

# SR 89 Recreation Corridor Management Plan

## PDT Meeting #1



DESIGN WORKSHOP | LSC | ORCA | KAREN MULLEN-EHLY | NELSON/NYGAARD

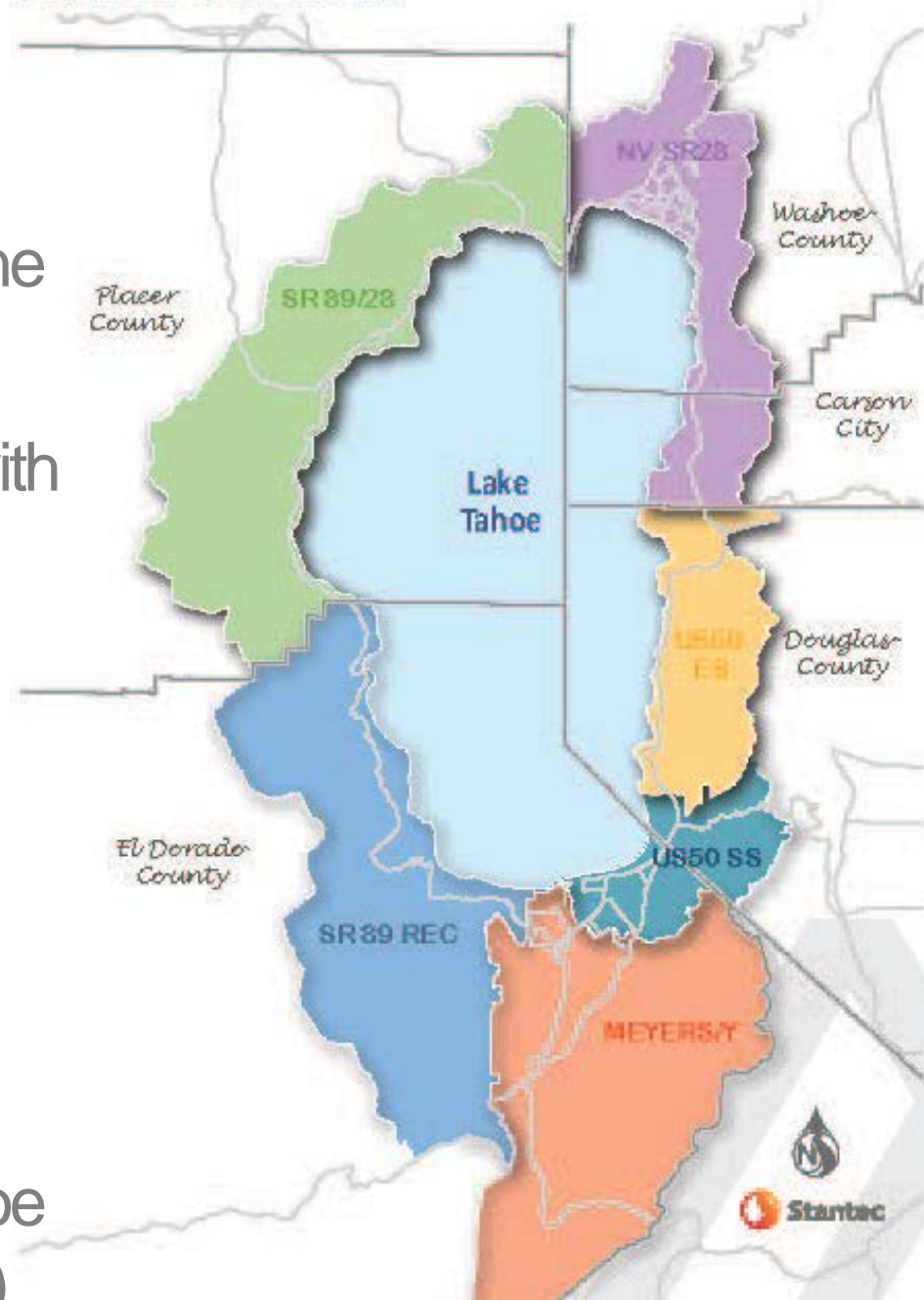
January 18, 2018

# corridor location

## SR 89 Corridor

- Approximately 15<sup>th</sup> Street to Placer County line at Sugar Pine Point State Park
- Focused on the Corridor, but with emphasis on problem areas of Emerald Bay and Camp Rich
- Rim to Lake context to understand uses, but recommendations focused on Corridor
- Considering context of relationship to bed bases (Tahoe City Y to Stateline Resort Core)

| Figure S1-2: | Corridor Map



# corridor uses and ownership



**LEGEND**

- Trailhead
- Campground
- Scenic Viewpoint
- Point of Interest
- Public Beach
- Trails
- Existing Class I Bike Path
- Proposed Class I Bike Path (in progress)
- Proposed Class I Bike Path
- California
- Designated Wilderness Area
- USFS LTBMU
- California Tahoe Conservancy

# project parameters

## What We Are Doing

- Creating an umbrella plan for Corridor projects and plans
- Focusing on projects that are for the greater good of the entire Corridor
- Developing conceptual project-level recommendations
- Defining a feasible Tahoe Trail alignment



## What We Are Not Doing

- Creating individual agency management plans
- Developing projects that aren't reflective of the greater Corridor need
- Developing detailed project design (SD/DD/CD)
- Developing detailed plans for the Tahoe Trail

# project parameters

## What We Are Doing

- Grouping existing and recommended Corridor projects to leverage funds
- Identifying primary project maintenance responsibilities
- Identifying project leads
- Understanding high-level capital, maintenance & operation costs
- Developing Project Charter & MOU

