

Tahoe *Main Street* MANAGEMENT PLAN

Charrette Number Two
Summary
SEPTEMBER 2019

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

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3.1 PUBLIC PARTICIPANTS DISCUSSING
BEST PRACTICES AND CASE STUDIES



PHASE THREE

*Charrette
Number Two*

Tahoe Main Street MANAGEMENT PLAN

CHARRETTE #2 SUMMARY

On August 27th, 2019, the second design charrette was held for the Main Street Management Plan. The objective of the charrette was to evaluate best practices for streetscape design and engage stakeholders and the community members in an exercise to generate preliminary alternatives.

The following document is a summary of the work session, the priorities that were revealed and how they will inform the next phase of work.



3.2 PUBLIC PARTICIPANT LEAVING
FEEDBACK ON ALTERNATIVES

AGENDA

- 9am** Stakeholder Working Group Meeting
- 11pm** Paperdoll Exercise / Section Alternative Generation
- 1pm** Break for Lunch
- 5pm** Open House/Public Input



3.3 PUBLIC PARTICIPATION IN
BEST PRACTICES EXERCISE

“Identify, develop, and evaluate best practices and models that meet design criteria to reveal potential alternatives”

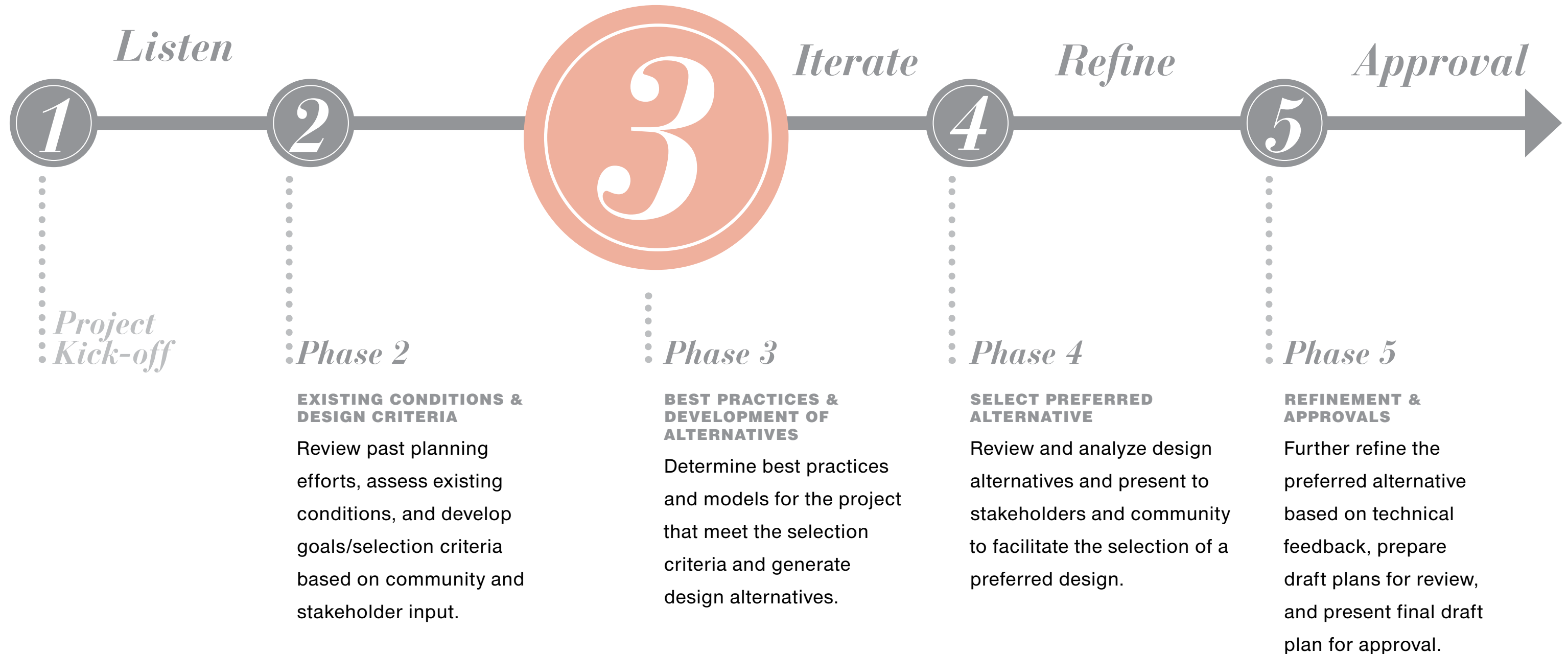


3.4 STAKE HOLDER WORKING
GROUP 3

PURPOSE

'Benchmark'

Phase three, which focused on the task of benchmarking community priorities, concluded with the second charrette of the project. The critical goal of phase three was to present best practices and models from around the world that are applicable to the study area in order to facilitate the generation of 2-3 alternatives that will be analyzed and evaluated in the context of the design criteria developed during phase two.



STAKEHOLDER WORKING GROUP

While the first charrette identified the vision, goals and design criteria of the community, the second charrette aimed to understand the prioritization of outcomes as it relates to right-of-way allocation and physical configuration. The stakeholders, who were elected to represent various community groups, were presented with best practices and models from around the world that met the design criteria and could be applied to the overall study area.





A collaborative exercise, known as a paperdoll exercise, was then facilitated by the Design Team to generate preliminary design and configuration alternatives for the corridor that highlighted mobility priorities. The paperdoll exercise is a DIY street design activity that allows participants to configure the corridor.



3.5 ALTERNATIVE PRESENTATION GROUP 3



What We Heard

-  Encourage redevelopment and new economic investment focusing on upgrades and projects that meet design standards and guidelines.
-  Create a sense of consistency and clarity in the corridor through implementation of design standards and guidelines that celebrate the unique character of Lake Tahoe.
-  Reduce greenhouse gas emissions
- Enhance resiliency
-  Reduce vehicle miles travelled
- Provide frequent and reliable transit
- Provide support for multi-modal transportation

3.6 GROUP 3 DURING PAPERDOLL EXERCISE

BEST PRACTICES

OVERVIEW

The Design team conducted research and testing to develop Best Practices from around the world that met the community's design criteria and revealed potential alternatives for streetscape configuration along the corridor. Participants were given the document for reference and presented with an overview of best practices.

The document and presentation was intended to provide design guidance on the most critical streetscape components as well as the benefits, considerations and technical details for decision making. With a large Stakeholder Working Group and several hundred potential variations of the streetscape, the Design Team simplified the information and variables in an effort to ensure that critical consensus could be reached and understood. Streetscape components, design guidance and modules were separated into three overall categories:

- Travelway: Vehicle and Transit Options
- Street Edge: Cycle lanes and Parking Options
- Pedestrian Realm: Sidewalks, Street Frontage and Enhancement Zones

Who are We Designing For?



What is a Street?



*GRAPHIC PROVIDES AN EXAMPLE OF STREETScape COMPONENTS, THEY DO NOT REPRESENT THE FINAL DESIGN OF MAIN STREET

RIGHT OF WAY
The limits of public space that can be altered in the Main Street Management Plan.

PEDESTRIAN REALM
Dedicated space with clear walking paths and universal access used for a variety of activities and functions.

TRAVELWAY
The space between the street edges that can be designed to carry various modes of transportation.

TRANSIT FACILITIES
Dedicated space within the travelway for different types of transit to travel on.

STREET EDGE
The space between the curb and the travelway that can be dedicated to stationary cars, cyclists and loading/unloading zones.

CYCLE FACILITIES
Dedicated space for cyclists to travel. This can be within or separate from the travelway.

PLANTING
Trees, planting beds, and green infrastructure within the sidewalk, between parking spaces, or in medians

