



Tahoe *Main Street* MANAGEMENT PLAN

Best Practices & Case Studies

AUGUST 2019
DESIGNWORKSHOP

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SPECIAL THANKS TO THE **GENERAL PUBLIC ATTENDEES AND THEIR VALUED INPUT IN THE PLANNING PROCESS*

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Project Introduction

“One of the most important capital improvement projects in Lake Tahoe’s history.” - Joanne S. Marchetta

A project with a long history, the transformation of U.S. Highway 50 on the south shore of Lake Tahoe is getting closer to revitalization. In December 1980, the Revised Tahoe Regional Compact was signed, calling for the relocation of US 50 to revitalize Lake Tahoe’s Tourist Core and establish a Main Street corridor. Almost 30 years later, the US 50/South Shore Community Revitalization Project’s (US 50/SSCRP) environmental documentation was approved and community and stakeholder energy is renewed.

In March of 2019, Design Workshop’s Denver Office was hired by the Tahoe Regional Planning Agency (TRPA) to develop a Main Street Management Plan for the transition of the area after its conversion from a five-lane U.S. Highway. The relocation of U.S. Highway 50 presents an opportunity to create a “Main Street” for the South Shore and transform the corridor into a world-class space for people, enhance the environment for those visiting surrounding properties, and provide for an experience that matches the unique natural environment at Lake Tahoe.

PROJECT INTRODUCTION

Project Overview

This Main Street Management Plan (MSMP) covers the bi-state South Shore corridor from which the current U.S. Highway 50 will be located. It stretches from the intersection with Lake Parkway in Nevada to just beyond the intersection with Pioneer Trail in California. The existing corridor is the primary tourist core for South Lake Tahoe and Stateline, Nevada. The approximate 1.1 mile bi-state corridor currently exhibits two largely different streetscapes. The Nevada side consists of four hotel/casinos with traditional auto-oriented streetscape and vehicular ingress/egress across pedestrian sidewalks. The California side has been largely redeveloped with a mixed-use pedestrian village containing retail, restaurants, vacation/resort style condos and a gondola. Vehicular access across pedestrian sidewalks is limited.

The MSMP will provide design guidance for the corridor and surrounding properties and will include a plan for a variety of transportation modes. Additionally, the MSMP will define the configuration, operation, and management of what will become the U.S. 50 corridor to achieve the goals of adopted plans and include wayfinding and performance management components as part of a comprehensive plan for the new Main Street.

TRPA Permit Condition 3.B

Prior to the relocation of U.S. 50, it is required that the Main Street Management Plan be developed and adopted for the transition of the Main Street after its conversion from a five-lane highway. The purpose, requirements, limits, goals, and conditions of approval for the MSMP have been established in TRPA Permit Condition 3.B. The document is outlined below and serves as guidance for the project.

PURPOSE

- The purpose of the Plan is to create a complete, multi-modal street environment which enhances the businesses environment, the visitor experience, and environmental sustainability.

VISION

- The Main Street Management Plan will create a world-class space for people, enhance the environment for those visiting surrounding properties, and provide for an experience that matches the unique natural environment at Lake Tahoe.

REQUIREMENTS

- The Plan will define the configuration, operations, and management of the newly converted Main Street corridor segment that will achieve the goals of adopted plans.
- The Plan shall be developed with a stakeholder working group.
- The Plan shall be produced in partnership with, and submitted to, Tahoe Regional Planning Agency (TRPA), Douglas County, the City of South Lake Tahoe, and Tahoe Transportation Department (TTD), and approved by the TRPA Governing Board prior to permit acknowledgement of Phase 1 and the commencement of construction of the approved US 50 highway alignment.
- Consider all access and activity options and best practices from around the world for similar Main Street conversions.
- Address plans for changes to surrounding properties and identify desired and allowed types of uses.
- For transportation related uses, identify space allocation recommendations prioritizing those modes that most efficiently utilize space for the movement of people.



PROJECT BOUNDARY, TAHOE MAIN STREET

- Describe pedestrian demand, access, and routes; changes during major events and peak periods; and how pedestrians share transportation facilities and connect with other modes of transportation.
- Describe bicycle routes and facilities along Main Street, including connections to surrounding bicycle routes, bicycle parking, and how bicyclists share transportation facilities and connect with other modes of transportation.
- Provide allocation of space for bike parking.
- Accommodate scooters/e-scooters and other PMD's, provide facilities for travel, and provide facilities for parking.
- Address Main Street changes for transit needed during major events, peak periods, seasonal changes, and connections to other transit modes.
- Review and approve TTD transit plan.
- Coordinate with TTD on the routing and operation of the Main Street Circulator.
- Review and approve TTD generated parking management plan.
- Include wayfinding strategies such as: static, changeable message and temporary signage, as well as potential digital communication of wayfinding recommendations through internet or smart phone applications.
- Develop a strategy for the change in ownership of the Main Street project former rights-of-way and ownership of facilities, operation and management, and the funding mechanism for project construction, operations and maintenance including expected expenditures and revenues.
- Execute maintenance and operation agreements citing responsible parties, roles and functions.
- Identify the performance metrics that will be measured to verify improvements in the reduction of vehicle miles traveled, travel times by mode to key destinations, que lengths at major intersections and at entrances to key destinations; auto, bicycle and scooter parking availability; and collisions by mode.

GOALS OF ADOPTED PLANS

- Encourage the shifting of traffic away from the Main Street corridor to the newly constructed Highway.
- Facilitate multi-modal business access.
- Achieve a pedestrian, bike, and transit-oriented corridor
- Reduce vehicle miles travelled.
- Orient transit circulation around the existing transit center as a multi-modal mobility hub.
- Define appropriate uses of Main Street public space.
- Enhance the area for pedestrian-oriented activities and events.

LIMITS OF THE PLAN

- The area of the Main Street project will include, but may not be limited to, the current alignment of US 50 and property fronting it between the proposed roundabout at Lake Parkway and where the proposed new alignment connects to the current alignment southwest of Park Avenue near Pioneer Trail. The area of the Main Street Management Plan will include the area of the Main Street project as well as the adjacent areas necessary to address the items included in the plan.

Project Approach

In order to meet the permit conditions and achieve the goals expressed in previous planning efforts, Main Street needs to be designed and planned as more than a simple streetscape. It requires a comprehensive design approach to ensure that all voices are heard and all elements of a street are considered.