## What We Are Not Doing

- Developing detailed maintenance and operation plans

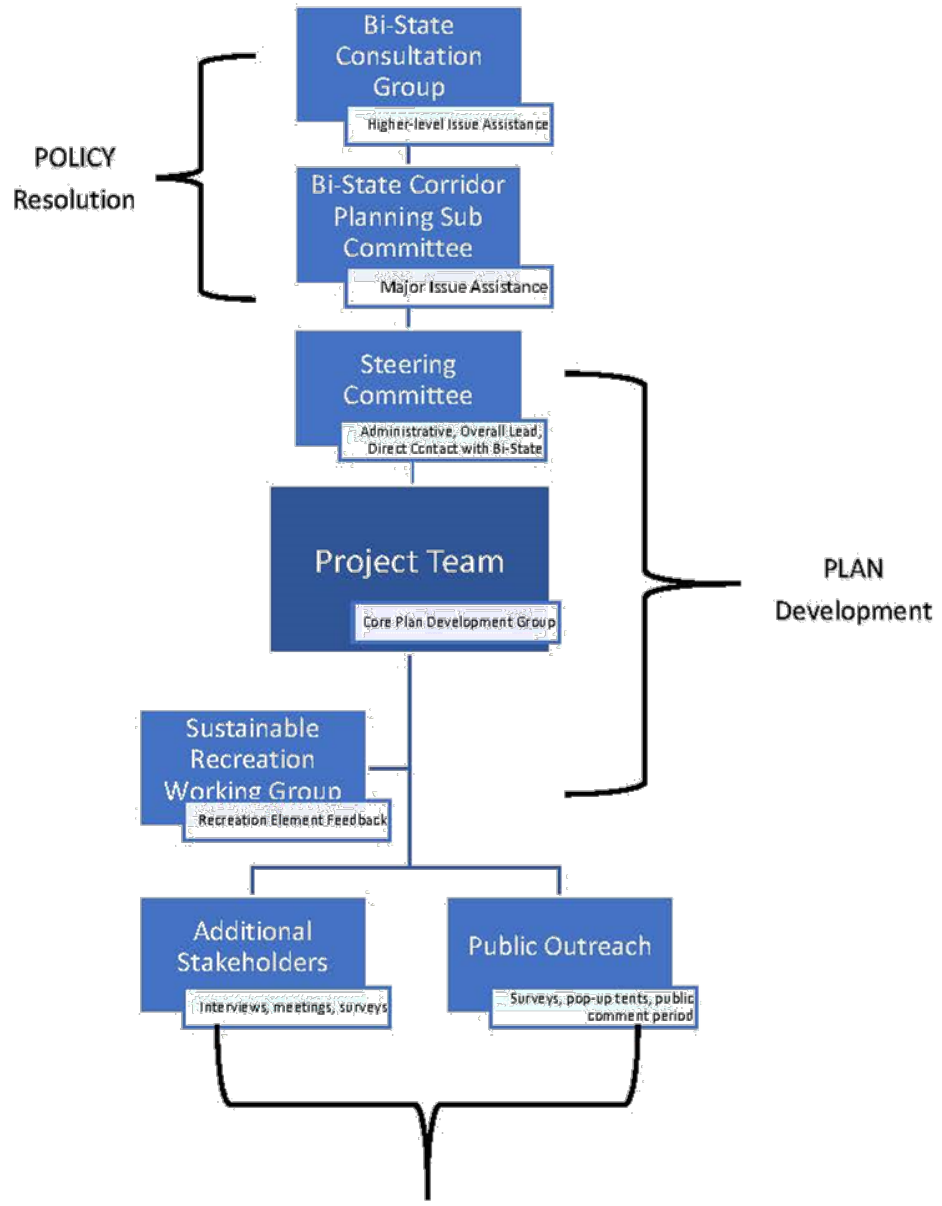
Table 13: Estimated Additional Maintenance and Operating Expenses Using 2013 Dollars

ESTIMATED ADDITIONAL ANNUAL OPERATING AND INFRASTRUCTURE EXPENSES USING 2013 DOLLARS				
CORRIDOR SEGMENT	INFRASTRUCTURE CAPITAL MAINTENANCE <sup>1</sup>	ROUTINE OPERATING EXPENSES <sup>2</sup>	TOTAL ANNUAL INFRASTRUCTURE & MAINTENANCE	ANNUAL TRANSIT OPERATING EXPENSES <sup>3</sup>
Incline to Sand Harbor				Incline to Sand Harbor
Bikeway Phase 2	\$28,490.00	\$1,500.00	\$29,990.00	
Flume Trail Trailhead	\$4,387.00	\$660.00	\$5,047.00	
North Corridor A	\$8,216.00	\$660.00	\$8,876.00	
North Corridor B	\$2,368.00	\$510.00	\$2,878.00	
Rocky Point Vista	\$3,724.00	\$510.00	\$4,234.00	
<b>Total Annual Expenses</b>	<b>\$47,185.00</b>	<b>\$3,840.00</b>	<b>\$51,115</b>	<b>\$150,000</b>
Sand Harbor to Bliss Pond				Sand Harbor to U.S. 50
Bikeway Phase 3A	\$26,379.00	\$1,500.00	\$27,879.00	
Thunderbird Cove	\$2,316.00	\$510.00	\$2,826.00	
Chimney Beach	\$8,331.00	\$660.00	\$8,991.00	
Secret Harbor	\$6,844.00	\$660.00	\$7,504.00	
<b>Total Annual Expense</b>	<b>\$43,870.00</b>	<b>\$3,330.00</b>	<b>\$47,200</b>	
Bliss Pond to U.S. 50				
Bikeway Phase 3B	\$35,250.00	\$2,000.00	\$37,250.00	
Skunk Harbor	\$3,374.00	\$510.00	\$3,884.00	
<b>Total Annual Expense</b>	<b>\$38,624.00</b>	<b>\$2,510.00</b>	<b>\$41,134</b>	<b>\$150,000-\$250,000 (depending on level of service)</b>
<b>Full Corridor Expenses</b>			<b>\$139,449</b>	<b>\$300,000-\$400,000</b>

Notes:

# stakeholders and outreach

## Overall Framework:

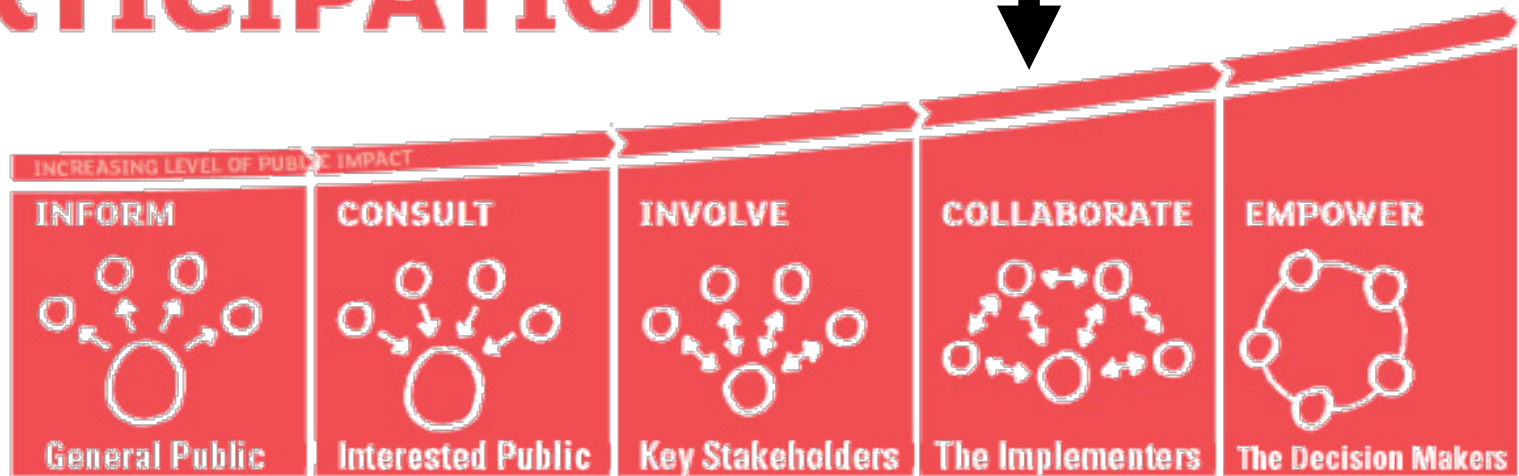


Outreach Inputs

# PDT roles & responsibilities

## IAP2 SPECTRUM OF PUBLIC PARTICIPATION

PDT  
↓



GOAL	To provide balanced and objective information in a timely manner.	To obtain feedback on analysis, issues, alternatives and decisions.	To involve in the outcomes.	To partner in the outcomes.	To empower with data and community driven solutions to they can make final decisions.
PROMISE	"We will keep you informed"	"We will listen to and acknowledge your concerns."	"We will work with you to ensure your concerns and aspirations are directly reflected in the decisions made."	"We will look to you for advice and innovation and incorporate this in decisions as much as possible."	"We will implement what you decide."