Streetscape Users



*GRAPHIC PROVIDES AN EXAMPLE OF STREETScape COMPONENTS, THEY DO NOT REPRESENT THE FINAL DESIGN OF MAIN STREET



STAKEHOLDER WORKING GROUP

BEST PRACTICES

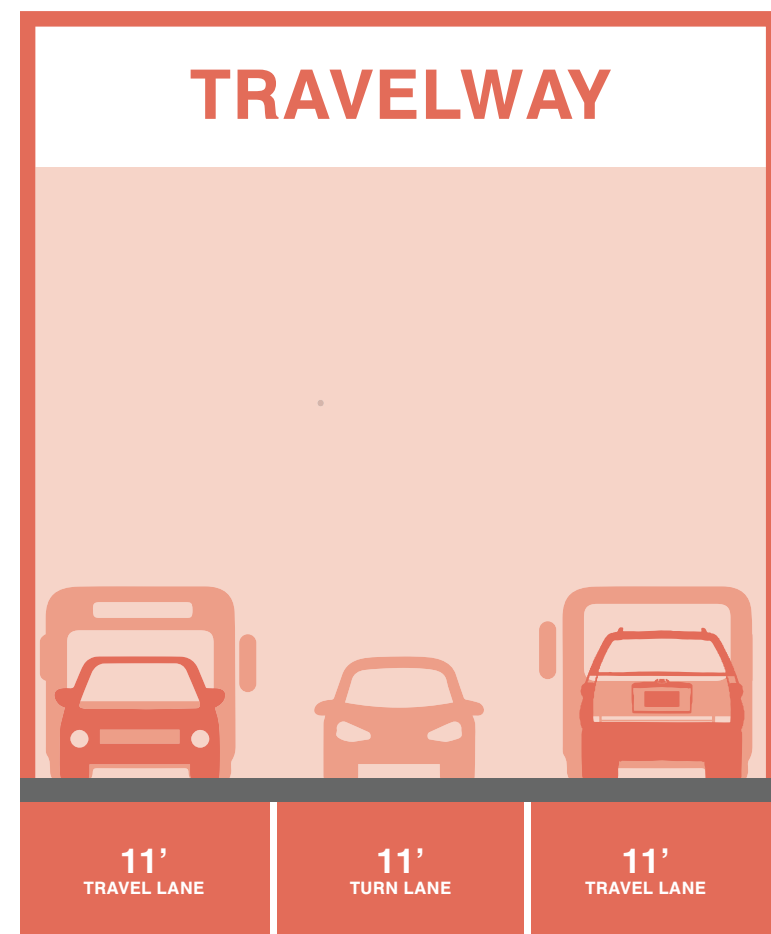
DESIGN GUIDANCE

Each of the streetscape components was informed by design guidance which provided an overview of the decision factors, best practices and guiding principles. This section also highlighted the relevant design criteria and community goals to be considered during the exercise. An example of design guidance for the travelway component is shown on this page.

KIT OF PARTS AND CASE STUDIES

The best practices and models that met the goals developed by the stakeholders and could be implemented on Main Street were included in the document to establish a “kit of parts” for the exercise. The kit of parts are different streetscape options, such as a two-way cycle track or dedicated transit lane, that provide visual representation of how the best practice options could be implemented in the built environment.

Sample Travelway Section



Travelway Design Guidance



COMPONENT OVERVIEW

The travelway within downtown contexts needs to be sensitive to all modes of travel. Many times, streets and intersections have been widened with the primary purpose of moving traffic and minimizing congestion. Communities should examine ways to balance the needs of through motor vehicle traffic with local needs for getting around town by car, and on foot and bike. Best practices include developing strategic approaches for when and where to eliminate congestion, where to add turn lanes or restrict turning movements, where to enhance non-motorized facilities, and where to modify intersection designs to provide safer street crossings.

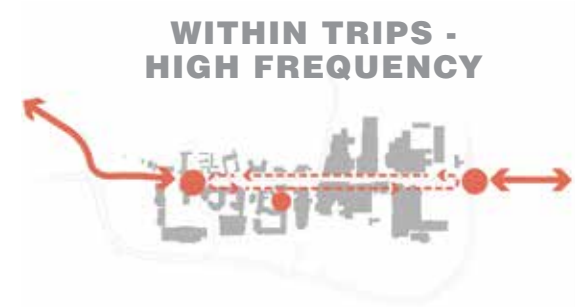
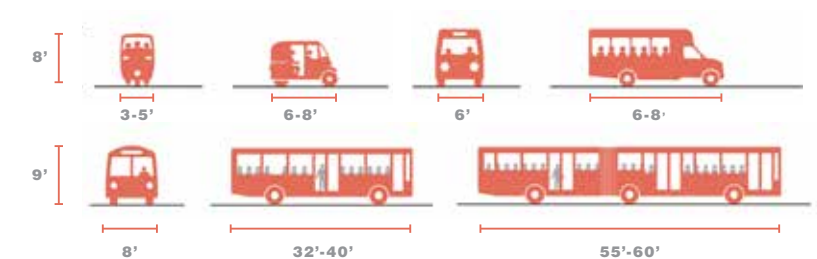
BEST PRACTICES

- Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes.
- For multi-lane travelways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane.

CONFIGURATIONS

Vehicles used for collective transit vary by capacity, comfort, speed, and cost. The choice of vehicles in the system will impact the level of carbon emissions, air quality, ride quality, and noise levels

Vehicle Sizing



Dedicated Curbside/Offset Bus Lane

OVERVIEW

Dedicated bus lanes are typically applied on major routes with frequent headways (10 minutes at peak) or where traffic congestion may significantly affect reliability. As on-time performance degrades, consider more aggressive treatments to speed transit service. Agencies may set ridership or service standard benchmarks for transitioning bus service to a transit-only facility

BENEFITS

- Bus lanes reduce delays due to traffic congestion and help raise the visibility of high-quality service
- They can have differing, flexible uses throughout the day, such as parking or a shared bus-bike use. However, full-time lane dedication improves integrity in some conditions.

APPLICATION

- Where no space for center transitway boarding islands or offset transit lane boarding bulbs exists.
- On streets with wide sidewalks and furnishing zones that provide space for shelters and strong lateral separation between passing buses and pedestrians in the sidewalk through-zone.
- On multi-lane streets with on-street parking, loading, parklets, and other curbside uses, especially streets with retail.



Case Study



PASSEIG DE ST JOAN, BARCELONA SPAIN

STAKEHOLDER WORKING GROUP

Character Zones



CHARACTER ZONES

OVERVIEW

Preliminary character zones throughout the Main Street Corridor and surrounding area were identified to help stakeholders and the design team understand the unique characteristics present within the South Shore. Within the Main Street Corridor, there are three key areas that represent different opportunities and constraints: The Community Zone, The Village Zone and The Casino Core. The focus of Design Charrette #2 was on the three zones within the Main Street Corridor. Additionally, there are multiple areas directly adjacent to the Main Street Corridor that must be considered in the development of the Main Street Management Plan. These include the Recreation Zone, the Lake Zone, the Neighborhood Zone, and the Accommodation Zone.

CASINO CORE

The Casino Core is defined by its unique character that is overwhelmed with pedestrian traffic during the evenings in Tahoe. Adjacent uses along the 80' Right of Way vary and lack ground floor activation, which provides opportunity in the future to capitalize on this space. Challenges in this section include a lack of urban canopy and green space, inconsistent pedestrian lighting, unpleasant fencing, and an absence of safe pedestrian crossings and bike facilities.

VILLAGE CORE

The Village Core features successful ground floor activation with consistent landscape character, street trees, and pedestrian lighting. One of the plan's objectives is to extend the distinct alpine resort mountain town character displayed in the Village Core to the surrounding areas. Challenges in the Village Core include understanding elevation and Right of Way variation.

COMMUNITY ZONE

The Community Zone is limited in the amount of space that can be allocated to the pedestrian realm and cycle facilities due to lane requirements through this zone. Defining characteristics include the Raley's Shopping Center, local hotels and businesses, and the possibility of a future replacement housing project associated with the rerouting of Highway 50.

3.8 CHARACTER ZONES SEE APPENDIX A

STAKEHOLDER WORKING GROUP

EXISTING CONDITIONS

OVERVIEW

The existing conditions of the street sections to be used in the paperdoll exercise were presented to participants for reference and baseline information. Each has unique opportunities and constraints that helped provide context for decision making and comparison for end results.

CASINO SECTIONS

CHARACTER

- 80' Right of Way
- Casino Character
- Heavy Pedestrian Traffic
- Lacking Ground Level Activation
- Inconsistent Lighting, Landscape Character, Urban Canopy
- Dangerous Crossings, and frequent Jaywalking

OPPORTUNITIES

- Create Space for Bike and Micromobility Travel
- Unique Character
- Create Consistent Landscape Character
- Activate Outdoor Pedestrian Realm

CONSTRAINTS

- Current Vehicular Arrival Orientation of Casinos
- Multiple Wide Curb Cuts
- Varying Adjacent Uses
- Current Pedestrian Circulation located outside of Right of Way

VILLAGE SECTION

CHARACTER

- 80-85' Right of Way
- Heavy Pedestrian Traffic
- Successful Ground Level Activation
- Consistent Lighting, Landscape Character, Urban Canopy

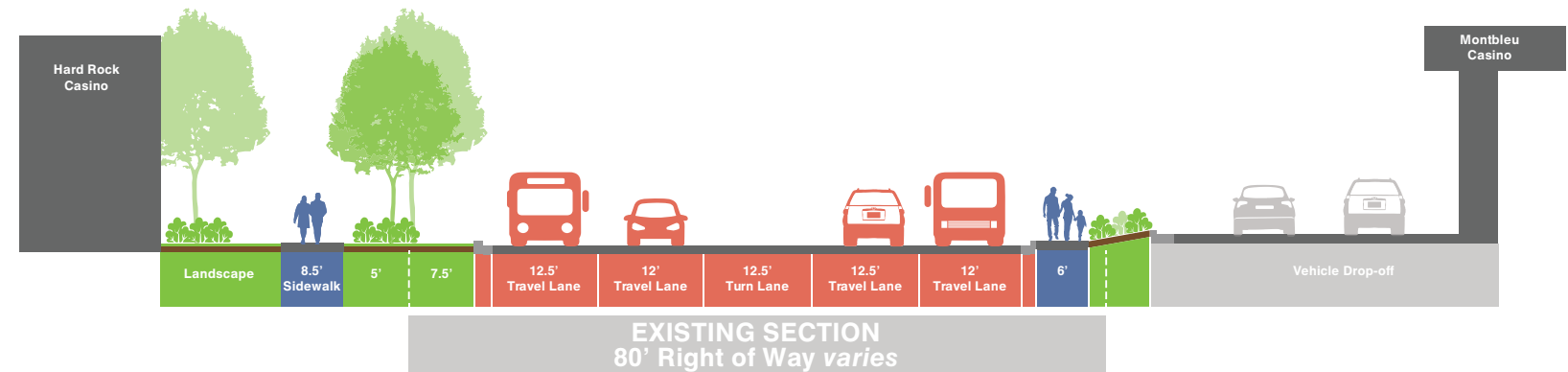
OPPORTUNITIES

- Compliment the successful urban design present within the District
- Create Space for Bike and Micromobility Travel
- Right of Way distance varies through district

