



# SR-89 Corridor Management Plan

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Appendices  
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# CORRIDOR CHALLENGES AND STRATEGIES

# CORRIDOR CHALLENGES AND STRATEGIES

Item ID	Corridor Issues	Strategies	Associated Strategies and Projects (Item ID and Project ID)	Success Measurement	Does the Recommendation Require Additional Action at a County or State Level?
1	The Tahoe Trail ends in the south at Spring Creek Road and in the north at Meeks Bay Resort, leaving an approximate 11-mile gap in bicycle access to recreation destinations and through cyclists along the west shore of Lake Tahoe.	<p>Complete a feasibility study for shared-use path alternatives along the west shore.</p> <p>Continue to work with residents, property owners, and land managers to develop the preferred alignment for the Tahoe Trail.</p> <p>Phase implementation of the remaining segments of the Tahoe Trail so that phases are constructed from destination to destination. For example, one phase of the construction could encompass the Trail from the vista point east of Eagle Falls through the Vikingsholm parking and entrance area. This approach could leverage partnerships and improve connectivity. Other phases may be associated with the restoration project at Meeks Bay, a phase connecting Meeks Bay to D.L. Bliss, a phase connecting D.L. Bliss to Emerald Bay, and a phase connecting the trail at Spring Creek Road to Emerald Bay.</p>	Item 2, Item 15, Item 23, Item 26; CW-1.01, WS-2.01, WS-2.02, WS-2.03, WS-3-01, WS-4.01	Tahoe Trail completion with no gaps along the West Shore. Miles of trail constructed.	
2	High volumes of pedestrians walk along and in the roadway in heavily used areas such as the Pope to Baldwin and Emerald Bay Segments. 375 cars parked alongside the highway and the viaduct in Emerald Bay on a busy summer day in 2018 force pedestrians to walk in the roadway.	<p>Implement strategies associated with Item 1 and incorporate a walkway or shared-use path around Emerald Bay in coordination with and connected to off-highway parking lots.</p> <p>Implement strategies associated with Item 5 and restrict/relocate roadside parking.</p>	Item 1, Item 3, Item 23, Item 26; CW-1.01, WS-2.01, WS-2.02, WS-2.03	Miles of sidewalk or Tahoe Trail developed around Emerald Bay offering a pathway off the highway for pedestrian use. Number of roadside parking spaces "relocated" or shifted to another mode. Reduction in traffic incidents. Decrease in emergency response times. Measurable reduction in congestion levels. Improved lake clarity. Number of pedestrian and bikes using new trail system. Number of miles of No Parking Zone implemented as alternative modes of transportation have shifted to organized parking, transit, and trail systems.	
3	Lack of consistent, frequent, and marketed transit within the corridor negatively impacts the number of people able to arrive to recreation destinations without a car.	<p>Develop an easily accessible, frequent, fun, and consistent transit system to serve corridor recreation destinations during the summer months. Consider an express transit service to Emerald Bay from a park-n-ride area south of Emerald Bay. Consider expanding transit to other peak weekends during the winter and off-season.</p> <p>Reduce the demand for park-n-ride facilities. Promote a park once strategy and coordinate transit services with mainline systems from accommodation areas. Partner with lodging areas for private shuttles to service the corridor from lodging.</p> <p>Implement and enforce no roadside parking recommendations from Item 5.</p> <p>Develop and implement a unified branding and marketing strategy to promote no-car access options to recreation areas.</p> <p>Implement point source congestion management strategies throughout the Pope to Baldwin Segment to reduce delays and increase transit ridership.</p> <p>Establish a sustainable funding source that addresses varying land manager requirements while collecting revenue from parking and/or transit to subsidize transit operations and the operation of a parking management system. The administrator of the system should be an entity that can work with partner agencies to pool resources as well as pursue additional funding sources such as applying for State Transit Assistance (STA) funds and grant programs.</p> <p>Utilize a reservation system for shuttle use to distribute peak use and provide a system that can be used to reduce visitation, if needed, with the understanding that shifting recreation use and unmet demand will need to be addressed as part of a basinwide approach.</p> <p>Enhance the bus stops and pull-offs through Emerald Bay to improve transit operations and increase reliability.</p> <p>Develop turnaround locations (such as a roundabout) near the north gate at Emerald Bay and as part of parking/shuttle stop improvements at Bayview Campground for buses to turnaround.</p> <p>Incorporate visitor experience opportunities as part of the transit system to encourage use.</p> <p>Identify a location near the Y or West Way that can be developed as a park-n-ride/bike to serve corridor users entering the corridor from the south.</p> <p>Utilize the underutilized parking area at Sugar Pine Point State Park as a park-n-ride/bike location in the northern area of the corridor. Improvements should allow for the facility to also improve TART service and bus turnaround for the north shore.</p> <p>Develop public/private partnerships to deliver water taxi operations and promote use of water taxi options to reach recreation destinations and create a desired recreation experience in and of itself.</p>	Item 1, Item 4, Item 5, Item 26; CW-1.02, CW-1.03, CW-1.04, CW-1.05, CW-1.06, WS-1.01, WS-1.03, WS-1.08, WS-1.09, WS-1.10, WS-1.11, WS-1.14, WS-2.04, WS-2.06, WS-2.07, WS-2.08, WS-2.11, WS-2.12, WS-2.13, WS-2.14, WS-4.03, WS-5.01, WS-5.02	Reduction in vehicle congestion along the highway. Mode share targets for each travel framework phase hits minimum of 80% of target. Visitor awareness of shuttle program. Results of travel surveys indicate a positive experience. 15% of visitors utilize a park-one strategy and access transit from their accommodations. Increased operations budget for land managers. Transit and parking management system have sustainable funding source.	Yes - findings for restricting roadside parking are needed per the California vehicle code. Increasing fine will need to be discussed at higher levels. Addressing increasing visitation demand needs to occur at a regional level.
4	Bus stop locations are limited in Emerald Bay and vehicles are often illegally parked in the bus stop.	<p>Formalize bus stop pulloff locations in Emerald Bay so the design is integrated as part of the following areas: Northbound pulloff at Inspiration Point Northbound pulloff at Vikingsholm Parking lot Southbound pulloff part of redesigned roadside parking area at Eagle Falls Southbound pulloff part at Inspiration Point or as part of a redesign of Bayview Campground to a small off-highway parking lot and shuttle stop to meet winter and shoulder season recreation access needs when the summer shuttle is not in operation. Potential turnarounds at Emerald Bay's northern and southern gates and as part of the Bayview transit pulloff.</p> <p>Implement elements discussed in Item 3.</p>	Item 3; WS-2.05, WS-2.11, WS-2.12, WS-2.13, WS-2.14	Transit reliability and ridership increased.	

# CORRIDOR CHALLENGES AND STRATEGIES

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5	Summer recreation users arriving to beach entries, trailheads and off-highway vista points by car creates significant congestion as motorists use the highway as a defacto parking lot and search for a place to park along the side of the road. The traffic congestion impacts emergency response operations and overall traffic flow.	<p>Restrict/relocate roadside parking from the Pope to Baldwin Segment to D.L. Bliss and shift to off-highway parking lot or park-n-ride/bike locations or park-once strategies from lodging accommodations and/or other recreation sites.</p> <p>Implement an adaptive management strategy to monitor roadside parking impacts near Sugar Pine Point State Park and Meeks Bay and implement restrict/relocate parking as appropriate.</p> <p>Increase fine for parking along the roadside in restricted areas.</p> <p>Utilize barriers, striping, and No Parking Zones to provide consistency and clarification for visitors and to assist in enforcement of roadside parking restrictions.</p> <p>Utilize barriers, striping, and No Parking Zones to provide consistency and clarification for visitors and to assist in enforcement of roadside parking restrictions.</p> <p>Consider opportunities for third-party ticketing/warnings to increase enforcement.</p> <p>Develop and implement a unified branding and marketing strategy to promote no-car access to recreation areas.</p> <p>Utilize ITS to notify motorists of transit opportunities, when parking is full, and sustainable access opportunities.</p> <p>Utilize real-time information (through the use of technology such as cameras, counters, and cell data) to inform the public of travel conditions and allow land managers to adapt strategies.</p> <p>Develop turnaround locations (such as a roundabout) near the north gate and south gates at Emerald Bay where motorists can return to park-n-ride locations or off-highway parking lots without creating congestion issues.</p> <p>Implement a multimodal travel system (i.e., shuttle, bike path, water taxi) to provide access to a sustainable number of visitors who would otherwise be displaced from the restriction/relocation of roadside parking.</p> <p>Improve bus stops to meet accessibility requirements, enforce no parking in bus stops, and connect bus stops to recreation areas by shared-use pathways.</p> <p>Develop a coordinated corridor parking management system that is implemented in tandem with transit and other implementation strategies and is either part of or aligned with a regional system. The management system should be designed to meet desired corridor outcomes. The parking management system should incorporate a reservation system as described in Item 6.</p> <p>Establish a predictable and sustainable funding source to pay for the parking management system and subsidize the transit, parking, and trails operations and maintenance. The system should address land manager requirements, such as fees for entry versus parking. The administrator of the system should be an entity that can work with partner agencies to pool resources and pursue other funding sources such as applying for State Transit Assistance (STA) funds and grant programs.</p>	Item 1, Item 3, Item 26; CW-1.02, CW-1.03, CW-1.04, WS-1.03, WS-2.04, WS-2.06, WS-2.07, WS-2.14, WS-4.05, WS-5.05	<p>50 percent reduction in the length of delay time to get through the corridor.</p> <p>Mode share targets for each travel framework phase hits minimum of 80% of target.</p> <p>Visitor awareness of shuttle program.</p> <p>Results of travel surveys indicate a positive experience.</p> <p>15% of visitors utilize a park-once strategy and access transit from their accommodations.</p> <p>Transit and parking management system have a predictable and sustainable funding source.</p> <p>Miles of No Parking Zones created</p>	Yes - findings for restricting roadside parking are needed per the California vehicle code increasing fine will need to be discussed at higher levels
6	Demand for recreation access peaks in the corridor from 10AM to 3PM creating stress on the transportation system and causing crowding and congestion.	<p>Develop and implement a reservation system to disperse and manage demands throughout the day.</p> <p>Reservation system should provide options for different groups (e.g., pools for locals, pools for underserved groups that can't afford peak pricing).</p>	Item 3, Item 5, Item 26; CW-1.04	<p>Peak hour curve is flattened with more people arriving earlier or later in the day.</p> <p>(Similar to Muir Woods example.)</p> <p>Increased turnover rate in select areas, such as vista points, to enhance visitor photo opportunities.</p>	
7	Limited parking facilities at Eagle Falls and Bayview trailheads are used by overnight recreation users accessing Desolation Wilderness.	Develop a transit system with early morning and late evening runs that serves overnight backcountry users and include parking and transit pass as part of the backcountry permit.	Item 3, Item 5; WS-2.06, WS-2.07	Sustained recreation access and travel experience to Desolation Wilderness access as measured by the number of backcountry users who reserve parking and or transit passes as part of their backcountry permit. Number of backcountry visitors with a positive experience accessing the backcountry under the new system.	
8	Off-highway parking areas are closed in the winter and a portion of the off-season causing recreation users to park along the highway shoulder to access recreation sites.	<p>Keep strategically located parking lots open year-round.</p> <p>Coordinate management strategies to allow for snow removal of parking areas in the winter after highway snow removal efforts are completed.</p> <p>Adaptively manage corridor parking areas to strategically identify roadside areas that may be appropriate for recreation access in the winter and off-season when transit is not operating.</p>	Item 5, Item 7; WS-1.17, WS-1.18, WS-2.18, WS-3.04, WS-4.06, WS-5.06	<p>Number of winter roadside parked cars is reduced with access to plowed off-highway parking lots.</p> <p>Visitor experience rating increases due to safe available parking to their winter recreation destination.</p>	
9	Roadway design, including hairpin turns and narrow shoulders, restricts transit access to Emerald Bay. Buses are restricted in capacity which impacts the cost of providing service.	Conduct a Project Study Report (PSR) of Emerald Bay and SR 89 south of Emerald Bay near Cascade Road to evaluate roadway design elements such as the following: Striping the fog line and rebuilding the shoulder of SR 89 near Cascade Road. Removing the final/tightest switchback as SR 89 enters Emerald Bay just west of Eagle Point Campground. Lowering the elevation of SR 89 along the ridgeline as the roadway passes between Emerald Bay and Cascade Lake to allow for a widened shoulder and guard rails.	Item 1, Item 26; WS-2.09	<p>Improved frequency and reliability of transit service to Emerald Bay.</p> <p>Reduction in cost of transit service.</p>	
10	Roadway design and operations restrict year-round access around Emerald Bay. This impacts commuters, emergency responders, and recreation access.	Conduct a Project Study Report (PSR) of Emerald Bay to evaluate roadway design elements as discussed in Item 9 and to evaluate avalanche control features and management strategies to improve year round access.	Item 11, Item 26; WS-2.09, WS-2.18	Minimum road closure of SR 89 in the winter due to avalanche management.	

