

POINTS OF INTEREST

- 1 INTERNATIONAL YACHT RESTORATION SCHOOL (I.Y.R.S.)
- 2 RHODE ISLAND NATIONAL GUARD ARMORY
- 3 PERRY MILL
- 4 POST OFFICE
- 5 SEAMEN'S INSTITUTE
- 6 TRINITY CHURCH
- 7 BRICK MARKET PLACE
- 8 MUSEUM OF NEWPORT HISTORY
- 9 DISTRICT COURTHOUSE
- 10 OLD COLONY HOUSE
- 11 FORT ADAMS LANDING
- 12 WASHINGTON SQUARE
- 13 ISLAND CEMETARY
- 14 BRAMAN CEMETARY
- 15 COMMON GROUND CEMETARY
- 16 JAI ALAI

PROPOSED HARBORFRONT IMPROVEMENTS:

- RENOVATE WHARF AND AN STREET PIER
- FORT ADAMS AND THE NAVAL WAR COLLEGE

FEATURES:

- HARBOR SHUTTLE PIERS
- WALKWAY PAVING AND PERIOD LIGHTING
- SITE FURNISHINGS AND LANDSCAPING

LONG WHARF LANDING: INTERMODAL TRANSPORTATION FACILITY

- HARBOR SHUTTLE LOOP SERVICE TO PIERS
- WATER TAXIS TO VARIETY OF USES
- RIPTA CONNECTER FERRY TO PROVIDENCE

NEWPORT GATEWAY CENTER:

SEE CURRENT STUDY BY THE CITY OF NEWPORT

- CONNECT GATEWAY BUILDING TO WATERFRONT CENTER AND INTERMODAL HUB THAT ACCOMMODATES LIGHT RAIL, BUSES, TROLLEYS AND AUTOMOBILES
- PROVIDE INCREASED PARKING, OFFICE AND RETAIL OPPORTUNITIES

PELL BRIDGE TRANSPORTATION CENTER: AN INTERMODAL HUB

- NEWPORT GATEWAY WITH PARKING FACILITIES AND A VISITOR CENTER TO SUPPORT VISITABLE TOURISM AND TOURISM
- TRIPLE TRANSPORTATION LOOPS CONNECTING TO LONG WHARF LANDING, DOWN TOWN, AMERICAS CUP BOULEVARD, SOUTHERN THAMES STREET, PORT ADMIN, OCEAN DRIVE, BELLEVUE AVENUE AND AREA BEACHES
- PASSENGER LIGHT RAIL CONNECTIONS TO THE NORTH
- BICYCLE AND MULTIMODAL PATHWAY CONNECTIONS TO THE NORTH AND SOUTH

THE TRANSPORTATION CENTER INCLUDES:

- INFORMATION FACILITY AND ORIENTATION CENTER
- PUBLIC RESTROOMS AND CAFE/COFFEE SHOP
- BICYCLE RENTALS, STORAGE RACKS AND PATHWAYS

J.T. CONNELL HIGHWAY NORTH:

- RECONNECT J. CONNELL HIGHWAY TO FAREWELL STREET
- RECREATE TREE-LINED BOULEVARD THAT LINKS AMERICAS CUP BOULEVARD WITH TOWNVILLE CENTER IN WASHINGTON

J.T. CONNELL HIGHWAY SOUTH:

- CREATE A NEW REGION POINT FOR TRAFFIC
- RIGHT TO THE HARBORFRONT ALONG AMERICAS CUP BOULEVARD EXTENSION
- LEFT TO THE HISTORIC HILL DISTRICT AND WASHINGTON AVENUE

ECONOMIC BENEFITS:

- 25 AC RES OF HEIGHT OF WAY OPENED FOR DEVELOPMENT
- 400,000 SQU FT OF DEVELOPMENT POTENTIAL

AMERICAS CUP AVENUE:

- TRANSFORM AMERICAS CUP AVENUE TO A TREE-LINED BOULEVARD WITH A CENTER GREENWAY
- RE-CREATE HISTORIC DISTRICT SCALE WITH TRAM SCALE
- RECONNECT TRUCKS, BUSES AND BIKES STREETS WITH THE HARBORFRONT
- CREATE SMALL DEVELOPMENT SITES

SOUTHERN THAMES STREET:

- OVERHEAD WIRE-SUSPENDED UNDERGROUND
- LANDSCAPING AND STREET TREES
- WALKWAY PAVING
- PERIOD LIGHTING
- SITE FURNISHINGS

