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TECHNICAL MEMORANDUM

DATE:	July 19, 2021
TO:	ODOT Region 2, City of Gearhart, and the Stakeholder/Technical Advisory Committees
FROM:	Ryan Farncomb, Jason Nolin (Parametrix), Carl Springer (DKS)
SUBJECT:	Tech Memo #8: Corridor Concepts and Screening
PROJECT NUMBER:	274-2395-110
PROJECT NAME:	US 101 Gearhart Facility Plan

Contents

INTRODUCTION

This memo documents the concepts and ideas generated to address the purpose, need, and goals of the US 101 Gearhart Facility Plan. Concepts and ideas are derived from the Gearhart Transportation System Plan (TSP) and stakeholder discussions and they respond to needs identified in previous technical memoranda. These concepts and ideas are preliminary. They are reported here to show the potential options for the corridor and to make recommendations for which concepts to advance in the planning process.

The project team made an initial screening evaluation of the concepts based on the criteria defined in the Performance-Based Decision Framework (May 20, 2021). Based on this screening, the project team made recommendations for which concepts to advance as alternatives for further study.

The findings of this memo will be used as a starting point for Technical Memorandum #9: Corridor Alternatives and Evaluation (TM #9), which will consider each recommended concept alternative in more detail. TM #9 will recommend preferred concepts to include in the Facility Plan.

CORRIDOR CONCEPTS

The concepts listed below are preliminary ideas to improve the corridor and advance the project goals. Concepts are organized by:

- Roadway (R)
- Active transportation (A)
- Crossing improvements (C and X)
- Transit (T)
- Streetscape (S)

Some concepts are complementary and can reinforce each other when bundled together. The crossing proposed at the north end of the corridor (X-1), for example, can help be part of a north end gateway (S-1).

Other concepts are alternatives. For example, three alternatives for reconfiguring roadway striping are proposed: R-1a, R-1b, and R-1c, differentiated by the letter at the end of the ID. Only one will move to the final Facility Plan as a preferred alternative. Similarly, the crossing improvements (C and X) are intended to be a menu of potential locations and not all locations will necessarily advance to the Facility Plan.

Concepts are mapped in Figure 9, Figure 10, and Figure 11.

Roadway

Roadway concepts consider current guidance from ODOT's Blueprint for Urban Design (BUD), as described in Technical Memorandum #6: No-Build Conditions and repeated here in Table 1.

Table 1. BUD Guidance for Roadway Design Elements

	Commercial Corridor South of 5th Street	**Rural Community** North of 5th Street
Travel Lane	11-12 ft. minimum width. Start with minimum width, wider by roadway characteristics.	11-12 ft. minimum width. Start with minimum width, wider by roadway characteristics.
Two-Way Left Turn Lane	12-14 ft.	11-12 ft.
Shy Distance	Minimum width above 35 mph: 1 ft. Consider roadway characteristics, desired speeds.	Minimum width above 35 mph: 1 ft. Consider roadway characteristics, desired speeds.
Median	Minimum widths: Raised median (no turn lane): 8-11 ft. Raised median (with left turn lane): 14-16 ft.	Minimum widths: Raised median (no turn lane): 8-11 ft. Raised median (with left turn lane): 12-14 ft.

Roadway concepts listed in Table 2 are considered for improving the roadway to enhance safety and mobility.

Table 2. Roadway Concepts

ID	Location	Description	Considerations
R-1	Four lane section between Park Drive and Shamrock Road	Reconfigure the four-lane section to include a two-way left turn lane (TWLTL). Multiple alternatives.	• Two-way left turn lane can improve safety for all users by removing left-turning vehicles from the through travel lane and allowing a pedestrian refuge median at crossing locations.
— R-1a	Existing four lane section between Park Drive and Shamrock Road	Reconfigure with three lanes: • one southbound thru lane (11’ – 12’) • two-way left turn lane (12’ – 14’) • one northbound thru lane (11’ – 12’)	• Recommended by the 2017 Gearhart Transportation System Plan (TSP). • Easier for people to cross with only one through lane in each direction. • Reduces potential for speeding and aggressive driving. • Reduces motor vehicle capacity. • Makes space available to accommodate bike/ped facilities. • Overall section is 80’ with Concept A-1 bike/ped facilities. • Consider impacts to traffic operations and possible added delay.

ID	Location	Description	Considerations
— *R-1b*	Existing four lane section between Park Drive and Shamrock Road	Reconfigure with four lanes: • one southbound thru lane (11' – 12') • two-way left turn lane (12' – 14') • two northbound thru lanes (11' – 12' each)	• Maintains northbound vehicle capacity with two northbound lanes. • Converts the existing inner southbound lane to a two-way left turn lane. • Two lanes of northbound traffic is difficult for pedestrians and drivers to cross. • Two northbound through lanes can encourage speeding aggressive overtaking and passing behavior. • Overall section is 92' with Concept A-1 bike/ped facilities. • Consider impacts to traffic operations and possible added delay.
— *R-1c*	Existing four lane section between Park Drive and Shamrock Road	Reconfigure with lanes: • two southbound thru lanes (11' – 12' each) • two-way left turn lane (12' – 14') • one northbound thru lane (11' – 12')	• Maintains southbound vehicle capacity with two southbound through lanes. • Converts the existing inner northbound lane to a two-way left turn lane. • Two lanes of southbound traffic is difficult for pedestrians and drivers to cross. • Two northbound through lanes can encourage speeding aggressive overtaking and passing behavior. • Overall section is 92' with Concept A-1 bike/ped facilities. • Consider impacts to traffic operations and possible added delay.
R-2	Gearhart Lane intersection	Alternatives to improve intersection at Gearhart Lane.	• Alternatives to improve safety and mobility at Gearhart Lane.
— *R-2a*	Gearhart Lane intersection	Signalize intersection at Gearhart Lane.	• Increases safety for turn movements at this intersection, though could increase risk of rear-end crashes on US 101. • Can reduce speeding and aggressive driving. • Improves pedestrian crossing conditions. • Makes it easier to turn on to US 101 from Gearhart Lane with a signal phase. • May not meet warrants. • Consider a crossing improvement (X-5) if a signal is not possible. • Consider impacts to traffic operations and possible added delay.