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11	Limited access for emergency response activities.	<p>Improve Fallen Leaf Road for emergency response and evacuation needs. Install access gates and fire locks, if needed.</p> <p>Improve the Camp Richardson pier to have a multi-use function for lakeward emergency access.</p> <p>With potential land use reconfigurations at Jameson Beach Road, repurpose existing structures for summer police/fire staging and administration, operations.</p> <p>Develop emergency access and evacuation pullouts at regular intervals and sign and enforce no parking in pullouts, vehicles must not be left unattended.</p> <p>Consider a first responder base station at Camp Richardson.</p> <p>Designate and improve the road construction staging area west of Bayview Campground at Emerald Bay as a helipad access site.</p> <p>Provide strategically located turn around points along SR 89 (roundabouts, hammerheads, or pullouts) allowing emergency responders the ability to turn around and respond in the opposite direction.</p>	Item 10; WS-1.12, WS-1.13, WS-1.14, WS-2.08, WS-2.16, WS-2.17, WS-3.03, WS-4.04, WS-5.04	Emergency pull-outs located every 1/2 to 1 mile. Increased in-corridor emergency response staging locations.	
12	Motorists travel through high use recreation areas at high travel speeds, even during peak summer periods.	Implement a recreation corridor speed limit that allows for reducing the speed limit around recreation sites during the summer and other peak recreation use days.	Item 26, CW-1.11	Implementation of recreation zone speed limit.	Yes
13	Recreation use levels and limited operations and maintenance budgets have stretched land manager's ability to protect natural and cultural resources and improve existing facility infrastructure from user impacts.	<p>Support requests for increased budgets for operations and maintenance (annual and capital) including staffing of recreation areas and implementation of capital projects to manage user behavior and minimize impacts on natural and cultural resources.</p> <p>Manage corridor access to disperse use during peak periods and establish a framework for organizing and managing visitor arrivals.</p> <p>Let revenue stay local for reinvestment into the corridor.</p>	Item 3, Item 5, Item 26; CW-1.04, CW-1.07	Increased operation budgets for land managers to meet goals for public lands (including resource protection and visitor access.) Flexibility to spend dollars across jurisdictional boundaries.	
14	The need for improved piers and lack of staffing prevent the opportunity for water taxis to serve Camp Richardson, Emerald Bay, and Sugar Pine Point State Parks. The lack of improved piers impacts ADA/ABA access and prevents emergency response teams from easily accessing the water.	<p>Improve the piers at Camp Richardson and Emerald Bay and construct a new pier at Sugar Pine Point State Park to meet water taxi requirements.</p> <p>Increase staffing budgets to monitor and oversee uses at the piers.</p>	Item 5, Item 13, Item 26; WS-1.14, WS-2.08, WS-5.09	Pier improvements completed and operational needs met.	
15	Lack of power and broadband cellular infrastructure and fiber communications in the corridor impedes the ability to provide real-time travel information and implement corridor recommendations.	<p>Enhance broadband and fiber service where feasible.</p> <p>Co-locate technology and power infrastructure with the Tahoe Trail and roadway and infrastructure improvements.</p> <p>Evaluate opportunities for microcell technologies where other infrastructure enhancements are not feasible.</p> <p>Evaluate opportunities for microcell technologies where other infrastructure enhancements are not feasible.</p> <p>Evaluate opportunities with each project to co-locate or enhance existing utility infrastructure such as replacement of aging infrastructure or lack of utility infrastructure.</p>	Item 1, Item 26; CW-1.01, CW-1.13, WS-1.07, WS-2.01, WS-2.2, WS-2.03, WS-2.10, WS-3.01, WS-3.02, WS-4.01, WS-4.02, WS-5.03	Access to technology improved along the corridor to support operations and Realtime travel information. Improved utility infrastructure throughout the corridor.	
16	Traffic congestion associated with Pope Beach entry.	<p>Implement recommendations associated with overall congestion management (Item 5).</p> <p>Extend bike path to Pope Beach.</p> <p>Relocate the entry kiosk and turn-around further north along Pope Beach Road to increase the vehicle capacity for queue along Pope Beach Road and off SR 89.</p> <p>Add a second entry lane along Pope Beach Road to increase throughput and decrease congestion. Consider an expedited lane for visitors without watercraft.</p> <p>Explore legislative changes that would allow agencies an opportunity to flatten the demand curve through variable pricing (come early, come late and pay a lower rate).</p> <p>Consider utilizing a reservation system to distribute demand.</p> <p>Utilize ITS to notify motorists of transit opportunities, when parking is full, and of alternative transportation options.</p>	Item 5, Item 26; WS-1.02	Reduced travel delays and vehicular queue along SR 89 at Pope Beach Road.	
17	Pedestrians crossing SR 89 at Jameson Beach Road cause vehicle delay.	<p>Utilize adaptive management to address the issue in stages and evaluate improvements.</p> <p>Phase 1: Relocate the crosswalk from the eastern leg of the intersection to the western leg. Consider installing a rail barrier at the eastern leg of the intersection to enforce use of the western leg, thereby allowing a free left turn by motorists exiting Jameson Beach Road. Relocate the Pope Baldwin Bike Path to behind the General Store.</p> <p>Phase 2: Restrict roadside parking. This will reduce the number of pedestrian crossings associated with people parking along the highway and using the pedestrian crossing to either reach the facilities located on either side of the roadway.</p> <p>Phase 3: Relocate the bike rental and ice cream shop uses to the northern side of the roadway and consider creating an outdoor plaza and use area associated with the relocated facilities. The existing buildings could be repurposed for offices for administrative uses and potentially emergency responder staging.</p> <p>Phase 4: Install a signal at the intersection to further control pedestrian movement across the highway.</p>	Item 5, Item 26; WS-1.04	Reduced travel delays and vehicular queue along SR 89 at Jameson Beach Road. Reduced number of pedestrian crossings.	
18	Disconnected recreation sites and parking lots within the Pope to Baldwin segment discourage visitation of recreation areas west of Camp Richardson and increases the frequency of motorists exiting and entering the highway to find parking.	<p>Implement recommendations associated with overall congestion management and source specific issues occurring at Pope Beach Road and Jameson Beach Road (Items 5, 16, and 17).</p> <p>Create an off-highway vehicular circulation route (with parallel shared-use pathway) that connects the use areas associated with the Tallac Historic Site and Jameson Beach Road to reduce the number of intersections along SR 89 and allow motorists to access underused parking areas (such as the Taylor Creek Visitor Center parking area) and disperse users to underutilized sites.</p> <p>Create shared-use path connections from the Pope to Baldwin Bike Path to beach recreation sites such as Camp Richardson and Baldwin Beach.</p> <p>Implement off-highway parking projects associated with the LTBMU approved projects as of 2020 (off-highway parking lot improvements for Kiva Point, Tallac, Valhalla, volunteer RV campground, Valhalla entrance, Baldwin Beach entrance, and snow play area off Fallen Leaf Road.</p>	Item 5, Item 26; WS-1.03	Increased dispersed use among recreation sites in the Pope to Baldwin Segment. Fully utilized off-highway parking lot resources within the segment. Reduced travel delay in the segment.	



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19	The Pope to Baldwin Bike Path is at capacity which discourages some users from biking to recreation destinations in the Pope to Baldwin Segment.	<p>Create a cycle track in the Pope to Baldwin Segment utilizing the previously used roadside parking location to increase the capacity for cyclists to ride to their recreation destinations. Consider the shared use of a cycle track for priority transit access to bypass congested areas. Move the existing path to behind the General Store.</p> <p>Enhance the natural surface trails west of the highway to facilitate bike access from Gardner Mountain to the Camp Richardson area.</p> <p>Enhance the existing Pope to Baldwin Bike Path through the development of pull-offs and vistas to allow slower moving users an opportunity to stop and take in the sites and move out of the way of other cyclists.</p>	WS-1.16	Increased number of users arriving to the Pope to Baldwin segment by bicycle.	
20	Recreation corridor lacks a gateway that announces users have transitioned into a special area.	<p>Create recreation gateways at the southern and northern ends of the corridor.</p> <p>Incorporate visitor travel information into the Taylor Creek Visitor Center and potential new park-n-ride/bike locations in the corridor to share information about the recreation corridor and parking and transportation options.</p> <p>Implement Vikingsholm parking and visitor facility improvements per California State Park capital improvement program.</p>	CW-1.14, WS-1.19, WS-5.07	Improved wayfinding and visitor experience. Increased place recognition for overall corridor.	
21	Special events in the corridor are an economic driver, but they are also sources of significant traffic, create additional demand for parking, and can impact traffic flow if not managed.	<p>Create a checklist for event permits/approval so that permittees acquire all of the necessary permits and notify all of the required parties. Develop a coordinated calendar so events do not occur during the same time.</p> <p>Establish a travel access framework that can be utilized during large corridor events such as Octoberfest.</p> <p>Enhance ability to host more special events in order to generate more revenue for corridor operations.</p>	Item 26	Coordinated permit and notification system.	
22	Roadway presents a barrier to wildlife movement from habitat areas to the lake.	<p>Create a wildlife crossing near West Way to facilitate wildlife movement under the roadway.</p> <p>Create a wildlife crossing in the Emerald Bay area to facilitate wildlife movement under the roadway.</p> <p>Design Meeks Creek Bridge and fish crossing structures to facilitate wildlife movement.</p>	WS-1.20, WS-2.19, WS-3.05, WS-4.07, WS-5.08	Reduced wildlife/vehicular incidents.	
23	Wildfire risk is increased with above ground powerlines in the corridor.	Where feasible, underground powerlines and co-locate utilities with the Tahoe Trail corridor. Include conduit for future fiber-optic upgrades. Hardening of the infrastructure may be acceptable when undergrounding is not feasible.	Item 1; CW-1.01, CW-1.13, WS-2.01, WS-2.02, WS-2.03, WS-3.01, WS-4.01	Powerlines undergrounded.	
24	Stormwater improvements are degraded and do not function due to vehicles parking in them.	Implement strategies associated with Item 5 and restrict/relocate roadside parking.	Item 5; WS-1.03, WS-2.04, WS-2.06, WS-2.07	No vehicles parking in stormwater improvement areas. Improved lake clarity.	
25	The viaduct and Vikingsholm parking area have subsiding soils which require creative engineering and improving the Vikingsholm parking lot.	Implement Vikingsholm parking and visitor facility improvements per California State Park capital improvement program.	WS-2.05	Reconstruction and renovation of the Vikingsholm parking area with visitor facilities and placemaking.	
		Encourage a multi-agency approach to the new improvements that consider leveraging partnerships and increasing grant options with by incorporating a segment of the Tahoe Trail from Vikingsholm to the wedding vista. Including Eagle Falls parking, transit pull-offs, and the Tahoe Trail as part of the project can reduce overall construction costs and interruption to traffic flow for visitors by consolidating project improvements.			
26	The corridor recommendations require a partnership and champion (or project lead) to move recommendations forward and implement the plan over time.	<p>Formalize agency partnerships and decision-making process to move key implementation strategies forward. The partnership should serve as an on-going opportunity for agency discussion and problem-solving related to the shared roles and responsibilities for operations and maintenance in the SR 89 corridor and problem-solving the shared issues related to visitation, congestion, safety, emergency access issues, leveraging funding, and joint grant applications. Topics for continued discussion include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Tahoe Trail completion</li> <li>Parking management</li> <li>Enforcement</li> <li>Visitation levels and balancing protection of natural and cultural resources, operations and infrastructure capacity, and desired visitor experience.</li> <li>Funding</li> <li>Emergency access</li> <li>Year-round access, roadway design, and avalanche control</li> <li>Creative solutions</li> <li>Transit</li> <li>Parking areas and park-n-rides/bike</li> </ul> <p>The partnership should consider the following in order to be effective:</p> <ul style="list-style-type: none"> <li>Decision-making rules should be established, i.e., deciding whether consensus is required to move forward on a given action. It should be recognized that land managers have final authority for decisions on their lands while having a goal for consistency in the overall approach for the corridor. Projects and implementation actions should be made in consideration to how they help the overall corridor achieve its goals.</li> <li>Staff from a lead agency should be identified to set agendas, send meeting invites, secure meeting venues, and record meeting minutes and outcomes. The lead agency can rotate every year to two years to address capacity issues.</li> <li>A partnership chair should be determined to help set agendas and run meetings.</li> <li>Establish a regular meeting schedule (at least quarterly and for enough time to have a rich and productive discussion where outcomes and roles and responsibilities are reviewed).</li> <li>Accountability is essential. Each meeting should result in specific actions assigned to individuals or agencies and a timeline for their completion.</li> </ul> <p>It is recognized that top-level agency support is needed for agency staff to participate and have adequate time and operational dollars to be engaged in the partnership.</p>	Implementation of plan strategies and projects is tightly connected to the partnership moving forward and establishing project leads to champion plan implementation.	Partnership formed and decision-making process established and agreed upon. Regular meetings occur. CMP is implemented.	