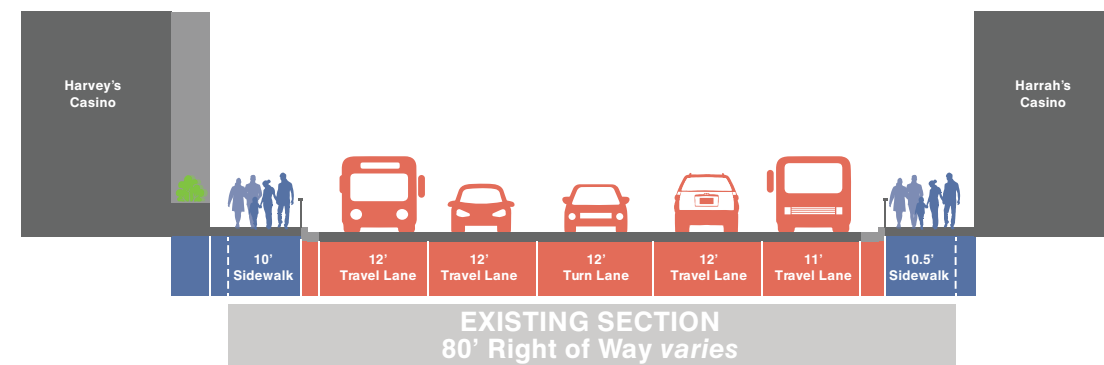
CONSTRAINTS

- Elevation differential
- Brand and identity already established

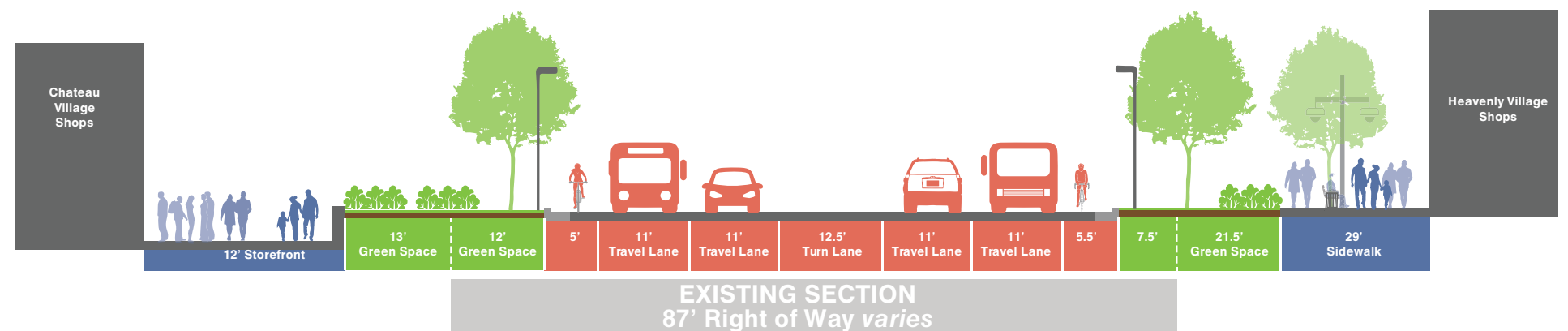
Existing Sections



CASINO SECTION 1



CASINO SECTION 2



VILLAGE SECTION

PAPERDOLL EXERCISE: SECTION ALTERNATIVES

PREMISE

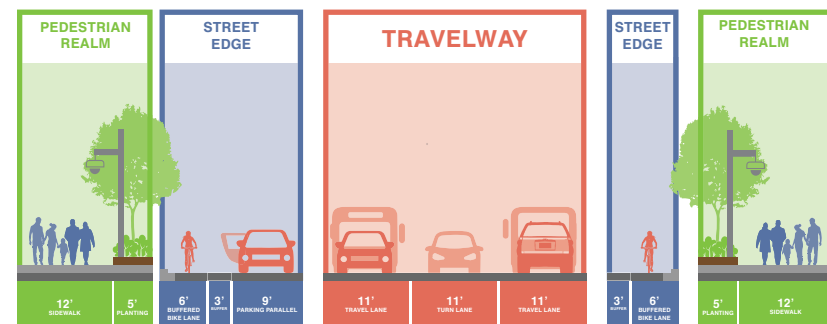
The Paperdoll exercise was developed to aid Stakeholders in seamlessly developing section alternatives for the Main Street corridor. After discussing best practices, case studies, character zones, and existing conditions, the Design Team explained the rules of the exercise and decision tree for developing alternatives. The hierarchy of module placements was based on the existence of holistic components, such as cycle lanes and transit, that must have continuity throughout the corridor. Modules for the street edge and pedestrian realm can vary throughout the corridor and would be affected by previous placements and decisions.

The stakeholders were then separated into 3 groups with a facilitator from the Design Team who guided the exercise and instigated relevant discussion.

OUTCOMES

Three complete alternatives were developed and presented back to the Working Group. Each section has unique components that will be further tested and refined before the next public meeting.

Sample Section



DECISION TREE *Paperdoll Exercise*



What is your vision for Main Street?