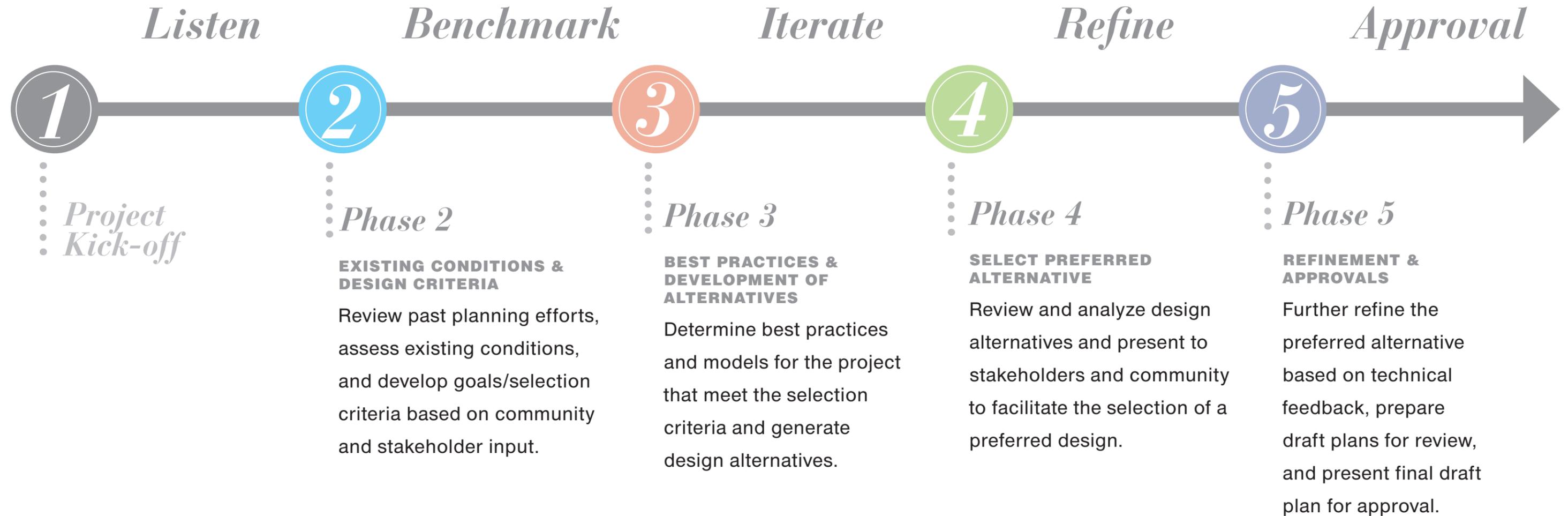
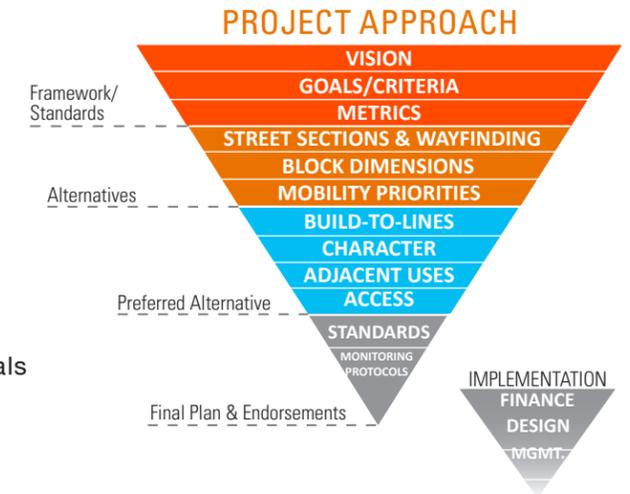
The approach for the Main Street Management Plan is multi-scaled and holistic. The first scale is high-level and will consider the unifying character of the entire project to establish an overarching strategy for achieving project goals. The second scale provides a granular approach to street design that acknowledges one size does not fit all. Design Workshop will study the unique conditions and challenges created by the street's interaction with adjacent properties and land uses to create an overlay of character zones. These two scales of thinking create consistency within the corridor while providing flexibility that allows the design to react to specific constraints or opportunities.

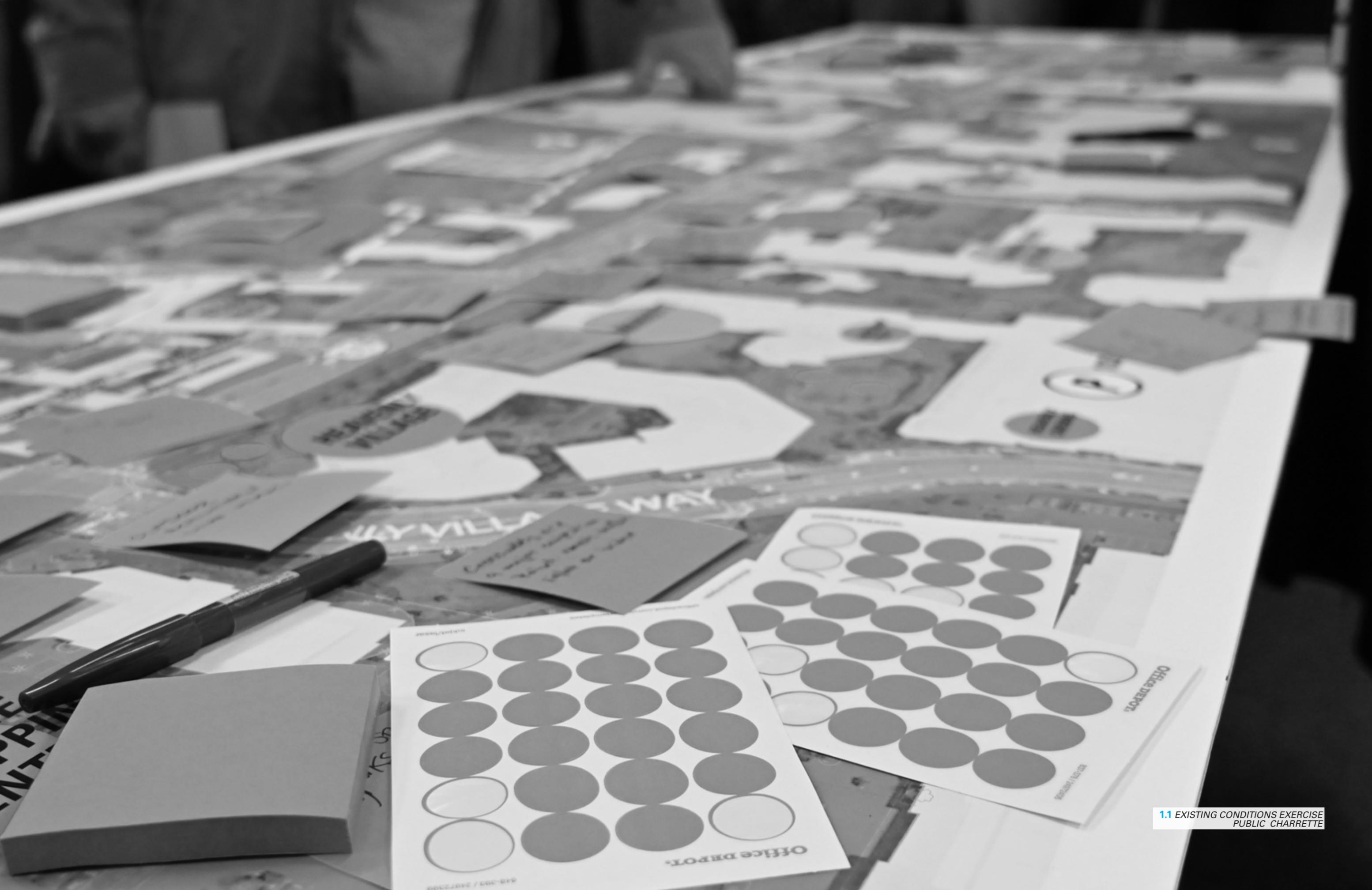
Facilitated by Design Workshop, the project scope will be structured around charrettes and open houses to develop a plan that not only addresses the permit conditions, but also creates the foundation for a world-class destination, achieves consensus, and accelerates the overall implementation process. A charrette format brings all stakeholders to the table to inform planning and design decisions and to resolve conflicts that stand

in the way of consensus. The process will reflect on previously approved documents, historic development, circulation, transportation, user patterns, needs, and dreams of stakeholders and the community, and financing decisions of the decision-makers and management entities.