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# RECOMMENDED PROJECTS AND PARTNERS

RECOMMENDED PROJECTS AND PARTNERS

Project ID	Project Name	Description	Project Type*				Phase	Project Lead	Landowner/ Management Agency(is)	Consider Coordination with Other Projects (ID's)	EIP Project Correlation	Potential Partners														
			OP	PL	D/E	MO						TTD	USFS	CDPR	CALTRANS	CHP	EDC SHERIFF	EDC	TRPA	TRIBE	VENDOR	PC	CSLT	TART		
SR 89 RECREATION CORRIDOR SEGMENTS																										
CORRIDORWIDE PROJECTS (OR ASSOCIATED WITH THREE OR MORE CORRIDOR SEGMENTS)																										
CW-1.01	Tahoe Trail Feasibility Study	Conduct feasibility study and develop alternative alignments for the Tahoe Trail from Spring Creek Road to Meeks Bay Resort.		X				1	USFS	USFS, CDPR, CALTRANS	CW-1.11, CW-1.13	#04.01.02.0060	X	X	X	X			X	X	X					
CW-1.02	ITS and shuttle marketing	Corridor ITS signage for realtime travel information and corridorwide shuttle marketing program	X	X		X		1	TTD	USFS, CDPR, CALTRANS	CW-1.03	#03.01.02.0115 #03.01.02.0054	X	X	X	X			X	X	X	X	X	X	X	
CW-1.03	Realtime transit and parking app	Corridorwide realtime notification of parking availability and transit opportunities through mobile app	X	X		X		1	TTD	USFS, CDPR, CALTRANS	CW-1.02	#03.01.02.0102	X	X	X	X			X	X	X	X	X	X	X	
CW-1.04	Reservation and parking management and fee system framework	Reservation and parking management and fee programs for Pope to Baldwin and Emerald Bay Segment parking areas and transit. Addresses fee collection and operation of system in coordination with partner requirements.	X			X		1	TTD	USFS/CDPR	CW-1.02, CW-1.03	#03.01.02.0038 #03.01.02.0054	X	X	X				X		X					
CW-1.05	Develop a South Shore transit maintenance facility	Develop a South Shore transit maintenance facility (facility likely to not be located in the corridor, but is needed to operate desired transit levels in the corridor)		X	X			2	TTD	EC/CSLT	WS-1.03, WS-2.04, WS-2.04, WS-2.06, WS-2.07	#03.01.02.0038 #03.01.02.0136	X					X	X				X			
CW-1.06	Water taxi partnership	Subsidizing private water taxi operations to increase service levels and keep costs affordable for public access to the SR 89 Corridor.	X					2	TTD	USFS/CDPR	WS-1.03, WS-1.14, WS-2.04, WS-2.04, WS-2.04, WS-2.06, WS-2.07		X	X	X				X		X					
CW-1.06A	South Shore water taxi partnership	Subsidies for South Shore water taxi service to Camp Richardson and Emerald Bay	X					3	TTD	USFS/CDPR	WS-2.06, WS-2.07, WS-2.08	#03.01.02.0121 #03.01.02.0127	X	X	X				X		X					
CW-1.06B	North Shore water taxi partnership	Subsidies for North Shore water taxi service to Camp Richardson and Emerald Bay	X					2	TTD	USFS/CDPR	WS-2.06, WS-2.07	#03.01.02.0127	X	X	X				X		X					
CW-1.07	Increased operation budgets	Increase operation budgets for land managers to effectively balance visitation and natural and cultural resource protection.	X					1	USFS/CDPR	USFS/CDPR/CALTRANS			X	X	X	X	X	X	X	X	X	X				
CW-1.08	Regional visitation study	Build upon the Linking Tahoe Corridor Connection Plan, Sustainable Recreation Planning, Forest Plan, and Corridor Planning and conduct a regional visitation study to help monitor and inform management decisions as corridor management moves forward and address displacement of increasing visitation demands.	X			X		2	TRPA/TTD	USFS/CDPR	WS-1.03, WS-2.04, WS-2.04, WS-2.06, WS-2.07	#03.01.02.0140	X	X	X				X	X	X	X	X	X	X	
CW-1.09	Future transit stop development	Evaluate the potential for additional transit stops and transit system based on corridor use and meeting CMP objectives.	X			X		3	TTD	USFS/CDPR/CALTRANS	WS-1.03, WS-2.04, WS-2.04, WS-2.06, WS-2.07	#03.01.02.0054	X	X	X	X								X		
CW-1.10	Monitoring	Monitor achievement of CMP objectives annually with responsibility scheduled quarterly.				X		1, 2, 3	TTD	USFS/CDPR/CALTRANS		#01.01.03.0036 #03.01.02.0054	X	X	X	X	X	X	X	X	X	X	X	X	X	
CW-1.11	Recreation zone speed limit	Develop and implement a recreation zone speed limit that can be enacted in high use recreation zones during peak use periods.	X			X		1, 2, 3	TRPA	CALTRANS	CW-1.01	#03.01.02.0054	X	X	X	X	X	X	X	X	X	X	X	X	X	
CW-1.12	Bike lanes or widened shoulders	Evaluate feasibility of including bike lanes or widened shoulders with removal of shoulder parking. At a minimum, in steep sections consider a bike lane in the uphill direction and corresponding sharrow in the downhill direction.		X				3	TRPA	CALTRANS	CW-1.01	#01.01.03.0036	X	X	X	X	X	X	X	X						
CW-1.13	Utility undergrounding	Pursue opportunities for utility undergrounding and co-locate fiber for broadband access.		X	X			1, 2, 3	TTD	USFS/CDPR	CW-1.01	#01.01.03.0036 #03.01.02.0054	X	X	X	X	X	X	X	X	X	X	X	X	X	
CW-1.14	Interpretive program and wayfinding Signage	Develop a Corridor-wide interpretive program and theme and wayfinding signage.	X	X	X			1, 2, 3	USFS	USFS/CDPR/CALTRANS	CW-1.01, CW-1.02, CW-1.03, WS-1.19	#01.01.03.0036 #03.01.02.0054	X	X	X	X	X	X	X	X	X	X	X	X		
CW-1.15	The Lake Trail single track trail	Develop a single track trail as a mid-slope alignment for a single track trail to serve multi-use trail users.		X	X			1	USFS	USFS				X					X	X			X			
1-POPE TO BALDWIN SEGMENT																										
WS-1.01	SnoPark parking and transit stop	Improvements to the existing SnoPark parking area to delineate parking areas and designate an area for a temporary shuttle service from SnoPark to Emerald Bay. Improvements should recognize and be designed to not impact Washoe cultural uses and events.			X			1	TTD	USFS/TRIBE	CW-1.02, CW-1.03	#03.01.02.0054	X	X					X							
WS-1.02	Point source congestion management at Pope Beach Road	Relocate the entry kiosk further north along Pope Beach Road to increase the vehicle capacity for queue along Pope Beach Road and off SR 89. Add a second entry lane along Pope Beach Road to increase throughput and decrease congestion. Consider an expedited lane for visitors without watercraft. Consider opening entry into the recreation area earlier in the morning to shift demand. Consider utilizing a reservation system to distribute demand. Utilize ITS to notify motorists of transit opportunities, when parking is full, and sustainable access opportunities.	X	X	X	X		1 & 2	USFS	USFS	CW-1.02, CW-1.03	#01.01.03.0036 #03.01.02.0054	X	X		X			X	X		X				
WS-1.03	Phase 2 and 3 transit framework , roadside parking restrictions/relocation, and parking lot and circulation improvements	Summer transit/shuttle service to segment recreation areas Restrict/relocate roadside parking, increase enforcement, and utilize barriers to facilitate compliance USFS LTBMU Tallac Historic Site BMP Retrofit Project Internal circulator road (extend to Jameson Beach Road) Shared-use path connections paralleling the internal circulator road Parking area expansions Consistent and cohesive signage system for recreation sites and parking areas				X		2	TTD/USFS	USFS	CW-1.02, CW-1.03	#01.01.04.0014	X	X		X	X	X	X	X	X	X				
WS-1.04	Point source congestion management at Jameson Beach Road	Utilize adaptive management to address the issue in stages and evaluate improvements. Phase 1: Relocate the crosswalk from the eastern leg of the intersection to the western leg. Consider installing a rail barrier at the eastern leg of the intersection to enforce use of the western leg, thereby allowing a free left turn by motorists exiting Jameson Beach Road. Relocate the Pope Baldwin Bike Path so it crosses Jameson Beach Road further to the north and away from the SR 89/Jameson Beach Road intersection. Phase 2: Restrict roadside parking. This will reduce the number of pedestrian crossings associated with people parking along the highway and using the pedestrian crossing to either reach the uses located on either side of the roadway. Phase 3: Relocate the bike rental and ice cream shop uses to the northern side of the roadway and consider creating an outdoor plaza and use area associated with the relocated facilities. The existing buildings could be repurposed for offices for administrative uses and potentially emergency responder staging. Phase 4: Install a signal at the intersection to further control pedestrian movement across the highway.	X	X	X	X		1, 2, & 3	USFS	USFS	CW-1.02, CW-1.03	#01.01.03.0036 #03.01.02.0054	X	X		X			X	X		X				
WS-1.05	Jameson Beach Road shared use path	Develop a shared use path paralleling Jameson Beach Road from SR 89 to the beach		X	X			1	USFS	USFS		#01.01.03.0036	X	X					X			X				
WS-1.06	Baldwin Beach Road shared use path	Develop a shared use path paralleling Baldwin Beach Road from SR 89 to the beach		X	X			1	USFS	USFS		#03.01.02.0044	X	X					X			X				
WS-1.07	Increase technology infrastructure and bandwidth in corridor segment	Increase technology infrastructure and bandwidth in corridor segment	X	X	X			1 & 2	TTD	USFS/CALTRANS	CW-1.02, CW-1.03	#03.01.02.0054	X	X		X			X	X						

