

SR 89 Corridor Projects

Project details shown as of 10/8/2024.
 Projects listed are not comprehensive and
 timelines are subject to change.

Placer County
 El Dorado County

Sugar Pine Point

Future Needs:

- Gateway improvements
- Potential mobility hub location

Meeks Bay

Current Projects:

- Tahoe Trail extension environmental (2025)
- Meeks Creek bridge replacement (2026)
- Meeks Bay restoration (2027)

Future Needs:

- Transit stops

Rubicon Bay

Current Projects:

- Tahoe Trail extension environmental (2025)

Future Needs:

- Formalized backcountry ski and hiking trailhead and access
- Transit stops

Emerald Bay

Completed Projects:

- Bayview parking lot expansion (2024)

Current Projects:

- Vikingsholm parking lot rebuild (Planning 2024)
- Parking management and enforcement (2025)
- Transit pilot project (2025)
- DL Bliss water system upgrades (2023-24)

Future Needs:

- Tahoe Trail extension
- Vikingsholm restroom replacement
- Emerald Bay pier rebuild

Tahoe Trail

Solid Purple – Constructed
 Dashed Purple – Future
 (*alignment not to scale and does not indicate the actual current or proposed trail alignment)

Pope to Baldwin

Completed Projects:

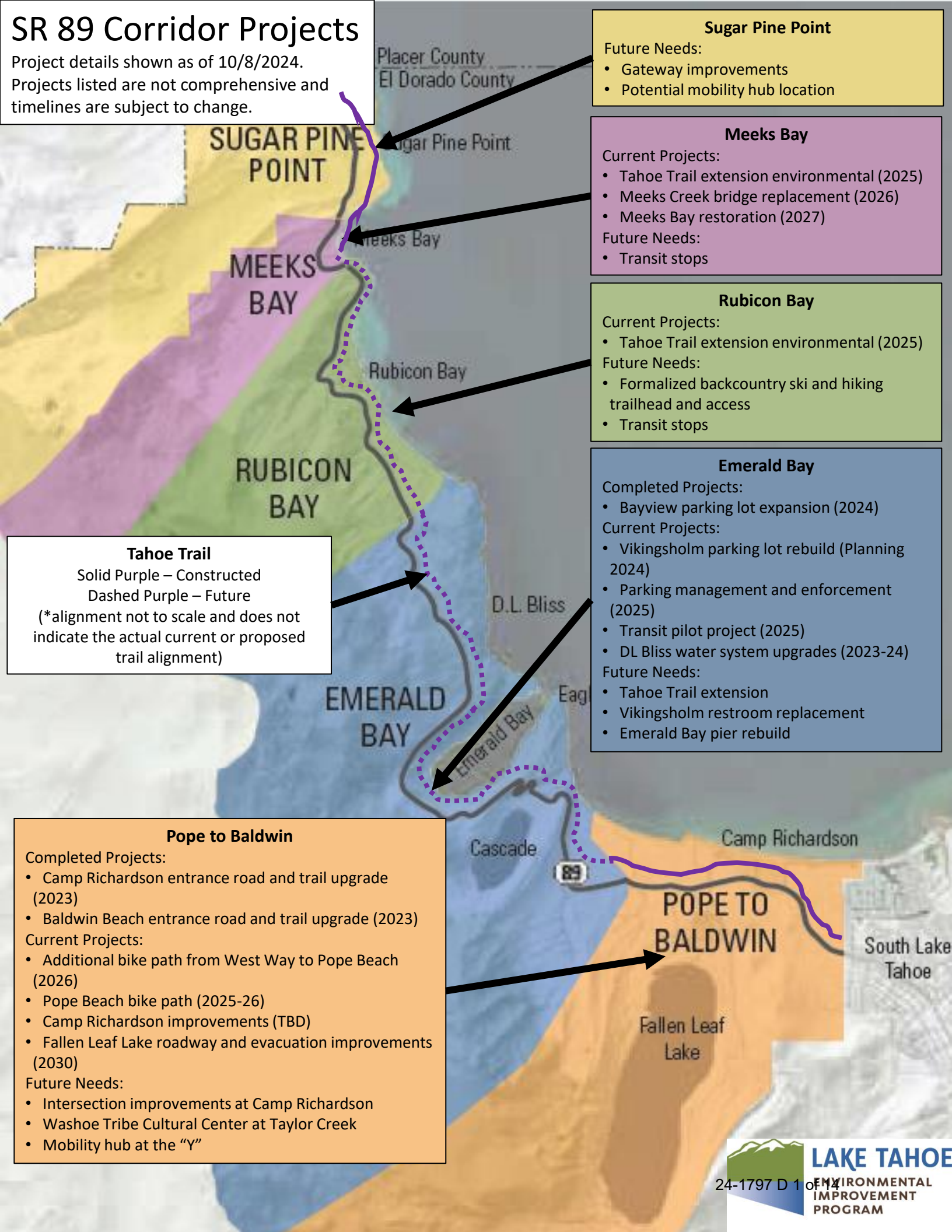
- Camp Richardson entrance road and trail upgrade (2023)
- Baldwin Beach entrance road and trail upgrade (2023)