1997 - 1999

NEWPORT HARBORFRONT PLAN

W T G

PLANNING AND DESIGN CONSULTANTS

LOCUST VALLEY FARM, EXETER, RHODE ISLAND

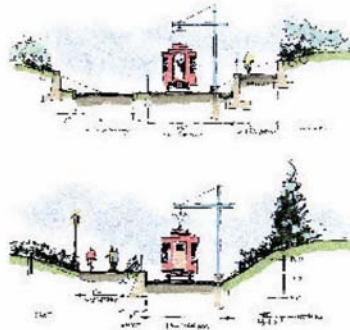
PREPARED FOR THE FOUNDATION FOR NEWPORT

FEBRUARY 1997

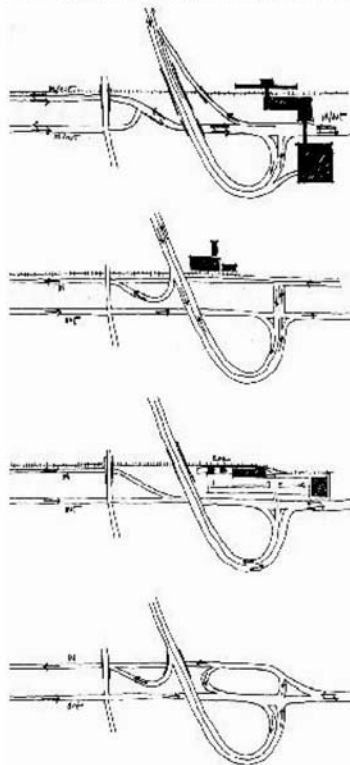
REVISED JANUARY 2001



1997 NEWPORT HARBORFRONT PLAN
PELL BRIDGE INTERCHANGE
NEWPORT, RHODE ISLAND



Sections through the Light Rail Corridor and Multi-use Pathway

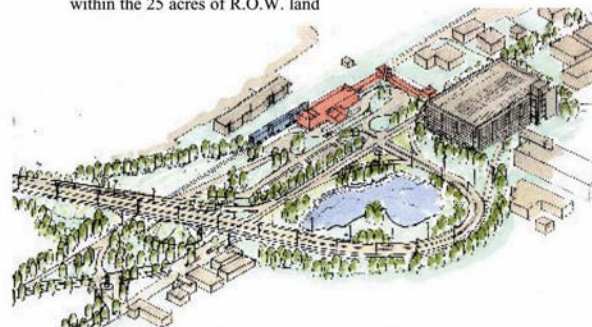


Design studies of the Pell Bridge Interchange

More than 3.5 million people visit the city of Newport each year. Over two-thirds of these people and their vehicles enter the city from the North and the West, arriving in Newport via Farewell Street after winding through part or all of the Pell Bridge Interchange. This complex series of ramps and approach roads were built in the late 1960's and were intended to provide a seamless open highway connection between the Pell Bridge and Route 24. Halted by public outcry, the Pell Bridge Interchange plans were abandoned and construction was never completed. In addition to the confusing ramps, the interchange sprawls across 25 acres of land and bisects local traffic patterns, resulting in confused motorists and clogged intersections. Dismayed by ever increasing traffic pressures, The Foundation For Newport commissioned a plan in 1997 to study traffic and congestion problems in the city. The study was carried out by the planning group WTG: Warner, Todd and Gaffney. The office of William D. Warner Architects and Planners provided design services to finalize the conceptual plans and provide formal recommendations. This team sought to reconfigure the interchange, re-think how traffic moves into the city and develop appropriate gateways to the historic city. The 1997 Newport Harborfront Plan Report identified the following goals for this area.

