

# SR 89 RECREATION CORRIDOR MANAGEMENT PLAN



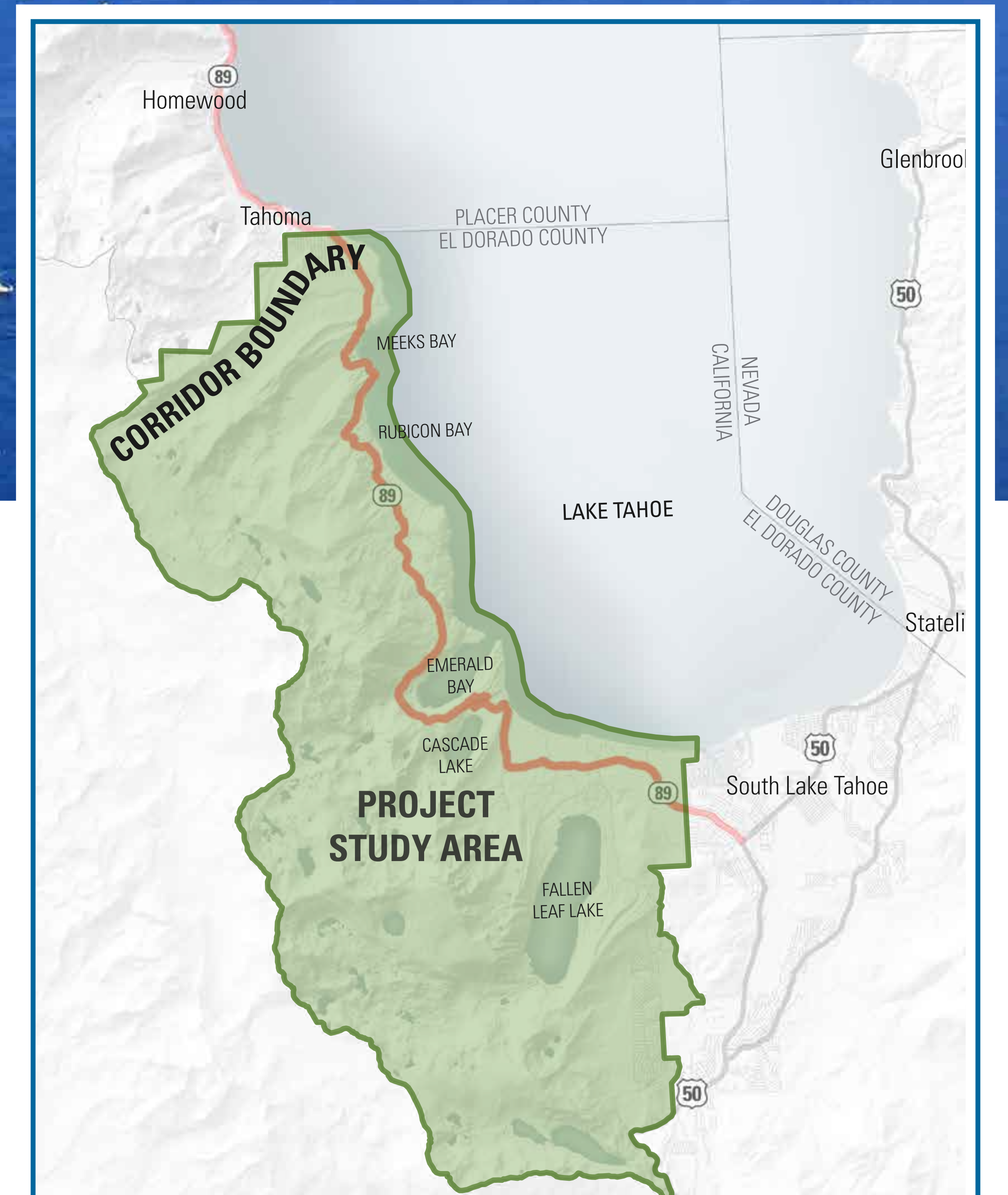
State Route (SR) 89, a two-lane mountain roadway, is the only access route to many of Lake Tahoe's popular recreation areas and serves almost 1.8 million visitors annually.

The SR 89 Recreation Corridor Management Plan, led by the Tahoe Regional Planning Agency, Tahoe Transportation District, and the U.S. Forest Service Lake Tahoe Basin Management Unit, brings together 17 agencies and organizations to develop transportation and visitation management strategies and address the challenges of the corridor's extensive transportation and year-round recreation travel demand. This plan covers:

- Emerald Bay, one of California's 36 National Natural Landmark sites, is one of Lake Tahoe's most popular and photographed locations.
- Almost 12 miles of undeveloped shoreline offer beach access to sites such as Meeks Bay, Sugar Pine Point State Park, Baldwin Beach, Camp Richardson, and Pope Beach.
- Seven trailheads provide day hike access to waterfalls and alpine lakes as well as backcountry and wilderness access for overnight recreation opportunities.



**1,782,648**  
annual visitors  
up to a **30 minute**  
delay  
of northbound traffic south of Pope Beach



The SR 89 corridor runs from West Way in El Dorado County to the El Dorado/Placer County line at Sugar Pine Point State Park.

## PLAN GOALS

- Advance Safety
- Create Transit & Trail Systems
- Provide Quality Travel Experience
- Improve the Environment
- Fund the Vision
- Set the Stage for Implementation





# ABOUT CORRIDOR VISITATION

## WHO THEY ARE

SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY	OVERALL CORRIDOR
RESIDENT	17%	20%	34%	19%
VISITOR	83%	80%	66%	81%
OVERNIGHT VISITOR	86%	93%	86%	89%
DAY VISITOR	14%	7%	14%	11%

## HOW THEY ARRIVE

SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY	OVERALL CORRIDOR
BY CAR	82%	89%	86%	86%
BY TRANSIT	0%	2%	0%	1%
BY BIKE	9%	2%	2%	5%
WALK	4%	5%	8%	5%
OTHER	4% (Ferry/Boat or Moped)	2% (Ferry/Boat or Moped)	6% (Private Shuttle or Scooter)	4% (Ferry/Boat or Moped)

