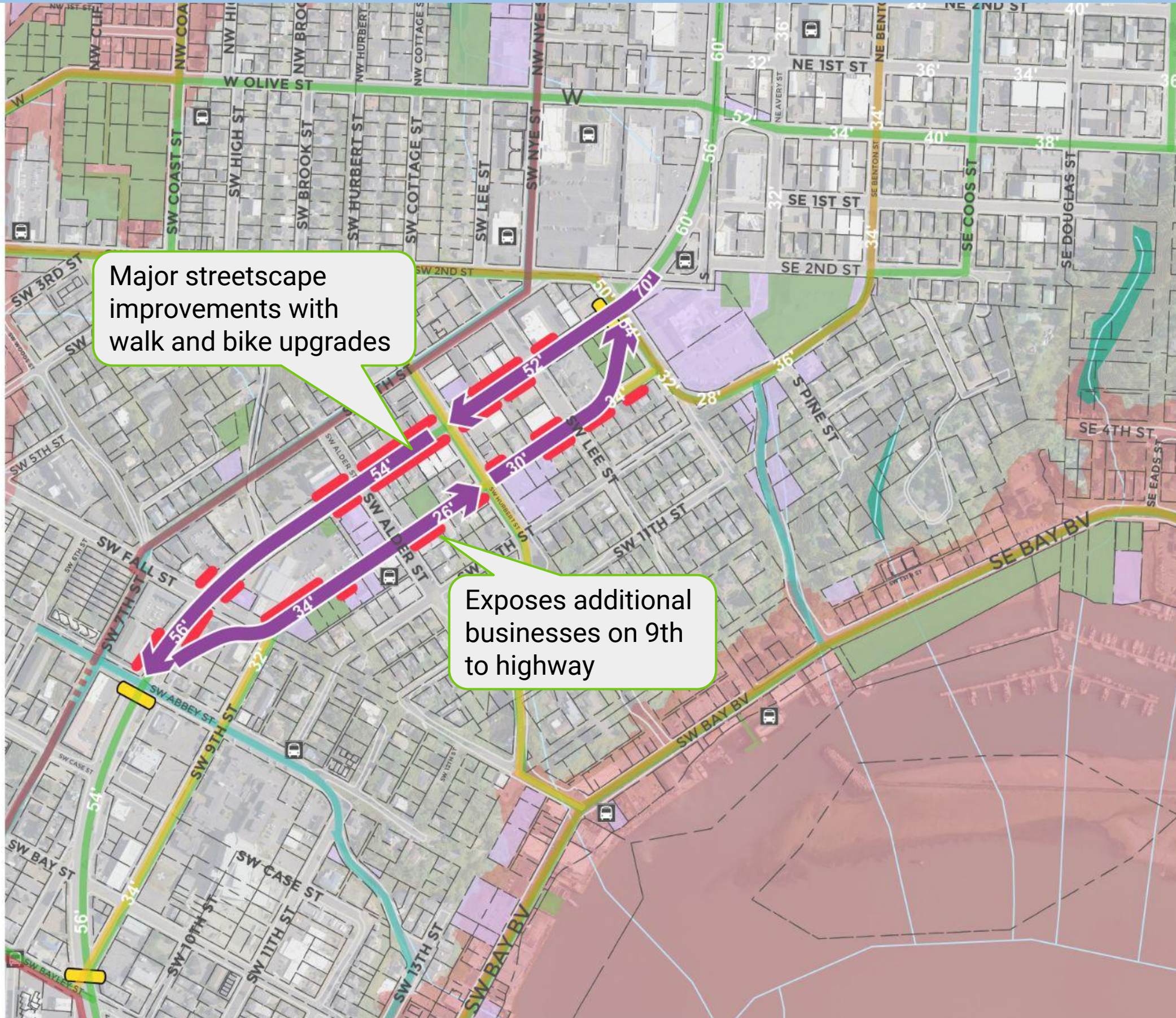
DESIGN

- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, add bikeway

| | |
|------------------------|-------------------------|
| RRFB CROSSING | TSUNAMI INUNDATION ZONE |
| BUS STOPS | WETLANDS |
| CURB LINES | CITY PARKS & SCHOOLS |
| STREAMS | CITY OWNED LAND |
| 5 FT CONTOURS | TAX LOTS |
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CONCEPT C. HWY 101 SHORT COUPLET \ OVERALL CONCEPT



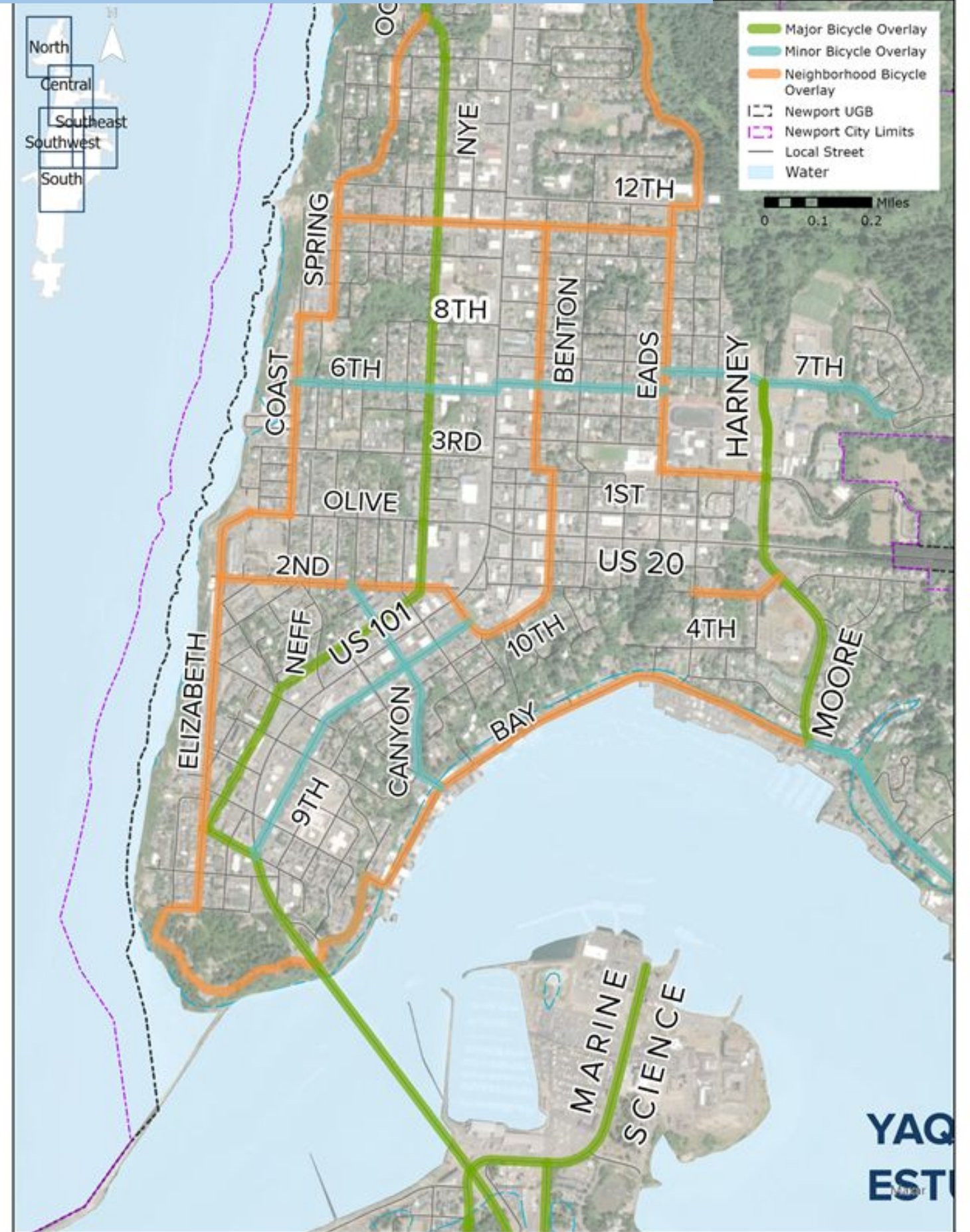
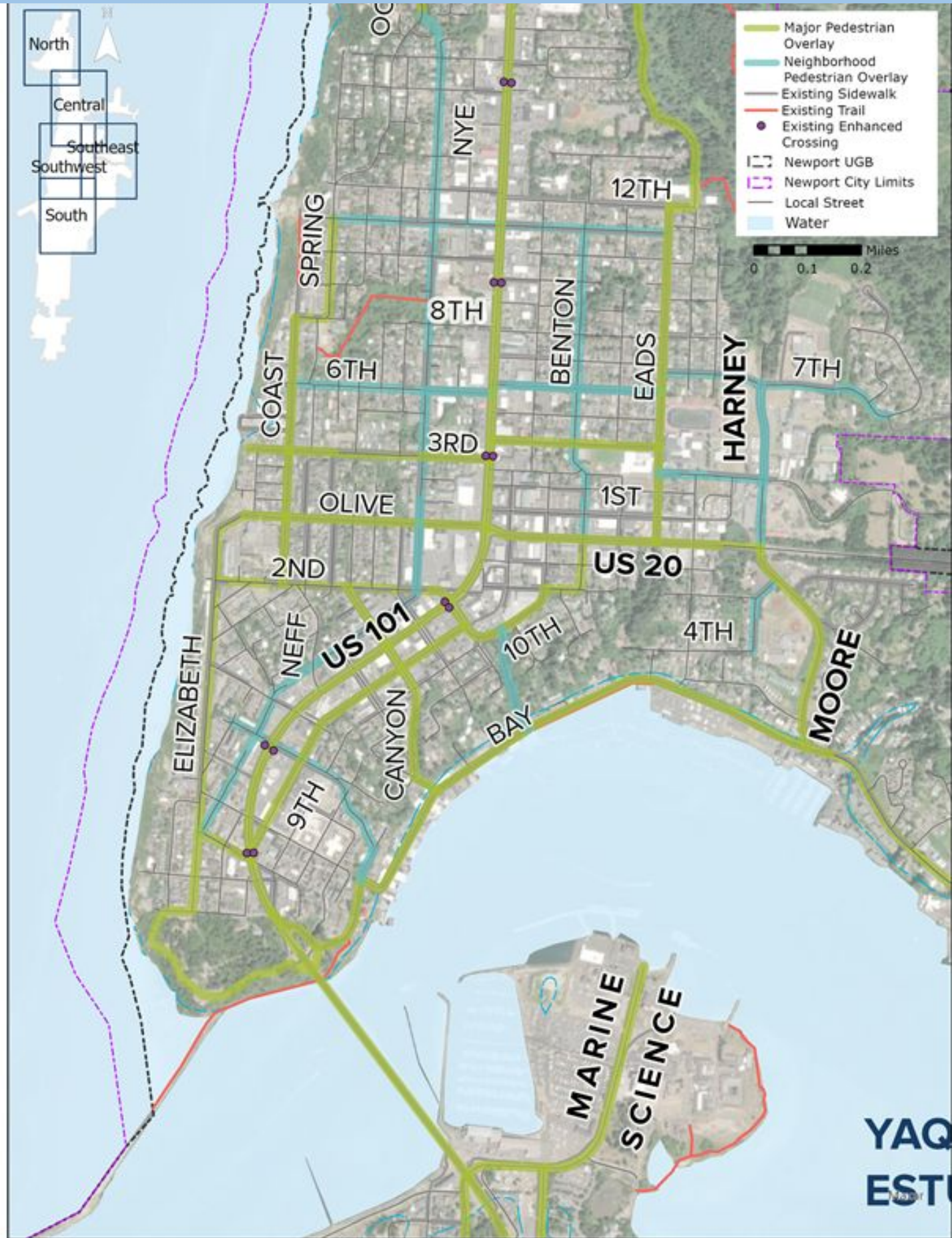
OBJECTIVES

- Traffic improvements through major redesign
- Concentrate impact in downtown core area (Fall St - Angle St)
- Provide new highway access to core businesses and sites
- Improve and add walking and biking routes on highway