ID	Location	Description	Considerations
— *R-2b*	Gearhart Lane intersection	Install roundabout at intersection with Gearhart Lane.	• Increases safety for turn movements at this intersection. • Can reduce speeding and aggressive driving. • May require additional right of way. • Makes it easier to turn on to US 101 from Gearhart Lane. • Include a crossing treatment to improve the pedestrian crossing. • Consider impacts to traffic operations and possible added delay.
R-3	Pacific Way intersection	Update intersection at Pacific Way for reconfigured lanes (concept R-1)	• Update striping and curbs. • Straighten north crossing. • Improve sidewalks, ramps, crossings for ADA compliance. • Consider a bus stop on the northwest corner (T-1).
R-4	Corridor-wide, located where excessive speed is an issue	Speed detection and feedback devices	• Would be under local responsibility, ODOT no longer installs. • Requires ODOT permit on state highways.

Active Transportation

Active transportation concepts listed in Table 3 improve conditions for walking, biking, and using a mobility device along the corridor.

Concept A-1 has multiple alternatives for improving facilities through the corridor. A-1a, A-1b, A-1c, and A-1d are proposed for the full corridor. They may be applied at urbanized and non-urbanized areas. A-1e and A-1f are proposed for urbanized areas only because their sidewalks would be expensive for areas with relatively low pedestrian activity.

The typical existing four-lane cross section in the corridor is shown for reference in Figure 1. Cross-sections for alternatives A-1a through A-1f are shown in Figure 2 - Figure 6. These are illustrated with the three-lane section from R-1a because this was the preferred configuration alternative in the TSP. Implementing A-1 alternatives with a four-lane cross section will require additional right of way or trade-offs with the active transportation facilities. Lane widths for each cross section should follow BUD guidance, as listed in Table 1.

Table 3. Active Transportation Concepts

ID	Location	Description	Considerations
A-1	Full corridor from approximately Highlands Lane to Seaside Airport Lane	Multiple alternatives for providing access for people to walk and bike along the corridor.	• Dedicated facilities will make walking, rolling, and biking through corridor easier, more comfortable, and safer. • Improves conditions for people traveling the Oregon Coast Bike Route (OCBR) and Oregon Coast Trail (OCT), as well as other visitors and residents. • Curbs will require stormwater management. • A hybrid of these alternatives may be considered to better fit the context and constraints.
— *A-1a*	Full corridor / non-urbanized areas	Two-way east side shared-use path on east side, bike lanes on both sides. (Figure 2, looking north)	• East side shared-use path. • Bike lanes on both sides. • Recommended by TSP. • More destinations on east side are easier to access with the east side path. • More driveways on the east side creates more potential conflict points. • Bike lanes on both sides is convenient for people biking in either direction. • West side maintains existing edge of pavement to reduce stormwater management needs and environmental impacts. • Bike lanes with a shared-use path may confuse people driving.

ID	Location	Description	Considerations
— *A-1b*	Full corridor / non-urbanized areas	Two-way west side shared-use path with sidewalk and bike lane on east side. (Figure 3, looking south)	• East side sidewalk and bike lane. • West side shared-use path. • A limited number of driveways on the west side minimizes the number of path crossings. • Sidewalk on the east side will better accommodate people walking between the many destinations on that side. • People touring the OCBR typically ride southbound, which a west side path best accommodates. • Requires stormwater management on both sides. Curb-tight sidewalk design may not meet federal stormwater requirements. • Potential environmental impacts, especially to the wetlands on the west side.
— *A-1c*	Full corridor / non-urbanized areas	East side two-way path with sidewalk and bike lane on west side. (Figure 3, looking north)	• East side shared-use path. • West side sidewalk and bike lane. • More driveways on the east side creates more potential conflict points. • Requires stormwater management on both sides. Curb-tight sidewalk design may not meet federal stormwater requirements. • Potential environmental impacts, especially to the wetlands on the west side.
— *A-1d*	Full corridor / non-urbanized areas	East side two-way path with bike lane on west side. (Figure 4, looking north)	• East side shared-use path. • West side bike lane. • No sidewalks. • Omitting sidewalks and east side bike lane reduces required ROW. • West side maintains existing edge of pavement to reduce stormwater management needs and environmental impacts. • More driveways on the east side creates more potential conflict points.