# PDT roles & responsibilities

- **Communicate to All Levels of Organization**
- **Bring Information Back to PDT and Consultant**

## Technical Responsibilities

- Identify opportunities to leverage projects
- Determine data needs and metrics
- Brainstorm solutions
- Review consultant analyses, recommendations & draft deliverables and provide timely comments from all levels of organization
- Pose issues for Bi-State assistance as necessary
- Undertake agreements for implementation, operations, and maintenance
- Assist with acquiring agency's Project Charter & MOU



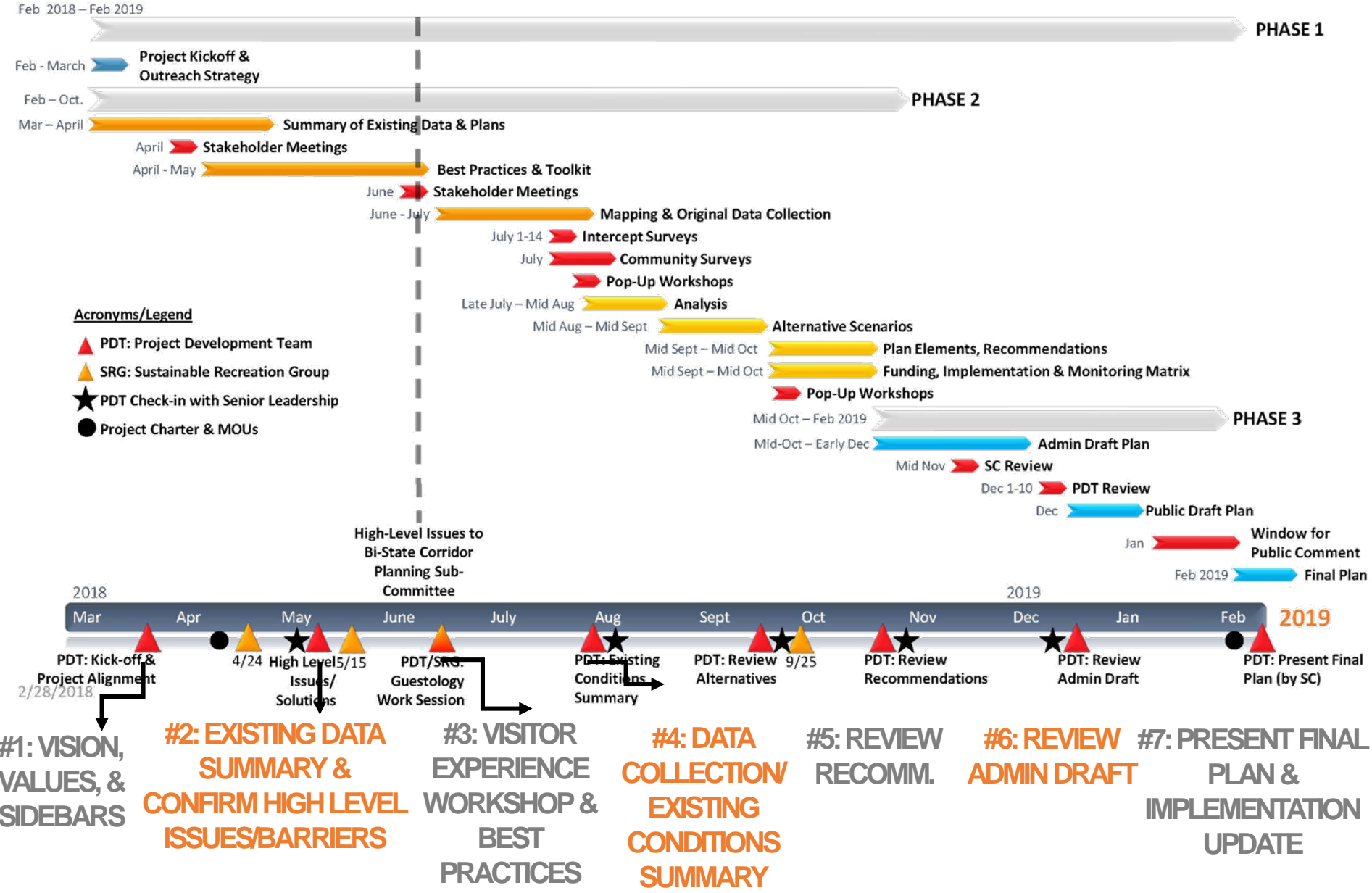
# PDT roles & responsibilities

## Ground Rules

- Commit to full participation
- Share ideas: Be open and frank with your interests
- Come prepared
- Respect ideas and needs of others
- Respect the group's time and be fully present (turn off cell phones, no side bar conversations)
- Be innovative and problem-solving while acknowledging limitations
- Focus on constructive ideas and solutions identifying potential issues and unintended consequences

# PDT meetings

## SR 89 RECREATION CORRIDOR MANAGEMENT PLAN SCHEDULE WITH RED PUBLIC ENGAGEMENT WINDOWS



# Additional Stakeholders & Outreach Strategy

- Sustainable Rec Working Group
- Neighboring Agencies and Businesses
- Advocacy, Nonprofits & Conservancy
- Recreation & Business
- Homeowners