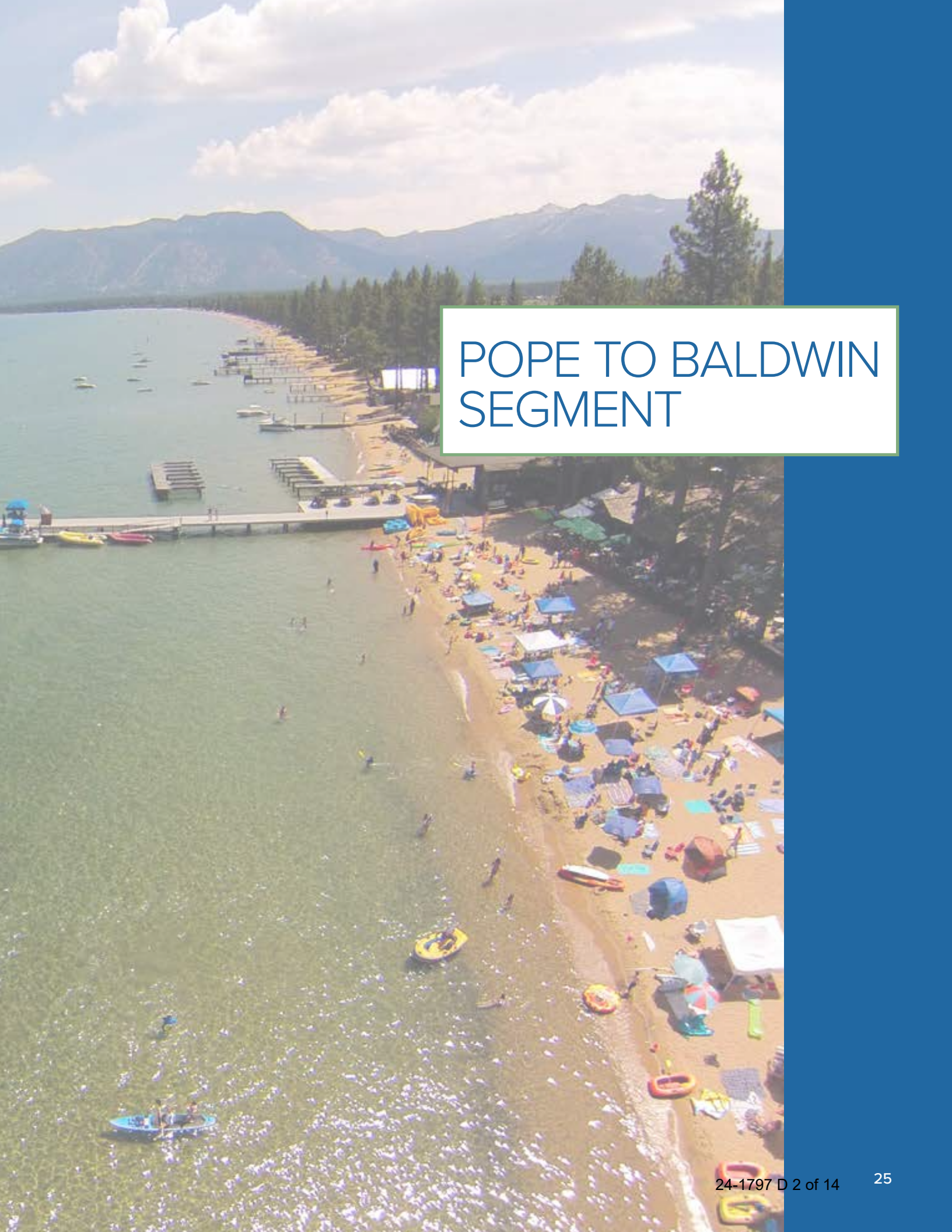
Current Projects:

- Additional bike path from West Way to Pope Beach (2026)
- Pope Beach bike path (2025-26)
- Camp Richardson improvements (TBD)
- Fallen Leaf Lake roadway and evacuation improvements (2030)

Future Needs:

- Intersection improvements at Camp Richardson
- Washoe Tribe Cultural Center at Taylor Creek
- Mobility hub at the “Y”





POPE TO BALDWIN SEGMENT

POPE TO BALDWIN SEGMENT

The Pope to Baldwin Segment extends from West Way in El Dorado County north to Baldwin Beach Road.

Defining Elements

This segment serves as the southern gateway to recreation destinations along SR 89 to the north. The roadway transitions from five-lanes to two-lanes near the intersection with West Way. Federal lands flank the roadway, providing access to beaches, trails, equestrian facilities, historic and interpretive sites, a restaurant, lodging, and more.

Visitor Activities

Access to public beaches is a primary driver of recreation activity in this segment. All of the beach areas are highly visited from Memorial Day to Labor Day, with Pope Beach and Camp Richardson Resort seeing the highest concentration of visitors. This corresponds with being located close to the population center and bed base in South Lake Tahoe, Meyers, and Stateline and the level of development associated with these beaches. Trailhead access, historic tours, equestrian facilities, and the Taylor Creek Visitor Center are additional attractions. Weddings, music, theatre, and art events are also hosted throughout the summer at the Valhalla Estate of the Tallac Historic Site.

The Pope-Baldwin Bicycle Trail connects to the City of South Lake Tahoe to the south and provides a popular bike route for visitors and residents traveling to beaches, exploring the historic site, and enjoying the outdoors. Bike rental facilities are located just south of the corridor boundary along SR 89 and within the Camp Richardson Resort.

Key recreation sites include:

- Pope Beach
- Camp Richardson Resort
- Camp Richardson Corral
- Tallac Historic Site
- Fallen Leaf Campground
- Kiva Picnic Area
- Kiva Point
- Taylor Creek Visitor Center
- Taylor Creek Sno-Park
- Mt. Tallac Trailhead
- Baldwin Beach
- Desolation Wilderness Access

KEY ISSUES

Challenges within the Pope to Baldwin Segment are associated with the demand for beach access and high levels of pedestrian activity along the highway. Key issues to be addressed through the CMP include:

- Traffic congestion, especially near the SR 89/ Jameson Beach Road and the SR 89/Pope Beach Road intersections, as visitors arrive to beach facilities and as drivers stop for pedestrians.
- Parking along the highway and traffic congestion associated with drivers turning around and searching for shoulder parking.
- Multiple ingress and egress off SR 89 serve individual recreation areas with few off-highway vehicular linkages between sites.
- Lack of dedicated transit infrastructure which would allow transit to bypass congested areas.
- Gaps in the multi-use trail network to connect to some of the recreation sites.
- Use of unimproved Fallen Leaf road as a bypass.
- Events in the corridor are sources of significant traffic, create additional demand for parking, and can impact traffic flow.

