
SR 89 Recreation Corridor Management Plan

PDT Meeting #6



DESIGN WORKSHOP | KAREN MULLEN-EHLY | FEHR & PEERS | ORCA | LSC

July 1, 2020

The Challenge

Visitation exceeds
infrastructure



Desired Conditions

**Natural and Cultural
Resources**

*Find Balance &
Cooperatively Manage
Corridor for
Environmental Improvement &
Quality Travel Experience*

**Infrastructure
& Operations**

**Anticipated
Experience**

Adaptive Management

EVALUATE & LEARN

- Evaluate management effectiveness
- Report findings and recommendations of evaluation
- Periodically review overall management program

ADJUST

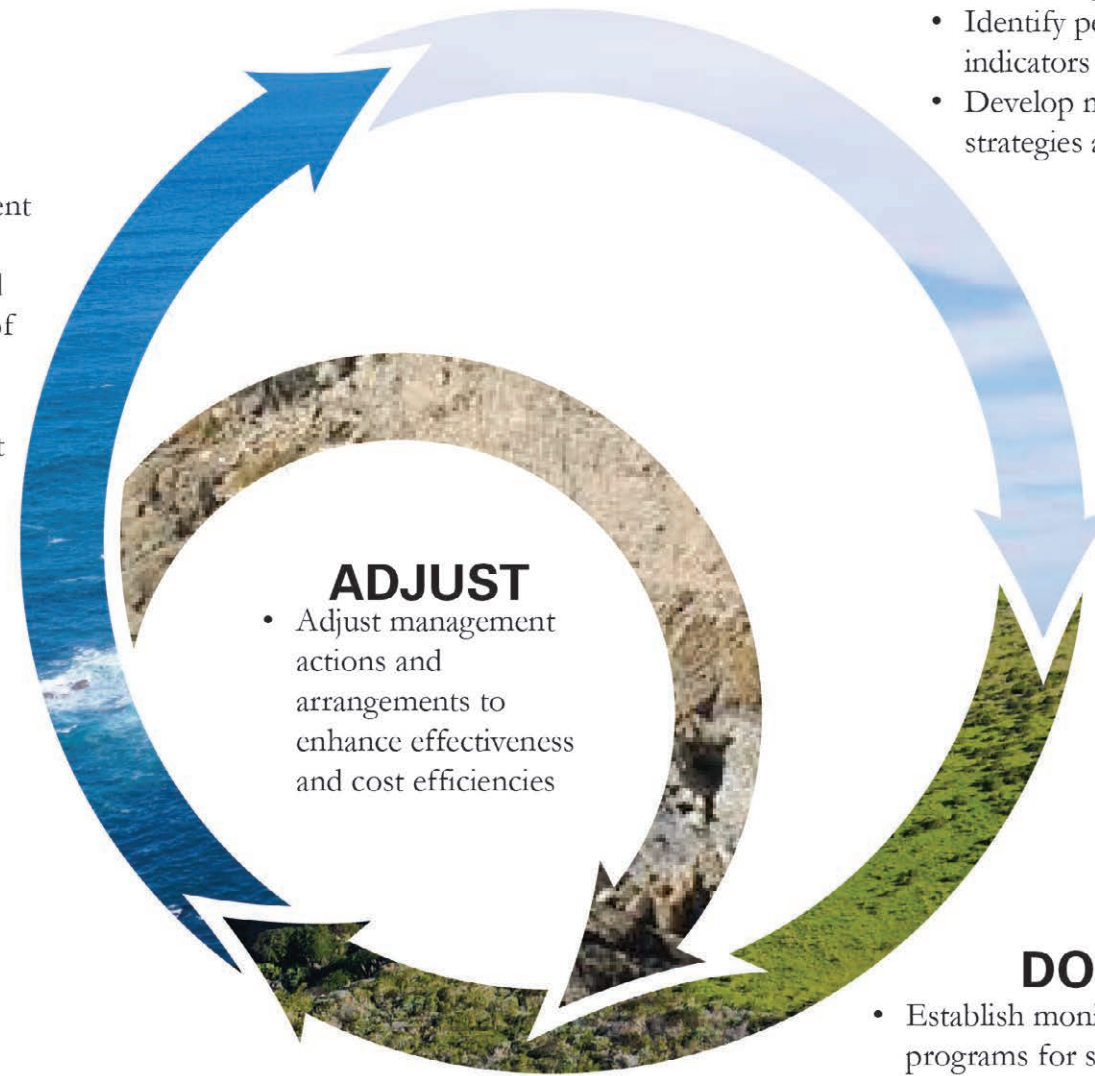
- Adjust management actions and arrangements to enhance effectiveness and cost efficiencies

PLAN

- Determine management objectives
- Define key desired outcomes
- Identify performance indicators
- Develop management strategies and actions

DO

- Establish monitoring programs for selected performance indicators
- Implement strategies and actions to achieve objectives



Outreach

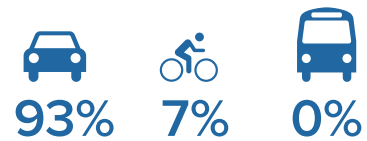
- 15 days of data collection
- 8 stakeholder group meetings
- 6 project development team meetings
- 7 one-on-one partner meetings
- 6 HOA Presentations
- 1 online survey (1,300+ responses)
- 2 open houses (90+ people)
- 1 webinar (162 live viewers)
- 950+ emails on project update list
- Thousands of comments and questions received



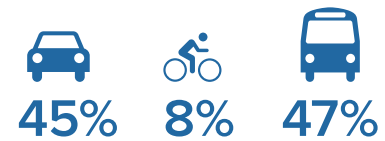
Mobility Alternatives Evaluated



Auto Dominant



Plan Ahead Visitor



Savvy Visitor



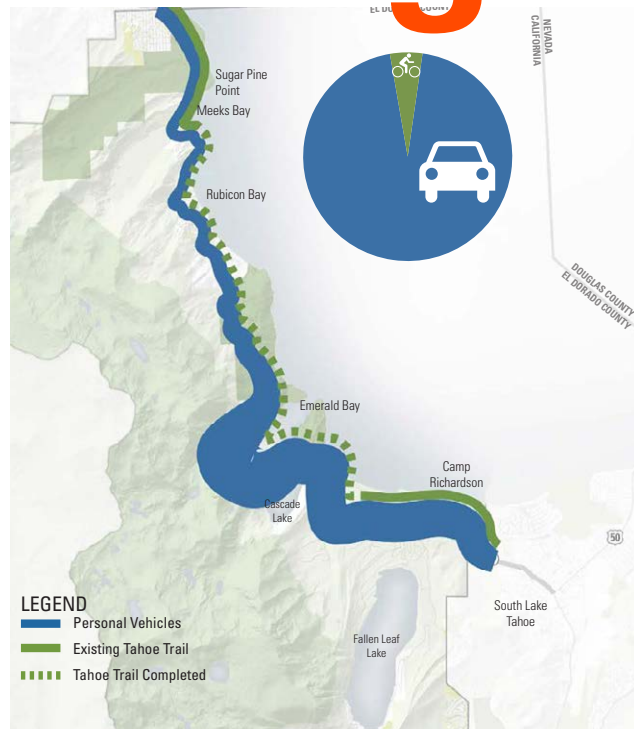
Car Free



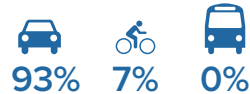
Bus Routes Evaluated:

- SnoPark or the Y to Emerald Bay
- Stateline to Emerald Bay
- Sugar Pine Point State Park to Emerald Bay

Findings from Alternatives



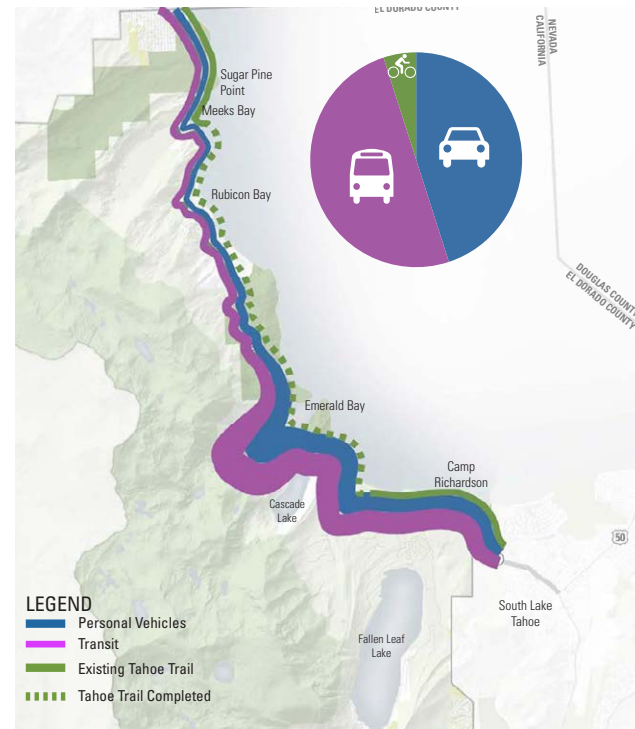
How People Would Arrive in the Summer



- ✓ Tahoe Trail Completed
- ✓ Through Traffic Allowed
- ⊘ Roadside Parking Relocated

Assessment

Requires construction of large parking lots within the corridor and near Emerald Bay and does not meet corridor goals to reduce the number of cars driving to Emerald Bay



How People Would Arrive in the Summer



- ✓ Tahoe Trail Completed
- ✓ Through Traffic Allowed
- ⊘ Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation

Fleet Size	Fleet with Spares	Projected Fleet Costs	Projected Annual Operating Costs
19	26	\$10,260,000	\$3,675,200

A bus every 5-10 minutes from SnoPark to Emerald Bay

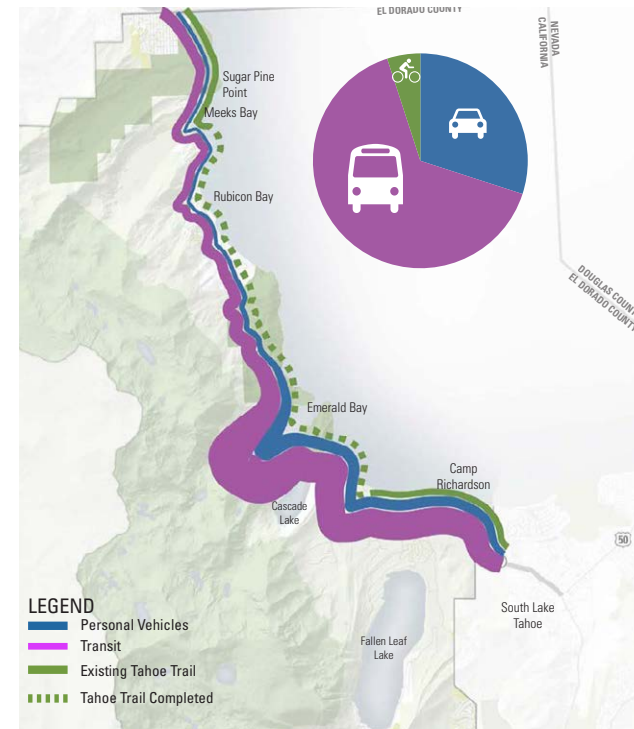
2045 Projected Visitation

Fleet Size	Fleet with Spares	Projected Fleet Costs	Projected Annual Operating Costs
48	65	\$25,920,000	\$12,043,711

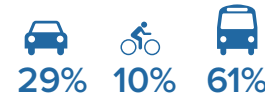
A bus every 3-5 minutes from the Y to Emerald Bay + a bus every 10 minutes from Stateline to Emerald Bay

Assessment

Fleet size and operational costs are high for long term consideration – could evaluate with reservation system and minimum



How People Would Arrive in the Summer



- ✓ Tahoe Trail Completed
- ✓ Through Traffic Allowed
- ⊘ Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation

Fleet Size	Fleet with Spares	Projected Fleet Costs	Projected Annual Operating Costs
25	34	\$13,500,000	\$4,137,200

A bus every 5 minutes from SnoPark to Emerald Bay

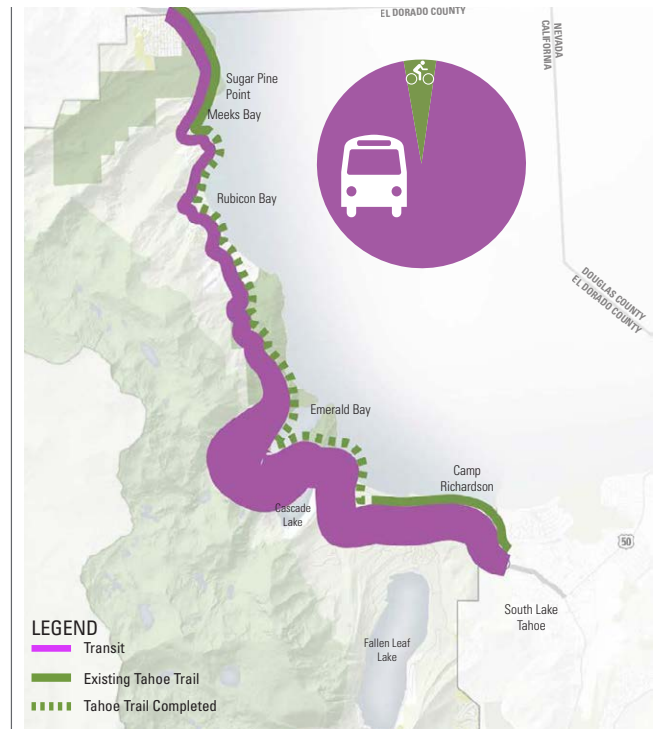
2045 Projected Visitation

Fleet Size	Fleet with Spares	Projected Fleet Costs	Projected Annual Operating Costs
67	90	\$36,180,000	\$13,698,273