**Neighboring Agencies & Businesses**

Organization	Representative	Title	Contact
City of South Lake Tahoe	Ray Jarvis?	Director Public Works	{530} 542-6031
Placer County	Peter Kraatz	Asst. Director Public Works	{530} 581-6230, pkraatz@placer.ca.gov
TART	Will Garner	Transit Manager	wgarner@placer.ca.gov
Tahoe City Public Utility District	Vallie Murnane	Recreation Director?	vmurnane@tcpud.org
TJ Max Lot Owner – 2011 Lake Tahoe Blvd	Eugene Garfinkle – Tahoe Y Center LLC		456 Montgomery Street Ste 1300 San Francisco Ca 94104 415-362-0900 or 415-362-3461
Raley's – Seven Springs LP	Annie Rees	Management Administrator/NAI Alliance	775-336-4673 arees@naialliance.com
Crossings Owner/Sutter Capital Group	Burke Fathy	Managing Partner	{916} 482-3500, <a href="mailto:Burke.fathy@suttercap.com">Burke.fathy@suttercap.com</a>
BevMo – 961 Emerald Bay Rd	John E. McNellis @ McNellis Partners or Mike Powers		Trestle South Tahoe, LLC 419 Waverly Street Palo Alto CA 94301 <a href="mailto:mike@mcnellis.com">mike@mcnellis.com</a> 650-853-3900

**Advocacy, Non-Profits & Conservancy:**

Organization	Representative	Title	Contact
Tahoe Rim Trail Association	Morgan Fessler	Executive Director	morganf@tahoerimtrail.org
Back Country Ski Alliance	David Reichel	President?	davidreichel@gmail.com
TAMBA	Ben Fish	President	bfish@designworkshop.com
Lake Tahoe Bicycle Coalition	Gavin Feiger	President	gavin.feiger@gmail.com
Community Mobility Group	Rebecca Bryson	Co-Chair	rebeccabryson27@yahoo.com
Tahoe Heritage Foundation	Jude Markward	Director of Operations	<a href="mailto:jude@tahoheritage.org">jude@tahoheritage.org</a> , 530.544.7383
Valhalla Tahoe	Sharon Romack	Director	<a href="mailto:sharon@valhallatahoe.com">sharon@valhallatahoe.com</a> , 530.541.4975
Sierra State Parks Foundation	Heidi Doyle	Executive Director	hdoyle@sierrastateparks.org
Lake Tahoe High-Lows	Doug Barr	Owner?	<a href="mailto:dougbarr@charter.net">dougbarr@charter.net</a> , 775-813-5294
League to Save Lake Tahoe	Marissa Fox	Senior Policy Analyst	marissa@keeptahoeblue.org
Tahoe Chamber	Bryan Davis	Board Member	bdavis@edgewoodcompanies.com
Lake Tahoe Visitors Authority	Carol Chaplain	CEO	carol@lta.org
Great Basin Institute	Jerry Keir	Executive Director	<a href="mailto:jkeir@greatbasininstitute.org">jkeir@greatbasininstitute.org</a> , 775.674.5495
Tahoe Resource Conservation District	Nicole Cartwright	Executive Director	<a href="mailto:ncartwright@tahoercd.org">ncartwright@tahoercd.org</a>
California Tahoe Conservancy	Dorian Fougères	Chief of Natural Resources	<a href="mailto:Dorian.Fougeres@tahoe.ca.gov">Dorian.Fougeres@tahoe.ca.gov</a>

how do we begin?  
(align project goals & objectives)



# the key issues



# the key issues



# the dilemma

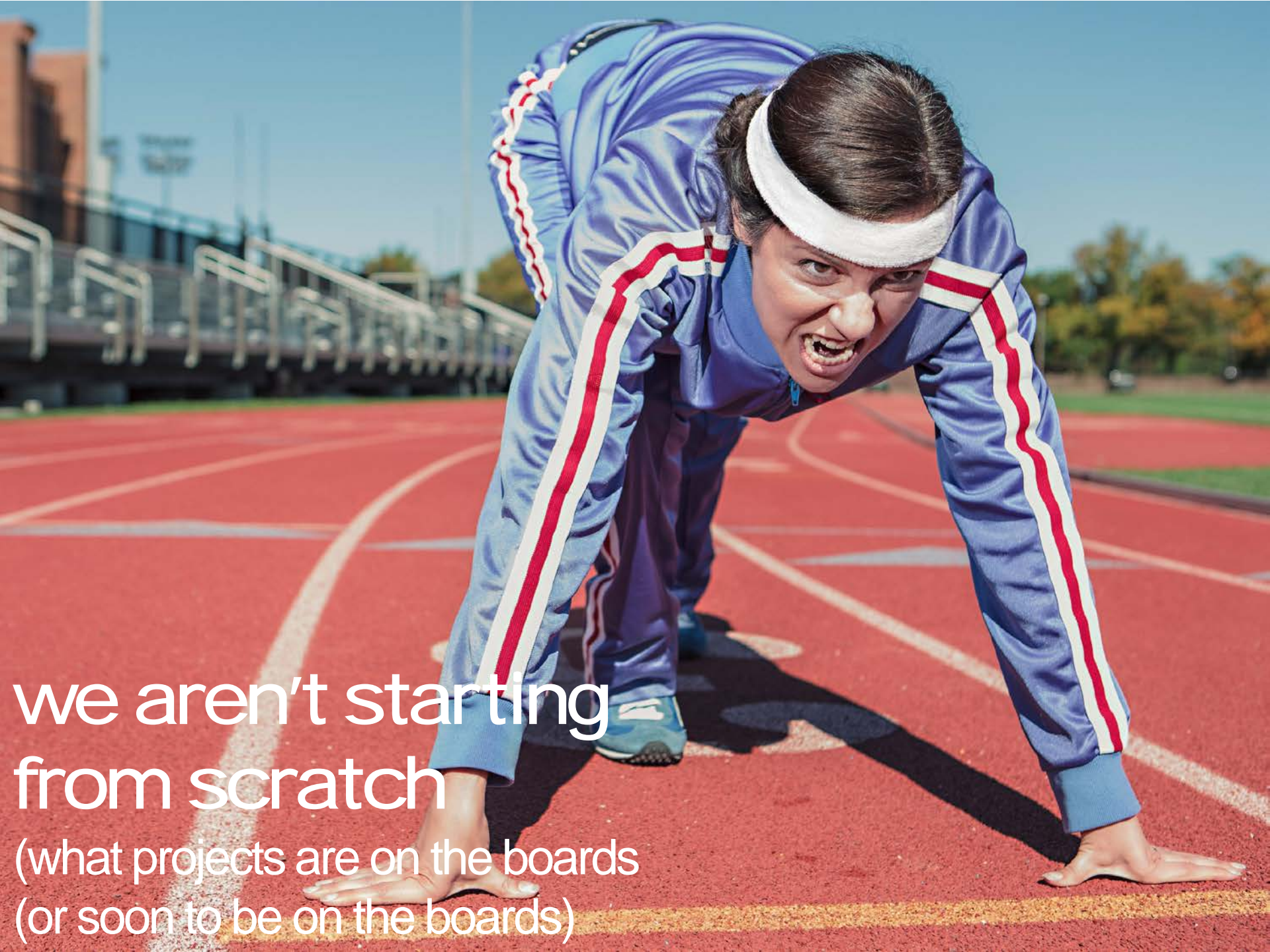
**Demand has exceeded infrastructure which has the following repercussions (transportation & people management issues):**