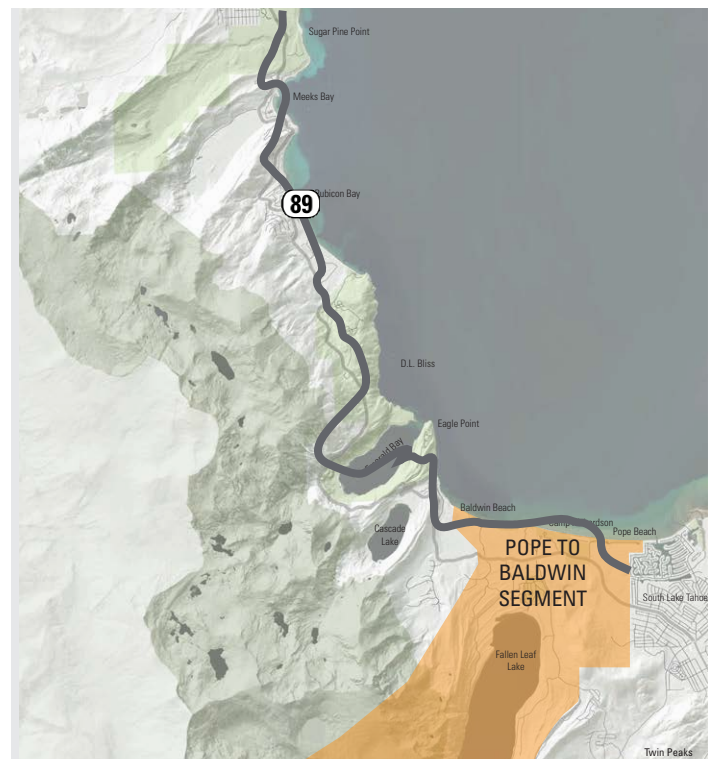


Figure 26: Pope to Baldwin Segment

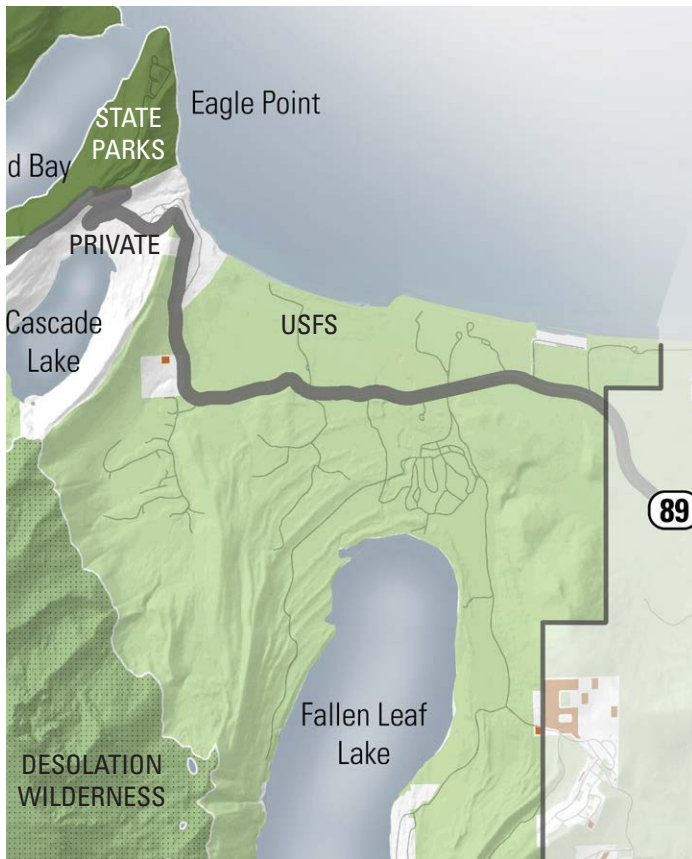


Figure 27: Ownership | Pope to Baldwin Segment

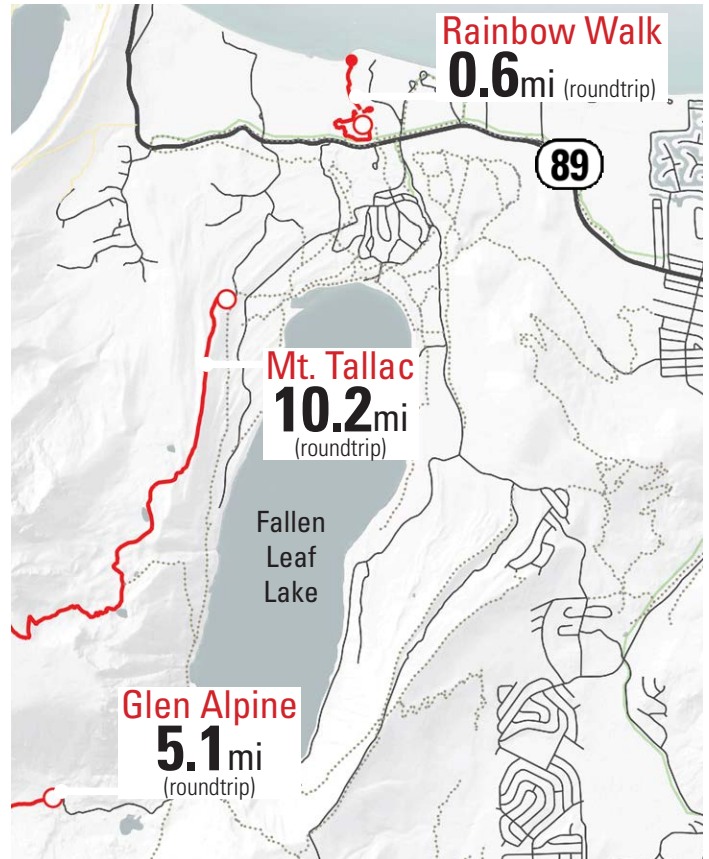


Figure 28: Trail Access | Pope to Baldwin Segment

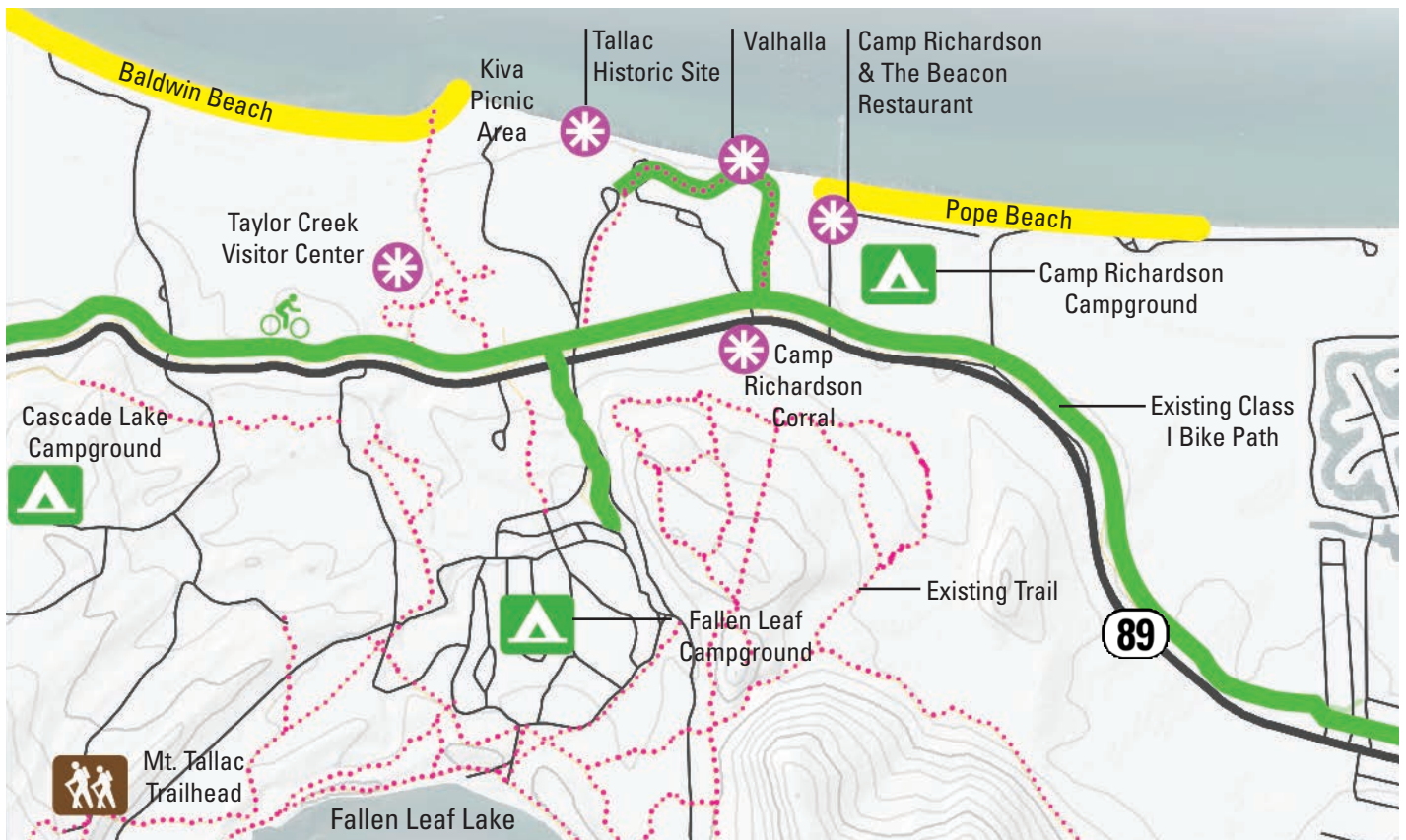


Figure 29: Recreation Areas | Pope to Baldwin Segment

PARKING DATA STATISTICS | POPE TO BALDWIN SEGMENT

Number of Existing Off-Highway Parking Spaces Available (921 total)								
Pope Beach & Camp Richardson Parking Lot Spaces	445							
Tallac Historic Site to Taylor Creek Parking Lot Spaces	302 (not including lots marked as private)							
Baldwin Beach Parking Lot Spaces	174							
Sno-Park Parking Lot Spaces	127							
Observed Shoulder Parking								
	Aug. 18, 2018 Counts ¹	July 21 & 22, 2017 ²			USFS Camp Richardson 2013 Campground and Vehicle Circulation BMP Retrofit ³			
Total Observed Number of Cars at Peak Time	232	Up to 270 cars from Jameson Beach Road south 4,100FT, number of cars observed to the north was not recorded			Identified 90 cars parked along SR 89 and 75 cars parked along Jameson Beach Road			
Pope Beach Road to 0.2 Miles South	48							
Pope Beach Road to Jameson Beach Road	124							
Jameson Beach Road to Valhalla Road	60							
Shoulder Parking Accumulation Times ¹								
	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM
Total Number of Cars	8	18	112	203	232	185	182	82
Average Time of Parking Lot Closures ⁴								
	Time Entry Queue Starts	Time Parking is Full		Time Turn Over Starts		Average Check-in Time		
Pope Beach Parking	8:00AM	11:30AM		3:00		1 minute		
Baldwin Beach Parking	11:30AM	12:15PM		4:30P		N/A		