## WHAT THEY DO

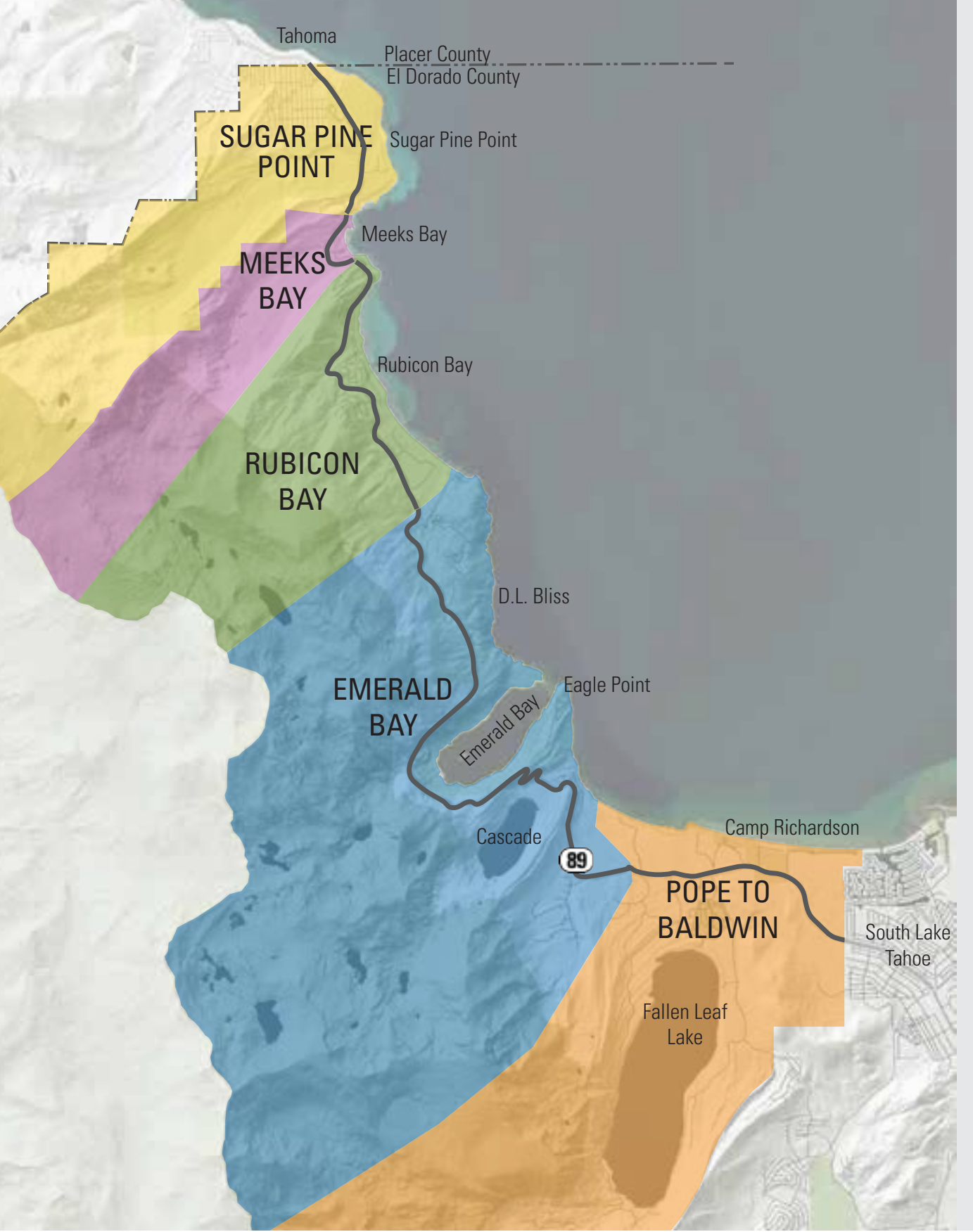
SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY	OVERALL CORRIDOR
VISIT A BEACH	45%	16% (max 50%)	44%	12%
DAY HIKING	18%	58% (18-58%)	39%	60%
ATTEND AN EVENT	18%	0%	0%	1%
BIKE RIDE	9%	0%	0%	0%
QUICK STOP TO SEE THE VIEW	0%	7% (max 18%)	0%	5%
OVERNIGHT BACKPACK TRIP	0%	8% (max 47%)	17%	9%
DRIVE AROUND THE LAKE	0%	1% (max 4%)	0%	4%