\*Project Type:  
Operations, Planning, Design/Engineering, Monitoring



RECOMMENDED PROJECTS AND PARTNERS

			OP	PL	D/E	MO					TTD	USFS	CDPR	CALTRANS	CHP	EDC SHERIFF	EDC	TRPA	TRIBE	VENDOR	PC	CSLT	TART
WS-1.08	Transit stop at Pope Beach Road	Transit stop at Pope Beach Road (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#03.01.02.0054	X	X		X					X			
WS-1.09	Transit stop at Jameson Beach Road	Transit stop at Jameson Beach Road (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#03.01.02.0054	X	X		X					X			
WS-1.10	Transit stop at Baldwin Beach Road	Transit stop at Baldwin Beach Road (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#03.01.02.0054	X	X		X					X			
WS-1.11	Evaluate park-n-ride/bike locations at the Y and West Way	Conduct feasibility study for park-n-ride/bike location at the Y and West Way		X	X		1	USFS/TTD	USFS/EC/CSLT	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-	#03.01.02.0123	X	X		X		X	X				X	
WS-1.12	Improve Fallen Leaf Road for Emergency and Recreation Access	Improve Fallen Leaf Road for Emergency and Recreation Access		X	X		1	EDC	EDC/USFS		#03.1.2.0141		X				X						
WS-1.13	Formalize emergency turnouts	Formalize emergency turnouts (design as slow vehicle turnouts if possible)			X		2	USFS/ CALTRANS	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.18, WS-2.09, WS-2.16, WS-3.03, WS-3.04, WS-4.06, WS-5.04	#01.01.03.0036	X	X		X	X	X	X					
WS-1.14	Camp Richardson pier - emergency access and transit access	Evaluate the opportunity to utilize the Camp Richardson pier for emergency access and water taxi access.		X	X		2 & 3	TTD	USFS	CW-1.06	#01.01.03.0036	X	X		X	X	X	X		X			
WS-1.15	Gardner Mountain trail access	Improve natural surface trail access from Gardner Mountain to Camp Richardson.		X	X		2	USFS	USFS		#01.01.03.0036	X	X				X	X					
WS-1.16	Increase capacity for cyclist access to Camp Richardson	Evaluate increasing shared use path facilities or developing a seasonal cycle track along SR 89 to Camp Richardson from South Lake Tahoe. Consider opportunity for cycle track to be designed as a shared bike/transit only lane during the summer season.		X	X		2	TTD	USFS/ CALTRANS	WS-1.03, WS-2.04, WS-2.04, WS-2.06, WS-2.07	#01.01.03.0036	X	X		X			X	X				
WS-1.17	Develop snow access parking areas in the segment.	Implement USFS planned projects for parking to access winter recreation activities near Fallen Leaf Road.		X	X		2	USFS	USFS	WS-1.03, WS-1.18, WS-2.04, WS-2.04, WS-2.06, WS-2.07			X					X		X			
WS-1.18	Off-season and winter parking lot access.	Develop USFS operational measures to allow off-highway parking areas to remain open during the off-season and winter to provide for winter recreation access.	X				2	USFS	USFS	CW-1.02, CW-1.03, WS-1.17, WS-2.18, WS-3.04, WS-4.06, WS-5.06		X	X	X	X	X	X	X	X	X			
WS-1.19	Recreation Corridor Gateway Sign (near West Way)	Recreation gateway signage to communicate to visitors that they have entered into a special area. Consider incorporating ITS as part of signage system.			X		1	USFS	USFS	CW-1.14, WS-5.07		X	X	X	X		X	X	X	X			
WS-1.20	Incorporate wildlife crossing improvements in the segment, as appropriate	Evaluate locations for improved wildlife crossing features and separated crossing structures and implement as appropriate.		X	X		2	TRPA	USFS/ CALTRANS	CW-1.01	#01.01.03.0036		X		X			X	X				
WS-1.21	Pope Beach Road shared use path	Develop a shared use path paralleling Pope Beach Road from SR 89 to the beach		X	X		1	USFS	USFS		#03.01.02.0045	X	X					X		X			
WS-1.22	Fallen Leaf Lake Road and Spring Creek Road Parking Lots	Develop parking lots near the Fallen Leaf Lake Road and Spring Creek Road intersections		X	X		1	USFS	USFS				X		X			X					

EMERALD BAY SEGMENT																							
WS-2.01	Tahoe Trail - Spring Creek Road to Eagle Point Campground	Develop Tahoe Trail segment from Spring Creek Road to Eagle Point Campground		X	X		2	USFS	USFS/CDPR CALTRANS	CW-1.01	#04.01.02.0060	X	X	X	X			X	X	X			
WS-2.02	Tahoe Trail - Eagle Point Campground to Boat-in Campground Road	Develop Tahoe Trail segment from Eagle Point Campground to Boat-in Campground Road		X	X		3	USFS	USFS/CDPR CALTRANS	CW-1.01	#04.01.02.0060	X	X	X	X			X	X	X			
WS-2.03	Tahoe Trail - Boat-in Campground Road to DL Bliss State Park	Develop Tahoe Trail segment from Boat-in Campground Road to DL Bliss State Park		X	X		2	USFS	USFS/CDPR CALTRANS	CW-1.01	#04.01.02.0060	X	X	X	X			X	X	X			
WS-2.04	Phase I transit service, roadside parking restrictions/relocation, and temporary parking improvements	Summer transit/shuttle service to segment recreation areas Restrict/relocate roadside parking, increase enforcement, and utilize barriers to facilitate compliance Pave and install temporary meters to allow temporary roadside parking in locations that will be converted to future emergency access pull-outs or viewpoints		X	X		1	TTD/USFS	USFS/CDPR CALTRANS	CW-1.02, CW-1.03	#01.01.04.0014	X	X	X	X	X	X	X	X	X	X		
WS-2.05	Vikingsholm vista parking, Eagle Falls, parking, Tahoe Trail connection and transit stops	Improve and expand Vikingsholm parking area and Eagle Falls roadside parking area to include transit stop, visitor amenities, and the Tahoe Trail alignment from the viewpoint east of Eagle Falls to Vikingsholm		X	X		2	CDPR/USFS	CDPR/ USFS/CALTRANS	CW-1.01	#03.01.02.0115 #03.01.02.0054	X	X	X	X	X	X	X	X				
WS-2.06	Phase 2 transit and parking management framework	Refine and implement increased transit access and correlated increased restriction/relocation of roadside parking throughout segment Convert Bayview Campground to small parking site with integrated transit stop and grade-separated pedestrian/bike crossing to Inspiration Point		X	X		2	TTD/USFS	CDPR/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#01.01.03.0036	X	X	X	X	X	X	X	X	X			
WS-2.07	Phase 3 transit and parking management framework	Refine and implement increased transit access and increased enforcement and barriers to restrict roadside parking		X	X		2	TTD/USFS	CDPR/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#01.01.03.0036	X	X	X	X	X	X	X	X	X			
WS-2.08	Emerald Bay State Park pier	Improve Emerald Bay State Park pier and increase operational resources to facilitate water taxi service to the area	X	X	X		2	CDPR	CDPR	CW-1.06	#01.01.03.0036	X		X				X		X			
WS-2.09	Year round access and road design improvements	Project Study Report to evaluate year round access improvements through avalanche control, reduction of switchbacks, and lowering elevation of road from Eagle Point Campground entry west for approximately 1/2 mile	X	X	X		1	TTD	CALTRANS/ USFS/CDPR	CW-1.01	#01.01.03.0036	X	X	X	X	X	X	X	X		X	X	
WS-2.10	Increase technology infrastructure and bandwidth in corridor segment	Increase technology infrastructure and bandwidth in corridor segment	X	X	X		1 & 2	TTD	USFS/CDPR/ CALTRANS	CW-1.01	#03.01.02.0115	X	X	X	X			X	X				
WS-2.11	Transit stop at Inspiration Point	Transit stop at Inspiration Point (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#03.01.02.0115	X	X		X					X			
WS-2.12	Transit stop at Eagle Point Campground	Transit stop at Eagle Point Campground (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#03.01.02.0115	X	X		X					X			

\*Project Type:  
Operations, Planning, Design/Engineering, Monitoring

RECOMMENDED PROJECTS AND PARTNERS

			OP	PL	D/E	MO					TTD	USFS	CDPR	CALTRANS	CHP	EDC SHERIFF	EDC	TRPA	TRIBE	VENDOR	PC	CSLT	TART
WS-2.13	Transit stop at Eagle Falls Viewpoint	Transit stop at Eagle Falls Viewpoint (southbound)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.03, WS-1.05, WS-1.06, WS-2.04, WS-2.04, WS-2.06, WS-2.07, WS-2.11, WS-2.12, WS-2.13	#03.01.02.0115	X	X		X					X			
WS-2.14	Vehicular and transit turnarounds	Develop transit and vehicular turnarounds, such as small roundabouts at the northern and southern ends of Emerald Bay to facilitate traffic and transit movement through Emerald Bay		X	X		2	TTD	CALTRANS/ USFS/CDPR	CW-1.01, WS-2.09	#01.01.03.0036 #03.01.02.0115	X	X	X	X	X	X	X					
WS-2.15	Formalize northbound viewpoint near Eagle Falls	Formalize northbound viewpoint near Eagle Falls and existing wedding venue for short-term, paid parking		X	X		2	TTD	CALTRANS/ CDPR	WS-2.04	#01.01.03.0036 #03.01.02.0115	X	X	X	X	X	X	X		X			
WS-2.16	Formalize emergency turnouts	Formalize emergency turnouts (design as slow vehicle turnouts if possible)			X		2	USFS/ CALTRANS	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.13, WS-1.18, WS-2.09, WS-3.03, WS-3.04, WS-4.06, WS-5.04	#01.01.03.0036	X	X		X	X	X	X					
WS-2.17	Designate helipad site	Improve and designate staging area west of Bayview Campground to serve as a helipad site for emergency access	X	X	X		1	USFS/ CALTRANS	USFS/ CALTRANS		#01.01.03.0036		X		X	X		X					
WS-2.18	Off-season and winter parking lot access	Develop USFS operational measures to allow off-highway parking areas to remain open during the off-season and winter to provide for winter recreation access.	X				2	USFS	USFS	CW-1.02, CW-1.03, WS-1.18, WS-2.09, WS-3.04		X	X	X	X	X	X	X	X	X			
WS-2.19	Incorporate wildlife crossing improvements in the segment, as appropriate	Evaluate locations for improved wildlife crossing features and separated crossing structures and implement as appropriate.		X	X		1	CALTRANS	CALTRANS	WS-2.01	#01.01.03.0036		X		X			X	X				

3-RUBICON BAY SEGMENT

		Develop Tahoe Trail segment from DL Bliss State Park to Meeks Bay (including underpasses for crossing, where needed)							USFS/CDPR CALTRANS	CW-1.01	#04.01.02.0060														
WS-3.01	Tahoe Trail - DL Bliss State Park to Meeks Bay	Underground powerlines and co-locate technology infrastructure where possible		X	X		2	USFS	USFS/CDPR/ CALTRANS	CW-1.01	#04.01.02.0060		X	X	X	X				X	X	X			
WS-3.02	Increase technology infrastructure and bandwidth in corridor segment	Increase technology infrastructure and bandwidth in corridor segment	X	X	X		1 & 2	TTD	USFS/CDPR/ CALTRANS	CW-1.01	#03.01.02.0115		X	X	X	X				X	X				
WS-3.03	Formalize emergency turnouts	Formalize emergency turnouts (design as slow vehicle turnouts if possible)			X		2	USFS/ CALTRANS	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.13, WS-1.18, WS-2.09, WS-2.16, WS-3.04, WS-4.06, WS-5.04	#01.01.03.0036		X	X		X	X		X	X					
WS-3.04	Off-season and winter parking lot access	Develop USFS operational measures to allow off-highway parking areas to remain open during the off-season and winter to provide for winter recreation access.	X				2	USFS	USFS	CW-1.02, CW-1.03, WS-1.18, WS-2.09, WS-4-06, WS-5.06			X	X	X	X	X	X	X	X	X	X			
WS-3.05	Incorporate wildlife crossing improvements in the segment, as appropriate	Evaluate locations for improved wildlife crossing features and separated crossing structures and implement as appropriate.		X	X		2	TRPA	USFS/ CALTRANS	CW-1.01	#01.01.03.0036			X		X				X	X				
WS-3.06	Intersection improvement at SR 89 and Mountain Drive	Intersection improvement at SR 89 and Mountain Drive		X	X		2	TRPA	USFS/ CALTRANS	CW-1.01					X				X	X					