GOALS

1. Reverse the growing traffic congestion in Newport
2. Intercept visitors to the city and provide alternative transportation opportunities: Develop an intermodal hub at the interchange
3. Provide safe, convenient, and low cost parking for passengers and interstate busses
4. Develop reliable and safe public transportation systems that encourage both residents and visitors to get out of their vehicles (light rail, rubber tired CNG trolleys, water taxis, etc.)
5. Identify and create a hierarchy of roadways for moving vehicles. Reestablish lost city streets and create new city streets in scale with the surroundings
6. Create new development opportunities by identifying development parcels within the 25 acres of R.O.W. land



Conceptual sketch of the Pell Bridge Interchange Transportation Center



Existing conditions aerial (left) and proposed improvements to the Pell Bridge Interchange

WILLIAM D. WARNER Architects and Planners

NEWPORT HARBORFRONT PLAN
NEWPORT, RHODE ISLAND

The City of Newport is a primary provider for the tourism industry in Rhode Island, with historic mansion tours alone attracting over 800,000 visitors a year to the area. Congestion from visitors' automobile traffic is growing at an alarming rate, and threatens the very tourism at its source. In 1996, the Foundation for Newport engaged Warner-Todd-Gaffney (a partnership associated with WDWAP) to prepare a master plan that addressed these issues. We were guided by the following goals:

- Reverse the growth of traffic congestion.
- Improve access to the water along the Harborfront.
- Intercept visitors traffic and provide an attractive and reliable system of public transportation.
- Improve the quality of public attractions.
- Find alternatives to the use of valuable waterfront as parking lots.
- Define ways future development can be in scale with the surrounding historic architecture.

PLAN PROPOSALS:

Pell Bridge Gateway: Reconfigure unfinished ramps & roadways leading from Pell Bridge by creating a functional gateway. Demolish 4-lane "freeway to nowhere" east of the bridge; reconnect Connell Highway to Farewell Street.

Pell Bridge Transportation Center: Establish a transportation center to intercept Newport visitors, consisting of 1,000-car parking garage and combined trolley & tour bus station.

Economic Benefits: Redesigned ramp system frees up nearly 25 acres of right-of-way (ROW) land for development.

Improve Rail and Trolley Corridor, connecting the Pell Bridge and the waterfront.

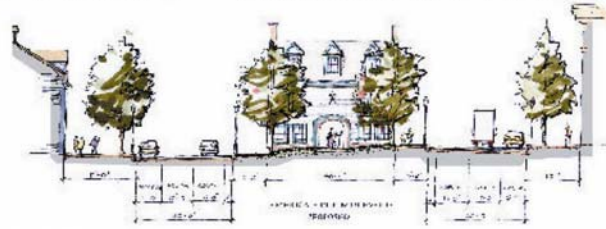
Marine Transportation Center at Long Wharf strengthens existing Gateway Center.

Establish Water Taxi Harbor Circulator Service to connect wharves, Fort Adams, and other destinations.

Transform America's Cup Avenue to Tree-lined Boulevard with Center Greenway: Reconnect pedestrian and hill streets with harborfront. Create small development sites.

Harborfront Pier Improvements: Water taxi docks, walkway paving, landscaping, period lighting for Bannister's Wharf, Anne Street Pier, Howard Wharf, King Park, & Fort Adams.

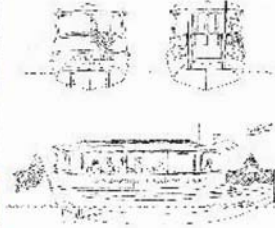
Lower Thames Street: Bury overhead wires. Add street trees, brick crosswalks, period lighting & benches.



America's Cup Boulevard Proposed Section



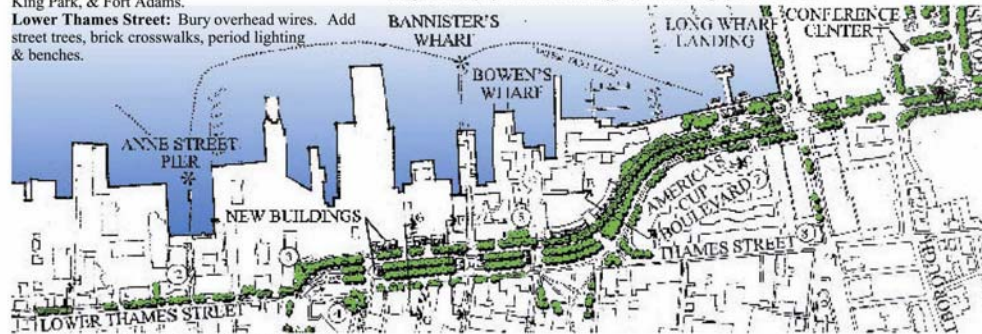
Rubber Tired Trolley



Proposed Water Taxi



Proposed Streetscape Improvements, Southern Thames Street
Image courtesy of Warner Todd Gaffney. Rendering by Thomas Todd.



Schematic Street Alignment, America's Cup Boulevard