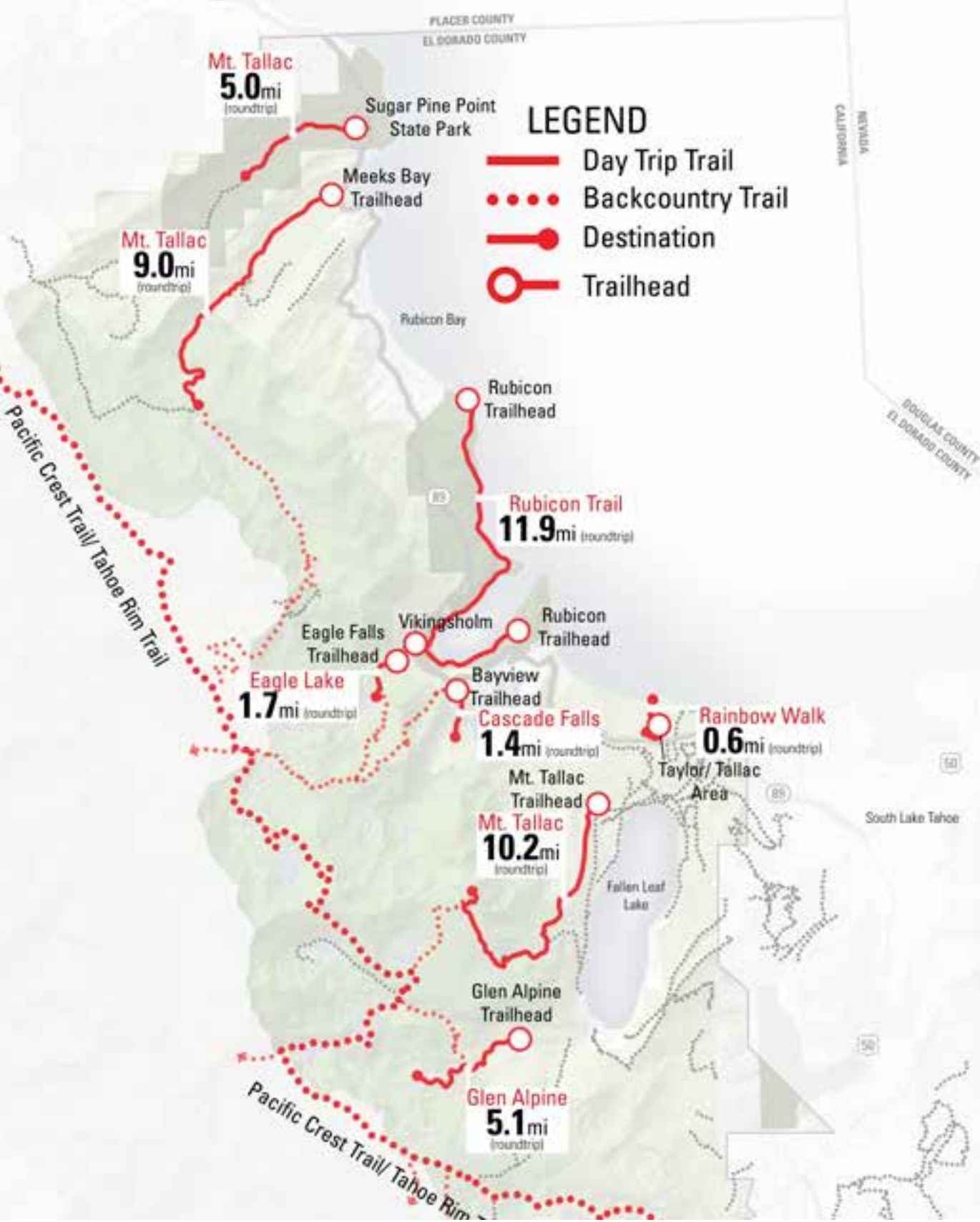
## WHAT THEIR TRAVEL PATTERNS ARE

SOURCE: 2018 SURVEY DATA

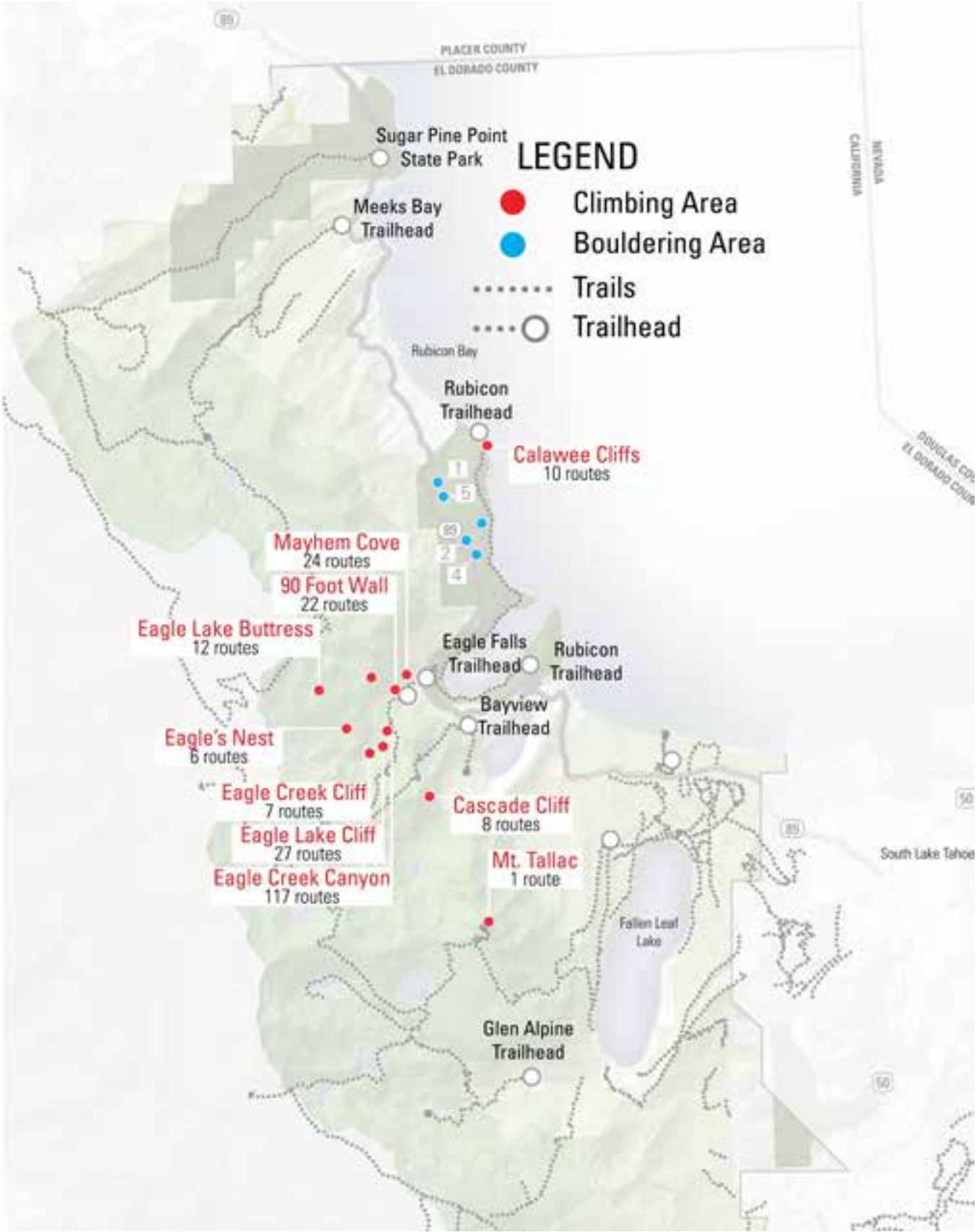
	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY
NORTHBOUND DELAY	23 minutes West Way to Pope Beach Road	29 minutes Eagle Point Camp Road to Inspiration Point	-
SOUTHBOUND DELAY	16 minutes Baldwin Beach Road to Jameson Beach Road	41 minutes Vikingsholm to Baldwin Beach Road	-
COME FROM THE SOUTH & RETURN TO THE SOUTH	75%	61%	26%
COME FROM THE NORTH & RETURN TO THE NORTH	25%	32%	68%
TRAVEL THROUGH	0%	7%	5%
PARKING LOT FILLS	11:00AM @ Pope 12:15PM @ Baldwin	9:36AM @ Vikingsholm 10:30AM @ DL Bliss	9:00AM @ Trailhead Noon @ Marina
ROADSIDE PARKING FILLS	330 cars	500 cars by noon	84 cars