4-MEEKS BAY SEGMENT

WS-4.01	Tahoe Trail - Within Meeks Bay	Develop Tahoe Trail segment from DL Bliss State Park to Meeks Bay Underground powerlines and co-locate technology infrastructure where possible		X	X		2	USFS	USFS/CDPR CALTRANS	CW-1.01	#04.01.02.0060	X	X	X	X			X	X	X				
WS-4.02	Increase technology infrastructure and bandwidth in corridor segment	Increase technology infrastructure and bandwidth in corridor segment	X	X	X		1 & 2	TTD	USFS/CDPR/ CALTRANS	CW-1.01	#03.01.02.0115	X	X	X	X			X	X					
WS-4.03	Transit stop at Meeks Bay	Transit stop at Meeks Bay (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	USFS/ CALTRANS	CW-1.02, CW-1.03	#03.01.02.0115 #03.01.02.0138	X	X		X					X				
WS-4.04	Formalize emergency turnouts	Formalize emergency turnouts (design as slow vehicle turnouts if possible)			X		2	USFS/ CALTRANS	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.13, WS-1.18, WS-2.09, WS-2.16, WS-3.03, WS-3.04, WS-5.04	#01.01.03.0036 #03.01.02.0138	X	X		X	X	X	X						
WS-4.05	Monitor roadside parking impacts and consider relocating/restricting	Adaptively manage the highway around the Meeks Bay Resort and restrict/relocate roadside parking as the recreation area becomes better served by transit.	X			X	3	USFS	USFS/ CALTRANS		#01.01.03.0036 #03.01.02.0115 #03.01.02.0138	X	X		X	X	X	X	X	X				
WS-4.06	Off-season and winter parking lot access	Develop USFS operational measures to allow off-highway parking areas to remain open during the off-season and winter to provide for winter recreation access.	X				2	USFS	USFS	CW-1.02, CW-1.03, WS-1.18, WS-2.09, WS-3.04, WS-5.06		X	X	X	X	X	X	X	X	X				
WS-4.07	Incorporate wildlife crossing improvements in the segment, as appropriate	Evaluate locations for improved wildlife crossing features and separated crossing structures and implement as appropriate.		X	X		2	TRPA	USFS/ CALTRANS	CW-1.01	#01.01.03.0036		X		X				X	X				
WS-4.08	Caltrans bridge replacement	Design bridge replacement to accommodate wildlife crossings and pedestrian/bike crossing to minimize the need for pedestrians to cross the highway at grade.		X	X		2	CALTRANS	USFS/ CALTRANS	CW-1.01	#01.01.03.0036 #03.01.02.0138	X	X		X			X	X	X				

5-SUGAR PINE POINT SEGMENT

WS-5.01	Sugar Pine Point State Park summer park-n-ride/bike	Improve Sugar Pine Point State Park parking area to serve as a summer park-n-ride/bike for transit and biking and to allow for easy access and turnaround for TART transit vehicles.		X	X		2	USFS/TTD	USFS/EC/CSLT	CW-1.02, CW-1.03	#03.01.02.0123	X	X		X			X	X					X	
WS-5.02	Transit stop at Sugar Pine Point State Park	Transit stop at Sugar Pine Point State Park (evaluate potential for both northbound and southbound stops)		X	X		2	TTD	CDPR	CW-1.02, CW-1.03	#03.01.02.0115	X	X	X	X			X	X		X		X		X
WS-5.03	Increase technology infrastructure and bandwidth in corridor segment	Increase technology infrastructure and bandwidth in corridor segment	X	X	X		1 & 2	TTD	USFS/CDPR/ CALTRANS	CW-1.01	#03.01.02.0115	X	X	X	X			X	X						
WS-5.04	Formalize emergency turnouts	Formalize emergency turnouts (design as slow vehicle turnouts if possible)			X		2	USFS/ CALTRANS	USFS/ CALTRANS	CW-1.02, CW-1.03, WS-1.13, WS-1.18, WS-2.09, WS-2.16, WS-3.03, WS-3.04, WS-4.06	#01.01.03.0036	X	X	X	X	X	X	X	X						
	Monitor roadside parking impacts and consider relocating/restricting	Adaptively manage the highway around the Sugar Pine Point State Park and restrict/relocate roadside parking as the recreation area becomes better served by transit.	X			X	3	CDPR	CDPR/CALTRANS		#01.01.03.0036 #03.01.02.0115	X		X	X	X	X	X	X	X	X				
WS-5.06	Off-season and winter parking lot access	Develop USFS operational measures to allow off-highway parking areas to remain open during the off-season and winter to provide for winter recreation access.	X				2	USFS	USFS	CW-1.02, CW-1.03, WS-1.18, WS-2.09, WS-3.04, WS-4-06		X	X	X	X	X	X	X	X	X	X				
WS-5.07	Recreation Corridor Gateway Sign (just north of Sugar Pine Point State Park)	Recreation gateway signage to communicate to visitors that they have entered into a special area. Consider incorporating ITS as part of signage system.			X		1	CDPR	CDPR	CW-1.14, WS-1.19		X	X	X	X			X	X	X	X	X			
WS-5.08	Incorporate wildlife crossing improvements in the segment, as appropriate	Evaluate locations for improved wildlife crossing features and separated crossing structures and implement as appropriate.		X	X		2	TRPA	USFS/ CALTRANS	CW-1.01	#01.01.03.0036		X		X				X	X					
WS-5.09	Sugar Pine Point State Park pier	Improve Sugar Pine Point State Park pier and increase operational resources to facilitate water taxi service to the area	X	X	X		2	CDPR	CDPR	CW-1.06	#01.01.03.0036	X		X					X		X				