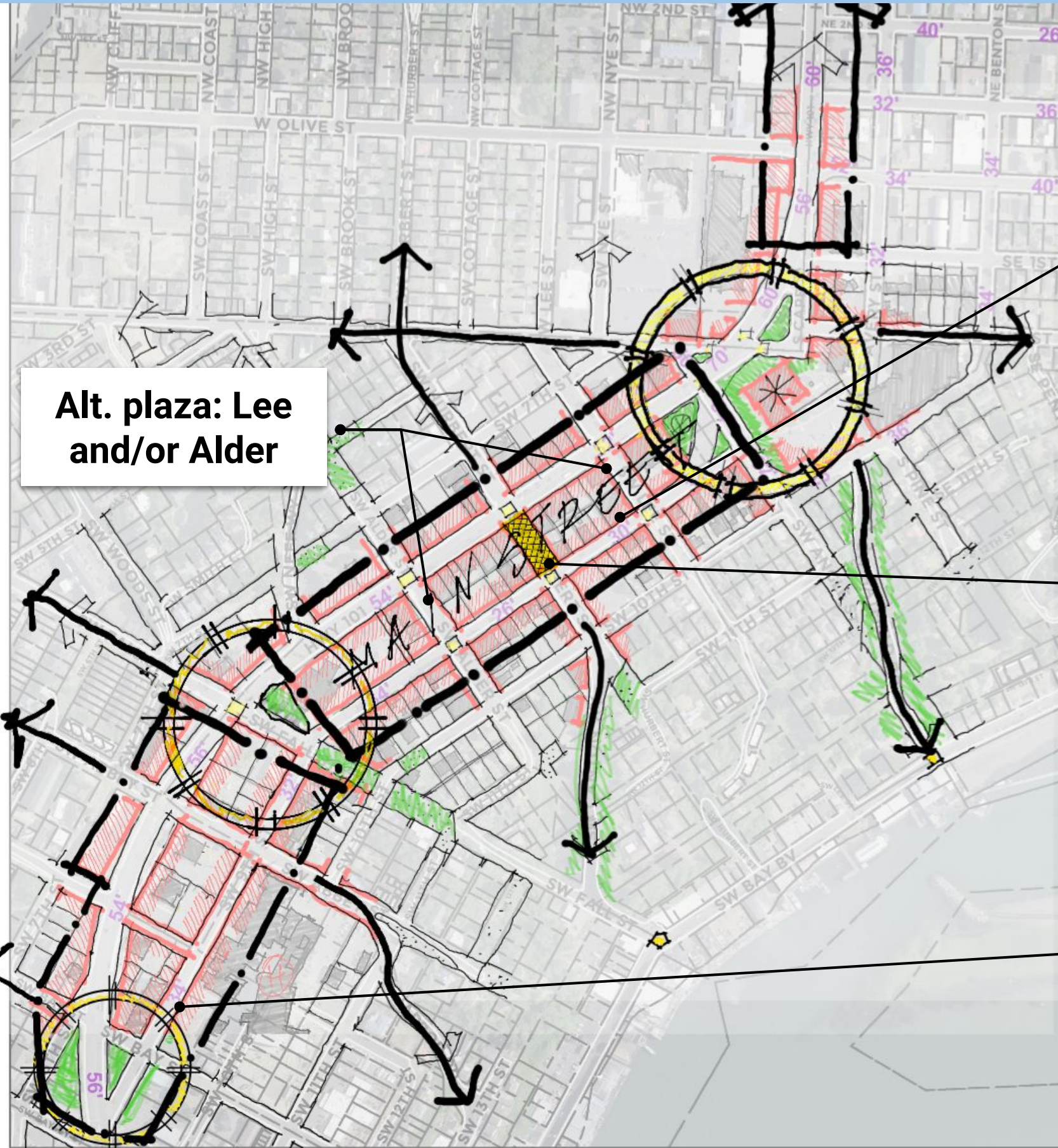
DESIGN

- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, add bikeway

SUPPORTING INFORMATION \ PEDESTRIAN AND BICYCLE NETWORK RECOMMENDATIONS



CONCEPT B. HWY 101 LONG COUPLET \ GRID AND URBAN FORM

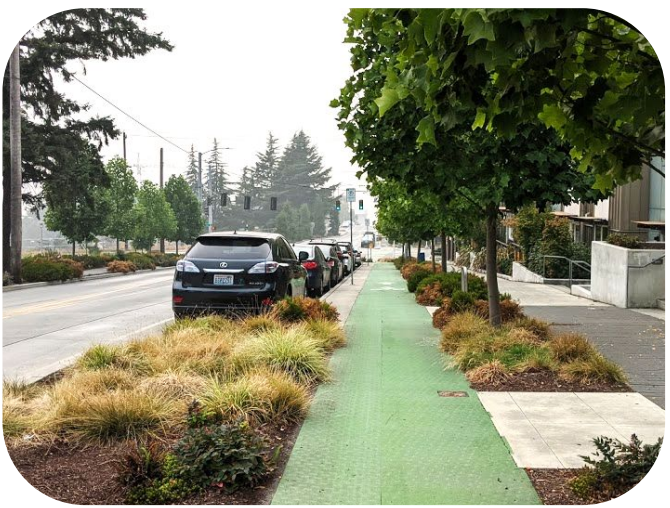


Alt. plaza: Lee and/or Alder

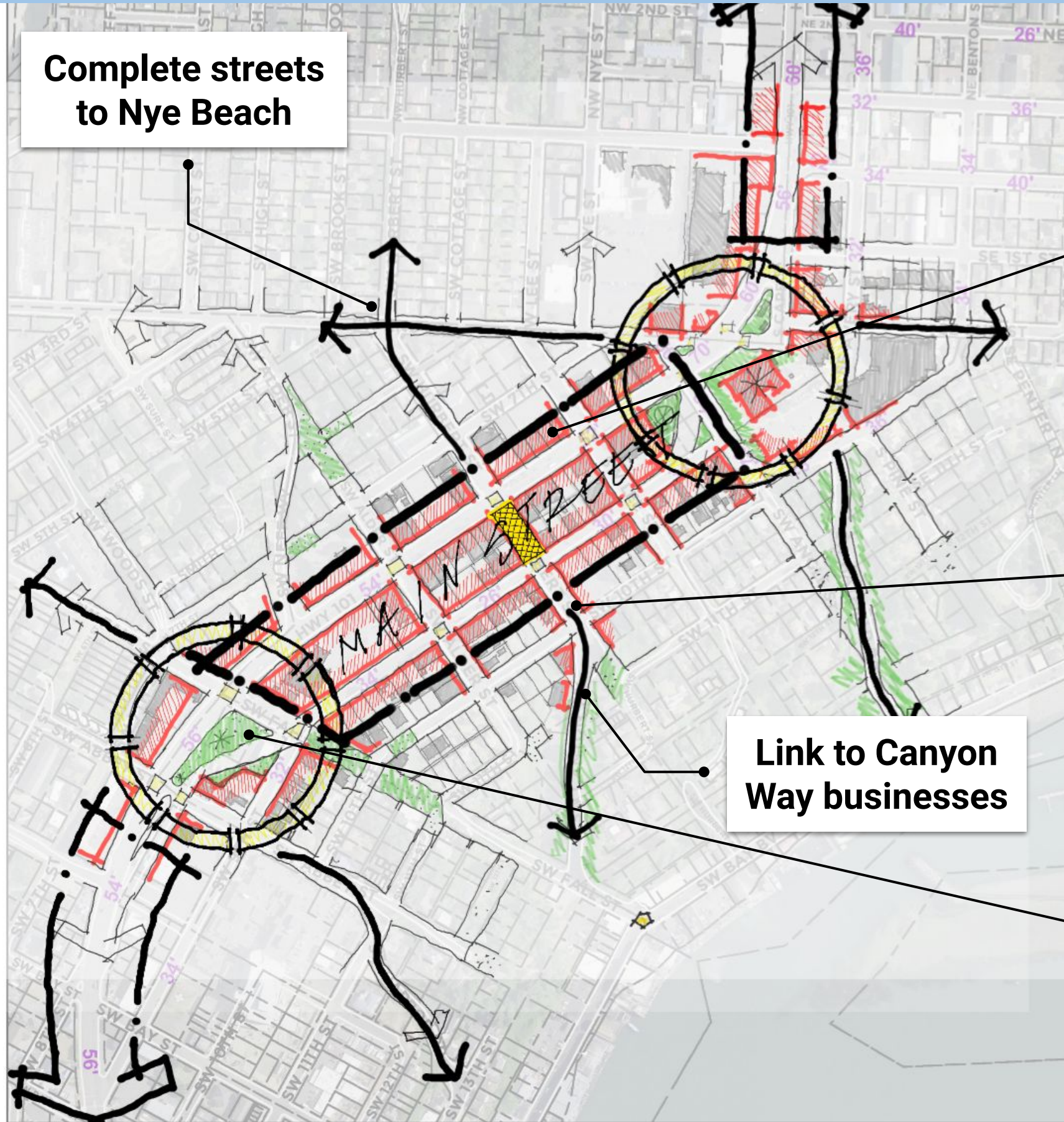
Redevelopment and infill businesses

Urban plaza

Protected bikeway on 101



CONCEPT C. HWY 101 SHORT COUPLET \ GRID AND URBAN FORM



Complete streets to Nye Beach

Mixed-use development



Side street improvements

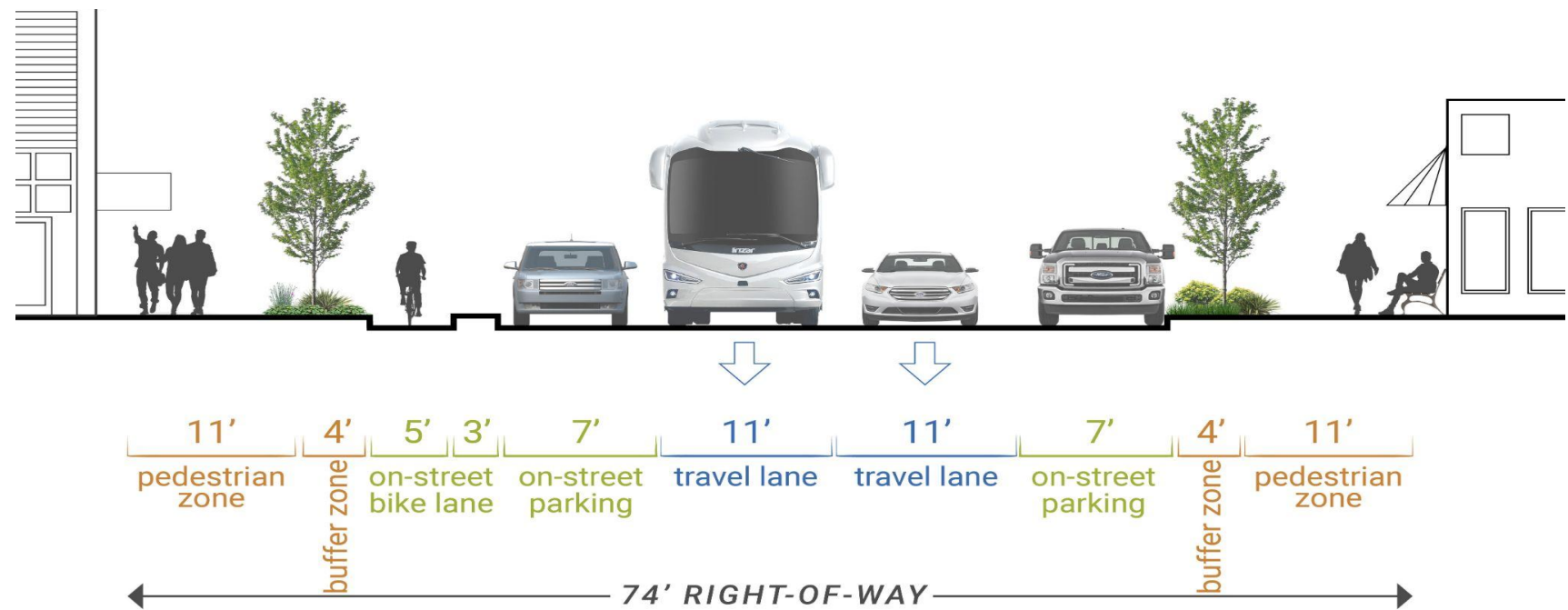
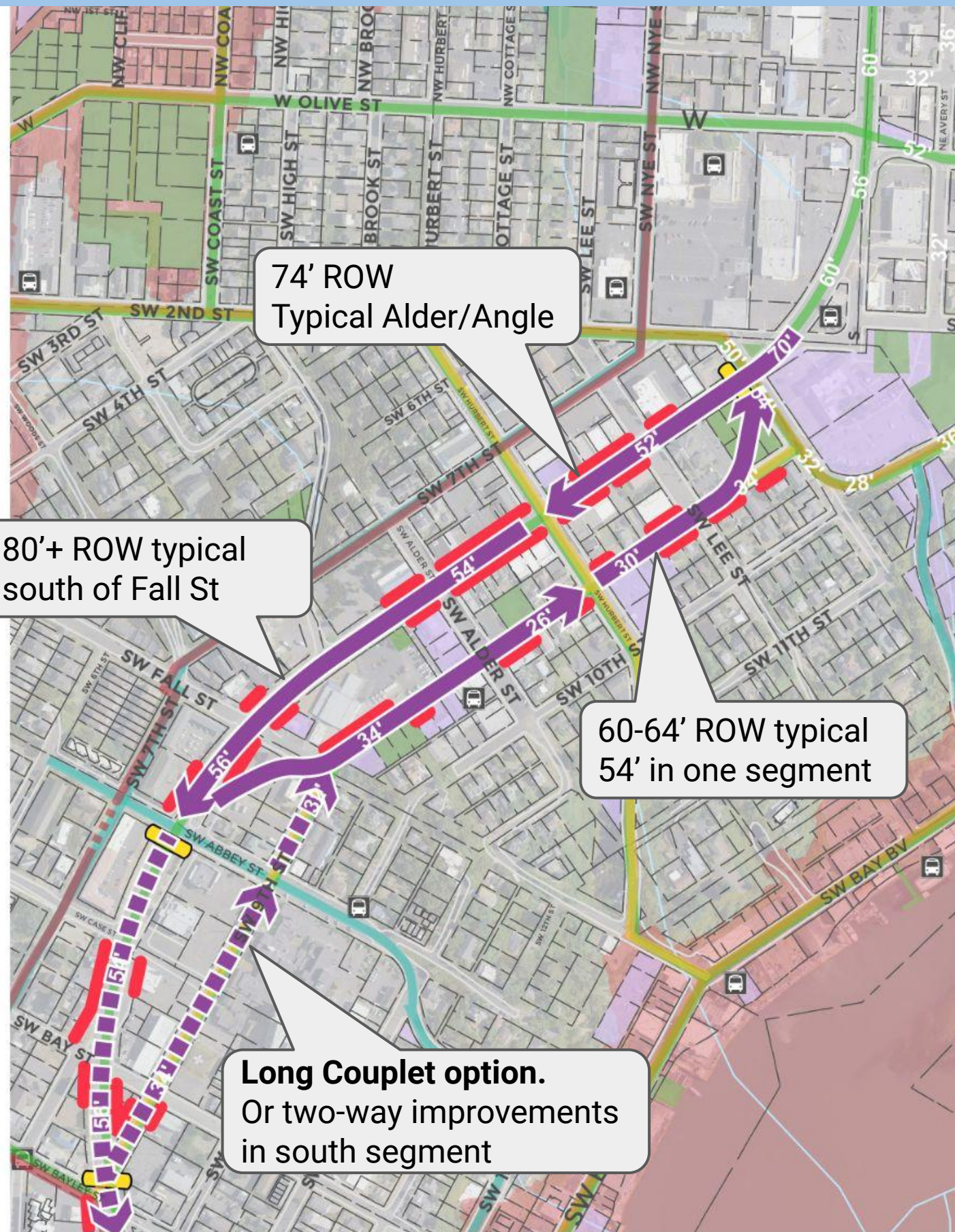


Link to Canyon Way businesses

Gateway and welcome



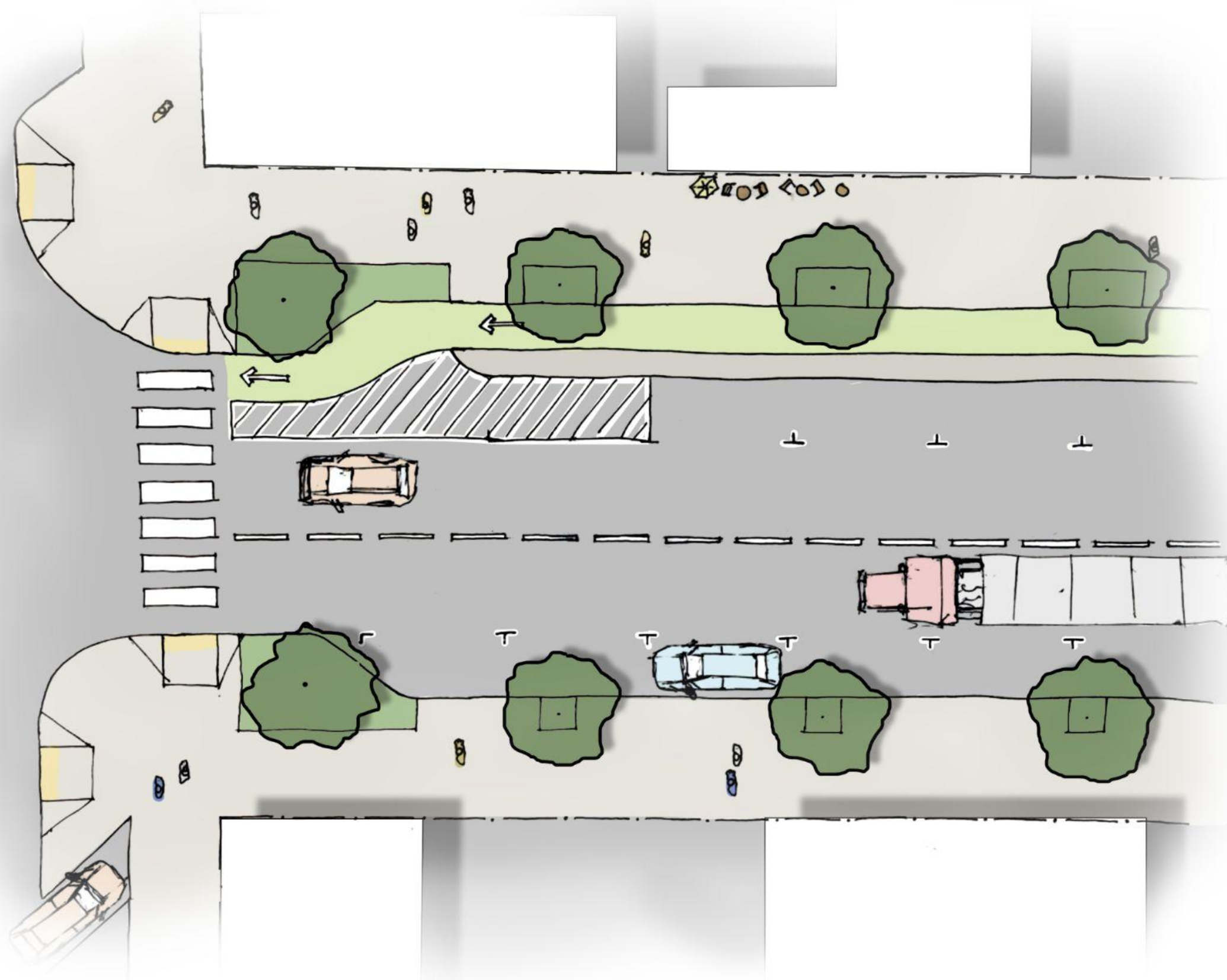
HWY 101 SHORT and LONG COUPLETS \ VEHICLE OPERATIONS & WALK/BIKE



HWY 101 SOUTHBOUND

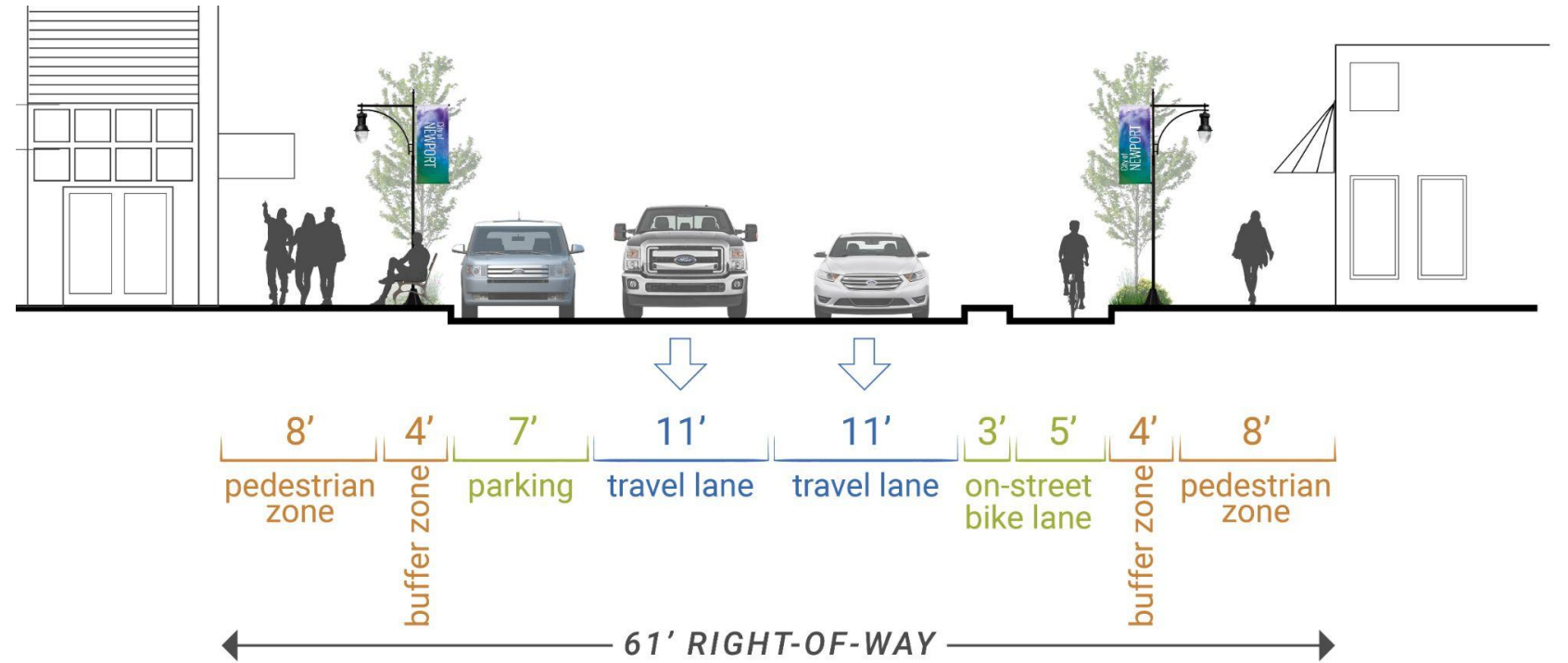
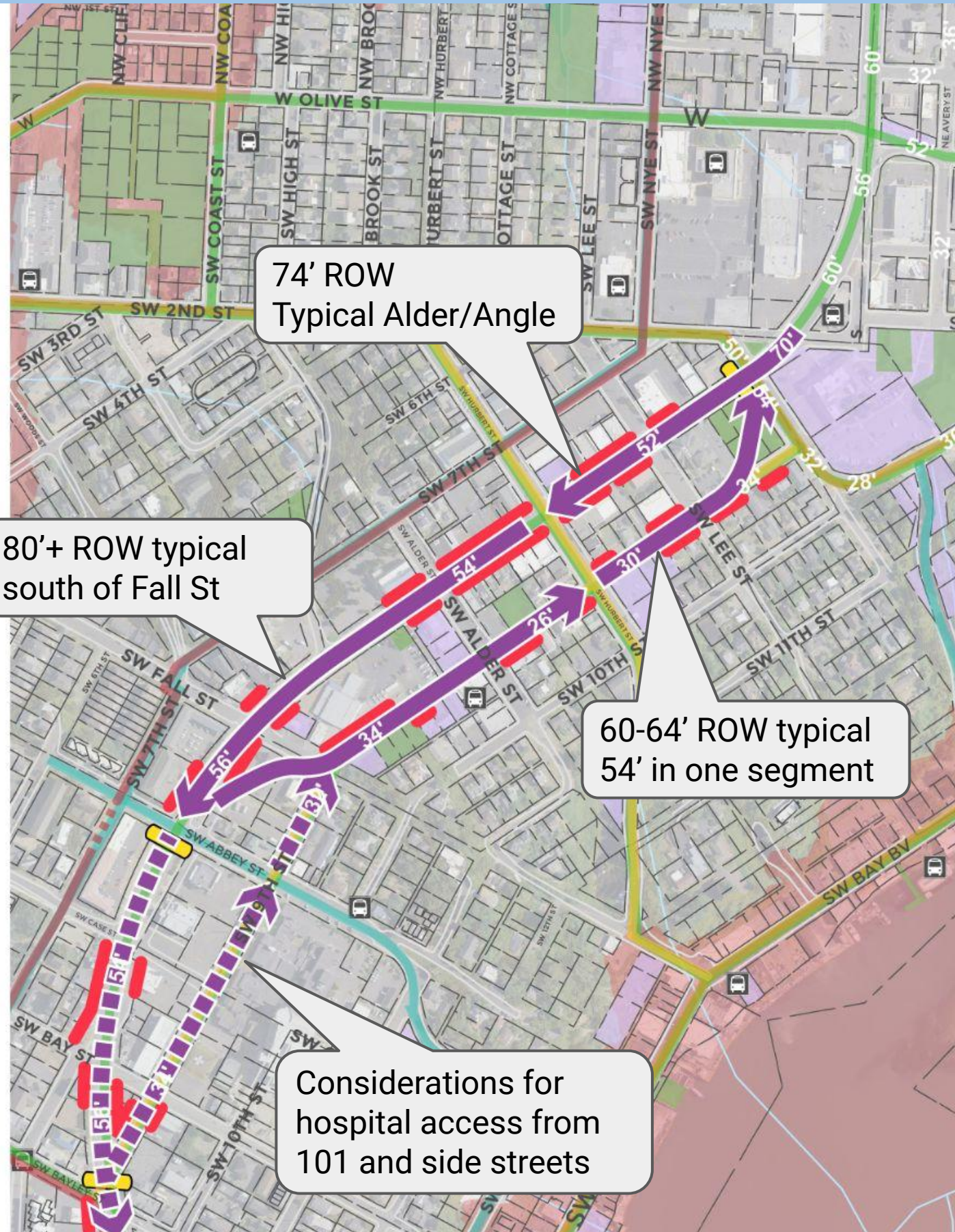
- Two southbound lanes
- Retain parking on both sides
- Protected bikeway and wider sidewalks