Project Timeline

In order to meet the project schedule and deliver the desired outcomes while meeting the permit conditions, Design Workshop developed a work plan focusing on four main project phases that are structured around charrettes and open houses to ensure maximum consensus and buy-in. The below timeline illustrates the milestones and goals of each phase.







PHASE TWO
Charrette
Number One

Tahoe Main Street MANAGEMENT PLAN

CHARRETTE #1 SUMMARY

On May 29th, 2019 stakeholders and citizens from California and Nevada came together at the Tahoe Regional Planning Agency offices to participate in a charrette to review the existing conditions of the corridor and the development of goals and design criteria that will inform the future of the corridor.

The following document is a summary of the meeting and how it will ultimately inform the Tahoe Main Street Management Plan.



1.2 EXISTING CONDITIONS EXERCISE
PUBLIC PARTICIPATION

AGENDA

9am Stakeholder Working Group Meeting

12pm Break for Lunch

1pm Private Stakeholder Meetings

5pm Open House/Public Input



1.3 EXISTING CONDITIONS EXERCISE

“Ensure all voices had a chance to be heard and gain a deeper understanding of what the community really wants from their corridor”

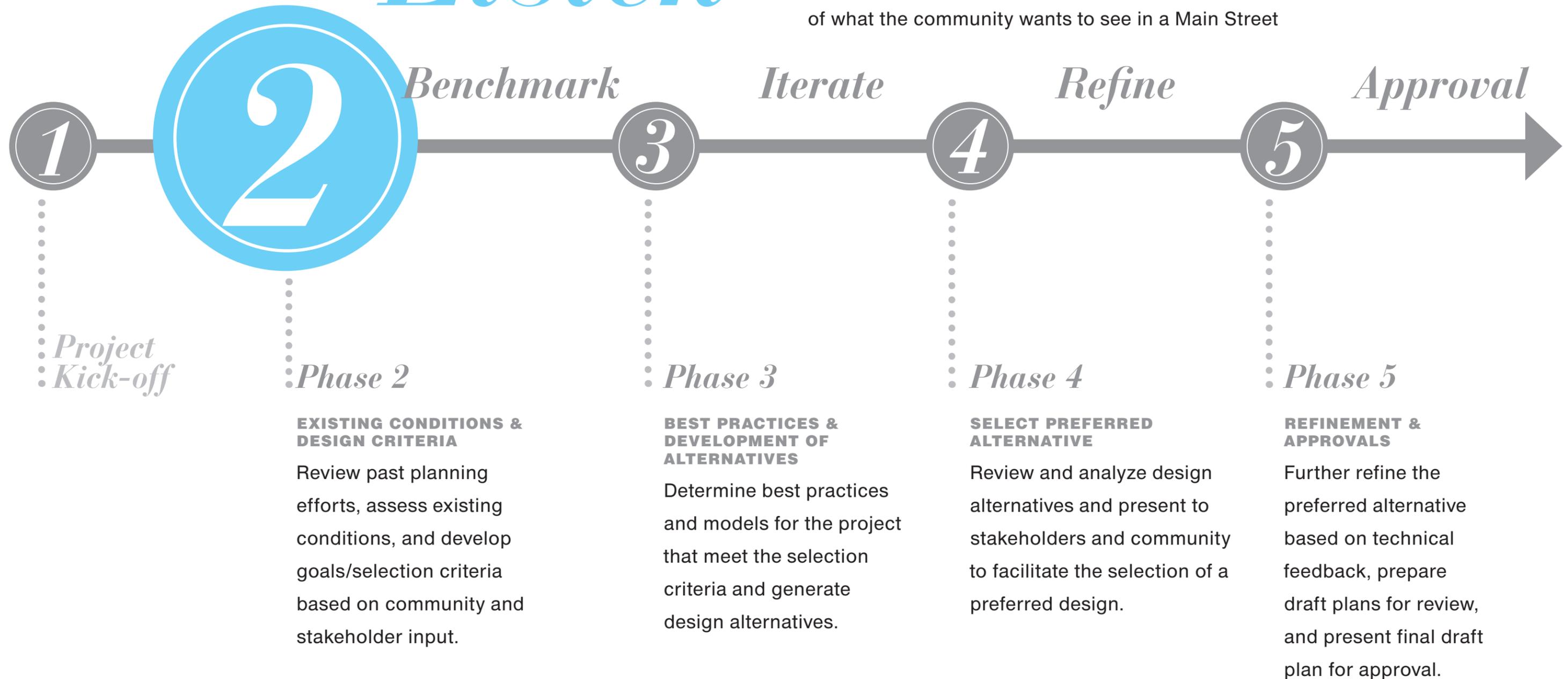


1.4 PUBLIC PARTICIPATION IN LIVE
WORK, TRAVEL EXERCISE

PURPOSE

'Listen'

Design Workshop began by reviewing the key goals and policies of past planning efforts and conducting a thorough site analysis to establish a baseline but real understanding requires input from the community members and stakeholders that use the corridor in daily life. A work session and public open house were held to ensure that all voices had a chance to be heard. The intent of the first charrette was to listen and gain a deeper understanding of what the community wants to see in a Main Street



STAKEHOLDER WORKING GROUP

The 21 members Stakeholder Working Group were selected to represent the interests of various community groups and serve as a forum for a collaborative decision-making process. At the first design charrette, participants met the Design Workshop team, shared their thoughts and concerns and had the opportunity to meet one-on-one with the Design Workshop team to discuss issues in greater detail.

The priority of the work session was to facilitate the development of SMART goals (see next page) and design criteria that reflect the desires of the community and are implementable.

1.5 STAKEHOLDER WORKING GROUP



1.6 STAKEHOLDER WORKING GROUP

SMART GOALS

PREMISE

Stakeholders and citizens attending the meeting were broken into four groups to develop SMART goals for four overarching categories. Each group exercise was led by a trained facilitator who explained that a SMART goal is Strategic, Measurable, Action-Oriented, Realistic, and Time-Sensitive. Deliberate recording of a project's goals supports transparent decision-making and accountability. Each group was given a matrix of all goals from relevant adopted plans¹ (FOOTNOTE 1.1) that fell within each category and asked to:

- Eliminate goals that were repetitive or not applicable
- Revise remaining goals to become SMART goals
- Prioritize list of remaining goals
- Consolidate goals to an achievable amount

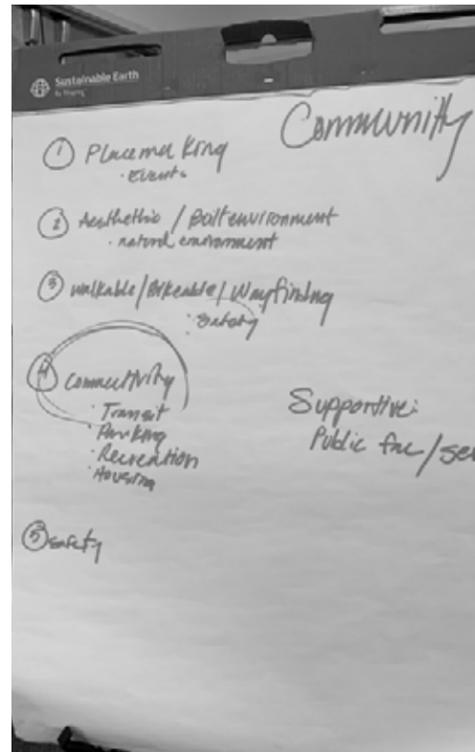
OUTCOMES

While the responses from the groups still need to be further refined and cross-referenced in order to be feasible goals for the project, the results serve as a baseline for the desires of the community and what the MSMP should achieve. The results were presented at the Public Open House to gain input from the community on additional goals and criteria that should be considered moving forward.