\*Project Type:  
Operations, Planning, Design/Engineering, Monitoring

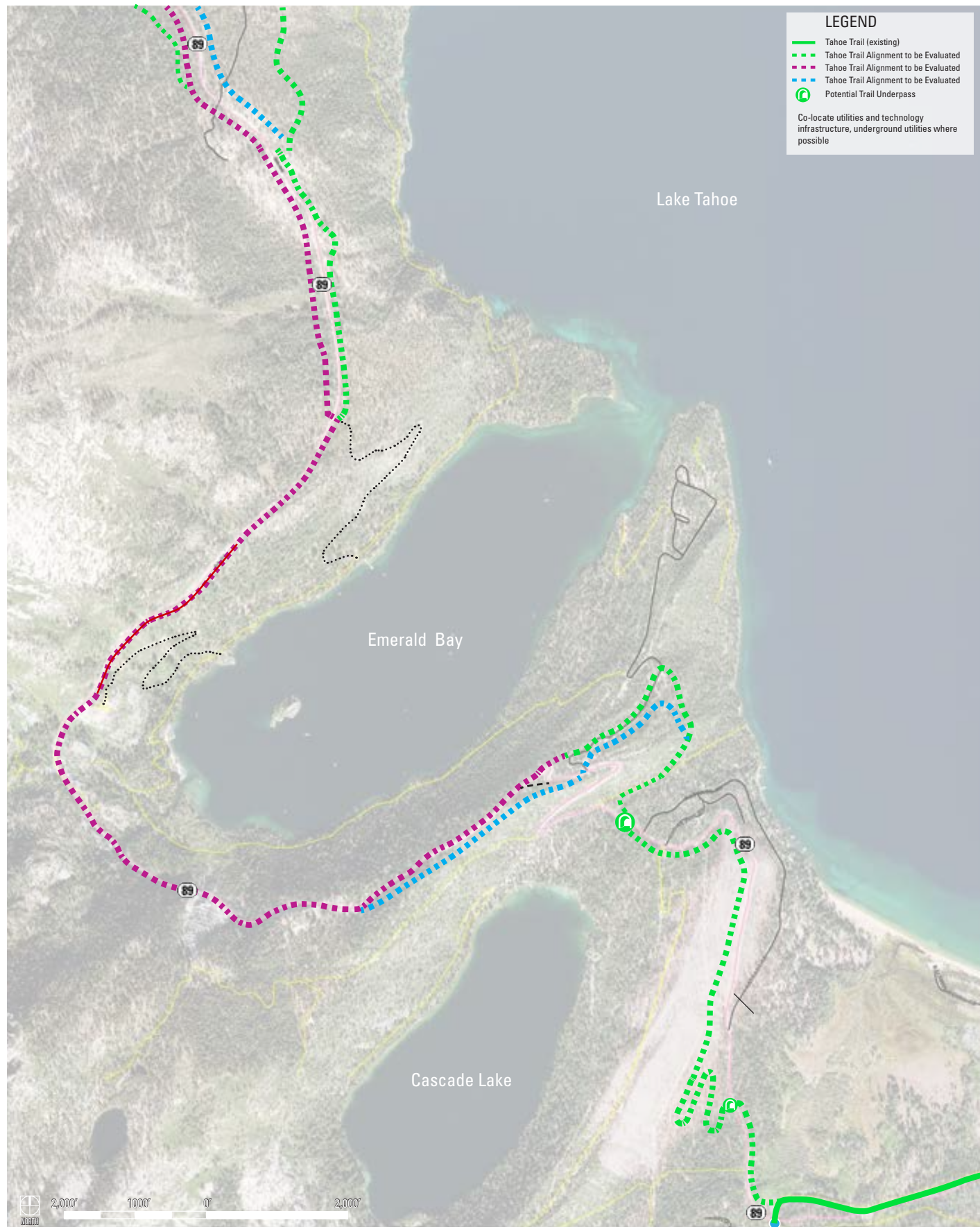


# TAHOE TRAIL CONCEPTUAL ALIGNMENTS



TAHOE TRAIL CONCEPTUAL ALIGNMENTS

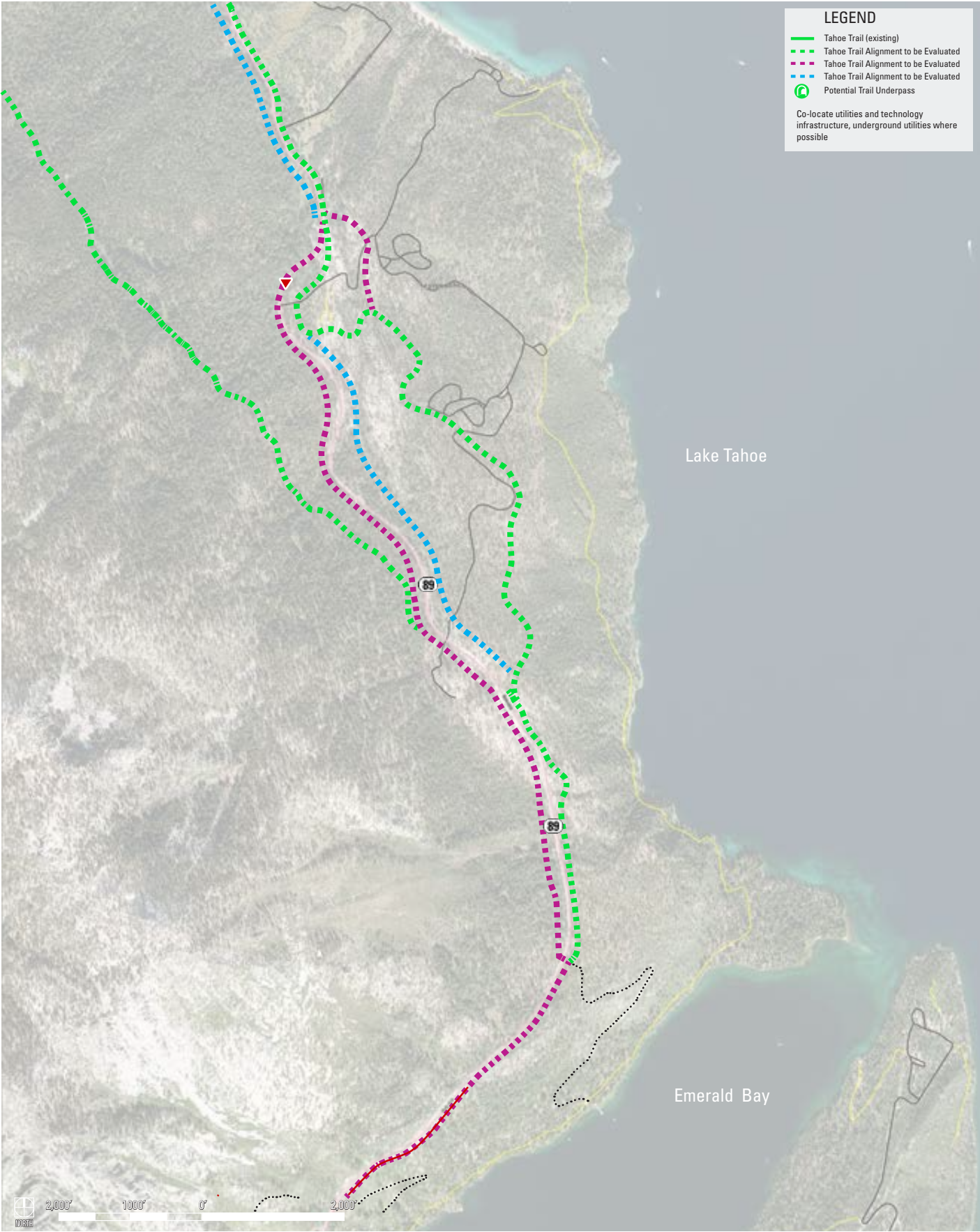
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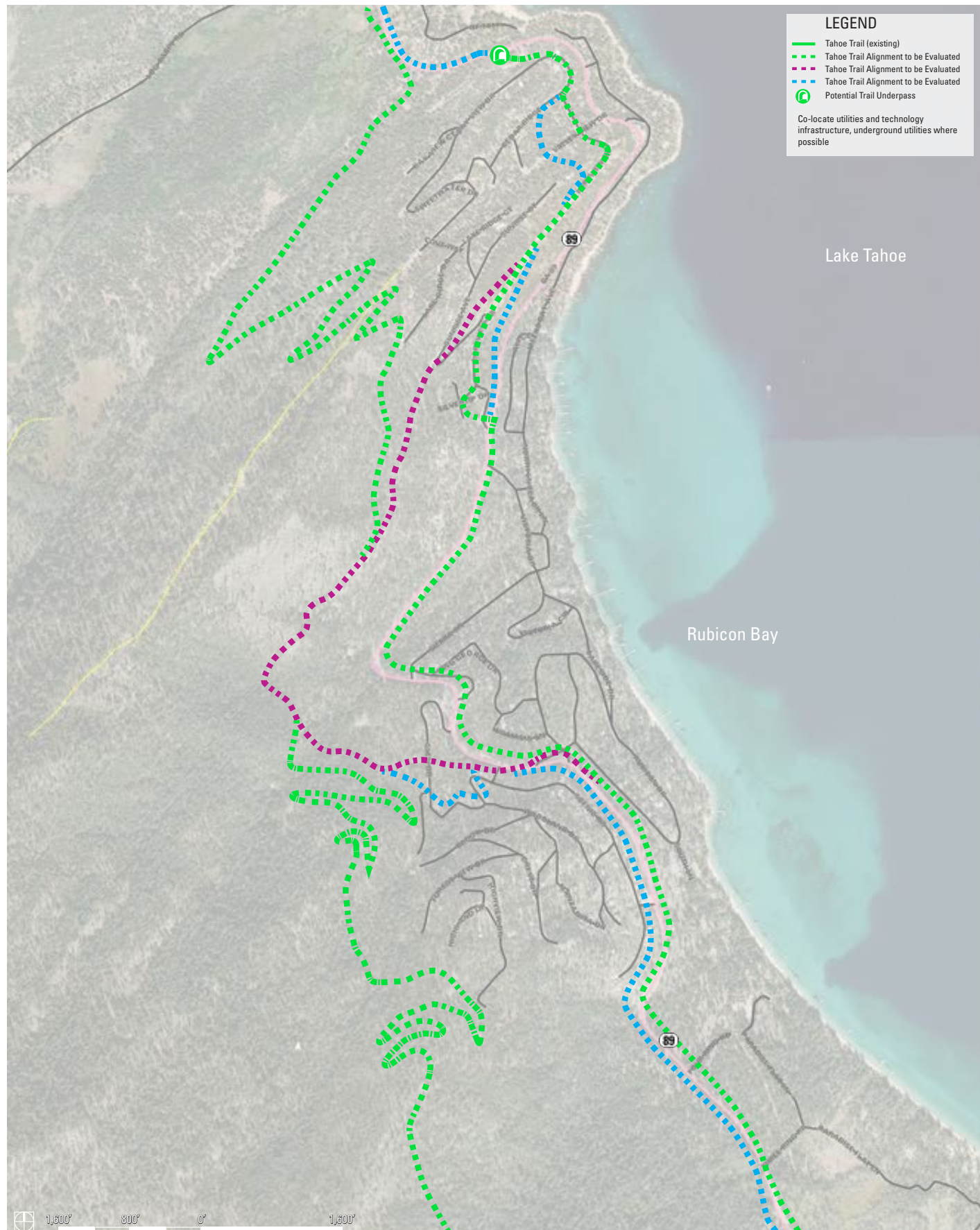
# TAHOE TRAIL CONCEPTUAL ALIGNMENTS

TAHOE TRAIL CONCEPTUAL TRAIL ALIGNMENTS | D.L. BLISS



# TAHOE TRAIL CONCEPTUAL ALIGNMENTS

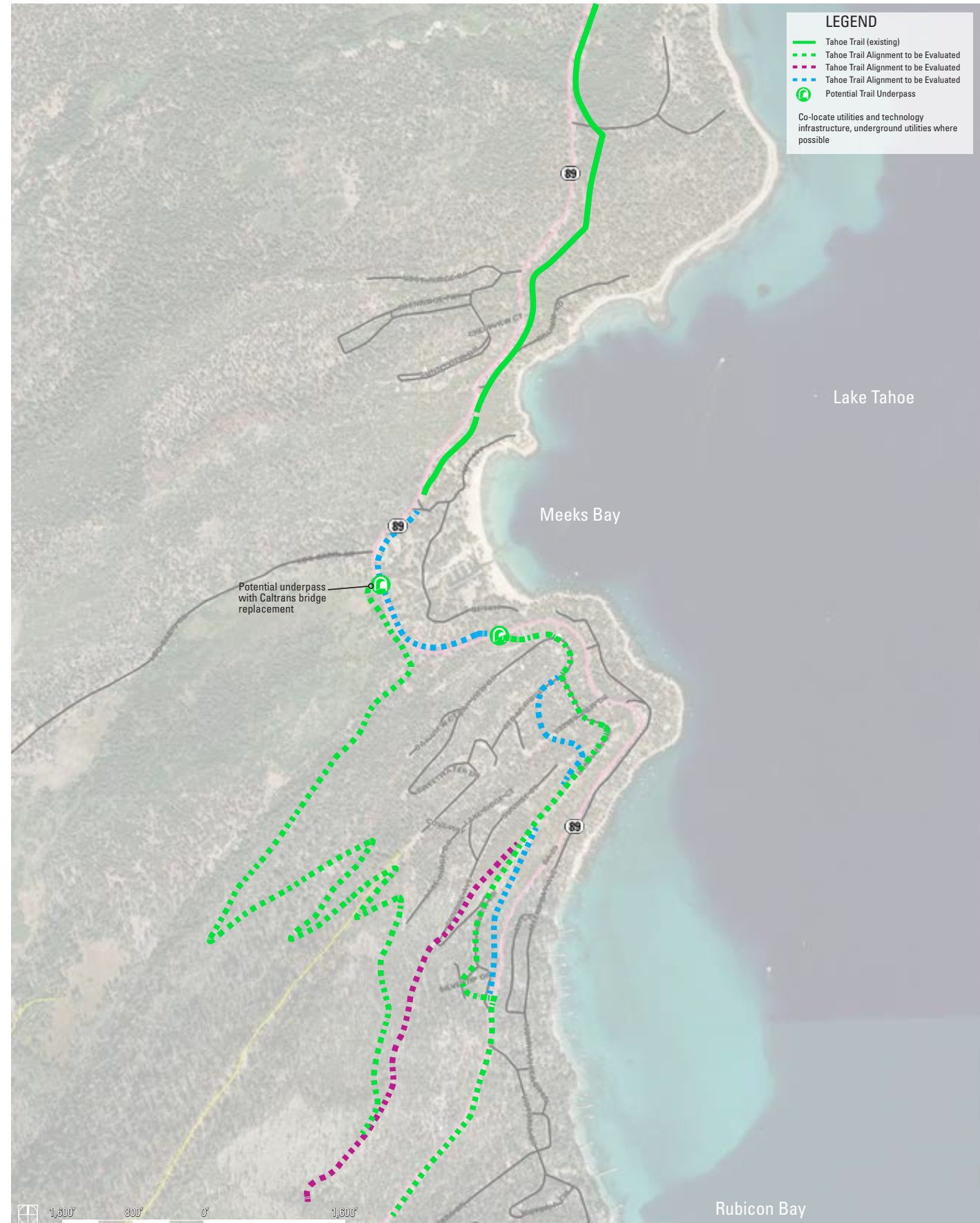
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# INTER-LOCAL AGREEMENT EXAMPLE

## INTER-LOCAL AGREEMENT EXAMPLE

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**SR 28 Corridor**  
**Operations and Maintenance**  
**Interlocal Agreement**

**Tahoe Transportation District**  
and  
**Nevada Department of Transportation**  
and  
**Nevada Division of State Parks**  
and  
**Nevada Division of State Lands**  
and  
**Nevada Department of Public Safety-Highway Patrol**  
and  
**Washoe County Community Services Department**  
and  
**Incline Village General Improvement District**  
and  
**Carson City Parks & Recreation Department**  
and  
**Douglas County Parks & Recreation Department**  
and  
**Tahoe Regional Planning Agency**

This Interlocal Agreement (this "Agreement") is dated and effective August 1, 2015, by and between the Tahoe Transportation District ("TTD"); the Nevada Department of Transportation ("NDOT"); the Nevada Division of State Parks ("NDSP"); the Nevada Division of State Lands ("NDSL"); the Nevada Department of Public Safety-Highway Patrol ("NHP"); Washoe County and its Community Services Department ("Washoe County"); the Incline Village General Improvement District ("IVGID"); Carson City and its Parks & Recreation Department ("Carson City"); the Douglas County and its Parks & Recreation Department ("Douglas County"); and the Tahoe Regional Planning Agency ("TRPA"). Collectively, these agencies and organizations will hereinafter be referred to as the "Parties."

**WITNESSETH:**

**WHEREAS**, the Parties are public agencies under Nevada Revised Statutes ("NRS") 277.100 and authorized to enter into cooperative agreement in accordance with NRS 277.080 to 277.110;

**WHEREAS**, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform;

**WHEREAS**, the Parties recognize the need to combine the operations and maintenance approach for projects in the SR 28 corridor: the SR 28 Corridor Project, the NV Stateline to

-1-



## INTER-LOCAL AGREEMENT EXAMPLE

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Stateline Bikeway Project, and other individual projects (as combined, the “Corridor Project”), in the area shown in Exhibit A;

**WHEREAS**, combining the operations and maintenance approach for these projects will allow the Parties to engage in more effective and efficient efforts across jurisdictional boundaries and achieve the safety, environmental and transportation goals of the projects;

**WHEREAS**, some of the Parties entered into a Interlocal Agreement on May 11, 2007, to create a working group to develop agreements regarding planning, design and construction and management, operation and maintenance responsibilities for the bikeway;

**WHEREAS**, some of the Parties entered into the Nevada State Route 28 Corridor Management Plan Project Charter in June 2012, in which they agreed to develop the SR 28 Corridor Management Plan;

**WHEREAS**, the Corridor Management Plan was developed to define the vision, goals and objectives for the corridor and to provide a coordinated management strategy to guide the Parties, and was approved by the TTD Board of Directors on October 11, 2013;

**WHEREAS**, some of the Parties entered into a Federal Lands Access Program (“FLAP”) Project Memorandum of Agreement in December 2014 to set forth responsibilities regarding development and construction of Phase 1 of the Corridor Project in order to obligate FLAP funding;

**WHEREAS**, TTD has been successful in securing approximately \$23.9 million federal, state and local funding for the Corridor Project;

**WHEREAS**, The Parties each have unique roles, jurisdictions, missions, and goals, but there needs to be a coordinated approach to the operations and maintenance of existing and future facilities within the SR 28 corridor;

**WHEREAS**, an operations and maintenance agreement is required in order to receive FLAP and other funding for construction;

**WHEREAS**, this Agreement describes the operations and maintenance responsibilities for the projects identified in Exhibit B, and will be amended in the future to set forth operations and maintenance responsibilities for future projects; and

**WHEREAS**, the Parties now desire to create a Corridor Management Team (the “CMT”) comprised of representatives from each of the Parties to develop specific operating procedures and maintenance plans related to the implementation of the Corridor Project.

