



# 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

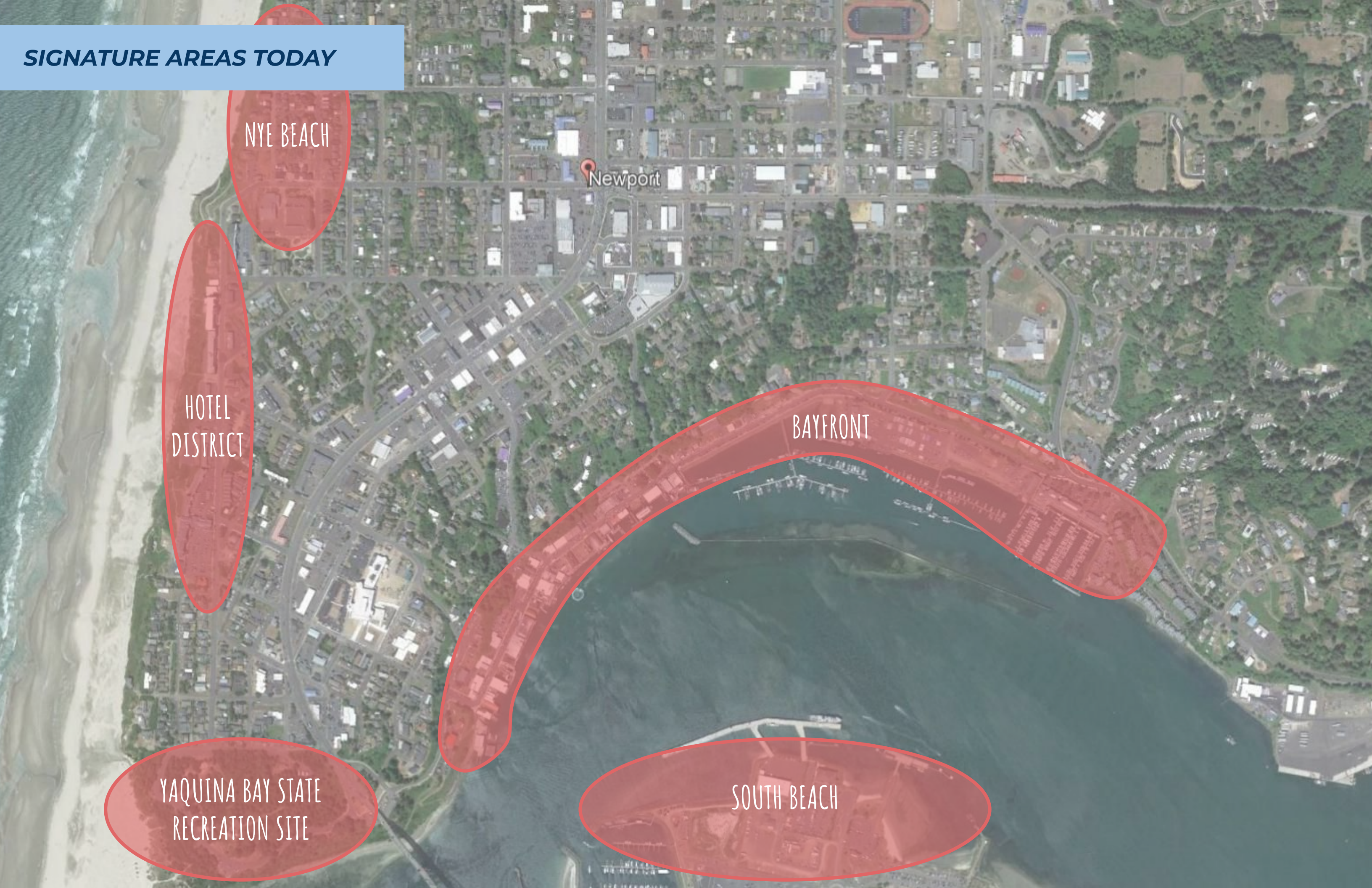
HOTEL DISTRICT

Newport

BAYFRONT

YAQUINA BAY STATE RECREATION SITE

SOUTH BEACH





**CIVIC USES**

NEWPORT  
H.S.

COUNTY  
COMMONS

Newport

CIVIC  
CORE

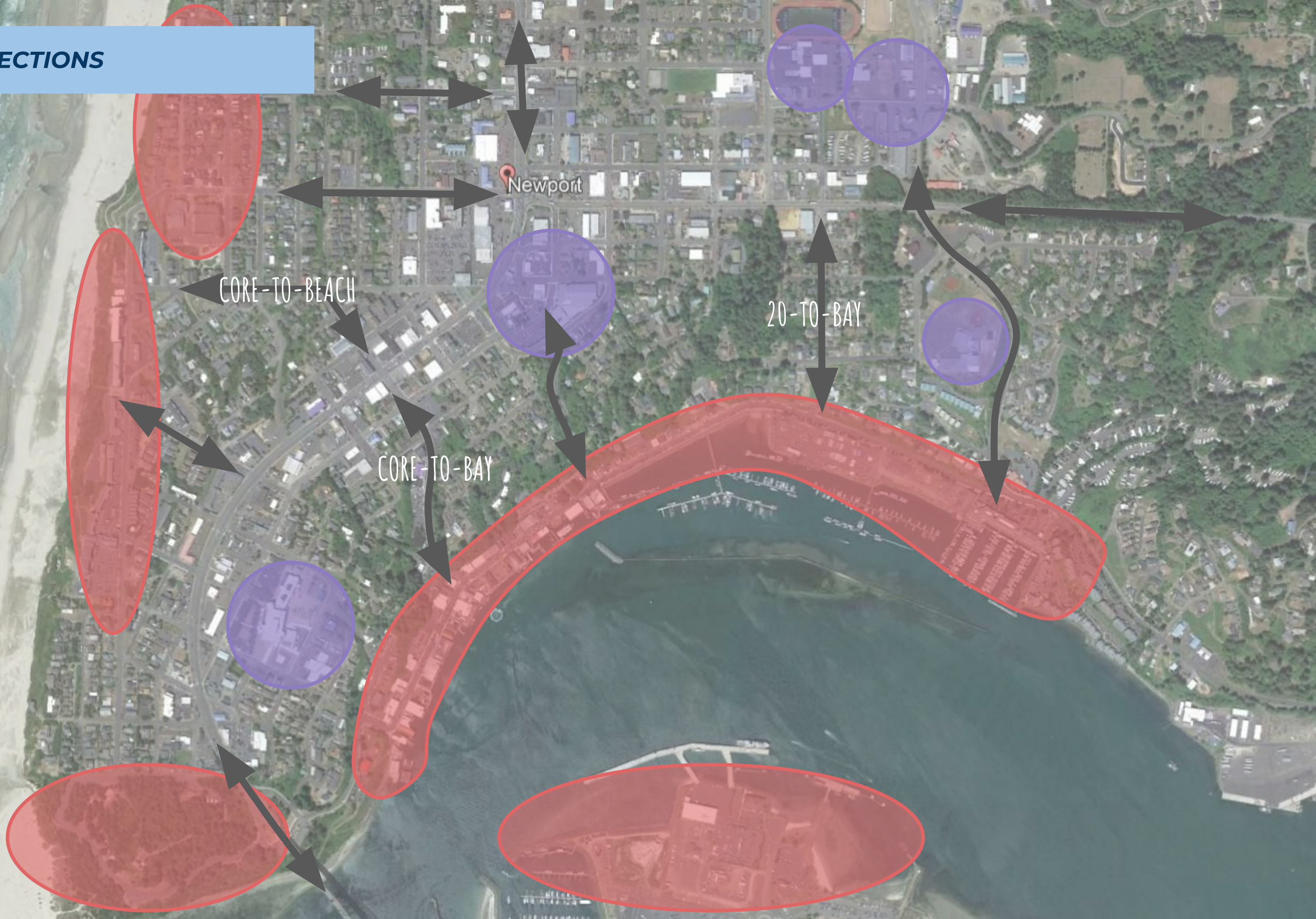
YAQUINA  
VIEW E.S.

HOSPITAL



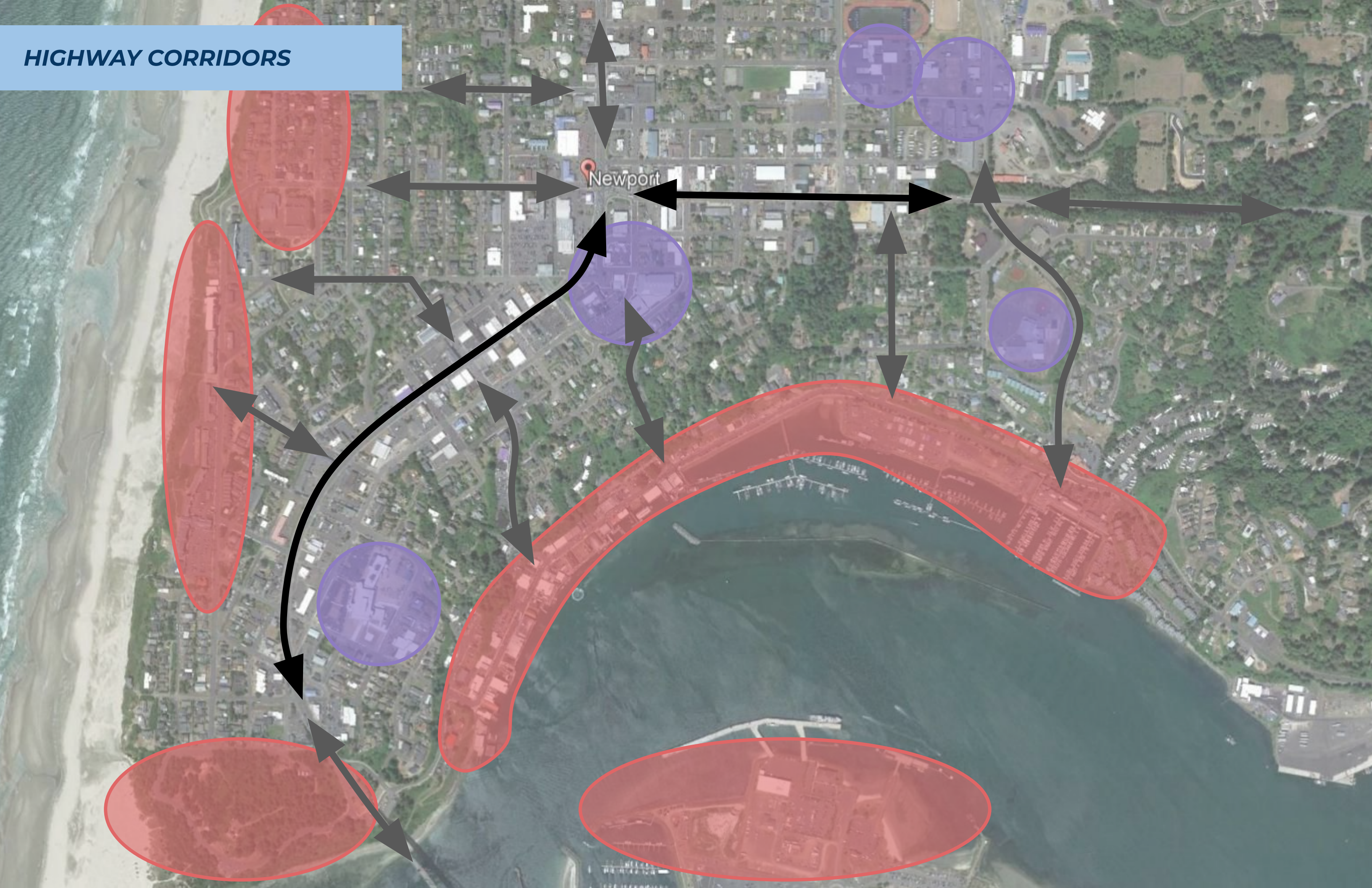


**CONNECTIONS**





**HIGHWAY CORRIDORS**



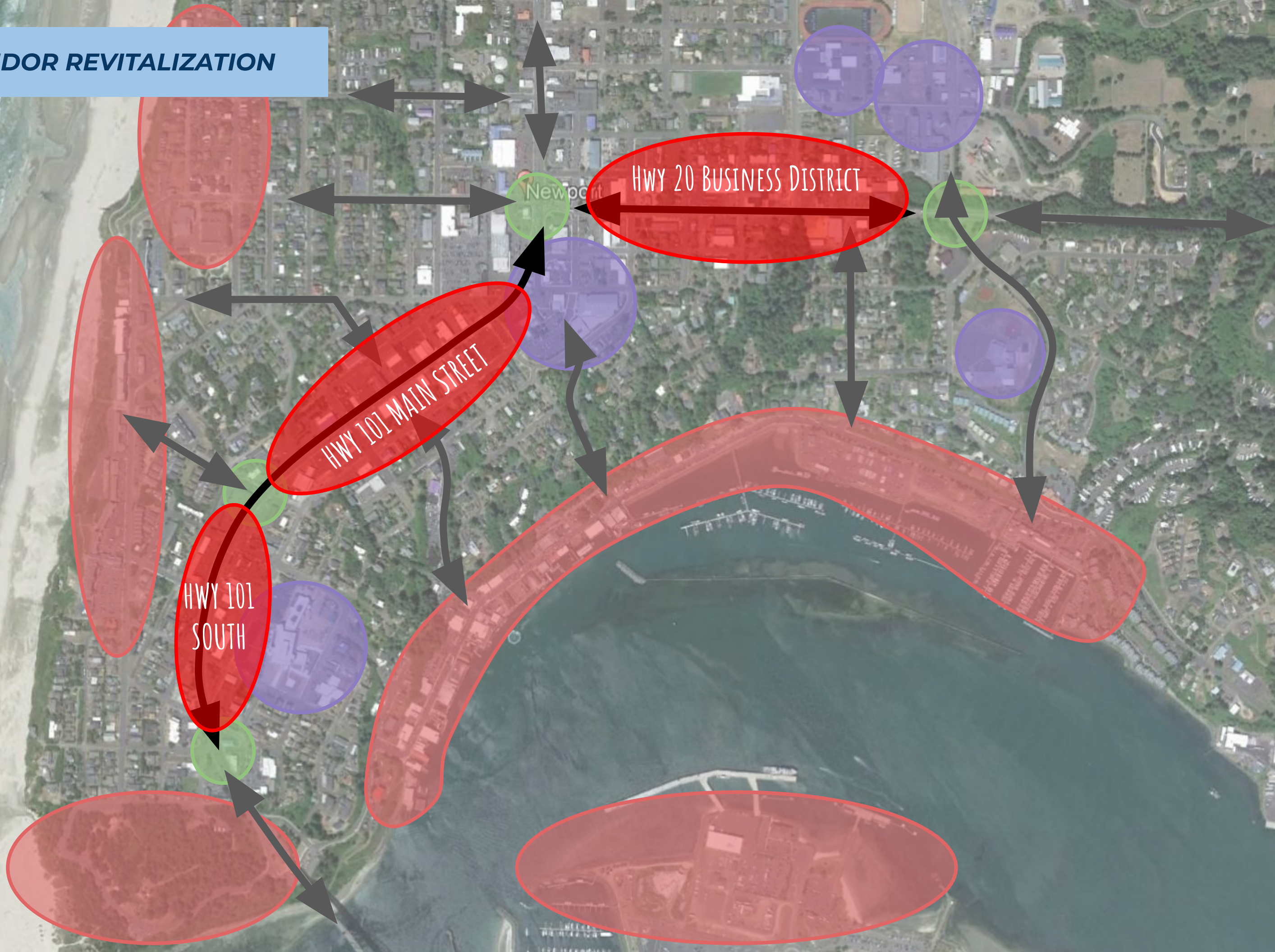


**GATEWAYS AND ENTRY**



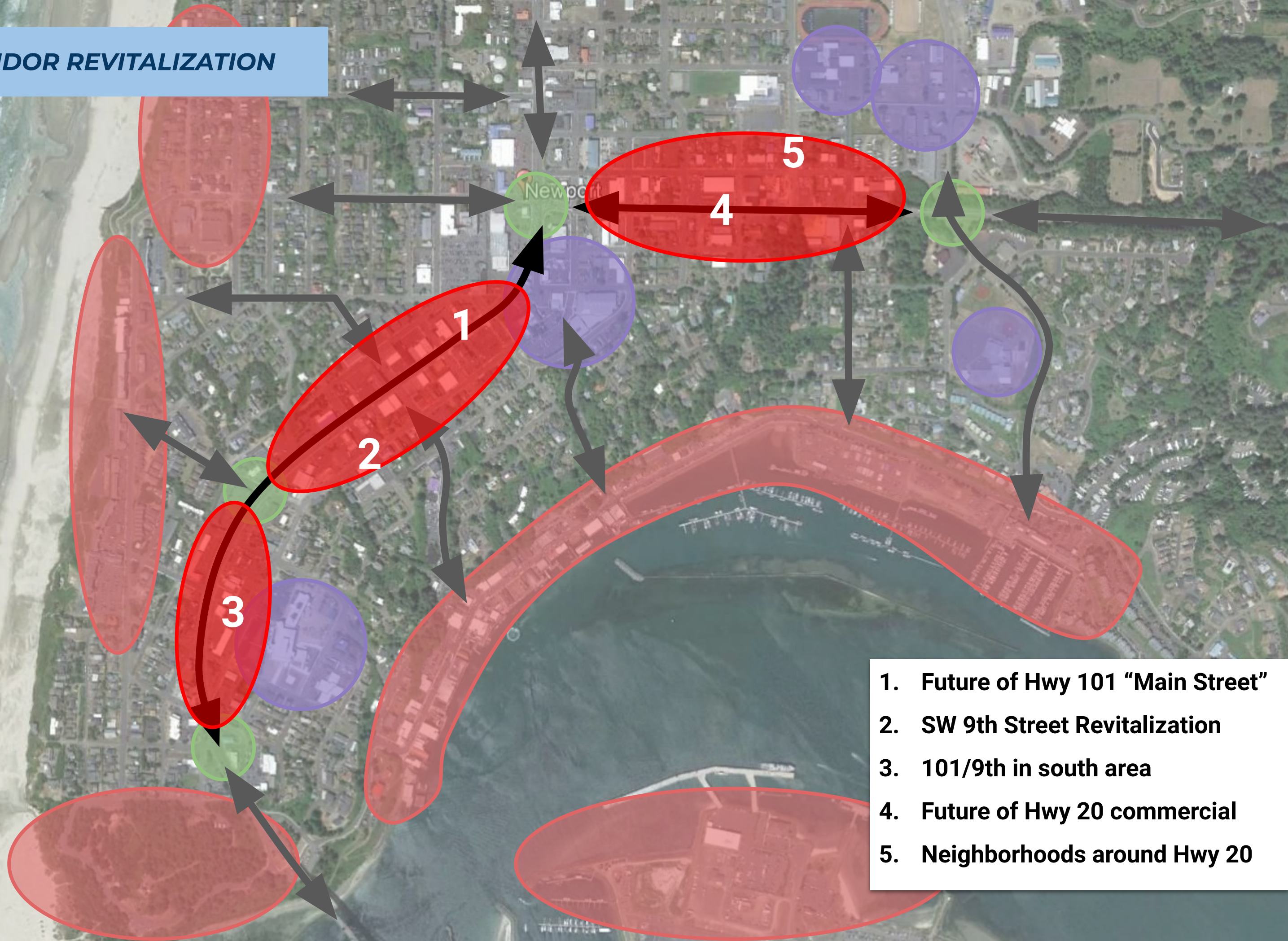


**CORRIDOR REVITALIZATION**





**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**



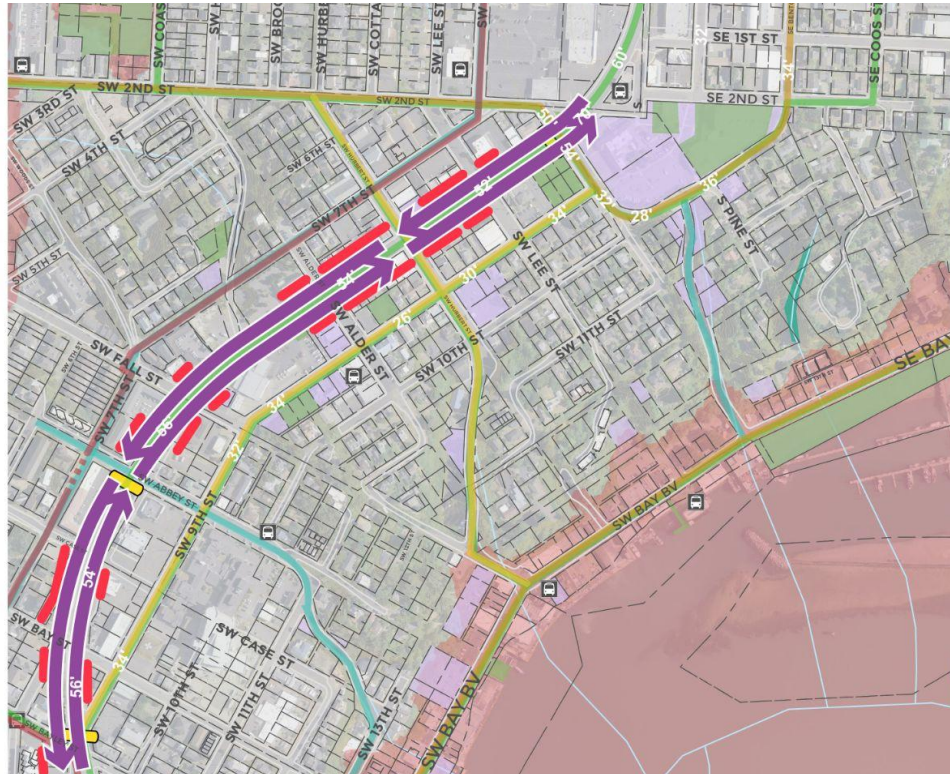
**STREET GRID & URBAN PATTERN**



**WALK AND BIKE OPPORTUNITY**



## CONCEPT A. TWO-WAY



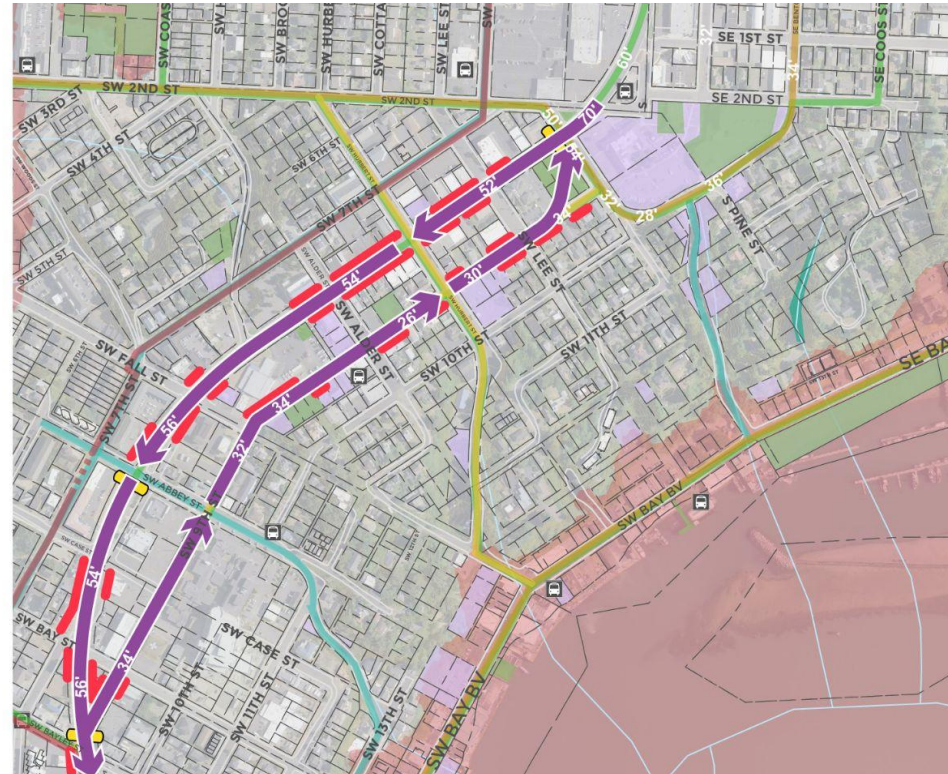
### OBJECTIVES

- 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



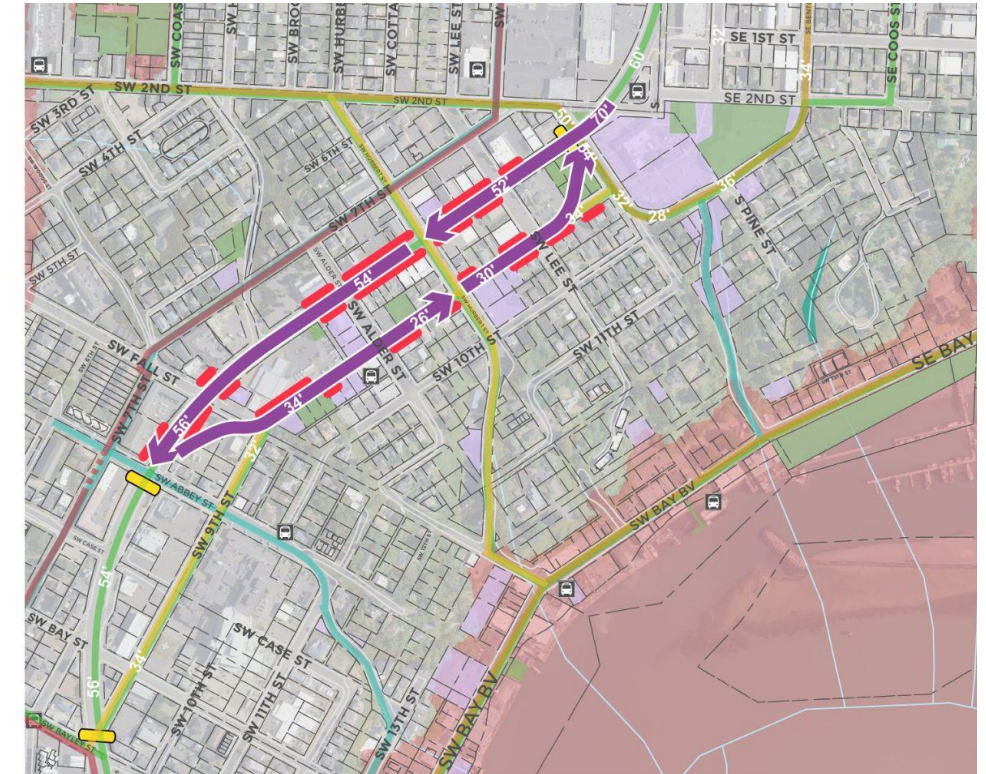
### OBJECTIVES

- 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

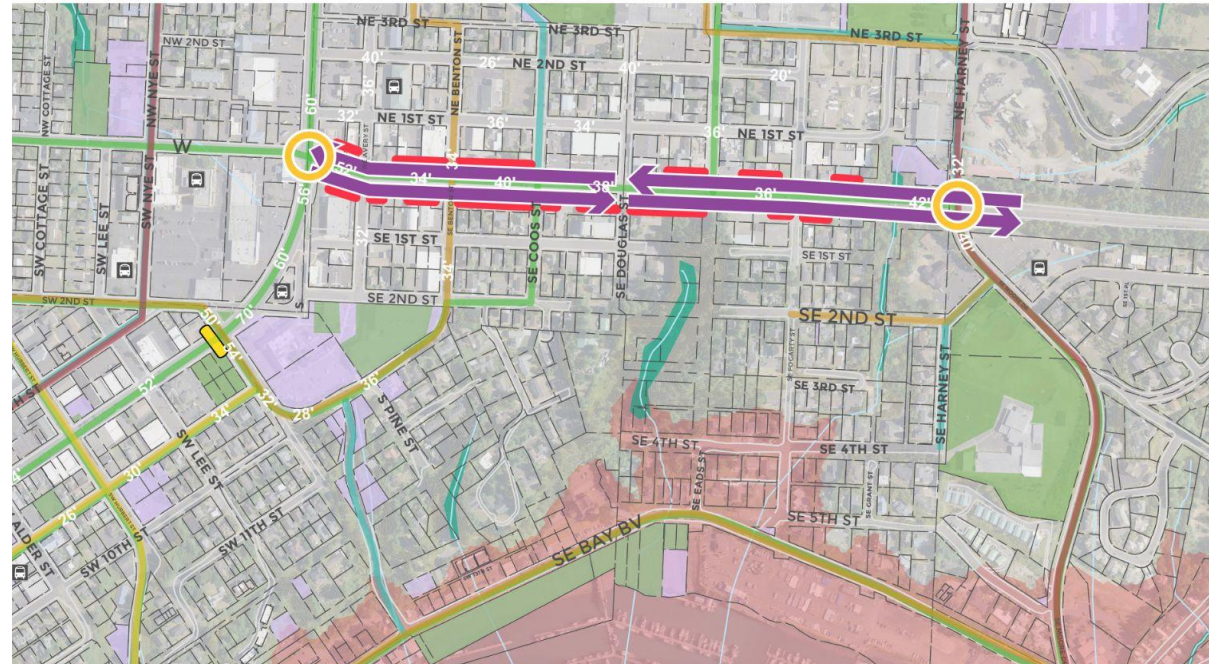
- Traffic improvements through major redesign
- Concentrate impact in downtown core area (Abbey St - Angle St)
- Provide new highway access to core businesses and sites
- Improve and add walking and biking routes on highway