“Create a year round transportation system that is multi-modal, fun, exciting, & part of the Tahoe Experience”

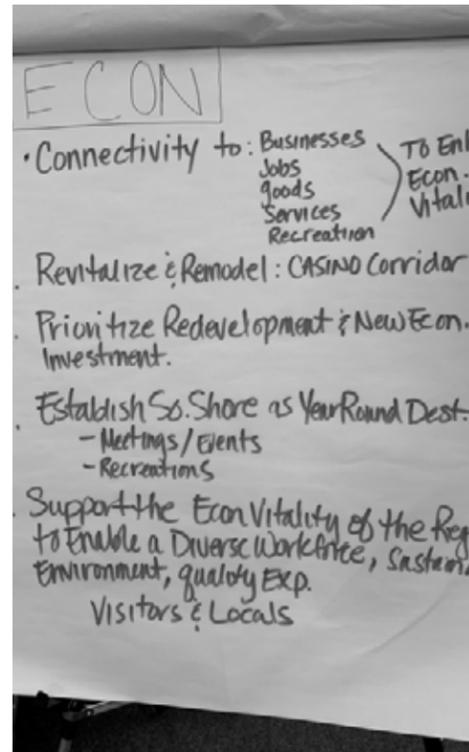
1.7 TRANSPORTATION GROUP GOAL

Stakeholder Working Group Responses



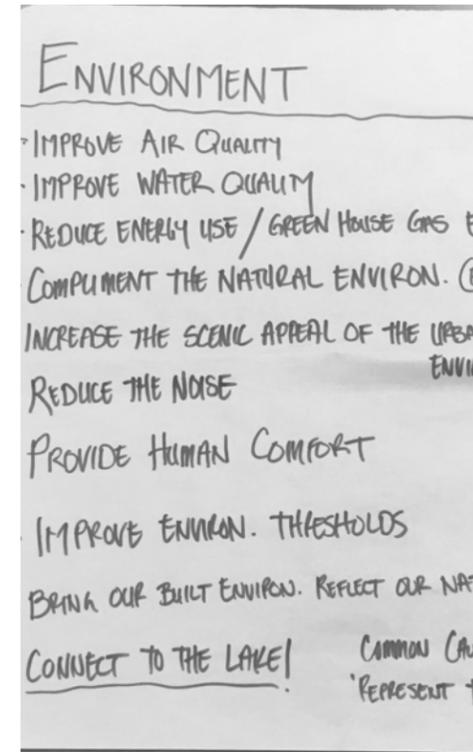
Community

- Accomplish urban placemaking by creating animated gathering spaces and encouraging outdoor dining, retail, and events.
- The built environment should aesthetically reflect the natural environment.
- The corridor should prioritize active transportation supported by comprehensive wayfinding.
- Increase safety.
- Improve connectivity between transportation modes, parking, recreation, and housing .
- Ensure the provision of supportive public facilities and services.



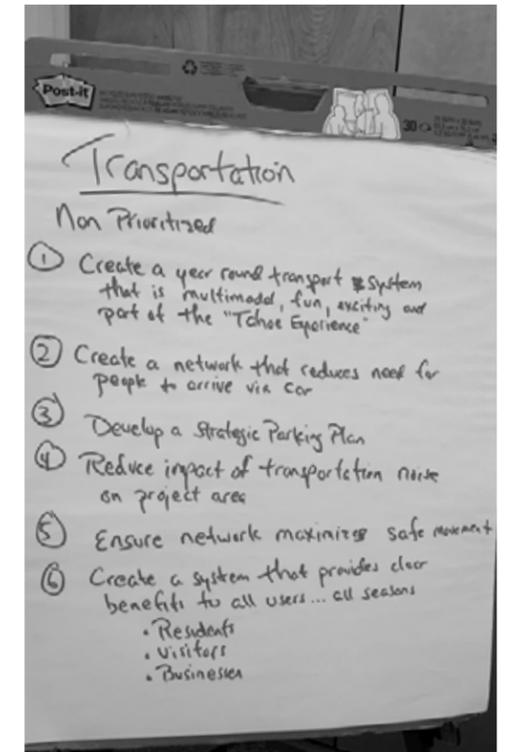
Economy

- Enhance economic vitality by providing connectivity to businesses, jobs, goods, services, and recreation.
- Revitalize and remodel ground level areas of casinos and resorts for retail use, amenities, accommodations, and hotel uses.
- Prioritize development and new economic development.
- Establish the South Shore as a year-round destination with meetings, events, and recreation.
- Support the economic vitality of the region to enable a diverse workforce, sustainable environment, and quality experience for locals and visitors alike.



Environment

- Improve air and water quality.
- Reduce energy use and greenhouse gas emissions.
- Complement the natural environment .
- Reduce noise.
- Provide human comfort.
- Improve environmental thresholds.
- Ensure that the built environment reflects and complements the natural environment.
- Connect to the Lake.
- Unite around a common cause that represents Lake Tahoe.



Transportation

- Create a year-round transit system that is multi-modal , fun, exciting, and part of the “Tahoe Experience”.
- Create a network that reduces the need for people to arrive via car.
- Develop a strategic parking plan.
- Reduce the impact of transportation system on the project area.
- Ensure that the transportation network maximizes safe movement.
- Create a system that provides clear benefits to all users during all seasons.

¹ “CORRIDOR CONNECTION PLAN”, “ENVIRONMENTAL IMPACT STATEMENT”, “REGIONAL PLAN”, “REGIONAL TRANSPORTATION PLAN”, “SOUTH SHORE AREA PLAN”, “TOURIST CORE AREA PLAN”, “TRANSIT MASTER PLAN”

PUBLIC OPEN HOUSE

The first charrette concluded with a Public Open House that allowed the community to meet the planning team and become acquainted with the purpose, limits, conditions and requirements of the project as outlined in the TRPA Permit Condition. The open house was organized into five stations that encouraged citizens to provide input on the Main Street goals/design criteria and provide critical input on the site's strengths and challenges that are present today. Attendees also provided feedback on general design preferences, travel patterns, and what they hoped Main Street would ultimately become.