A bus every 2-4 minutes from the Y to Emerald Bay + a bus every 5-10 minutes from Stateline to Emerald Bay

Assessment

Moves toward a vision for car free experience, but the fleet size and costs are unsustainable



How People Would Arrive in the Summer



- ✓ Tahoe Trail Completed
- ✓ Through Traffic Allowed
- ⊘ Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation

Fleet Size	Fleet with Spares	Projected Fleet Costs	Projected Annual Operating Costs
38	51	\$20,520,000	\$4,959,200

A bus every 3-7 minutes from SnoPark to Emerald Bay

2045 Projected Visitation

Fleet Size	Fleet with Spares	Projected Fleet Costs	Projected Annual Operating Costs
92	124	\$49,680,000	\$16,474,571

A bus every 2-3 minutes from the Y to Emerald Bay + a bus every 3 minutes from Stateline to Emerald Bay

Assessment

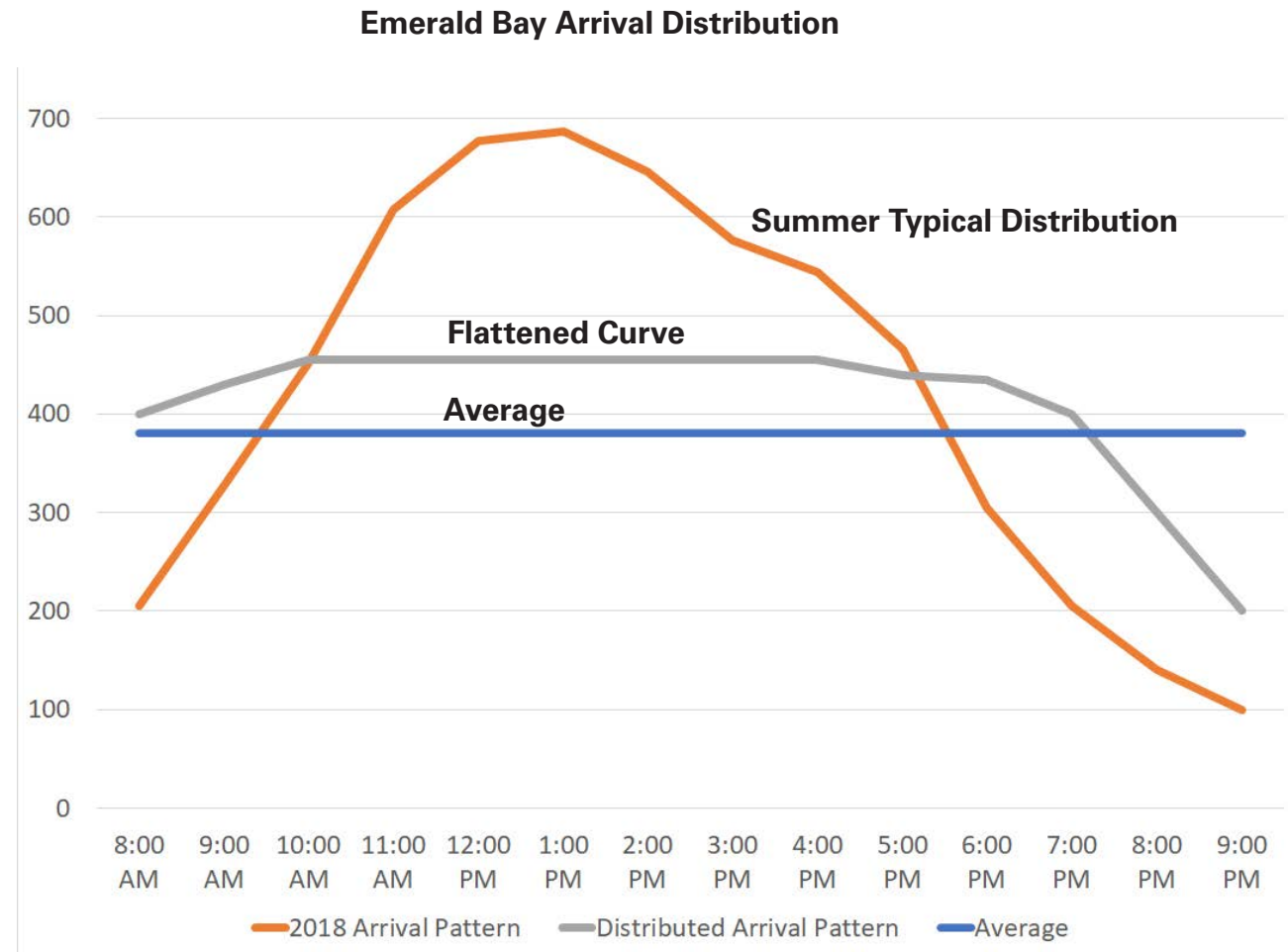
Achieves a vision for car free experience, but the fleet size and costs are unsustainable