**NOW, THEREFORE**, in consideration of the promises and mutual covenants herein contained, it is agreed as follows:

## INTER-LOCAL AGREEMENT EXAMPLE

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### ARTICLE I – DUTIES AND RESPONSIBILITIES

1. The Parties will perform the operations and maintenance responsibilities described in Exhibit B for the projects described therein. Exhibit B shall be amended in the future to include operations and maintenance responsibilities for future projects.
2. The Parties will continue to provide planning information, meeting space and other support as needed (and within their respective budgets) for the Parties to attain their goal of a collaborative approach to planning, constructing, operating and maintaining facilities and services within the SR 28 corridor.
3. The CMT is hereby established to assist in implementing the Corridor Project. The Parties agree to provide one staff member to serve as a CMT representative, to attend bi-annual meetings, and to make recommendations to upper level staff and their governing boards regarding CMT activities.
4. At its first meeting, the CMT shall determine processes for reaching consensus and effective and efficient decision-making.
5. The CMT will work to:
  - a. Fulfill the operations and maintenance responsibilities set forth in this Agreement;
  - b. Amend this Agreement as necessary with regards to operations and maintenance responsibilities for future projects;
  - c. Assist in prioritizing the development and construction of projects;
  - d. Form partnerships to complete development and construction of projects,
  - e. Assist in submitting federal, state and local grant applications to fund projects ;
  - f. Assess continued challenges within the SR 28 corridor and look for opportunities to address those challenges; and
  - g. Provide recommendations to their governing bodies on how best to address those challenges;
  - h. Prioritize the need for capital infrastructure maintenance funding for projects;
  - i. Prepare a cumulative budget for capital maintenance funding in the SR 28 corridor and determine the appropriate Parties to submit grants and funding requests, including any requests to the Tahoe Fund; and
  - j. Identify and prioritize the need for grants and funding requests for future projects.
6. The CMT will provide recommendations to the TTD Board of Directors on any matter requiring action by the TTD Board of Directors in connection with the Corridor Management Plan.
7. TTD will continue to assist in developing and seeking funding sources for the implementation of the Corridor Project.
8. TRPA, in its role as the Tahoe Metropolitan Planning Organization, will continue to assist the Parties in providing long range multi-modal transportation planning information and survey and user monitoring information, including incorporating bikeway segments into monitoring protocol, as appropriate.
9. This approach does not preclude the Parties from individually performing their duties and responsibilities in the SR 28 corridor.



### ARTICLE II - GENERAL PROVISIONS

1. This Agreement may only be terminated upon mutual written agreement of all of the Parties.
  2. The Parties with operations and maintenance responsibilities described in Exhibit B may assign, transfer or delegate those responsibilities to other Parties upon written agreement of the Parties that will assume those responsibilities and written notice to all of the other Parties. Otherwise, none of the Parties shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of all of the other Parties.
  3. The Parties may agree to assume operations and maintenance responsibilities in addition to those described in Exhibit B upon written notice to all of the other Parties. Otherwise, this Agreement shall not be modified, extended or amended without the prior written consent of all of the Parties.
  4. The Parties agree to work cooperatively to avoid and resolve conflicts at the lowest level possible. The Parties share the following principles in the resolution of conflicts:
    - The efficient delivery of an effective, cost efficient quality project or program is the primary goal of all partnering agencies.
    - The Parties will focus on their common goals rather than differences.
    - Win/Win solutions to conflicts will be sought.
    - Differences of opinion are acceptable but are sought to be limited.
    - Timely, open and honest communication is the key to avoiding and resolving conflicts.
  5. Decisions are to be made and conflicts are to be resolved at the lowest possible level. If disagreements arise and cannot be resolved at the staff level, the Parties will follow the following process:
    - **TTD:** TTD staff elevates unresolved conflicts to the TTD District Manager.
    - **NDOT:** NDOT staff elevates unresolved conflicts to the NDOT District II District Engineer and then to the Director.
    - **NDSP:** NDSP Park Supervisor elevates unresolved conflicts to the NDSP Administrator.
    - **NDSL:** NDSL staff elevates unresolved conflicts to the NDSL Administrator.
    - **NHP:** NHP staff elevates unresolved conflicts to the NHP Chief.
    - **Washoe County:** Washoe County Community Services Department staff elevates unresolved conflicts to the Washoe Community Services Department Director and then to County Manager.
    - **IVGID:** IVGID Public Works staff elevates unresolved conflicts to the Public Works Department Director and then to IVGID General Manager.
    - **Carson City:** Carson City staff elevates unresolved conflicts to the Carson City Parks & Recreation Director and then to City Manager.
    - **Douglas County:** Douglas County staff elevates unresolved conflicts to the Douglas County Community Services Department Director and then to County Manager.
    - **TRPA:** TRPA staff elevates unresolved conflicts with recommendations to the Executive Director.
- If a solution is reached, the Parties will work to implement the solution. If a solution is not reached, it may cause delay in implementing solution(s), vendor contract(s),

## INTER-LOCAL AGREEMENT EXAMPLE

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program(s), construction contract(s) schedule(s) and/or jeopardize the timely use of available funding. All decisions and agreements regarding conflict resolution shall be documented fully and copies must be kept in the project files for all Parties.

6. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by facsimile or email with simultaneous regular mailing by certified mail with return receipt requested and postage prepaid on the date posted, and addressed to the other party at the addresses set forth below:

TTD: Carl Hasty, District Manager  
Tahoe Transportation District  
cc: George Fink, Transit System Program Manager  
P.O. Box 499  
Zephyr Cove, NV 89448  
128 Market Street, Suite 3-F  
Stateline, NV 89449  
Phone Number: (775) 589-5500  
Fax: (775) 589-5283  
E-mail: [chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org);  
[gfink@tahoetransportation.org](mailto:gfink@tahoetransportation.org)

NDOT: Rudy Malfabon, Director  
Nevada Department of Transportation District 2  
cc: Thor Dyson, District Engineer  
310 Galletti Way  
Sparks, NV 89431  
Phone Number: (775) 834-8300  
Fax: (775) 834-8390  
E-mail: [rmalfabon@dot.state.nv.us](mailto:rmalfabon@dot.state.nv.us)  
[tdyson@dot.state.nv.us](mailto:tdyson@dot.state.nv.us)

NDSP: Eric Johnson, Administrator  
Nevada Division of State Parks  
cc: Bob Mergell, Deputy Administrator  
Jay Howard, Park Supervisor  
901 S. Stewart Street Suite 5005  
Carson City, NV 89701-5248  
Phone Number: (775) 684-2770  
Fax: (775) 684-2777  
E-mail: [emjohnson@parks.nv.gov](mailto:emjohnson@parks.nv.gov)  
[rmergell@parks.nv.gov](mailto:rmergell@parks.nv.gov)  
[jayattahoe@gmail.com](mailto:jayattahoe@gmail.com)

## INTER-LOCAL AGREEMENT EXAMPLE

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NDSL: Charles Donohue, Administrator  
Nevada Division of State Lands  
cc: Elizabeth Harrison, Management Analyst  
901 S. Stewart Street Suite 5003  
Carson City, NV 89701-5246  
Phone Number: (775)684-2720  
Fax: (775)684-2721  
E-mail: [cdonohue@lands.nv.gov](mailto:cdonohue@lands.nv.gov)  
[eharrison@lands.nv.gov](mailto:eharrison@lands.nv.gov)

NHP: Colonel Dennis S. Osborn, Chief  
Nevada Highway Patrol  
cc: Chris Greb, Sargent (Tahoe)  
Rob Stepien, Deputy Commander Personnel  
625 Mt. Rose Hwy  
Incline Village, NV 89451-9111  
Phone Number: (775) 831-2404  
Fax: (775) 831-1709  
E-mail: [dosborn@dps.state.nv.us](mailto:dosborn@dps.state.nv.us)  
[cgreb@dps.state.nv.us](mailto:cgreb@dps.state.nv.us)  
[rstepien@dps.state.nv.us](mailto:rstepien@dps.state.nv.us)

Washoe County: John Slaughter, County Manager  
Washoe County Community Services Department  
cc: Dave Solaro, Director  
Cheryl Surface, Parks Planner/Tahoe Team Coordinator  
Adam Searcy, Roads Division Manager  
PO Box 113000  
Reno, NV 89520  
Phone Number (775) 328-2019  
E-mail: [jslaughter@washoecounty.us](mailto:jslaughter@washoecounty.us)  
[dsolaro@washoecounty.us](mailto:dsolaro@washoecounty.us)  
[csurface@washoecounty.us](mailto:csurface@washoecounty.us)  
[asearcy@washoecounty.us](mailto:asearcy@washoecounty.us)

IVGID: Steven Pinkerton, General Manger  
IVGID - Public Works Department  
cc: Joe Pomroy, Public Works Director  
Brad Johnson, Engineer  
1220 Sweetwater Road  
Incline Village, NV 89451  
Phone Number (775) 832-1269  
Fax: (775) 832-1260  
E-mail: [steven\\_pinkerton@ivgid.org](mailto:steven_pinkerton@ivgid.org)  
[joe\\_pomroy@ivgid.org](mailto:joe_pomroy@ivgid.org)  
[brad\\_johnson@ivgid.org](mailto:brad_johnson@ivgid.org)



## INTER-LOCAL AGREEMENT EXAMPLE

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Carson City: Nick Marano, City Manager  
Carson City Parks & Recreation Department  
cc: Roger Moellendorf, Director  
Ann Bollinger, Open Space Administrator  
3303 Butti Way Building #9  
Carson City, NV 89701  
Phone Number (775) 887-2262  
Fax: (775) 887-2145  
E-mail: [nmarano@carson.org](mailto:nmarano@carson.org)  
[rmoellendorf@carson.org](mailto:rmoellendorf@carson.org)  
[abollinger@carson.org](mailto:abollinger@carson.org)

Douglas County: Jim Nichols, County Manager  
Douglas County Community Services Department  
cc: Scott Morgan, Director  
1325 Waterloo Lane  
Gardnerville, NV 89410  
Phone Number: (775)782-9828  
Fax: (775)782-5799  
E-mail: [jwerner@co.douglas.nv.us](mailto:jwerner@co.douglas.nv.us); [smorgan@co.douglas.nv.us](mailto:smorgan@co.douglas.nv.us)

TRPA: Joanne S. Marchetta, Executive Director  
Tahoe Regional Planning Agency  
cc: Nick Haven, Transportation Planning Manager  
Brian Judge, Principal Environmental Specialist  
P.O. Box 5310  
Stateline, NV 89449  
128 Market Street  
Stateline, NV 89449  
Phone Number: (775)588-4547  
Fax: (775)588-4527  
E-mail: [jmarchetta@trpa.org](mailto:jmarchetta@trpa.org)  
[nhaven@trpa.org](mailto:nhaven@trpa.org); [bjudge@trpa.org](mailto:bjudge@trpa.org)

7. This instrument in no way restricts the Parties from participating in similar activities with other public or private agencies, organizations, and individuals.
8. The Parties their respective agencies, organizations and offices will handle their own activities and utilize their own resources, including the expenditure of their own funds, in pursuing these objectives unless otherwise agreed. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.
9. This Agreement is not intended to, and does not create, any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by a party against the United States, the Parties, their agencies, officers, or any other persons.
10. Each party agrees to keep and maintain under generally accepted accounting principles full, true and complete records and documents (written, electronic, computer related or

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## INTER-LOCAL AGREEMENT EXAMPLE

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otherwise) pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit and copying at any office where such records and documentation are maintained.