1.8 CHARRETTE STATION #3 EXISTING CONDITIONS EXERCISE



Station 1: SMART GOALS

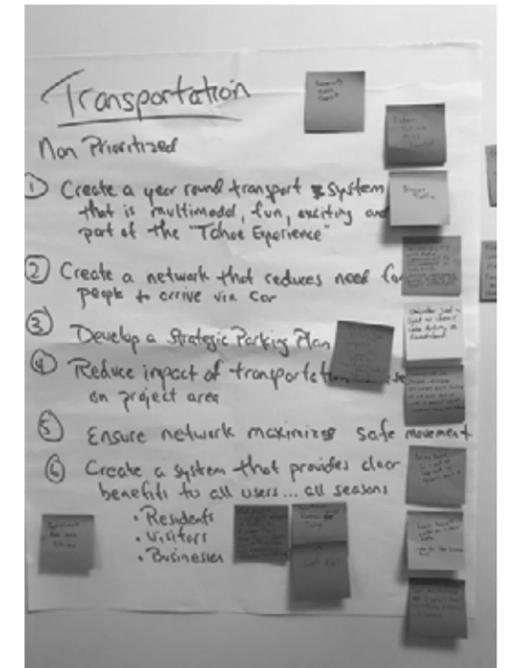
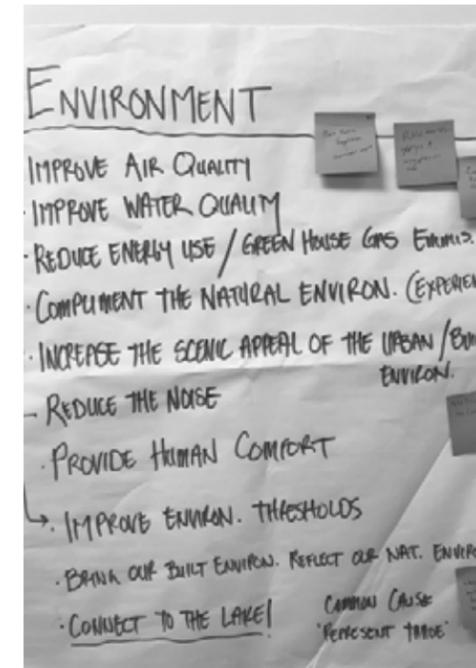
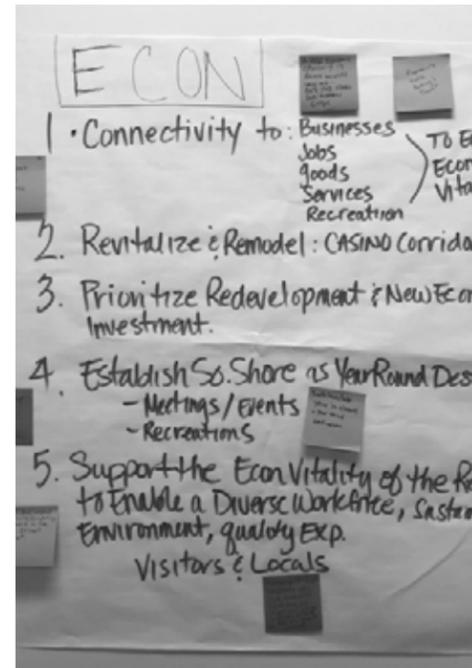
PREMISE

The intent of this station was to expand upon the responses developed by the Stakeholder Working Group. The station explained the definition and purpose of SMART Goals and gave participants the chance to review the goals matrix from relevant adopted plans that were to be considered. The goals/design criteria developed by the Stakeholder Working Group were also presented and allowed the community to weigh in with written commentary. Citizens were asked to provide critical input on the goals, criteria, and categories to ensure that the overarching goals of the plan are informed by holistic feedback.

OUTCOMES

The responses provided important insight into community desires and strategies to achieve them. In addition to goals, many of the comments were specific strategies or design recommendations. All responses will be used to inform the development of goals and design criteria moving forward.

Public Open House Comments



Community

- “Signage should reflect the style of iconic and classic Tahoe”
- “Built-in areas for temporary art and performance spaces that blend in with environment”
- “Extend bike path to Zephyr Ridge”
- “Close corridor to three lanes and widen sidewalk to include two closed lanes on each side”
- “Middle turn lane in corridor”
- “Trolley with free access”
- “Places for live theatre events and community events”
- “Focus on three things that make lake Tahoe what it is: parties, gaming, mountains”
- “Historical walking tours should be linked to Van Sickle State Park”
- “Restricted workforce housing within the core”
- “Make Main St. a ped mall”

Economy

- “Support local business”
- “Economically viable parking and transit”
- “Art is all year”
- “South Shore/Lake Tahoe is already a year-round destination”
- “We should prioritize local businesses to re-build/redevelop Main Street”
- “Remember that residents who live and work here are an important factor in the economy...Without us, tourists aren't served”

Environment

- “More native vegetation and stormwater management”
- “Public education opportunities and important info”
- “Continuous retail frontage”
- “Add fruit trees to corridor”
- “Integrate/imitate natural features in Lake Tahoe”

Transportation

- “Reduce vehicle miles traveled”
- “Slower traffic”
- “Pedestrian accessibility with more crosswalks to discourage jay walking”
- Various crosswalk sound alerts for sight impaired
- “Employers in Business District Zone (Stateline to Meyers) should contribute to transit cost for guests and employees”
- “Consider just a light at US 50 and Lake Parkway vs. a roundabout”
- “Conducive to inter-mixing of locals and tourist or we just end up with a tourist trap (local permitted parking)”
- “Tiered parking for carpool, charge for parking, and incentive to active transportation”
- “Bring buses in and out of loop road to bypass Main St.”
- “Leave transit center as in-town node which is ideal for Van Sickle trail”
- “Separate lanes for mechanized riders (scooters, e-bikes, bikes)”



1.10 CHARRETTE STATION #2
SMART GOALS

Station 2: EXISTING CONDITIONS

PREMISE

To understand the opportunities and constraints that exist on the corridor today, it is imperative to gather input from the people and businesses that use it on a daily basis. Participants were presented with a map of the existing corridor and asked to highlight strengths, weaknesses, challenges, opportunities, and constraints that should be considered. Participants recorded comments on green sticky notes to show areas that are working well, and red sticky notes for areas that need improvement.

OUTCOMES

Patterns along the corridor began to emerge that focused around mobility, environment and connectivity. Respondents overwhelmingly want to see improved circulation with cycle lanes, safe pedestrian crossings, and better transit connections throughout. Native vegetation and smart water features emerged as environmental priorities along with feedback about locations to promote connectivity to the lake and highlight under-utilized bike routes. Public comment also highlighted the desire for public art and event space.