### DESIGN

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



## CONCEPT D. TWO-WAY



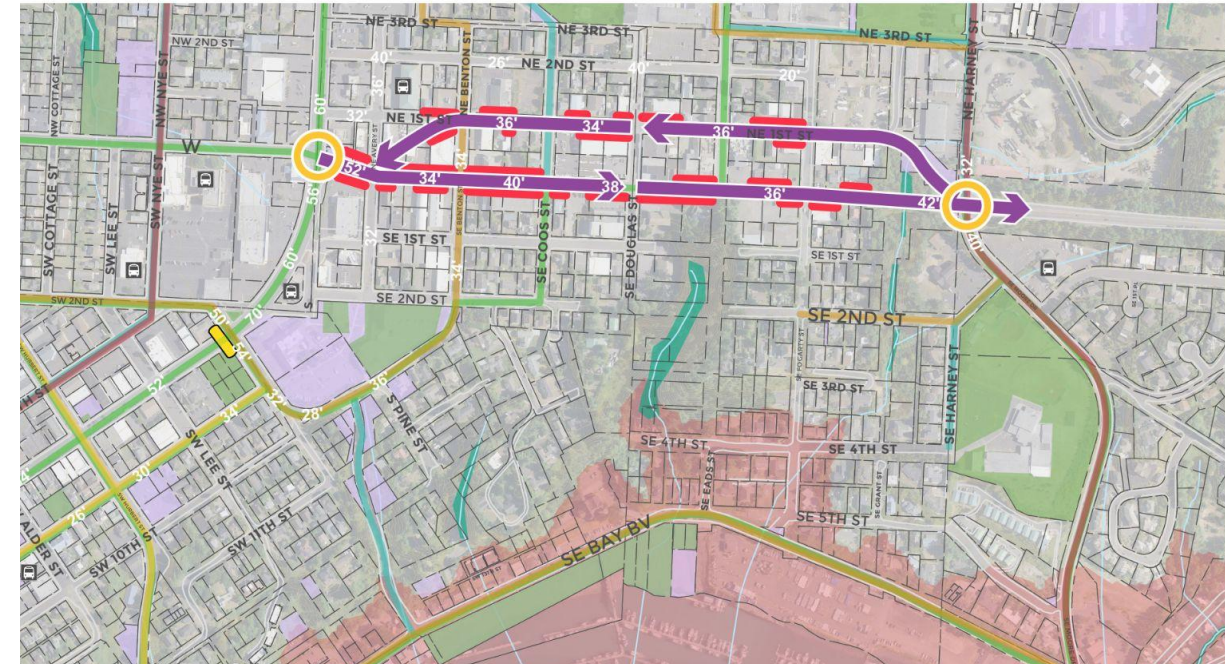
### OBJECTIVES

- 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



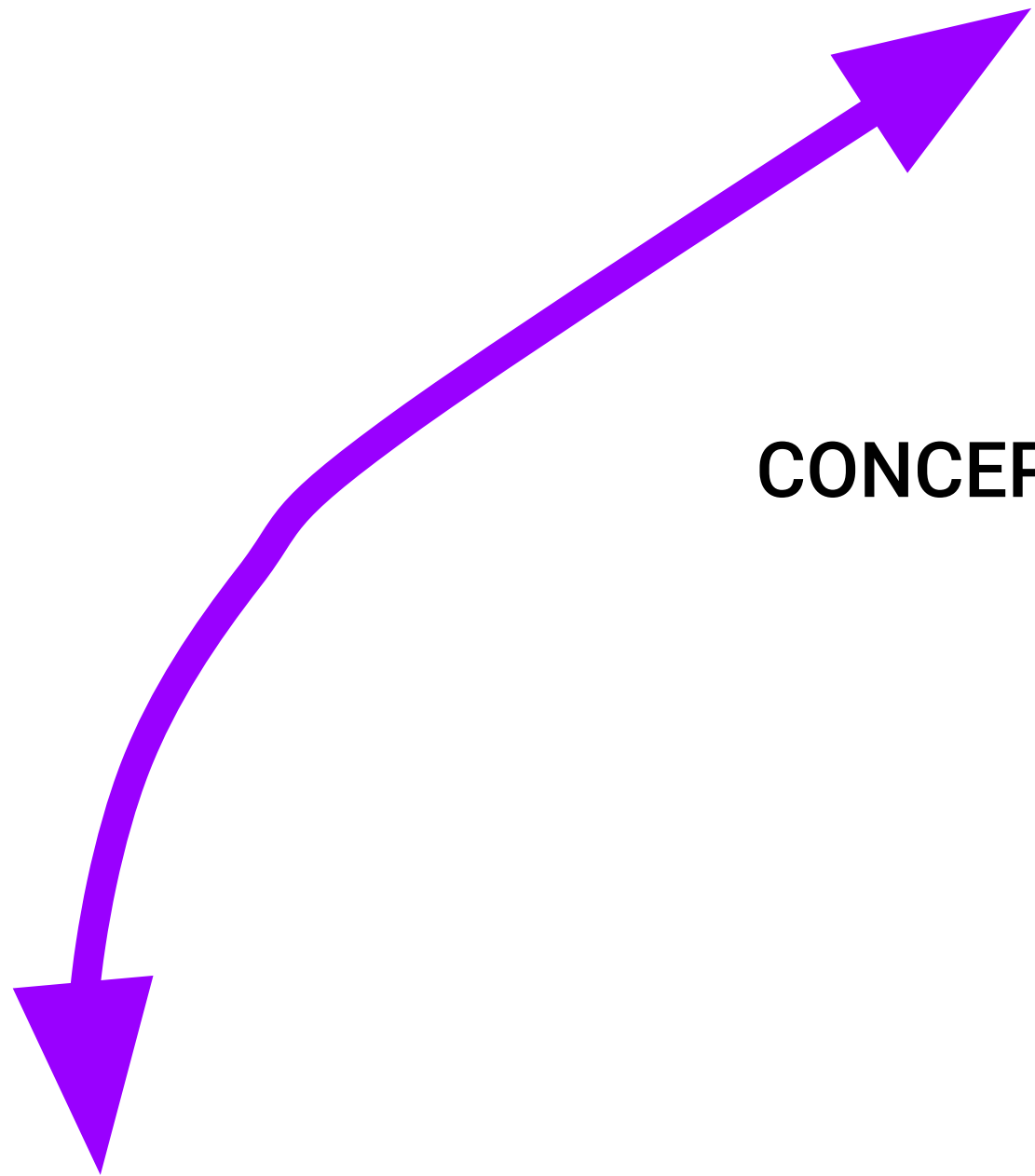
### OBJECTIVES

- 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



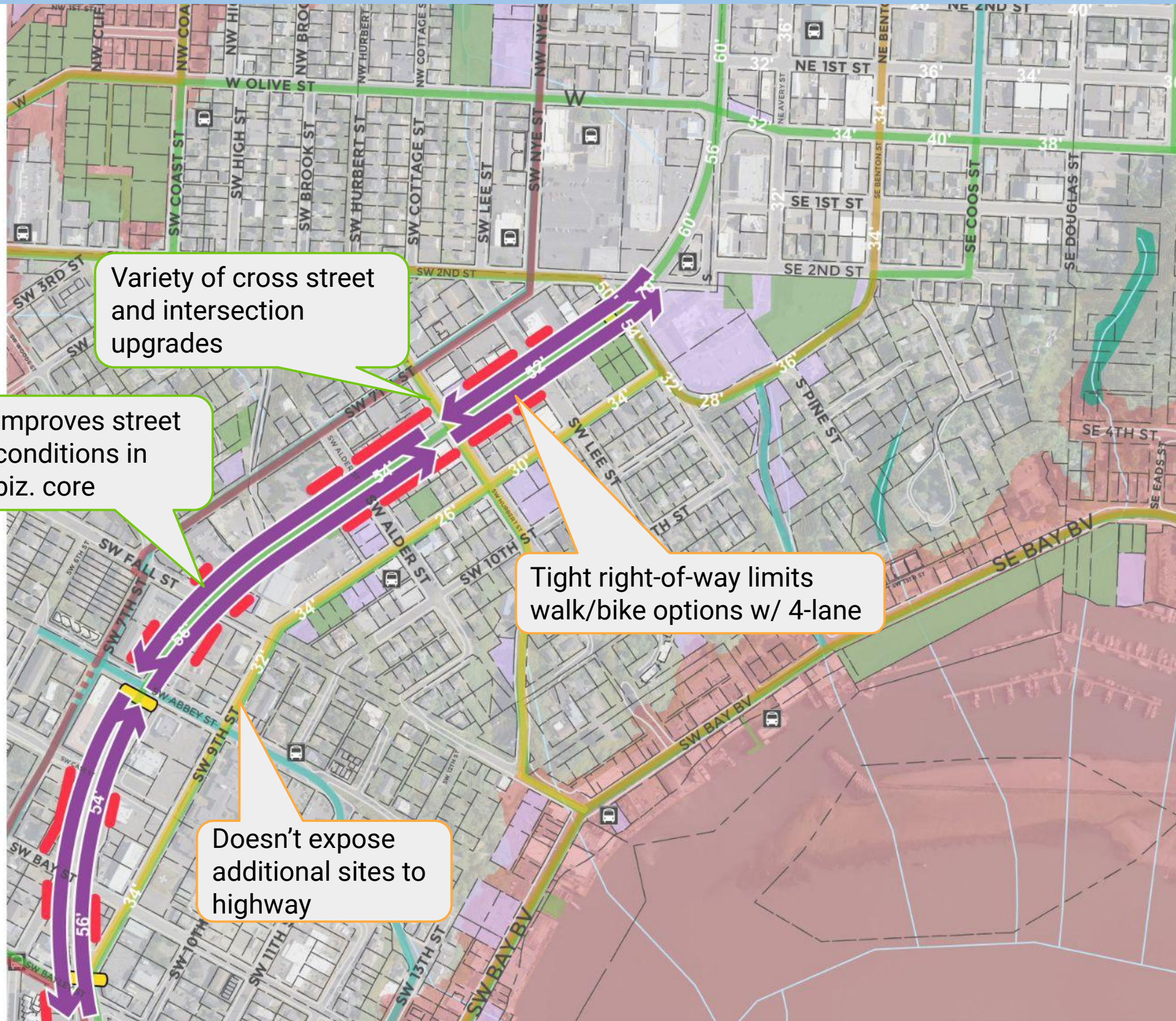
- 10' lanes are substandard
- Narrow sidewalk widths
- Lack of any streetscape features
- Poor and infrequent crossing locations
- Congestion and turn-movement backups

## 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



Variety of cross street and intersection upgrades

Improves street conditions in biz. core

Tight right-of-way limits walk/bike options w/ 4-lane

Doesn't expose additional sites to highway

## 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**

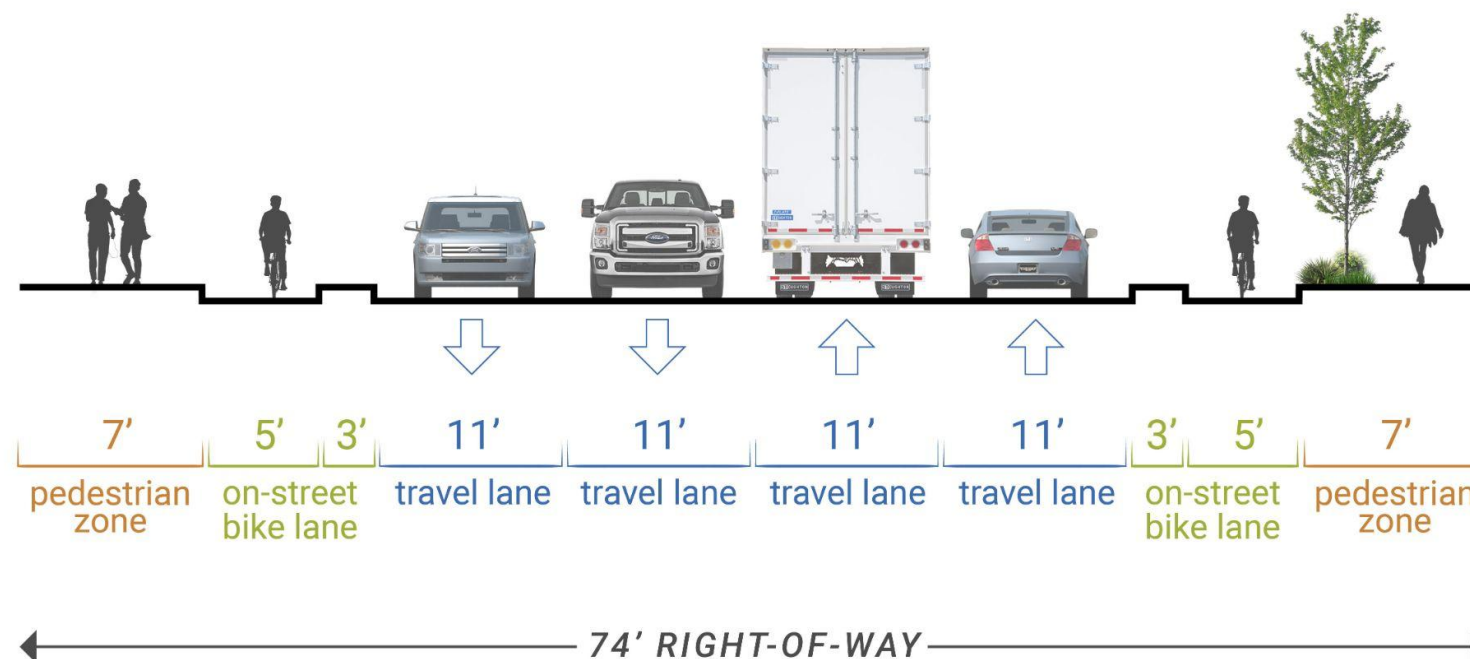
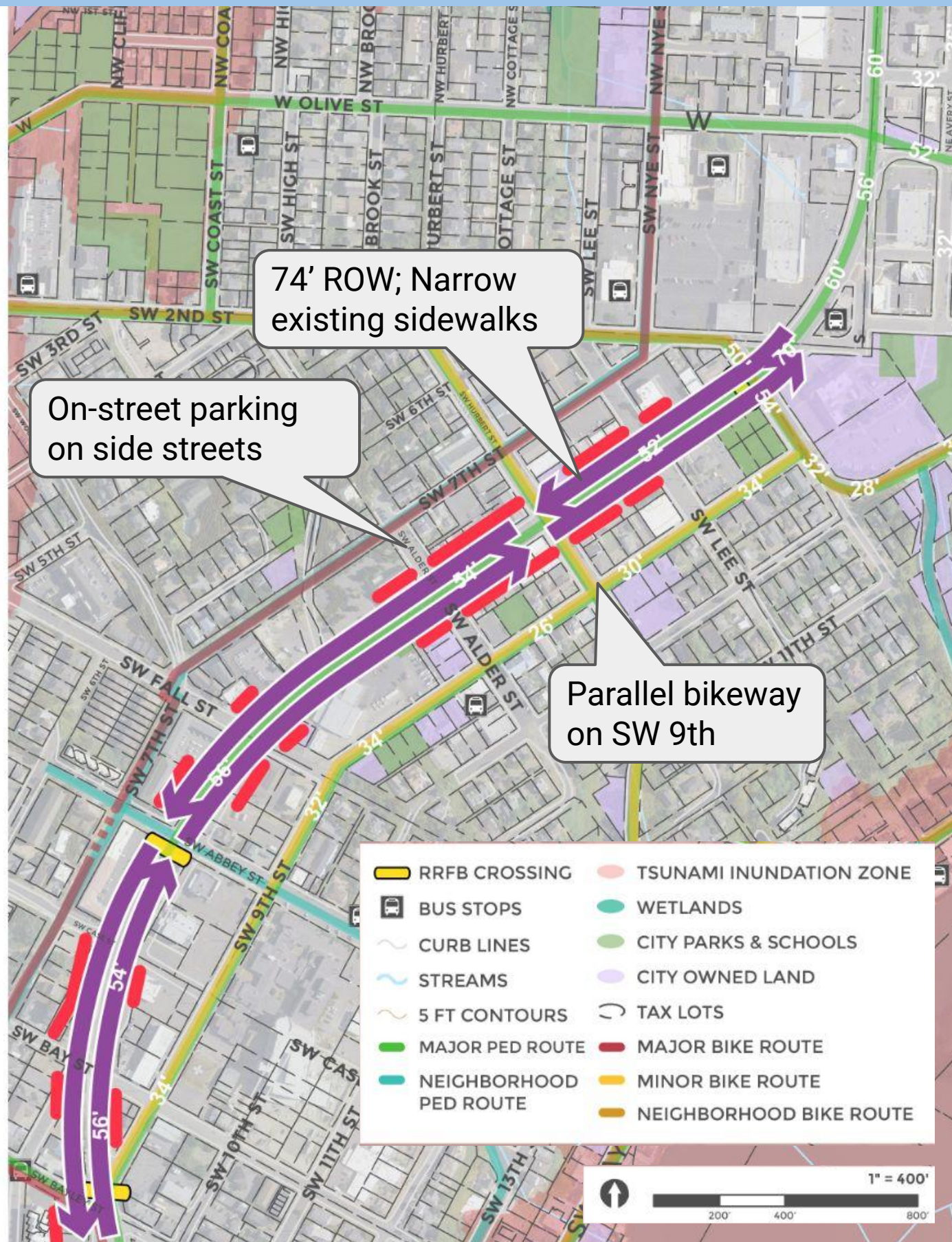


**Streetscape improvements**





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

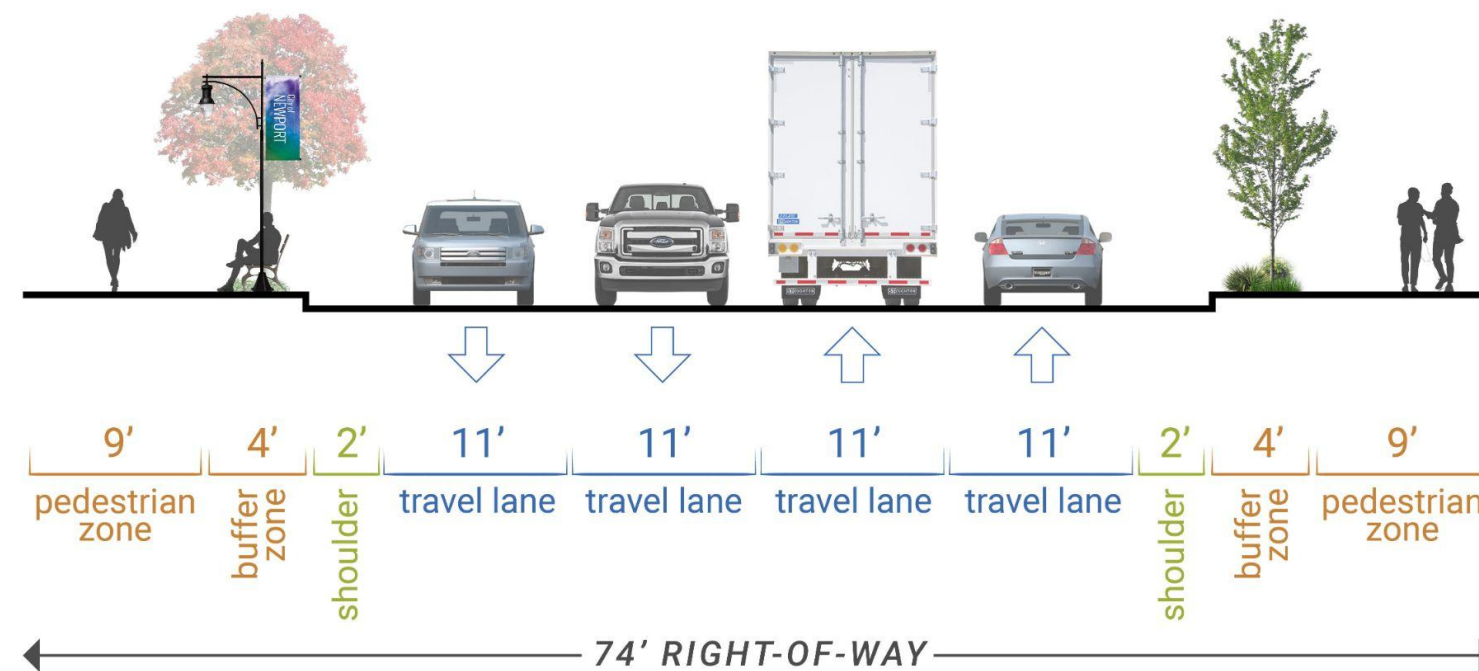
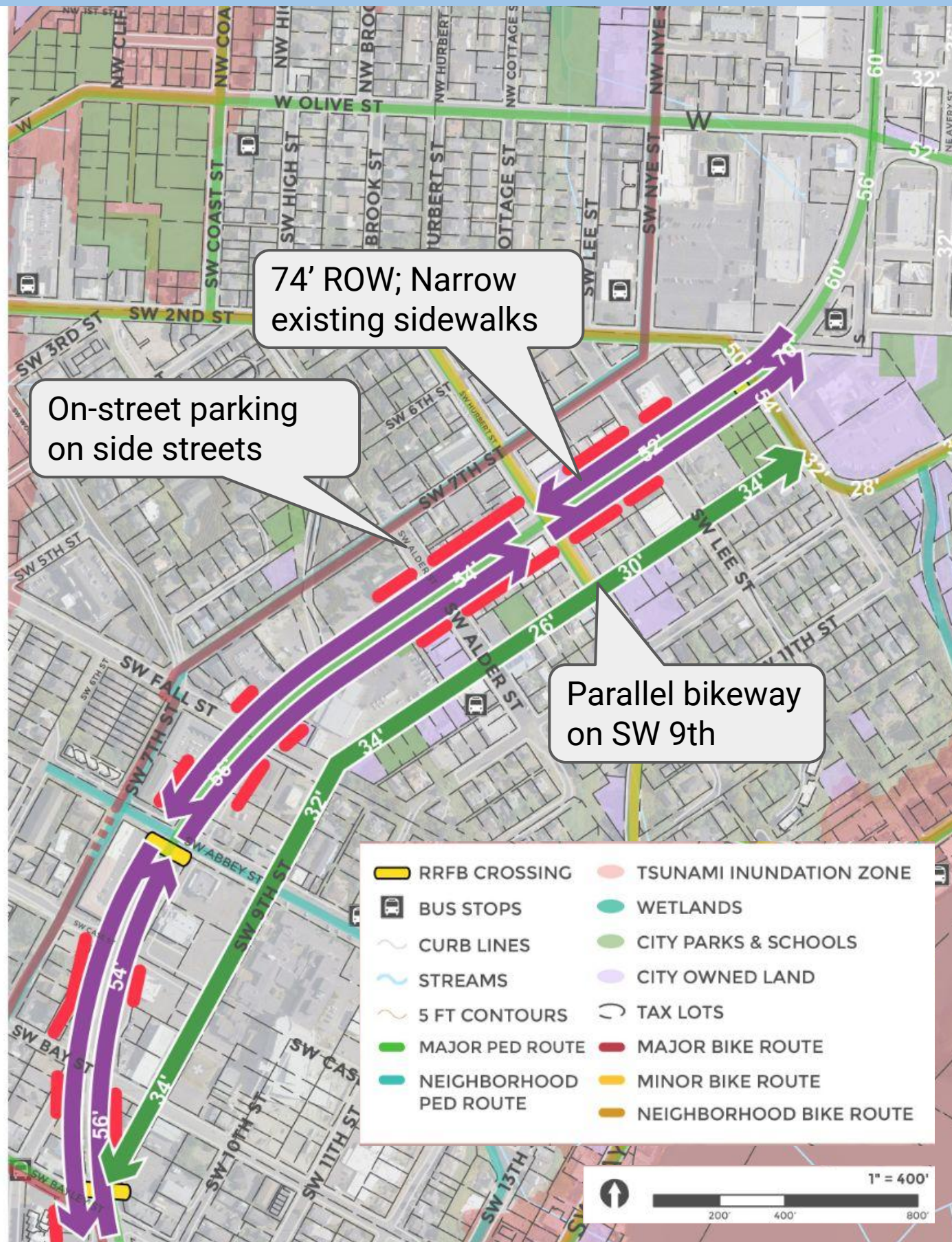