Multiple Strategies

Muir Woods Precedent for Use of Reservations

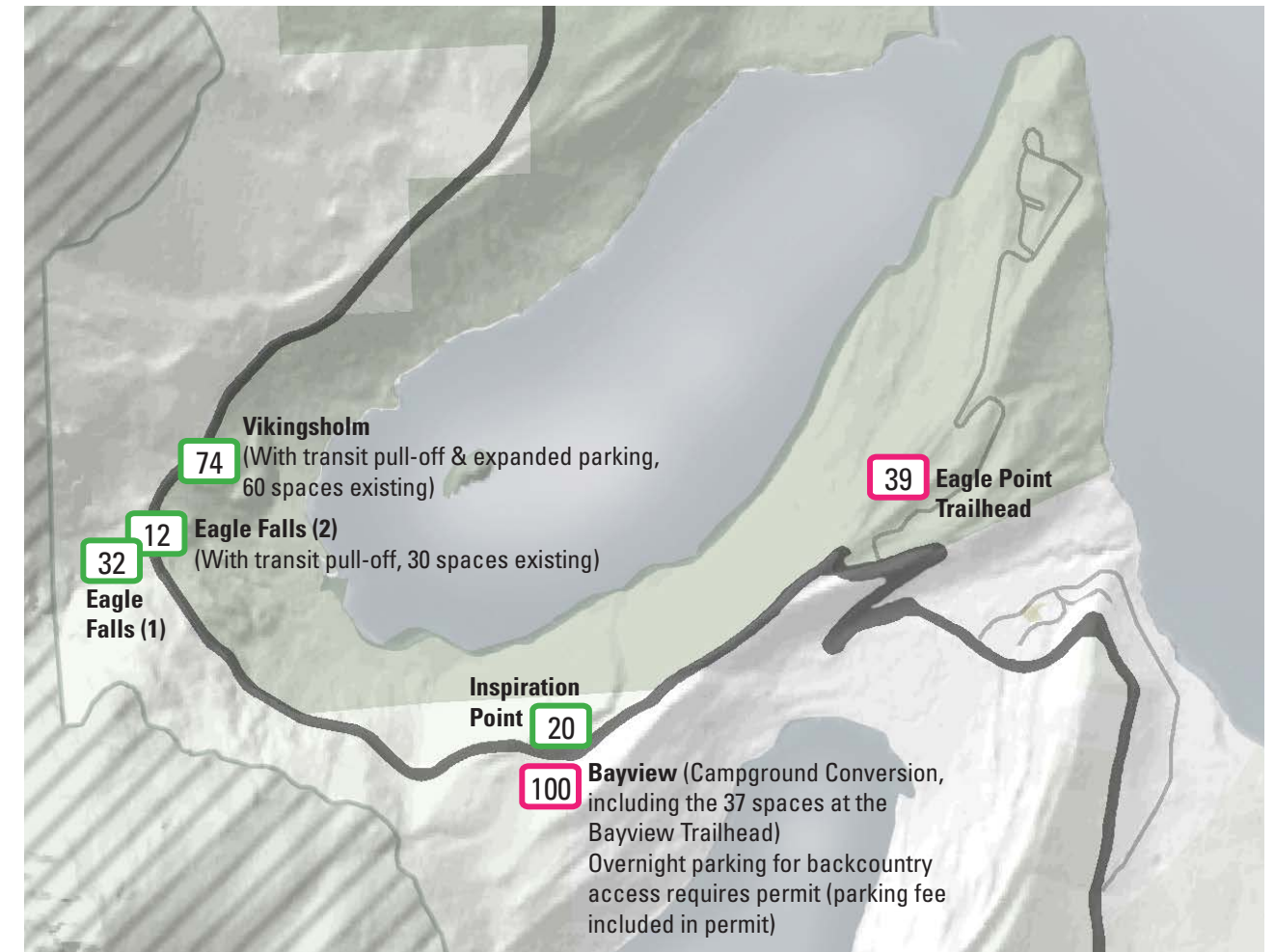
Average is 45% of peak – Muir Woods planned for 45% to 50% reduced peak by moving to reservations

Planning Assumption: Spread Distribution within 20% of the Average (a 35% Reduction from the Peak)



Griffith Observatory Precedent for Peak/ Congestion Pricing at Parking Locations

Parking Strategies at Emerald Bay



- ## Vista Parking**
- 30-minute metered parking
 - Rates to increase after 30 minutes to encourage turnover
 - No overnight parking

- ## Corridor Parking**
- Metered, congestion-priced
 - Charge year-round
 - Overnight parking requires permit (parking fee included in permit)

Building the Framework - 1st Phase

7,500 fewer cars
in **Emerald Bay**
every summer month

How People Arrive to Emerald Bay in the Summer¹



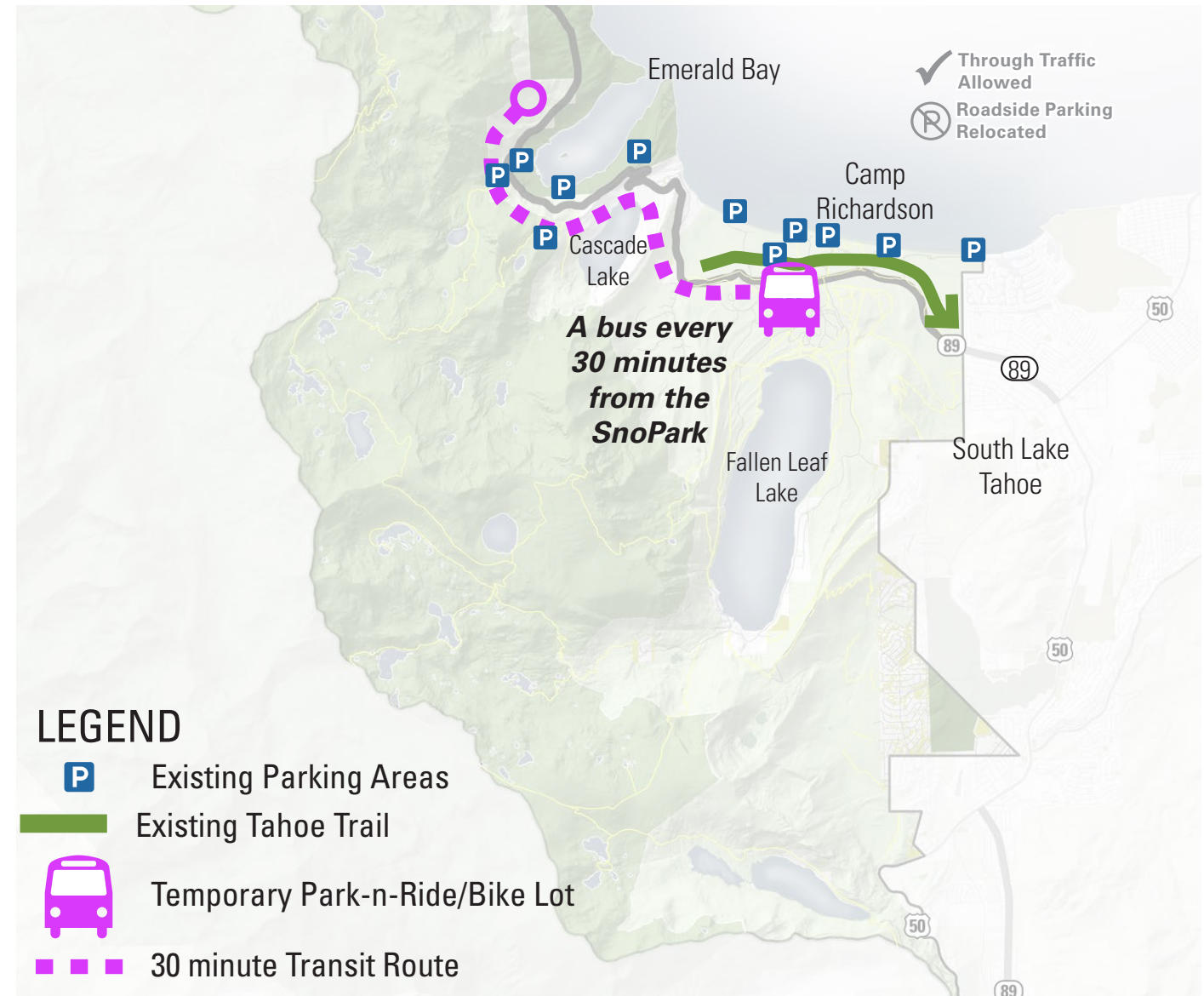
✓ Through Traffic Allowed Ⓟ Roadside Parking Relocated