BOTH HWY 101 COUPLET CONCEPTS \ SOUTHBOUND HWY 101 (74' WIDE)



- WIDER SIDEWALKS AND SEATING
- SOUTHBOUND BIKE LANE
- ON-STREET PARKING
- SOUTHBOUND - TWO LANES
- ON-STREET PARKING
- WIDER SIDEWALKS AND SEATING

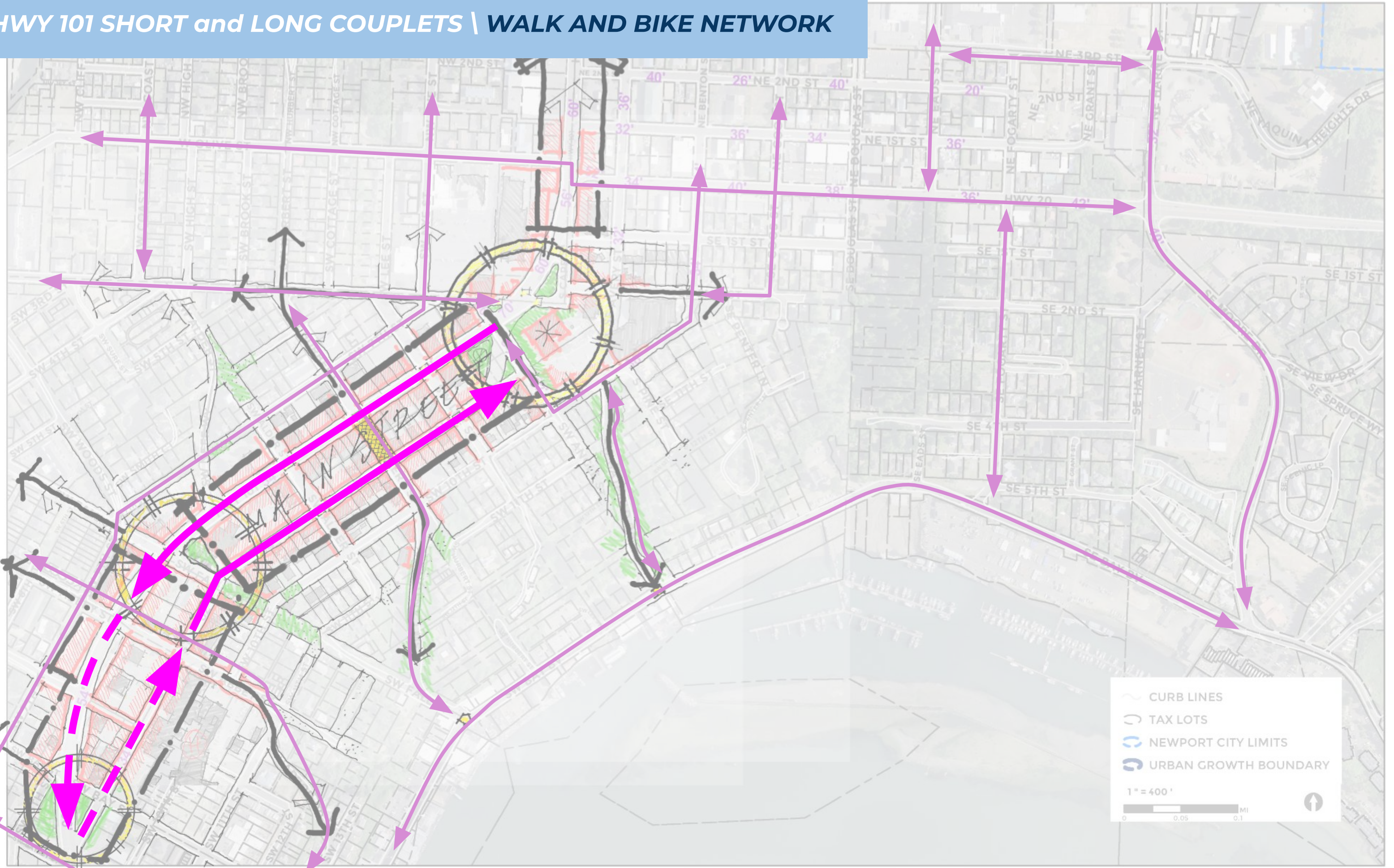
HWY 101 SHORT and LONG COUPLETS \ VEHICLE OPERATIONS & WALK/BIKE



HWY 101 NORTHBOUND (ON SW 9TH)

- Two northbound lanes
- One side on-street parking
- Protected bikeway and wider sidewalks

HWY 101 SHORT and LONG COUPLETS | WALK AND BIKE NETWORK



CONCEPT B. HWY 101 LONG COUPLET \ KEY POINTS



SITE ACCESS AND VISIBILITY

- Most additional properties with new highway exposure
- Access to larger (often vacant or parking lot) sites in southern area

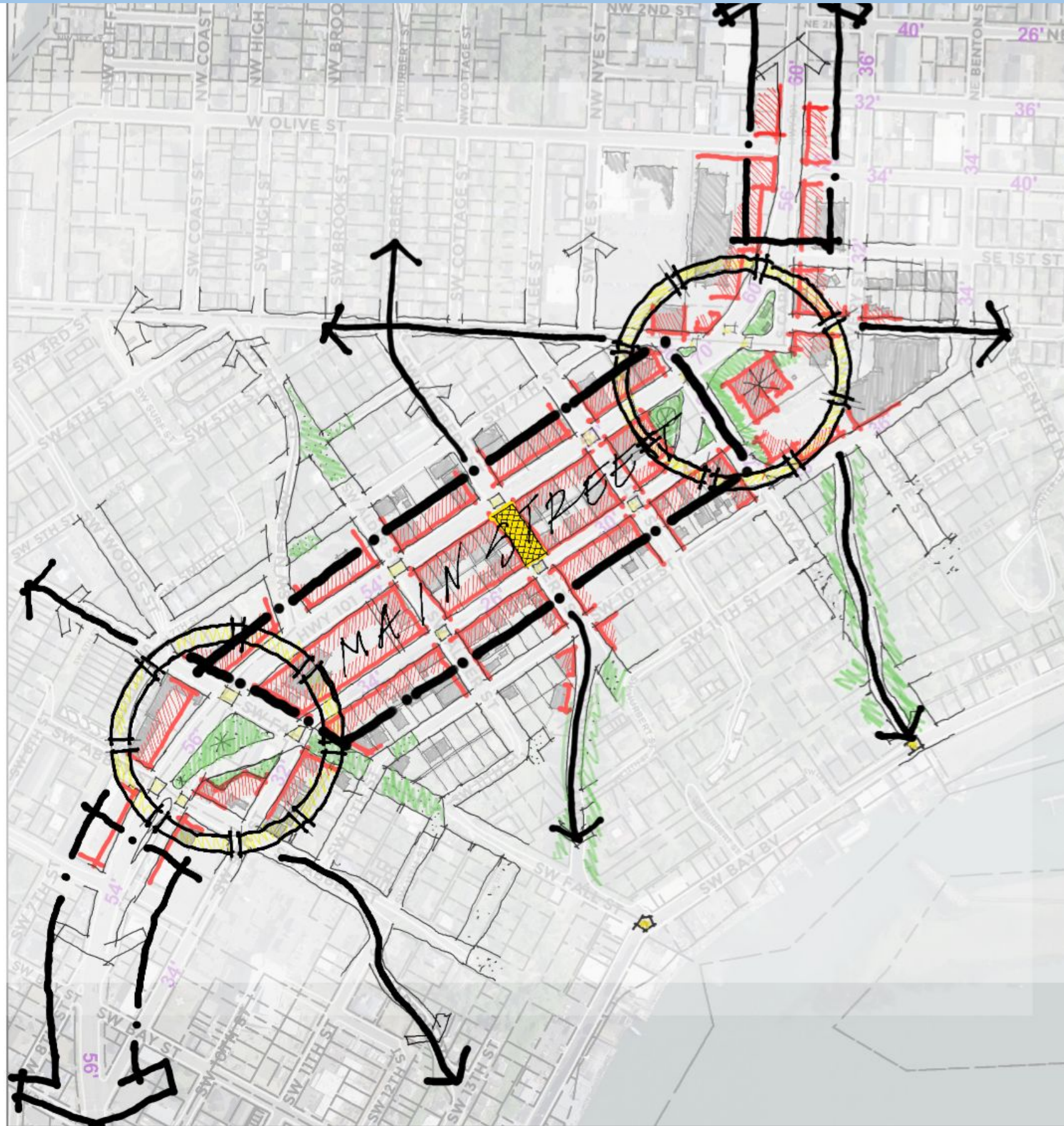
WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Is the southern area (south of Fall St) promising enough to commit major highway investment to?
- Do you support a street-closure type plaza and other open space?
- Will this help both revitalize existing businesses AND spur new development?
- How can Hospital be better accessed from ALL sides of the site?

CONCEPT C. HWY 101 SHORT COUPLET \ KEY POINTS



SITE ACCESS AND VISIBILITY

- Additional properties with new highway exposure in core area
- Concentrates major highway realignment in the main street core area

WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Do you support a street-closure type plaza and other open space?
- Is this concentration of highway work in the main street core a more appealing focused investment?
- Will this help both revitalize existing businesses AND spur new development?



CONCEPT D. HIGHWAY 20 TWO-WAY

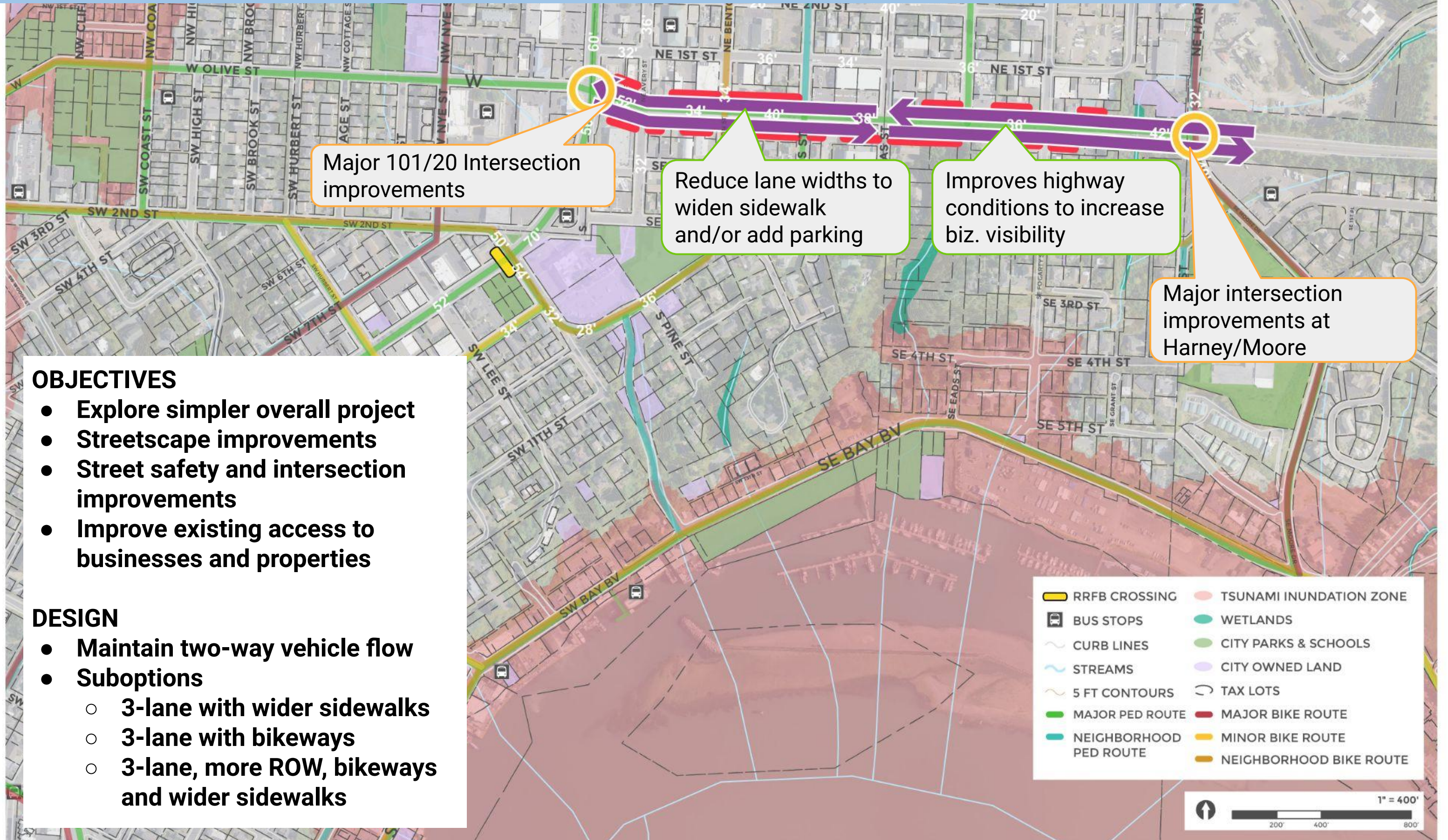
Hwy 20

EXISTING



- Excessively wide lanes
- Narrow, curb-tight sidewalks are poor walking environment
- Unappealing gateway corridor to Newport

CONCEPT D. HWY 20 TWO-WAY | OVERALL CONCEPT



Major 101/20 Intersection improvements

Reduce lane widths to widen sidewalk and/or add parking

Improves highway conditions to increase biz. visibility

Major intersection improvements at Harney/Moore

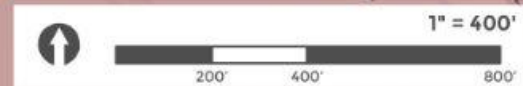
OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Street safety and intersection improvements
- Improve existing access to businesses and properties

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 3-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane, more ROW, bikeways and wider sidewalks

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| | NEIGHBORHOOD BIKE ROUTE |