## FOUR LANE: BIKEWAYS

- 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

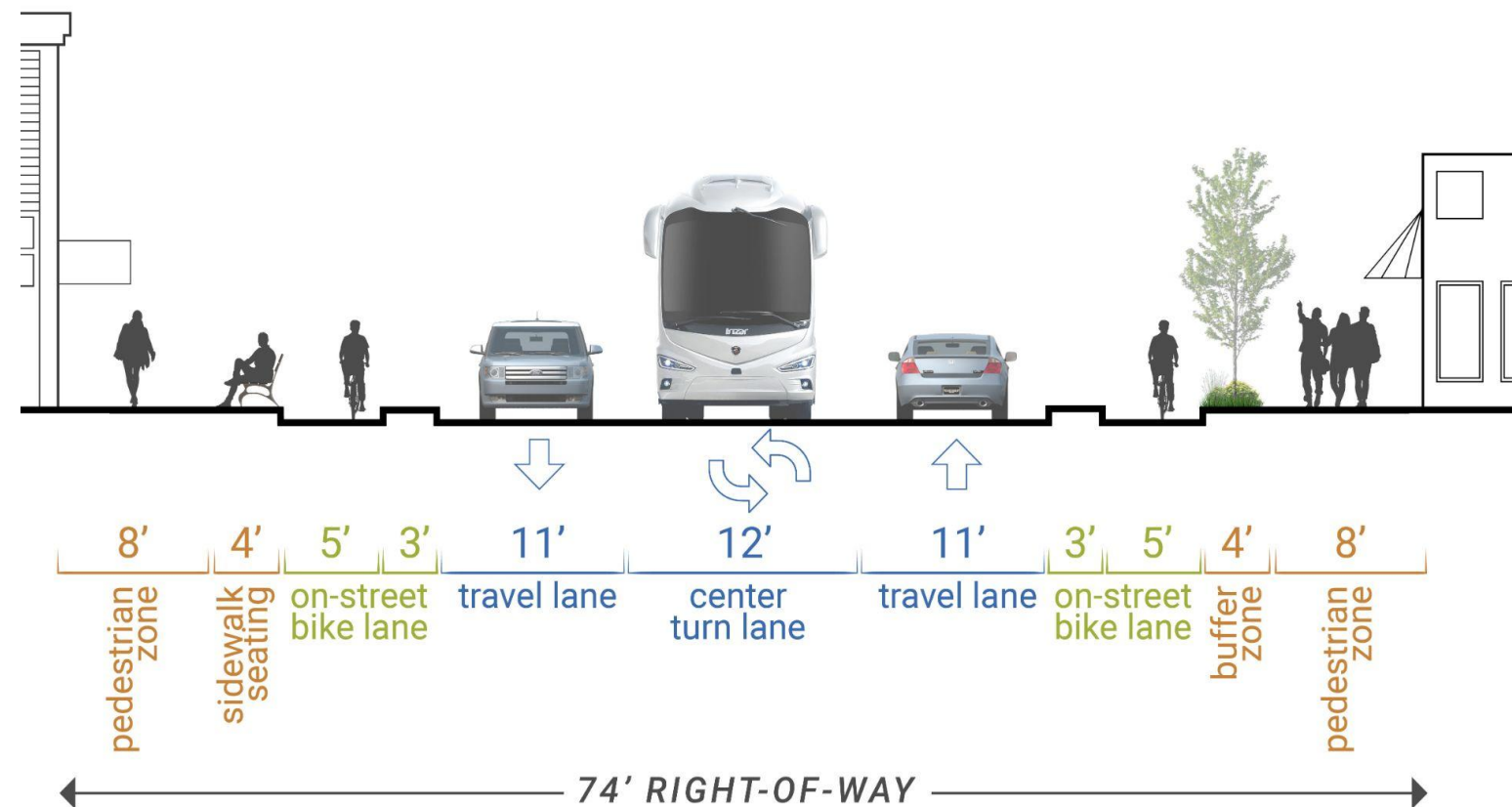
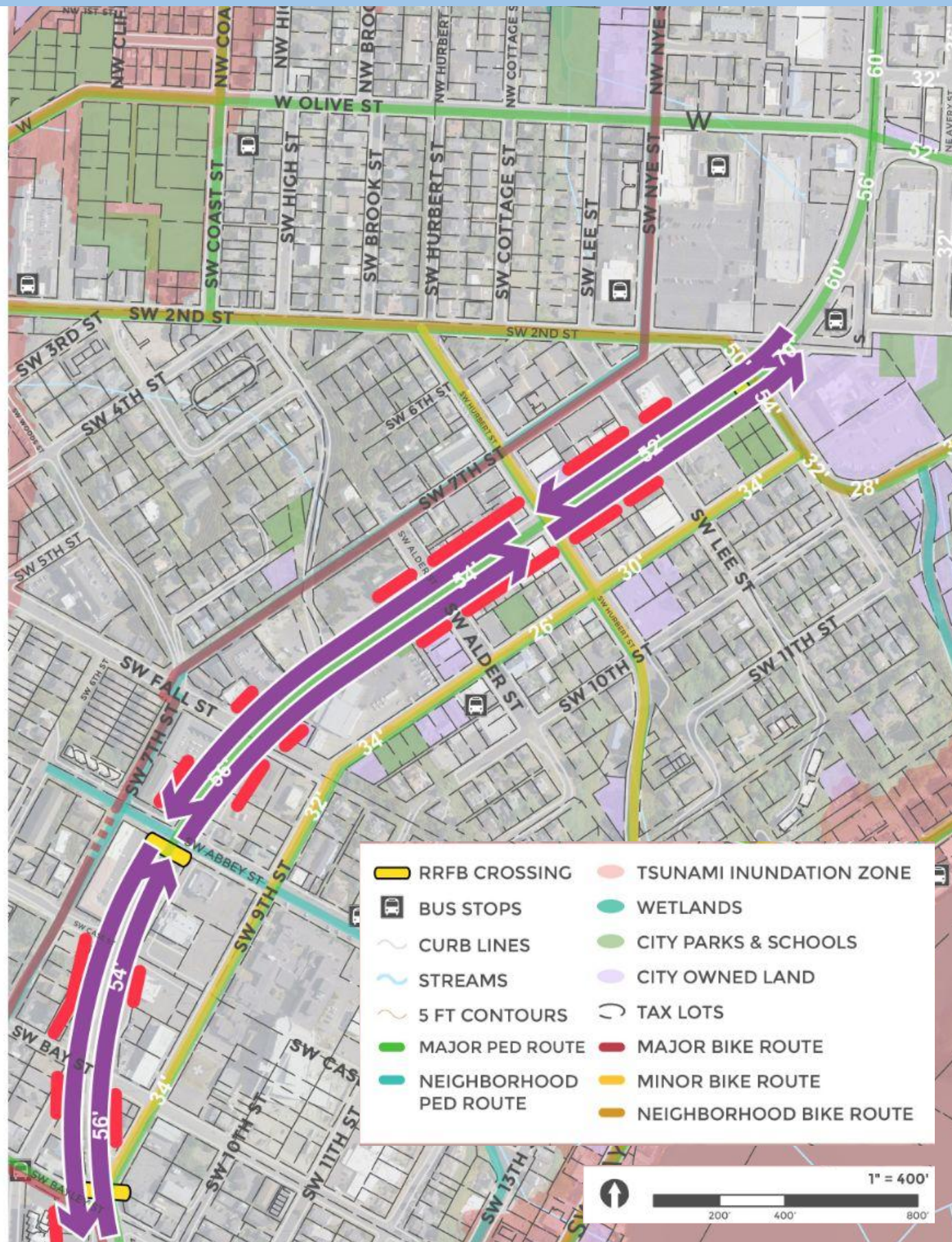
- Update to 11' lanes
- Wider sidewalk area with landscape
- Corridor parking on side streets and lots

## 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

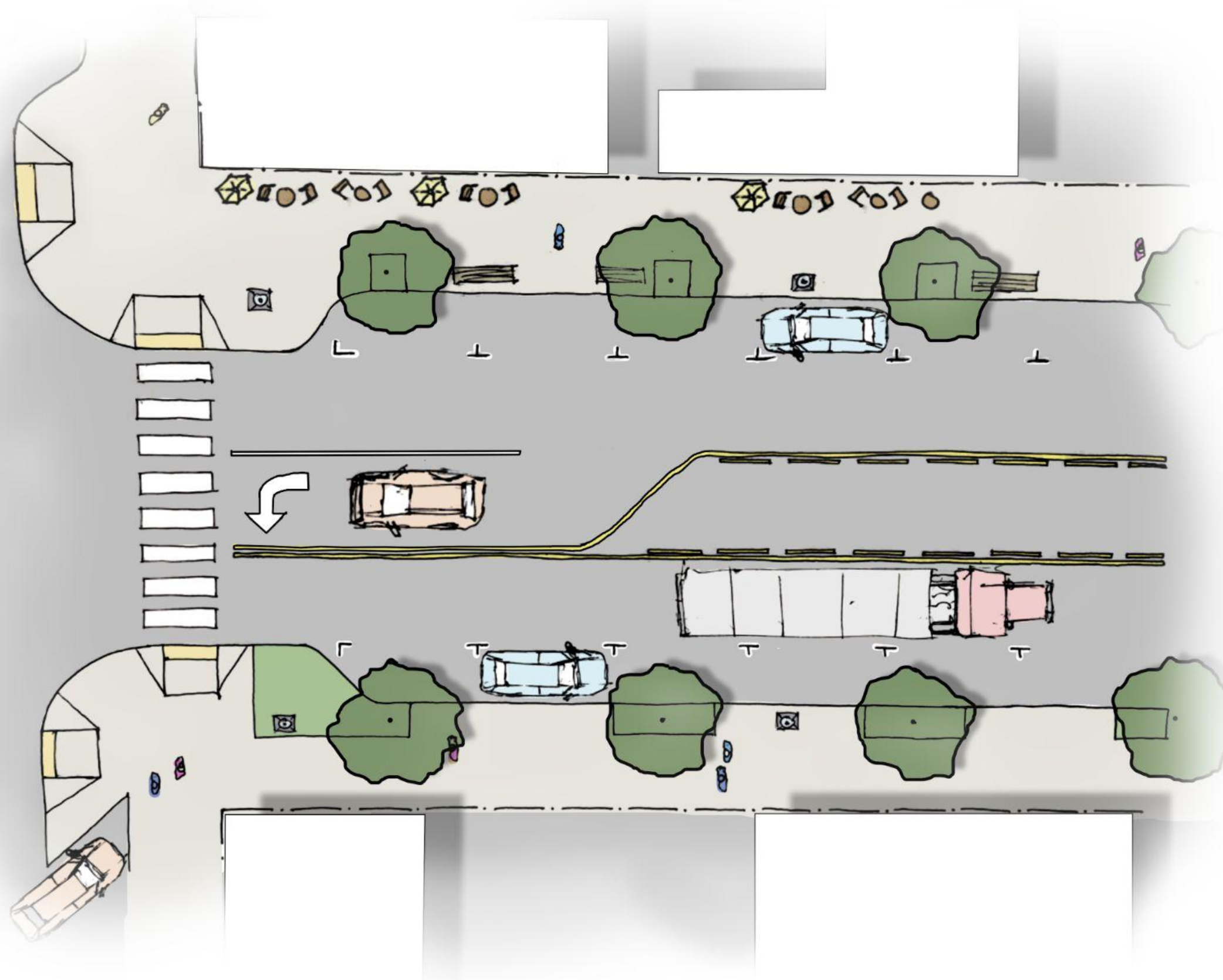
- Reduce through lanes; add center-turn
- Protected bikeways in both directions
- Provides additional sidewalk and landscape area
- Corridor parking on side streets and lots



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

## THREE LANE: WITH PARKING

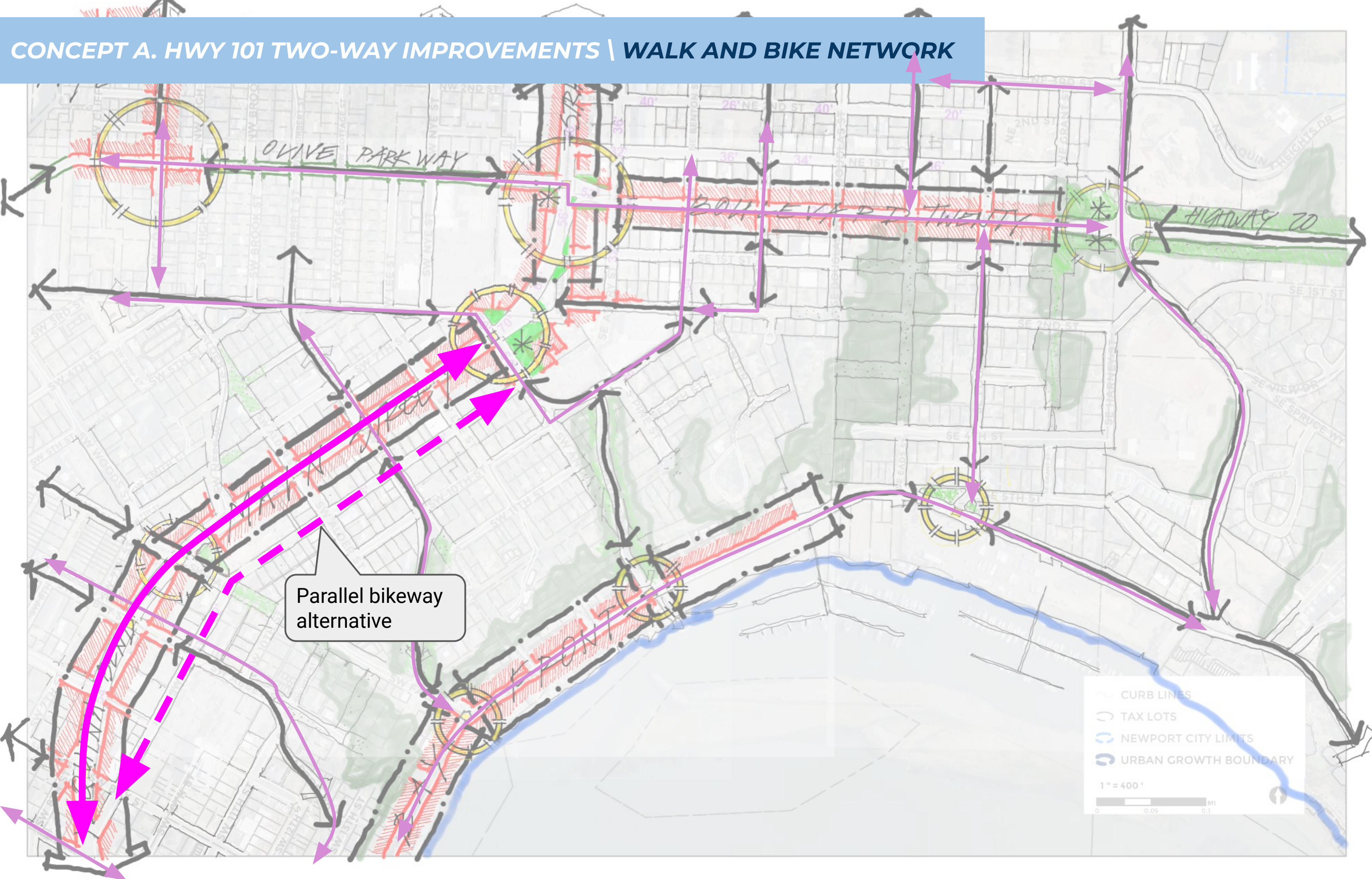
- On-street parking
- \*\*Risk of traffic backup