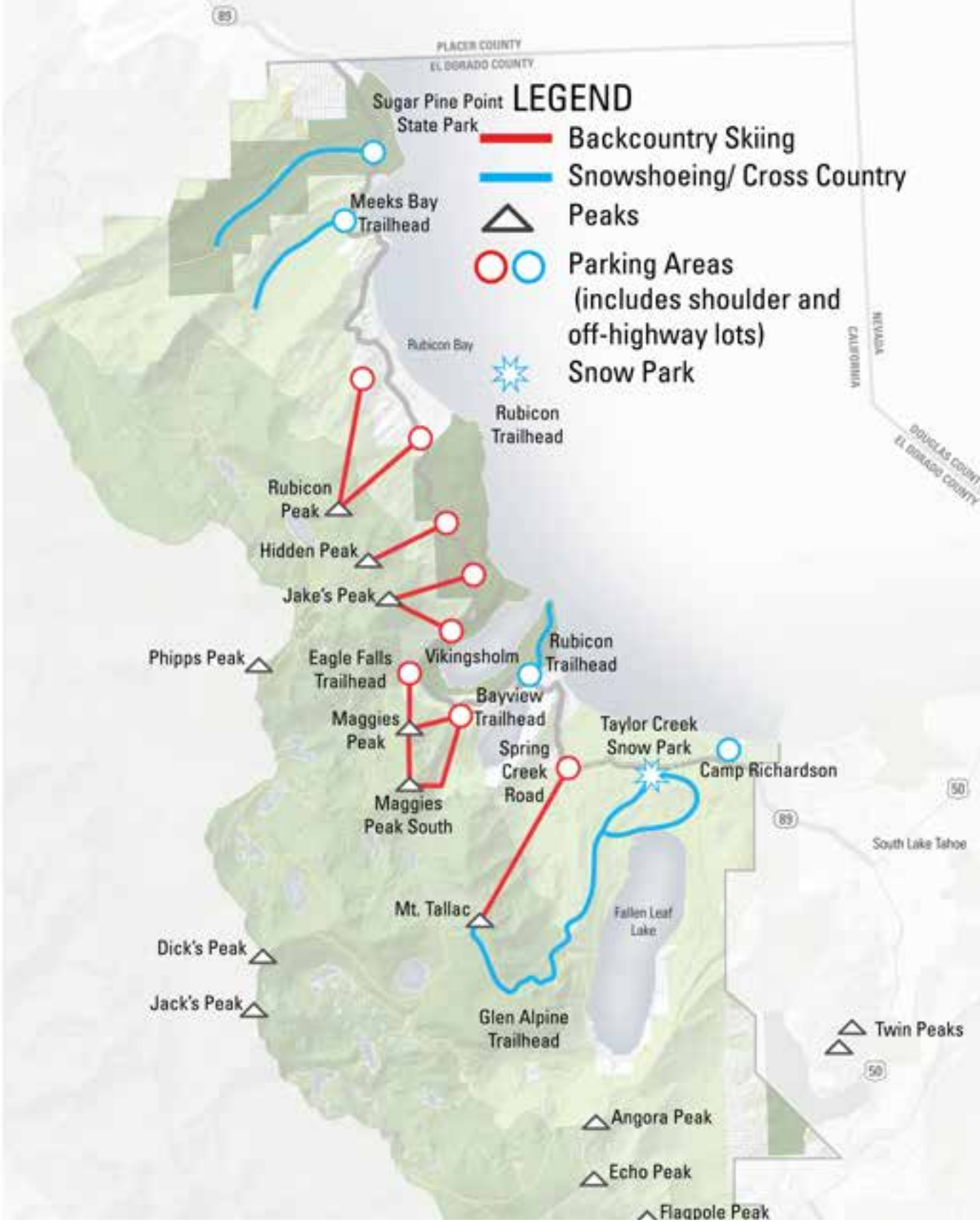
Segments of the SR 89 Corridor



Trails and Trailheads



Climbing and Bouldering Locations



Winter Recreation Access



# GOALS & STRATEGIES

## THE CHALLENGE

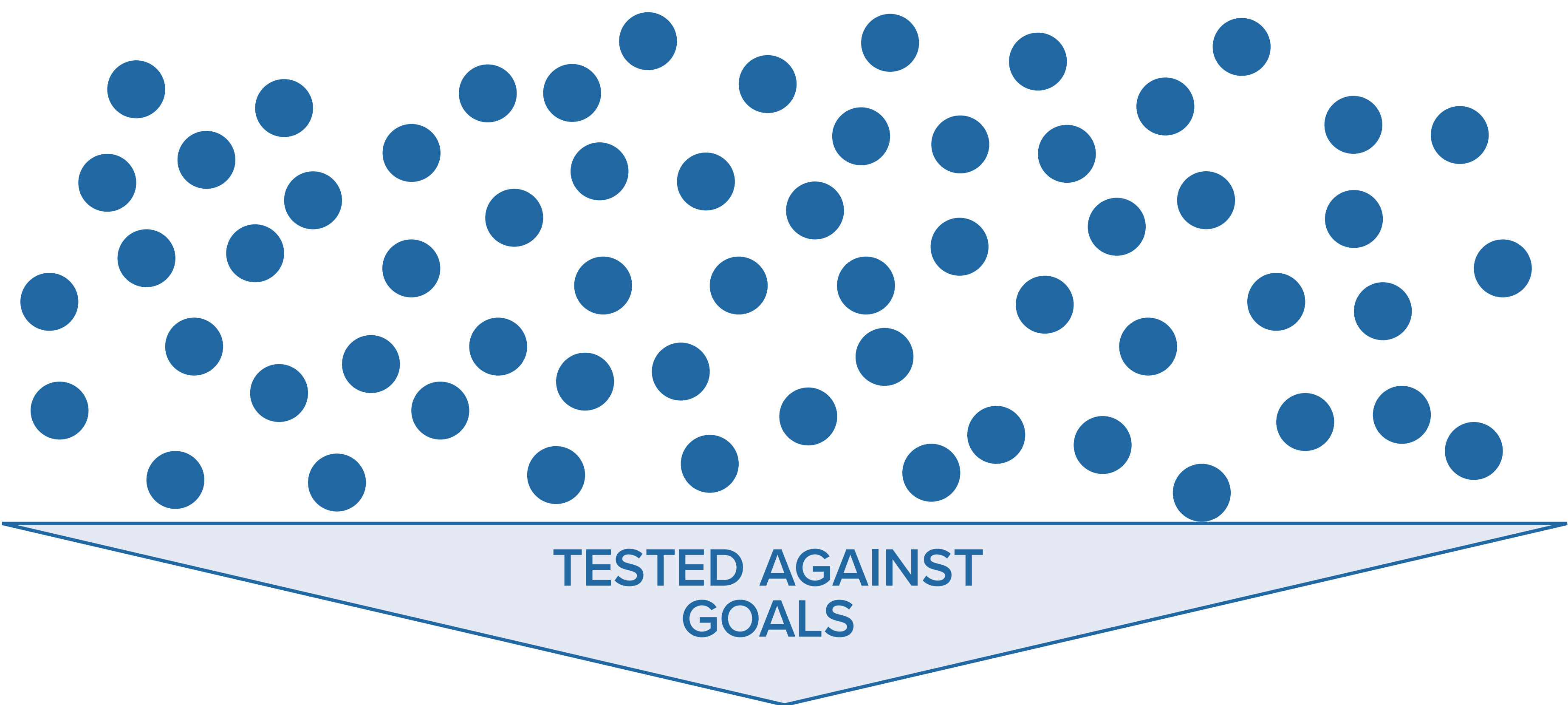
Visitation demand has exceeded infrastructure resulting in the following key transportation and visitor management issues:

- Poor visitor experience which has a risk for economic impacts as the area has reached a saturation point
- Safety concerns
- Increased environmental disturbance and stormwater run-off resulting in degraded lake clarity
- Congestion and traffic

## THE VISION

Provide a safe and seamless travel experience that inspires every visitor and resident to walk, bike, or use transit to access the corridor’s diverse recreation offerings to better manage congestion, enhance environmental resiliency, and allow people to focus on enjoying the special nature of Lake Tahoe’s southwest shoreline.

### CONCEPTS GENERATED BY STAKEHOLDERS & COMMUNITY INPUT



## PLAN GOALS

- Advance Safety
- Create Transit & Trail Systems
- Provide Quality Travel Experience
- Improve the Environment
- Fund the Vision
- Set the Stage for Implementation

### TRANSIT & SHUTTLE SERVICES

- Create recreation route shuttle
- Develop express route
- Frequent and convenient
- Focus on shifting visitor behavior in the Pope to Baldwin and Emerald Bay Segments

### PARKING MANAGEMENT & ENFORCEMENT

- Restrict and improve ability to enforce no roadside parking
- Leverage paid parking to fund transit
- Utilize strategies such as reservations, congestion-based pricing, time limits, & progressive pricing
- Provide access to parking lots year-round

### TRAVEL INFORMATION

- Provide real-time travel information
- Coordinate with regional and local marketing for trip planning
- Create a sense of entry to the corridor
- Provide a consistent and coordinated approach to parking management

### ACTIVE TRANSPORTATION

- Connect Tahoe Trail from Spring Creek Road to Meeks Bay
- Increase biking to recreation destinations
- Reduce congestion from pedestrian crossings
- Minimize at-grade pedestrian and bike crossings

### INFRASTRUCTURE IMPROVEMENTS

- Address road design and operations to facilitate year-round access through Emerald Bay
- Improve technology infrastructure
- Improve wildlife crossings and address
- Provide emergency pull-offs
- Improve emergency response access facilities
- Improve Fallen Leaf Lake Road

## PROVIDE INPUT

Place a dot by the goals and strategies you feel are most important for the corridor.