- Horrible visitor experience which also means a risk for economic impacts as the area has reached a saturation point
- Safety Concerns
- Increased Environmental Disturbance and Run-off
- Congestion and Traffic

# what we are trying to achieve














we aren't starting  
from scratch

(what projects are on the boards  
(or soon to be on the boards))

# building upon previous work

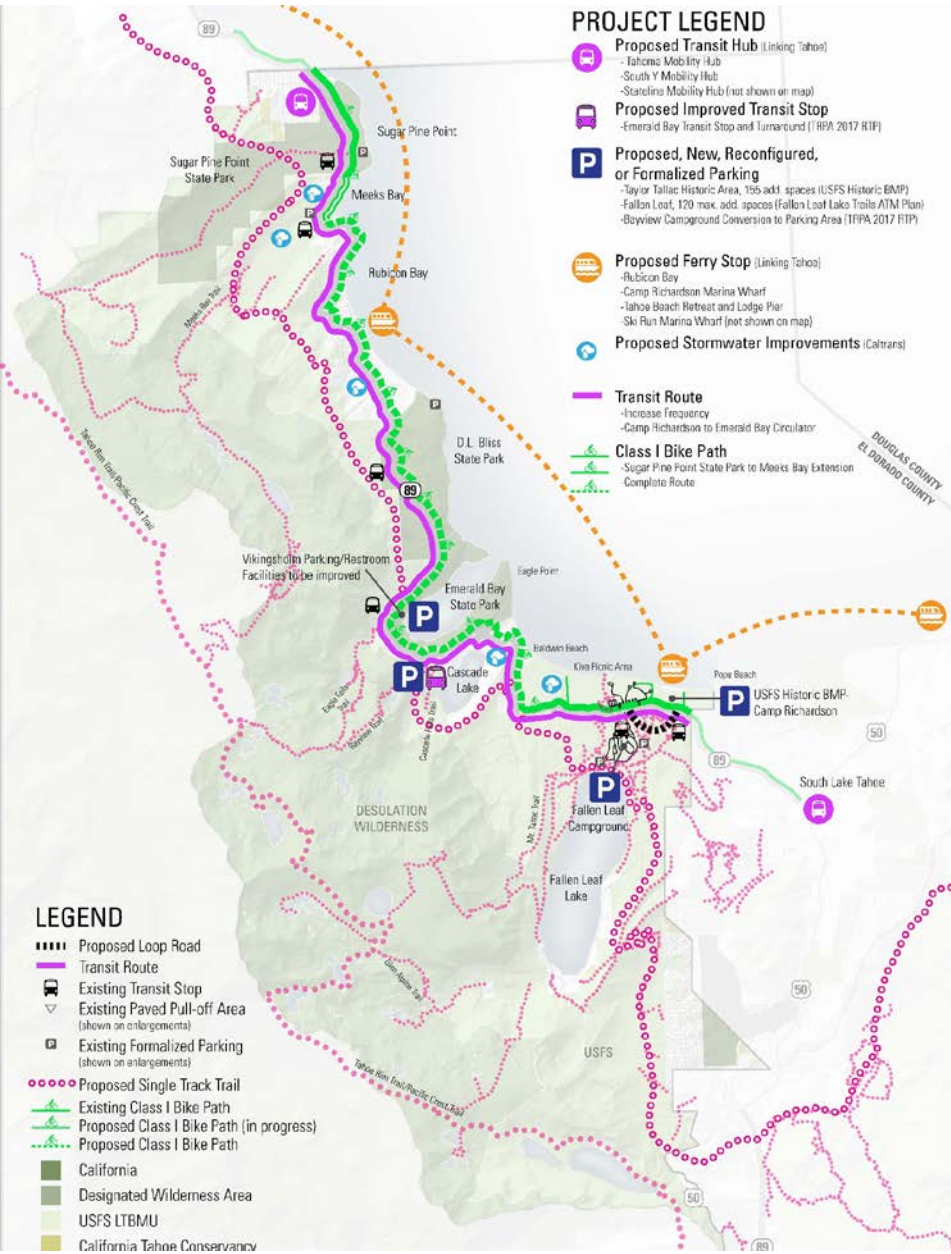
## Previous Projects & Plans

### PROJECT LEGEND

- 
**Proposed Transit Hub** (Linking Tahoe)
  - Tahoma Mobility Hub
  - South Y Mobility Hub
  - Stateline Mobility Hub (not shown on map)
- 
**Proposed Improved Transit Stop**
  - Emerald Bay Transit Stop and Turnaround (TRPA 2017 RTP)
- 
**Proposed, New, Reconfigured, or Formalized Parking**
  - Taylor Tallac Historic Area, 155 add. spaces (USFS Historic BMP)
  - Fallen Leaf, 120 max. add. spaces (Fallen Leaf Lake Trails ATM Plan)
  - Bayview Campground Conversion to Parking Area (TRPA 2017 RTP)
- 
**Proposed Ferry Stop** (Linking Tahoe)
  - Rubicon Bay
  - Camp Richardson Marina Wharf
  - Tahoe Beach Retreat and Lodge Pier
  - Ski Run Marina Wharf (not shown on map)
- 
**Proposed Stormwater Improvements** (Caltrans)
- 
**Transit Route**
  - Increase Frequency
  - Camp Richardson to Emerald Bay Circulator
- 
**Class I Bike Path**
  - Sugar Pine Point State Park to Meeks Bay Extension
  - Complete Route