- 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

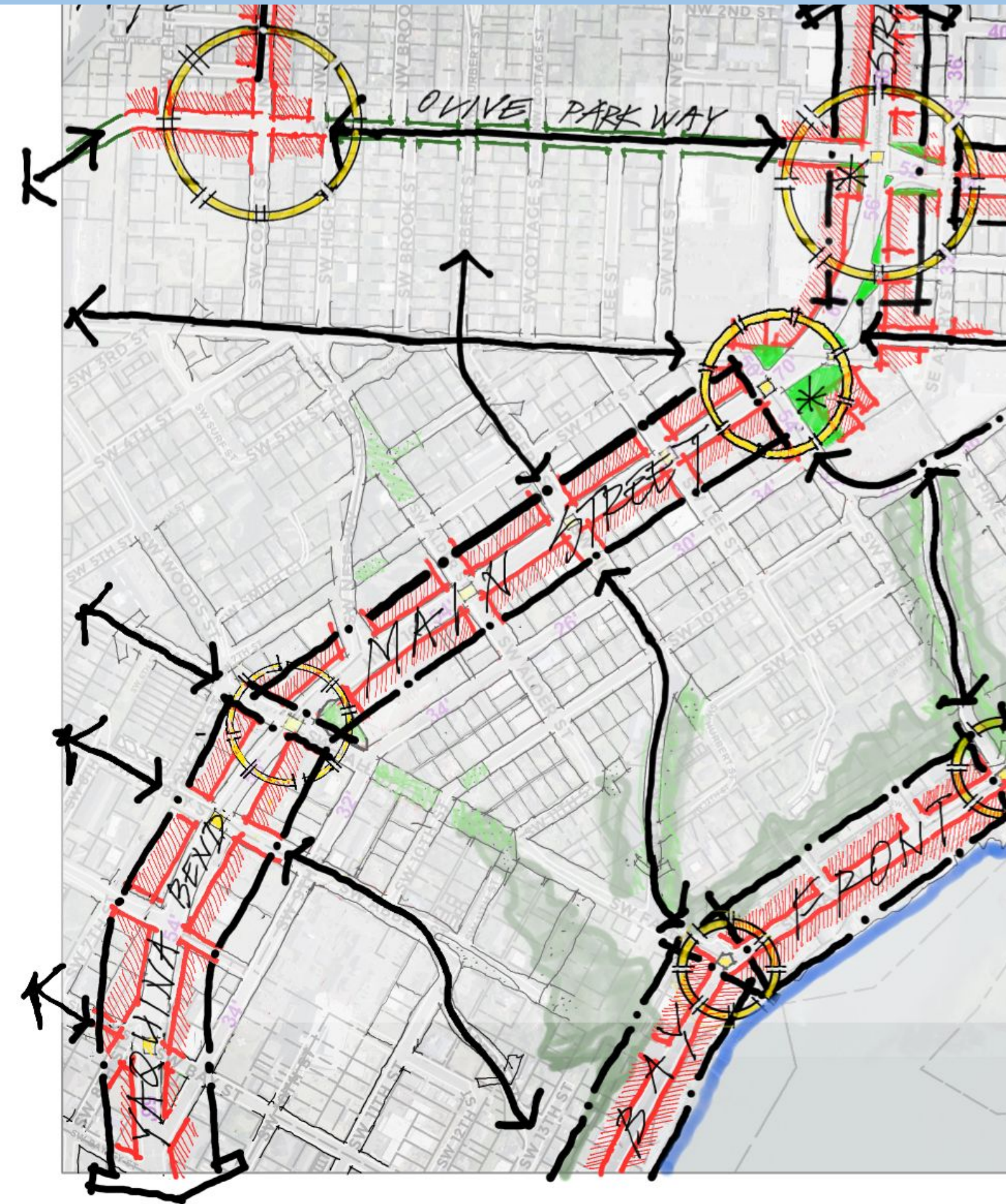


# CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | WALK AND BIKE NETWORK





## 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

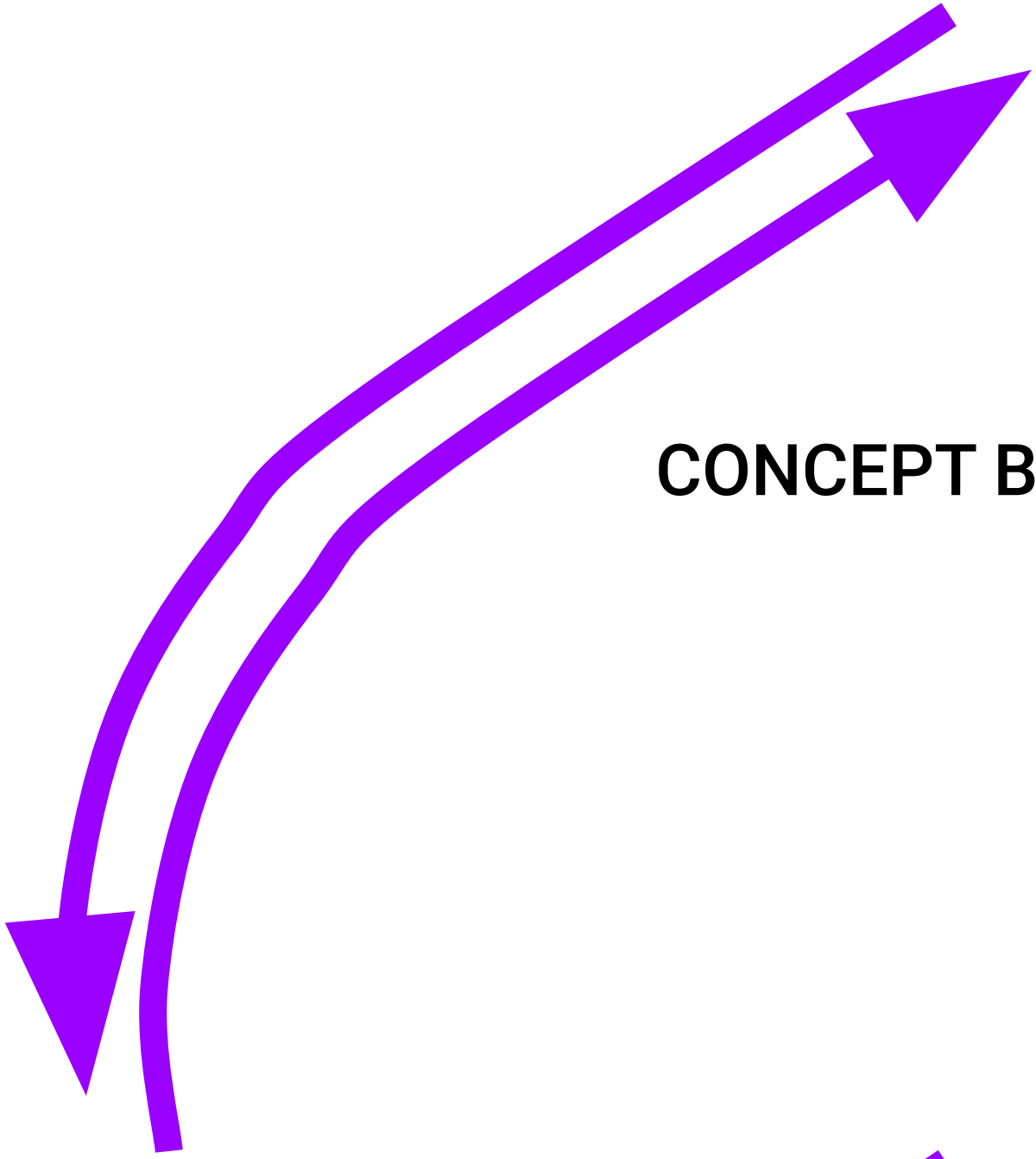
### WALK & BIKE

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

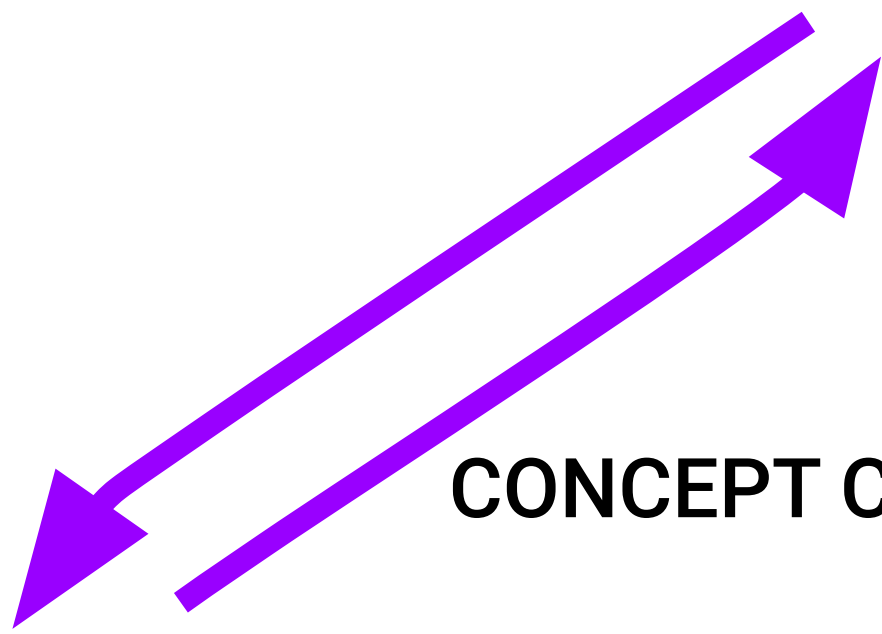
### TO DISCUSS

- 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

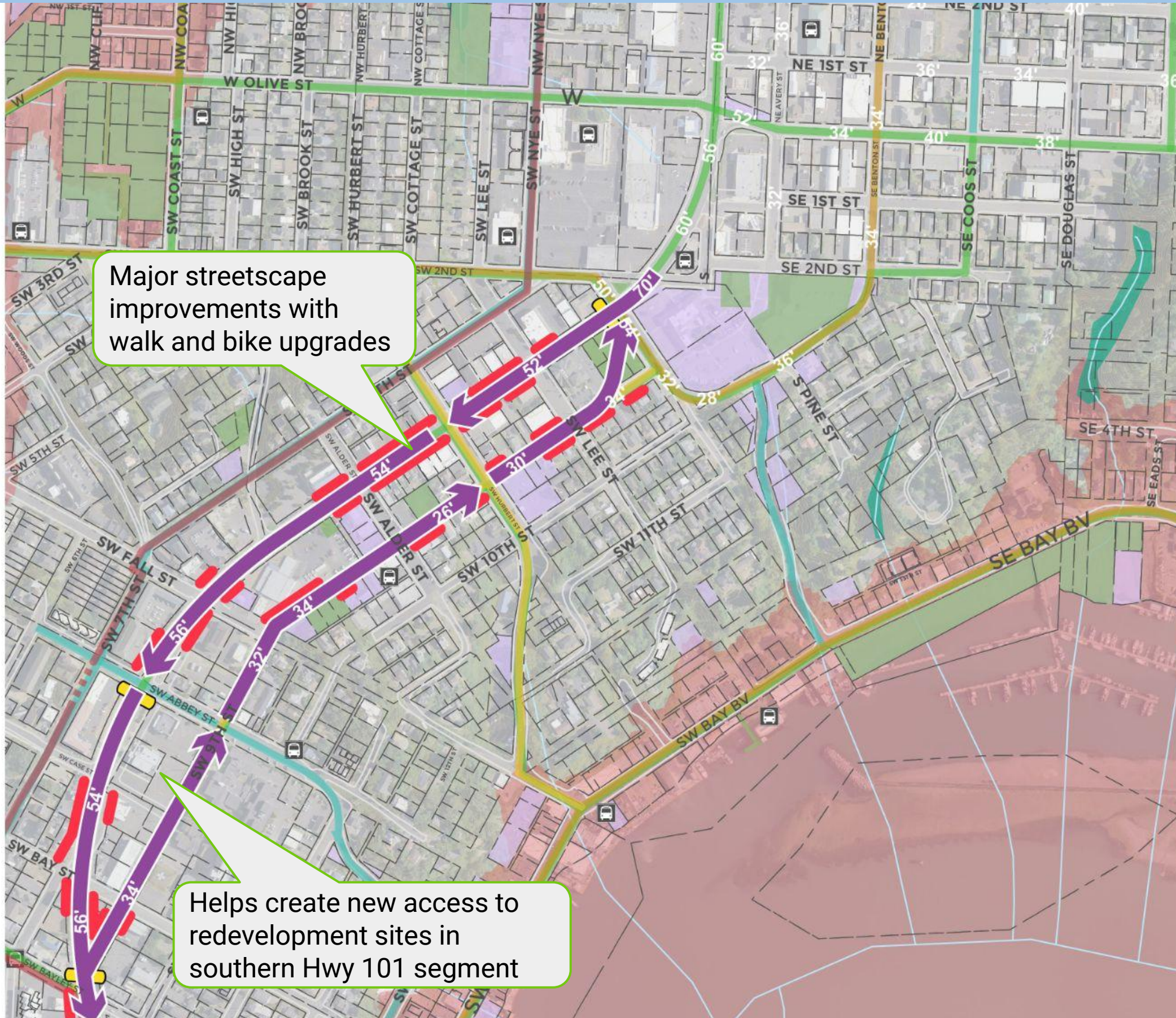
EXISTING



- 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

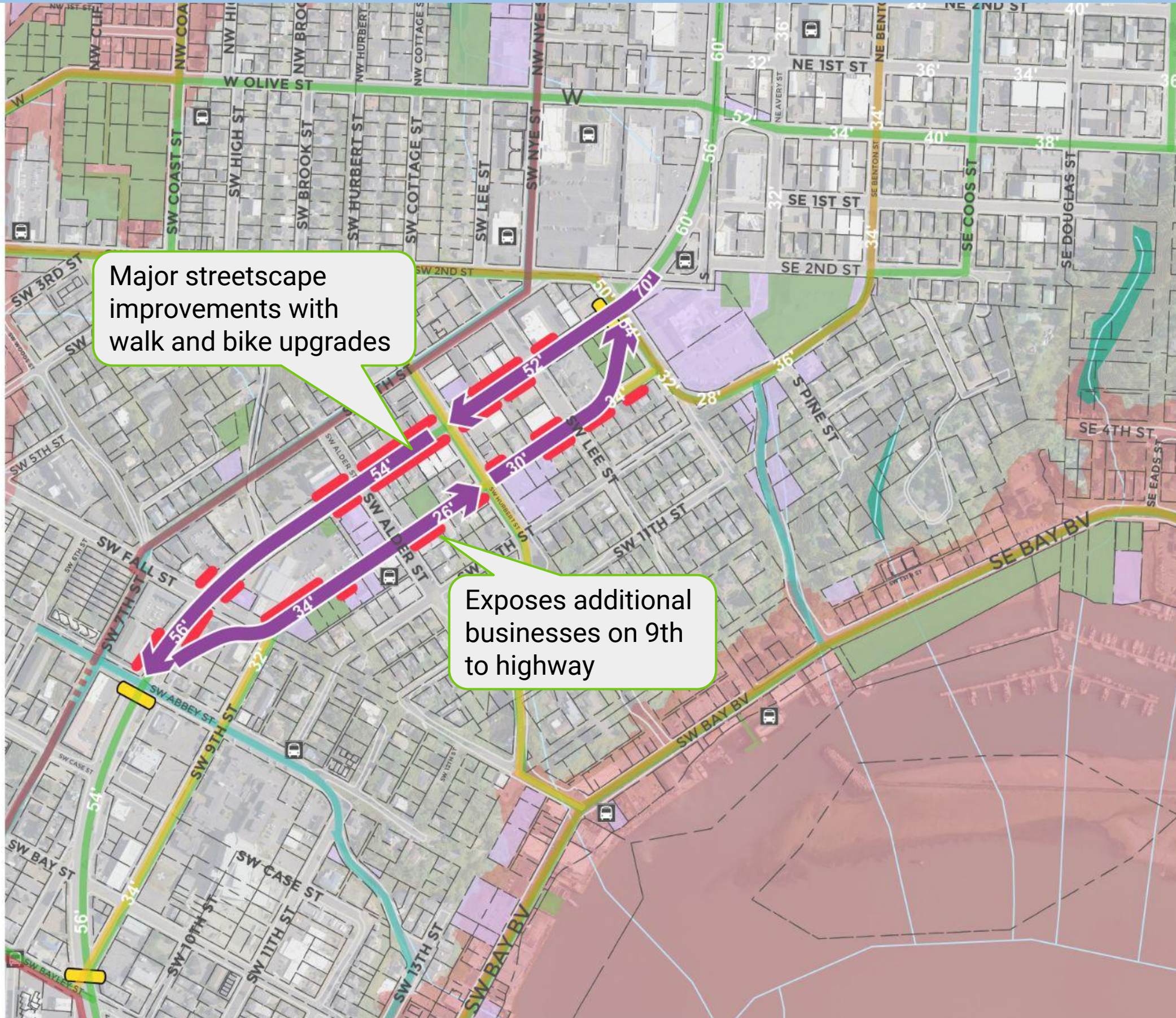
- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, add bikeway

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	NEIGHBORHOOD BIKE ROUTE





# 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

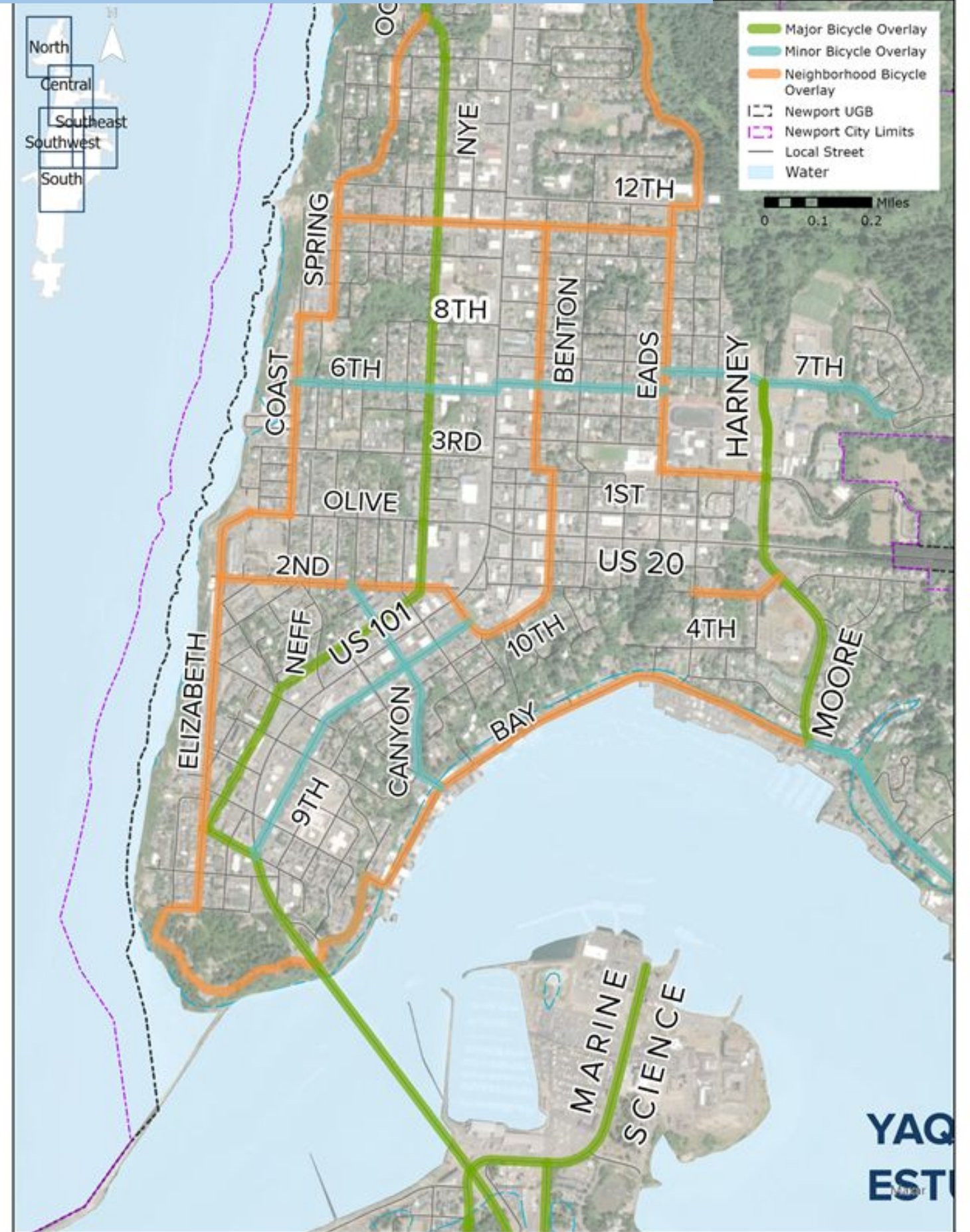
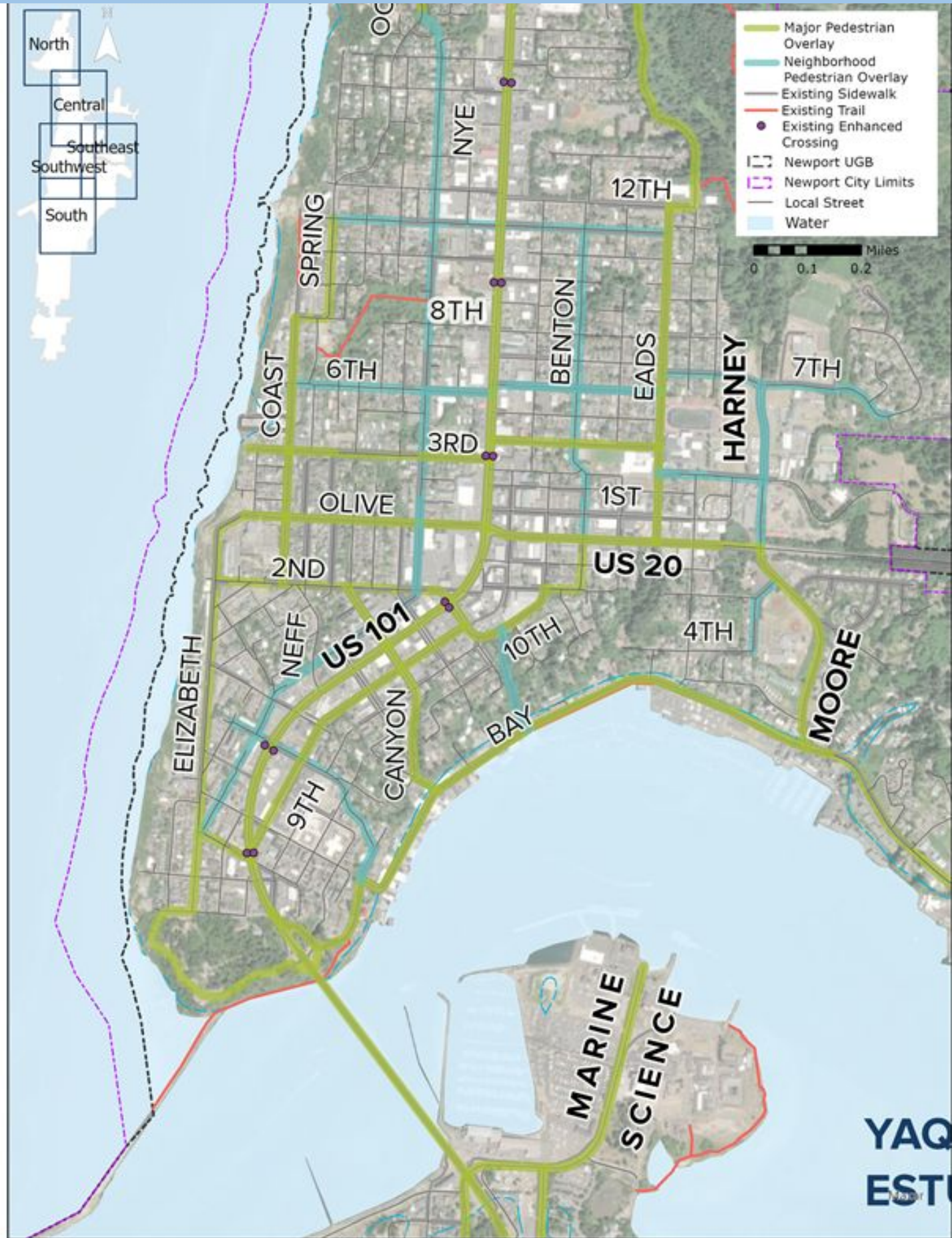
- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, add bikeway

RRFB CROSSING	TSUNAMI INUNDATION ZONE
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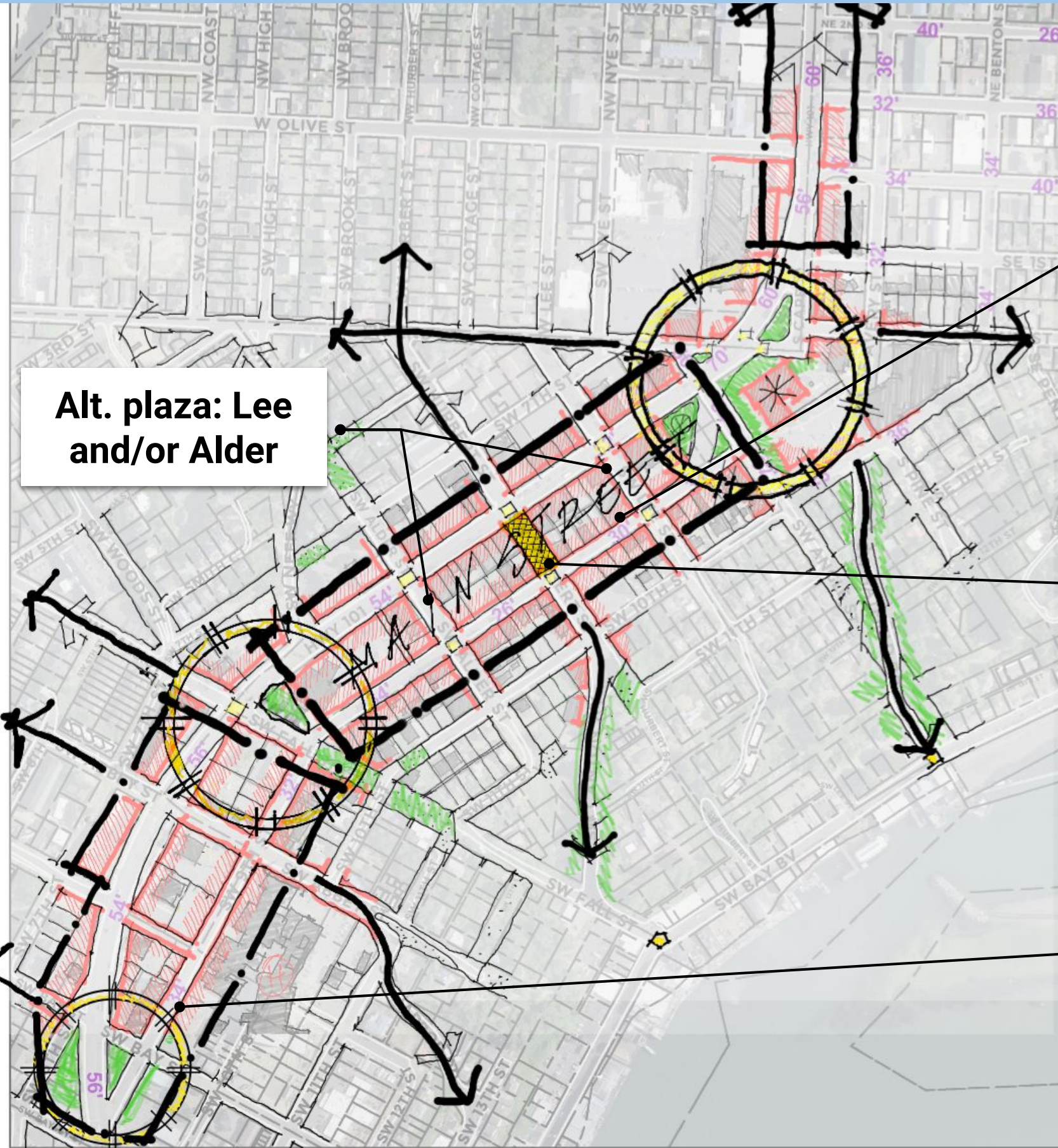


# SUPPORTING INFORMATION \ PEDESTRIAN AND BICYCLE NETWORK RECOMMENDATIONS





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



Alt. plaza: Lee and/or Alder

Redevelopment and infill businesses

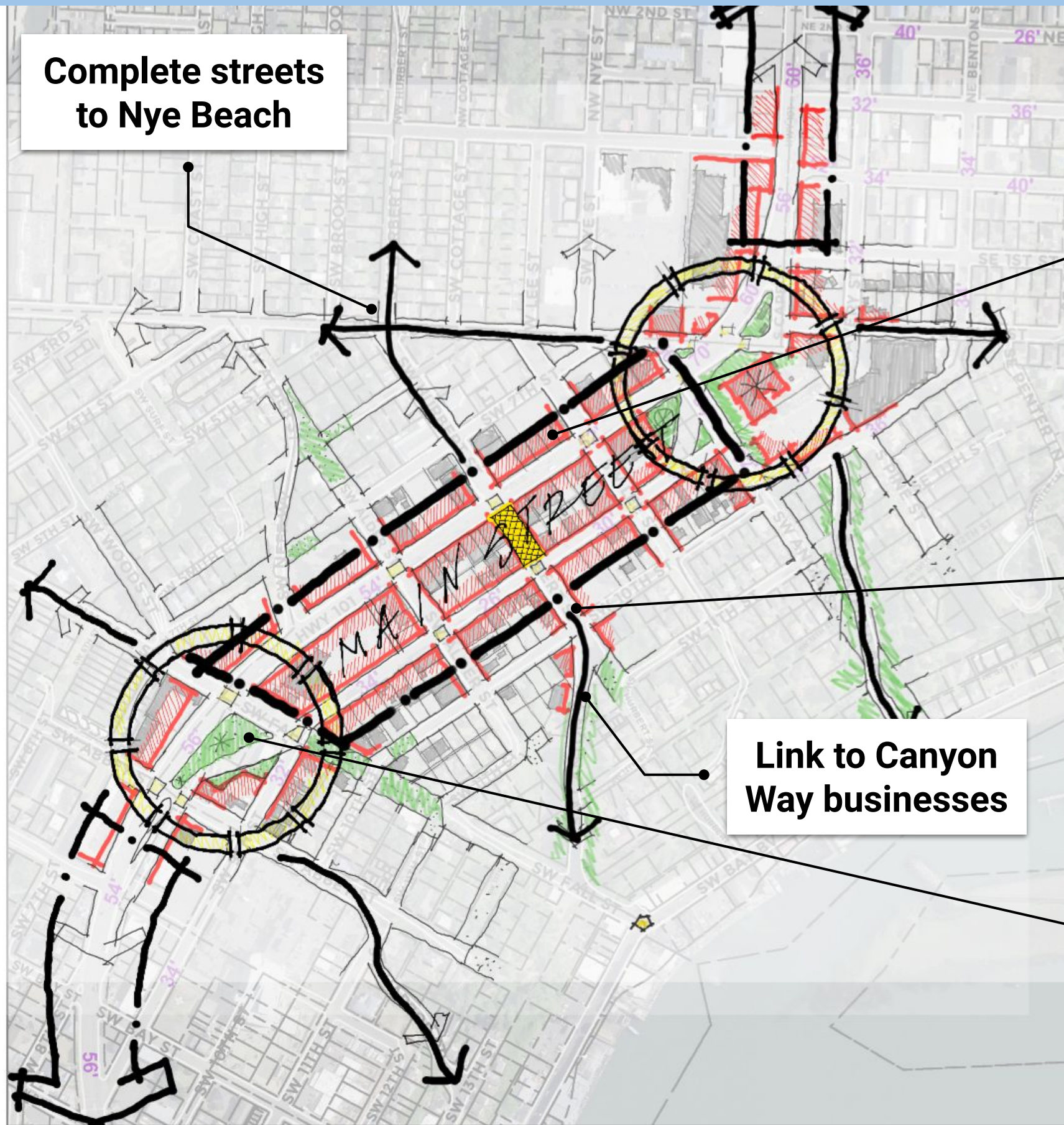
Urban plaza

Protected bikeway on 101





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



**Mixed-use development**



**Side street improvements**



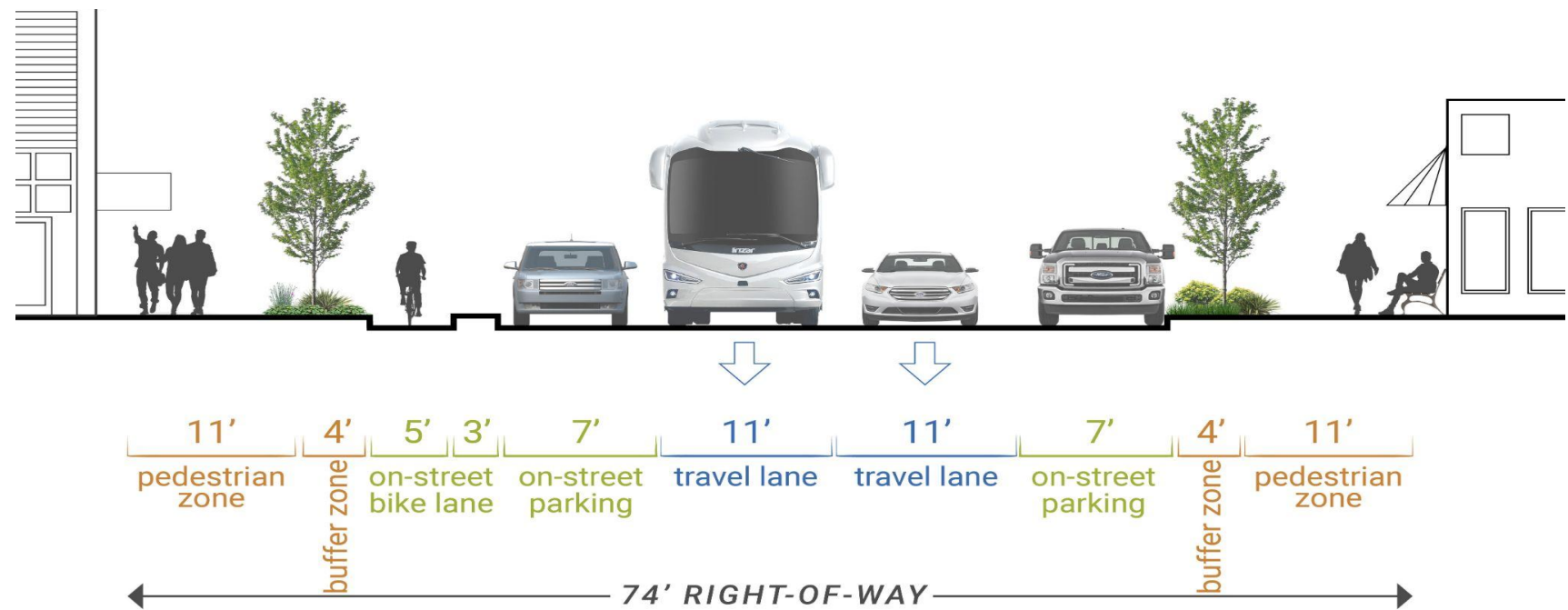
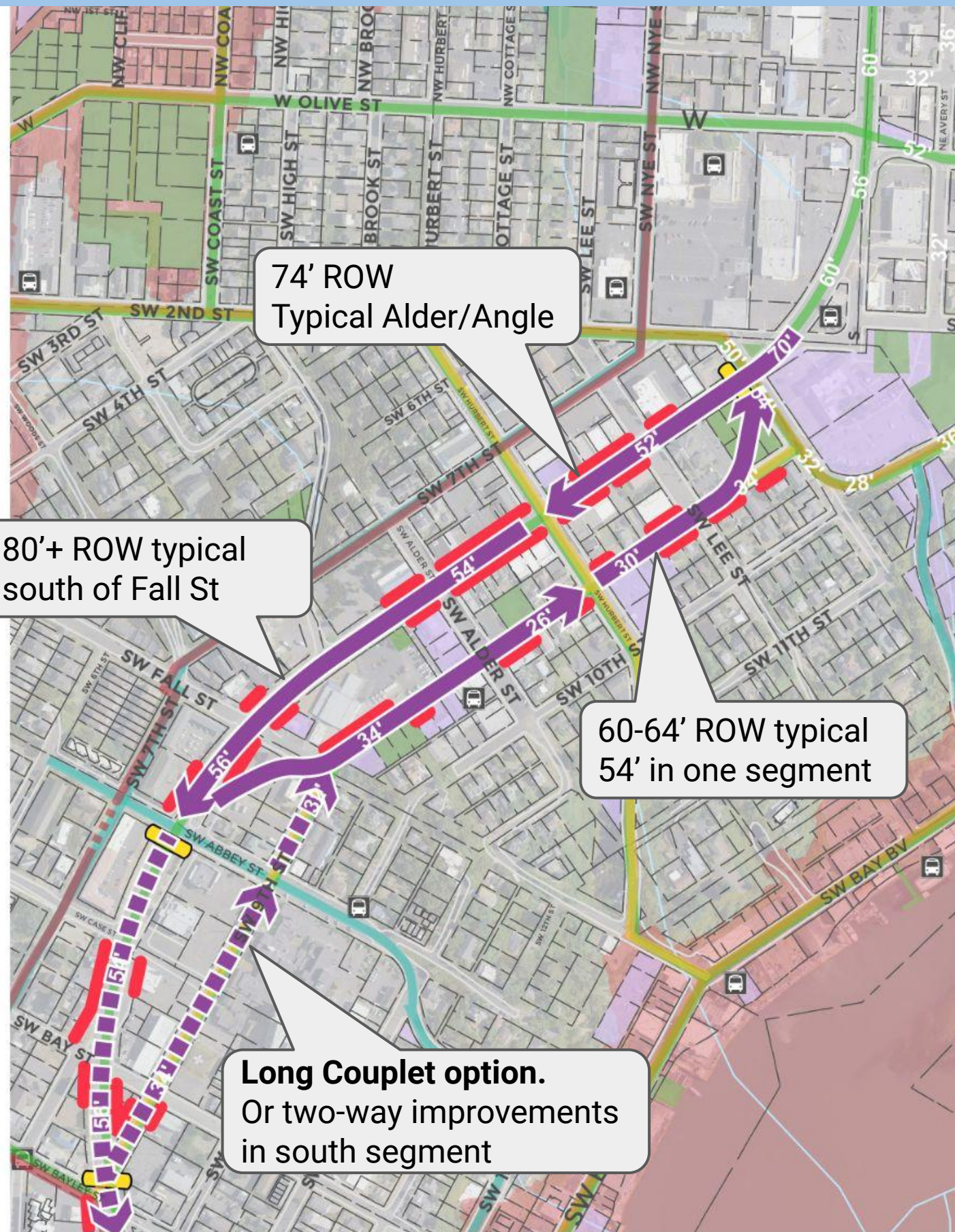
**Link to Canyon Way businesses**