CONCEPT D. HWY 20 TWO-WAY | GRID AND URBAN FORM

Potential neighborhood bikeway on 1st

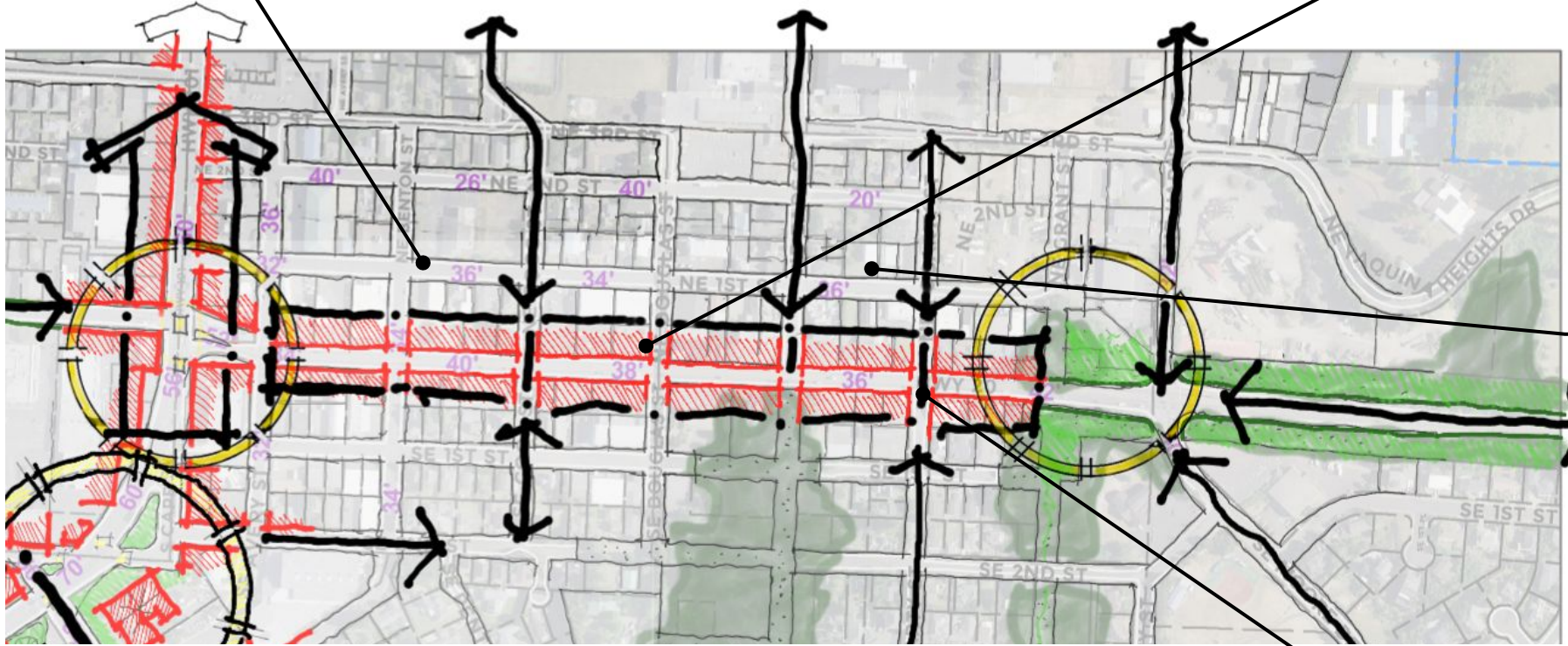
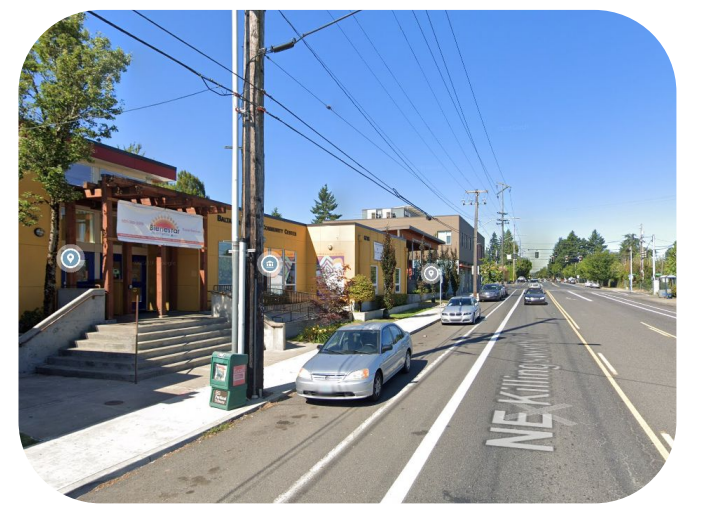
Commercial redevelopment



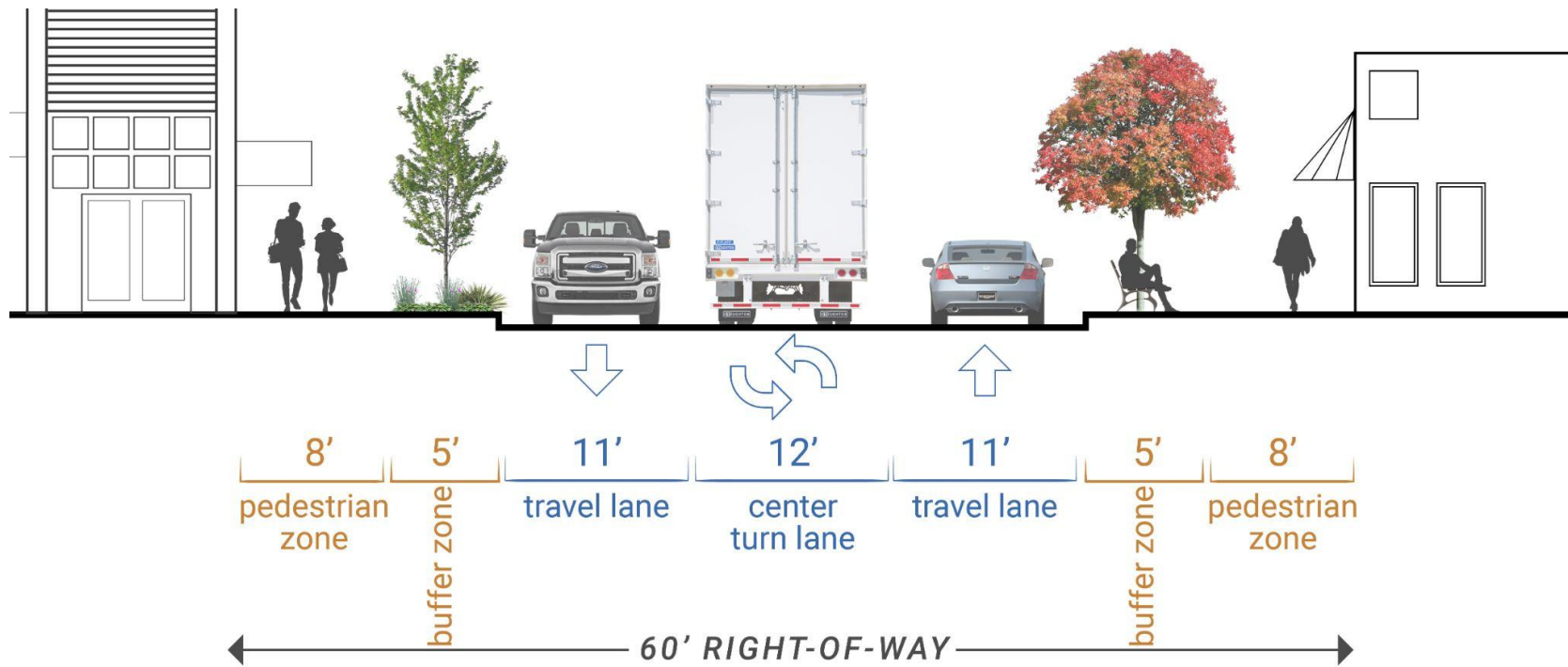
Neighborhood Residential



Potential hwy bikeway



CONCEPT D. HWY 20 TWO-WAY | VEHICLE OPERATIONS & WALK/BIKE

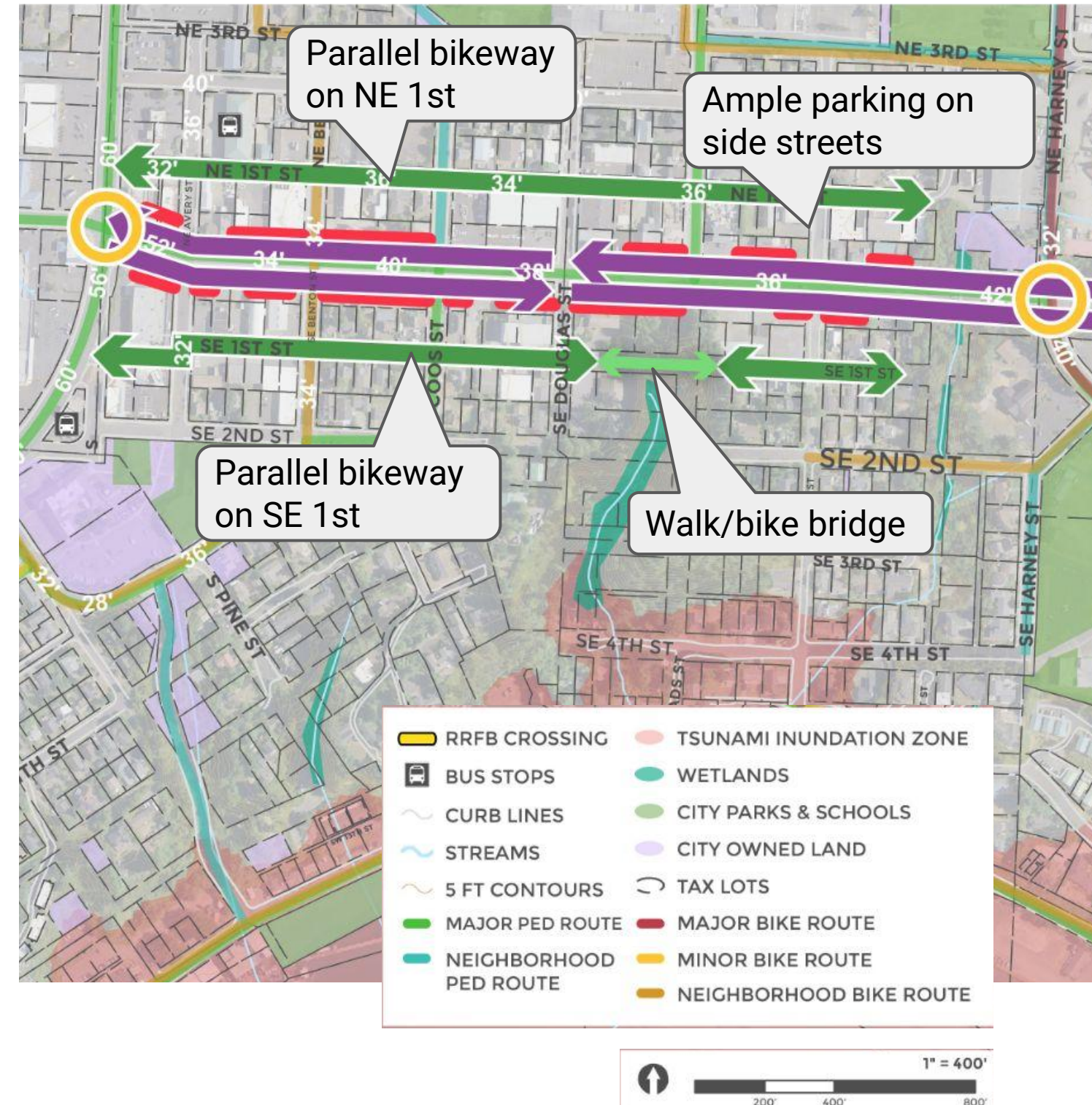


HWY 20 TWO-WAY: WIDER SIDEWALKS

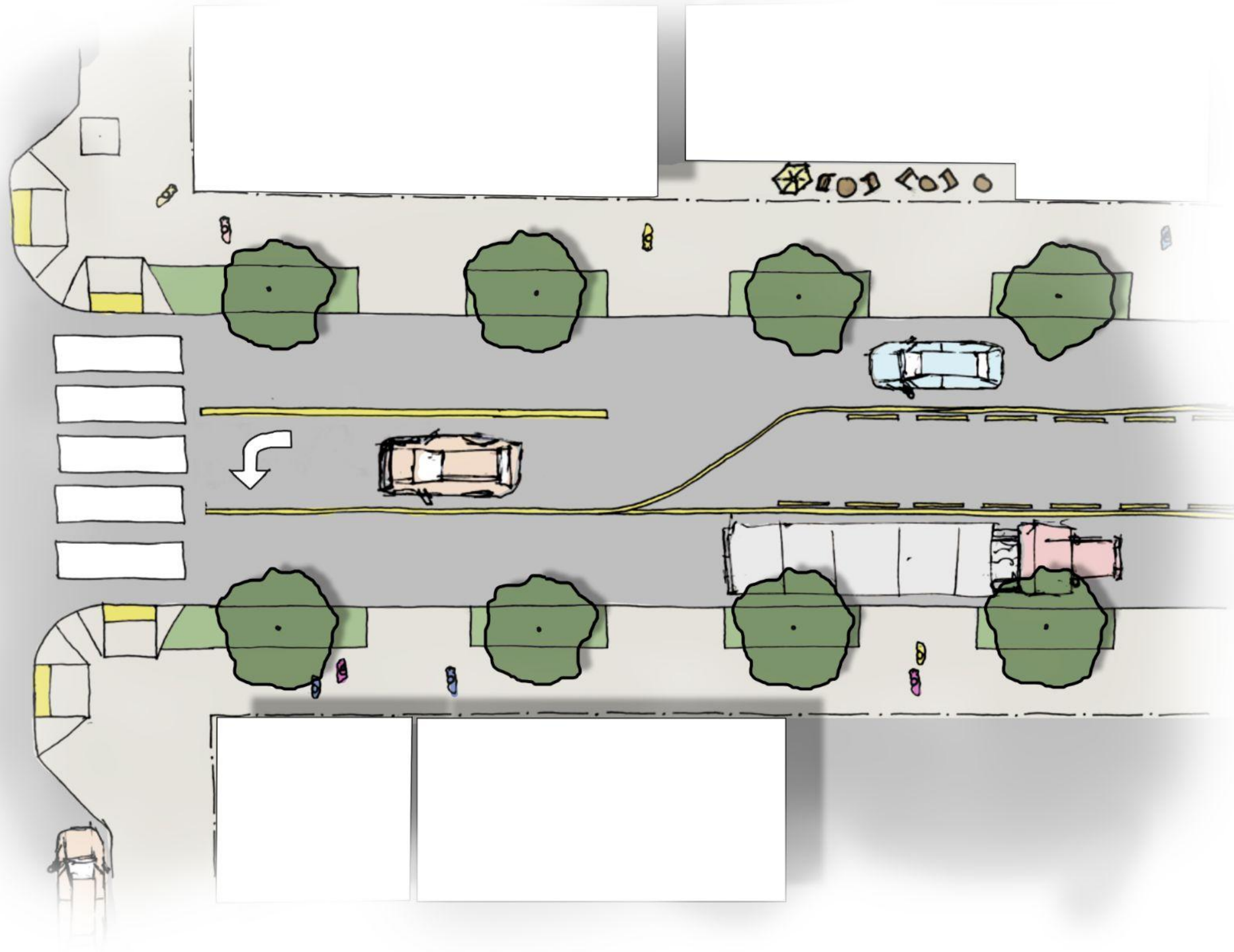
- Reduced lanes width from excessively wide today
- Widens sidewalk and provides landscaping
- Requires parallel route bikeway (potential on NE 1st with bikelanes or shared street)

NE 1st and SE 1st BIKEWAY

- Option 1: Shared bike and vehicle lanes (2 lanes)
- Option 2: Remove parking, add bike lanes