# TRAVEL OPTIONS

**PROVIDE INPUT**  
Which type of travel experience would you like the most? Why?

## Alternatives by Type of Travel Experience

### TODAY'S VISITOR

- Arrive primarily by car
- Roadside parking relocated to expanded or new parking lots
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter

### PLAN AHEAD VISITOR

- Improved transit, water transit, and bike options are available
- Over 50% of visitors arrive to Emerald Bay by transit
- Roadside parking relocated to intercept lots & some expanded parking lots
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter

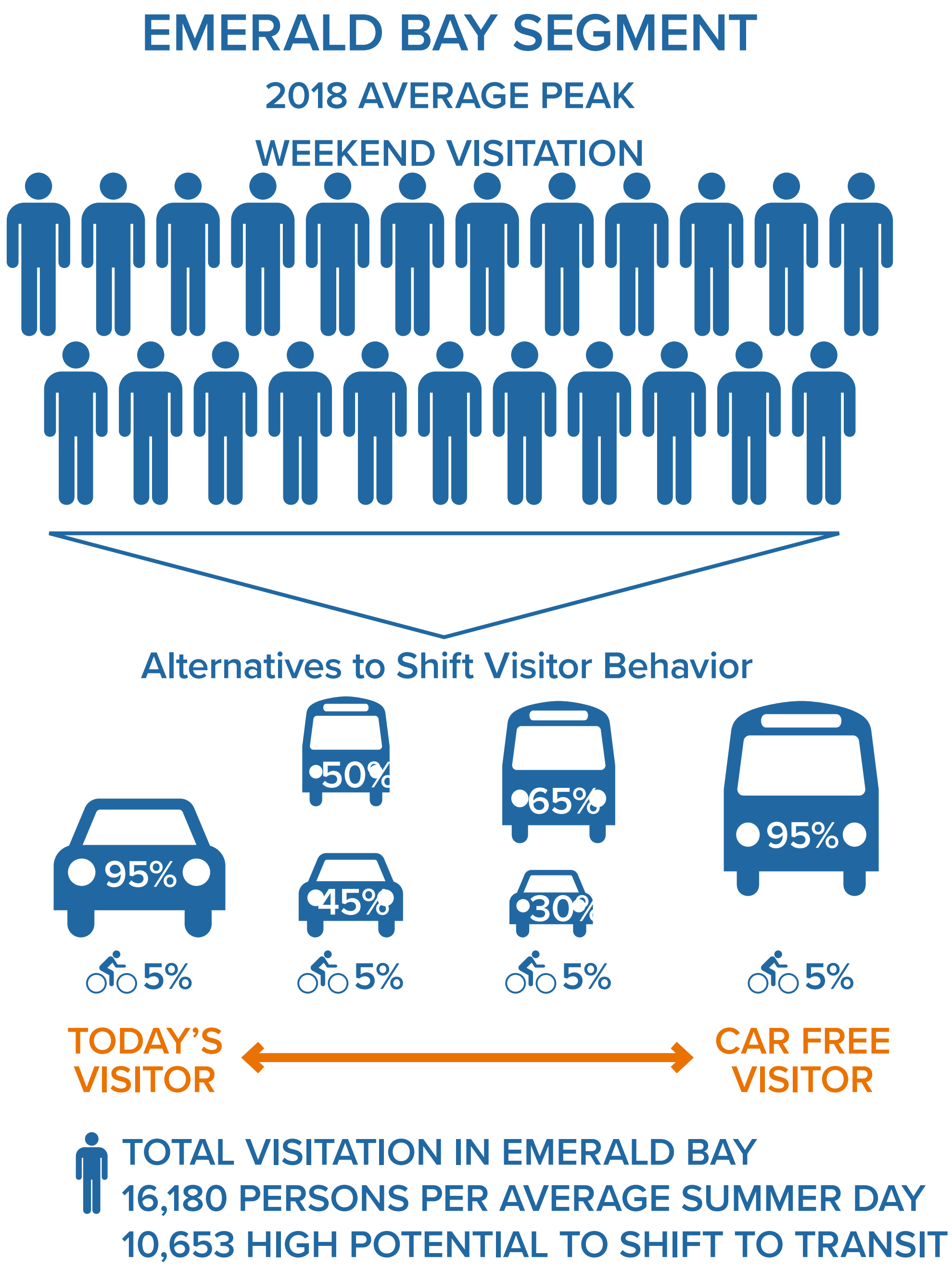
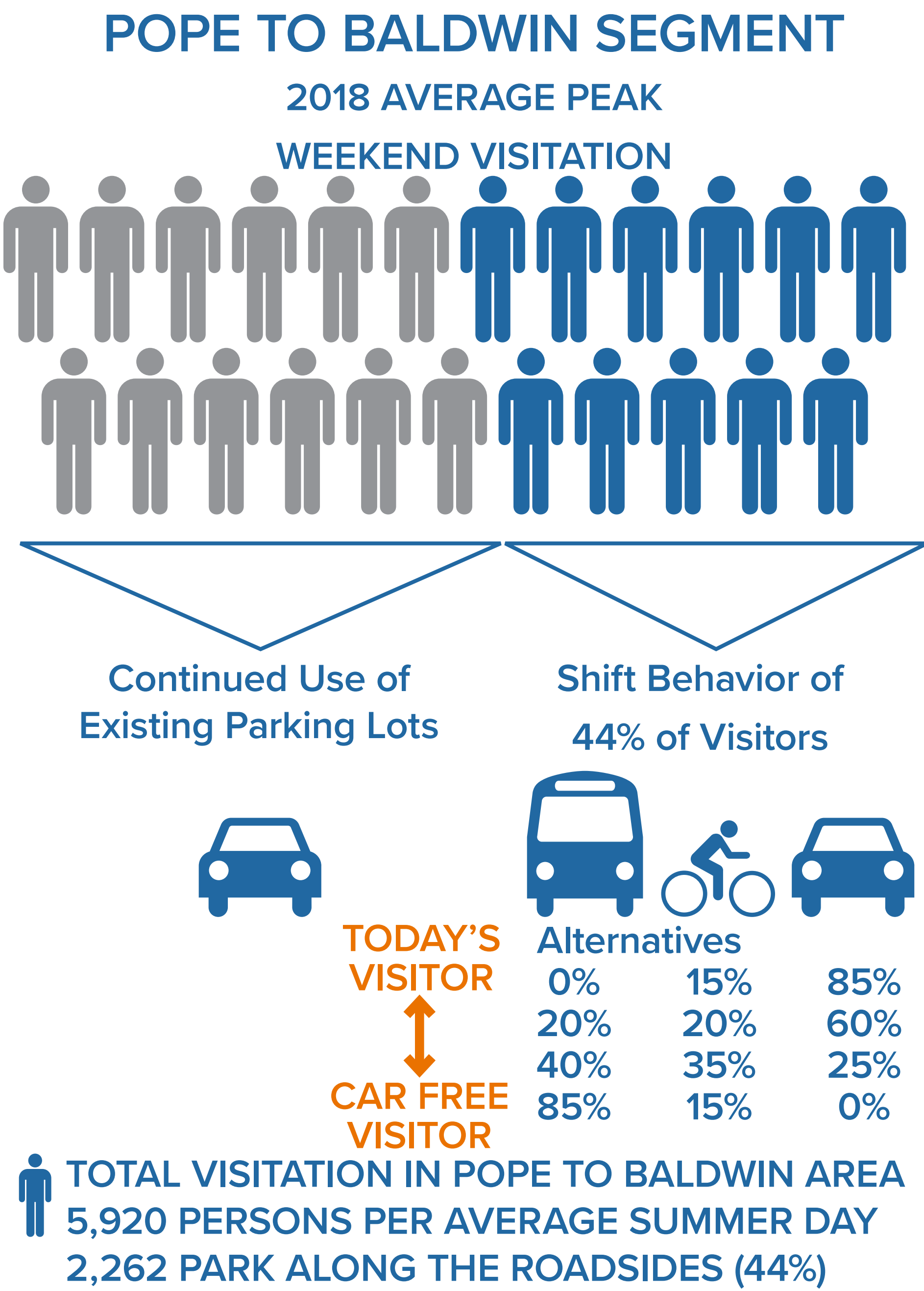
### SAVVY VISITOR

- Improved transit, water transit, and bike options are available
- Over 65% of visitors arrive to Emerald Bay by transit
- Roadside parking relocated to intercept lots & minimal expanded parking lots
- Transit & shuttles direct from accommodation areas
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter

### CAR FREE VISITOR

- Access to Emerald Bay is by transit and bike access during the summer
- Transit accommodates Pope/Baldwin visitors who would have otherwise parked along the highway
- Improved transit, water transit, and bike options are available
- Roadside parking relocated to intercept lots & no expanded parking lots
- Transit & shuttles direct from accommodation areas
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter

## OPTIONS FOR SHIFTING TRAVEL PATTERNS



Potential Recreation Area Transit Route with Potential Bus Stops



# CORRIDOR MANAGEMENT BIG IDEAS

## SUGAR PINE POINT

### MANAGEMENT BIG IDEAS

- Adaptive management to restrict/relocate roadside parking
- Incorporate transit for recreation access

## MEEKS BAY

### MANAGEMENT BIG IDEAS

- Washoe interpretation, cultural events, and access
- Tahoe Trail connecting from Meeks Bay to Emerald Bay
- Seasonal speed limit
- Adaptive management to restrict/relocate roadside parking
- Incorporate transit for recreation access

## RUBICON BAY

### MANAGEMENT BIG IDEAS

- Tahoe Trail connecting from Meeks Bay to Emerald Bay

## EMERALD BAY

### MANAGEMENT BIG IDEAS



- Restricted/relocated roadside parking
- Transit service for summer recreation access (alternatives range from no transit service to car free experience)
- Parking management strategies such as reservations and congestion-based pricing
- Tahoe Trail providing connection between recreation nodes
- Year-round access
- Roadway improvements

## POPE TO BALDWIN

### MANAGEMENT BIG IDEAS

- Washoe interpretation, cultural events, and access
- Restricted/relocated roadside parking
- Transit service for summer recreation access (existing off-highway parking to remain, transit alternatives to address roadside parking use)
- Congestion management strategies along SR 89 (address pedestrian circulation)
- Parking management strategies such as reservations and congestion-based pricing
- Off-highway vehicular circulation network
- Enhanced bike facilities
- Large events served by transit

## LEGEND

-  Tahoe Trail (existing)
-  Future Tahoe Trail (multiple alignments to be studied)
-  Mobility Hub Areas to be Studied
-  Corridor-Focused Summer Recreation Shuttle Route
-  "Park Once" Express Transit Route
-  Roadside Parking Restriction/Relocation
-  Focused Congestion Management Strategies/Address Pedestrian Crossings
-  Year-Round Access and Roadway Improvements

### Additional Corridor-Wide Strategies

- Parking management strategies
- Winter access to off-highway parking
- Emergency facilities
- Technology infrastructure
- Increased enforcement
- Wildlife crossings

## PROVIDE INPUT

Share your project ideas and identify which opportunities you support



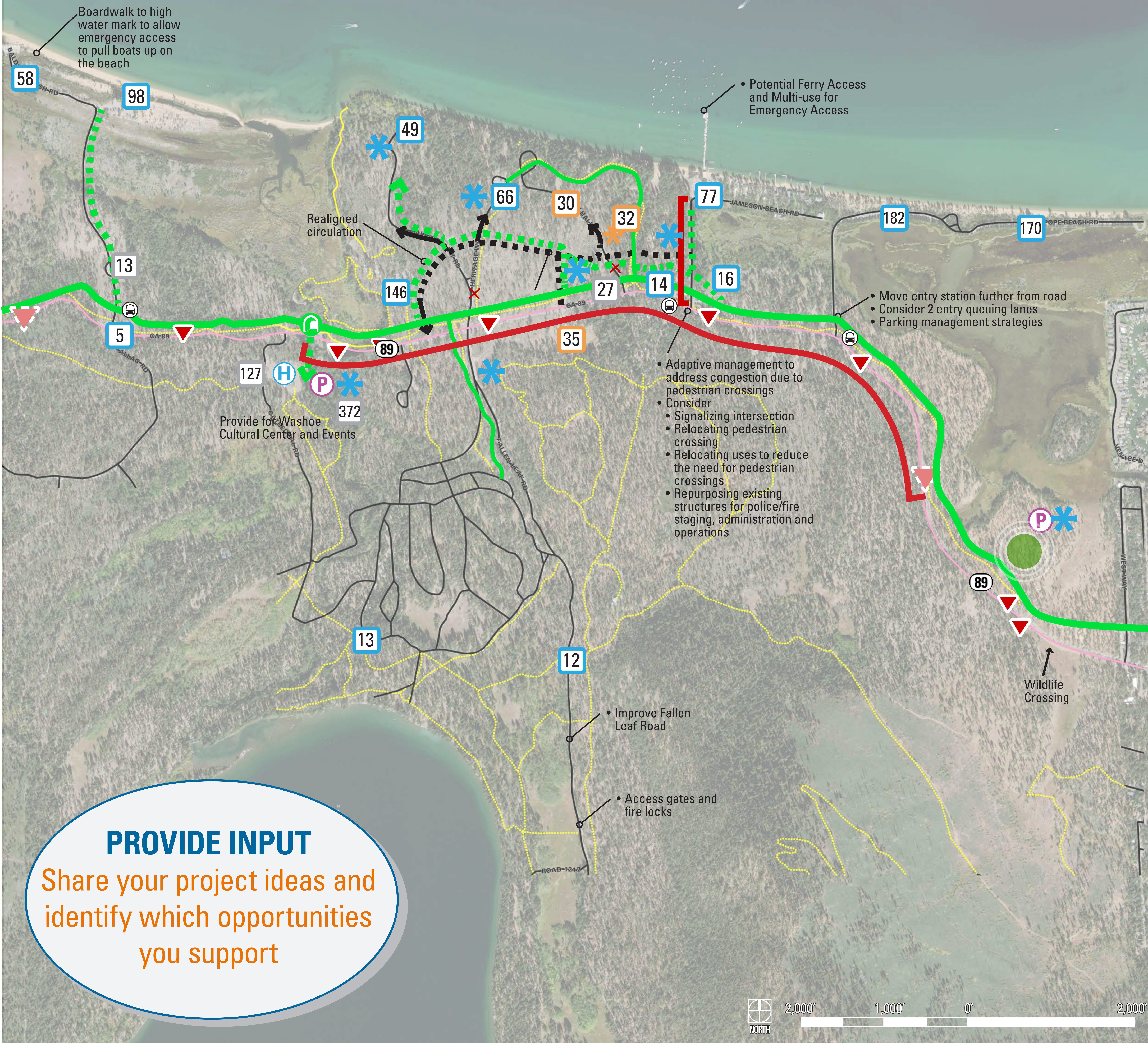
# CORRIDOR OPPORTUNITIES | POPE TO BALDWIN SEGMENT

## ADDITIONAL ITEMS TO BE LOCATED/DISCUSSED

- Vehicular turnarounds
- Co-location of utilities, underground utilities where possible
- Emergency access from lake and launch locations
- Technology infrastructure
- Design road improvements to avoid “trapping” wildlife, potentially utilizing culverts or other methods

## LEGEND

- Potential for Public Off-Highway Parking Lot or Improvements to Existing Lot
- Proposed Private Off-Highway Parking Lot
- Potential Recreation “Gateway”
- Potential Intercept Lot to be Studied
- Existing Transit Stop
- Potential Transit Stop
- Potential Viewpoint - timed, congestion-priced parking
- Tahoe Trail (existing)
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Potential Trail Underpass
- Emergency Access Pullout (Existing Formalized)
- Emergency Access Pullout (Potential)
- Helipad/Emergency Helicopter Landing Area (Existing)
- Helipad/Emergency Helicopter Landing Area (Potential)
- Existing Off-Highway Parking
- Formalized/Enhanced Off-Highway Parking
- Existing Off-Highway Parking (Private Use)
- Proposed Restricted Roadside Parking
- SR 89
- Roads
- Existing Dirt Path
- Existing Paved Path
- Backcountry/plowed winter access