**Gateway and welcome**





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

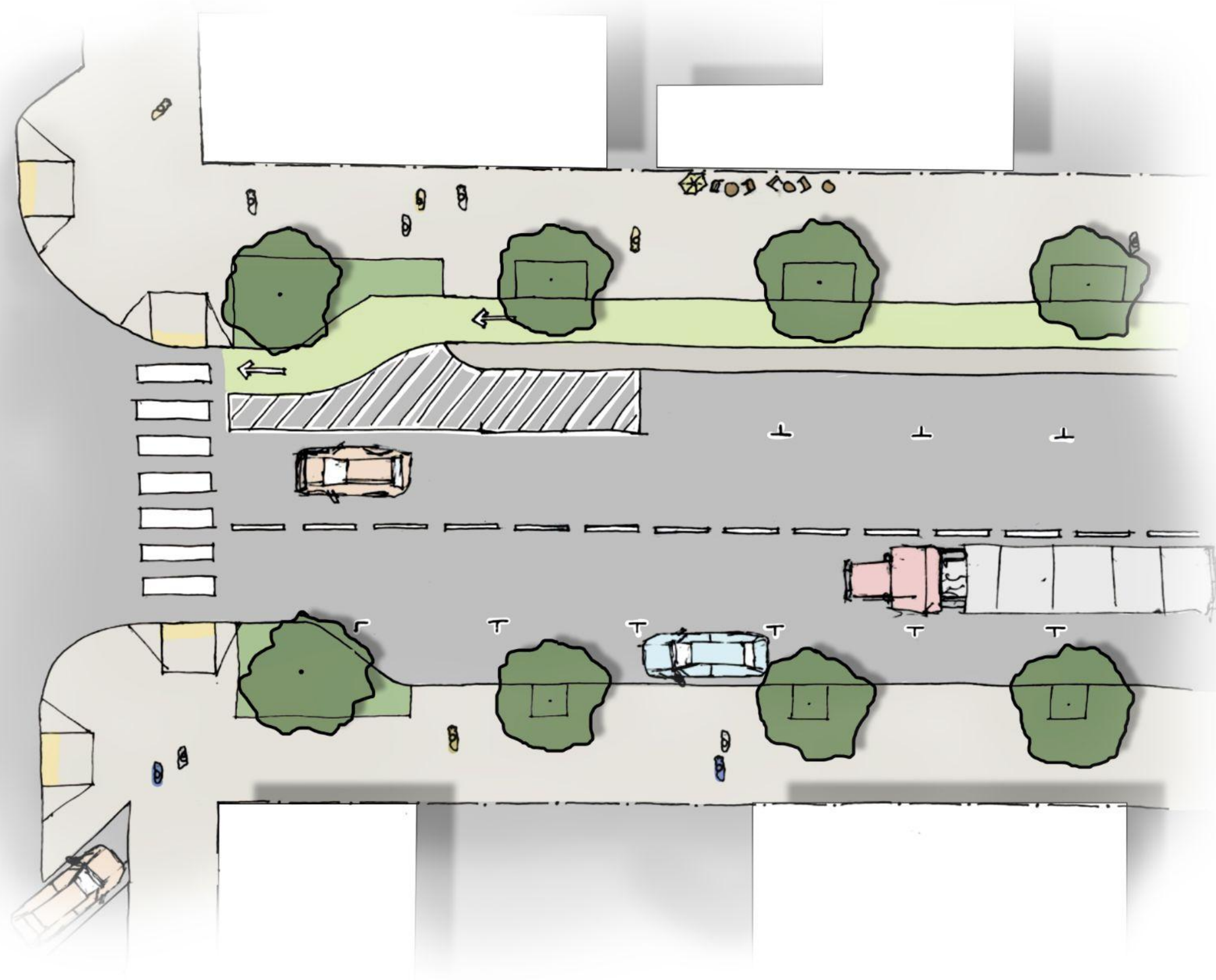


## HWY 101 SOUTHBOUND

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



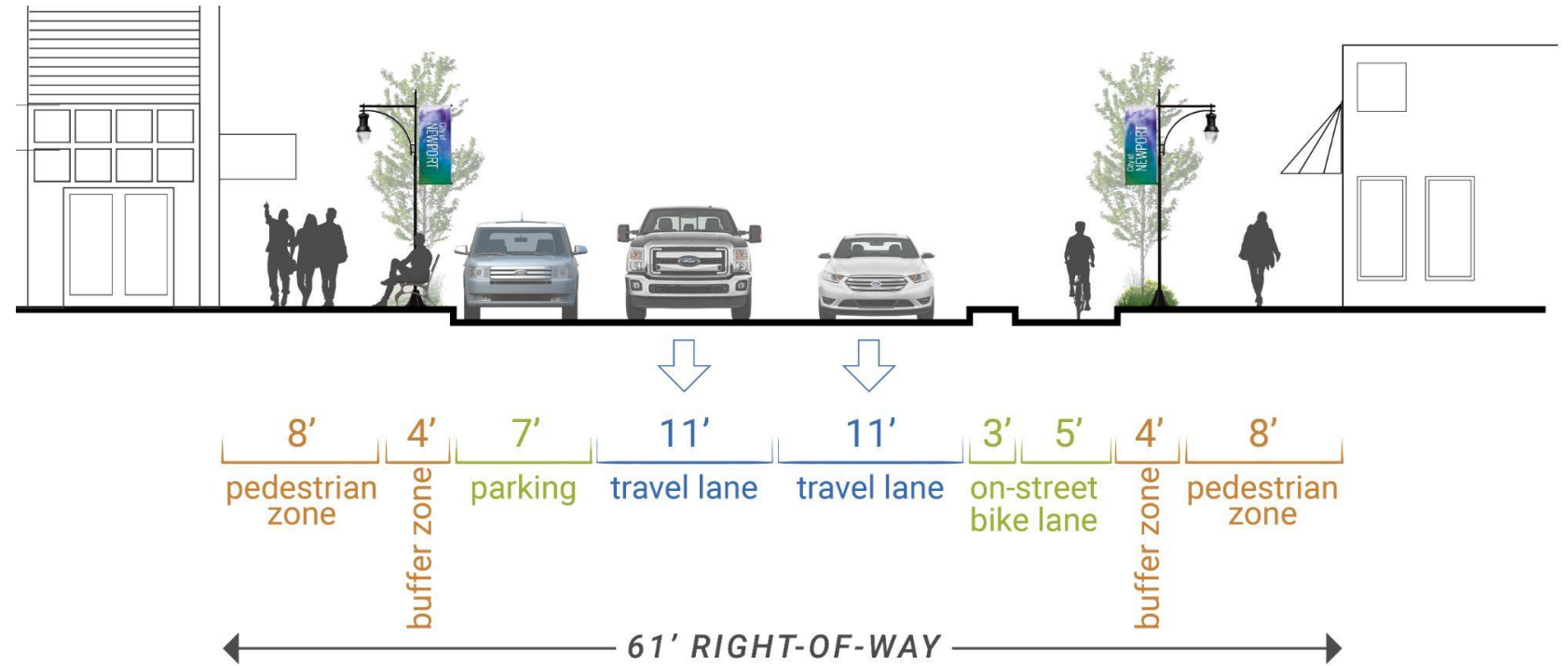
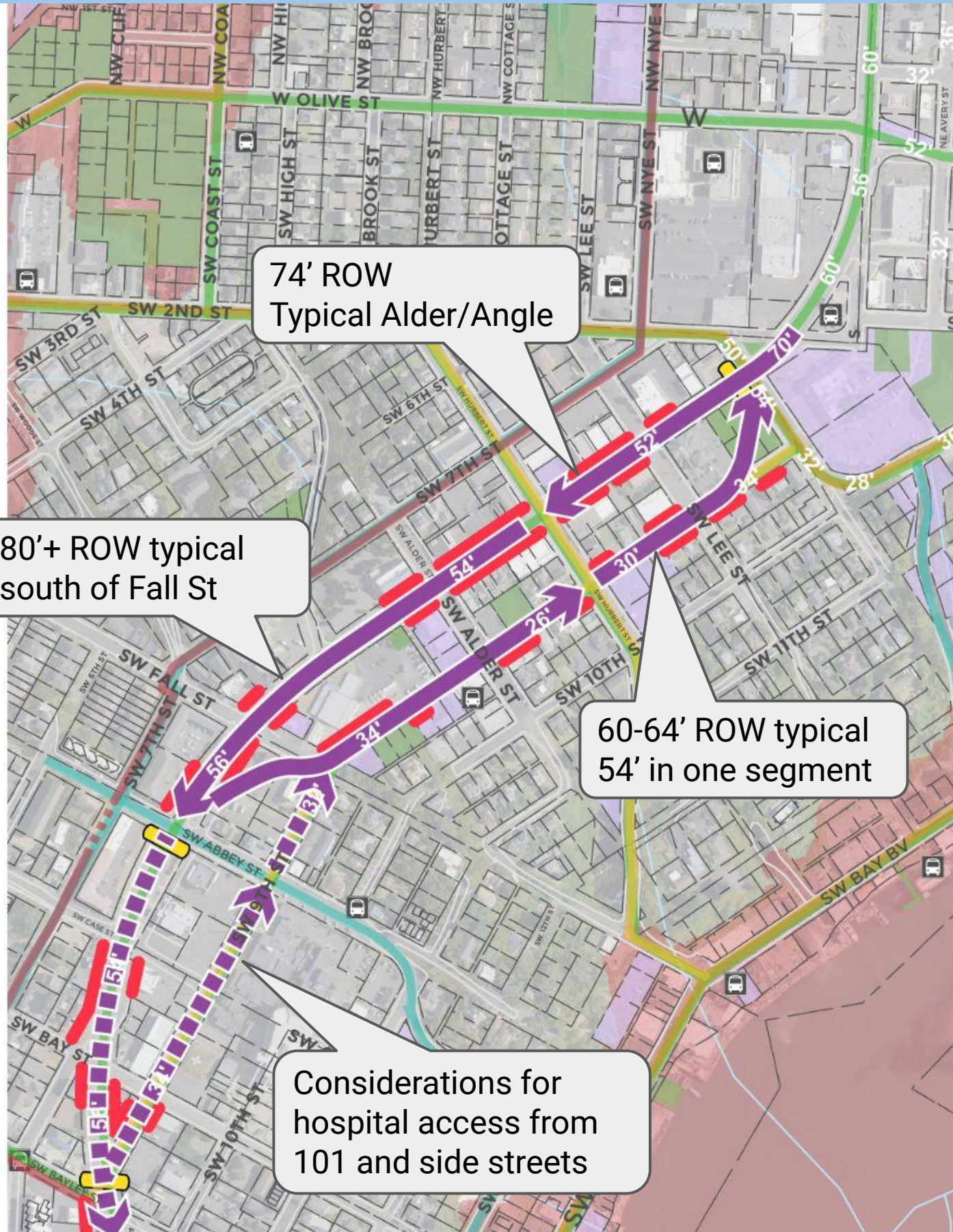
**BOTH HWY 101 COUPLET CONCEPTS \ SOUTHBOUND HWY 101 (74' WIDE)**



- 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

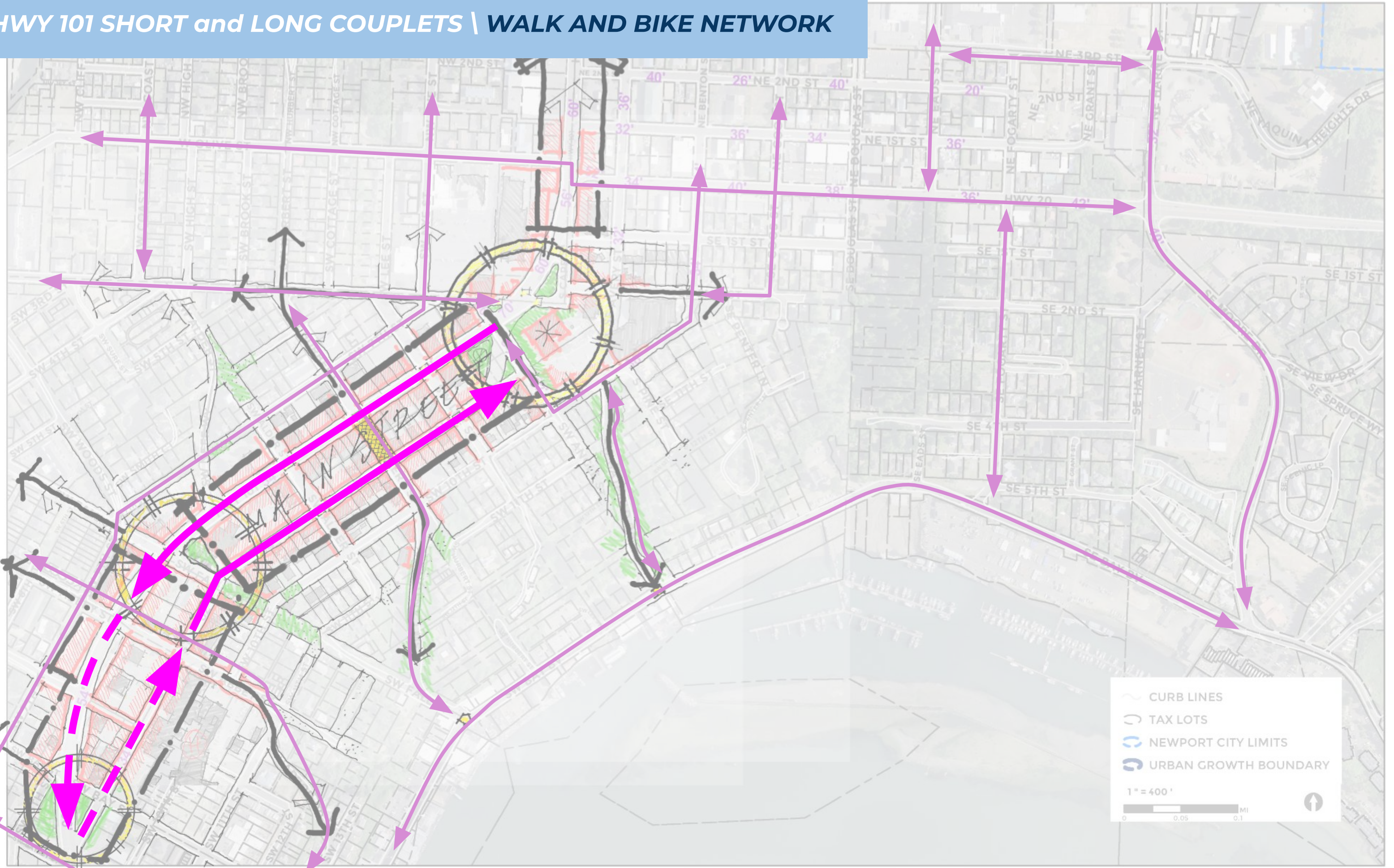


## HWY 101 NORTHBOUND (ON SW 9TH)

- 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

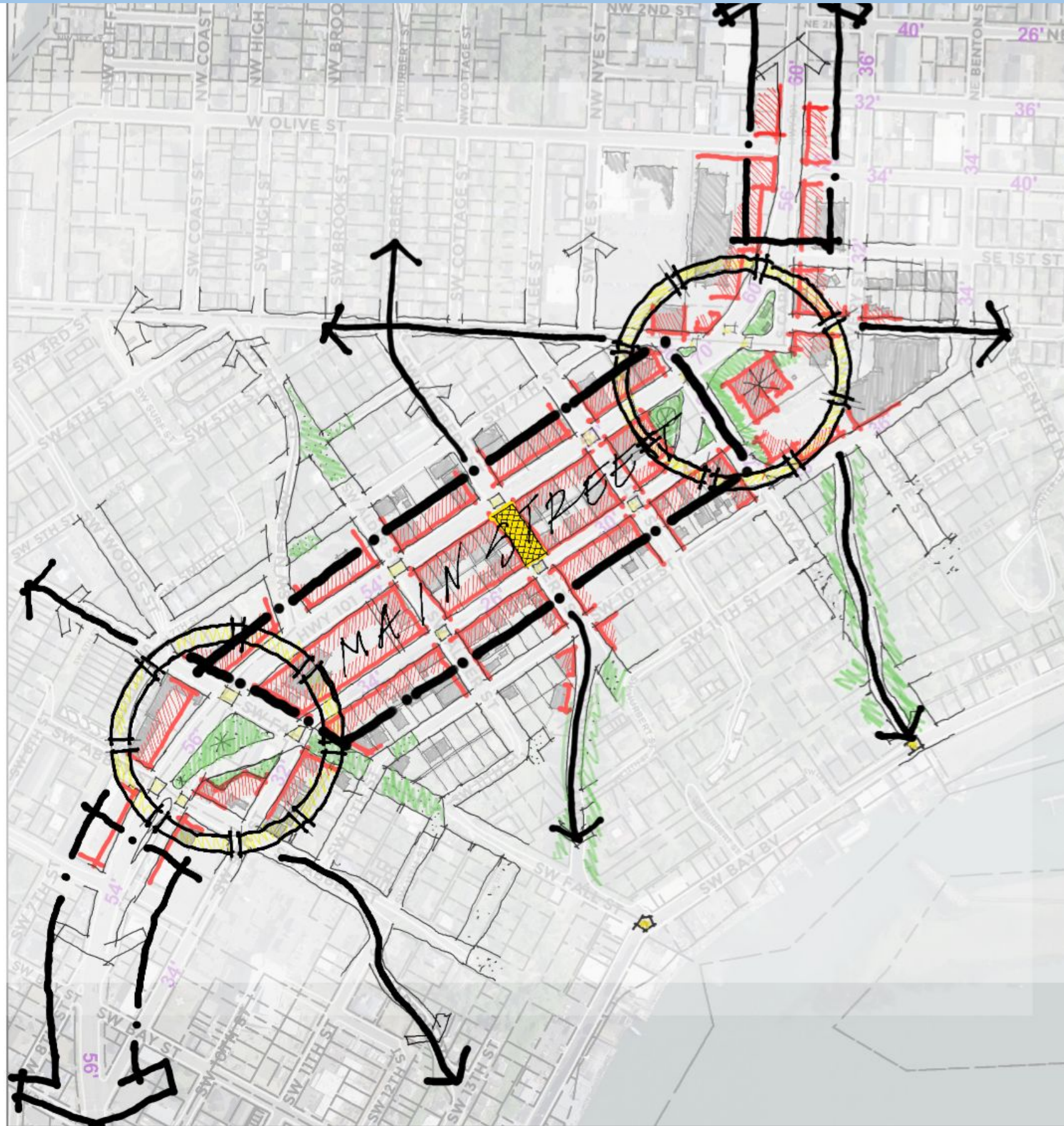
- Larger, more amenitized sidewalks
- Protected bikeways on highway

### 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

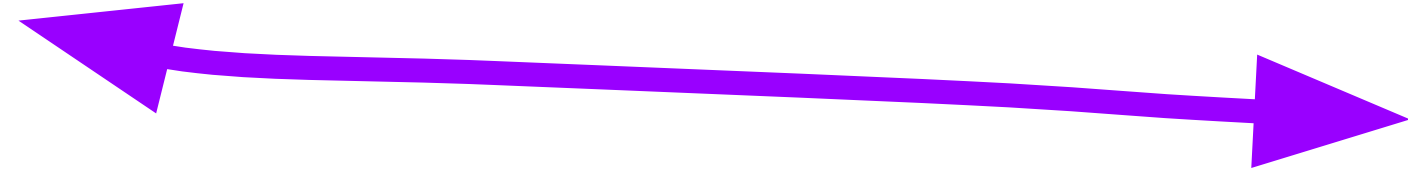
### WALK & BIKE

- 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

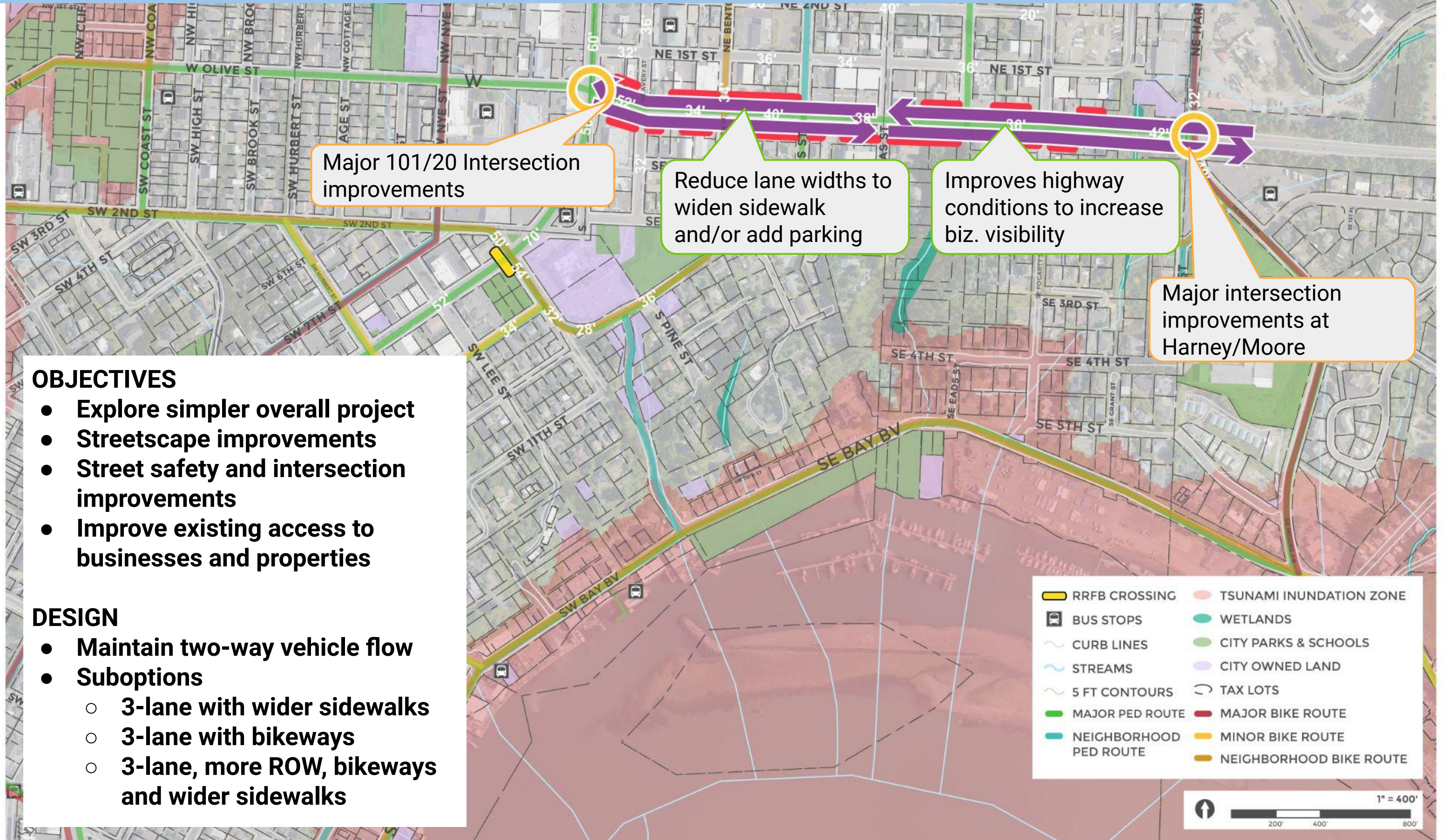
EXISTING



- 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

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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NEIGHBORHOOD PED ROUTE	MINOR BIKE ROUTE
	NEIGHBORHOOD BIKE ROUTE





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

**Potential neighborhood bikeway on 1st**

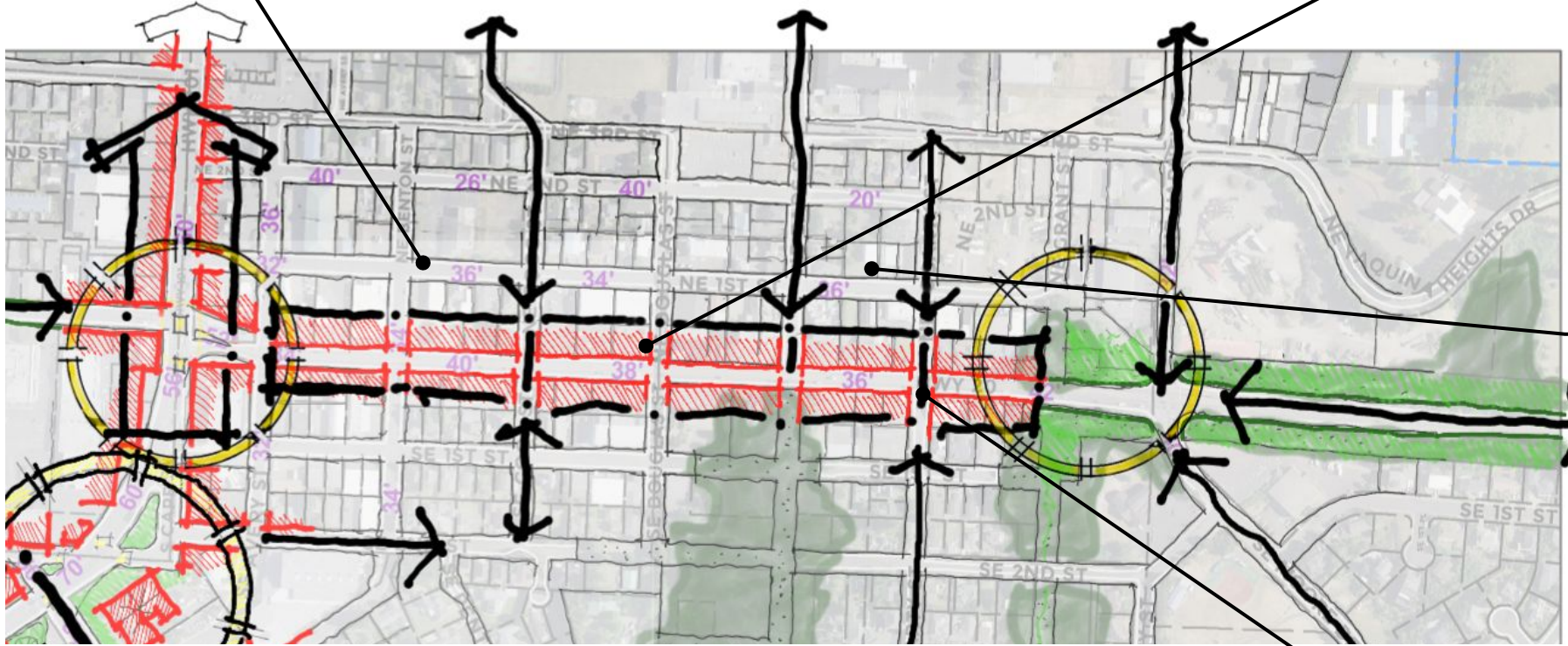
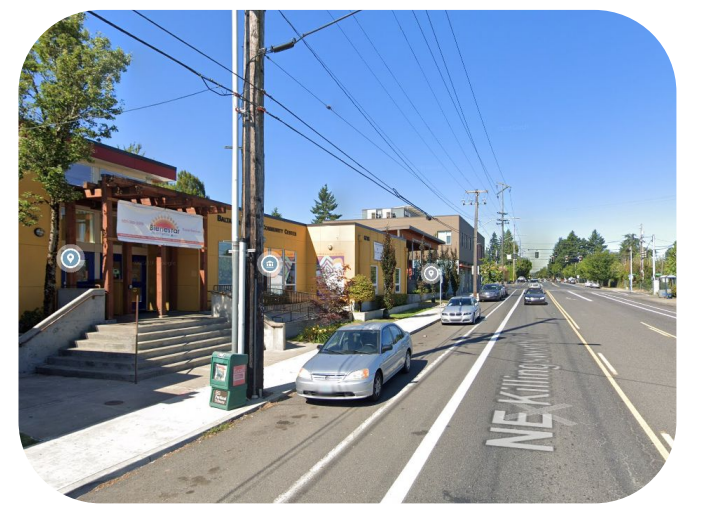
**Commercial redevelopment**