ID	Location	Description	Considerations
— *A-1e*	Urbanized areas	East side two-way path with sidewalk on west side. No bike lanes. (Figure 5, looking north)	• East side shared-use path. • West side sidewalk. • Provides pedestrian access through urbanized areas and bike access on shared-use path. • No bike lanes. • Omitting bike lanes reduces required ROW. • Maintains existing curb locations to reduce stormwater management needs and environmental impacts.
— *A-1f*	Urbanized areas	Sidewalks and bike lanes on both sides. No shared-use path. (Figure 6, looking north)	• Sidewalks and bike lanes on both sides provide pedestrian and bike access. • Maintains existing curb locations to reduce stormwater management needs and environmental impacts.
A-2	Bridge over Mill Creek at south end of corridor (Bridge No. 03079A)	Reconfigure lanes on bridge to create a shared use path.	• Bridge is in Seaside. • Removes center turn lane to make space for walking and biking. • Keep path at existing pavement level to minimize stormwater management needs. • Connect with future shared-use path in Seaside. • Support the replacement of the bridge over to include seismic retrofits and hardened pedestrian and bicycle facilities. • Proximity to Lewis and Clark Road may impact southbound left turning movements.

Figure 1. Existing Typical Four Lane US 101 Cross Section in the Corridor

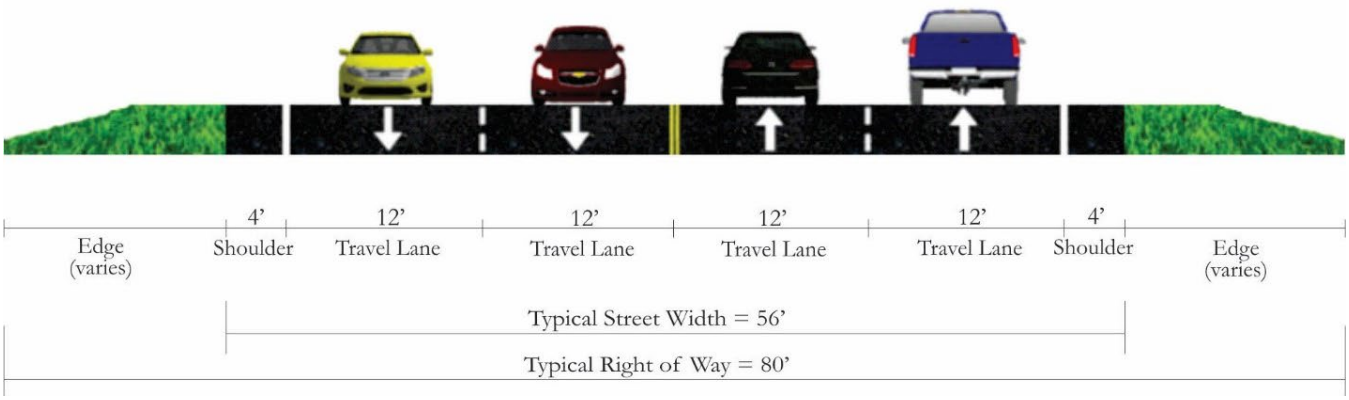


Figure 2. A-1a Cross Section

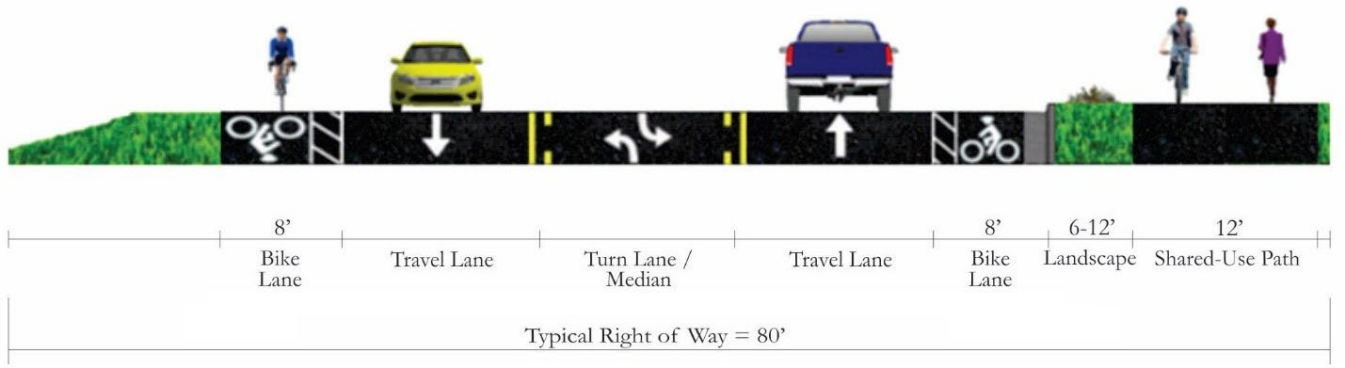


Figure 3. A-1b / A-1c Cross Section

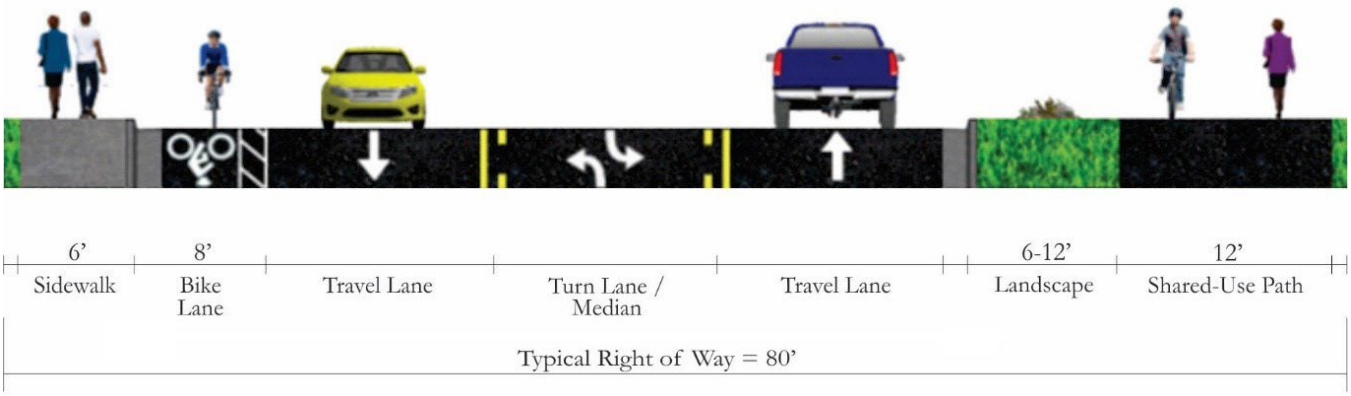


Figure 4. A-1d Cross Section

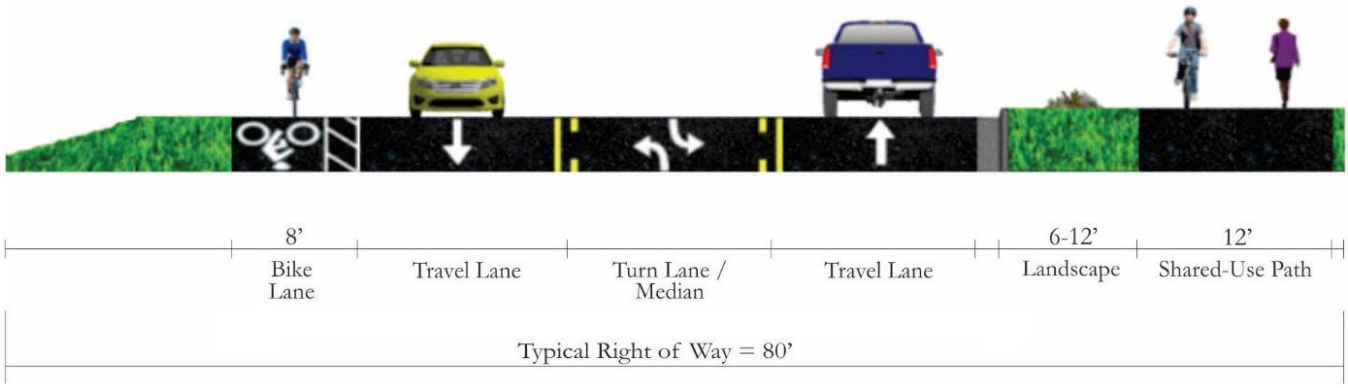


Figure 5. A-1e Cross Section

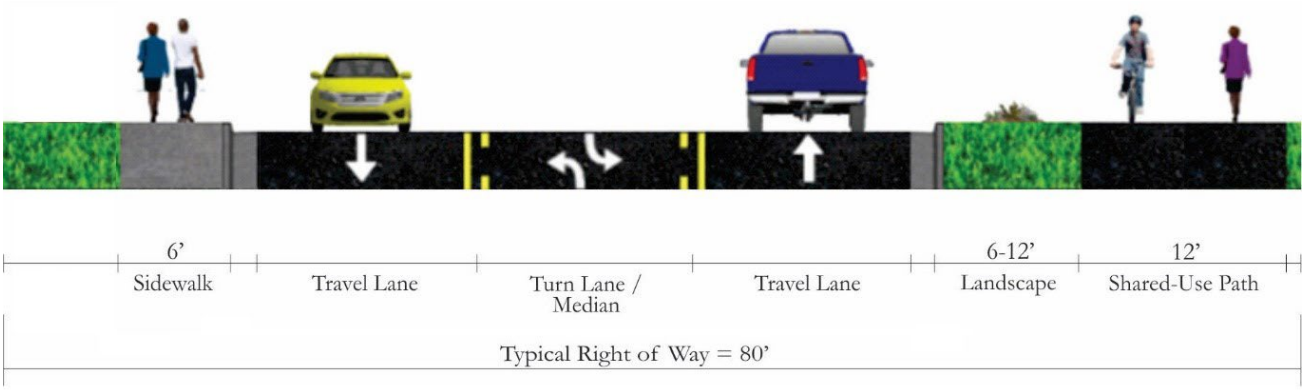
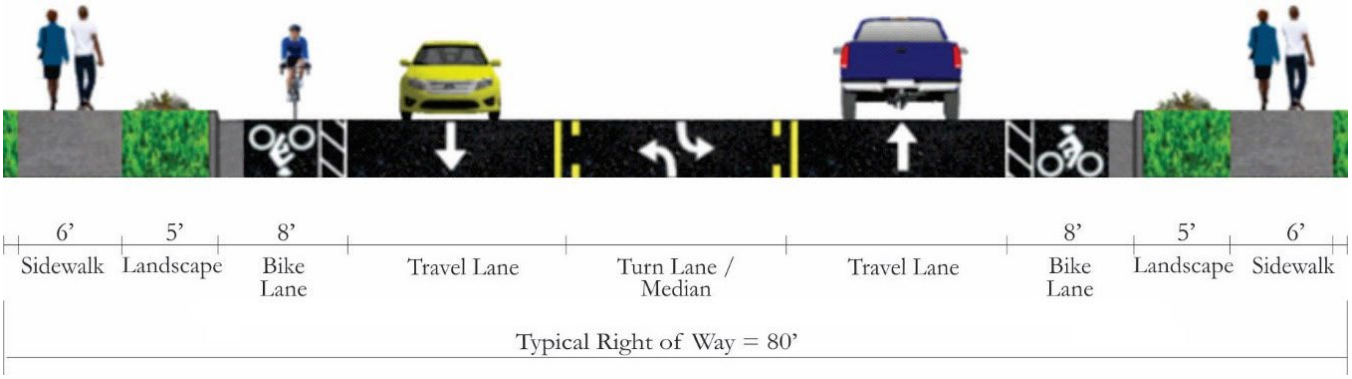


Figure 6. A-1f Cross Section



Crossing Improvements

The corridor currently has few marked crossings. The BUD provides guidance for crossing spacing based on urban context. This guidance is described in Technical Memorandum #6: Future No-Build Conditions (TM #6) and documented again in Table 4.