Table 9: Parking Data Statistics for the Pope to Baldwin Segment

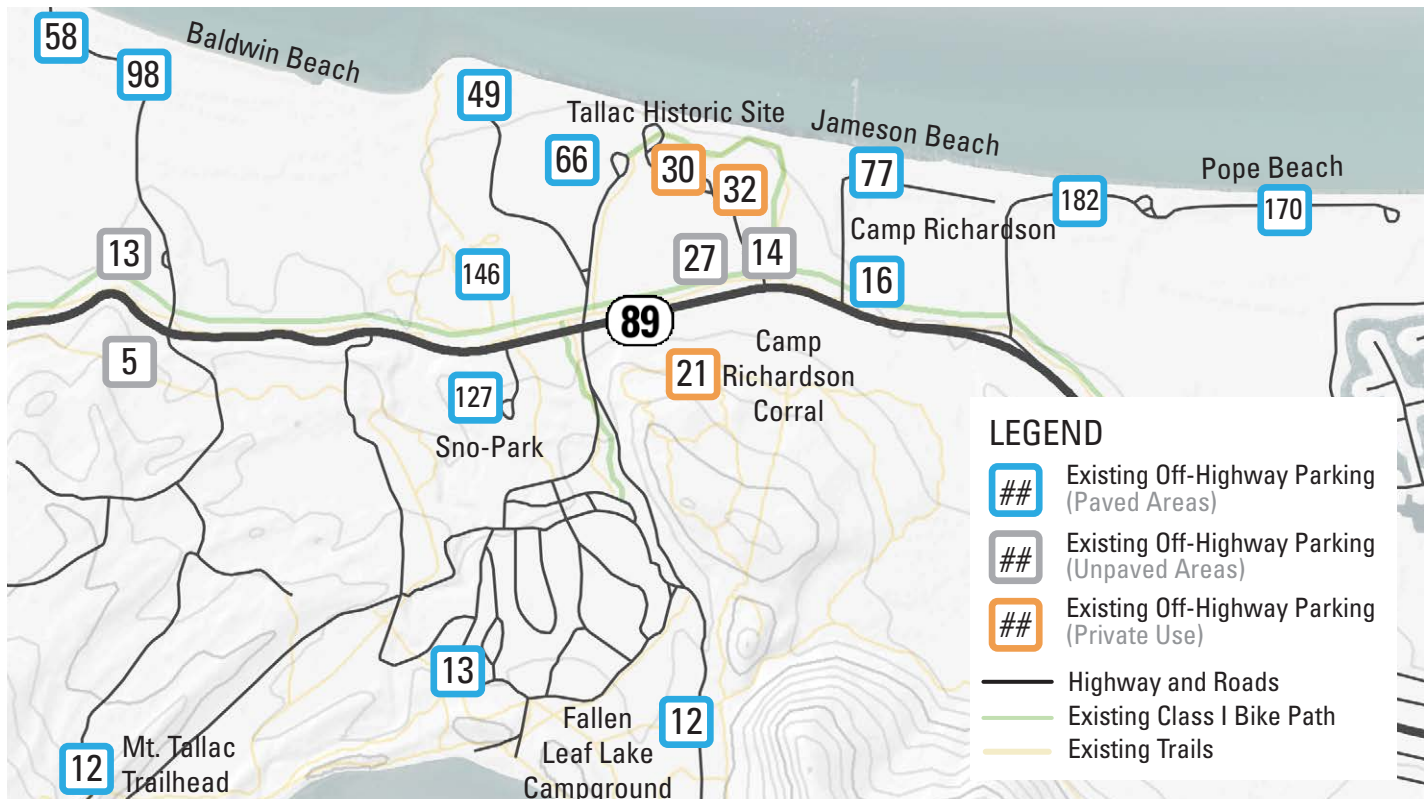


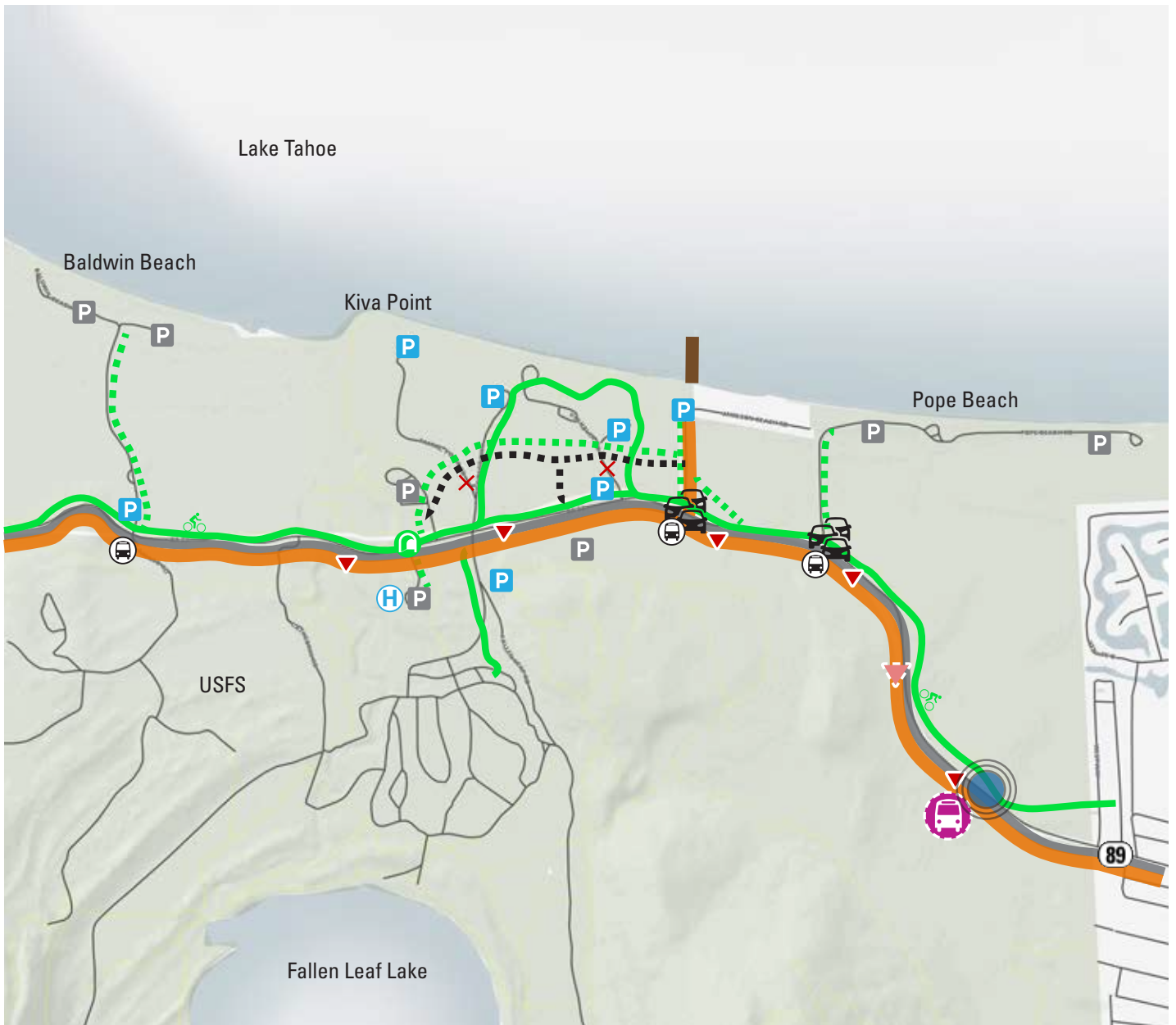
Figure 30: Off-Highway Parking Locations and Numbers | Pope to Baldwin Segment

POPE TO BALDWIN SEGMENT | PROJECTS

Projects in the Pope to Baldwin Segment include facilities and tactics that address congestion associated with entry into Pope Beach, pedestrians crossing at Jameson Beach Road, and cars trolling the highway looking for parking. In addition to the projects recommended to support transit services, active transportation facilities such as new Class I shared use paths and the potential for a seasonal cycle track, are included. A list of projects to occur in the Pope to Baldwin Segment is shown in the box to the right.

PROJECTS SUMMARY FOR POPE TO BALDWIN SEGMENT

- Phase I, II, and III transit service and roadside parking relocations with temporary parking improvements
- Phase I, II, and III point source congestion management strategies for Pope Beach Road and Jameson Beach Road intersections/recreation areas
- SnoPark parking and temporary transit stop improvements
- Jameson Beach Road shared use path
- Baldwin Beach Road shared use path
- Pope Beach Road shared use path
- Implement LTBMU planned parking and circulation projects in Pope to Baldwin Segment
- Develop bus stops at Pope Beach Road, Jameson Beach Road, and Baldwin Beach Road
- Improve Camp Richardson pier and increase operations budget to accommodate water taxi service
- Evaluate park-n-ride/bike locations at the Y and West Way, construct improvements during Phase II and Phase III
- Improve Fallen Leaf Road for emergency and recreation access
- Increase capacity for cyclist access to Camp Richardson
- Gardner Mountain trail access
- Formalize emergency turnouts
- Operational measures to allow for off-season and winter access to strategic parking lots
- Increase technology infrastructure
- Incorporate wildlife crossing improvements, where appropriate
- Develop parking lots at Spring Creek Road and Fallen Leaf Lake Road
- Analyze Eagle's Nest Campground entry for possible operational improvements to hold a larger queue



LEGEND
















-  Potential park-n-ride/bike location
-  Bus stop (Proposed)
-  Parking lot (Existing)
-  Parking lot (Expanded or formalized)
-  Tahoe Trail (Existing)
-  Class I shared use path (Proposed)
-  Grade separated crossing for pedestrians and cyclists
-  Internal road circulation (Proposed)
-  No roadside parking zone
-  Emergency/Maintenance turnout (Formalize existing)
-  Emergency/Maintenance turnout (Proposed)
-  Recreation gateway signage
-  Pier Improvements for water taxi and emergency access
-  Point source congestion management
-  Helipad/emergency helicopter landing area (Existing)

Figure 37: Recommended Projects | Pope to Baldwin Segment

A scenic view of Emerald Bay, featuring turquoise water, forested mountains, and a road with a white van in the foreground. The scene is framed by a blue vertical bar on the right side.

EMERALD BAY SEGMENT

EMERALD BAY SEGMENT

The Emerald Bay Segment extends from Baldwin Beach Road, wraps around Emerald Bay, and includes D.L. Bliss State Park.