11. The Parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.
12. Pursuant to NRS Chapter 239, information or documents may be open to public inspection and copying. The Parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.
13. This Agreement and the rights and obligations of the Parties shall be governed by, and construed according to, the laws of the State of Nevada. The Parties consent to the exclusive jurisdiction of the First Judicial District Court, Carson City, Nevada, for the enforcement of this agreement.
14. This Agreement constitutes the entire agreement of the Parties and is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the Parties unless the same is in writing and signed by the respective Parties hereto.
15. The Parties do not intend by any of the provisions of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.
16. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision or provisions shall not be held to render any other provision or provisions of this Agreement unenforceable.

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IN WITNESS WHEREOF, the Parties have executed this Agreement in counterparts on the dates written below.

### Tahoe Transportation District

DocuSigned by:

*Carl Hastig*

Carl Hastig, District Manager

### Nevada Department of Transportation

DocuSigned by:

*Rudy Malfabon*

Rudy Malfabon, Director

### Nevada Division of State Parks

DocuSigned by:

*Eric Johnson*

Eric M. Johnson, Administrator

### Nevada Division of State Lands

DocuSigned by:

*Charles Donohue*

Charles Donohue, Administrator

### Nevada Department of Public Safety-Highway Patrol

DocuSigned by:

*Dennis Osborn*

Dennis Osborn, Chief

### Washoe County

DocuSigned by:

*Marsha Birkbigler*

Marsha Birkbigler, Chair  
Board of County Commissioners

ATTEST: \_\_\_\_\_  
County Clerk

## INTER-LOCAL AGREEMENT EXAMPLE

IN WITNESS WHEREOF, the Parties have executed this Agreement in counterparts on the dates written below.

**Tahoe Transportation District**

\_\_\_\_\_  
Carl Hasty, District Manager

**Nevada Department of Transportation**

\_\_\_\_\_  
Rudy Malfabon, Director

**Nevada Division of State Parks**

\_\_\_\_\_  
Eric M. Johnson, Administrator

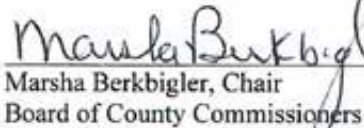
**Nevada Division of State Lands**

\_\_\_\_\_  
Charles Donohue, Administrator

**Nevada Department of Public Safety-Highway Patrol**

\_\_\_\_\_  
Dennis Osborn, Chief

**Washoe County**

  
Marsha Berkbighler, Chair  
Board of County Commissioners

ATTEST:

  
County Clerk





## INTER-LOCAL AGREEMENT EXAMPLE

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**Incline Village General Improvement District**  
Reviewed as to Form:

By \_\_\_\_\_  
Steven J. Pinkerton, General Manager

By \_\_\_\_\_  
Devon T. Reese, General Counsel

**Agreed to:**

By \_\_\_\_\_  
Jim Smith, Chairman  
Board of Trustees

By \_\_\_\_\_  
Secretary

**Carson City**

ATTEST: \_\_\_\_\_  
Clerk-recorder

\_\_\_\_\_  
Robert L. Crowell, Mayor  
Of Carson City

**Douglas County**

ATTEST: Kathy Lewis  
County Clerk

Doug N. Johnson  
Doug N. Johnson, Chairman  
Board of County Commissioners

**Tahoe Regional Planning Agency**

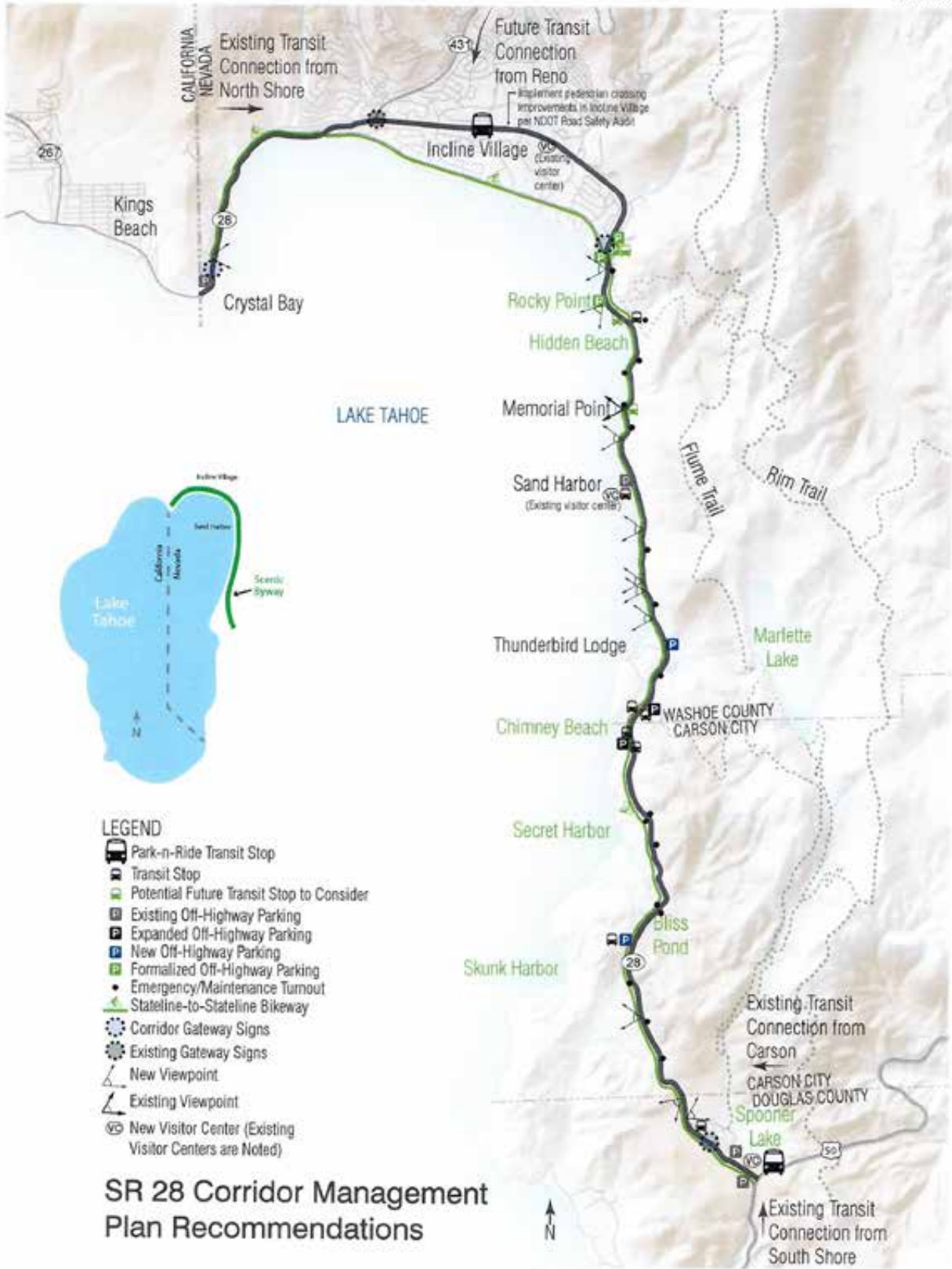
Joanne S. Marchetta  
Joanne S. Marchetta, Executive Director



INTER-LOCAL AGREEMENT EXAMPLE

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Exhibit A



## **Exhibit B**

### **Operations and Maintenance Responsibilities**

#### **I. Incline Village to Sand Harbor**

##### **A. Tahoe Transportation District**

1. TTD will continue applying for federal, state and local funding for transit services within the SR 28 corridor. Currently, 60% of the total cost of the service comes from federal funding with a required match of 40% of the total cost of the service coming from state or local sources. Transit service is critical to meet the peak-season ridership demand in the SR 28 corridor from approximately June 15 until Labor Day.
2. TTD will operate and maintain the busses, bus shelters or benches and bus information signs for the transit service as long as federal, state and local funding is available.
3. TTD will continue seeking annual agreement with Washoe County School District for intercept lots in Incline Village and will assist in the planning efforts to provide permanent intercept lots in Incline Village and near the intersection of SR 28 and US Highway 50.
4. TTD will be responsible for the management of the grants, fee collection and fiscal compliance for the transit service.
5. TTD will provide any routine survey information on transit services or visitor experience to the Parties.

##### **B. Nevada Department of Transportation**

1. NDOT will operate and maintain all improvements within the SR 28 right-of-way and other property owned by NDOT, with the exception of the expanded parking near Ponderosa Ranch Road and the bikeway.

##### **C. Washoe County**

1. Washoe County will sweep the expanded parking near Ponderosa Ranch Road once at the beginning of each summer season.
2. Washoe County will sweep the bikeway twice each summer season (once at the beginning of the season and again during peak summer season) from Sweetwater Drive to Sand Harbor.
3. Washoe County will pump the water quality vaults located at the expanded parking near Ponderosa Ranch Road.
4. Washoe County will maintain the parking lot signs at the expanded parking near Ponderosa Ranch Road.

## INTER-LOCAL AGREEMENT EXAMPLE

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5. Washoe County will provide dog waste bags for NDSP to stock at the expanded parking near Ponderosa Ranch Road.
6. Washoe County will operate and maintain 1-2 dumpsters at the expanded parking near Ponderosa Ranch Road from May 1<sup>st</sup> to Oct 15<sup>th</sup> of each year. The 2<sup>nd</sup> dumpster may only be needed during peak season July 1<sup>st</sup> - Labor Day. The dumpster(s) will be bear proof.
7. Washoe County will operate and maintain 1-2 ADA portable toilets at the expanded parking near Ponderosa Ranch Road from May 1<sup>st</sup> to Oct. 15<sup>th</sup> of each year. The 2<sup>nd</sup> portable toilet may only be necessary during peak season July 1<sup>st</sup> - Labor Day.
8. With the exception of the duties expressly assumed by NDSP, Washoe County will manage all routine maintenance of the expanded parking near Ponderosa Ranch Road and the bikeway from Sweetwater Drive to the southern boundary of Rocky Point Subdivision, i.e. the last subdivision in Incline Village prior to entering Lake Tahoe Nevada State Park. Funding for routine maintenance will be provided through programs such as parking meter revenues.
9. Washoe County will manage capital infrastructure maintenance for the expanded parking near Ponderosa Ranch Road and the bikeway from Sweetwater Drive to the southern boundary of Rocky Point Subdivision, i.e. the last subdivision in Incline Village prior to entering Lake Tahoe Nevada State Park. Funding for capital infrastructure maintenance will be provided through programs such as the Tahoe Fund endowment and parking meter revenues.

### **D. Nevada Division of State Parks**

1. NDSP will allow transit access to Sand Harbor. Transit access is currently allowed through the south entrance gate. NDSP is responsible for operation and maintenance of the entrance gate.
2. NDSP will operate and maintain the parking area near Rocky Point and Hidden Beach.
3. NDSP will provide litter patrol at the expanded parking near Ponderosa Ranch Road and along the bikeway from Sweetwater Drive to Sand Harbor.
4. NDSP will stock dog waste bags provided by Washoe County at the expanded parking near Ponderosa Ranch Road.
5. If NDSP requests that a sign be installed on the bikeway at the expanded parking near Ponderosa Ranch Road to indicate whether or not Sand Harbor beaches are full, then NDSP will operate the sign in the same way that it currently operates its sign on the highway for motorist parking.
6. With the exception of the duties expressly assumed by Washoe County, NDSP will manage all routine maintenance of the parking lots and bikeway within Lake Tahoe Nevada State Park. Funding for routine maintenance will be provided through programs such as parking meter revenues.



## INTER-LOCAL AGREEMENT EXAMPLE

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7. NDSP will manage capital infrastructure maintenance for the parking lots and bikeway within Lake Tahoe Nevada State Park. Funding for capital infrastructure maintenance will be provided through programs such as the Tahoe Fund endowment and parking meter revenues.

### **E. Nevada Highway Patrol**

1. NHP will continue to assist in enforcement of the “No Parking Zones” and illegal shoulder parking along SR 28, within its Lake Tahoe operating procedures, and provide feedback to the CMT on the effectiveness of implemented Corridor Project solutions such as expanded “No Parking Zones.”

### **II. Sand Harbor to Secret Harbor**

[To be determined]

### **III. Secret Harbor to US 50 Spooner Lake**

[To be determined]

### **IV. Crystal Bay to Incline Village**

[To be determined]