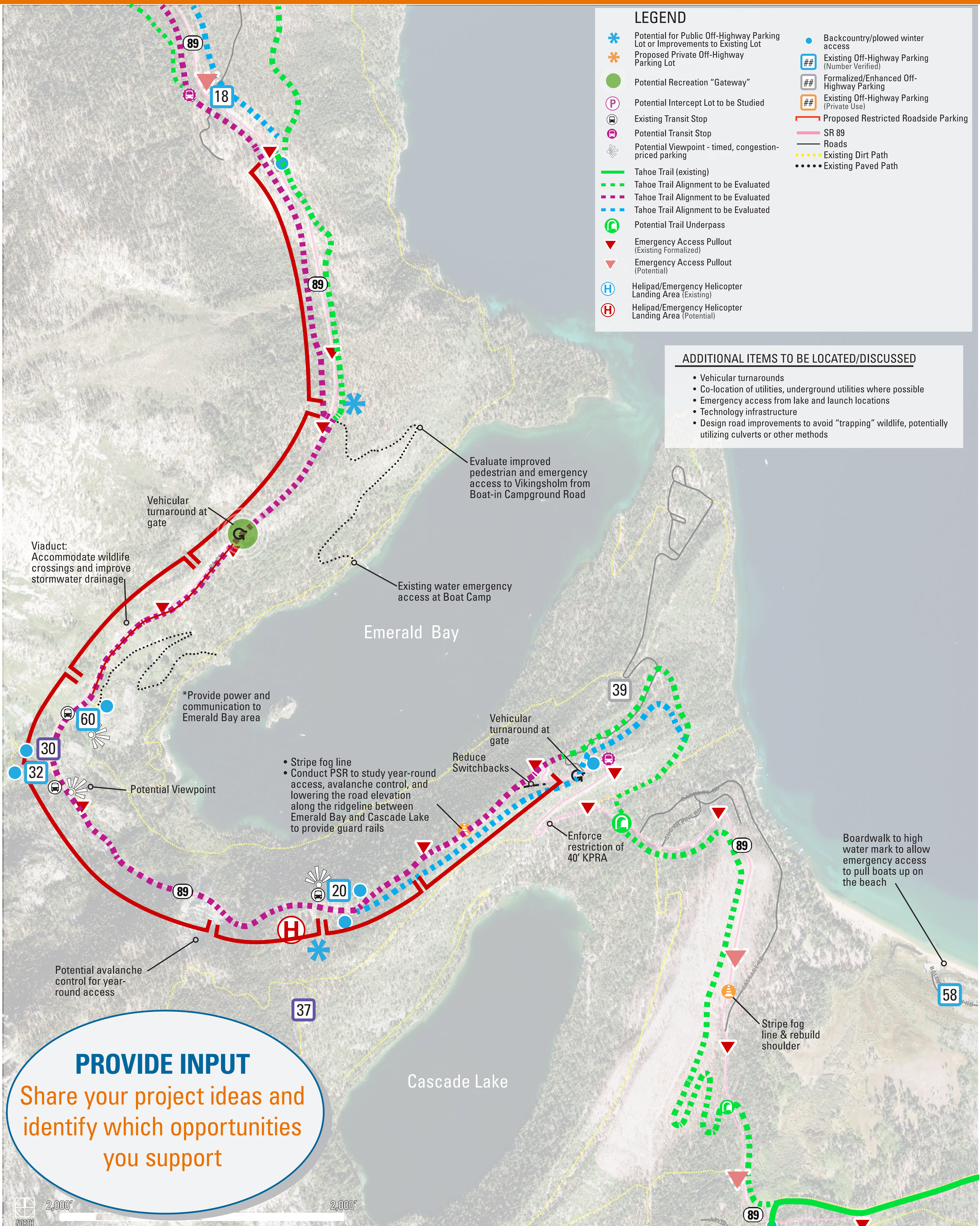


## PROVIDE INPUT

Share your project ideas and identify which opportunities you support

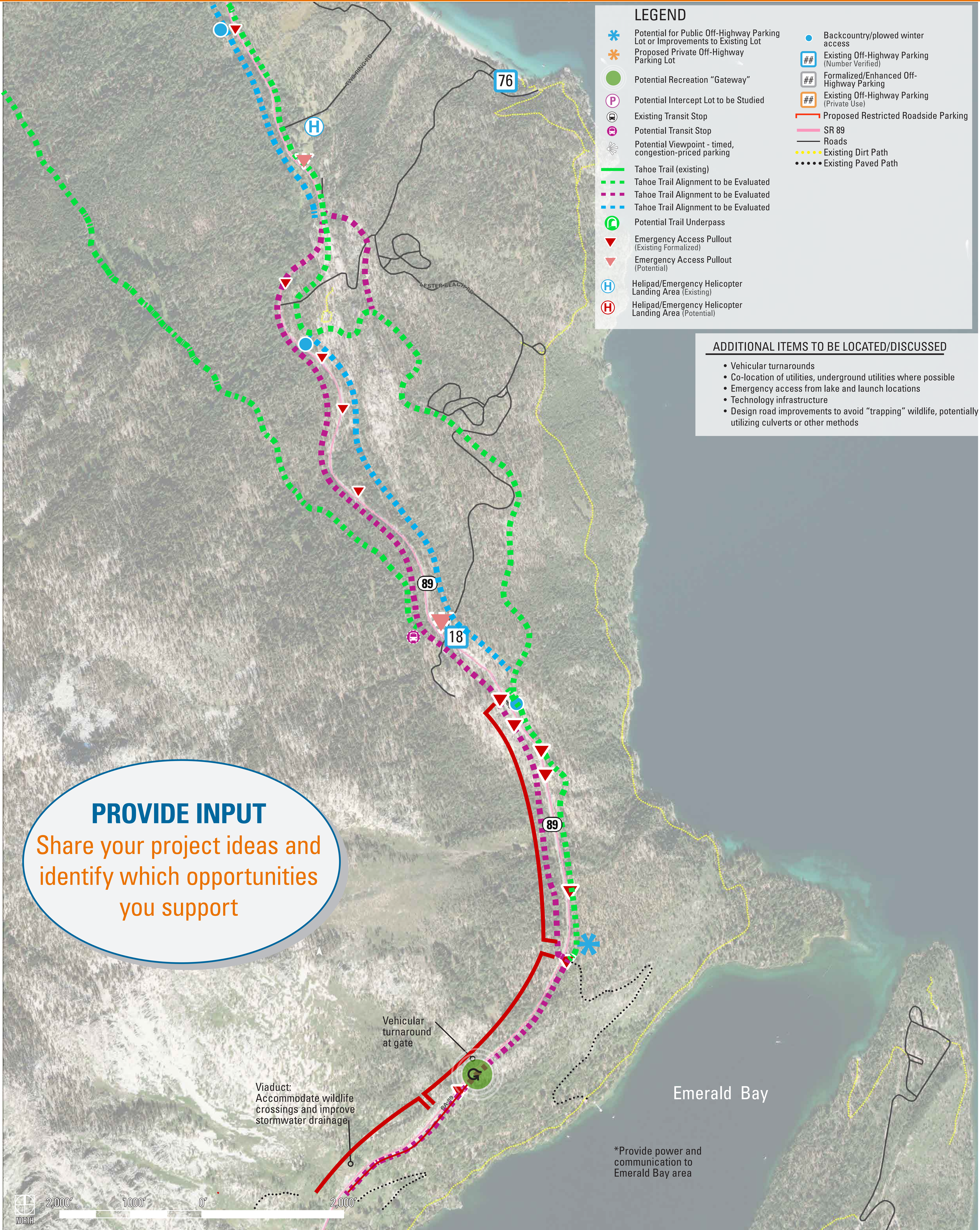


# CORRIDOR OPPORTUNITIES | EMERALD BAY SEGMENT SOUTH



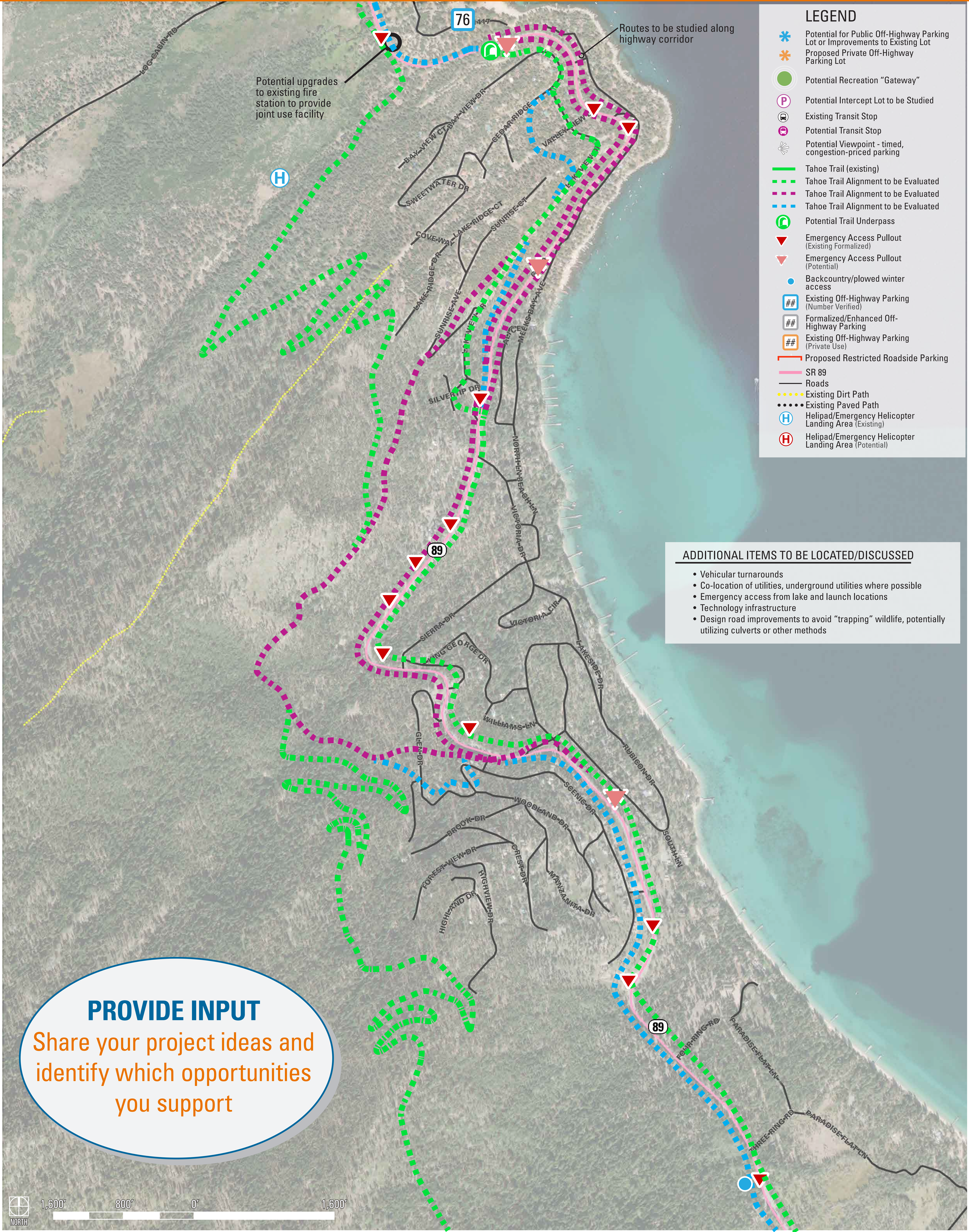


# CORRIDOR OPPORTUNITIES | EMERALD BAY SEGMENT NORTH





# CORRIDOR OPPORTUNITIES | RUBICON BAY SEGMENT





# CORRIDOR OPPORTUNITIES | MEEKS BAY SEGMENT

## ADDITIONAL ITEMS TO BE LOCATED/DISCUSSED

- Vehicular turnarounds
- Co-location of utilities, underground utilities where possible
- Emergency access from lake and launch locations
- Technology infrastructure
- Design road improvements to avoid “trapping” wildlife, potentially utilizing culverts or other methods

## LEGEND

- Potential for Public Off-Highway Parking Lot or Improvements to Existing Lot
- Proposed Private Off-Highway Parking Lot
- Potential Recreation “Gateway”
- Potential Intercept Lot to be Studied
- Existing Transit Stop
- Potential Transit Stop
- Potential Viewpoint - timed, congestion-priced parking
- Tahoe Trail (existing)
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Potential Trail Underpass
- Emergency Access Pullout (Existing Formalized)
- Emergency Access Pullout (Potential)
- Backcountry/plowed winter access
- Existing Off-Highway Parking (Number Verified)
- Formalized/Enhanced Off-Highway Parking
- Existing Off-Highway Parking (Private Use)
- Proposed Restricted Roadside Parking
- SR 89
- Roads
- Existing Dirt Path
- Existing Paved Path
- Helipad/Emergency Helicopter Landing Area (Existing)
- Helipad/Emergency Helicopter Landing Area (Potential)