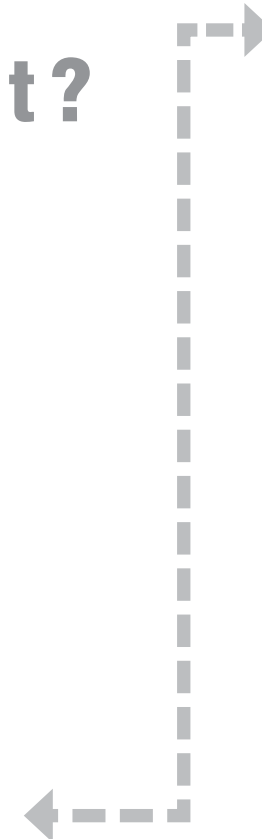
Travelway Module



Street Edge Module



Pedestrian Realm Module



STAKEHOLDER WORKING GROUP

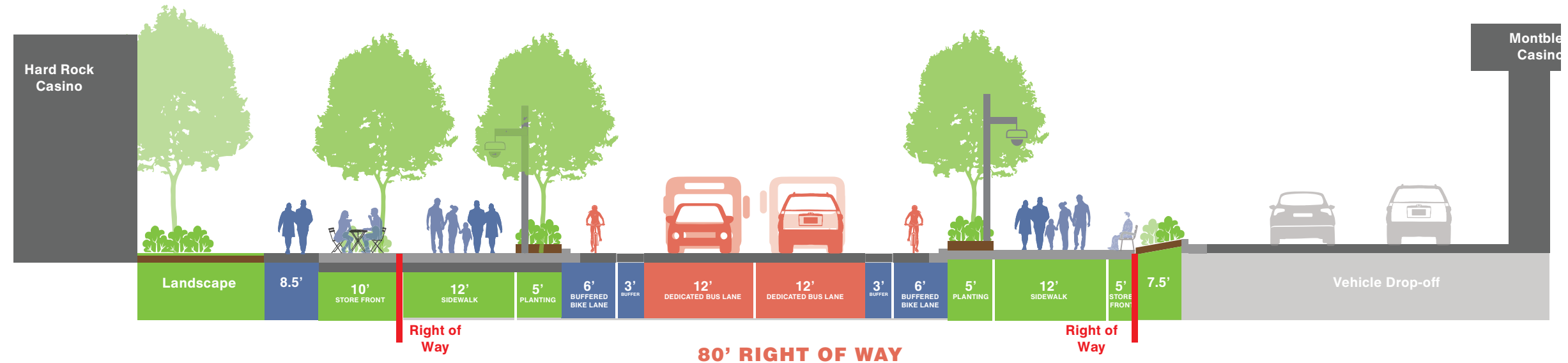
GROUP 1

KEY FEATURES

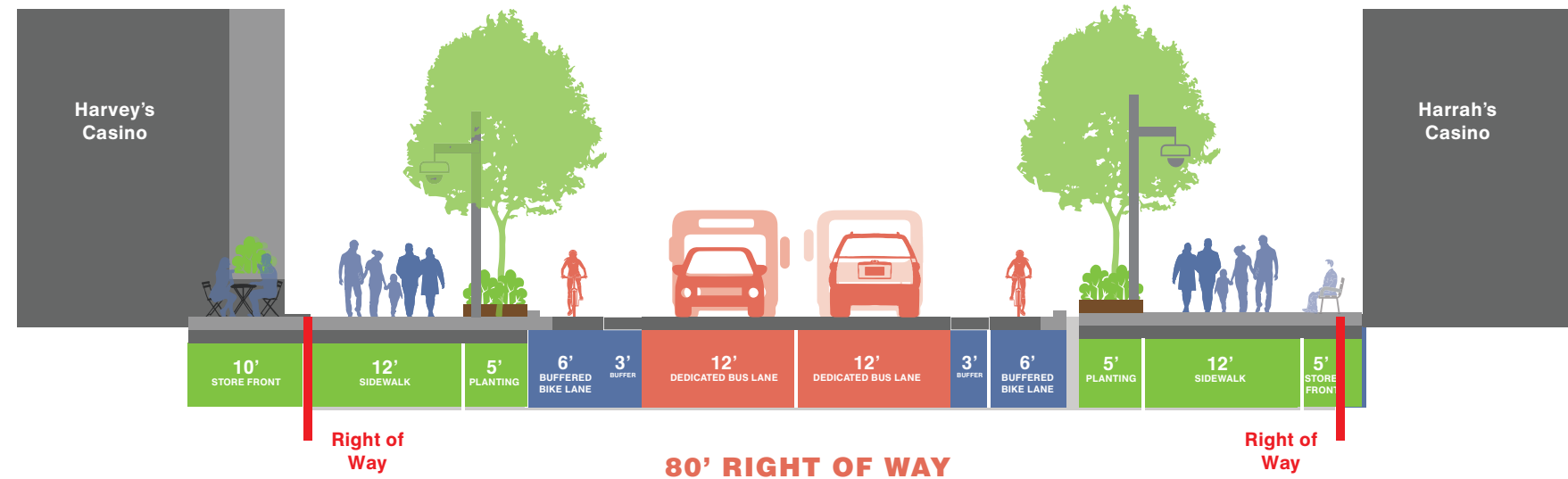
- 12' mixed (cars and transit) travel lane in each direction with no median and no center turn lane.
- 12' lane width desired.
- No turn lane, contingent upon a roundabout constructed at the intersection of Lake Parkway and Highway 50 and Park Ave/ Heavenly Village Way and Lake Tahoe Blvd. (either ends of the section). Left turns would be restricted from Park Avenue/Heavenly Village Way to Lake Parkway. This option would also require an effective wayfinding system that would direct through traffic away from Main Street.
- Traditional 6' buffered bike lane on both sides of the street.
- Activate ground level by encouraging outdoor dining within casino core and providing for flexible pedestrian space within the Village Section.

OTHER CONSIDERATIONS

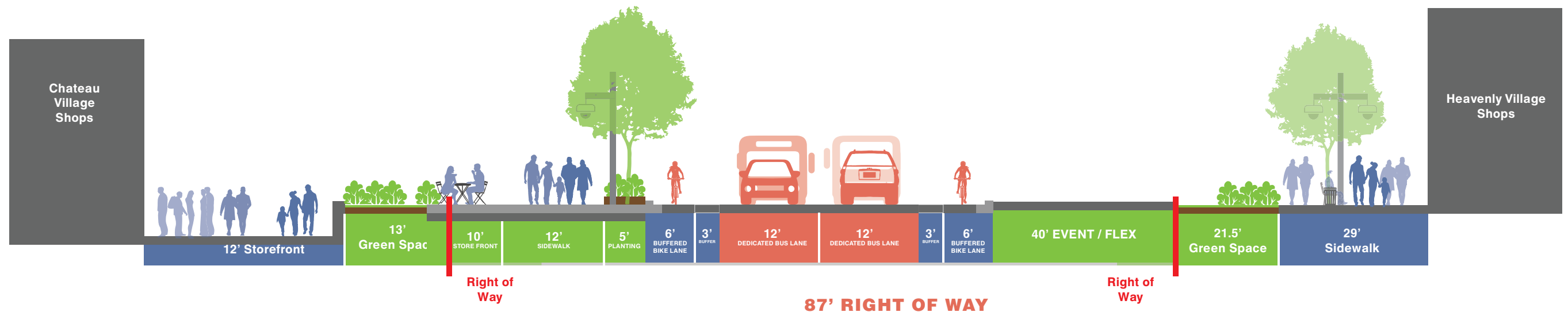
- Emergency vehicle access could be difficult with no turn lane
- Challenges with buffering additional storefront
- Duplication of pedestrian zones
- Traffic flow with no turn lane
- Include space for transit to pull out of travel lanes
- Transit turn out locations with bike lanes



CASINO SECTION 1



CASINO SECTION 2



VILLAGE SECTION

STAKEHOLDER WORKING GROUP

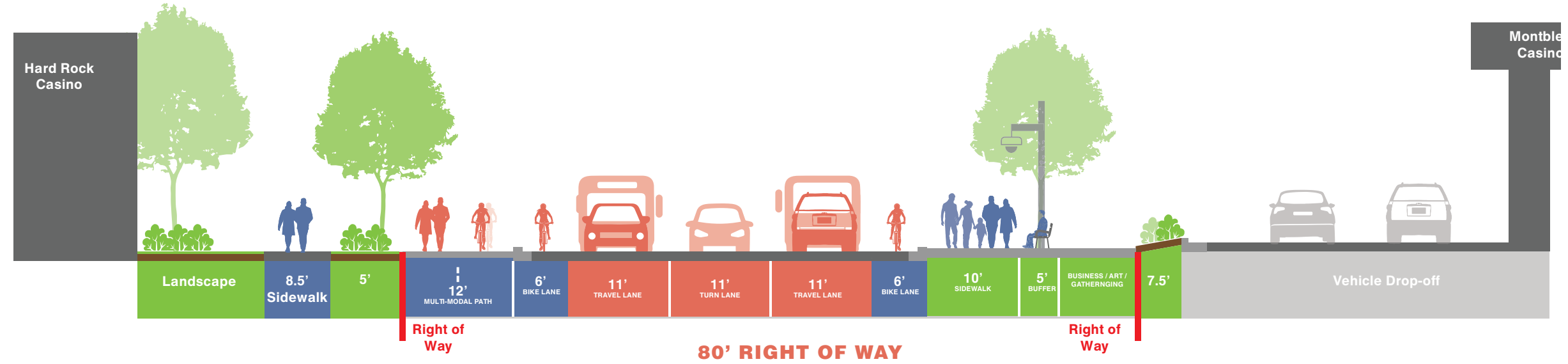
GROUP 2

KEY FEATURES

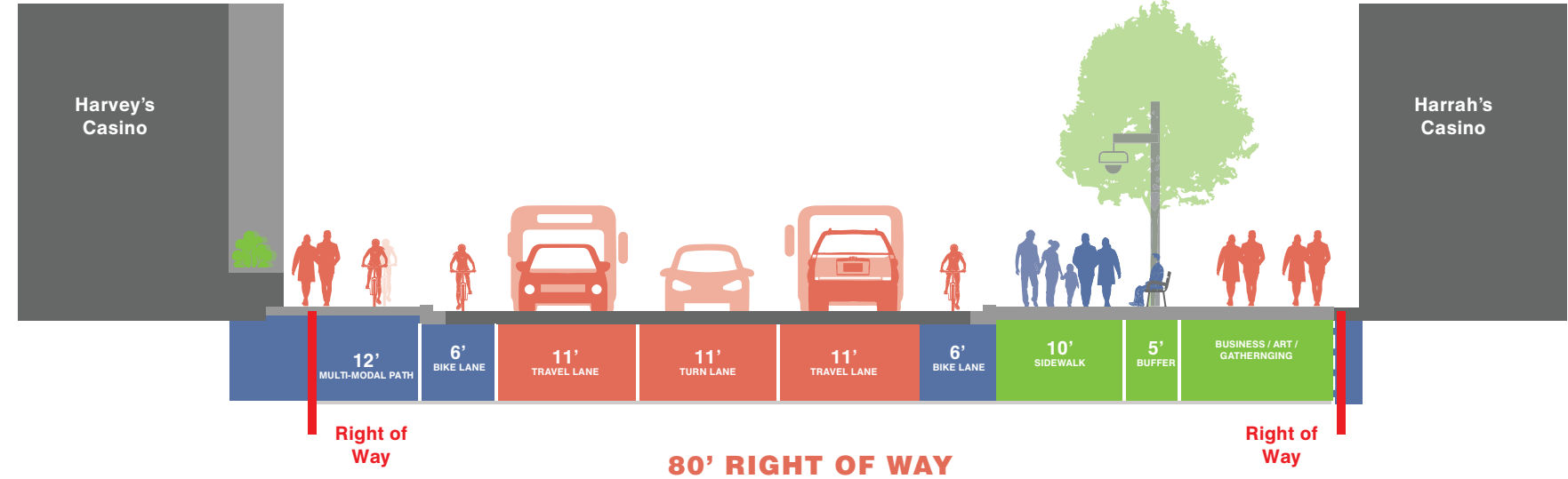
- 11' mixed (cars and transit) travel lane in each direction with no median.
- 11' Center turn lane.
- Multi-use path on the lake side would serve as the pedestrian sidewalk and would extend the existing bike path that currently ends at Pioneer Trail.
- Traditional 6' bike lane on both sides of the street.
- Focus on providing business, art and gathering spaces throughout the corridor.