Transit Service

Bus Routes

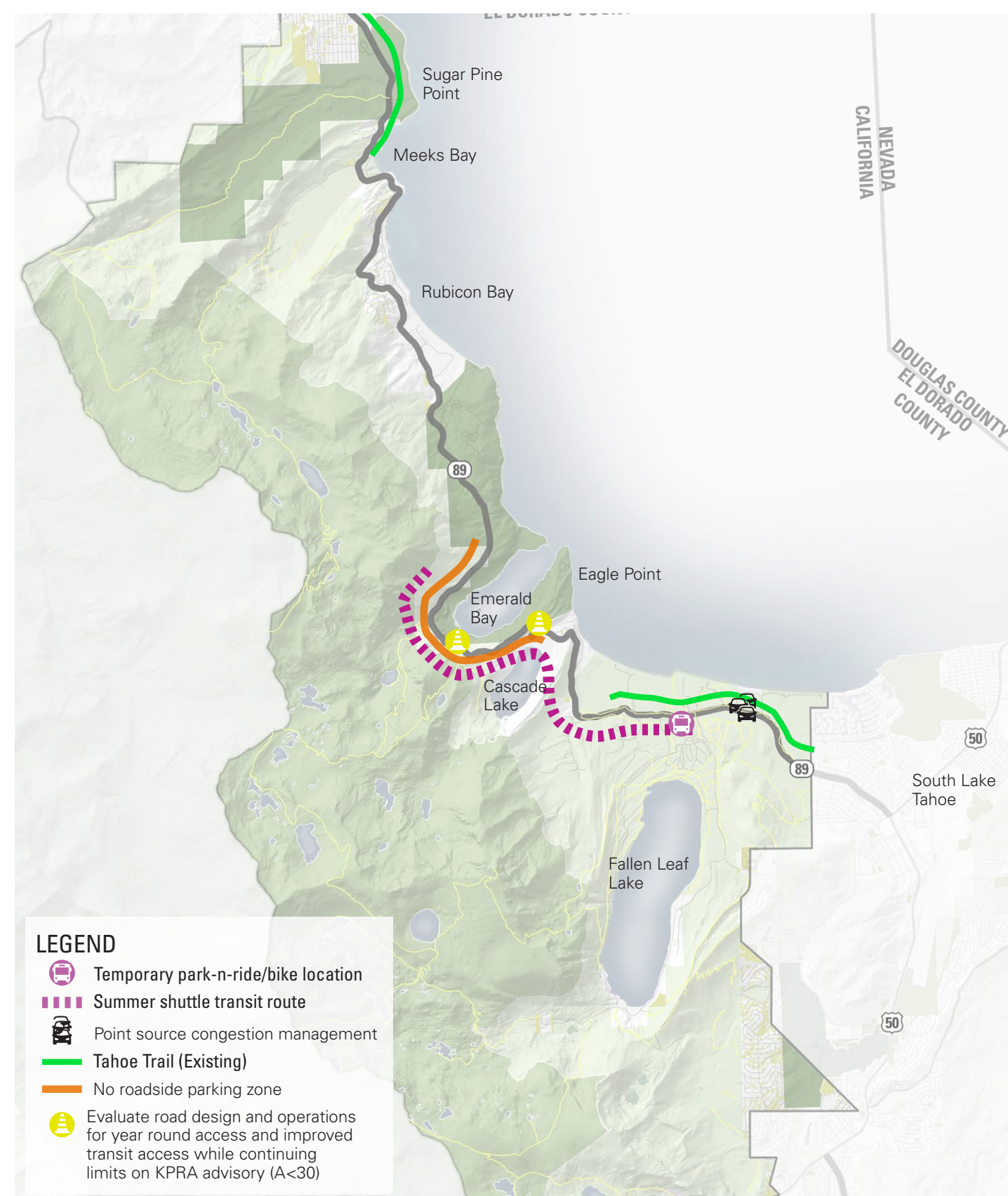
- SnoPark to Emerald Bay every 30 minutes

Fleet Size	Fleet with Spares	Projected Fleet Costs ²	Projected Annual Operating Costs
2	3	\$1,000,000	\$636,000



Phase I Projects

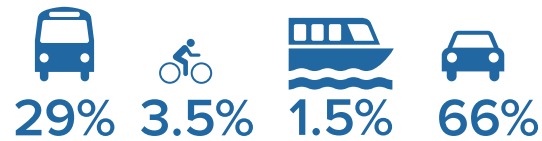
- Tahoe Trail Feasibility Study
- Phase I transit service and roadside parking relocations with temporary parking improvements
- Phase I point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- Transit stops at Eagle Point Campground, Inspiration Point, Eagle Falls Viewpoint, Vikingsholm
- Transit turnaround improvements near Emerald Bay's north gate
- Reservation, parking management, and fee system framework
- Project Study Report completion for year-round access and road design improvements through Emerald Bay
- SnoPark parking and transit stop improvements
- Jameson Beach Road shared use path
- Baldwin Beach Road shared use path
- ITS and shuttle marketing
- Realtime transit and parking app
- Increased operation budgets
- Evaluate park-n-ride/bike locations at the Y and West Way
- Improve Fallen Leaf Road for emergency and recreation access
- Helipad site designation west of Bayview campground
- Recreation Corridor Gateway Signs (near West Way and just north of Sugar Pine Point State Park)
- Improved technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossings with Caltrans bridge replacement near Meeks Bay