Table 4. BUD Guidance for Crossing Spacing

	Commercial Corridor South of 5th Street	**Rural Community** North of 5th Street
Target Pedestrian Crossing Spacing Range (feet)	500 - 1,000	250 – 750

Potential crossing concepts are grouped by type, basic or advanced, and listed in Table 5 and Table 6, respectively. Each location is an option that may or may not advance to the Facility Plan, pending review and evaluation. Crossings are located based on BUD guidance, existing intersections, and destinations in the corridor. See Figure 9, Figure 10, and Figure 11 for mapped potential locations.

Basic Crossings

Basic crossings are marked with continental striping and signs, like the example in Figure 7. They do not have curb extensions (bulb outs), pedestrian refuge medians, or rectangular rapid flashing beacons (RRFBs). Basic crossings are suggested for locations where drivers are more likely to be aware of pedestrians or where pedestrian activity is relatively light. Basic marked crossings would only be feasible if speed limits were reduced on US 101. If speed limits are not reduced, enhanced crossing treatments would be most viable. Potential basic crossing locations are listed in Table 5.

Basic crossings are evaluated as a bundle in Table 9.

Figure 7. Basic Crossing

Table 5. Basic Crossing Improvement Concepts (C)

ID	Location	Description	Considerations
C-1	Ocean Home Farm Lane	Basic crossing	• Can serve as a gateway location. • Provides access from residences on the east side of US 101 to a west side shared-use path (concept A-1b). • May be able to connect to future fire station site. • This basic crossing is only feasible if speeds are reduced at this location.

ID	Location	Description	Considerations
C-2	Gronmark Lane	Basic crossing	• Northern crossing can serve as a gateway location. • Provides access from residences on the east side of US 101 to a west side shared-use path (A-1b). • This basic crossing is only feasible if speeds are reduced at this location.
C-3	Near Shamrock Road	Basic crossing	• Shamrock Road provides access to a residential area. • This basic crossing is only feasible if speeds are reduced at this location.
C-4	Near Sandy Ridge Road	Basic crossing	• Provides access from residences on the east side of US 101 to a west side shared-use path (concept A-1b). • This basic crossing is only feasible if speeds are reduced at this location.
C-5	Near Lenore Lane	Basic crossing	• Provides access from residences on the east side of US 101 to a west side shared-use path (concept A-1b). • This basic crossing is only feasible if speeds are reduced at this location.
C-6	Near Park Lane	Basic crossing	• Provides access from residences on the east side of US 101 to a west side shared-use path (concept A-1b). • This basic crossing is only feasible if speeds are reduced at this location.
C-7	Near bowling alley	Basic crossing	• Near bowling alley on west side and commercial area on east side. • Would connect to future school property (on west side of US 101). • Potential alternative to X-3. • This basic crossing is only feasible if speeds are reduced at this location.
C-8	Near Park Drive	Basic crossing	• Lower density area between commercial nodes at G Street and Pacific Way. • This basic crossing is only feasible if speeds are reduced at this location.
C-9	Sons of Norway Road	Basic crossing	• Can serve as a gateway location. • Near entrance to Norway Field sports field. • This basic crossing is only feasible if speeds are reduced at this location.

Enhanced Crossings

Enhanced crossings are marked with continental striping and have curb extensions. Where noted, enhanced crossings also have pedestrian refuge medians and/or RRFBs, like the example in Figure 8. Enhanced crossings help improve visibility of pedestrians to drivers, so they are suggested for locations with more activity generators or where motor vehicle traffic may be moving at higher speeds. Potential enhanced crossing locations are listed in Table 6. Enhanced crossings are evaluated as a bundle in Table 9.

Figure 8. Enhanced Crossing with RRFB and Median Island

Table 6. Enhanced Crossing Improvement Concepts

ID	Location	Description	Considerations
X-1	Dooley Lane (near Bud's RV Park and Campground)	Enhanced crossing with RRFB	• Anecdotal reports indicate that people often cross at this location
X-2	Gearhart Lane	Enhanced crossing with RRFB	• Crossing improvements may be included with Concept R-2 (intersection signalization) or may be implemented as a standalone project.
— *X-2a*	Gearhart Lane	Enhanced crossing with RRFB and median protection on north side of Gearhart Lane	• Median will not allow two stage left turns from Gearhart Lane.
— *X-2b*	Gearhart Lane	Enhanced crossing with RRFB but no median	• Allows for two stage left turns from Gearhart Lane.

ID	Location	Description	Considerations
			• 45 mph speed limit will likely require a median island.
X-3	At 5th street	Enhanced crossing with median protection	• On north side of 5th Street to allow northbound drivers to turn left on to 5th Street. • Would connect to future school property (on west side of US 101). • Potential alternative to C-7.
X-4	At G/Oster Street	Enhanced crossing	• First four-way intersection at south end of Gearhart. • Can serve as a gateway location. • Commercial area and self-storage facilities. • May be able to connect to Lewis and Clark Road with a path to provide a parallel route north-south route along Wahanna Road. • 40 mph speed limit may require a median island.