OTHER CONSIDERATIONS

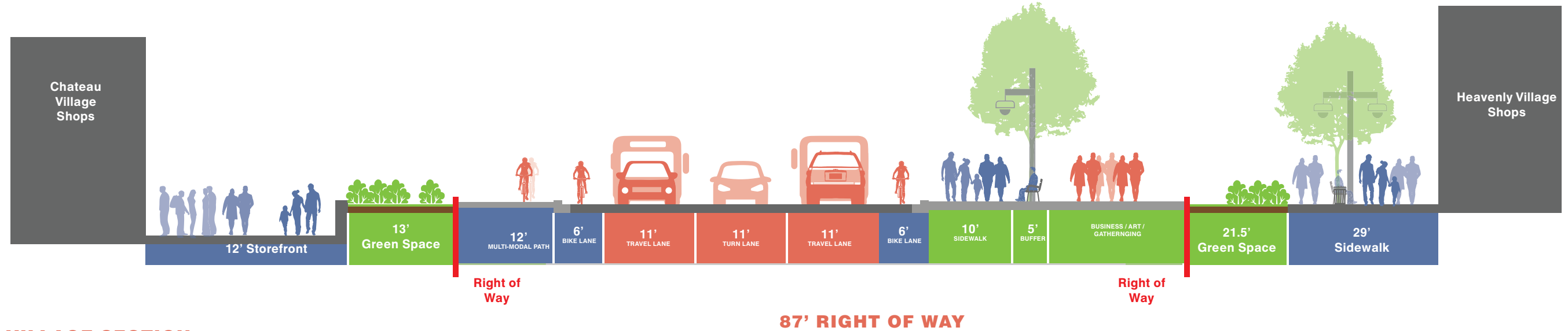
- Micro-transit emphasis – smaller transit vehicles within Main Street connecting to the larger regional network.
- Extend the “Heavenly hangout feel” throughout the corridor.
- Provide a space that can be used in all seasons
- Transit turn out locations with bike lanes
- Speed differentials on multi-use path



CASINO SECTION 1



CASINO SECTION 2



VILLAGE SECTION

STAKEHOLDER WORKING GROUP

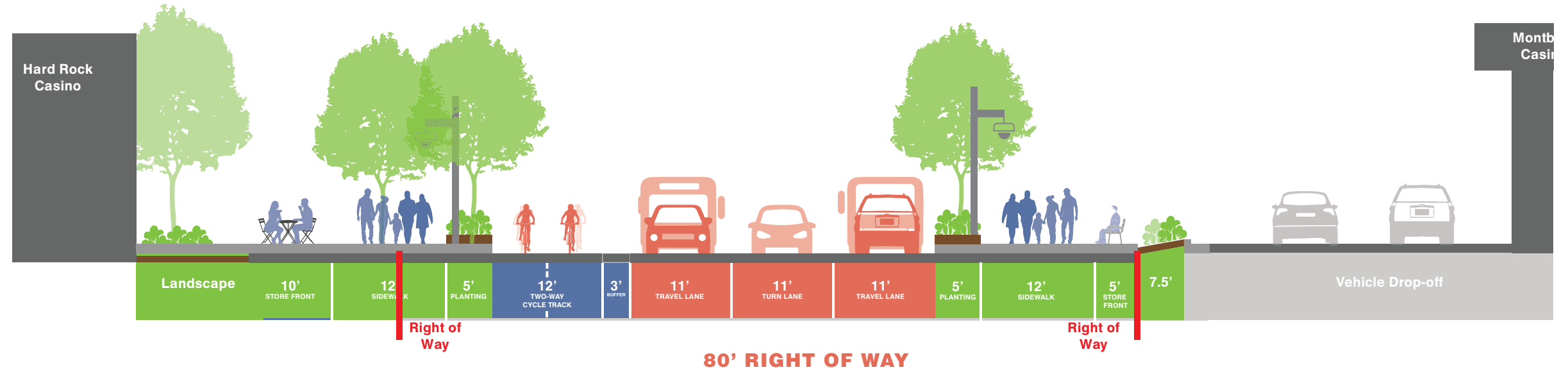
GROUP 3

KEY FEATURES

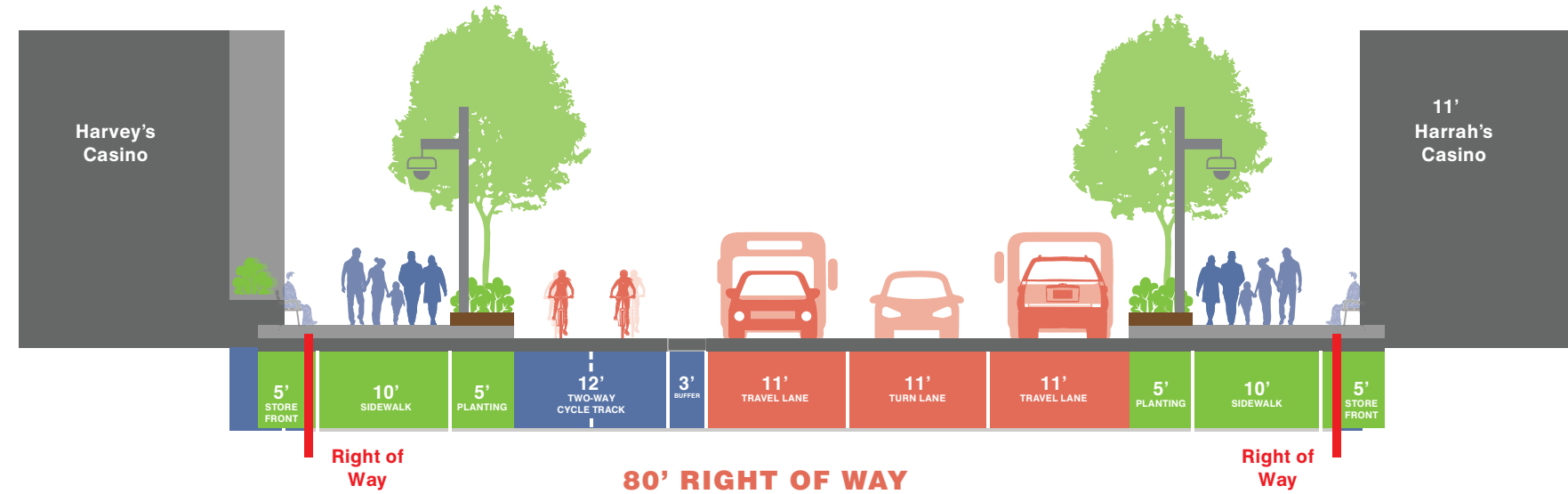
- 11' mixed (cars and transit) travel lane in each direction with no median.
- 11' Center turn lane.
- Two-way cycle track on the lake side would extend the existing bike path that currently ends at Pioneer Trail.
- Pedestrians would be routed to buffered sidewalks
- Expand sidewalks and activate ground level throughout the corridor.

OTHER CONSIDERATIONS

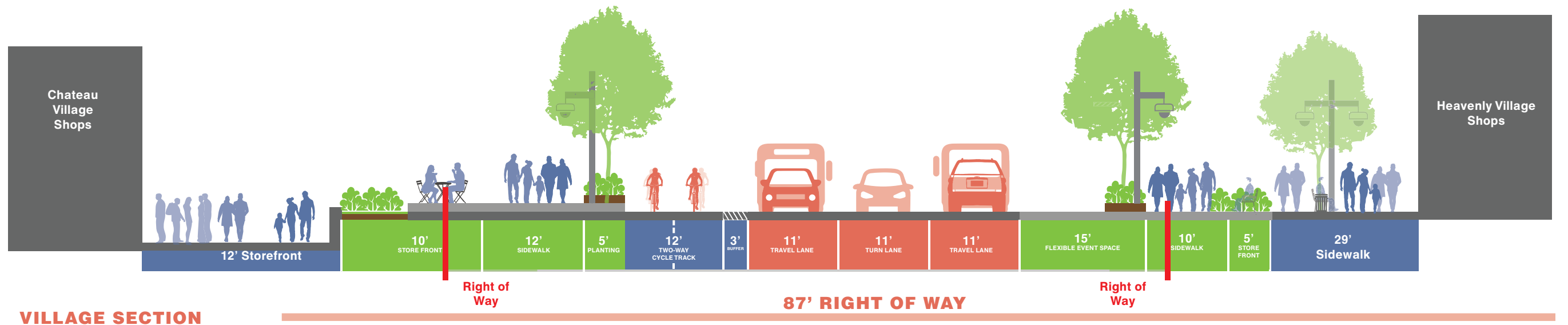
- Include public art
- Require scooter and personal mobility device speed restrictions within corridor and provide parking on either ends of the street.



CASINO SECTION 1



CASINO SECTION 2



VILLAGE SECTION



PUBLIC INPUT

The first charrette concluded with a public open house that allowed the community to meet the planning team and become acquainted with the section alternatives developed by the Stakeholder Working Group, in concert with best practices and case studies developed by Design Workshop and Planning team.