PUBLIC COMMENTS

- 1 "I like the design, it protects the neighborhood"
- 2 "I want to be reassured that traffic will be encouraged to proceed out of town via Hwy. 50 NOT Pioneer Trail... we do not want increased traffic on Pioneer Trail"
- 3 "Bike racks"
- 4 "Native plants demonstration gardens.. Botanical gardens and lounging area"
- 5 "Continue pedestrian path and landscaping road buffer (separated from road)"
- 6 "Bike/ped bridge needed over new HWY 50 from Rocky Point to village area"
- 7 "Bike path from here to Park Ave needed"
- 8 "Over 1000 pedestrians use this sidewalk per day. They will now need to cross US 50"
- 9 "Smart Water features in drought years"
- 10 "More green space, parks, mini-parks"
- 11 "Sidewalks and "Gateway to the Lake" on Park Ave"
- 12 "Eye sore"
- 13 "Bike car conflicts"
- 14 "Design with people of the Rocky Point neighborhood in mind. Many people in this neighborhood walk to work and have kids"
- 15 "Build housing here"
- 16 "Poor sidewalks"
- 17 "Bike path gets very narrow"
- 18 "Bike path gets very narrow. Keep bike path consistent width"
- 19 "Outdoor activities, live music"
- 20 "Crosswalks are a major congestion point. Needs traffic light or bridge"
- 21 "Local businesses and restaurants"
- 22 "Time traffic lights for pedestrians. Crosswalks have long wait times"
- 23 "More cycling friendly roadways are great for transportation, options provided are not crowded with pedestrians"
- 24 "Good pedestrian area model for Nevada side"
- 25 "Need more convenient ski access parking"
- 26 "Don't remove the Stardust sign"
- 27 "Better, more regular transit to 'Y'"
- 28 "Active transportation/streetscape all season, all times"
- 29 "Make it safer for bikes"
- 30 "Remove water intensive, non-native grasses and add native landscape and bio swales"
- 31 "More crosswalks"
- 32 "Theatre for events year round"
- 33 "More free parking and accessible parking for Van Sickle too"
- 34 "Ability to close street for events"
- 35 "24-hour transit to bus center running every 30 mins, to reduce traffic and ease employee transit to work"
- 36 "Pedestrian bridges or some sort of better crossing along entire corridor"



1.11 CHARRETTE STATION #3
EXISTING CONDITIONS

COMMENTS

- 37 "Bike lanes for side streets on west side"
- 38 "Connections to mountains and lake for peds and bikes"
- 39 "Where is all the outdoor dining, etc. That was mentioned"
- 40 "Consideration to emergency evacuation (study 1)"
- 41 "Time traffic lights better"
- 42 "Sidewalks and "Gateway to the Lake" on Stateline"
- 43 "Monolithic block of casinos with no pedestrian thru-way without entering casinos"
- 44 "Emergency plans with fire in mind"
- 45 "Stripe and widen bike path for getting through casino corridor. Bikes only.. Not multi-use"
- 46 "Bike lanes are needed!"
- 47 "Also include more bike racks"
- 48 "Need outdoor seating/activity areas in casino corridor at pedestrian scale"
- 49 "Better pedestrian crossing along entire casino corridor"
- 50 "Planters in a center strip hinders emergency access"
- 51 "Sharp metal fence is scary for bikers"
- 52 "Wide bike lanes"
- 53 "Wider sidewalks and landscaping along east side of corridor"
- 54 "Large parking areas hidden"
- 55 "Big all-way intersection"
- 56 "Music venues for South Lake"
- 57 "Public art structures, murals etc."
- 58 "Make road as tiny as possible, maximize greenspace"
- 59 "Make all of this a ped mall with emergency access only"
- 60 "Crosswalk or ped overpass with elevator"
- 61 "Common large potholes in bike lane. Need bike lanes and surface fixes"
- 62 "Nature play and community gathering spaces"
- 63 "Reduce travel lanes, widen bike lanes and sidewalk/ greenscape"
- 64 "Seas of asphalt along street"
- 65 "Two lanes are not any safer than four"
- 66 "Under-utilized alternative bike route around corridor"
- 67 "Prediction: traffic will back up on both sides worse than ever before"
- 68 "Don't remove greenspace"
- 69 "Parking should be built up, not out"

Station 3: LIVE, WORK, TRAVEL

PREMISE

This station was designed to gain a deeper understanding of where Main Street users live, where they work, and how they travel through the Main Street corridor. Participants were asked to pin where they lived with either a red, green, or blue pin. The color of the pins represented their main mode of transportation: a red pin represented personal vehicle transportation, a green pin represented either bicycle or walking, and blue pins represented public transportation.

OUTCOMES

The most popular mode of transportation through the Main Street corridor was a personal vehicle. Cycling and walking was popular with residents who lived south of the corridor. Public transportation was not listed in any responses as a primary mode of transportation.



RESIDENTS FROM **11** OUT OF **12** SURROUNDING NEIGHBORHOODS WERE IN ATTENDANCE.



70% of participants stated **personal vehicle** as their mode of transportation

30% of participants stated **cycling/walking** as their mode of transportation

0% of participants stated **public transit** as their mode of transportation

1.12 ALL IMAGES FROM CHARRETTE STATION#4 LIVE, WORK, TRAVEL



Station 4: VISION IMAGERY

PREMISE

The intent of the vision imagery station was to understand the potential aesthetic, layout, and uses of the corridor that resonated with the community. Presentation boards showed attendees character imagery representing various options for bicycle circulation, event space, community design, landscape character, wayfinding, and pedestrian amenities. Participants were asked to place green dots next to images that aligned with their vision of Main Street, and red dots next to images that did not align with their vision. The blue bars on the right represent the number of votes placed next to imagery aligned with participants' vision of Main Street, red bars represent the number of votes that did not align with their vision of Main Street.

OUTCOMES

CYCLE TRACKS

Large, one-way cycle tracks that are clearly defined received the most votes in this category.

EVENT SPACE

Passive green space and overhead branding received the best feedback in this category.

COMMUNITY DESIGN

Public art received the highest amount of votes from the public.

LANDSCAPE CHARACTER

The public responded well to the "meadow" planting and stormwater infiltration basins.