Adaptive management to on-street parking. Monitor and consider relocating to off-highway lot in the future.

Potential underpass with Caltrans bridge replacement

Routes to be studied along highway corridor

## PROVIDE INPUT

Share your project ideas and identify which opportunities you support





# CORRIDOR OPPORTUNITIES | SUGAR PINE POINT SEGMENT

## ADDITIONAL ITEMS TO BE LOCATED/DISCUSSED

- Vehicular turnarounds
- Co-location of utilities, underground utilities where possible
- Emergency access from lake and launch locations
- Technology infrastructure
- Design road improvements to avoid “trapping” wildlife, potentially utilizing culverts or other methods

## LEGEND

- Potential for Public Off-Highway Parking Lot or Improvements to Existing Lot
- Proposed Private Off-Highway Parking Lot
- Potential Recreation “Gateway”
- Potential Intercept Lot to be Studied
- Existing Transit Stop
- Potential Transit Stop
- Potential Viewpoint - 15 minute parking, vehicle not to be left unattended
- Tahoe Trail (existing)
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Potential Trail Underpass
- Emergency Access Pullout (Existing Formalized)
- Emergency Access Pullout (Potential)
- Backcountry/plowed winter access
- Existing Off-Highway Parking (Number Verified)
- Formalized/Enhanced Off-Highway Parking
- Existing Off-Highway Parking (Private Use)
- Proposed Restricted Roadside Parking
- SR 89
- Roads
- Existing Dirt Path
- Existing Paved Path

PLACER COUNTY  
EL DORADO COUNTY

TART bus turnaround

## PROVIDE INPUT

Share your project ideas and  
identify which opportunities  
you support



1,600'

800'

0'

1,600'