3.8 DESIGN TEAM PROVIDING CLARIFICATIONS



Station 1: **PROGRESS UPDATE & GOALS REVIEWS**

PREMISE

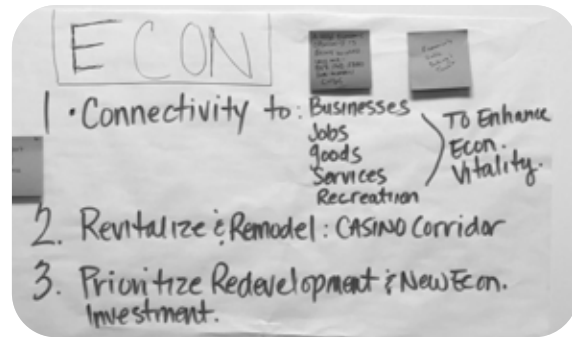
The intent of this station was to update the public on the status and goals of the Main Street Management Plan. The synthesized goals for the street design developed by the Stakeholder Working Group and public at that first Charrette were presented for community input. Citizens were asked to provide critical input on the goals, criteria, and categories to ensure that the overarching goals of the plan are informed by holistic feedback.

OUTCOMES

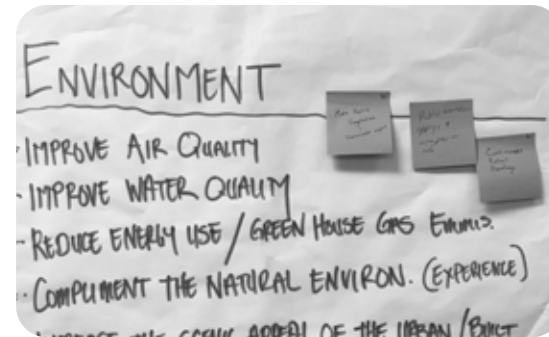
In general, the goals were aligned with community vision and public critique of the goals was limited. Next steps include developing baseline metrics for the different strategies. These metrics will guide the evaluation of the developed alternatives moving into the refinement phase.

PUBLIC OPEN HOUSE

Synthesized Goals from Charrette Number One



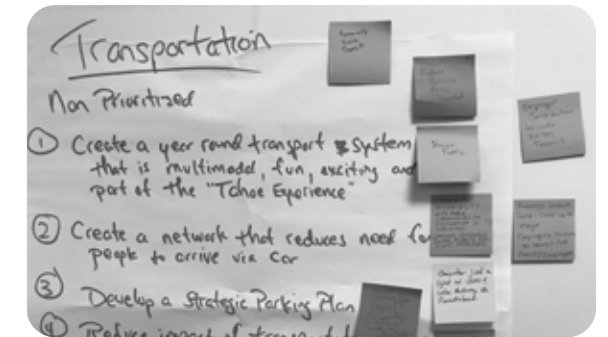
©DesignWorkshop Economy Goals from Public Workshop #1



©DesignWorkshop Environment Goals from Public Workshop #1



©DesignWorkshop Community Goals from Public Workshop #1



©DesignWorkshop Transportation Goals from Public Workshop #1



Economics

ENSURE THE FINANCIAL FEASIBILITY OF MAIN STREET

- Work with local jurisdictions to develop an efficient operations and management plan
- Select materials and systems with life cycle and maintenance costs in mind
- Encourage private improvement and investment along corridors

MAXIMIZE THE ECONOMIC BENEFIT OF THE LOCAL COMMUNITY

- Encourage the revitalization and activation at ground level along corridor to ensure a consistent public realm and frontage.
- Encourage redevelopment and new economic investment focusing on upgrades and projects that meet design standards and guidelines.
- Provide economically viable parking and transit solutions that are coordinated to satisfy demand.
- Source local materials and create local jobs
- Encourage a healthy and diverse mix of commercial and recreational offerings throughout the year
- Catalyze adjacent development opportunity
- Ensure current zoning allows for mixed land uses
- Increase the short and long-term tax base of the community
- Maintain affordability



Environment

ENHANCE THE ENVIRONMENTAL INTEGRITY AND RESILIENCE OF THE CORRIDOR

AIR QUALITY

- Reduce greenhouse gas emissions
- Improve the urban canopy and species diversity throughout corridor
- Use native, non-invasive vegetation wherever possible

STORMWATER MANAGEMENT

- Direct stormwater to bio-infiltration areas
- Naturalize the drainage systems to promote a diverse habitat for native flora and fauna
- Increase permeable surfaces

HUMAN COMFORT

- Reduce noise pollution
- Ensure planting design provides seasonal interest
- Increase size of pedestrian spaces that will provide safety and comfort to all users
- Increase seating areas
- Increase amount of greenspace
- Provide improved lighting
- Increase shade canopy



Community

PROMOTE THE IDENTITY AND CHARACTER OF LAKE TAHOE

- Increase the amount of art, culture and entertainment uses
- Increase opportunities for public education/interpretation along the corridor
- Implement strategies to preserve landmarks and destinations throughout the corridor
- Provide programming opportunities that will respond to the climate and seasonal change
- Provide branding opportunities that respond to the diversity of character present on the corridor
- Create a sense of consistency and clarity in the corridor through implementation of design standards and guidelines that celebrate the unique character of Lake Tahoe

PROMOTE COMMUNITY INTERACTION & CONNECTIVITY

- Increase the amount of flexible community gathering spaces (such as parks and open space) for varying uses and functions including pedestrian oriented activities and events.
- Provide affordable space for civic/cultural use
- Identify and provide connections to natural, recreational and cultural assets surrounding the corridor including trail systems, mountains, and Lake Tahoe.
- Establish gateways at major intersections and pedestrian nodes.



Transportation

ACHIEVE A PEDESTRIAN, BICYCLE AND TRANSIT ORIENTED CORRIDOR

IMPROVE CONDITIONS FOR PEDESTRIANS AND BICYCLISTS

- Increase sidewalk width
- Increase number of crosswalks and decrease crosswalk length
- Reduce vehicle miles travelled
- Increase bike parking and supporting facilities (pump and tool stations, covered parking)

CREATE A YEAR-ROUND MULTI-MODAL TRANSPORTATION SYSTEM THAT IS FUN, EXCITING AND ENHANCES THE "TAHOE EXPERIENCE"

- Provide frequent and reliable transit
- Provide support for multi-modal transportation
- Incorporate infrastructure for innovative micro-transit options that address seasonality and the character of the region

ENCOURAGE THE SHIFTING OF TRAFFIC AWAY FROM THE CORRIDOR

- Utilize loop road for the rerouting of through traffic, parking, service, and business access.

PUBLIC OPEN HOUSE

Station 2: BEST PRACTICES & CASE STUDIES

PREMISE

The intent of the Best Practices and Case Studies station was to understand what projects from around the world, and potential implementations along Main Street resonated with the community. Presentation boards showed attendees character imagery representing various options for Travelway, Street edge, Pedestrian Realm, Green Infrastructure, and Placemaking examples. 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 red bars on the right represent the number of votes placed next to imagery that aligned with participants vision of Main Street.

OUTCOMES

TRAVELWAY

Street promenades like Third Street Promenade were popular within this category.

STREET EDGE

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

PEDESTRIAN REALM

Activated public interface was well received by the public

GREEN INFRASTRUCTURE

Defined basins Bagby Street, Houston TX

PLACEMAKING

Street closure on 8th Street in Boise, ID

Number of Votes

Number of Votes	Travel Way
5	Third Street Promenade, Santa Monica
4	16th Street Mall, Denver Colorado
3	Nicollette Mall, Minneapolis Minnesota
3	Passieg de st Joan, Barcelona Spain
2	Mixed Transit Promenade
0	Public Comments: "Burlington, VT pedestrian only - check it out" "Barcelona Bike lanes - lighted/colored"
0	Street Edge
0	N Carson Street, Carson City Nevada
5	Indianapolis Cultural Trail, Indianapolis Indiana
0	Lawrence Street, Denver Colorado
2	Conventional Bike Lanes
5	Cycle Track
0	Public Comments: "(Cycle Track) Already on Lake side"
0	Pedestrian Realm
0	Constitution Avenue, Australia
3	Nicolette Mall, Minneapolis Minnesota
3	Passeig de st Joan, Barcelona Spain
3	Narrow Sidewalk with Trees
0	Downtown Conventional Sidewalk