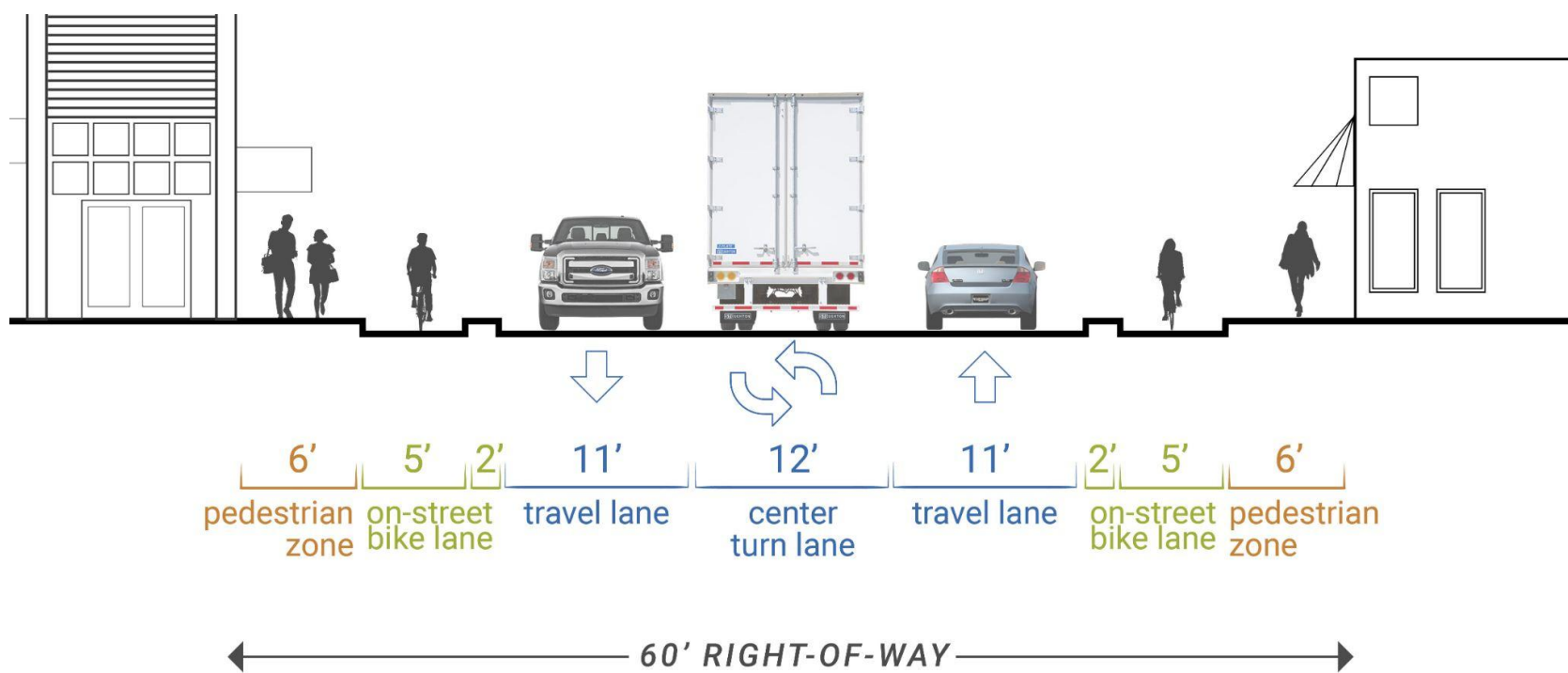


CONCEPT A. HWY 20 TWO-WAY | HIGHWAY 20 (60' WIDE) THREE-LANE IMPROVEMENTS



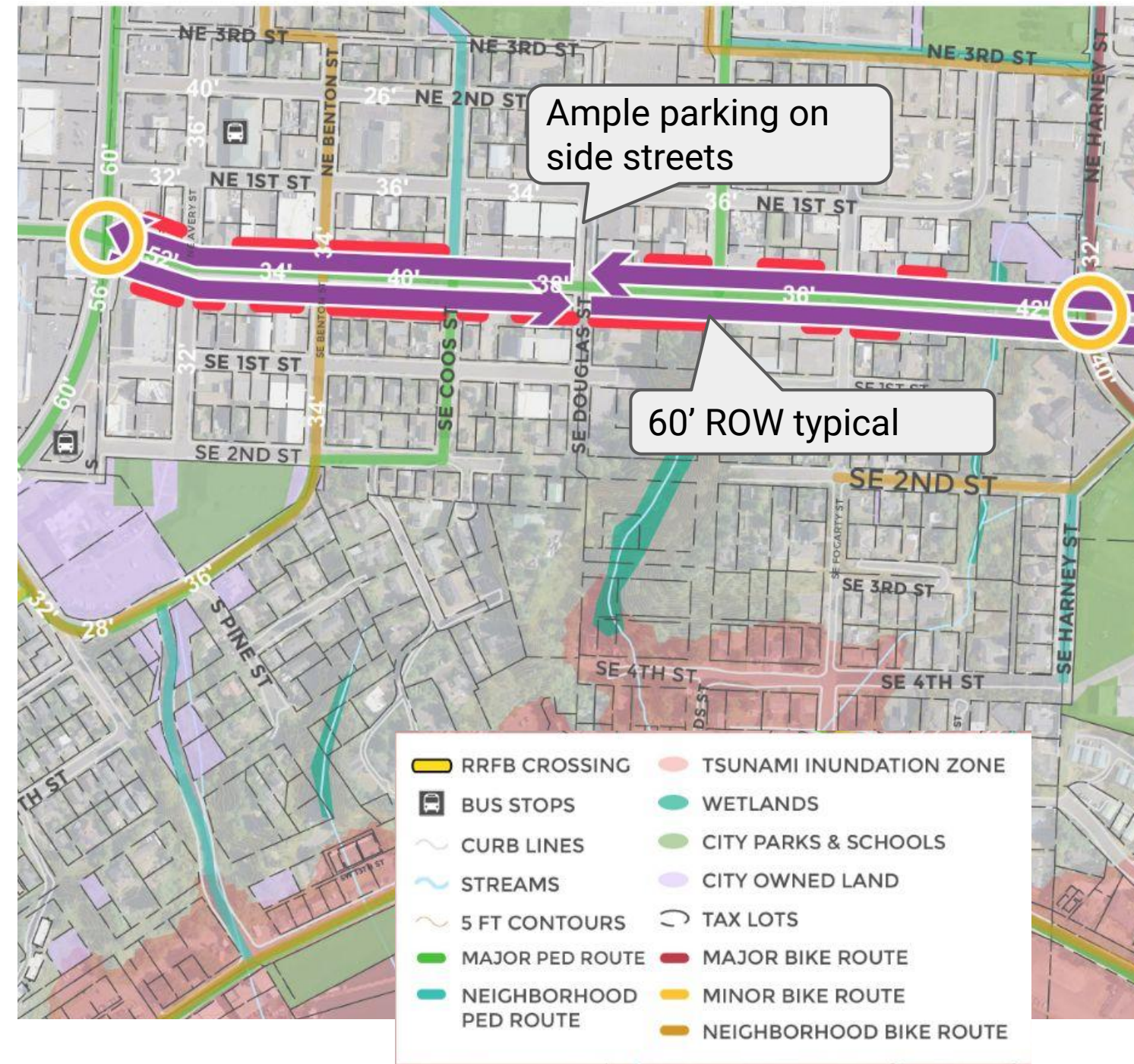
- WIDER SIDEWALKS AND SEATING
- VEHICLE LANE
- CENTER TURN LANE
- VEHICLE LANE
- WIDER SIDEWALKS AND SEATING

CONCEPT D. HWY 20 TWO-WAY | VEHICLE OPERATIONS & WALK/BIKE

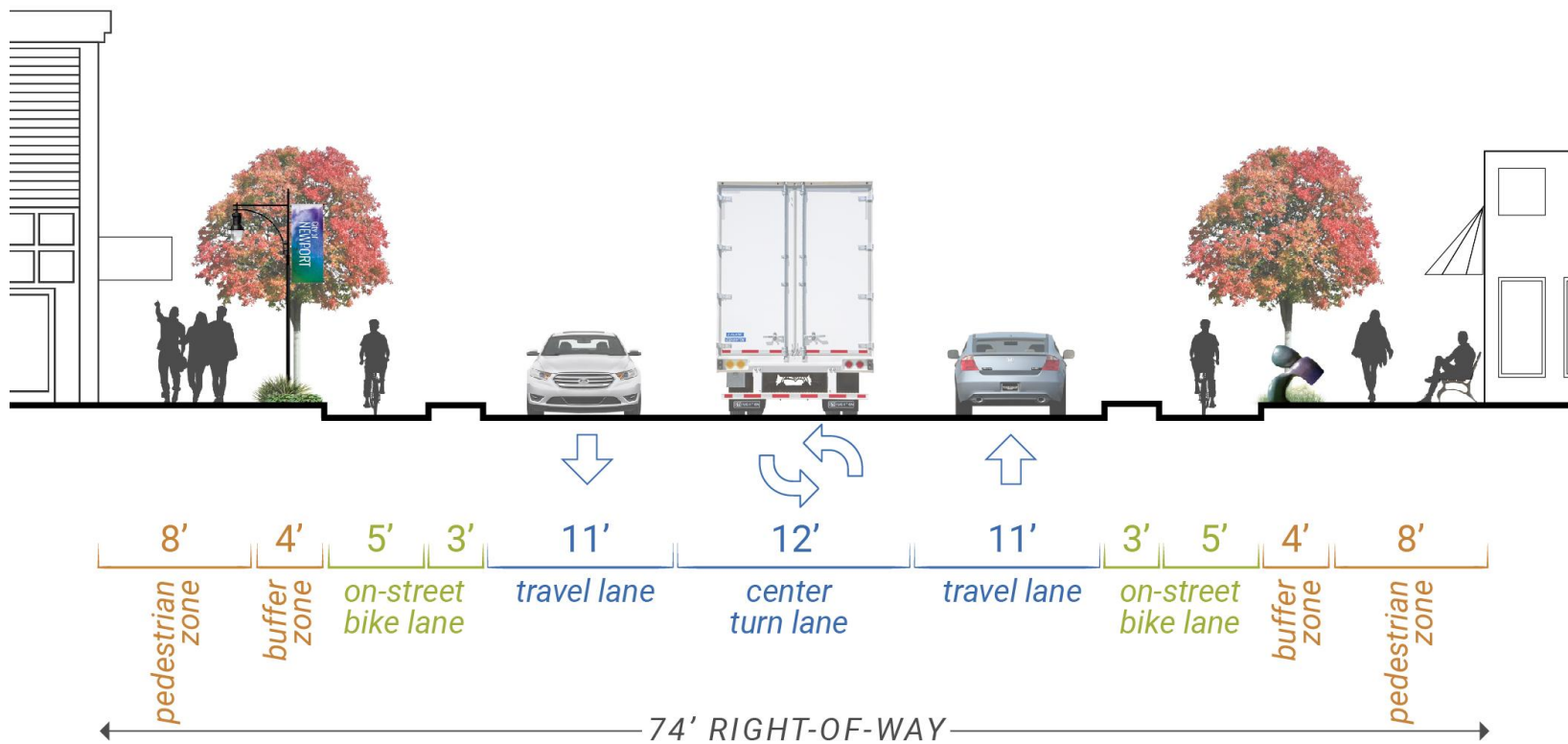


HWY 20 TWO-WAY: BIKEWAYS

- Reduced lanes width from excessively wide today
- Protected bikeways in both directions
- Minor sidewalk improvements and gap filling



CONCEPT D. HWY 20 TWO-WAY | VEHICLE OPERATIONS & WALK/BIKE

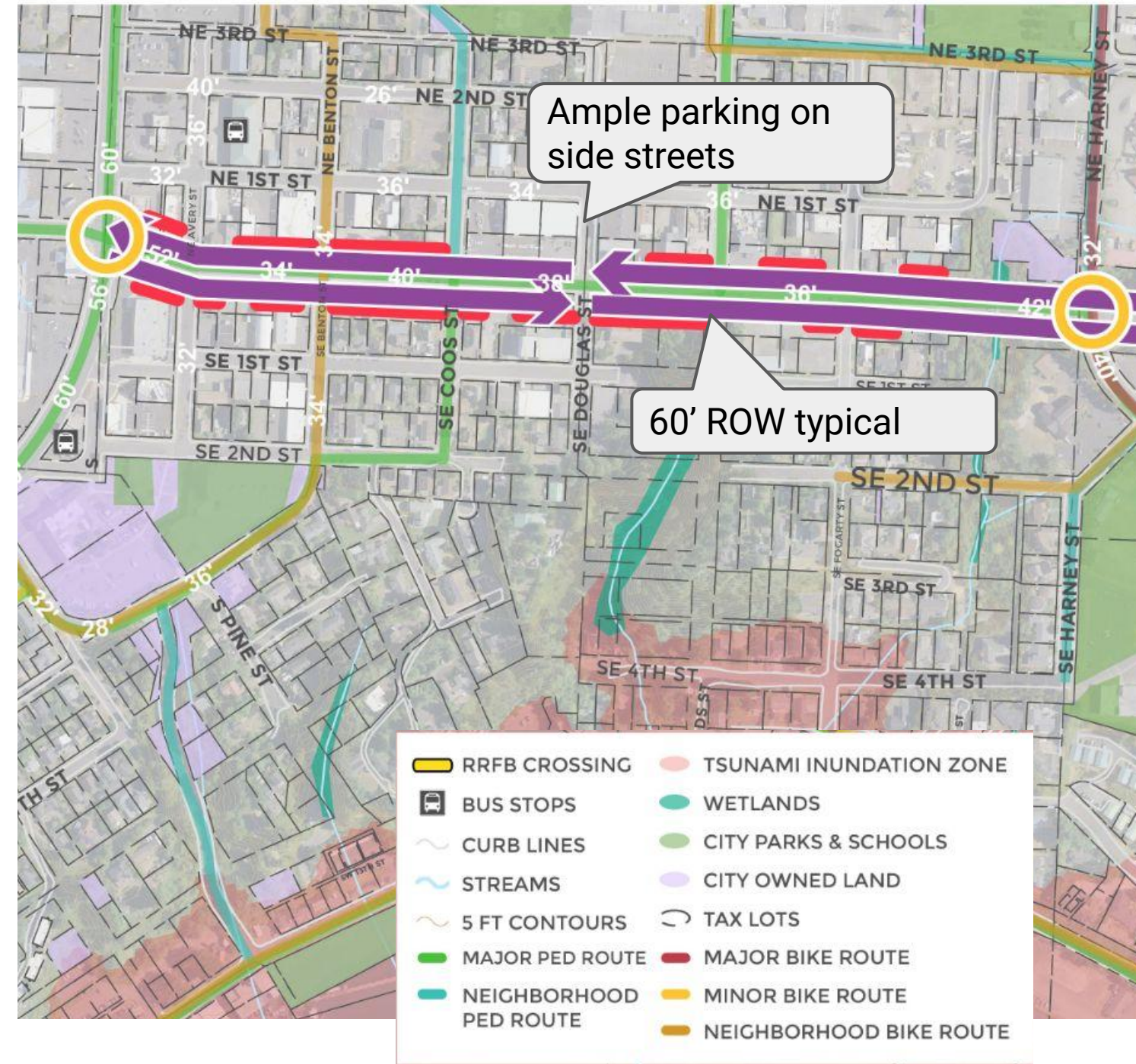


HWY 20 TWO-WAY: WIDER ROAD OPTION

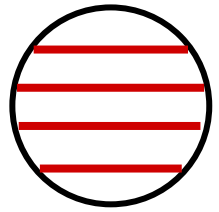
- Requires ROW acquisition of 10-14'
- Adds protected bikeways in both directions
- Provides for wider sidewalks and landscape

TO CONSIDER

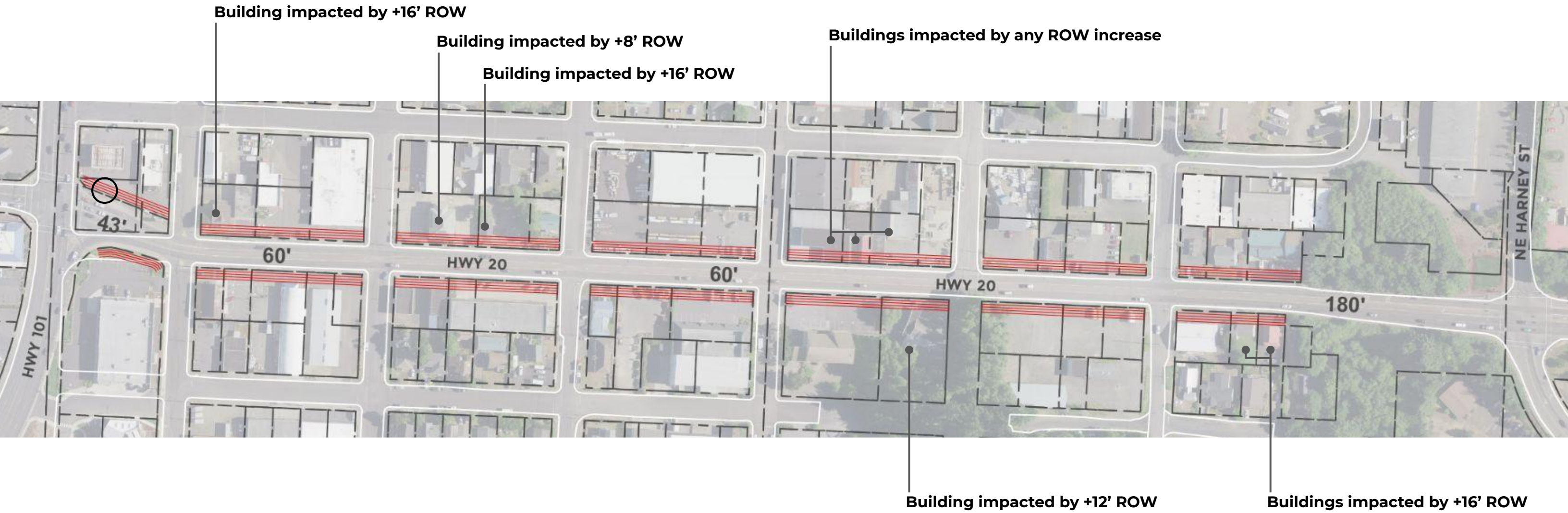
- Cost and complexity of ROW acquisition likely to yield only marginal economic activity improvements



CONCEPT D. HWY 20 TWO-WAY | ROW STUDY



16' offset
12' offset
8' offset
4' offset



SITE ACCESS AND VISIBILITY

- Overall streetscape improvements enhance business presence
- Multi-modal routes and a variety of side street parking options

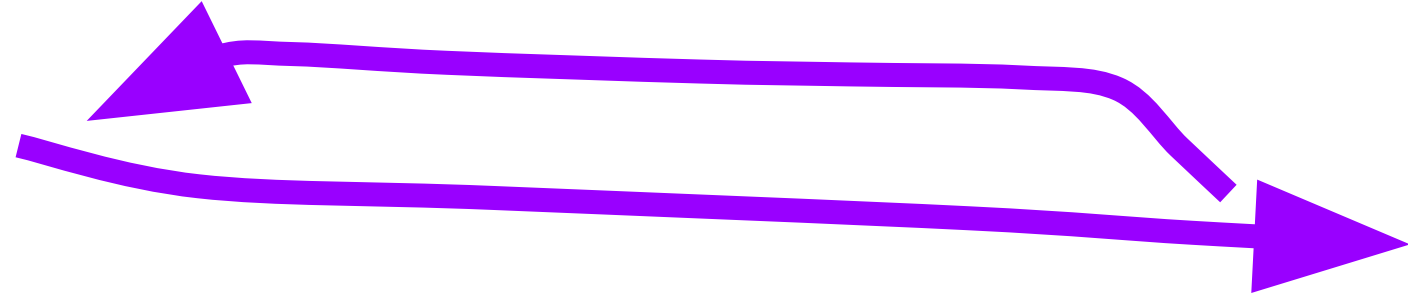
WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway in some of the 3-lane options

TO DISCUSS

- Do you support this improvement to Hwy 20 mobility while keeping street and neighborhoods north and south more local-feeling?
- Are bikeways better provided on Hwy 20 or on a parallel nearby street?
- Which intersecting streets are most important for citywide connections?
- Will this help both revitalize existing businesses AND spur new development?