Building the Framework - 2nd Phase

25,400 fewer cars
in the **Corridor**
every summer month

How People Arrive to the Corridor in the Summer¹



✓ Through Traffic Allowed Ⓟ Roadside Parking Relocated

Transit Service

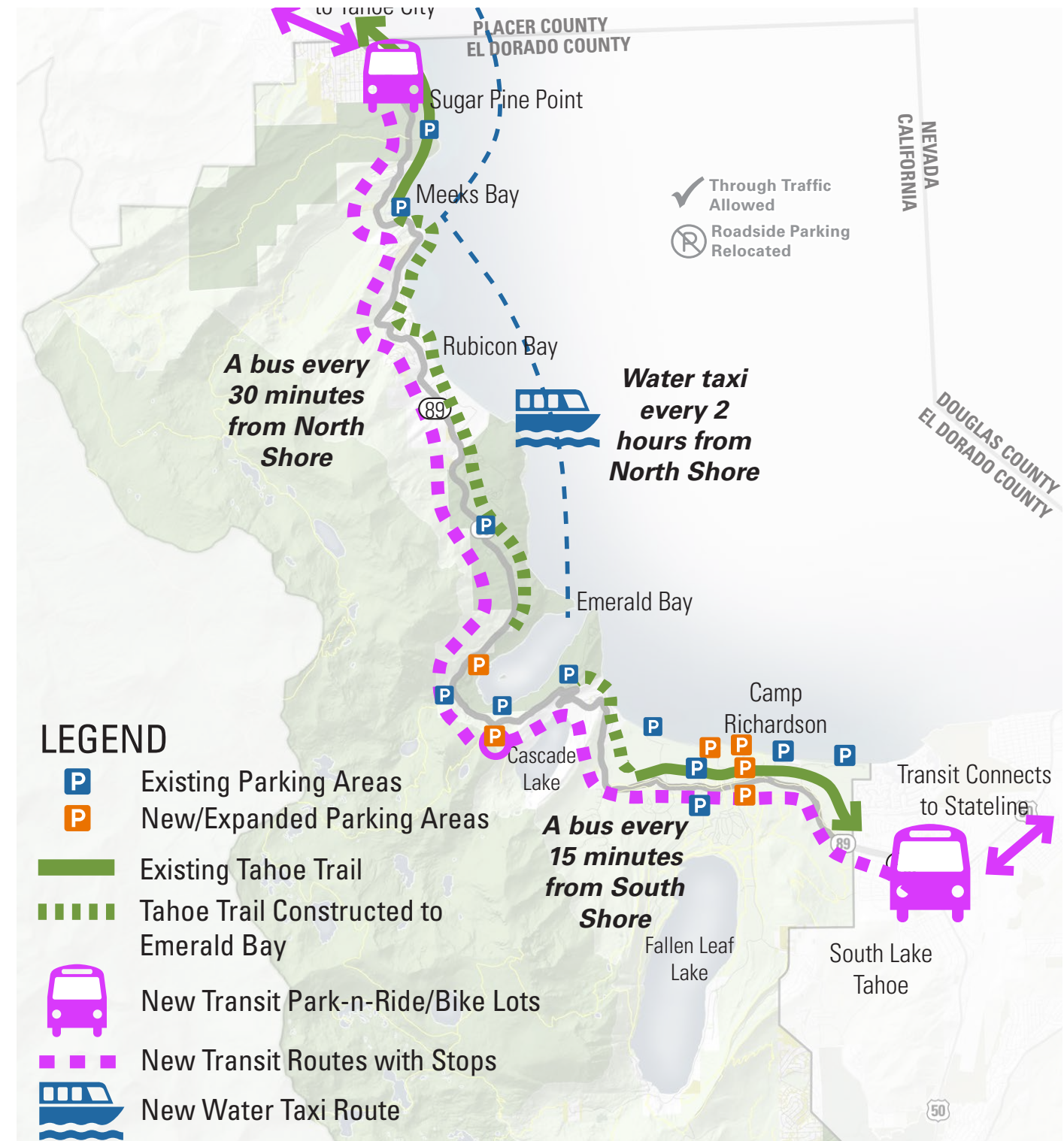
Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine to Emerald Bay every 30 minutes

Water Taxi Routes

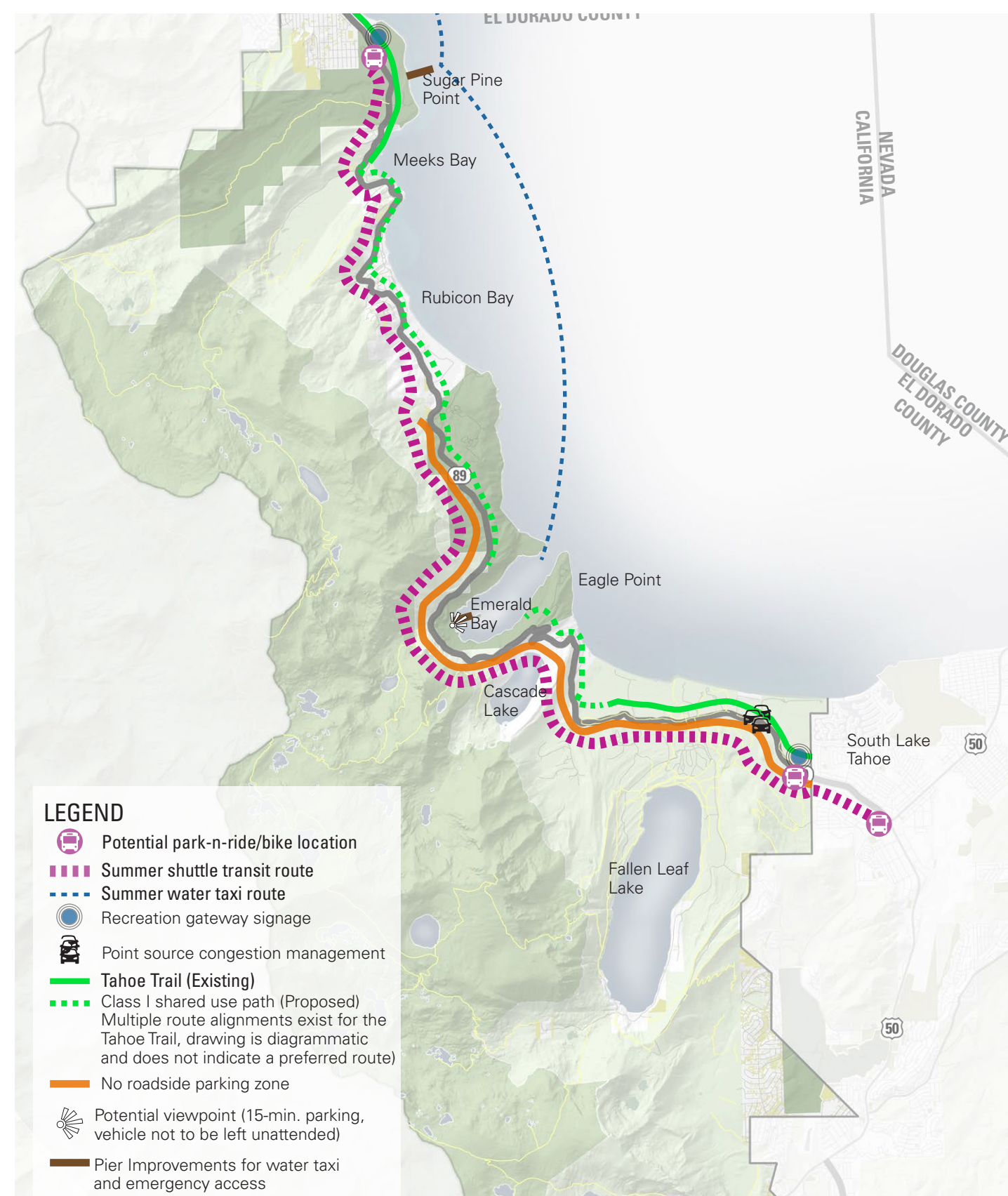
- North Shore: 1 boats running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