### PROJECT LEGEND

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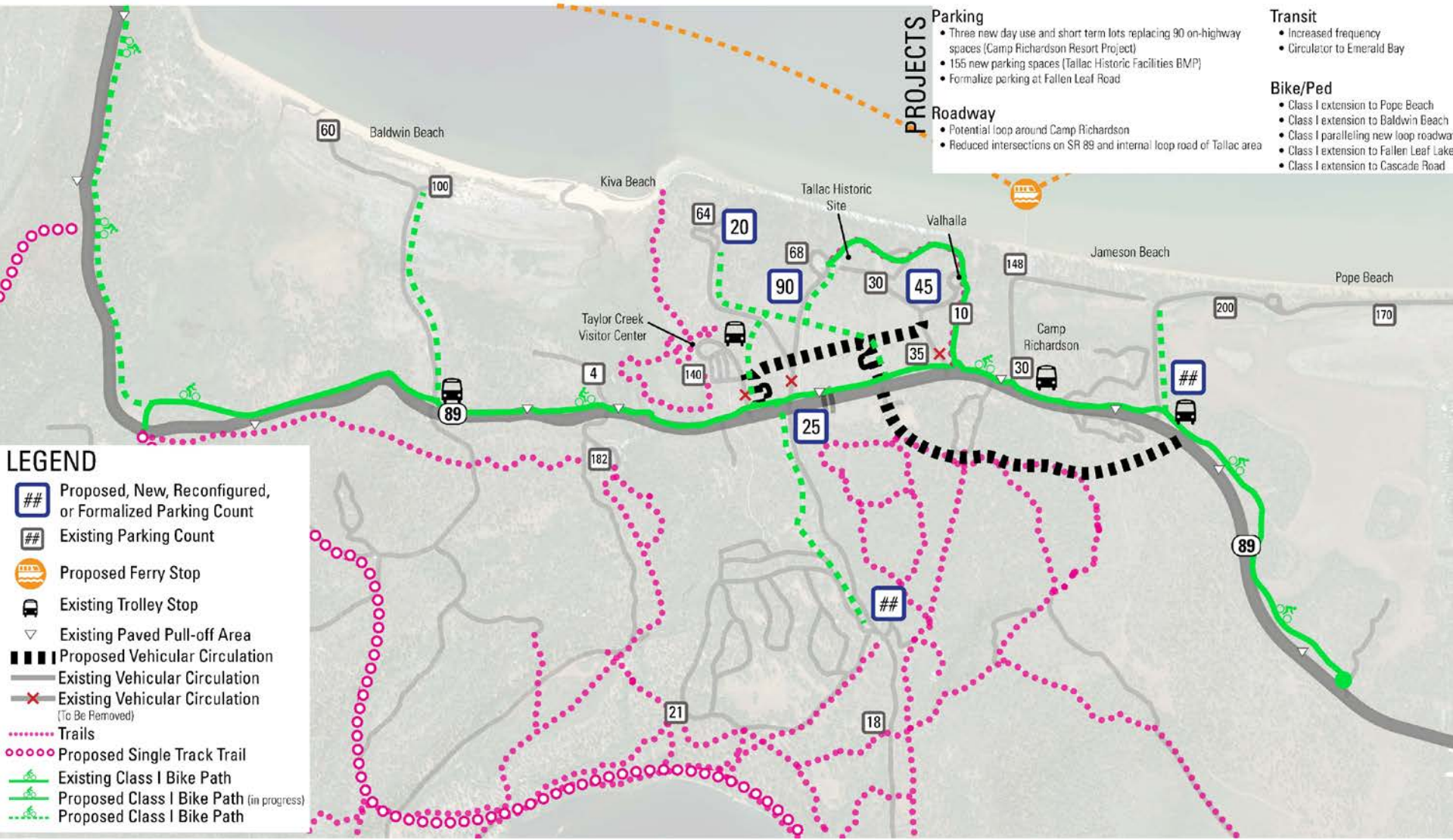


### LEGEND

-  Proposed Loop Road
-  Transit Route
-  Existing Transit Stop
-  Existing Paved Pull-off Area (shown on enlargements)
-  Existing Formalized Parking (shown on enlargements)
-  Proposed Single Track Trail
-  Existing Class I Bike Path
-  Proposed Class I Bike Path (in progress)
-  Proposed Class I Bike Path
-  California
-  Designated Wilderness Area
-  USFS LTBMU
-  California Tahoe Conservancy

# building upon previous work

## Previous Projects & Plans – Camp Rich Area



### PROJECTS

- Parking**
- Three new day use and short term lots replacing 90 on-highway spaces (Camp Richardson Resort Project)
  - 155 new parking spaces (Tallac Historic Facilities BMP)
  - Formalize parking at Fallen Leaf Road
- Roadway**
- Potential loop around Camp Richardson
  - Reduced intersections on SR 89 and internal loop road of Tallac area

- Transit**
- Increased frequency
  - Circulator to Emerald Bay
- Bike/Ped**
- Class I extension to Pope Beach
  - Class I extension to Baldwin Beach
  - Class I paralleling new loop roadway
  - Class I extension to Fallen Leaf Lake
  - Class I extension to Cascade Road

**LEGEND**

- ## Proposed, New, Reconfigured, or Formalized Parking Count
- # Existing Parking Count
- Proposed Ferry Stop
- Existing Trolley Stop
- Existing Paved Pull-off Area
- Proposed Vehicular Circulation
- Existing Vehicular Circulation
- Existing Vehicular Circulation (To Be Removed)
- Trails
- Proposed Single Track Trail
- Existing Class I Bike Path
- Proposed Class I Bike Path (in progress)
- Proposed Class I Bike Path

