





CHAPTER SIX

Implementation & Next Steps

NEXT STEPS

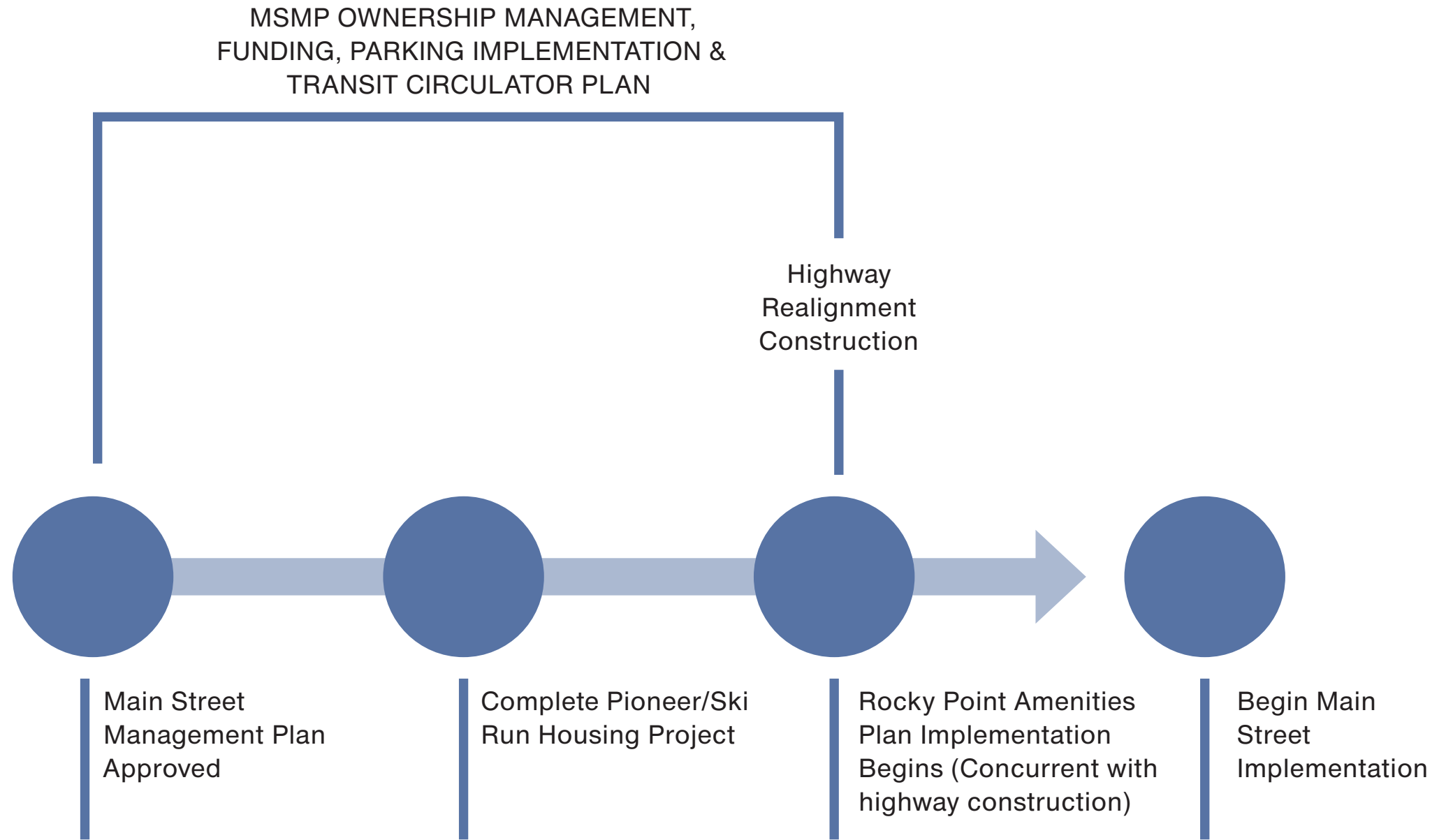
IMPLEMENTATION STEPS

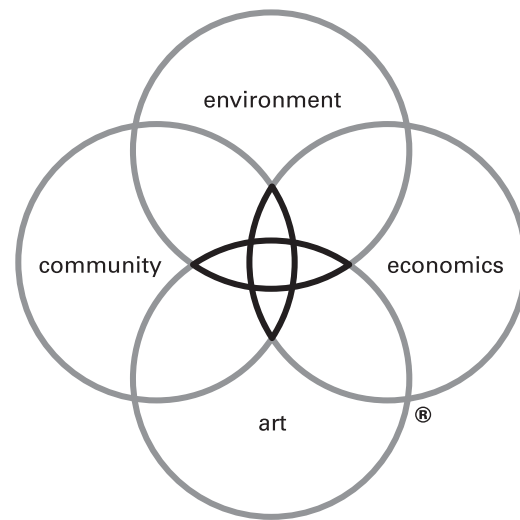
There are a number of tasks that must be complete before the Main Street Management Plan (MSMP) can be implemented. This graphic shows the sequence of steps for each component of the US 50 South Shore Community Revitalization Project to be completed in the upcoming years. The components included in this plan will be brought to the TRPA Governing Board for formal approval as partially satisfying the permit condition required for the US 50 South Shore Community Revitalization Project (SSCRP). The ownership, operations, and management component of the MSMP will be brought to the TRPA Governing Board in the future for formal approval and full satisfaction of the permit condition. Following the partial approval of the MSMP in the fall of 2020, the parking management recommendations should be further developed and implemented over time with stakeholder involvement.

INTERIM DESIGN STRATEGIES

While construction of full design proposed in this plan cannot be accomplished until US Highway 50 has been realigned, certain aspects of the plan can be implemented in the years prior to construction. These include:

- Traffic Calming can be conducted temporarily using pedestrian curb extensions at key crossings of using landscaping.
- Sidewalks and the pedestrian realm can improved in the short-term using interim materials such as gravel, paint or planter beds prior to full project implementation.
- Parklets and cycle corrals can be used prior to reconstruction to provide interim activation and increase the public realm. Parklets and cycle corrals can replace existing parking spaces to be used for gathering spaces or bike parking capacity.
- Planters can be used as temporary installations to begin redefining the configuration and space allocation along the corridor. The planters also provide valuable green infrastructure components with immediate environmental and user experience benefits.
- Flexible bollards and modular curbs can also be installed immediately to indicate the transformation that is anticipated to occur. Using interim materials, these temporary and inexpensive additions can reflect the desire configuration of the corridor while helping redirect traffic and pedestrians.
- Work with state DOTs to provide dedicated space for bicycle facilities throughout the corridor.
- Improvements to the existing Stateline Transit Center including improved waiting areas, additional secure bike parking, pick-up/drop-off space for TNCs, and improved wayfinding including detailed maps of the Stateline area and real-time transit and traffic information.
- Improved wayfinding – near term actions could include navigation panels, navigation totems, and interpretation as depicted in the Wayfinding Section of the MSMP.
- Near-term parking management as identified in the subsequent Parking Management Plan.





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