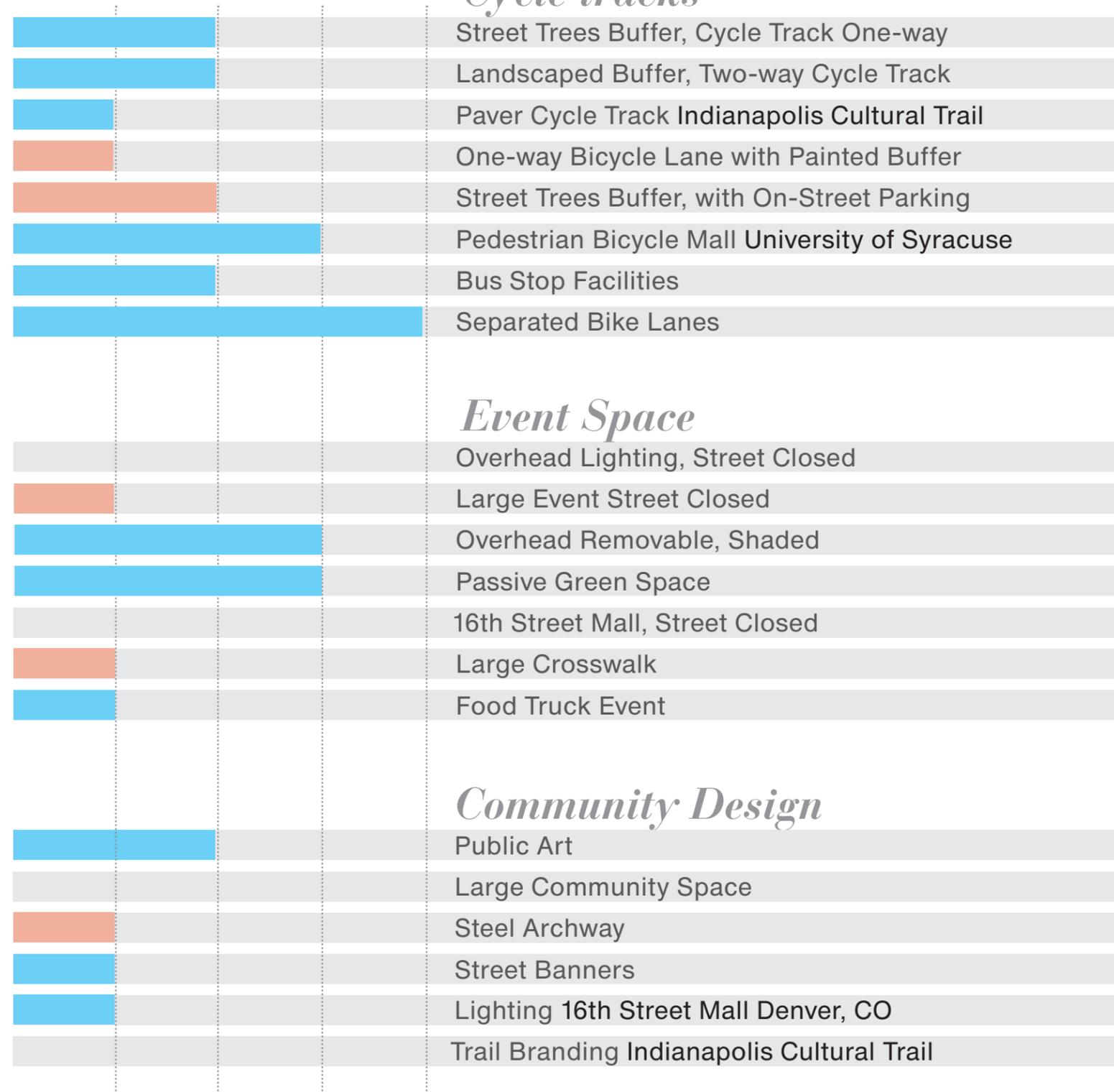
WAYFINDING

Richmond Railway Greenway branding resonated with participants in this category.

PEDESTRIAN AMENITIES

Moveable seating and outdoor dining were the highest rated imagery for pedestrian amenities.

■ Negative Vote
■ Positive Vote
 Number of Votes



TOP RANKED IMAGERY



1.14 CYCLE TRACK VISION IMAGERY

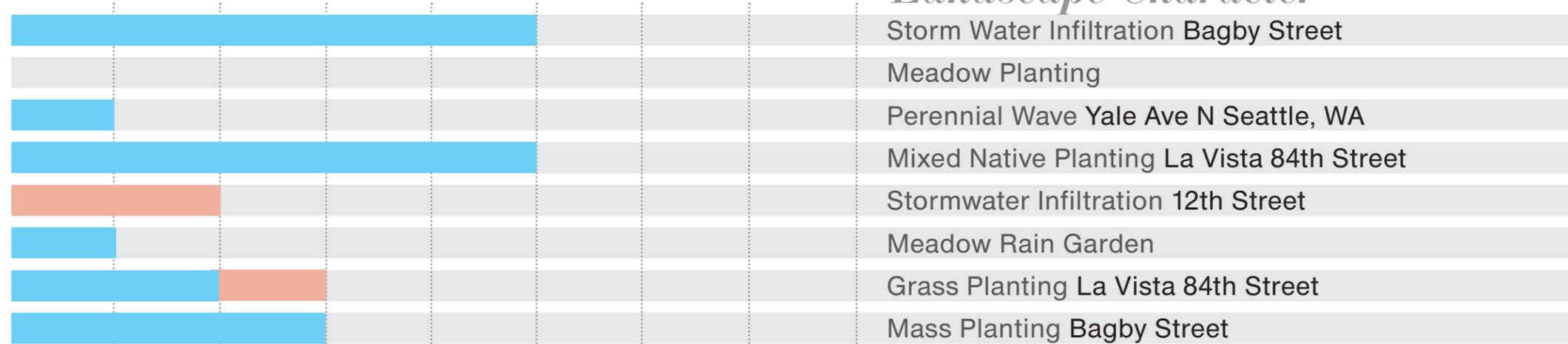


1.15 EVENT SPACE VISION IMAGERY



1.16 COMMUNITY DESIGN VISION IMAGERY

■ Negative Vote
■ Positive Vote
 Number of Votes



Landscape Character

Storm Water Infiltration Bagby Street

Meadow Planting

Perennial Wave Yale Ave N Seattle, WA

Mixed Native Planting La Vista 84th Street

Stormwater Infiltration 12th Street

Meadow Rain Garden

Grass Planting La Vista 84th Street

Mass Planting Bagby Street

Wayfinding

Intersection Branding

Stormwater Branding Elements

Corten Pillar Camp Washington

Bike Lane Branding

Richmond Railway Greenway Richmond, VA

Bagby Street Wayfinding

Pedestrian Amenities

Formal Planters with Seating

Outdoor Dining

Moveable Seating, Malleable Space

Landscape Buffer, Seating Passieig de St. Joan

Innovative Seating, Intimate Spaces

Colored Concrete Benches Harvard

TOP RANKED IMAGERY



1.17 LANDSCAPE CHARACTER VISION IMAGERY



1.18 WAYFINDING VISION IMAGERY



1.19 PEDESTRIAN AMENITIES VISION IMAGERY

Station 5: MAIN STREET WILL BE...