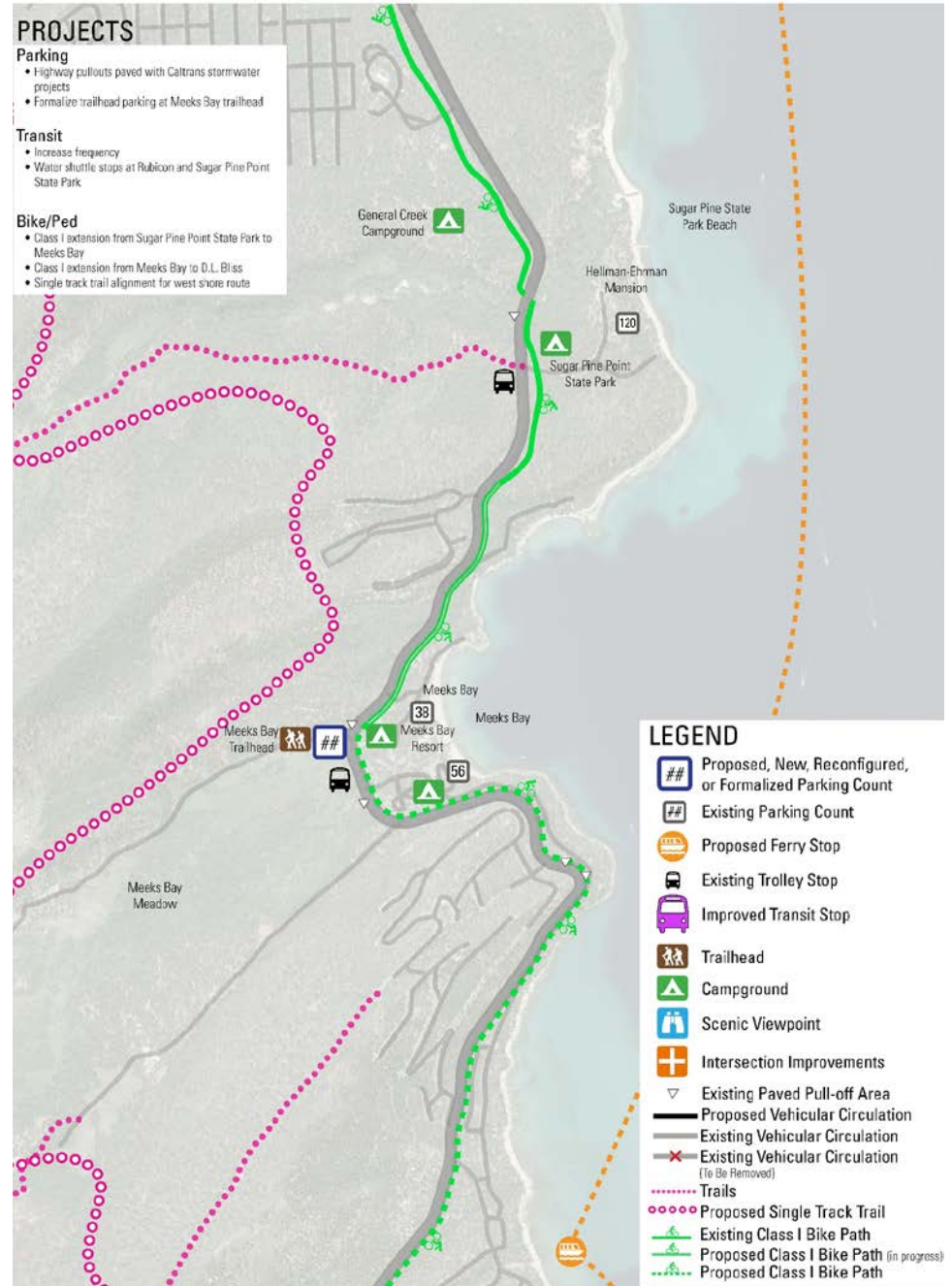
# building upon previous work

## Previous Projects & Plans – Emerald Bay Area



# building upon previous work

## Previous Projects & Plans – West Shore Area



# building upon previous work

What other projects  
should we know about?

What other data sources  
are available?

What do we need to measure to help convey the  
story of critical need?

What data is available for us to illustrate the need?

- Improve Safety
- Protect Lake Tahoe
- Enhance the Visitor Experience
- Expand Multi-Modal Transportation Choices
- Promote Economic Vitality

learning from  
the past  
(history is prologue)



# Lessons learned from SR 28

- Need agreement amongst agencies and memorialize decisions
- Look to agency needs and match with public wants (win/wins)
- Need to understand the visitor (demographics) to change behavior
- A pilot project can build agency capacity for increased operational funding

## Commitment

To jointly address shared issues, the TTD and its 12 partners have created a remarkable implementation mechanism: the SR 28 Corridor Management Plan. We thank the public for thoughtful comments and for supporting our commitment to protect the lake, improve safety, enhance recreation with transportation choices and benefit local/regional economies.

We, the undersigned, look forward to continued collaboration with the community as well as with each other:



Tahoe Transportation District

Carl Hasty, District Manager



Federal Highway Administration

Sue Klekar, Division Administrator



Nevada Department of Transportation

Rudy Malfabon, P.E., Director



Nevada Highway Patrol

Sergeant Randy Jackson  
Incline Village/Lake Tahoe



Carson City Regional Transportation Commission

John McKenna, Chair



County of Washoe

John Berkich, Interim County Manager



Washoe Tribe of Nevada and California

Darrel Cruz, Washoe Cultural Resource  
Department-Director, Tribal Historic  
Preservation Officer



Tahoe Regional Planning Agency

Joanne Marchetta, Executive Director

Tim Carlson, Presidential Appointee



U.S. Forest Service

Nancy J. Gibson, Forest Supervisor  
Lake Tahoe Basin Management Unit



Nevada Division of State Parks

Dave Morrow, Administrator



State of Nevada, Division of State Lands

James R. Lawrence, Administrator and  
State Land Registrar



County of Douglas

Steve Mokrohisky, County Manager



Incline Village General Improvement District

William B. Horn, General Manager



# lessons learned from SR 28

- Should provide an umbrella maintenance agreement
- Solutions are typically cross-jurisdictional and long term
- Solutions require years to implement
- Corridor development often requires a “broker” (TTD) to work across jurisdictions over time
- Best to have a dedicated “on the ground” liaison for public and agency communication
- Best for each agency to have a liaison for internal alignment



# lessons learned from SR 28

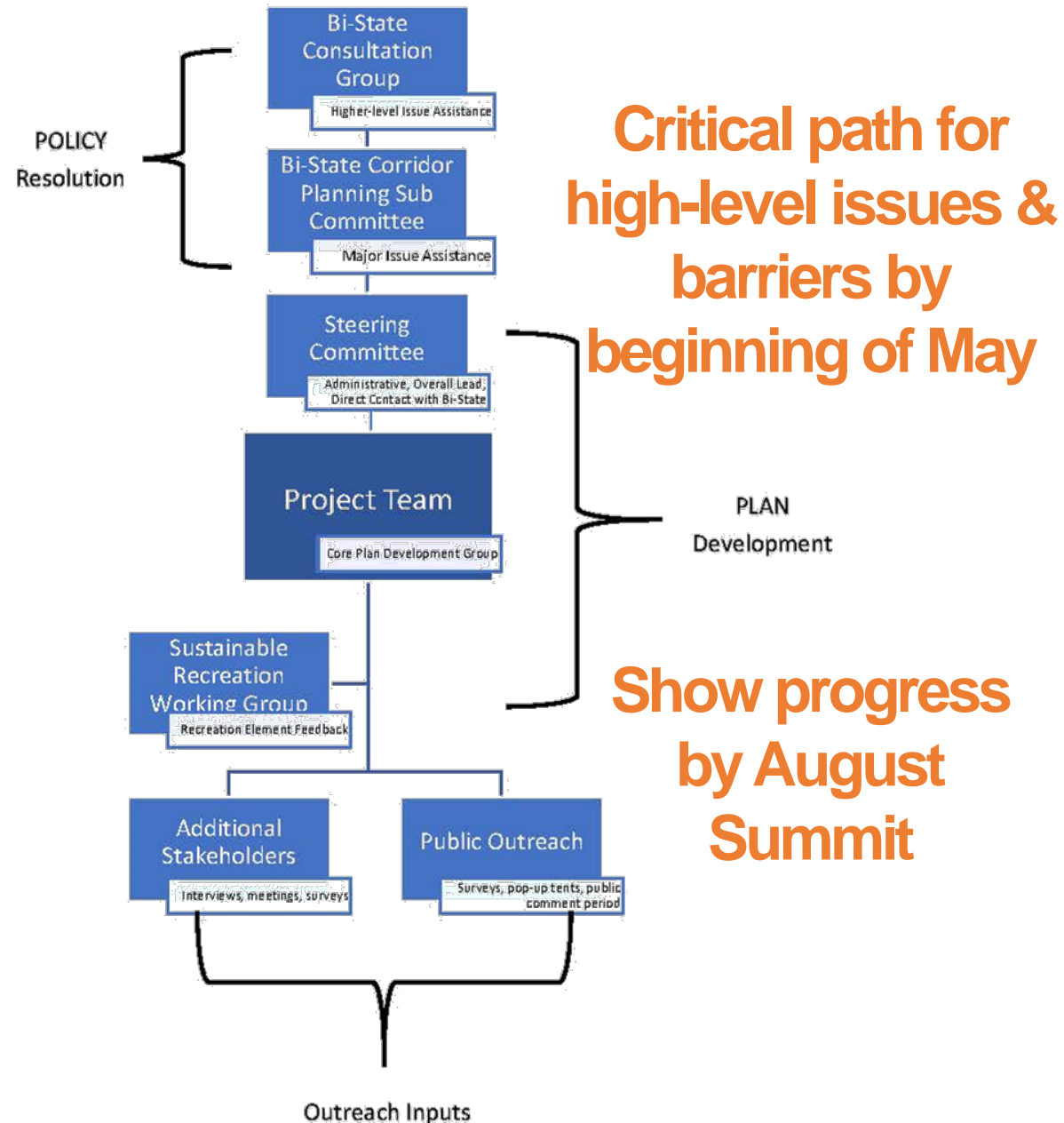
A photograph of a busy street scene, likely a school zone, with cars and pedestrians. The image is overlaid with a semi-transparent white box containing text. The text reads: "It's not easy and we need commitment and problem-solving at the highest levels".