Transit

Transit concepts listed in Table 7 improve access to bus service along the corridor.

Table 7. Transit Concepts

ID	Location	Description	Considerations
T-1	Near Pacific Way	Move southbound bus stop near bowling alley south to be closer to the crossing at Pacific Way.	• Provide a shelter and other amenities, such as seating, route information, bicycle parking, and improved lighting. • Coordinate with Concept R-3.

Streetscape

Streetscape concepts listed in Table 8 improve the aesthetic experience and safety along the corridor.

Table 8. Streetscape Concepts

ID	Description	Considerations
S-1	North end gateway treatment	• Could be a sign, landscaping or art, art, etc. • Can be integrated with a pedestrian crossing or an intersection.

ID	Description	Considerations
		• Landscaping will require defined role(s) for ongoing maintenance. • ODOT will not allow a gateway arch over the roadway. Gateway signs should be off ODOT right of way.
S-2	South end gateway treatment	• Could be a sign, landscaping or art, art, etc. • Can be integrated with a pedestrian crossing or an intersection. • Landscaping will require defined role(s) for ongoing maintenance. • ODOT will not allow a gateway arch over the roadway. Gateway signs should be off ODOT right of way.
S-3	Corridor-wide landscaping	• Landscaping can be used to help manage stormwater runoff and reduce flooding. • Can be combined with updated drainage facilities and culvert replacement. • Landscaping will require defined role(s) for ongoing maintenance. • Landscaping requires right-of-way space, which may require trade-offs with other roadway elements when space is limited.
S-4	Illumination	• Can improve safety for all road users by increasing visibility. • Pedestrian-scale lighting can make the corridor more attractive and support placemaking. • Lighting other than at major intersections would likely be City responsibility.
— S-4a	Improved illumination at intersections (ODOT standard)	• Installs lighting at intersections where there is most likely to be interactions between people on the road. • ODOT would furnish at locations where policy suggests (e.g. signalized intersections or areas with high night-time crashes).
— S-4b	Pedestrian-scale illumination along corridor	• Installs lighting through the urbanized segment of the corridor and maybe beyond. • Will likely require local funding.

CORRIDOR CONCEPTS AND INITIAL SCREENING

Concepts were qualitatively evaluated based on the performance screening measures described in the *Revised Performance-Based Decision Framework* Technical Memorandum:

- Alignment with TSP
- Level of traffic stress
- Pedestrian environment
- Bicycle environment
- Transit
- Crossing enhancement
- Motor vehicle and freight mobility
- Impacts to environmental resources
- Safety criteria
- Speeding and aggressive driving behavior
- Flooding reduction
- Cost
- Phasing
- Oregon Coast Bike Route (OCBR) and Oregon Coast Trail (OCT) support (related to pedestrian environment, bicycle environment, and safety criteria)

The screening evaluation used a three-point scale as follows:

4 Concept meets or fully addresses the criterion

2 Concept partially meets or addresses the criterion, or is neutral with respect to the criterion

0 Concept does not meet or negatively impacts the criterion

Table 9. Corridor Concepts and Initial Screening

ID	Description	Map sheets	Recommend for Advancement	Alignment with TSP	Level of traffic stress	Pedestrian environment	Bicycle environment	Transit	Crossing enhancement	Motor vehicle and freight mobility	Environmental resource impacts	Safety criteria	Speeding and aggressive driving	Flooding reduction	Cost	Phasing	OCBR and OCT support
R	**Roadway and vehicle mobility**																
R-1a	Reconfigure four lane section (between Park Drive and Shamrock Road) to three lanes (1 SB, 1 TWLTL, 1 NB) with bike lanes.	North, Mid, South	Yes	4	4	4	4	0	4	2	2	4	2	0	2	2	2
R-1b	Reconfigure four lane section (between Park Drive and Shamrock Road) with two-way left turn lane (1 SB, 1 TWLTL, 2 NB).	North, Mid, South	No	0	0	0	0	0	2	2	2	0	0	0	2	2	0
R-1c	Reconfigure four lane section (between Park Drive and Shamrock Road) with two-way left turn lane (2 SB, 1 TWLTL, 1 NB).	North, Mid, South	No	0	0	0	0	0	2	2	2	0	0	0	2	2	0
R-2a	Signalize intersection at Gearhart Lane.	Mid	No	4	4	4	2	4	4	0	2	4	2	0	2	2	2
R-2b	Install roundabout at intersection with Gearhart Lane.	Mid	No	4	4	4	2	2	2	2	2	4	2	0	2	2	2
R-3	Update intersection at Pacific Way for reconfigured lanes (concept R-1)	South	Yes	4	4	4	2	4	4	2	2	4	2	0	2	2	2