**Neighborhood Residential**

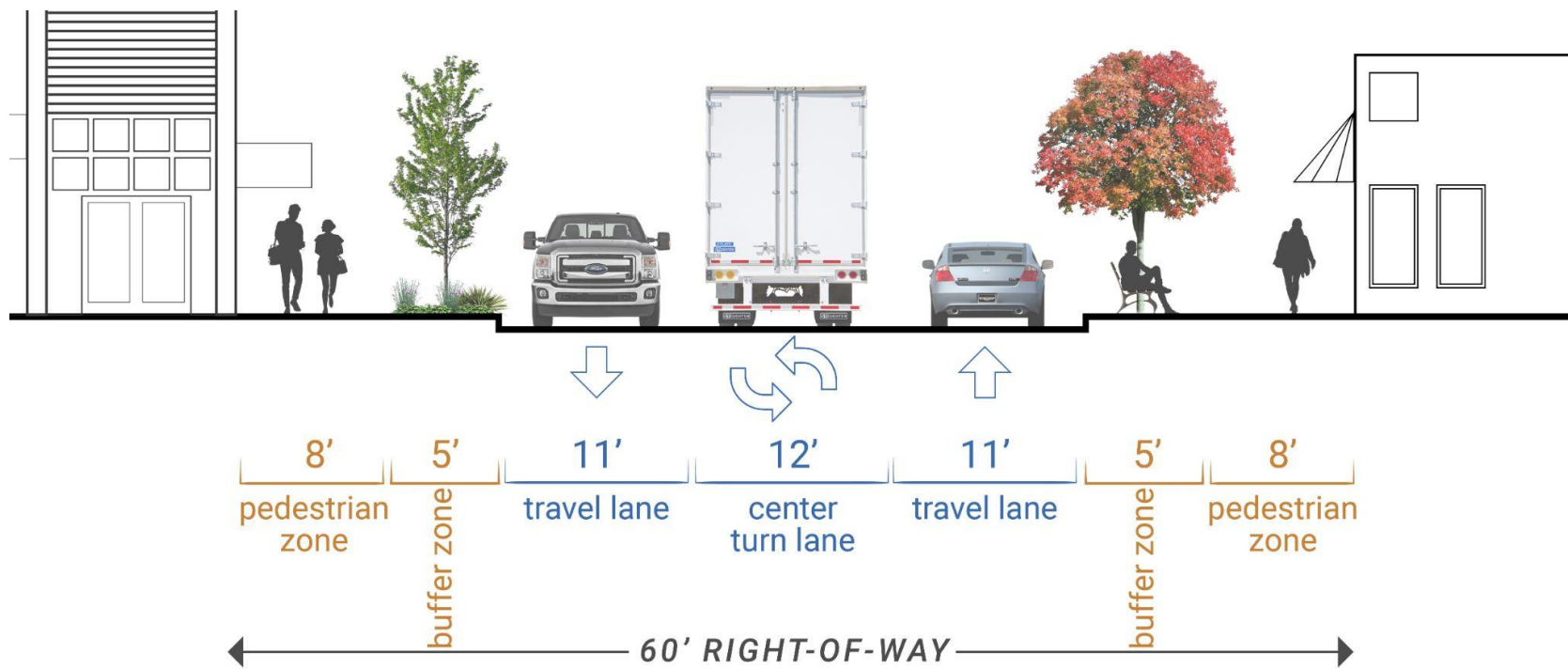


**Potential hwy bikeway**





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

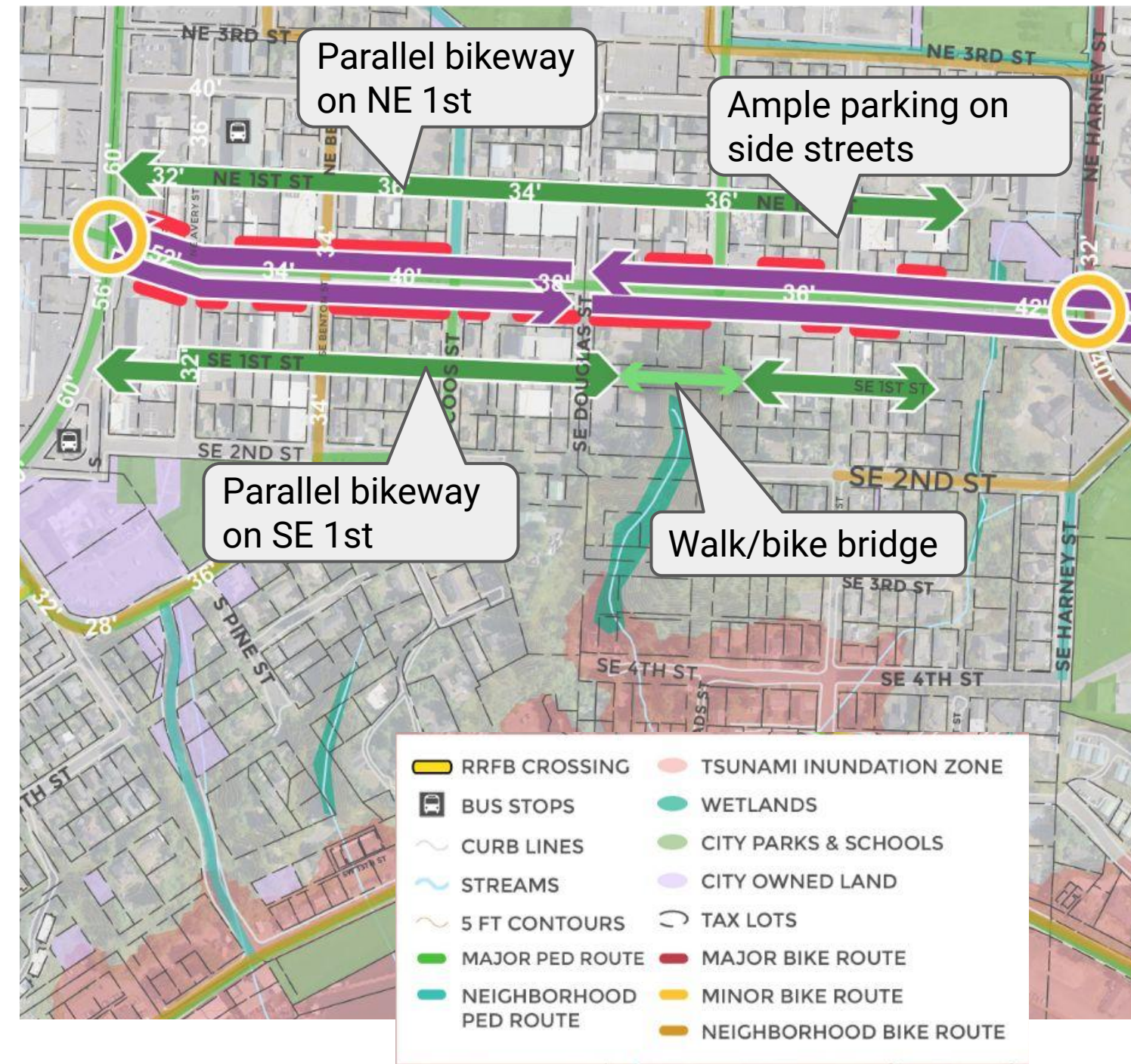


## HWY 20 TWO-WAY: WIDER SIDEWALKS

- 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)