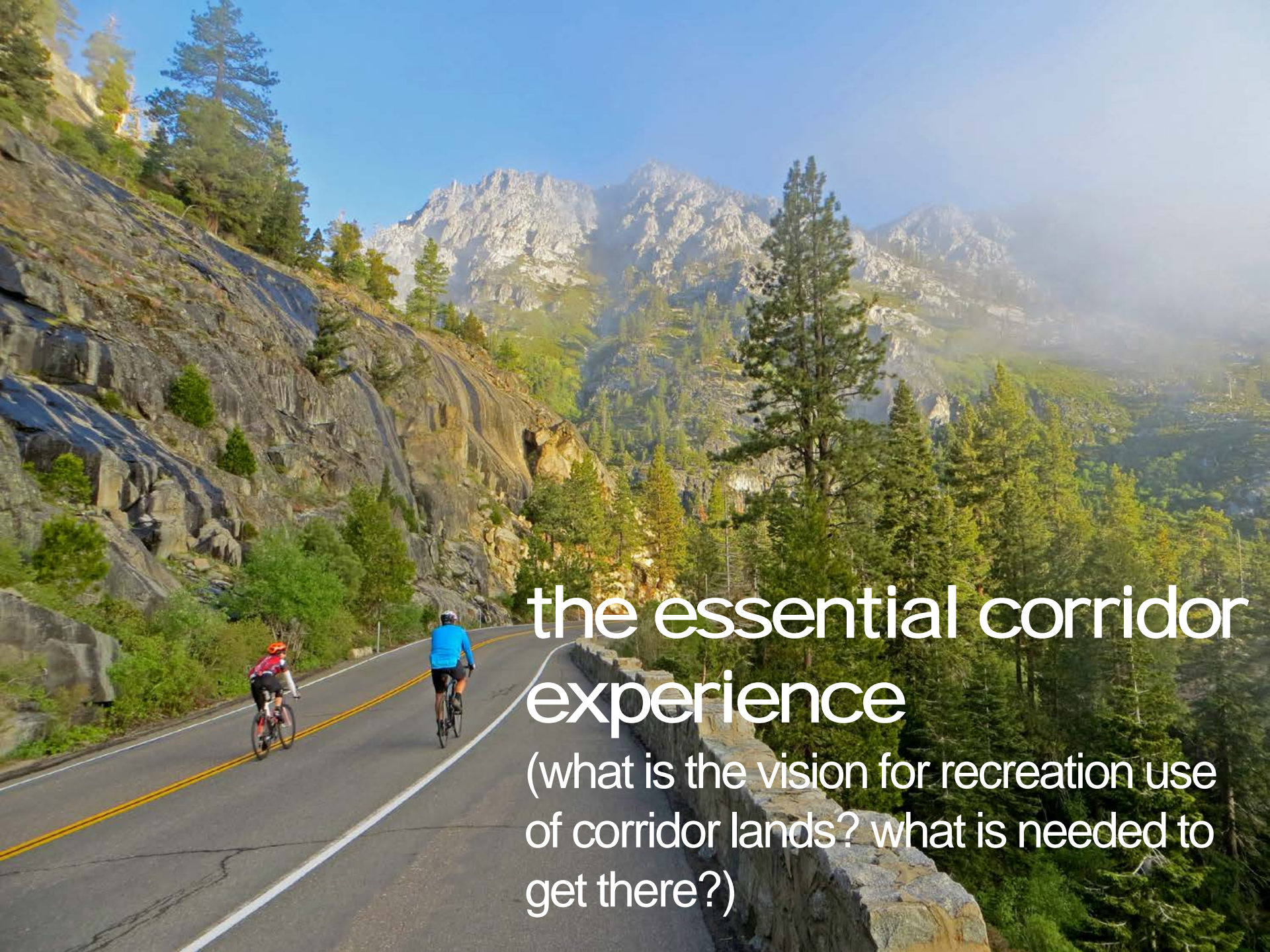
**It's not easy and we need commitment  
and problem-solving at the highest levels**

# role of bi-state consultation group

- High-level
- Discussing transportation related issues
- Will address alignment of policies for success of strategies

## Overall Framework:





# the essential corridor experience

(what is the vision for recreation use  
of corridor lands? what is needed to  
get there?)



# establishing the boundaries

(what types of strategies have been considered? Are there any strategies or recommendations that are “off-the table”?)

# vet & reaffirm potential strategies to be explored

- Transit
- Roadway
- Parking
- Bike/Ped
- Communications & Technology  
Marketing of Options





# establishing the boundaries

(what types of strategies have been considered? Are there any strategies or recommendations that are “off-the table”?)



# barriers to implementation

(are there items that need to be addressed  
at a higher level in order to achieve  
success?)



# what we learned from SR 28

## Potential Barriers/Issues for High-Level Input

- ***Alternative Design Methods***
  - Sharrow for downhill and bike lane on uphill
  - Complete street design strategies
- ***Technology***
  - Limitations to access in the Corridor
- ***Administration***
  - Staff changes: where is the buy-in?

# what we learned from SR 28

## Potential Barriers/Issues for High-Level Input

- ***Funding***
  - Paid parking
  - Distribution of parking fees
  - Parking policies vary & are not integrated with transit service
  - Other fee opportunities
    - Voting requirements for local transportation tax
    - How the area's population # is recognized for federal funding
- ***Maintenance , Operations & Enforcement***
  - Opening USFS parking in winter
  - Plowing of parking
  - Parking enforcement



# barriers to implementation

(are there items that need to be addressed  
at a higher level in order to achieve  
success?)

# leveraging change

(are there pilot projects or studies that we could do to stimulate change or inform plan recommendations?)



# schedule and next steps

## SR 89 RECREATION CORRIDOR MANAGEMENT PLAN SCHEDULE WITH RED PUBLIC ENGAGEMENT WINDOWS