Fleet Size	Fleet with Spares	Water Taxis	Projected Fleet Costs ²	Projected Annual Operating Costs
7	9	1	\$9,500,000	\$2,444,000



Phase II Projects

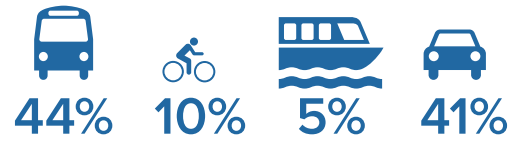
- Tahoe Trail segments implemented: Spring Creek Road to Eagle Point Campground and Boat-in-Campground Road to Meeks Bay
- Water taxi partnership for service from the north shore
- Phase II transit service and roadside parking relocations with temporary parking improvements
- Phase II transit stops throughout corridor
- Phase II reservation and parking management and fee system
- Park-n-ride/bike improvements at Sugar Pine Point State Park and development of park-n-ride/bike facilities near the Y or West Way
- Phase II point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- Bayview campground conversion to small parking for off-season and winter access with summer transit stop
- Improve piers (Emerald Bay and Sugar Pine Point State Park) and increase operations budget to accommodate water taxi service
- Northbound viewpoint parking near Eagle Falls
- Implement USFS planned parking and circulation projects in Pope to Baldwin Segment
- Increase capacity for cyclist access to Camp Richardson
- Operational measures to allow for off-season and winter access to corridor parking lots
- Formalize emergency turnouts
- Gardner Mountain trail access
- Regional visitation study
- Increased operation budgets
- Improved technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossings where possible
- Develop a South Shore transit maintenance facility



Building the Framework - Final Phase

37,400 fewer cars
in the **Corridor**
every summer month

How People Arrive to the Corridor in the Summer¹



- ✓ Tahoe Trail Completed
- ✓ Through Traffic Allowed
- Ⓟ Roadside Parking Relocated

Transit Service

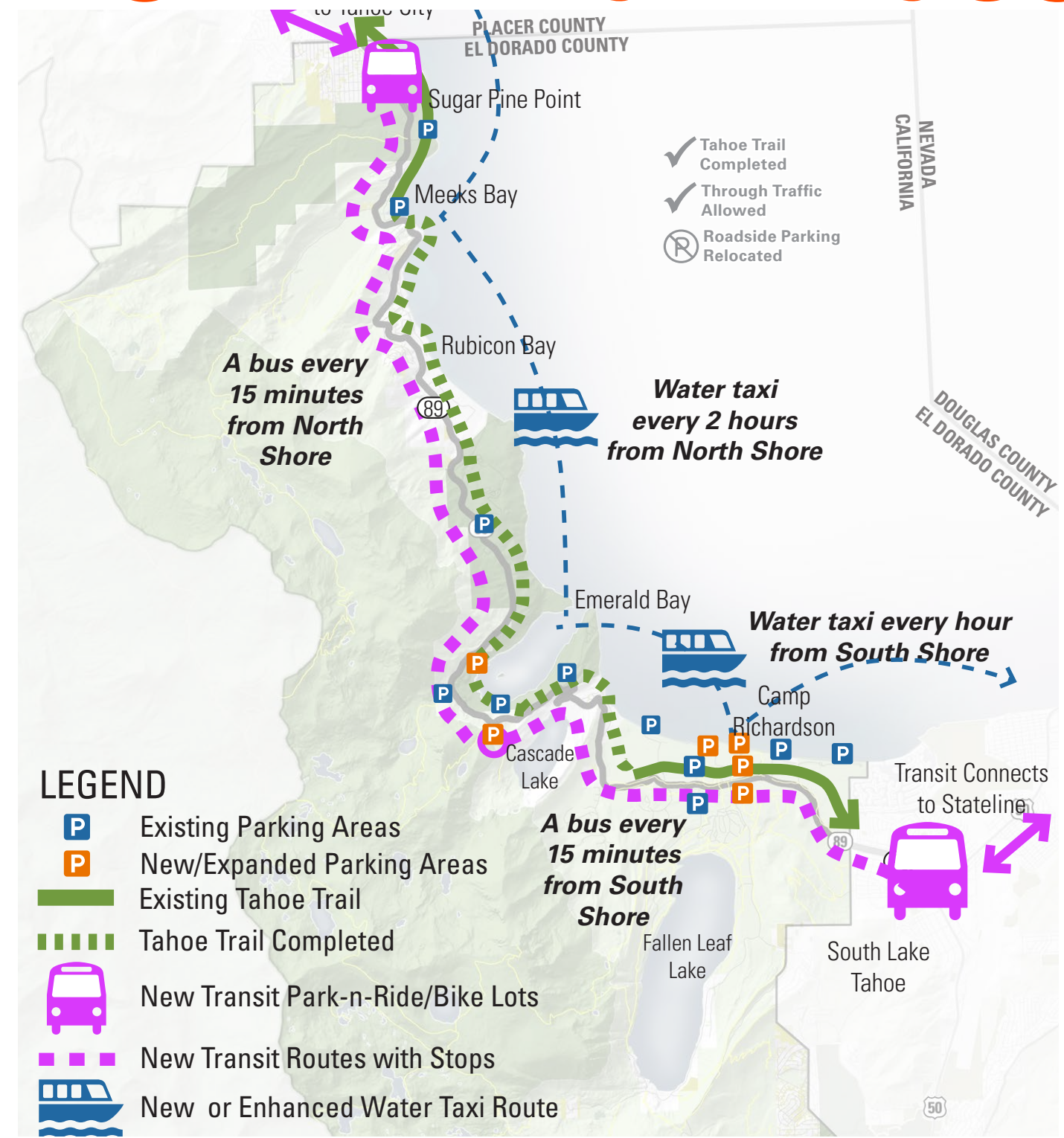
Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine to Emerald Bay every 15 minutes