CONCEPT E. HIGHWAY 20 COUPLET

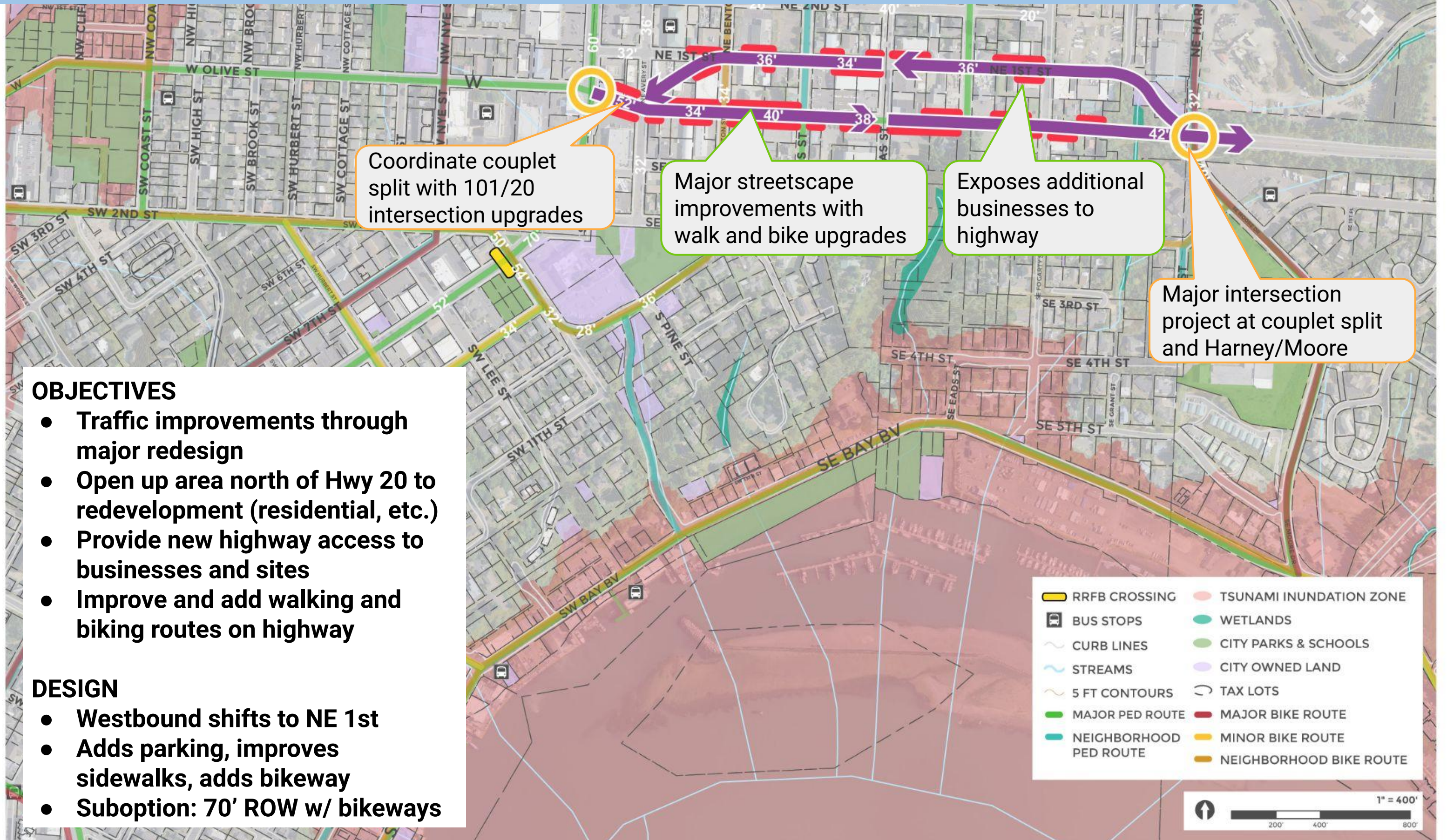
NE 1st

EXISTING



- **Typical local street**
- **Access to homes and auto-oriented businesses**
- **Occasional sidewalk gaps**

CONCEPT E. HWY 20 COUPLET \ OVERALL CONCEPT



Coordinate couplet split with 101/20 intersection upgrades

Major streetscape improvements with walk and bike upgrades

Exposes additional businesses to highway

Major intersection project at couplet split and Harney/Moore

OBJECTIVES

- Traffic improvements through major redesign
- Open up area north of Hwy 20 to redevelopment (residential, etc.)
- Provide new highway access to businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Westbound shifts to NE 1st
- Adds parking, improves sidewalks, adds bikeway
- Suboption: 70' ROW w/ bikeways

| | |
|------------------------|-------------------------|
| RRFB CROSSING | TSUNAMI INUNDATION ZONE |
| BUS STOPS | WETLANDS |
| CURB LINES | CITY PARKS & SCHOOLS |
| STREAMS | CITY OWNED LAND |
| 5 FT CONTOURS | TAX LOTS |
| MAJOR PED ROUTE | MAJOR BIKE ROUTE |
| NEIGHBORHOOD PED ROUTE | MINOR BIKE ROUTE |
| | NEIGHBORHOOD BIKE ROUTE |