ID	Description	Map sheets	Recommend for Advancement	Alignment with TSP	Level of traffic stress	Pedestrian environment	Bicycle environment	Transit	Crossing enhancement	Motor vehicle and freight mobility	Environmental resource impacts	Safety criteria	Speeding and aggressive driving	Flooding reduction	Cost	Phasing	OCBR and OCT support
	and improve sidewalks, ramps, crossings																
R-4	Speed detection and feedback devices	N/A	Yes	2	2	4	4	4	4	2	2	2	4	2	2	4	4
A	**Active transportation concepts**																
A-1a	East side shared-use path with bike lanes on both sides. Full corridor or non-urbanized areas.	North, Mid, South	Yes	4	4	4	4	2	2	2	2	4	2	2	2	4	4
A-1b	West side shared-use path with sidewalk and bike lane on east side. Full corridor or non-urbanized areas.	North, Mid, South	No	2	4	4	4	2	2	2	0	4	2	0	0	4	4
A-1c	East side shared-use path with sidewalk and bike lane on west side. Full corridor or non-urbanized areas.	North, Mid, South	Yes	2	4	4	4	2	2	2	0	4	2	0	0	4	4
A-1d	East side shared-use path with bike lane on west side. Full corridor or non-urbanized areas.	North, Mid, South	No	2	4	4	4	2	2	2	2	4	2	2	4	4	4
A-1e	East side shared-use path with sidewalk on west side, no bike lanes. Urbanized areas only.	North, Mid, South	No	2	2	4	2	2	2	2	0	4	2	0	2	4	4

ID	Description	Map sheets	Recommend for Advancement	Alignment with TSP	Level of traffic stress	Pedestrian environment	Bicycle environment	Transit	Crossing enhancement	Motor vehicle and freight mobility	Environmental resource impacts	Safety criteria	Speeding and aggressive driving	Flooding reduction	Cost	Phasing	OCBR and OCT support
A-1f	Sidewalks and bike lanes on both sides, no path. Urbanized areas only.	North, Mid, South	Yes	2	2	4	4	2	2	2	0	4	2	0	2	4	4
A-2	Reconfigure lanes on bridge over Mill Creek to create a shared-use path for people to walk/bike, remove center turn lane.	South	Yes	2	4	4	4	0	0	2	2	4	2	0	4	0	4
	Crossing improvements																
C	Basic crossing locations	North, Mid, South	No	2	4	2	2	4	2	0	2	2	0	0	4	2	2
X	Enhanced crossing locations	North, Mid, South	Yes	2	4	4	2	4	4	0	2	4	2	0	2	2	2
T	**Transit concepts**																
T-1	Move bus stop at bowling alley closer to the Pacific Way crossing. Provide shelter and other amenities.	South	Yes	4	2	4	2	4	2	0	2	4	0	0	2	2	0
	Streetscape concepts																

ID	Description	Map sheets	Recommend for Advancement	Alignment with TSP	Level of traffic stress	Pedestrian environment	Bicycle environment	Transit	Crossing enhancement	Motor vehicle and freight mobility	Environmental resource impacts	Safety criteria	Speeding and aggressive driving	Flooding reduction	Cost	Phasing	OCBR and OCT support
S-1	North end gateway treatments	North	Yes	2	2	2	2	2	2	2	2	2	4	2	4	2	2
S-2	South end gateway treatments	South	Yes	2	2	2	2	2	2	2	2	2	4	2	4	2	2
S-3	Corridor-wide landscaping	N/A	Yes	2	2	4	2	2	0	0	4	2	4	4	2	4	2
S-4a	Improved illumination at intersections	N/A	Yes	2	2	2	2	4	2	2	0	2	4	2	4	4	2
S-4b	Pedestrian-scale illumination along corridor	N/A	Yes	2	2	4	4	4	4	2	0	2	4	2	2	4	4