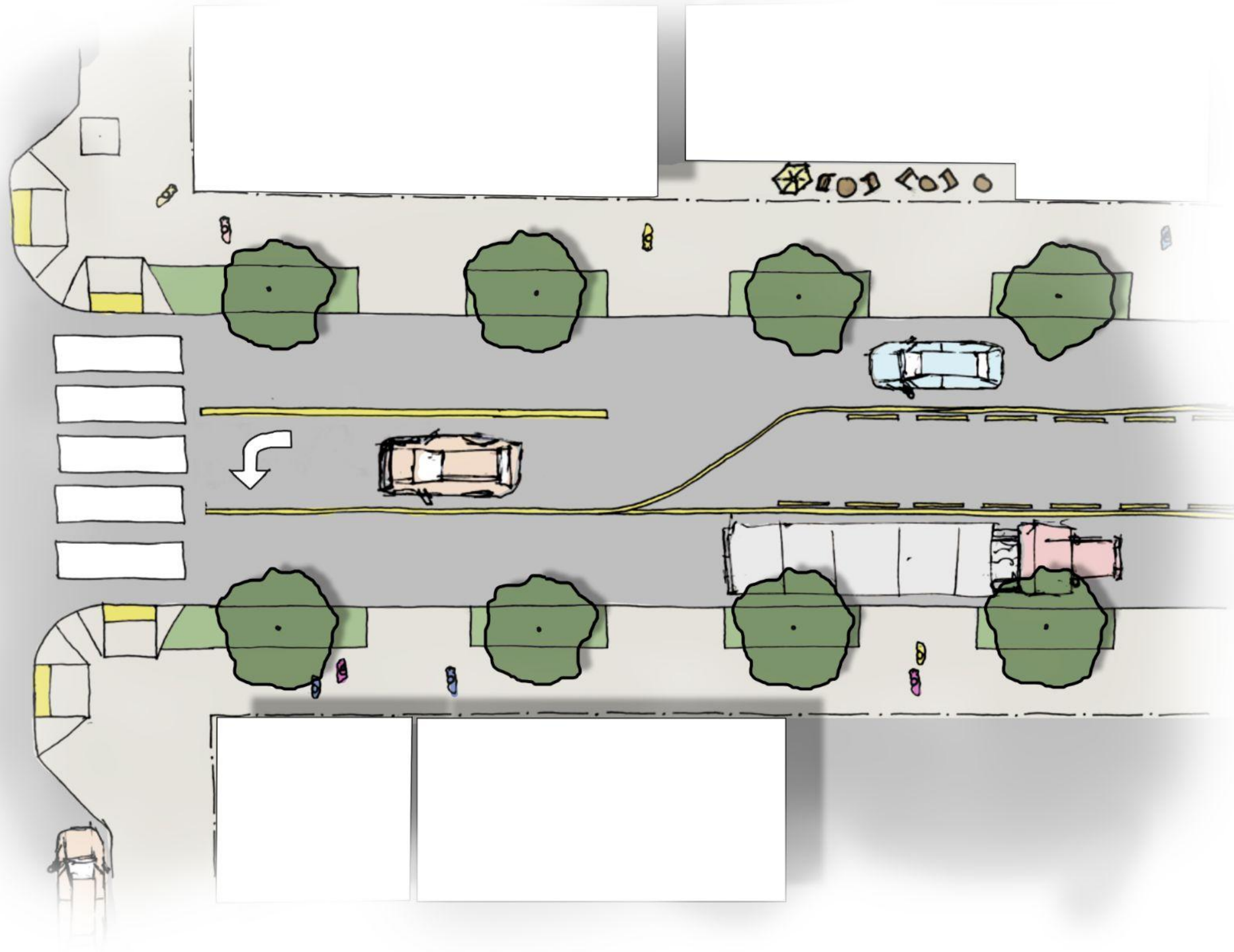
## NE 1st and SE 1st BIKEWAY

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





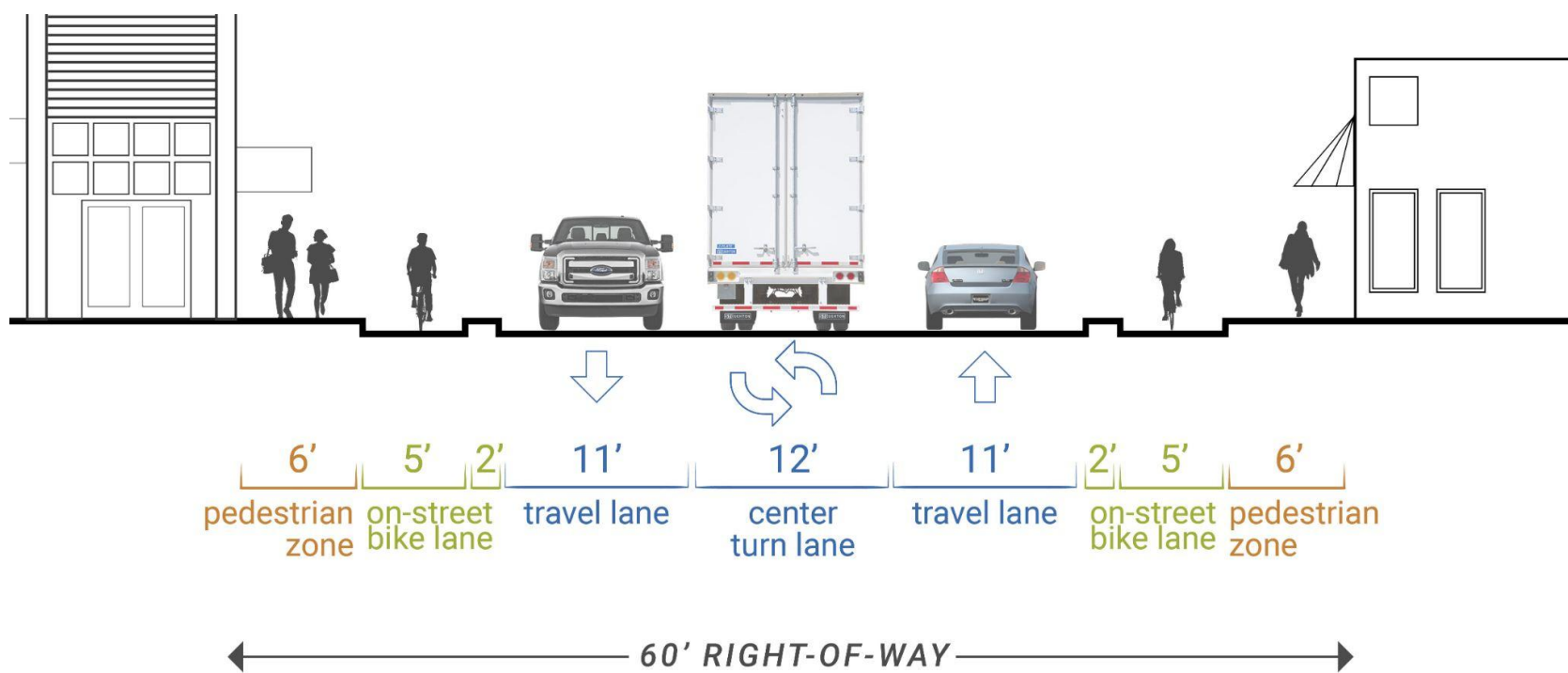
CONCEPT A. HWY 20 TWO-WAY | HIGHWAY 20 (60' WIDE) THREE-LANE IMPROVEMENTS



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

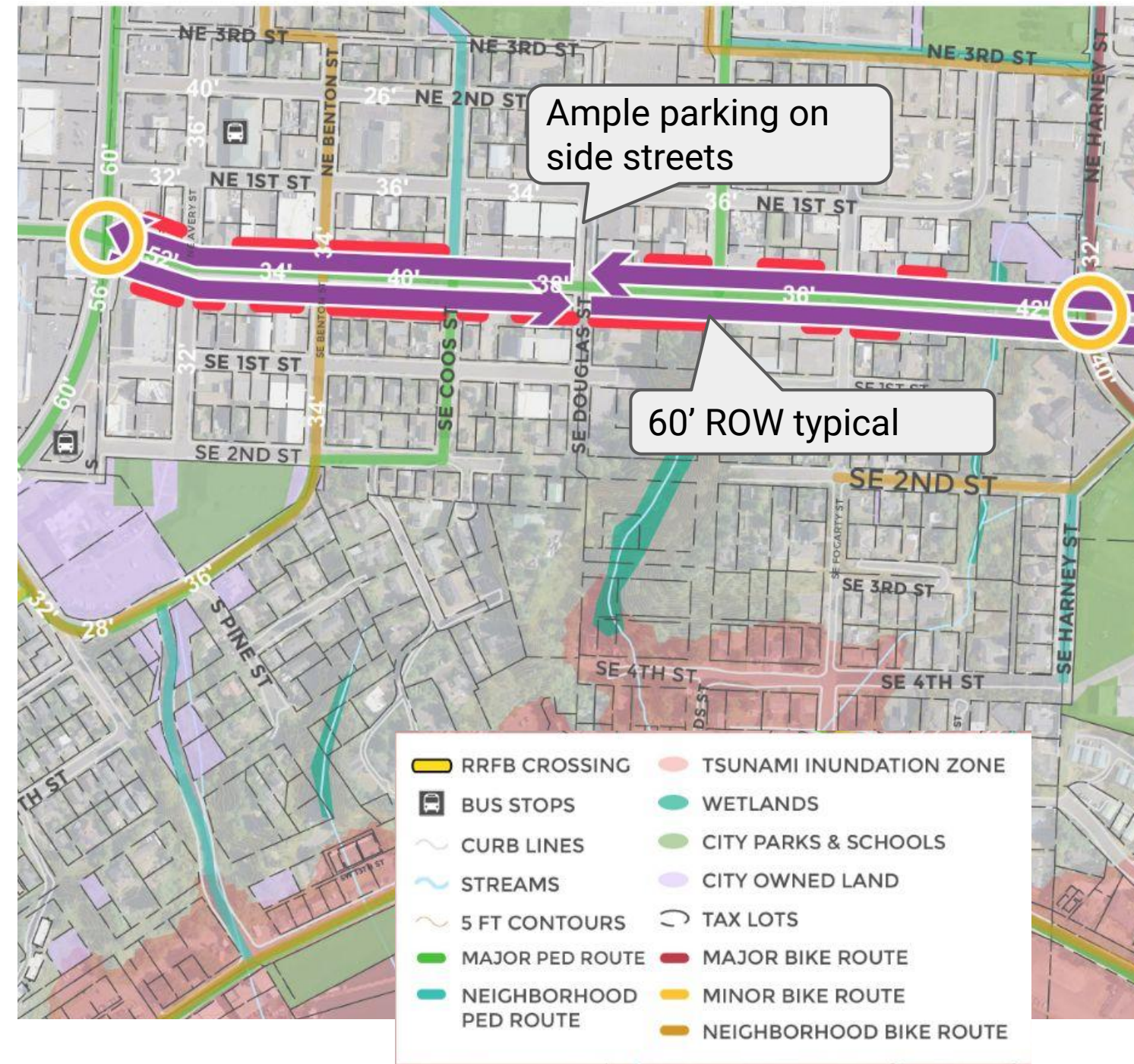


# CONCEPT D. HWY 20 TWO-WAY | VEHICLE OPERATIONS & WALK/BIKE



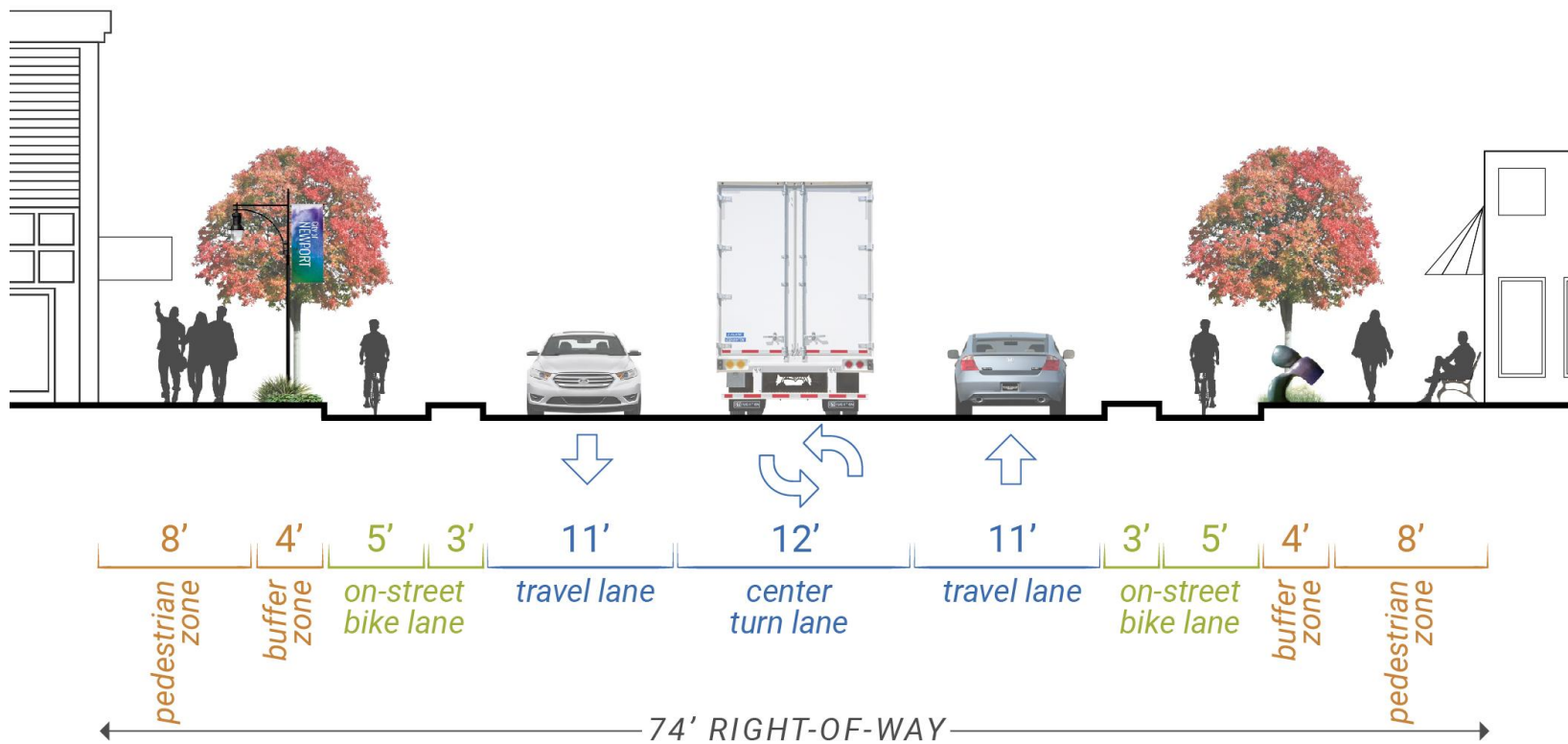
## HWY 20 TWO-WAY: BIKEWAYS

- 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

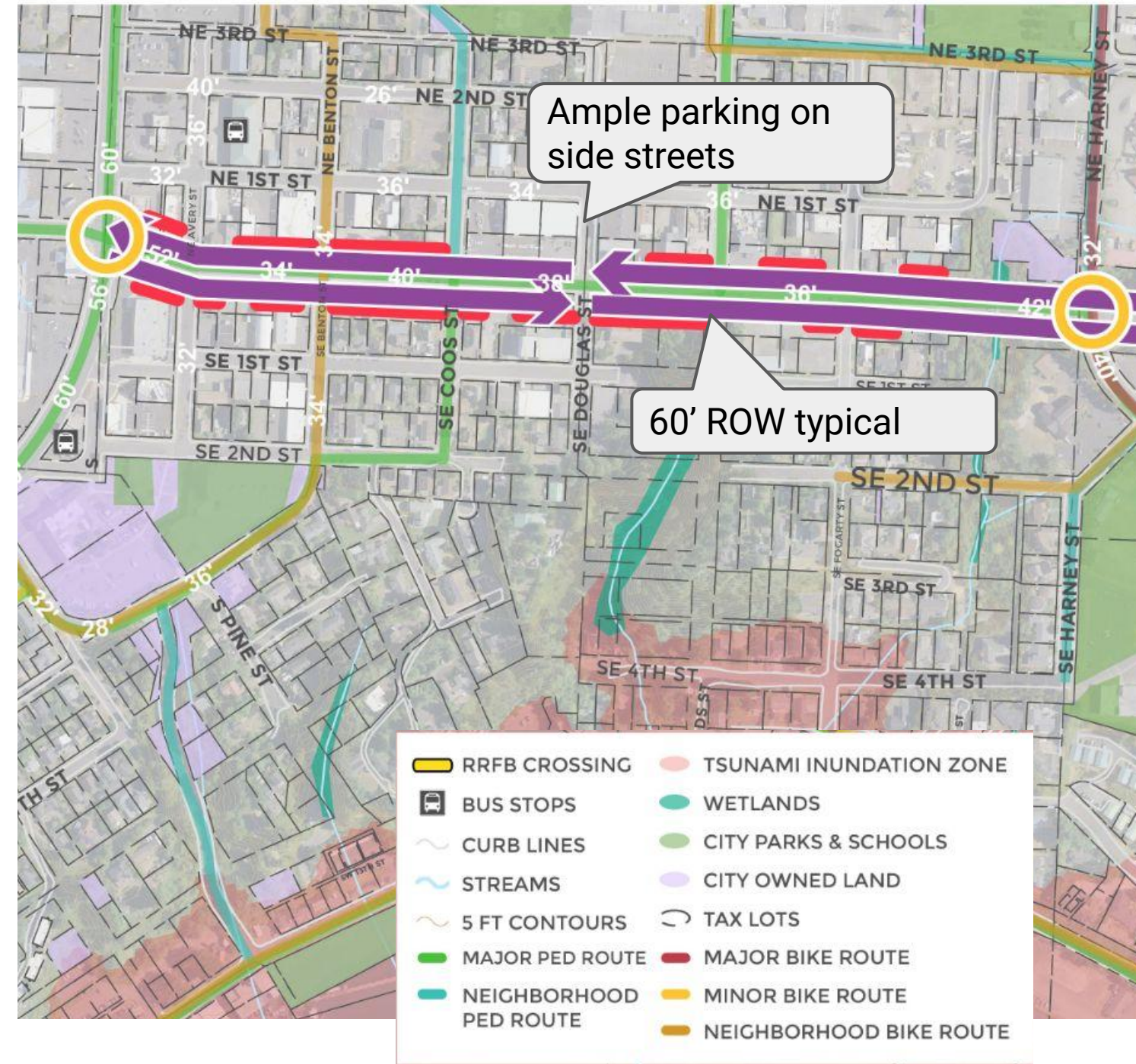


## HWY 20 TWO-WAY: WIDER ROAD OPTION

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

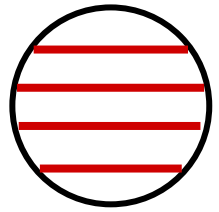
## TO CONSIDER

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

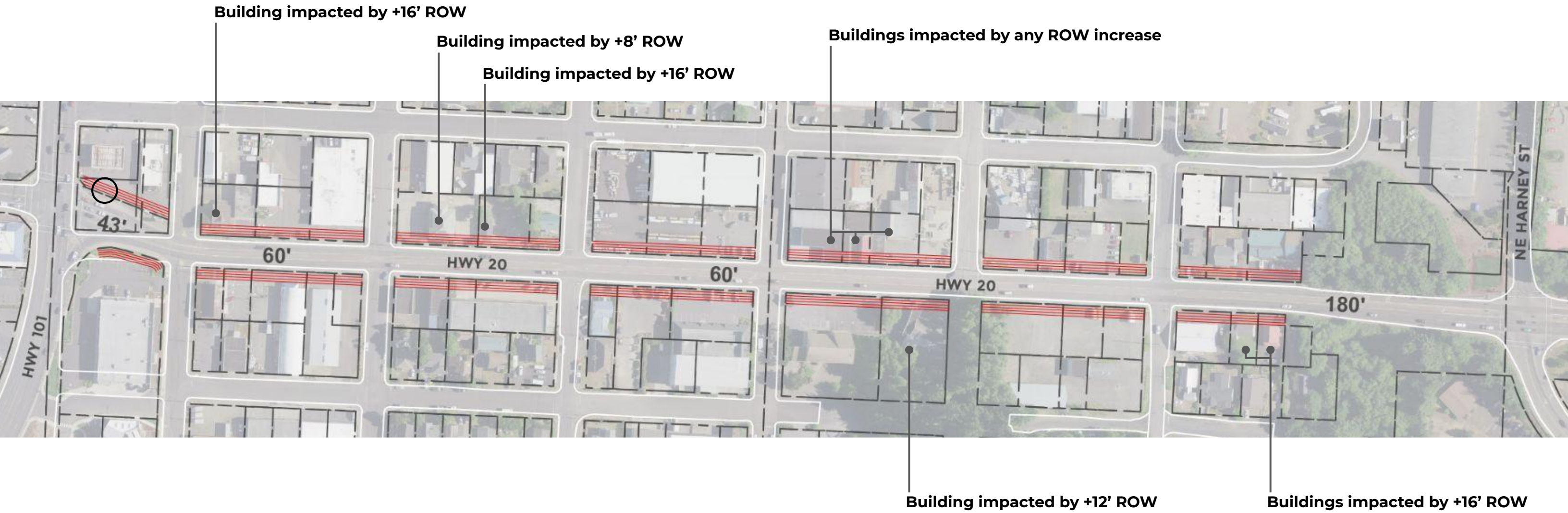




# CONCEPT D. HWY 20 TWO-WAY | ROW STUDY



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

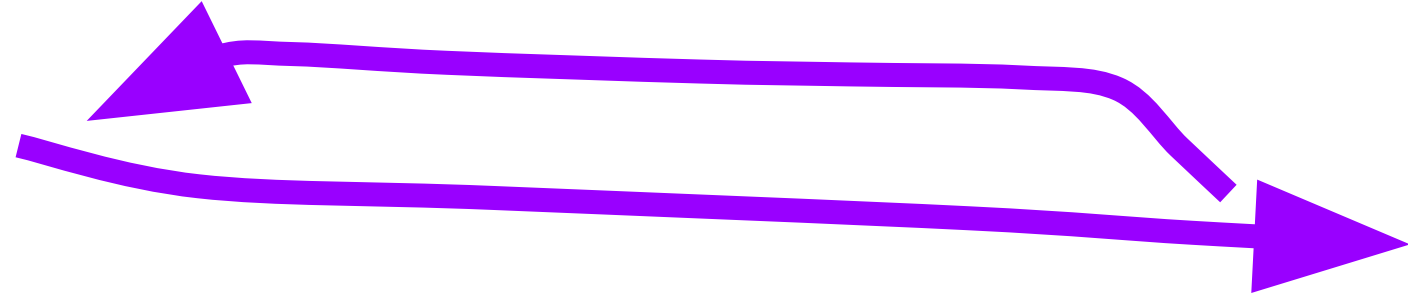
- Larger, more amenitized sidewalks
- Protected bikeways on highway in some of the 3-lane options

## 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

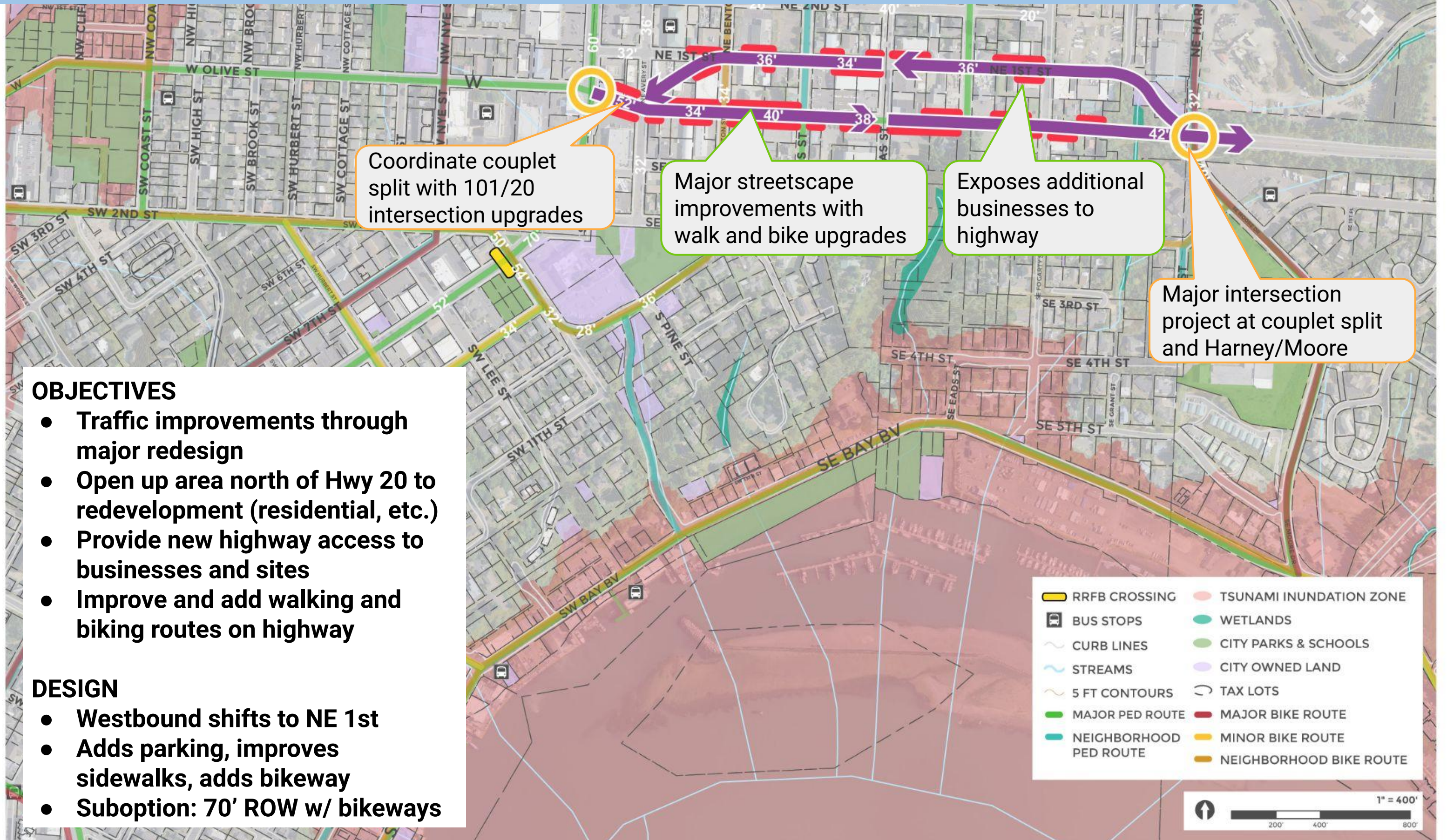
EXISTING



- **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



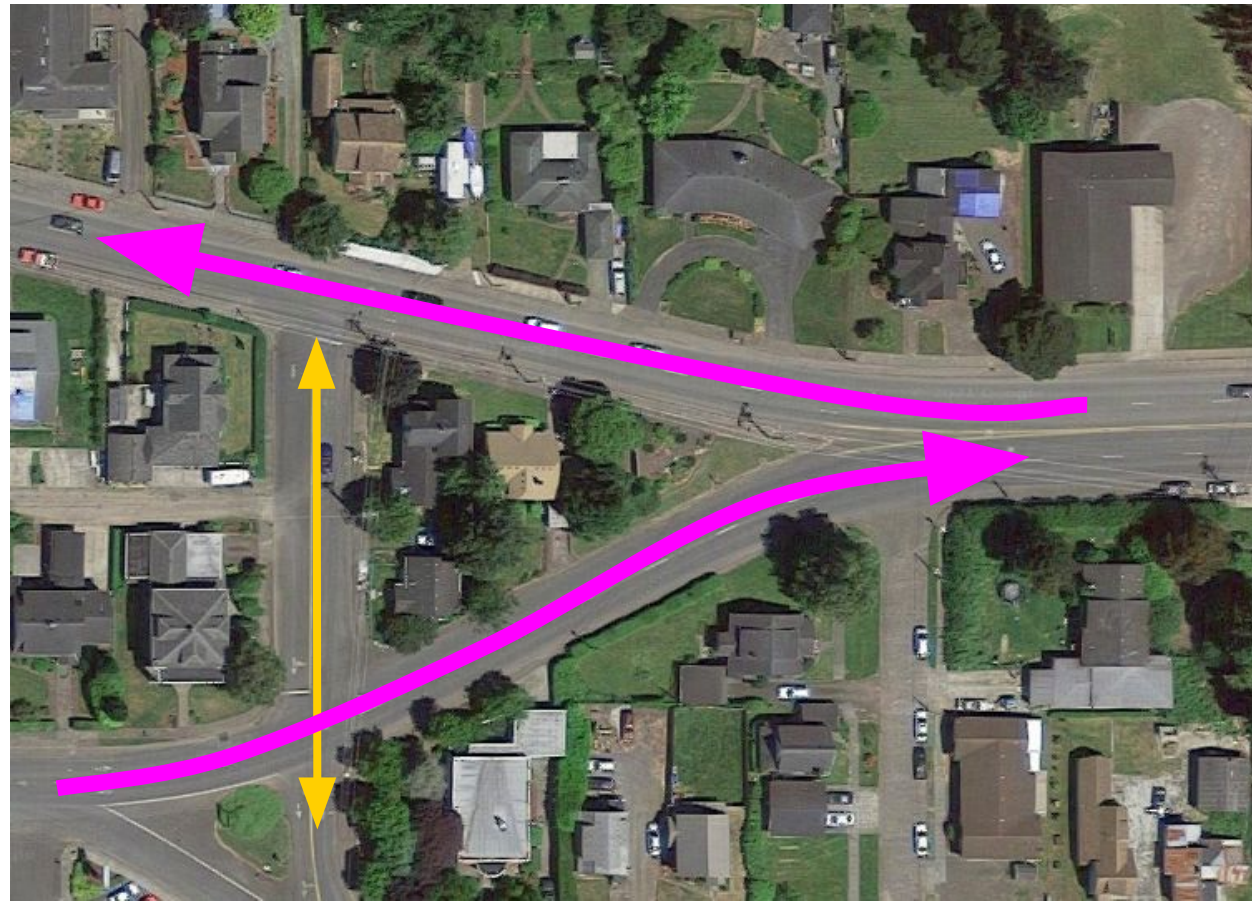


CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

PHILOMATH, OR - HWY 20



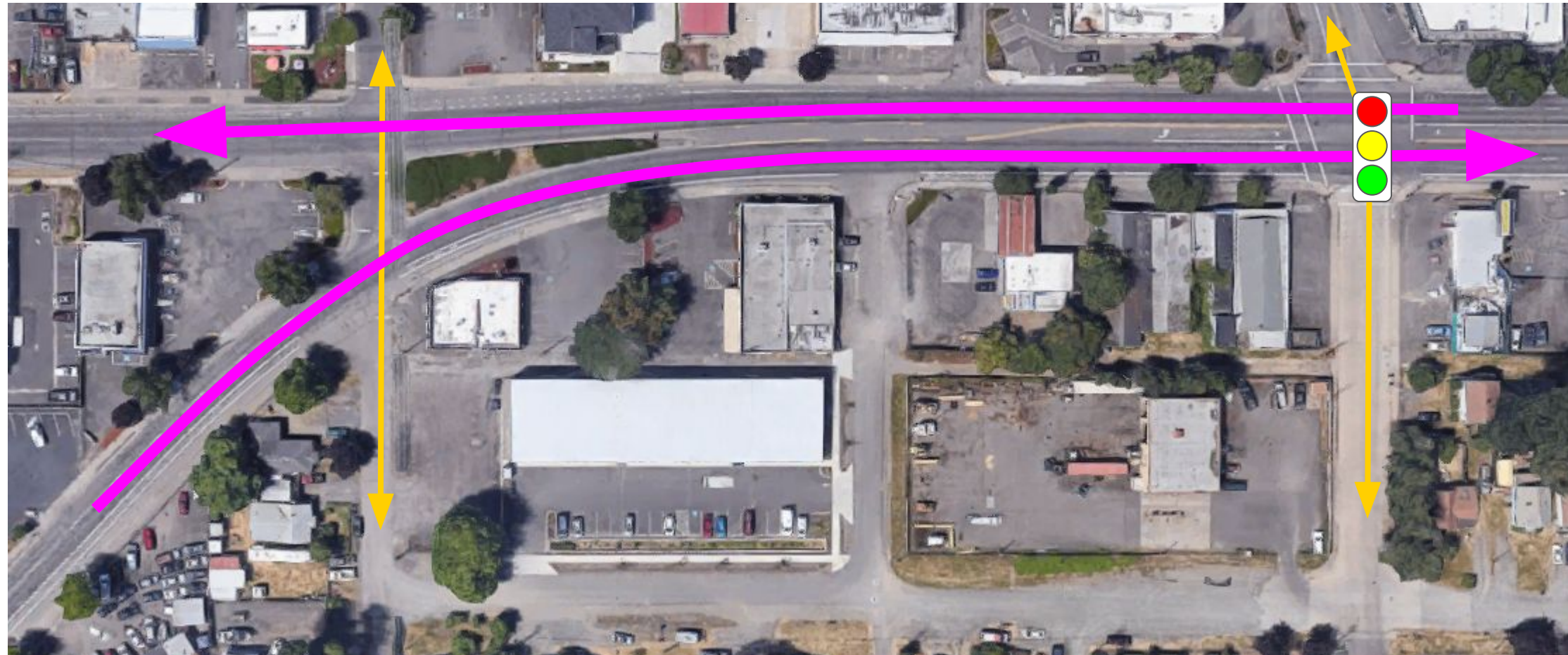
TILLAMOOK, OR - HWY 6





CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

SPRINGFIELD, OR  
- HWY 126

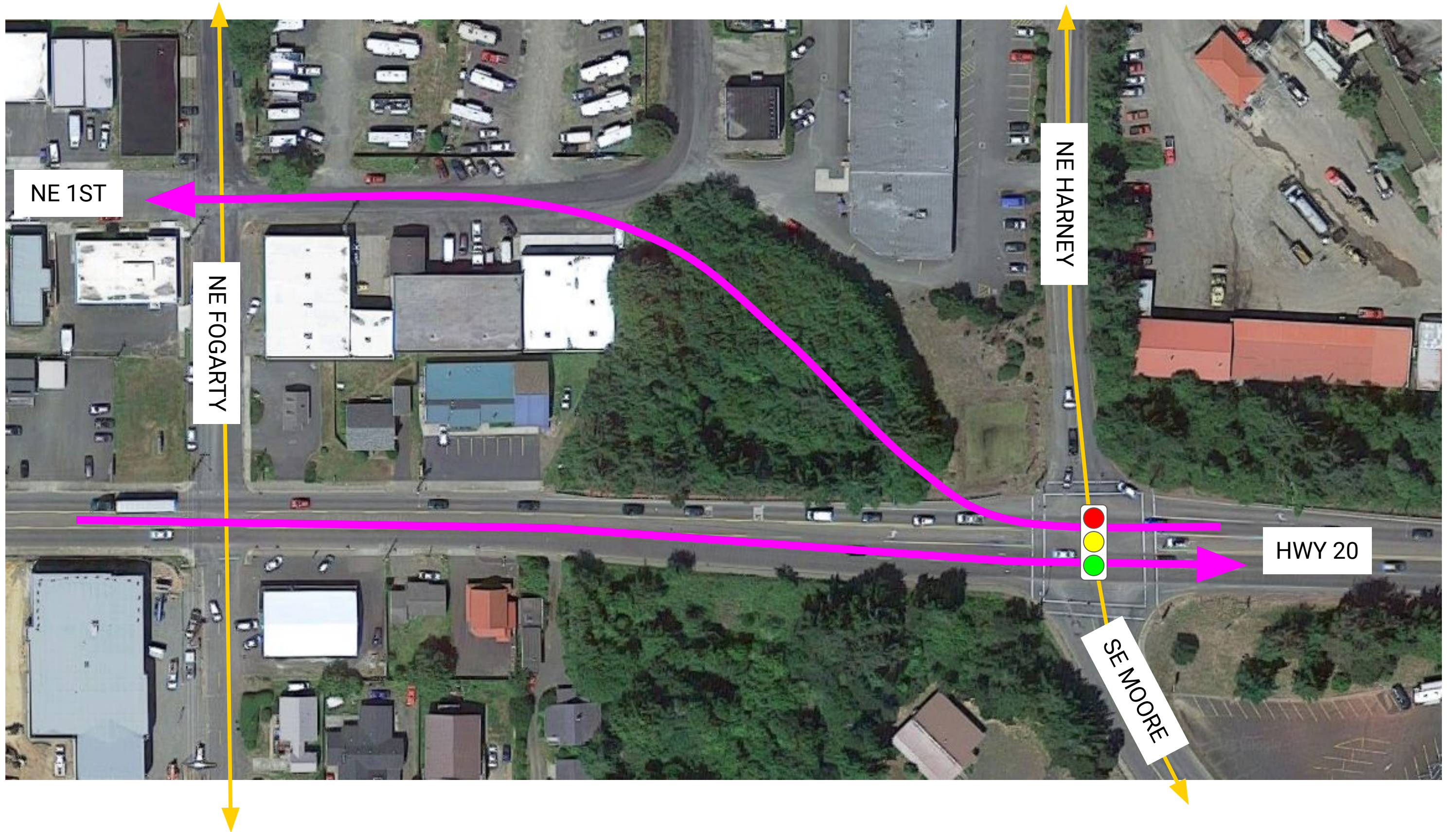


ASTORIA, OR - HWY 30



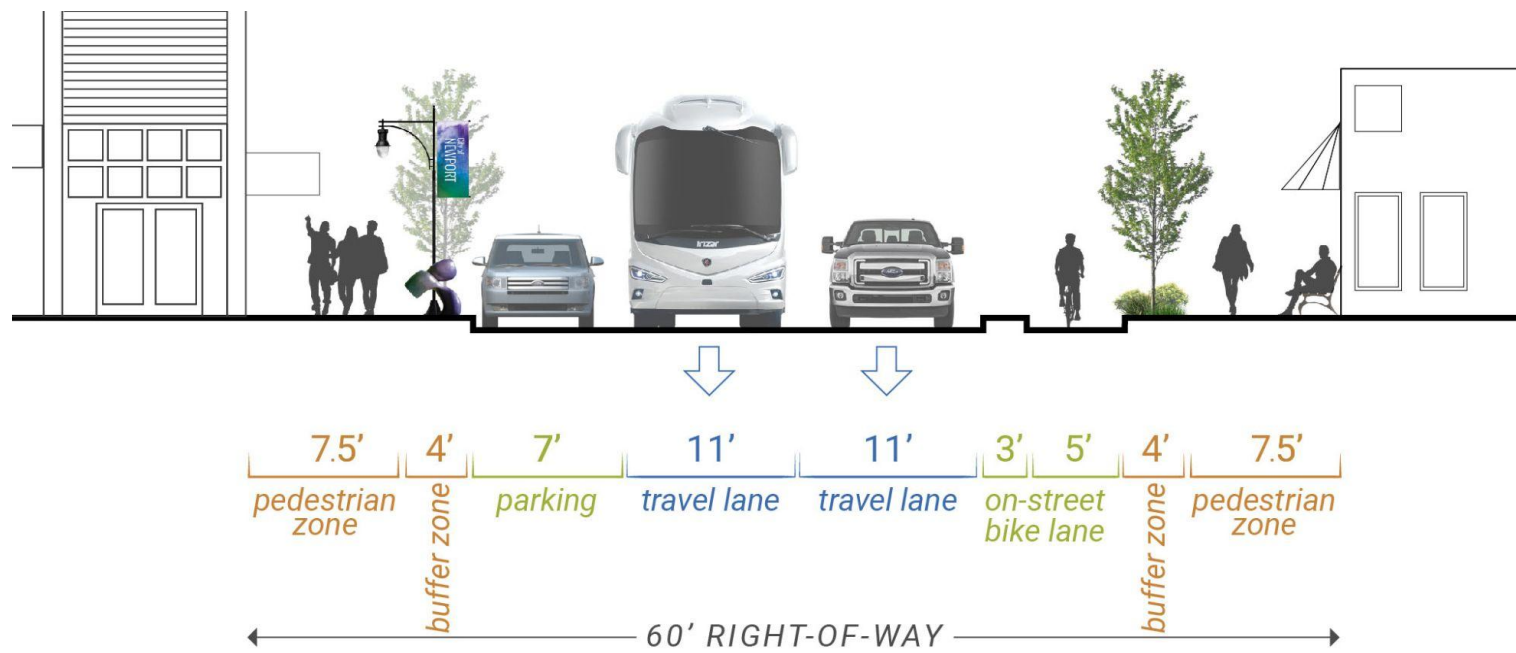


CONCEPT E. HWY 20 COUPLET \ POTENTIAL ALIGNMENT



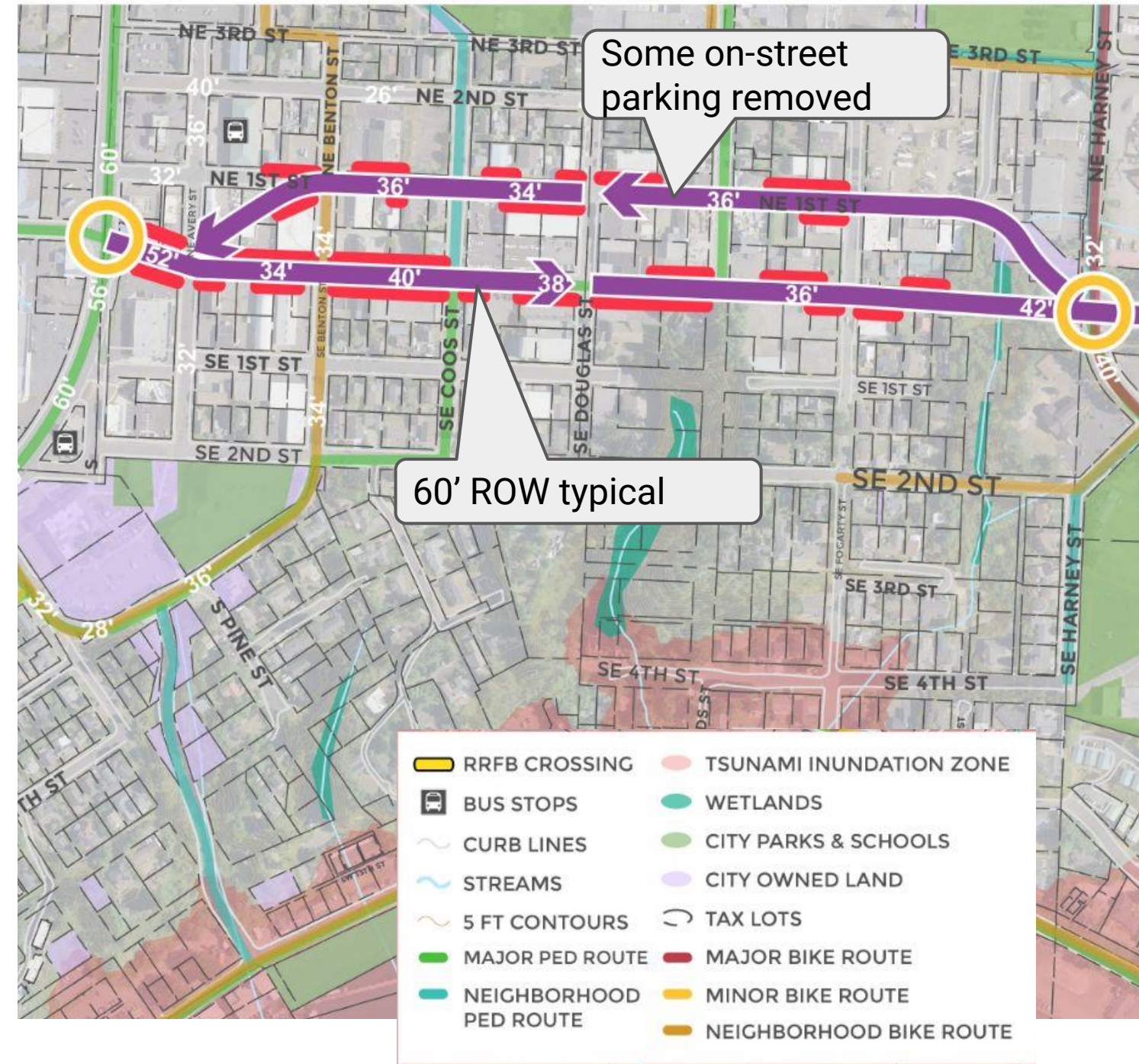


# CONCEPT E. HWY 20 COUPLET | VEHICLE OPERATIONS & WALK/BIKE



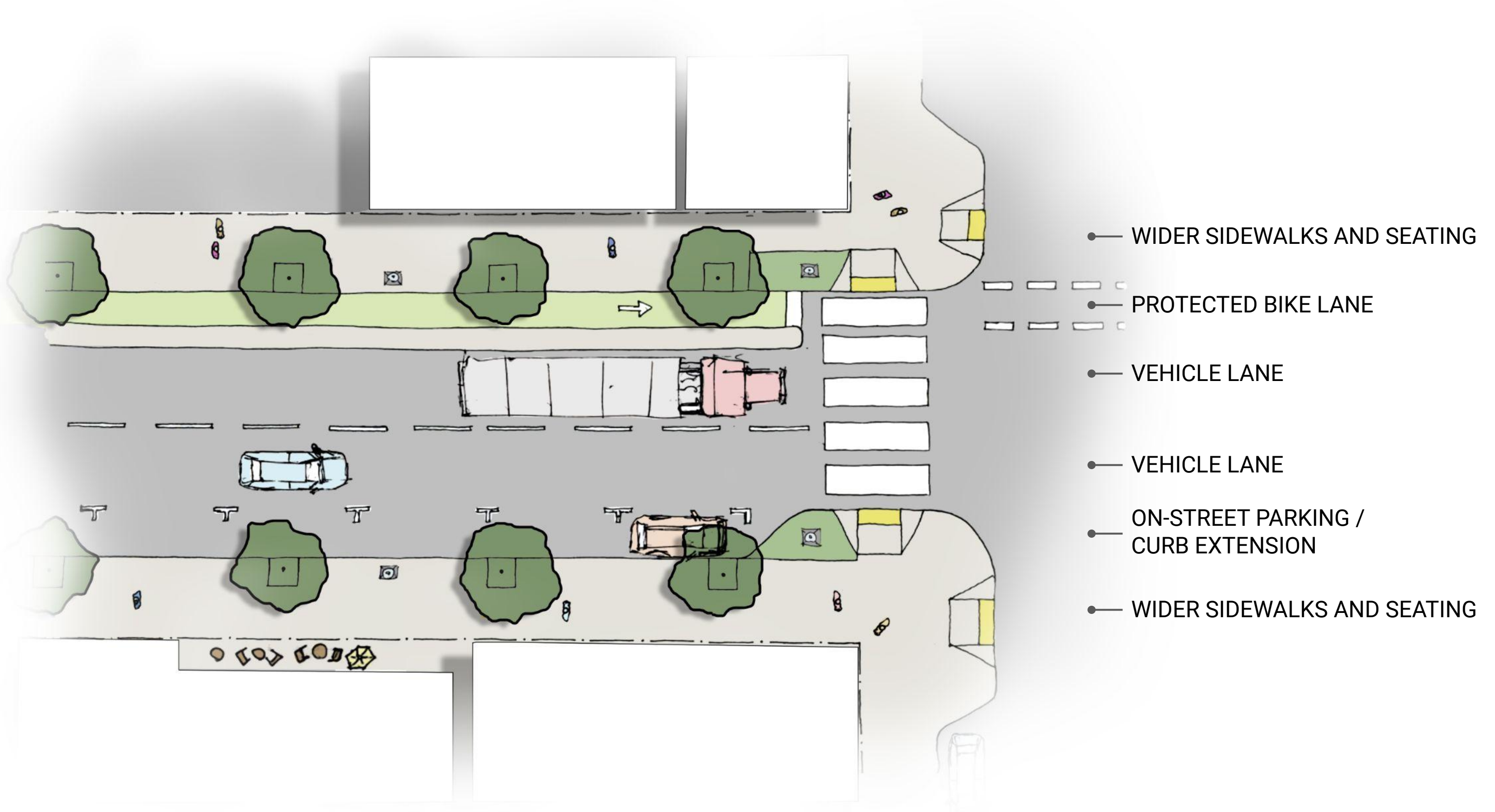
## HWY 20 BOTH SEGMENT: 60' RIGHT-OF-WAY