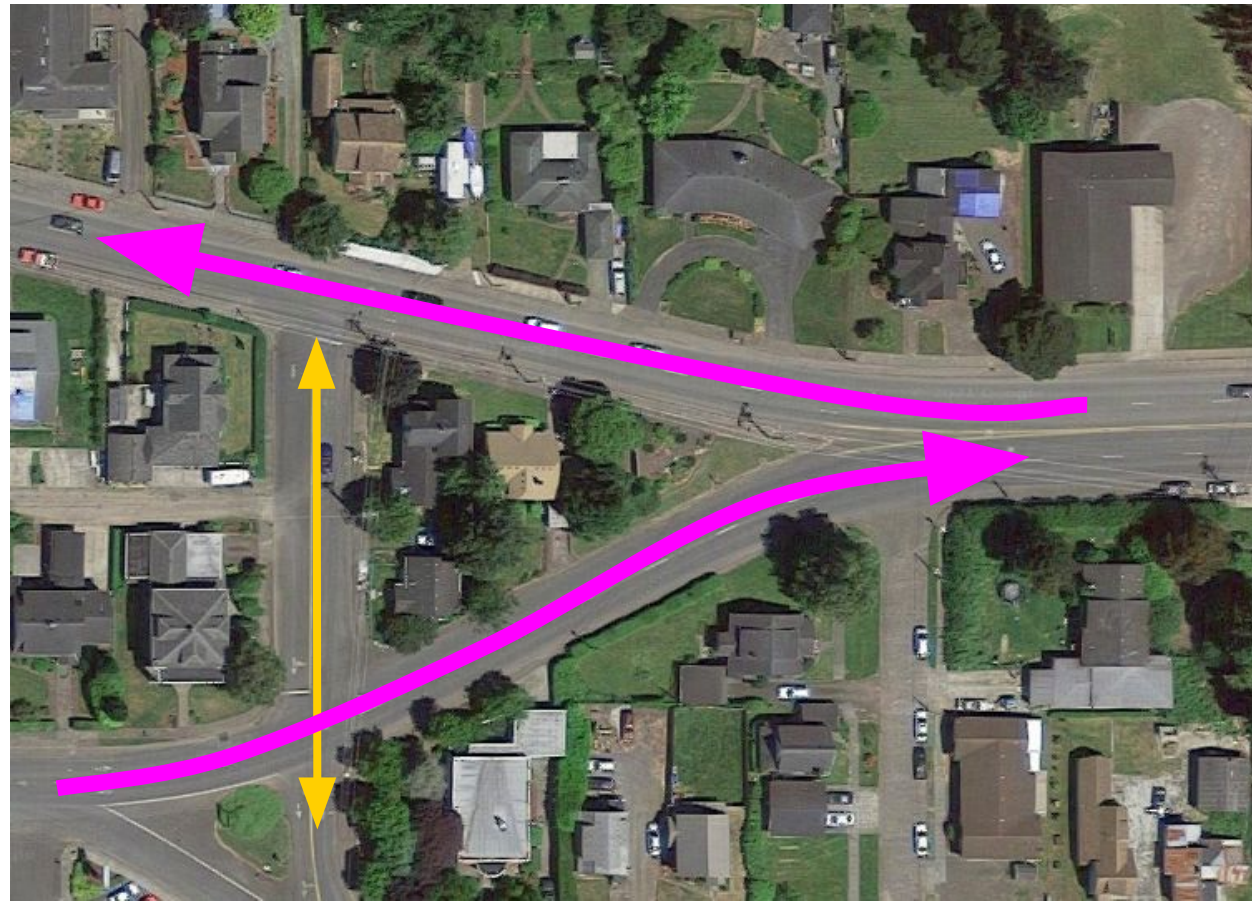


CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

PHILOMATH, OR - HWY 20

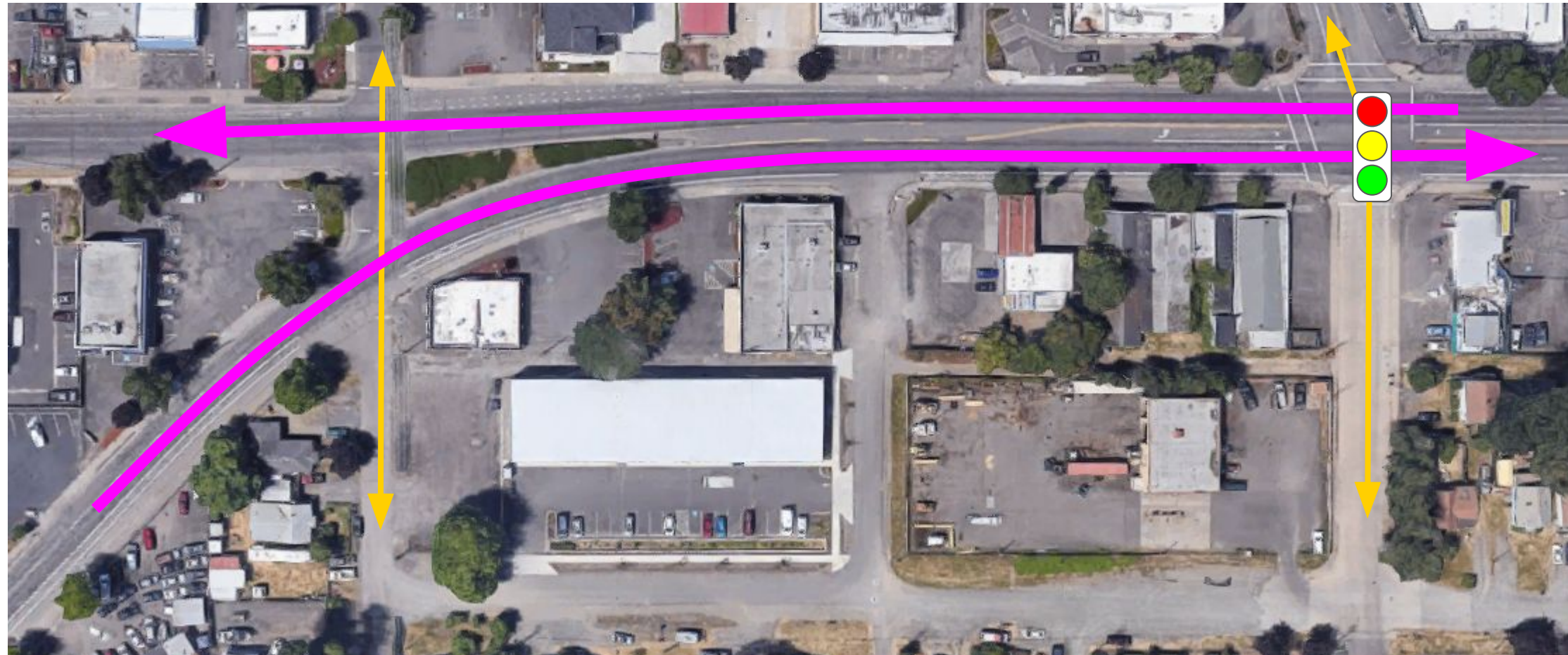


TILLAMOOK, OR - HWY 6



CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

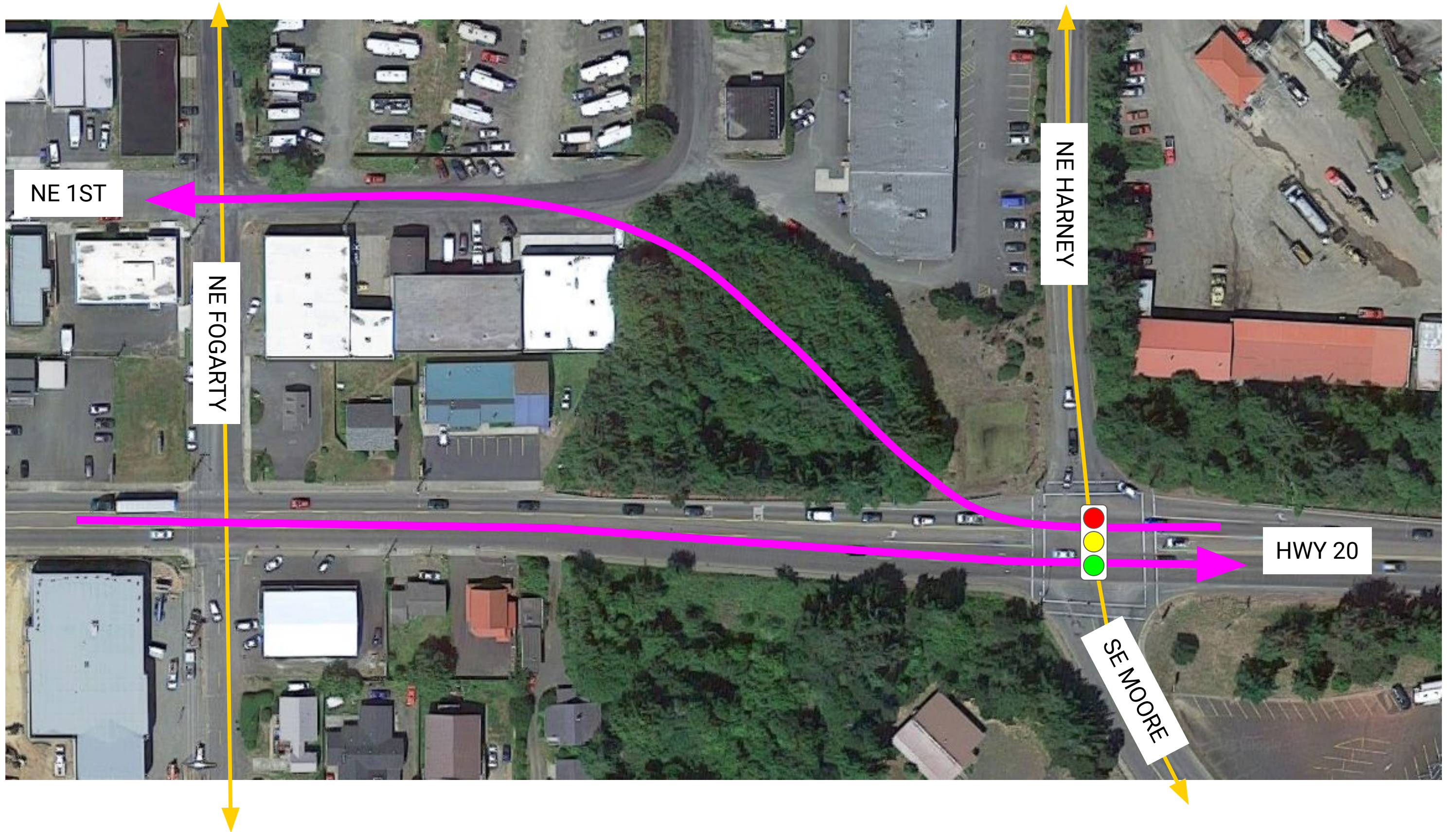
SPRINGFIELD, OR
- HWY 126



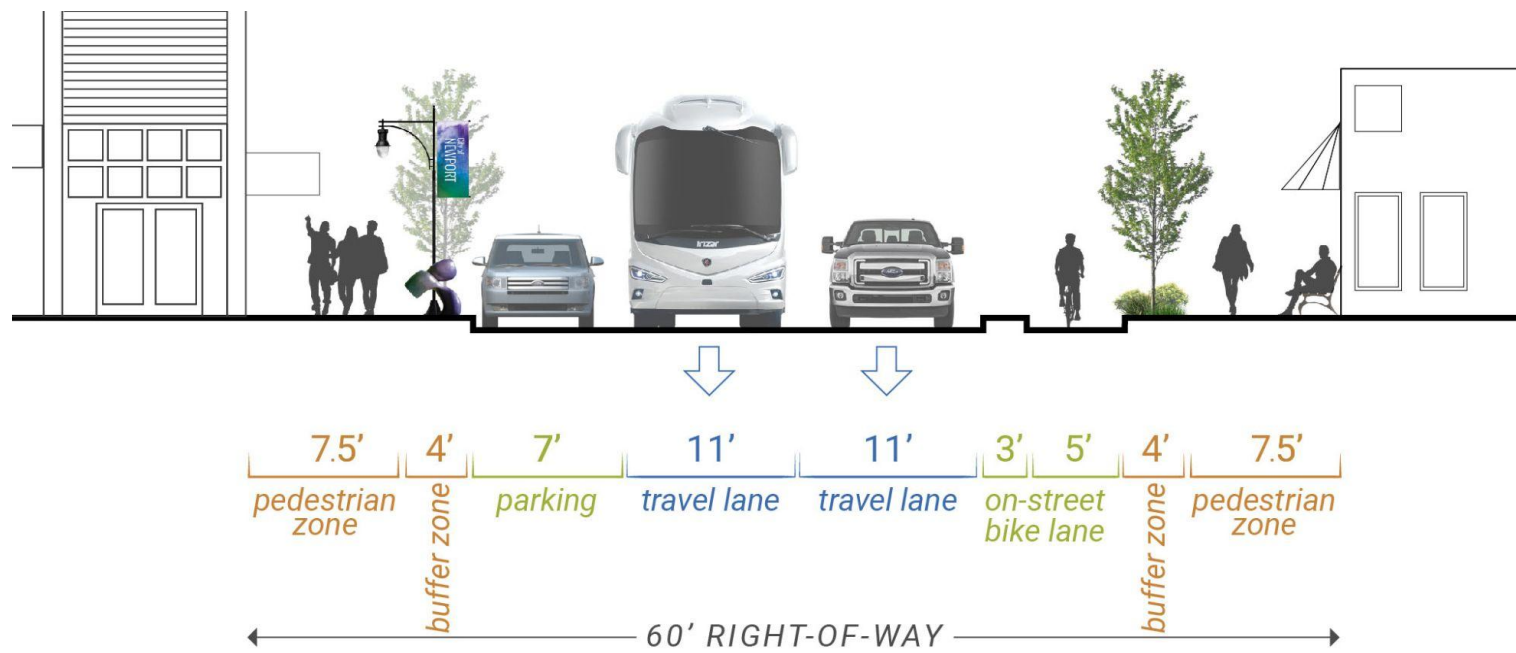
ASTORIA, OR - HWY 30



CONCEPT E. HWY 20 COUPLET \ POTENTIAL ALIGNMENT

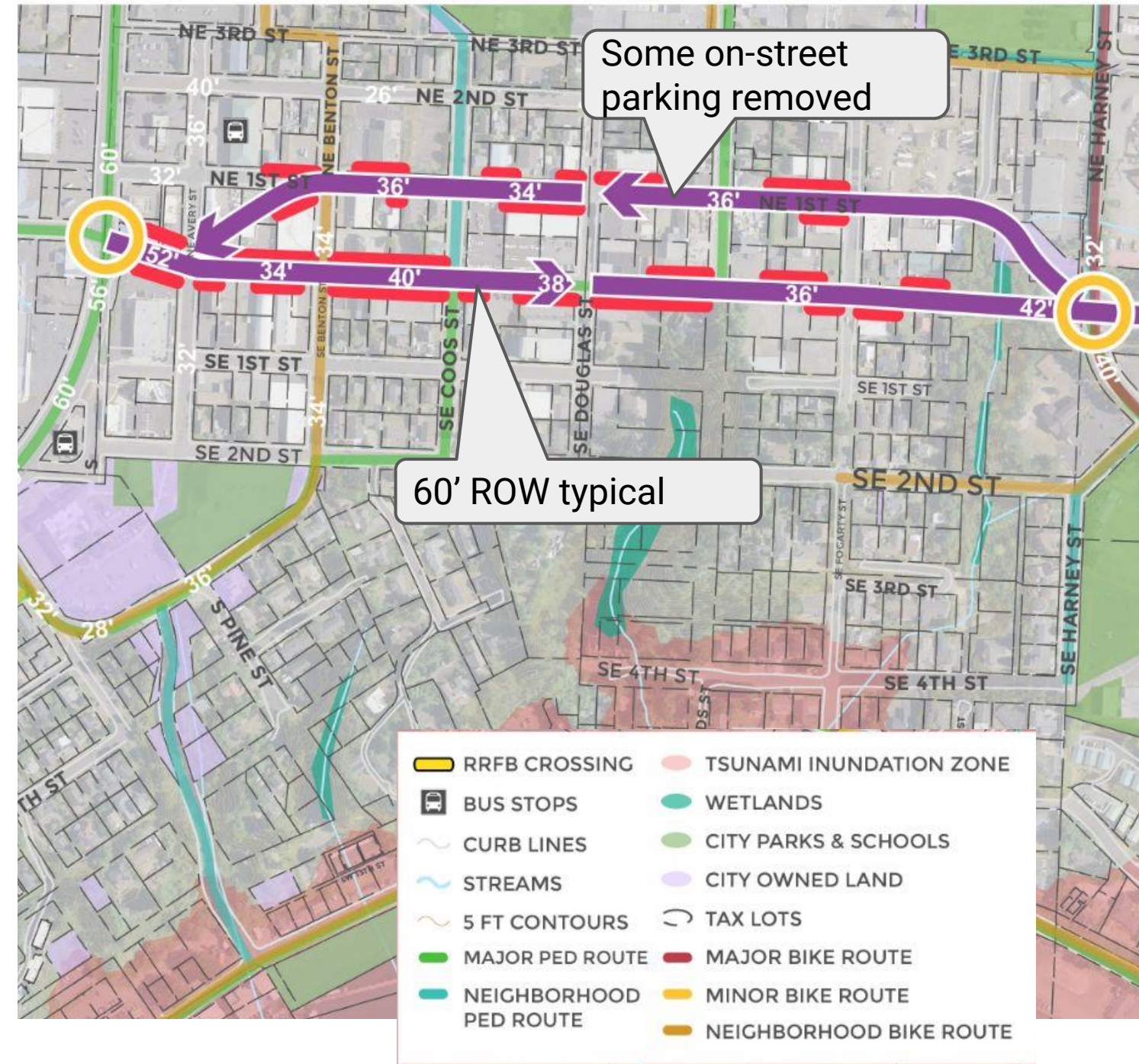


CONCEPT E. HWY 20 COUPLET | VEHICLE OPERATIONS & WALK/BIKE

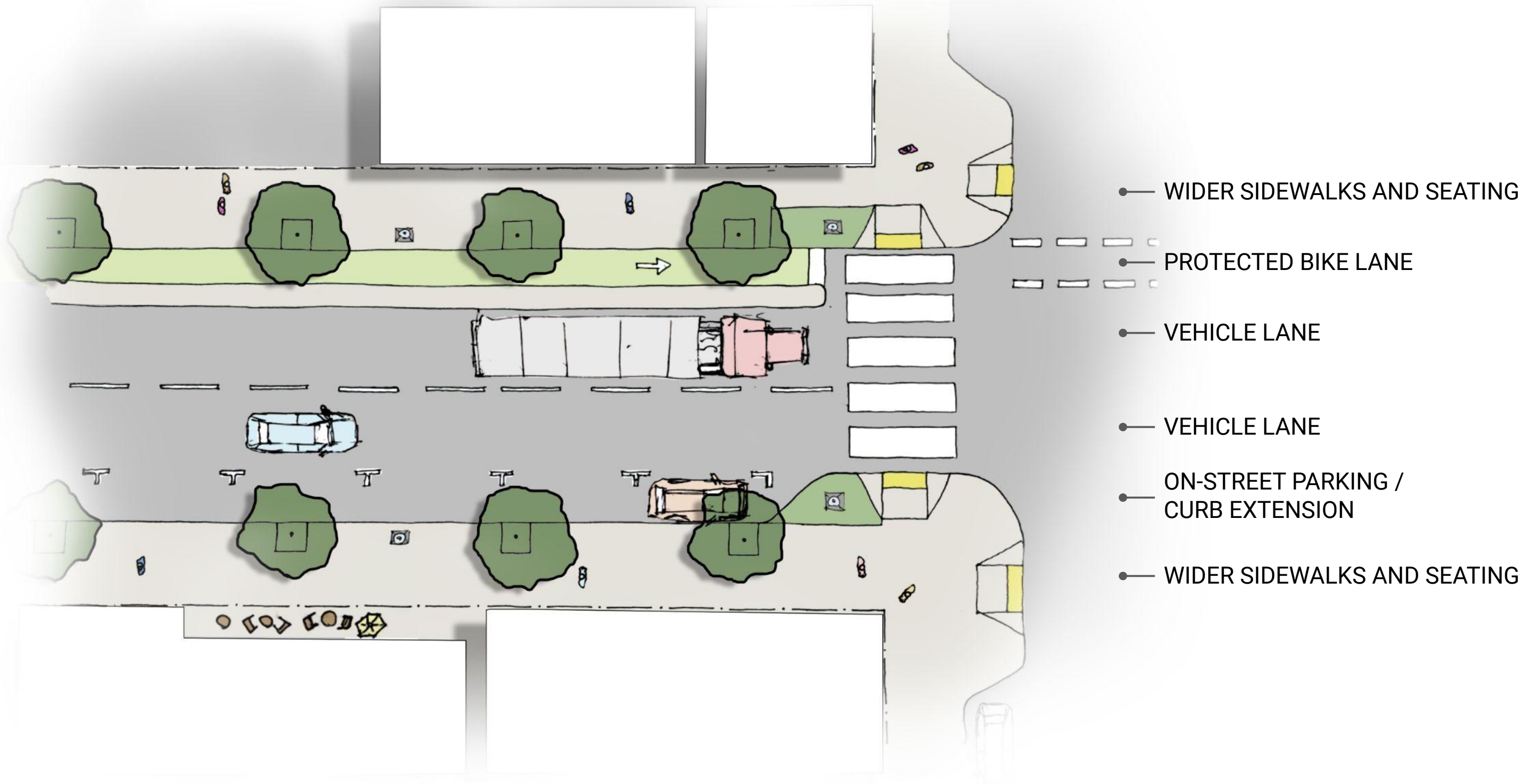


HWY 20 BOTH SEGMENT: 60' RIGHT-OF-WAY

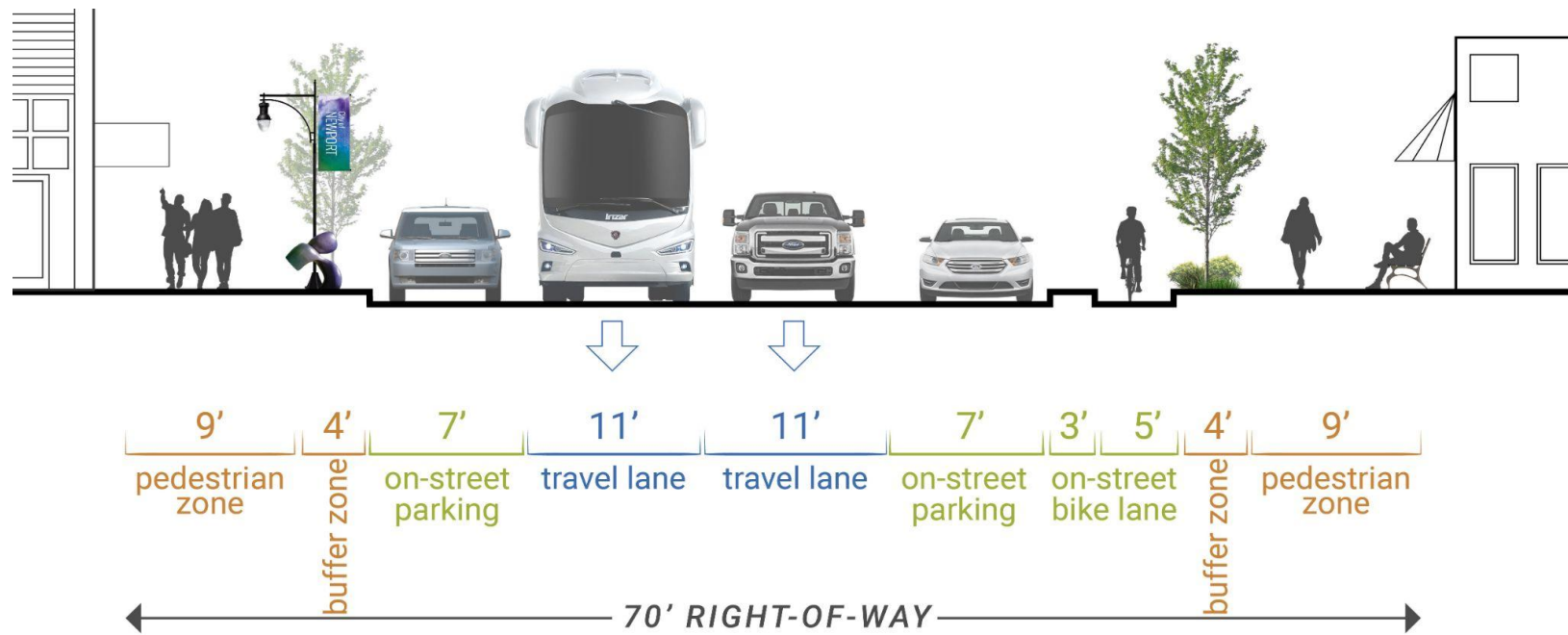
- Two vehicle lanes
- Parking on one side (or both with no bikeway)
- Protected bikeway and wider sidewalks



CONCEPT E. HWY 20 COUPLET \ HIGHWAY 20 (60' WIDE) EASTBOUND COUPLET

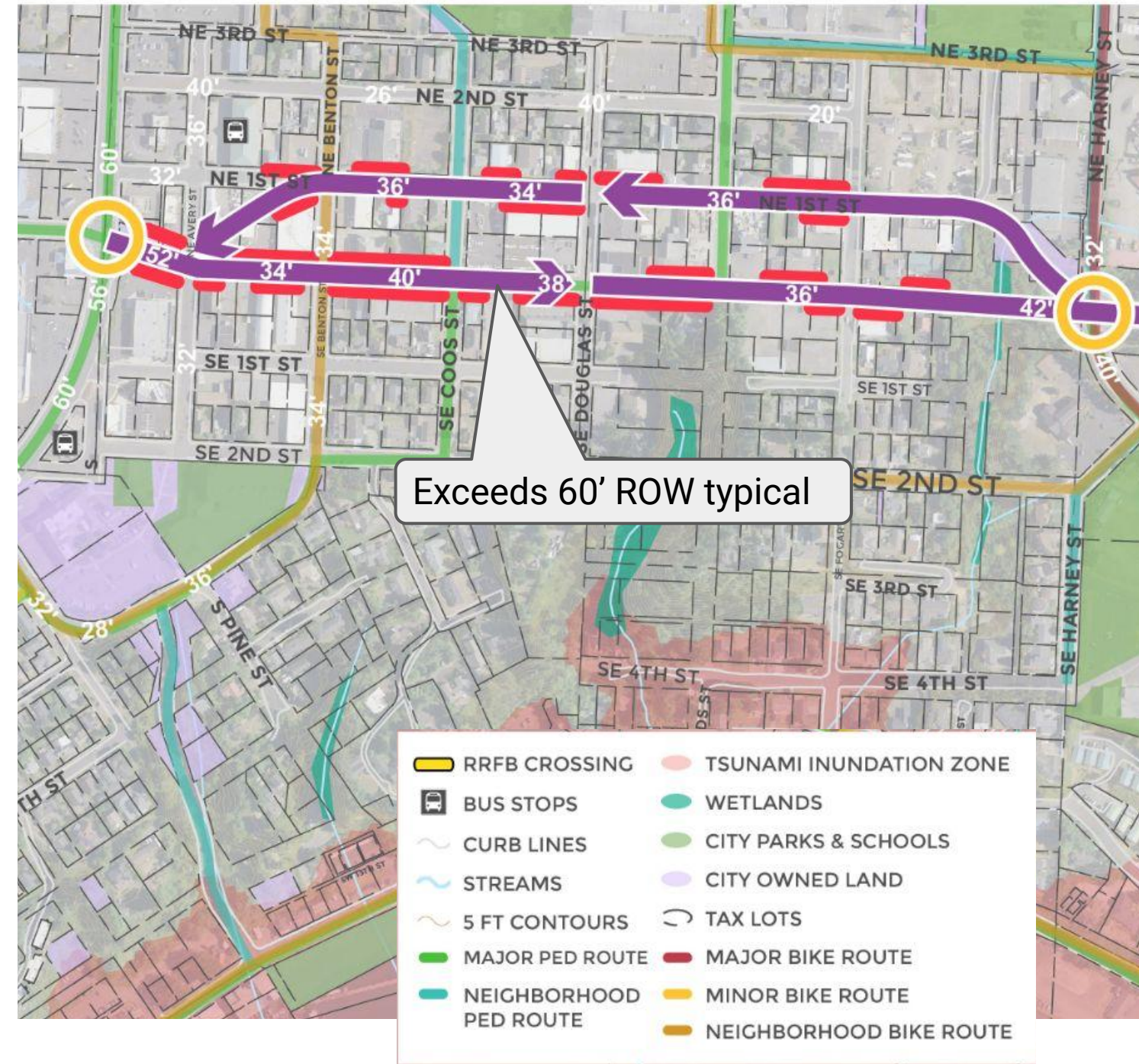


CONCEPT E. HWY 20 COUPLET | VEHICLE OPERATIONS & WALK/BIKE



HWY 20 EASTBOUND (ORIGINAL HWY 20): 70' RIGHT-OF-WAY

- Requires acquiring 10' ROW
- On-street parking both sides
- Protected bikeway and wider sidewalks



CONCEPT E. HWY 20 COUPLET \ GRID AND URBAN FORM



Business redevelopment



Bikeway



Gateway and welcome



SITE ACCESS AND VISIBILITY

- Additional properties with new highway exposure along westbound couplet
- Can help clarify driveway access, street parking, and turn movements

WALK & BIKE

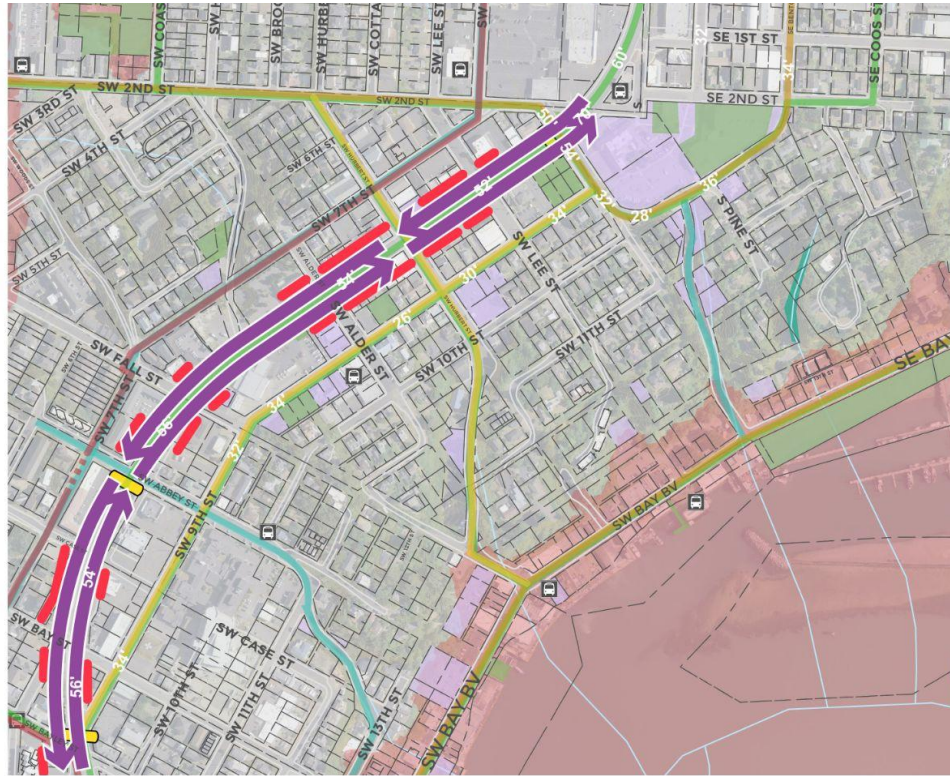
- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Are sites along NE 1st viable to activate with new highway exposure?
- Or does a highway interfere with vision for a residential-focus neighborhood?
- Will this help both revitalize existing businesses AND spur new development?
- Is this configuration necessary to provide future highway mobility?