Figure 9. Concepts — North Segment

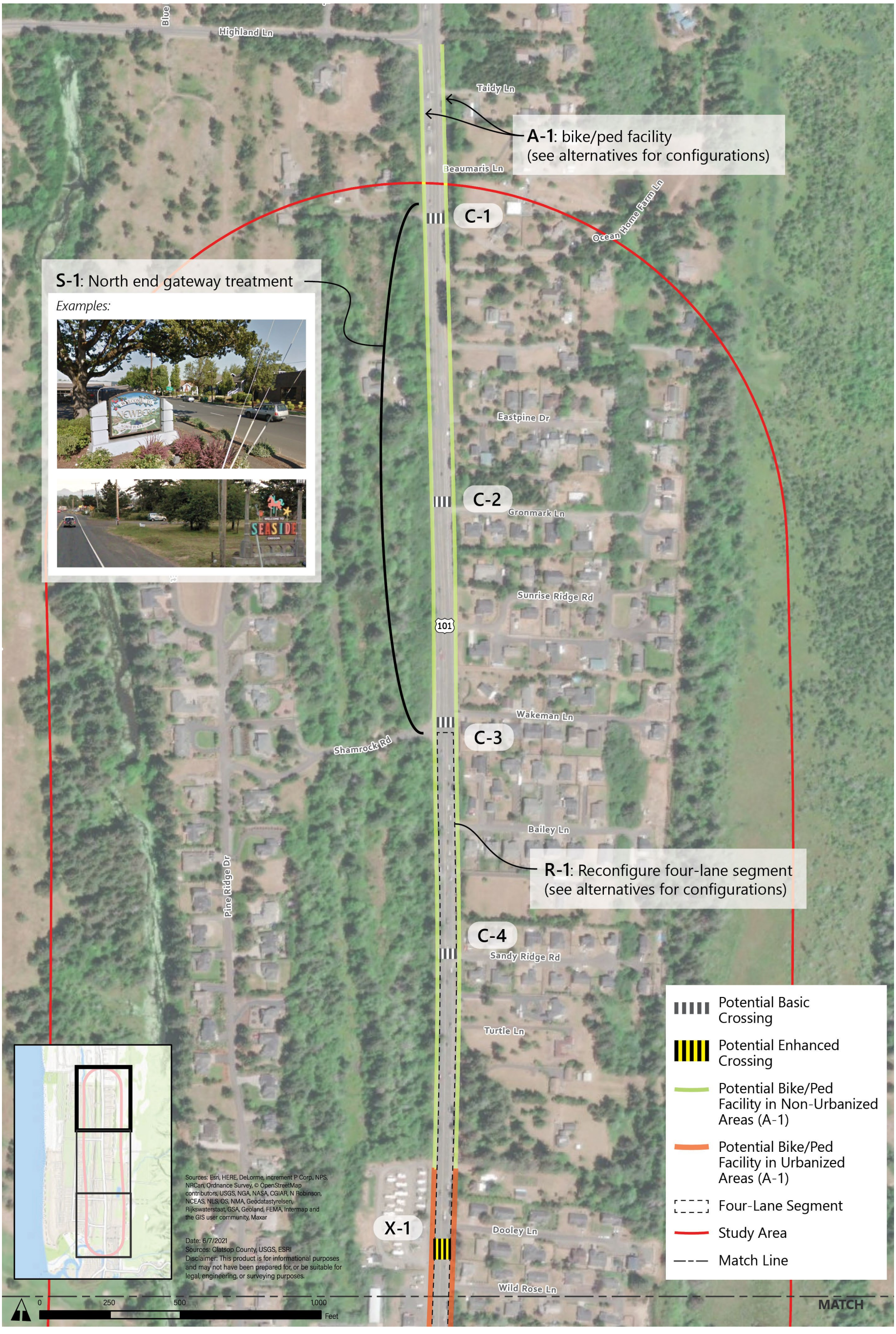


Figure 10. Concepts — Central Segment

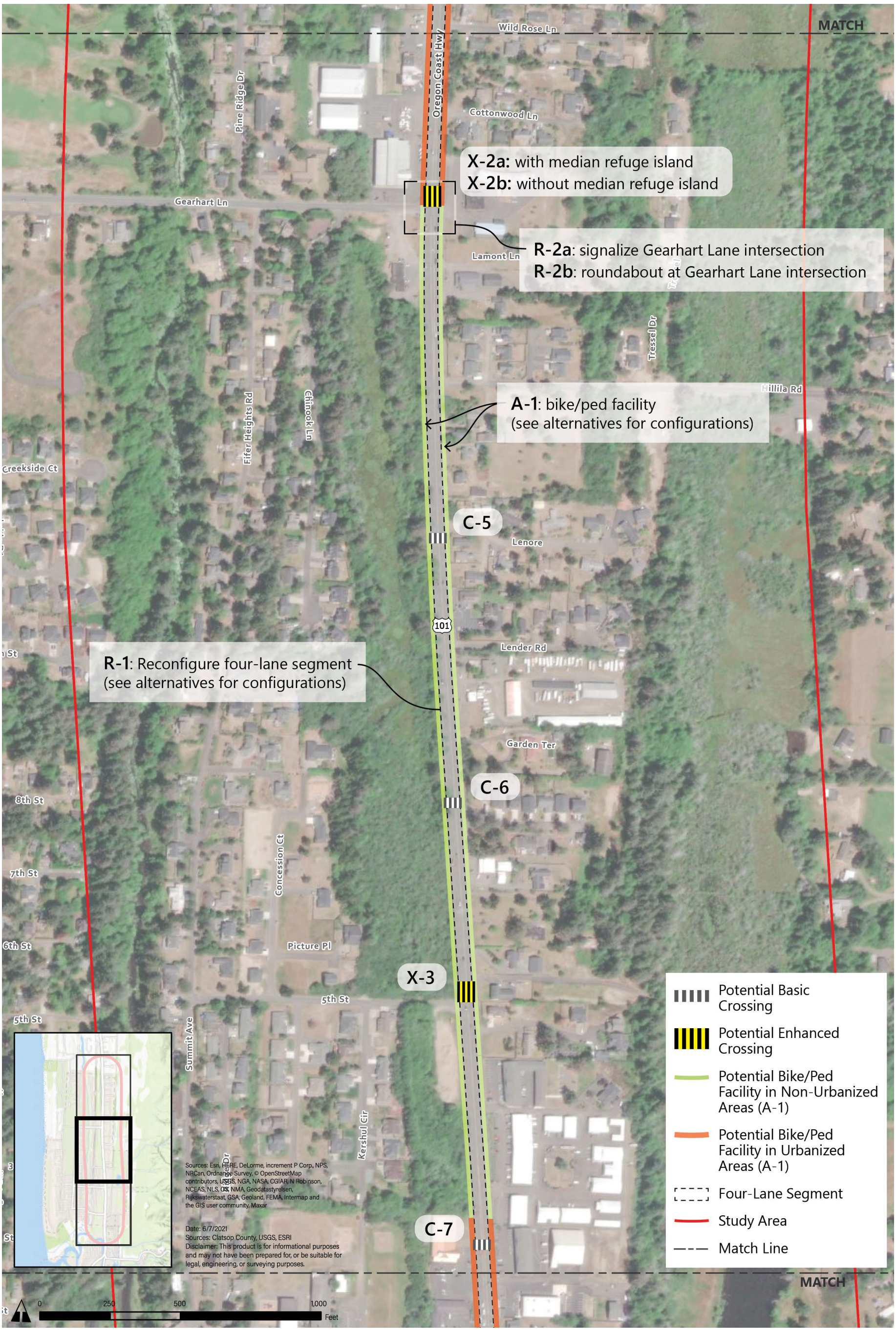


Figure 11. Concepts — South Segment