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



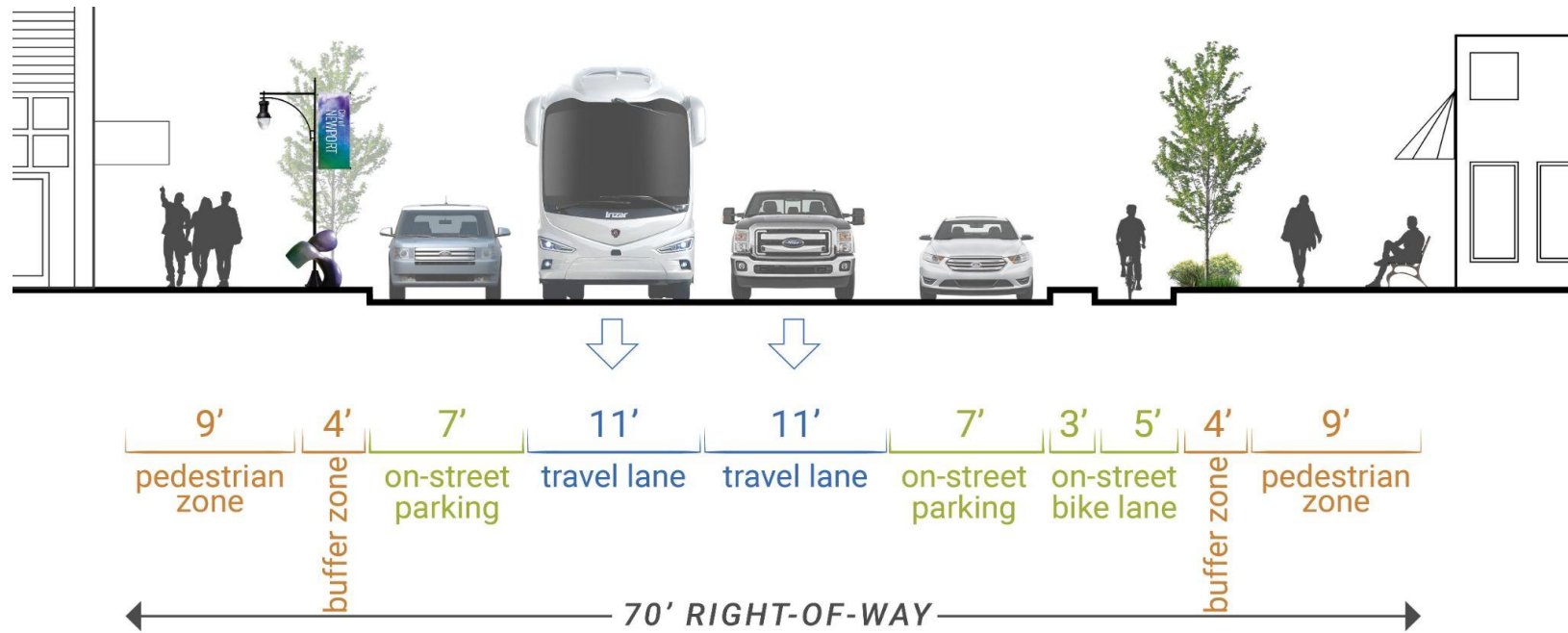


CONCEPT E. HWY 20 COUPLET \ HIGHWAY 20 (60' WIDE) EASTBOUND COUPLET



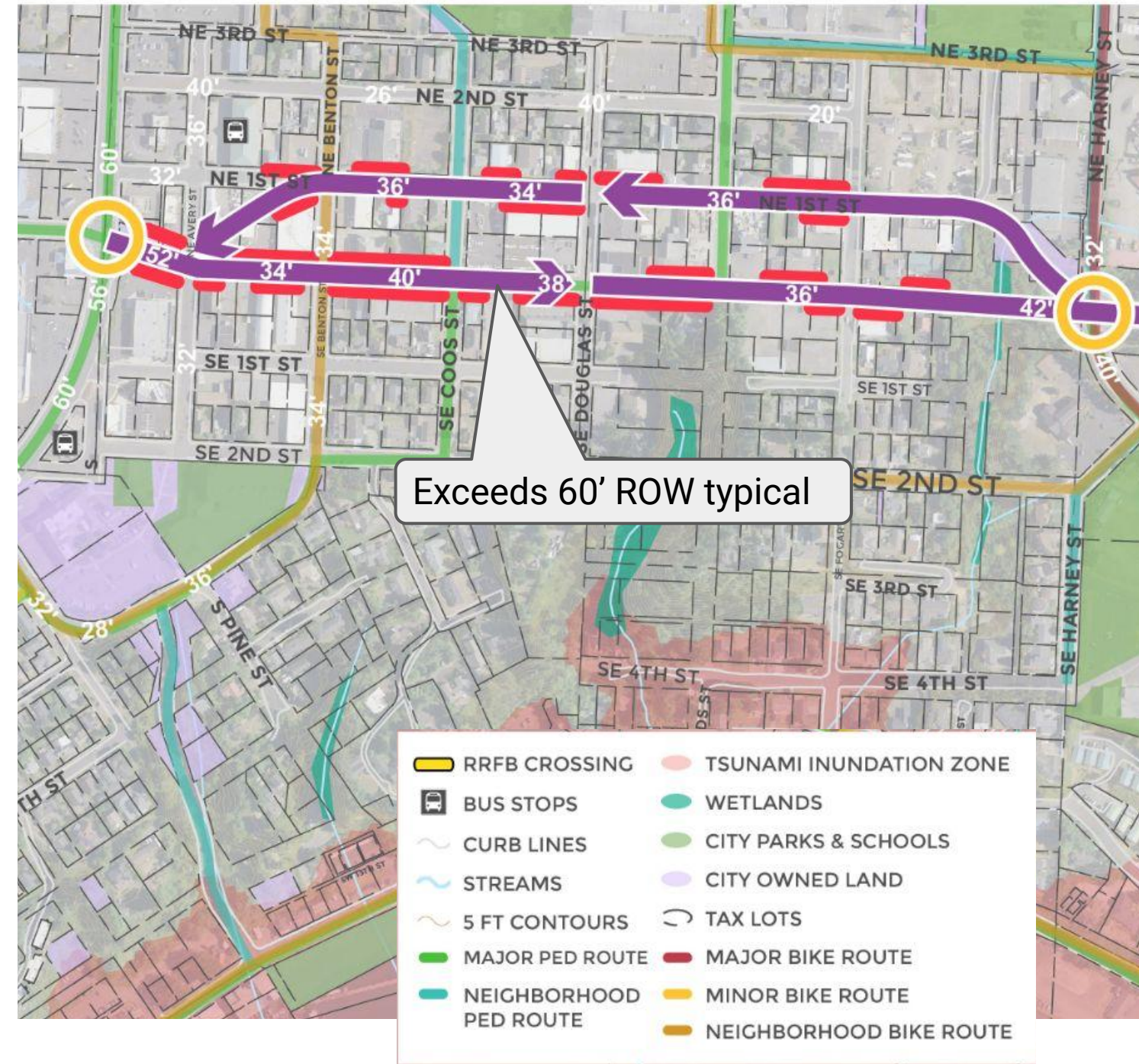


# CONCEPT E. HWY 20 COUPLET | VEHICLE OPERATIONS & WALK/BIKE



## 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

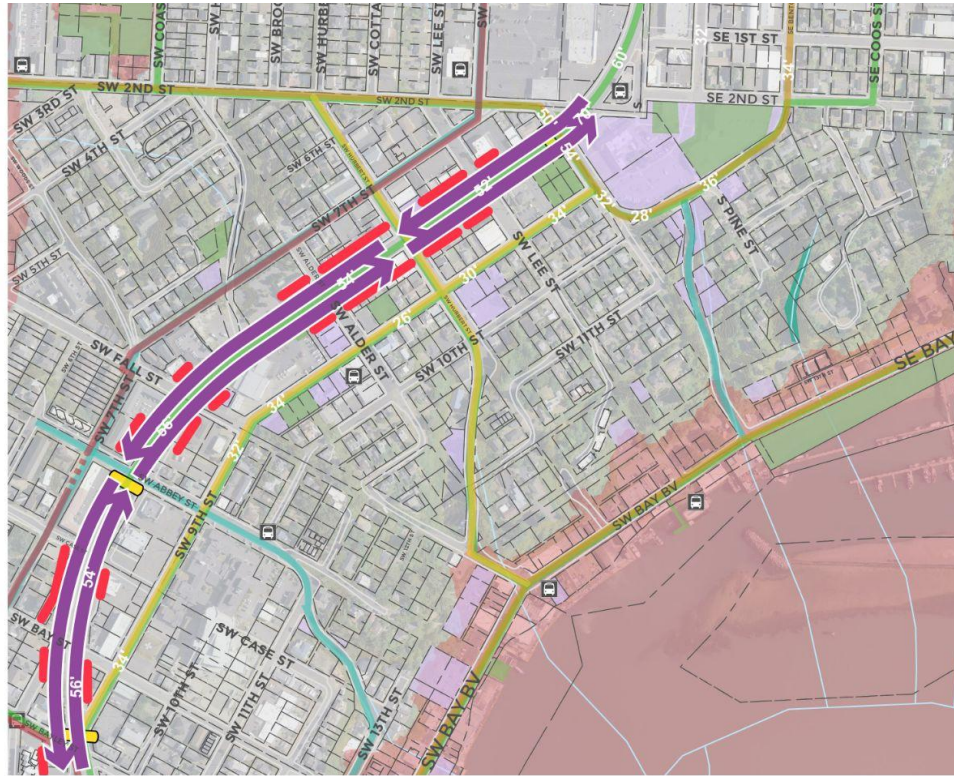
### TO DISCUSS

- 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



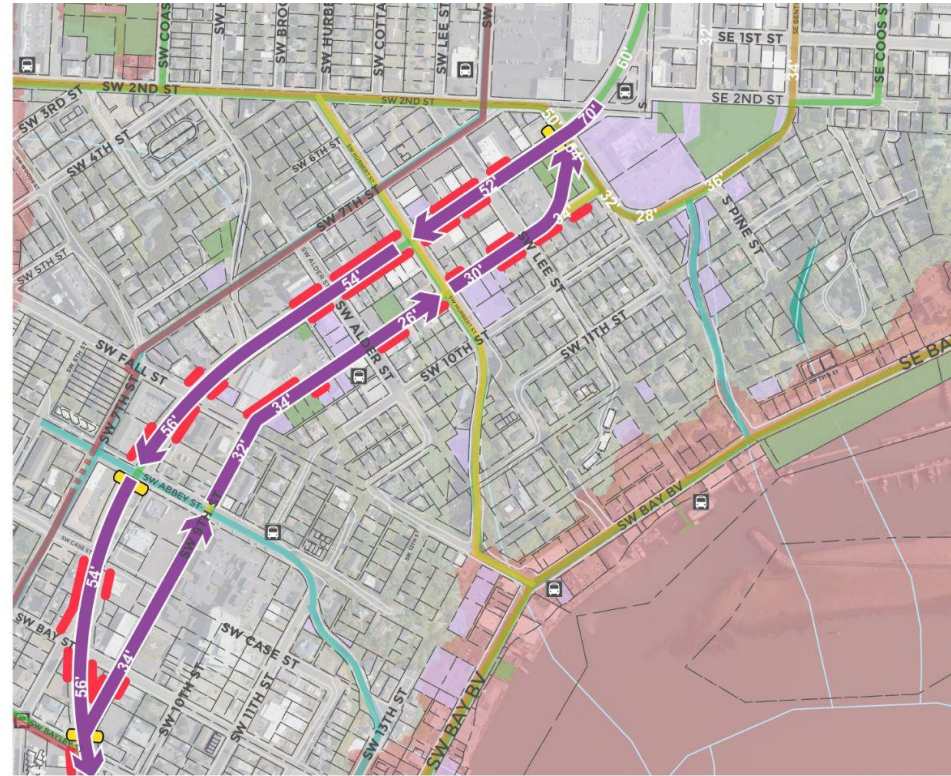
### BIG IDEAS

- 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 COUPLER



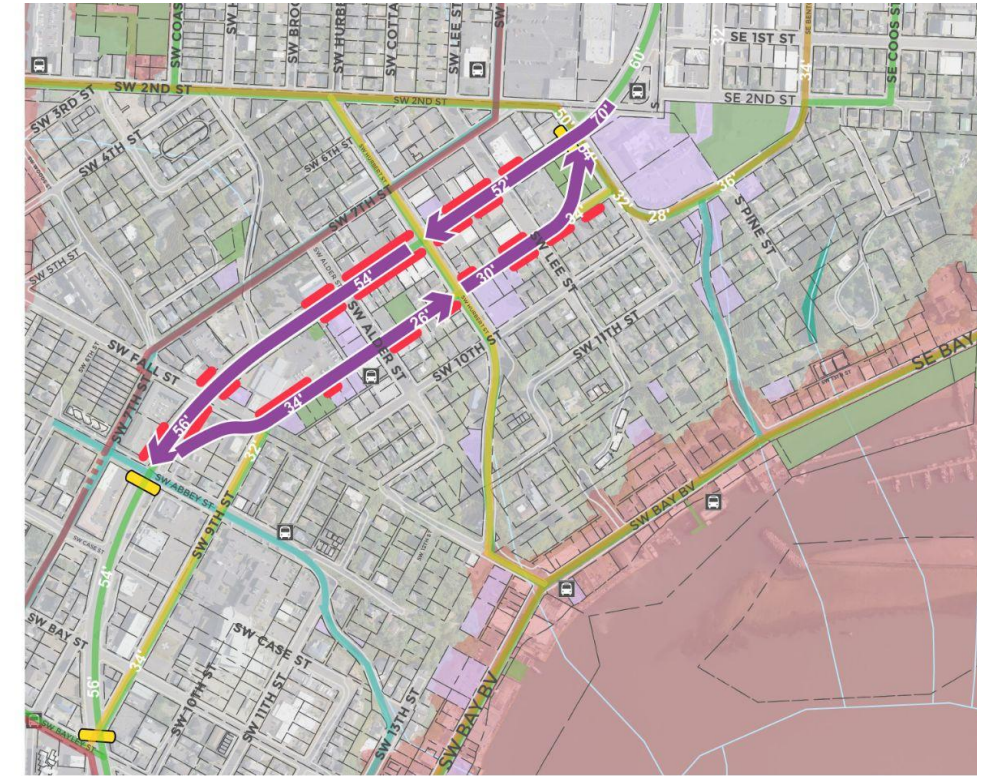
### BIG IDEAS

- 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 COUPLER



### BIG IDEAS

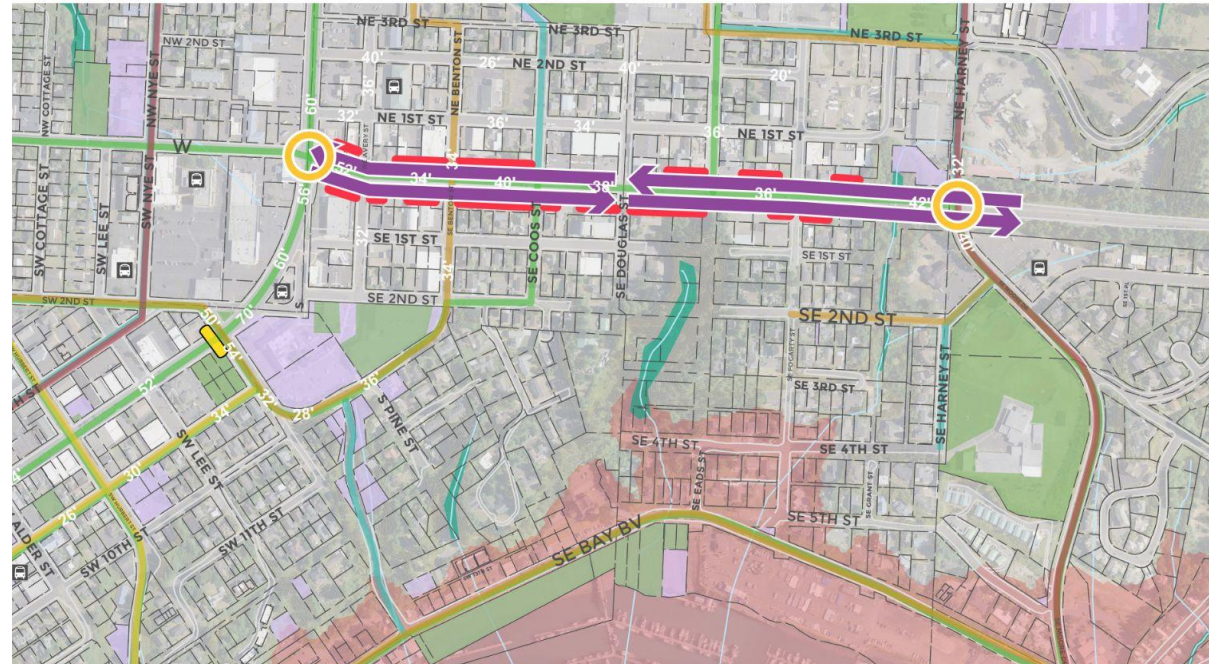
- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on a smaller segment of SW 9th

### 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



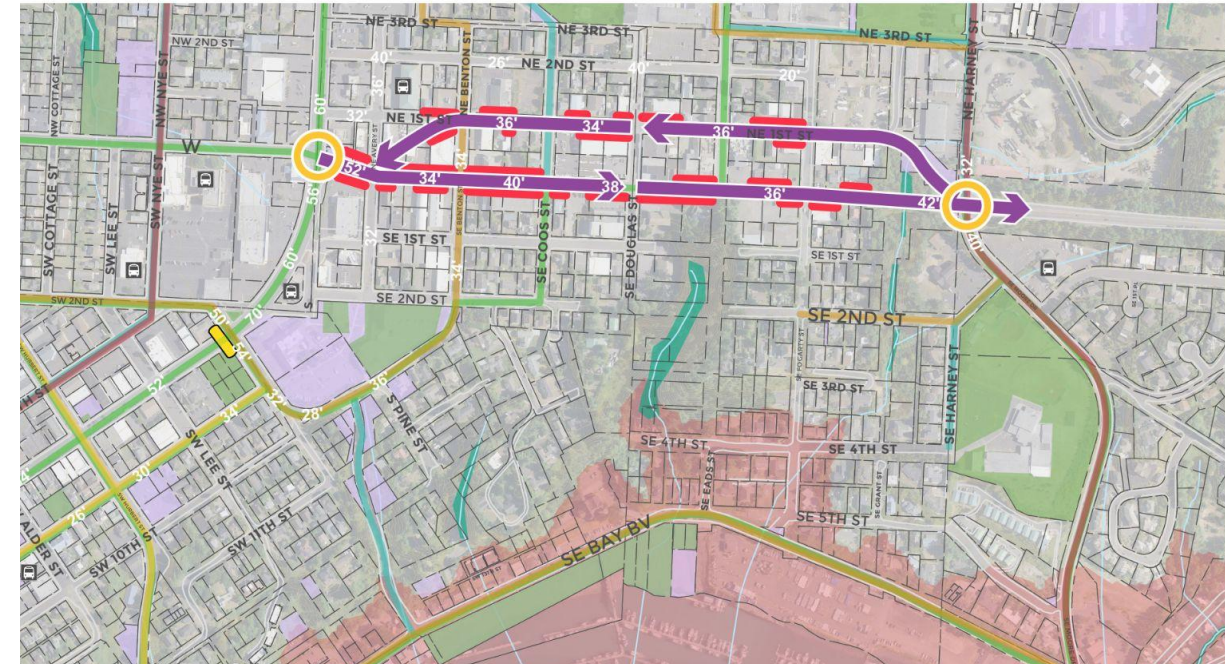
#### BIG IDEAS

- 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

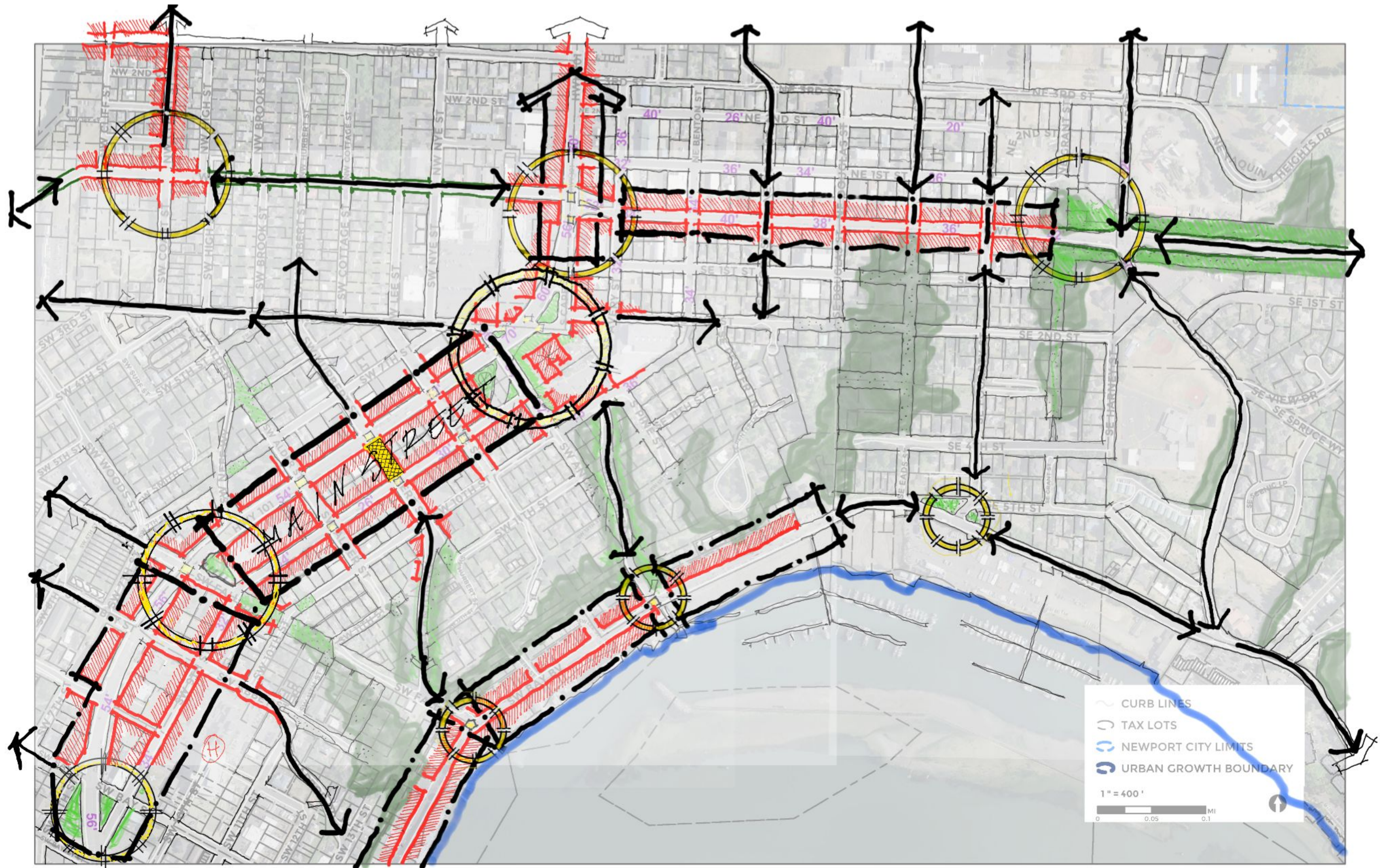


# PROPOSED EVALUATION CRITERIA

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?