CONCEPT A. TWO-WAY



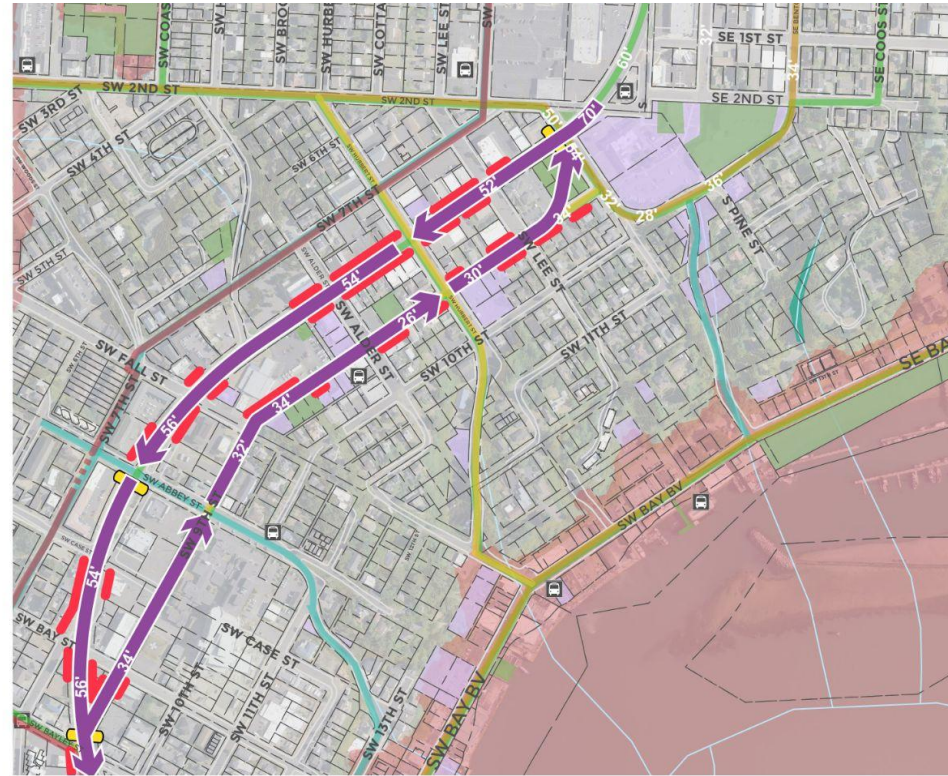
BIG IDEAS

- Simpler overall project
- Doubles-down on current 101

CONCERNS

- Needs further study of 4-lane and 3-lane traffic flow
- Doesn't expose SW 9th sites
- Impacts of keeping or removing on-street parking
- Bikeway on 101, or parallel route?

CONCEPT B. LONG COUPLET



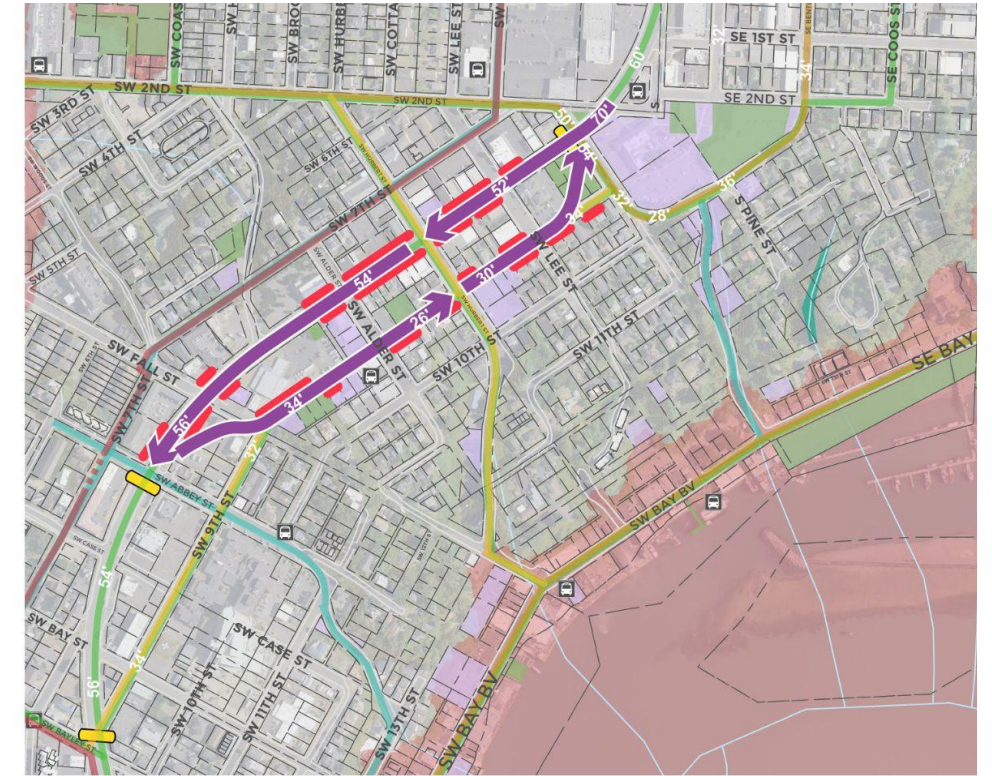
BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on SW 9th

CONCERNS

- May stretch the investment too thin - pursues too much "main street"
- Is it necessary for traffic flow?
- Site access concerns - especially southern segment

CONCEPT C. SHORT COUPLET



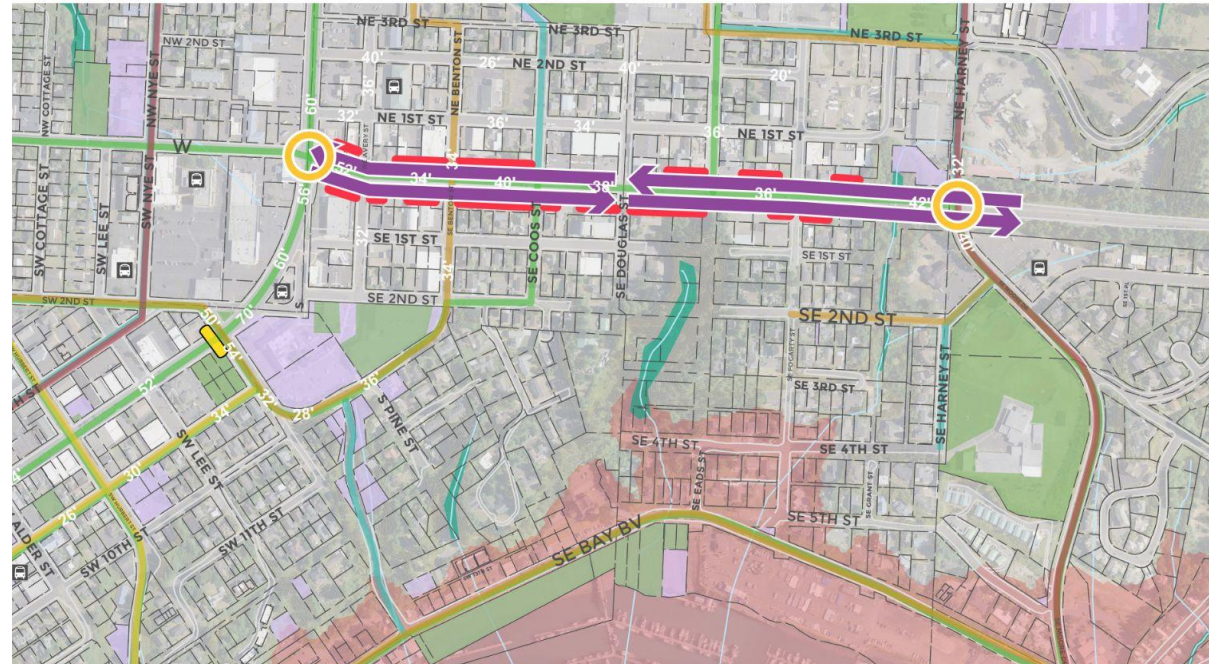
BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on a smaller segment of SW 9th

CONCERNS

- It is worth the disruption - for economic benefit and mobility?
- Is it necessary for traffic flow?
- Less investment and connectivity in southern segment

CONCEPT D. TWO-WAY



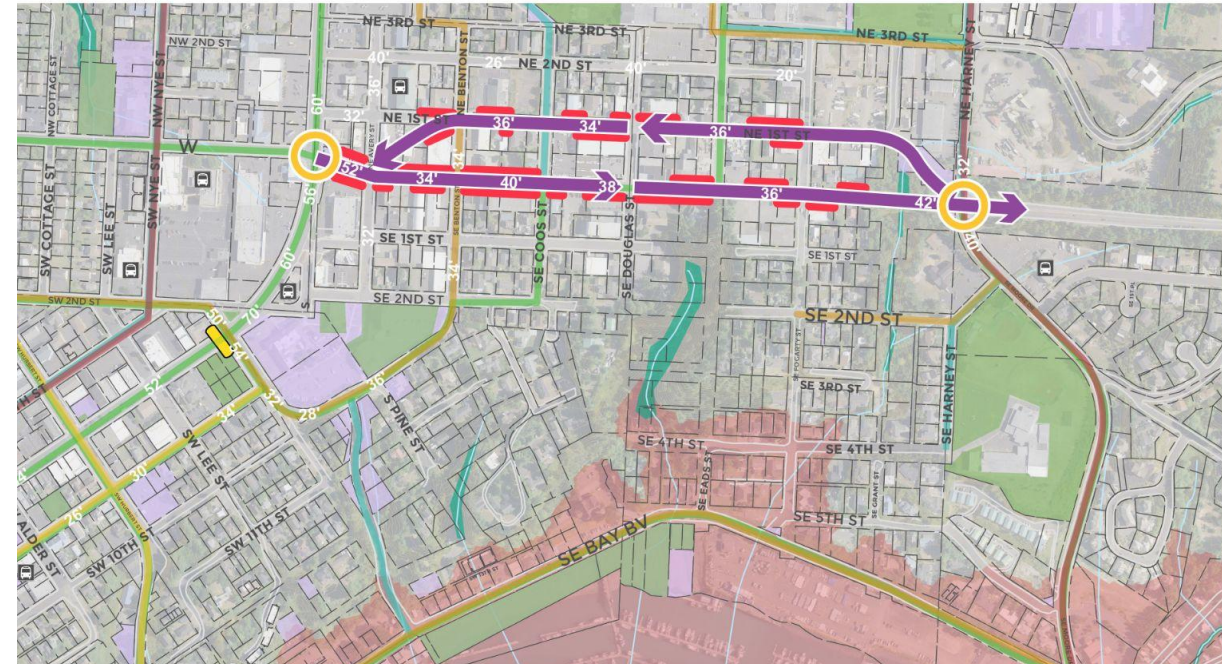
BIG IDEAS

- Simpler overall project
- Doubles-down on current 20
- Takes advantage of readily-available traffic calming opportunities and potential walk/bike routes
- Allows more locally-driven transformation on NE and SE 1st

CONCERNS

- Might not have a big transformative effect on sites and businesses
- Is it sufficient for traffic flow?
- Future of 101/20 intersection

CONCEPT E. COUPLET



BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on NE 1st

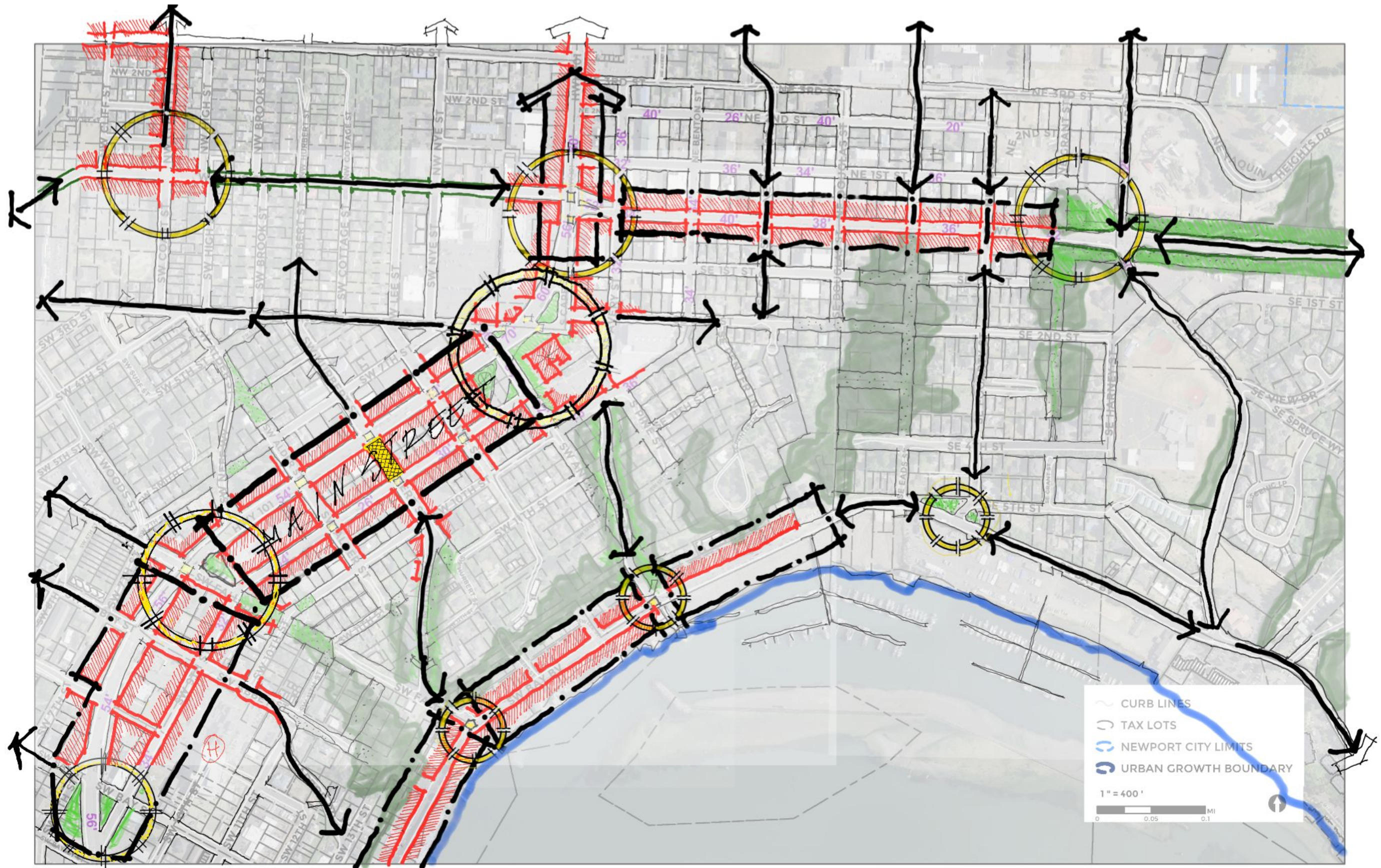
CONCERNS

- Could be unnecessary for traffic flow improvements?
- It is worth the disruption - for economic benefit and mobility?
- Maybe not ideal for the type of neighborhood and residential transformation you seek north and south of Hwy 20 route

PROPOSED EVALUATION CRITERIA

| EVALUATION CRITERIA | HWY 101 TWO-WAY | HWY 101 LONG COUPLET | HWY 101 SHORT COUPLET | HWY 20 TWO-WAY | HWY 20 COUPLET |
|--|--|---|--|--|---|
| Promotes mixed-uses and activity centers | ++ Improvements focused on 101 existing "main street"; 101/Hurbert as major active corner | +++ Several key gateway, plaza, and site redev. Locations along 101 | +++ Concentrates investment in existing most active 101 area | ++ Character improvements; opportunity for active corner redevelopment (at Benton, Fogarty) | + Desired land use character around NE 1st (local residential) not well supported by couplet |
| Distributes transportation investment to the widest range of opportunity streets and sites | ++ More so with 3-lane and bikeways; Improves 101 and key side streets | ++++ Exposes most blocks and sites to street upgrades and improved business visibility | +++ Better site access, visibility, and circulation improvements in Fall-Angle corridor | ++ Overall streetscape improvements (on 20 and side streets) bolster business environment | + Accesses new sites; limited opps; diffuses commercial potential |
| Improves overall mobility | ++ Basic traffic calming and intersection cleanup; more so with 3-lane on 101 | +++ Longest stretch of new traffic pattern, bikeways, sidewalk upgrades, parking | +++ New traffic pattern, bikeways, sidewalk upgrades, parking | + Basic traffic calming and intersection cleanup; clarify turns and side-street access | ++ New traffic pattern, bikeways, sidewalk upgrades, parking |
| Improves walking and biking network | +++ Overall improvements and sidewalk widening; option for bikeways is a plus | ++++ Overall improvements provide benefits; new facilities on longest stretch of highway | +++ Overall improvements provide benefits; new facilities on highways | +++ Overall improvements; sidewalk upgrades; bikeway option on 20 and parallel streets | +++ Overall improvements; sidewalk upgrades; bikeways on 20 |
| Increases streetscape improvement opportunities | ++ Overall improvements; better with 3-lane option on 101 | ++++ Allows most length space for streetscape upgrades | +++ Allows much space to streetscape upgrades | ++ Overall improvements; better with 3-lane option on 101 | +++ Allows much space to streetscape upgrades |
| Improves the street grid and urban pattern | + Overall circulation improvements; related side-street impacts | ++++ Most extensive upgrades to highway segments and interconnected side streets | +++ Major upgrades to highway segments and interconnected side streets | + Overall circulation improvements; related side-street impacts; link to 101/20 intersection work | +++ Major upgrades to highway segments and side streets; potential for northward connections |

POTENTIAL OVERALL HIGHWAY CONCEPT \ 101 COUPLET - 20 TWO-WAY



- Which concepts best support your vision for an economically and actively revitalized Downtown?
- Which concepts provide the most benefit for the investment?
- Do you have thoughts about bike routes on the highway compared with options on nearby parallel streets and paths?
- Do you support options that may remove parking from certain segments of the highways?
- Are there other concerns or questions you wish to see addresses?



Newport