Defining Elements

Emerald Bay, one of California's 36 National Natural Landmark sites, is one of Lake Tahoe's most popular and photographed locations and is the corridor's most heavily used segment. The Lake Tahoe Visitor Authority's 2015 Visitor Profile Study reported that 7 percent of summer visitors and 5 percent of fall visitors chose Tahoe South as their destination because of access to Emerald Bay. The North Lake Tahoe Resort Association's Visitor Research from the summer of 2014 found that 47 percent of survey respondents indicated spending time at Emerald Bay during their visit. This data reinforces the importance of Emerald Bay as a destination for visitors.

D.L. Bliss State Park and Emerald Bay State Park neighbor each other. The adjacency means that although Emerald Bay may receive the majority of visitors, the impacts of the visitation are also felt at D.L. Bliss. Parking at D.L. Bliss also fills quickly on a peak summer day. The two state parks are connected by the Rubicon Trail, which can be a recreation destination in and of itself. Hikers can either start to the north at the D.L. Bliss Rubicon Trailhead or to the south at the Emerald Bay Rubicon Trailhead near Eagle Point Campground. The 7.3-mile trail wraps around the edge of Lake Tahoe's cliffs and coves, has pristine views of the lake and the bay, and provides access to Vikingsholm.

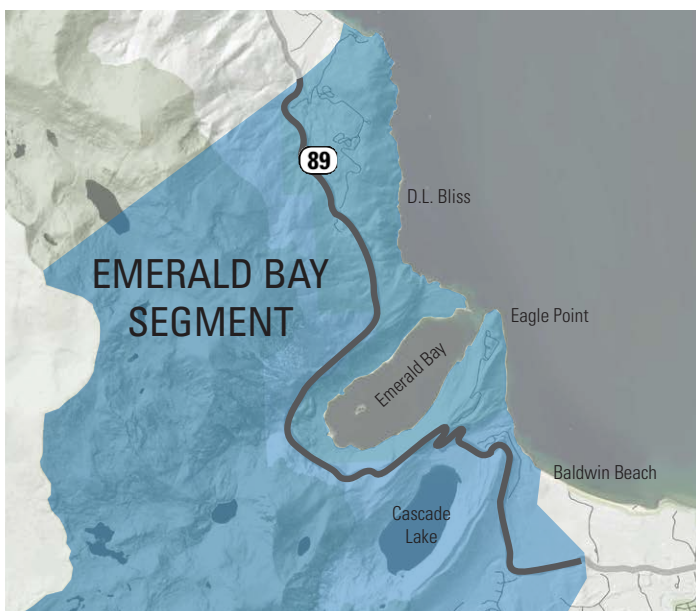


Figure 33: Emerald Bay Segment

KEY ISSUES

Challenges within the Emerald Bay Segment are tied to the site's popularity and the variety of activities which include from a quick photo, short day hikes, rock climbing, beach access, and overnight backcountry access. Visitor demand during peak season exceeds off-highway parking capacity, resulting in significant roadside parking and pedestrians walking in and along the highway. Key issues to address include:

- Parking along the highway and traffic congestion associated with drivers turning around and searching for shoulder parking.
- High volumes of pedestrians walking along and in the roadway.
- Narrow roadway design with steep shoulders and hairpin turns that impact transit access.
- Lack of avalanche control impacts year-round access for emergency responders and residents.
- Lack of designated facilities for transit pull-offs.
- Lack of shared-use path facilities for off-highway bicycle and pedestrian circulation and access.
- High volumes of visitors with limited facilities, funding, and staff resources.
- Difficulty enforcing no-parking areas. Enforcement of illegal roadside parking is constrained by lack of funding, consistent strategies, technology, ticket pricing, and operational requirements (such as an officer being present to tow a ticketed vehicle).
- A need for wildlife crossings to be assessed and accommodated for, especially at the viaduct.
- Stormwater impacts from vehicles parking on the viaduct and other shoulder areas.
- Physical constraints of the area. The viaduct and Vikingsholm parking area have subsiding soils which require creative engineering. The need for improvements also provides an opportunity to address multiple corridor issues.
- Lack of technology infrastructure to implement new strategies for parking management, transit, and enforcement.
- Off-highway parking areas are closed in the winter and a part of the off-season and snow is not removed. Therefore, people park along the highway shoulder to access the backcountry.



Figure 34: Ownership | Emerald Bay Segment



Figure 35: Trail Access | Emerald Bay Segment

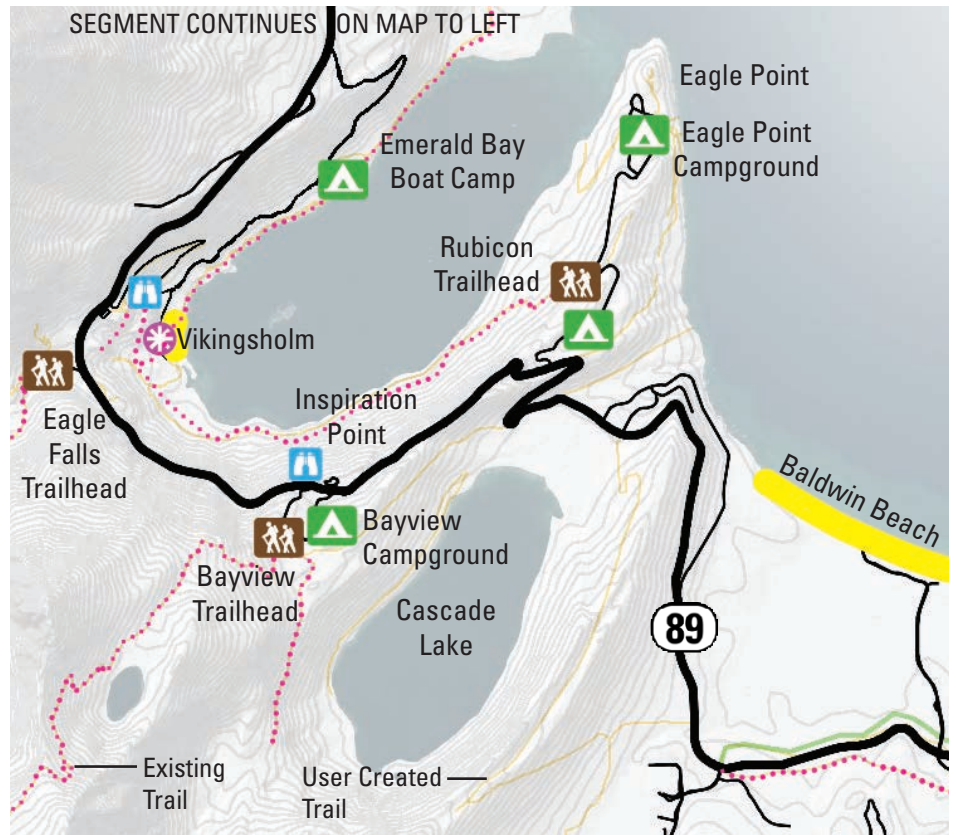


Figure 36: Recreation Areas | Emerald Bay Segment (Map to the left is the northern section and map to the right continues south through Emerald Bay)