PREMISE

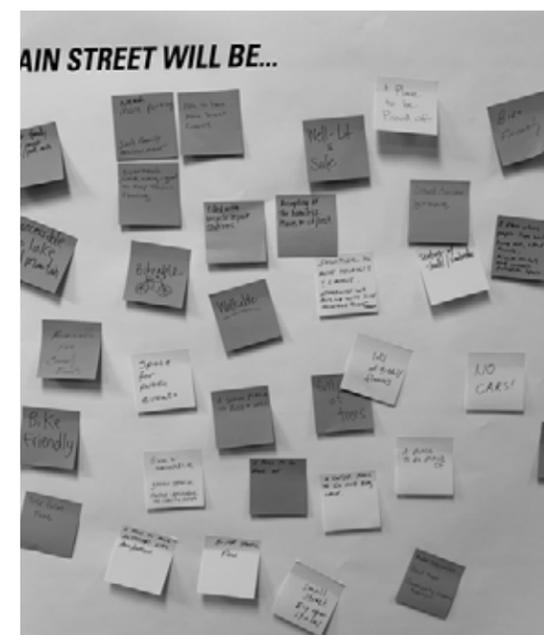
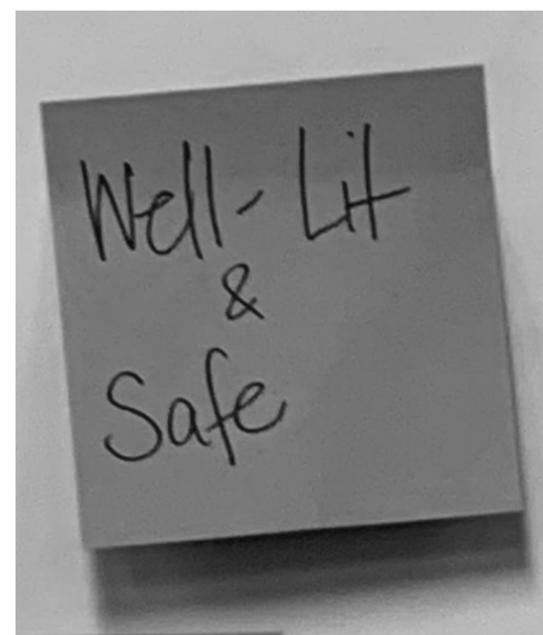
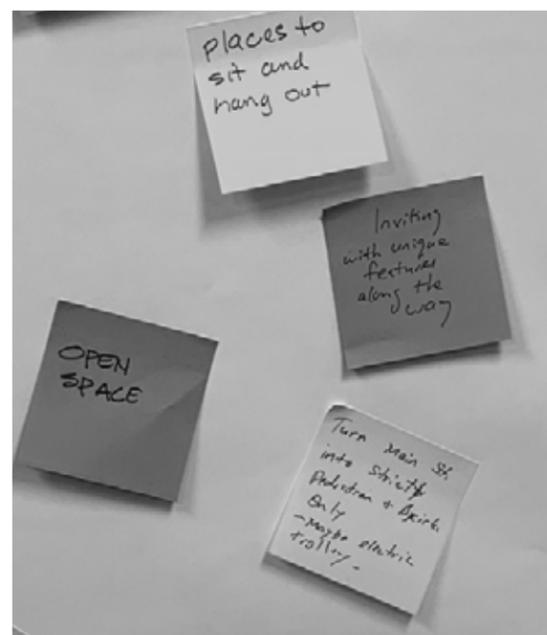
With each of the previous stations designed to obtain community input regarding specific aspects of the corridor and project, The planning team wanted to give attendees an opportunity to provide more holistic feedback without any constraints. This station simply asked the attendees to provide input on what they hoped Main Street would become.

OUTCOMES

Participants responded with a myriad of visions for what Tahoe Main Street should become. After synthesizing the feedback, distinct themes began to emerge. The top responses are shown in a hierarchy with the most common suggestions in the larger text. Bikeability, walkability, community events, safety, and unique character of Tahoe were the highest responses.



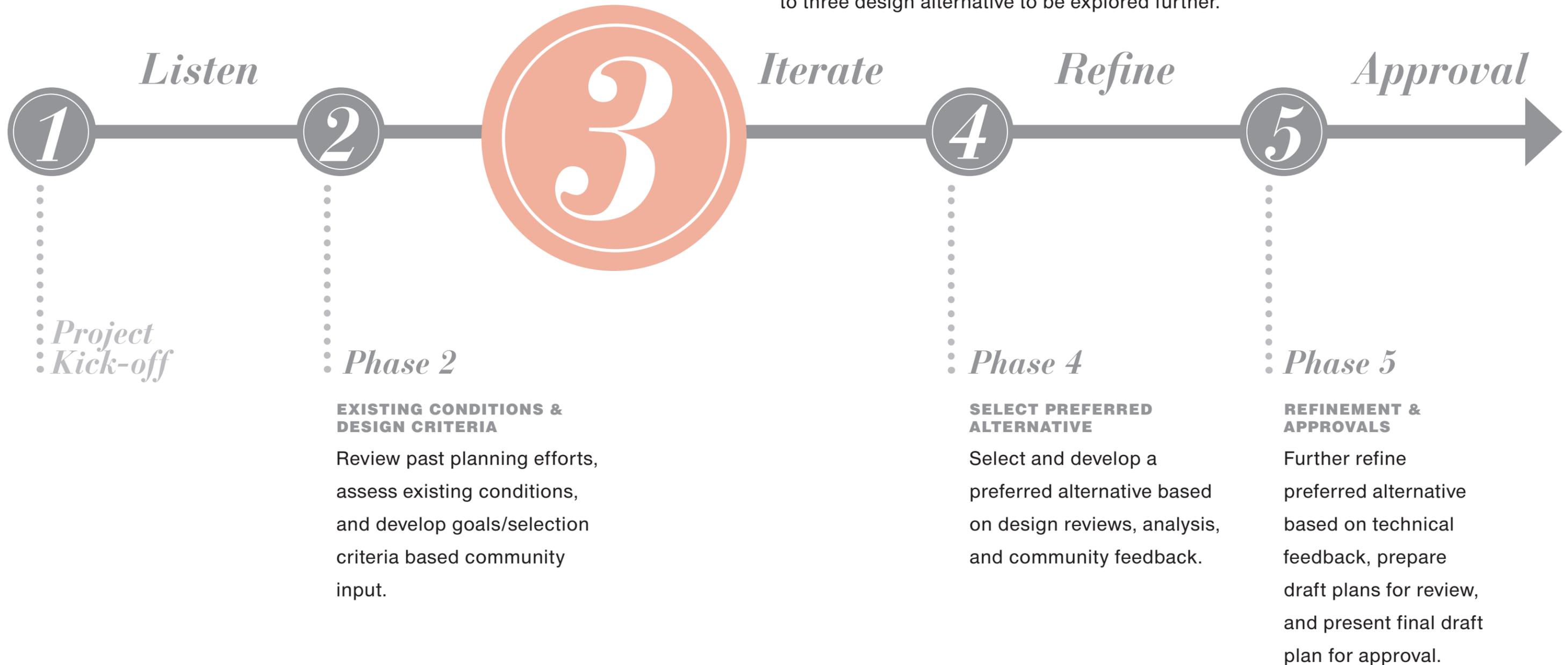
1.20 TOP, WORD CLOUD REPRESENTING HIGHEST MENTIONED PUBLIC COMMENTS

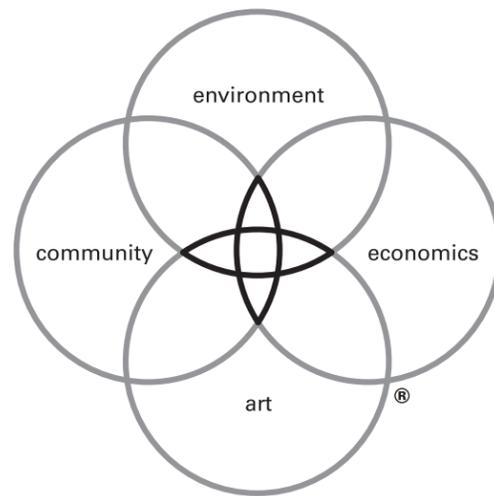


1.21 BOTTOM, PUBLIC COMMENTS ON STATION #5

‘Benchmark’

The next phase of work will identify, develop, and evaluate best practices and models from around the world that meet the selection criteria identified in Phase Two. The process will reveal potential alternatives for the streetscape design and configuration of the overall project as well as unique project conditions. The findings will be presented at the next charrette in a manner that demonstrates the aesthetics and function of each option in order to facilitate the development of two to three design alternative to be explored further.





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We believe that when environment, economics, art and community are combined in harmony with the dictates of the land and needs of society, magical places result — sustainable places of timeless beauty, significant value and enduring quality, places that lift the spirit.

Design Workshop is dedicated to creating Legacy projects: for our clients, for society and for the well-being of our planet.