TOP RANKED IMAGERY



3.10 TRAVELWAY IMAGERY



3.11 STREET EDGE IMAGERY



3.12 PEDESTRIAN REALM IMAGERY

OUTCOMES CONTINUED

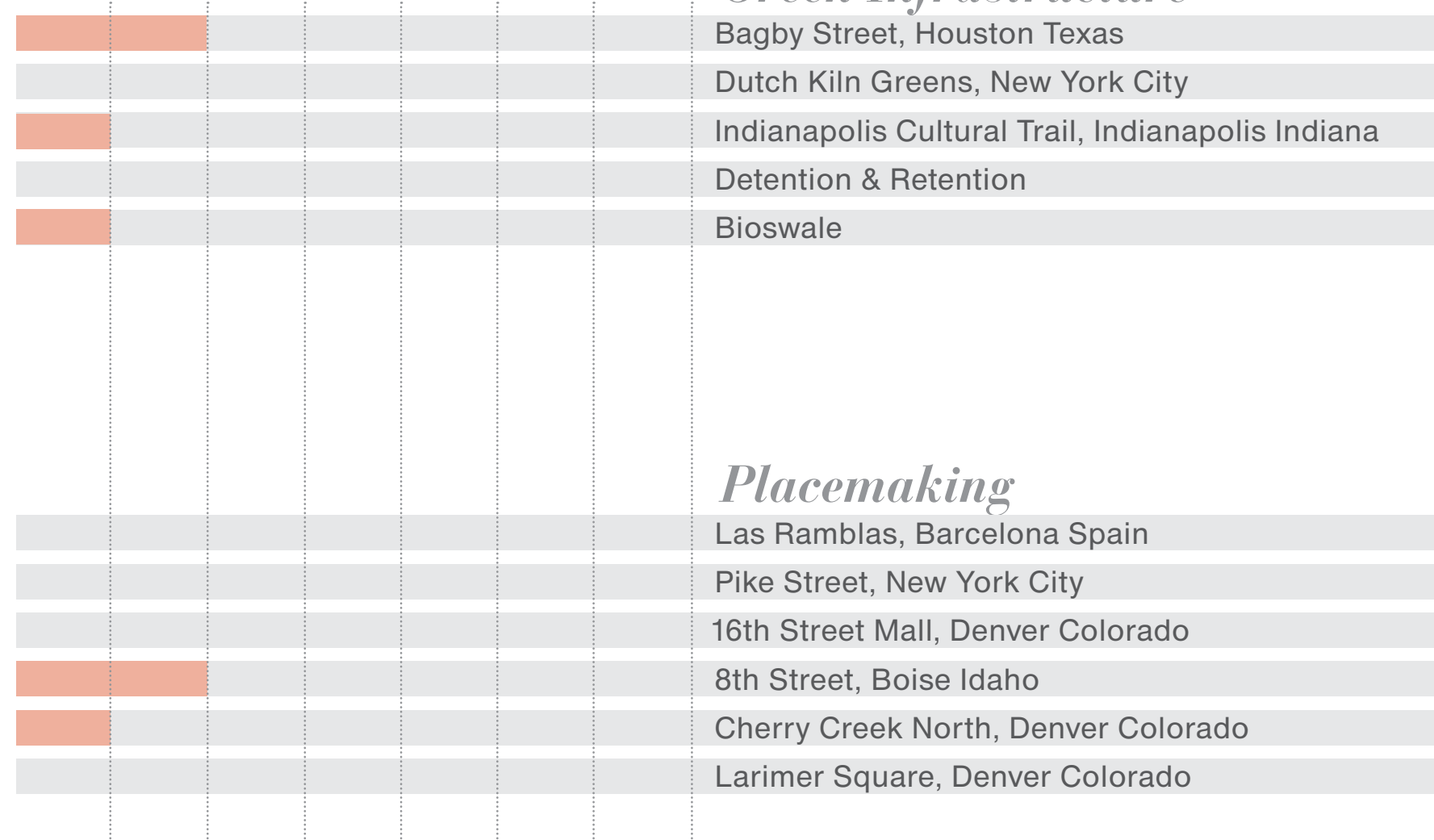
GREEN INFRASTRUCTURE

Defined basins Bagby Street, Houston TX

PLACEMAKING

Street closure on 8th Street in Boise, ID

Number of Votes



Green Infrastructure

- Bagby Street, Houston Texas
- Dutch Kiln Greens, New York City
- Indianapolis Cultural Trail, Indianapolis Indiana
- Detention & Retention
- Bioswale

Placemaking

- Las Ramblas, Barcelona Spain
- Pike Street, New York City
- 16th Street Mall, Denver Colorado
- 8th Street, Boise Idaho
- Cherry Creek North, Denver Colorado
- Larimer Square, Denver Colorado

TOP RANKED IMAGERY



3.13 TRAVELWAY IMAGERY



3.14 STREET EDGE IMAGERY



Station 3: **ALTERNATIVES FEEDBACK**

PREMISE

To understand the capabilities of each alternative that was developed by Stakeholder Working Group it is imperative to gather input from the people and businesses that use Main Street on a daily basis. Participants were presented with each alternative and asked to highlight strengths, weaknesses, challenges, opportunities, and constraints that should be considered. Participants recorded comments on green sticky notes to show aspects of the section that aligned with their vision of Main Street, and red sticky notes for areas that did not.

OUTCOMES

Public comment focused around providing additional separation between different uses (bikes, peds, vehicles), increasing sidewalk widths and activating ground floors of buildings.

GROUP 1: PUBLIC FEEDBACK

PUBLIC INPUT

- Provide buffer between pedestrian, bike and vehicular travel lanes
- Activate ground levels along casinos
- Incorporate event space
- Supportive of no continuous turn lane
- Concerns about shared use of bicycle facilities with scooters, e-bikes and other PMD's (personal mobility devices)
- Supportive of reclaiming the pedestrian realm
- Flexible event space ideas including beer gardens and art walks
- Supportive of cafes and bars to activate ground level frontage
- Technical concerns with 11' mixed travel lanes
- Potential for heated bike paths to provide year-round transit and help with snow storage/removal
- Interested in testing angled parking vs. Parallel parking
- Increase tree diversity, especially around casinos
- Concerns around ROW changes
- Investigate festival street configuration and street fair flexibility



3.16 PUBLIC ENGAGEMENT GROUP 2



3.15 GROUP 1 PUBLIC COMMENT

PUBLIC OPEN HOUSE

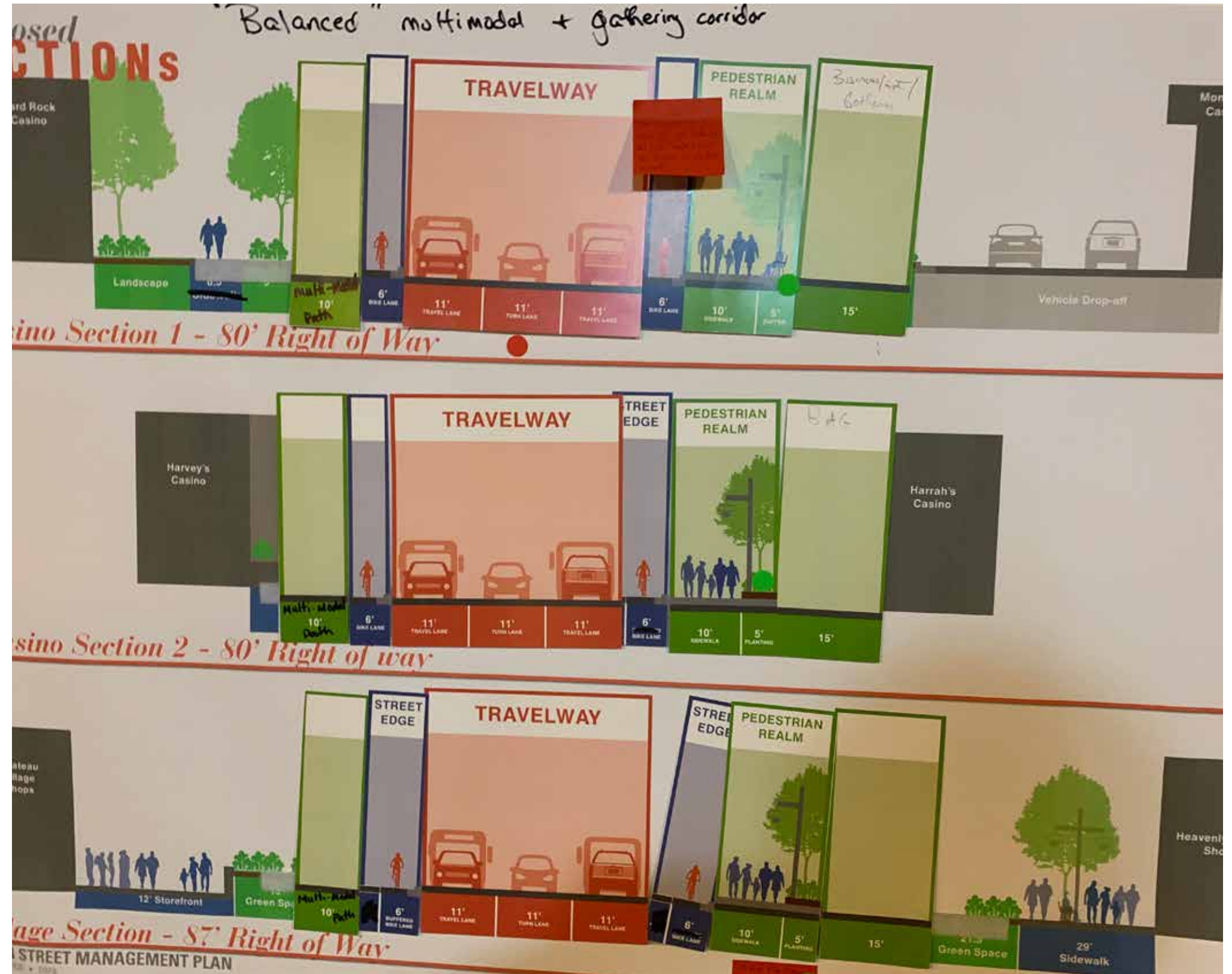
GROUP 2: PUBLIC FEEDBACK

PUBLIC INPUT

- Provide buffer between pedestrian, bike and vehicular travel lanes
- Emphasis on using green space/green infrastructure to provide buffer and protection to pedestrians and cyclists
- Support for expanding multi-use path to create wider through zone
- Support for balance of prioritization within travelway and multimodal facilities