PARKING DATA STATISTICS | EMERALD BAY SEGMENT

Number of Existing Off-Highway Parking Spaces Available (221 total)								
Eagle Point Trailhead Parking Lot Spaces	39							
Inspiration Point Parking Lot Spaces	20							
Bayview Trailhead Parking Lot Spaces	37							
Eagle Falls Trailhead Parking Lot Spaces	32 off-highway, 30 organized next to the highway							
Vikingsholm Parking Lot Spaces	60							
D.L. Bliss Parking Lot Spaces	15 (+3 authorized vehicles only)							
Observed Shoulder Parking “Legal” Versus “Illegally” Parked Vehicles (July and August 2017) ¹								
	“Legal” Spaces	Number of Cars Parked on a Peak Day (Average/Peak)			Percent Parking Utilization (Ave/Peak)			
First Switchback to Inspiration Point	63	7/12			11%/19%			
Inspiration Point Zone	69	45/56			65%/81%			
Inspiration Point to “The Slide”	25	30/43			120%/172%			
“The Slide” to Eagle Falls	88	124/151			141%/172%			
Eagle Falls to Viaduct	28	75/85			268%/304%			
Viaduct	0	32/41			All illegally parked			
Viaduct to Boat-in Campground Access	114	38/58			33%/51%			
Boat-in Campground Access to Lester Beach	113	24/42			21%/37%			
Total (For All Shoulder Parking)	50	375/488			75%/98%			
Total 685 on and off-highway available spaces								
Time of Paid Parking Lot Closures (Summer 2018) ⁴								
	Time Entry Queue Starts	Time Parking is Full		Time Turn Over Starts		Average Check-in Time		
Vikingsholm Parking Lot	9:24AM	9:36AM		4:04PM		1.2 Minutes		
D.L. Bliss Parking Lot	9:48AM	10:13AM		3:33PM		2.5 Minutes		
Parking Accumulation Times (Saturday, July 28, 2018) ³								
	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM
Total Number of Cars	451	607	677	687	646	576	544	466
Cars in Parking Lots	168	170	175	169	166	165	160	158
Cars Parked on Highway Shoulder	283	437	502	518	480	411	384	308
“Legal” Shoulder Parking Accumulation Times on Saturday July 29, 2017 ¹								
	Time “Legal” Parking is 100% Full			Time “Legal” Parking Returns to <80% Capacity				
Inspiration Point Shoulder Parking Zone	Filled to 71% capacity by noon			Was 60% full on average throughout the day				
Inspiration Point to “The Slide”	Before 10:00AM			4:00PM				
“The Slide” to Eagle Falls	Before 10:00AM			5:00PM				
Eagle Falls to Viaduct	Before 10:00AM			Did not dip below 161% utilization				
Observed Parking Duration (August 2018) ²								
	0-5 min	5-15 min	15-30 min	30-60 min	60-90 min	+90 min		
Inspiration Point Shoulder Parking Zone	4%	38%	32%	20%	4%	4%		
Inspiration Point Parking Lot	30%	23%	18%	27%	0%	2%		
Eagle Falls Pull-off on Northbound Lane	24%	10%	2%	29%	29%	7%		
Eagle Falls Parking Lots	25%	5%	18%	15%	12%	26%		
Vikingsholm Shoulder Parking	22%	17%	8%	17%	14%	22%		
Vikingsholm Parking Lot	21%	15%	7%	9%	7%	41%		