Water Taxi Routes

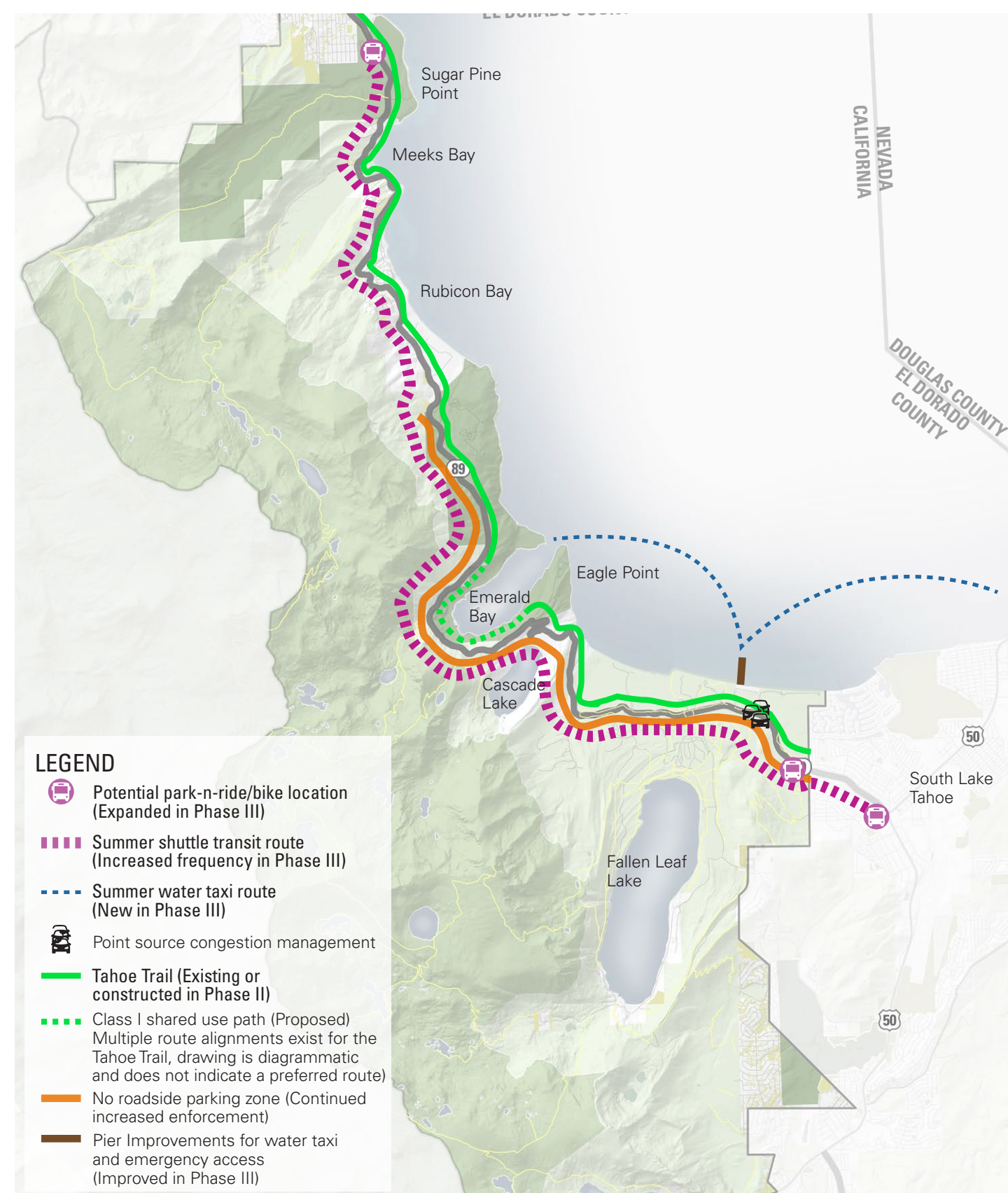
- South Shore: 2 boats running hourly from 10:30-6:30
- North Shore: 1 boats running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

Fleet Size	Fleet with Spares	Water Taxis	Projected Fleet Costs ²	Projected Annual Operating Costs
9	12	3	\$13,500,000	\$3,193,200



Phase III Projects

- Tahoe Trail completed around Emerald Bay
- Water taxi partnership for increased service from the south shore
- Phase III transit service and roadside parking relocations with temporary parking improvements
- Phase III reservation and parking management and fee system
- Park-n-ride/bike improvements at facility near the Y or West Way
- Phase III point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- Evaluate need for off-season parking area north of Vikingsholm on USFS property
- Formalize emergency turnouts
- Increased operation budgets
- Improved technology infrastructure
- Utility undergrounding
- Incorporate wildlife crossings where possible
- Consider bike lanes or widened shoulders throughout corridor
- Monitor roadside parking impacts and consider relocating/restricting roadside parking near Meeks Bay Resort and Sugar Pine Point State Park



Projects and Partners Matrix

Project ID	Project Name	Description	Project Type*				Phase	Project Lead
			OP	PL	D/E	MO		

**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
CW-1.02	ITS and shuttle marketing	Corridor ITS signage for realtime travel information and corridorwide shuttle marketing program	X	X			X	1	TTD

Project Lead	Landowner/ Management Agency(is)	Consider Coordination with Other Projects (ID's)	EIP Project Correlation	Potential Partners											
				TTD	USFS	CDPR	CALTRANS	CHP	EDC SHERIFF	EDC	TRPA	TRIBE	VENDOR	PC	CSLT

FS	USFS, CDPR, CALTRANS	CW-1.11, CW-1.13	#04.01.02.0060	X	X	X	X				X	X	X			
D	USFS, CDPR, CALTRANS	CW-1.03	#03.01.02.0116 #03.01.02.0105	X	X	X	X				X	X	X	X	X	X

Corridor Project Management Team



The Vision

A Balanced and Managed
Multi-Modal Corridor