3.16 PUBLIC ENGAGEMENT GROUP 2



3.19 GROUP 2 PUBLIC COMMENT

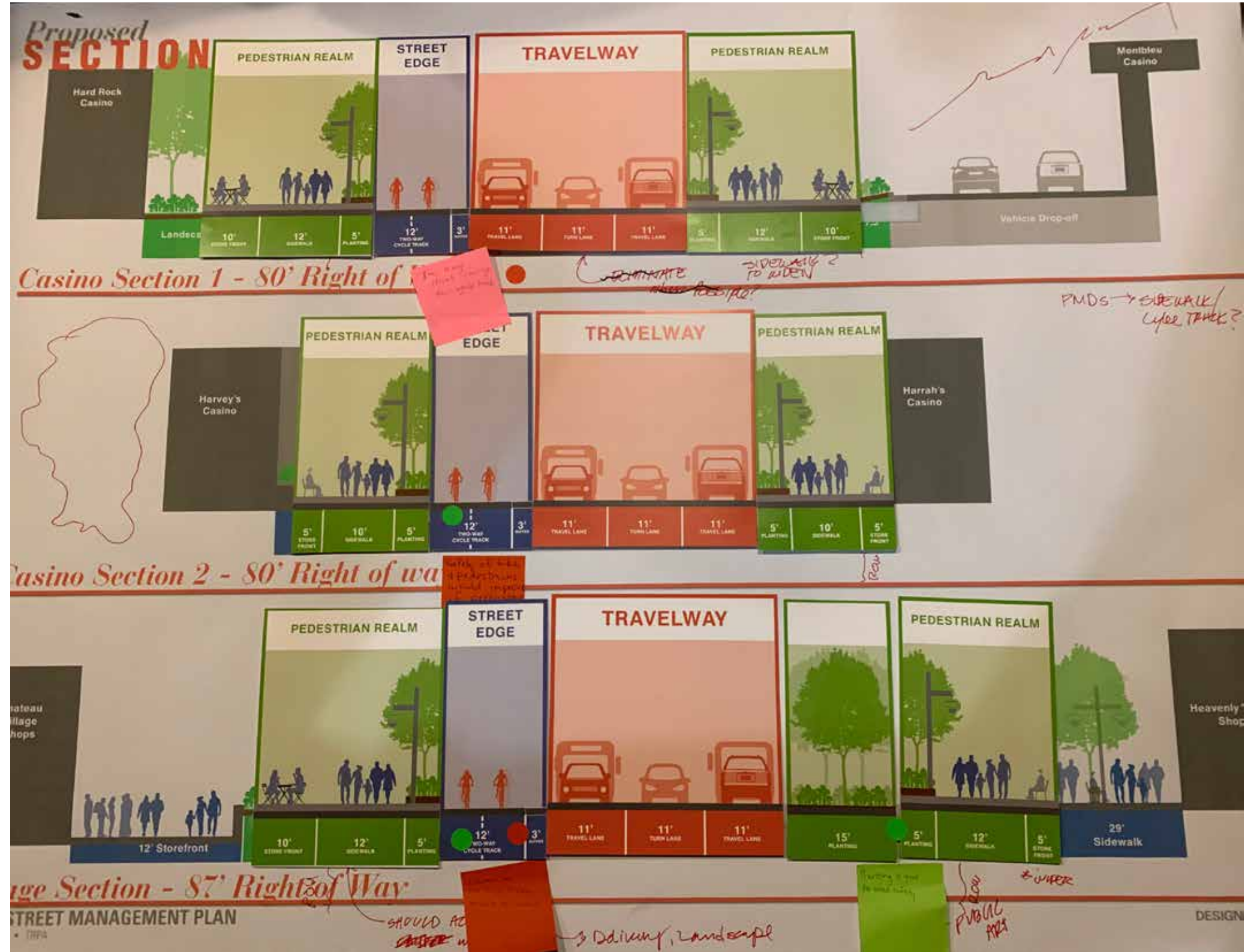
GROUP 3: PUBLIC FEEDBACK

PUBLIC INPUT

- Provide buffer between pedestrian, bike and vehicular travel lanes
- Emphasis on using green space/green infrastructure to provide buffer and protection to pedestrians and cyclists
- Scooter and Personal Mobility Devices parking and use of bike lane versus multi-modal path
- Concern that there are too many street crossings to support a cycle track
- Concerns that cyclists will have to cross street with lake side facilities only



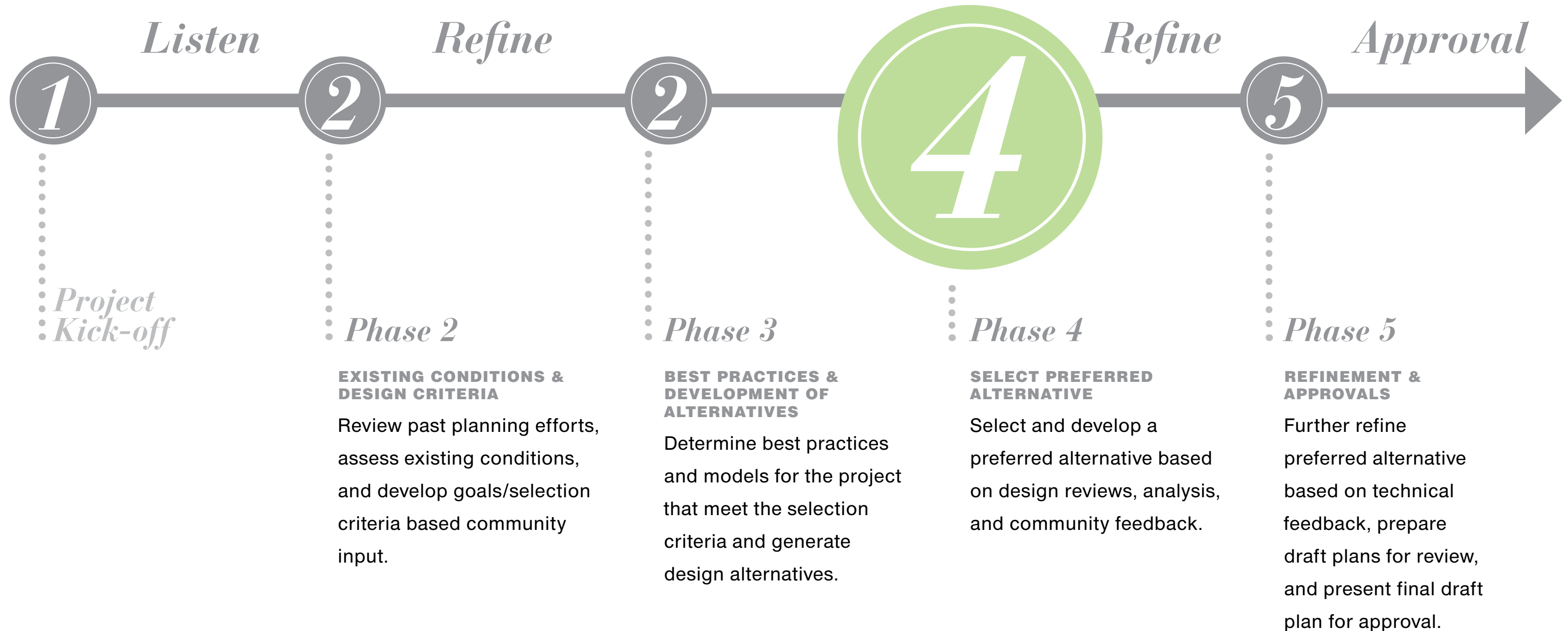
3.18 GROUP 3 PUBLIC ENGAGEMENT

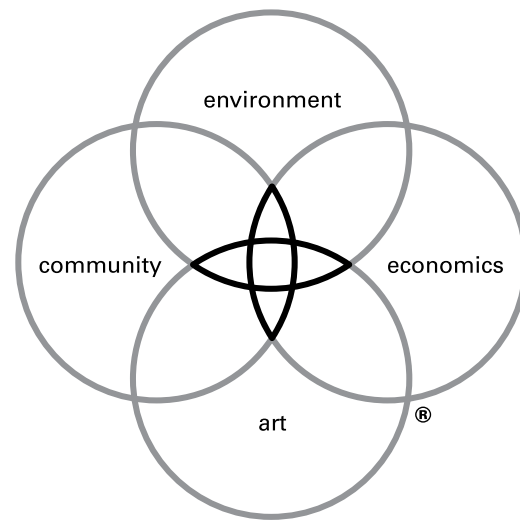


3.19 GROUP 3 PUBLIC COMMENT

'Iterate'

The next phase of work will iterate, develop, and test alternatives developed at Charrette number two that meet the goals identified in Phase Two. The process will result in 2-3 refined concept alternatives that will be presented back to the Stakeholder Working Group and public at the next charrette in a manner that demonstrates aesthetics and function of each option in order to facilitate the selection of a preferred alternative.





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