Table 14: Parking Data Statistics for the Emerald Bay Segment

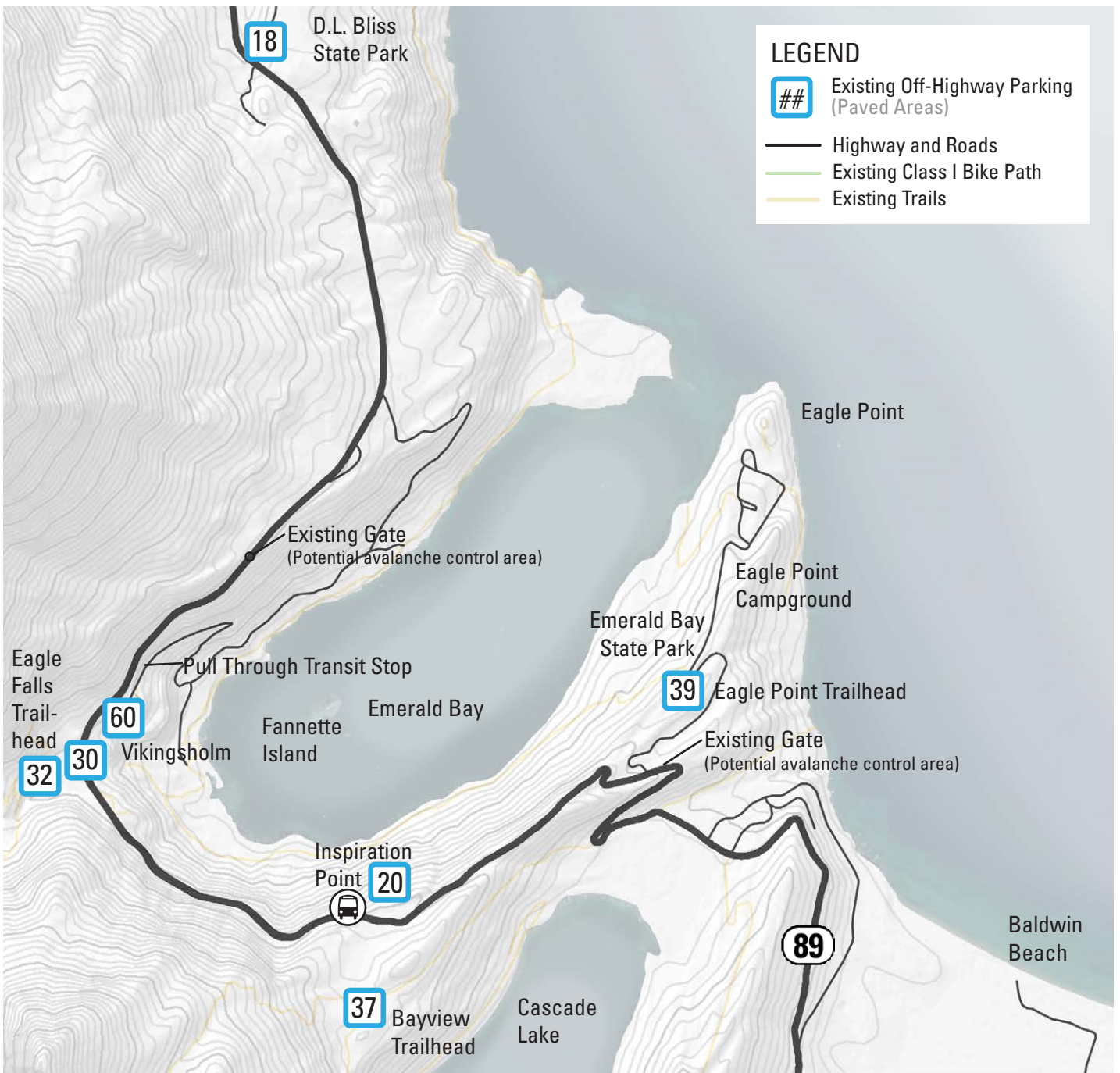


Figure 39: Off-Highway Parking Locations and Numbers | Emerald Bay Segment

EMERALD BAY SEGMENT | PROJECTS

Projects in the Emerald Bay Segment support efforts to move toward a more car-free experience in Emerald Bay and the construction of the Tahoe Trail in this segment. The conversion of Bayview Campground to a small parking area with transit facilities is recommended. Opportunities to relocate the campsites within the corridor should be evaluated. The additional parking should be limited in scope and is intended to meet the recreation demand for off-season access when transit would not be running. A feasibility study is recommended to identify potential Tahoe Trail routes and a Project Study Report is recommended to evaluate opportunities to keep the highway open year-round through this segment. Winter access to recreation sites is important, as well as providing emergency access facilities.

A list of projects to occur in the Emerald Bay Segment is shown in the box to the right.

PROJECTS SUMMARY FOR EMERALD BAY SEGMENT

- Develop Tahoe Trail segment from D.L. Bliss to and around Emerald Bay and south to Spring Creek Road, with grade-separated crossing(s), if needed; underground powerlines and co-locate technology infrastructure
- Phase I, II, and III transit service and roadside parking relocations with temporary parking improvements
- Transit turnaround improvements near Emerald Bay's north and south gates
- Project Study Report completion for year-round access and road design improvements through Emerald Bay
- Vikingsholm vista parking improvements with northbound bus stop
- Develop bus stops at Eagle Falls, Inspiration Point/Bayview campground, and Eagle Point campground (bundle with Vikingsholm project)
- Improve pier and increase operations budget to accommodate water taxi service
- Bayview campground conversion to small parking for off-season and winter access with summer transit stop; design parking to accommodate a limited number of tour buses; evaluate options to relocate campsites within the corridor
- Northbound viewpoint parking near Eagle Falls
- Helipad site designation west of Bayview campground
- Formalize emergency turnouts
- Operational measures to allow for off-season and winter access to strategic parking lots
- Increase technology infrastructure
- Incorporate wildlife crossing improvements, where appropriate
- Manage visitation to protect cultural and natural resources such as Fannette Island
- Evaluate need for off-season parking area north of Vikingsholm on LTBMU property
- Conceptual route for a north/south multi-use trail connector

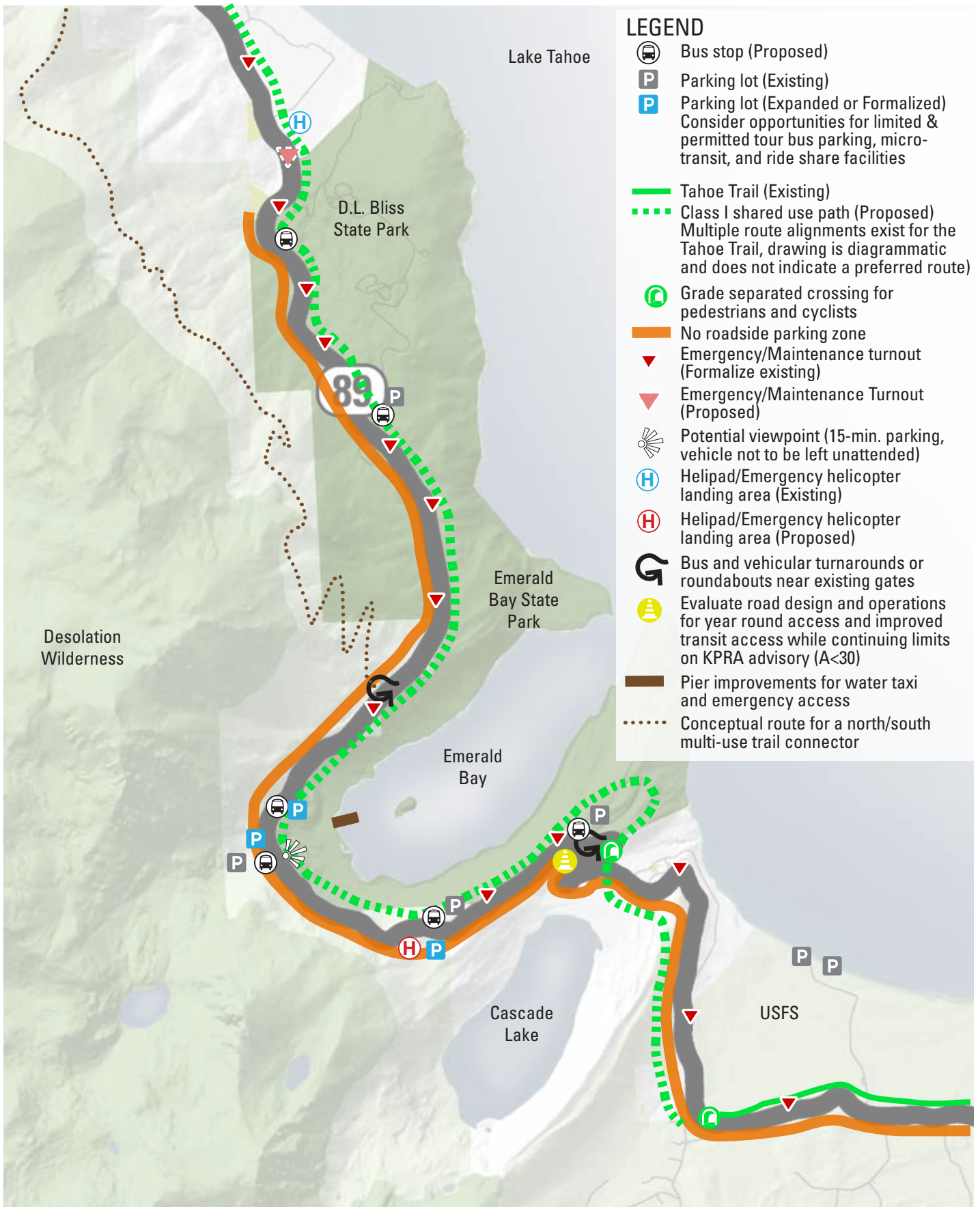


Figure 38: Recommended Projects | Emerald Bay Segment