

# State Route 89 Recreation Corridor

October 15, 2024

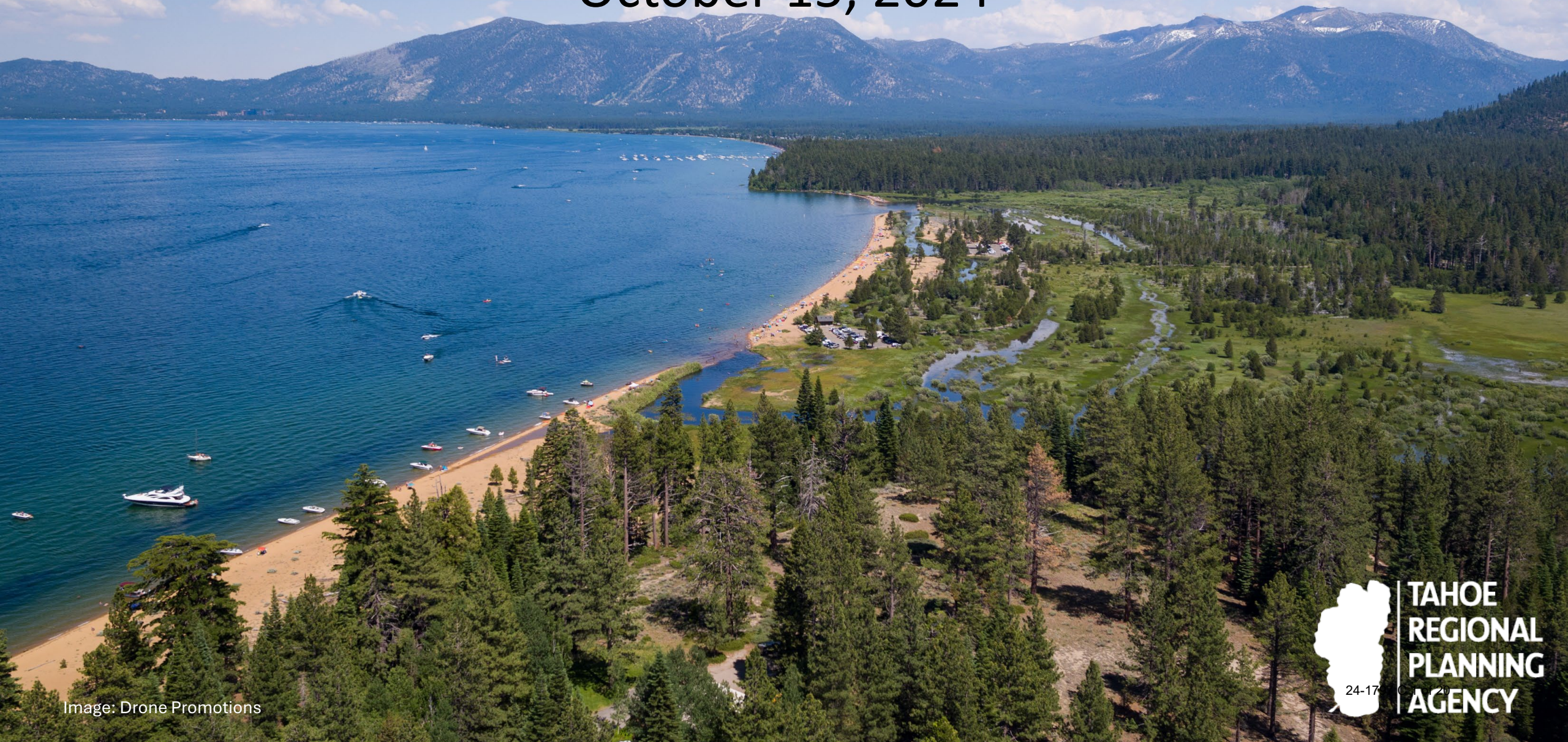


Image: Drone Promotions





# TRPA's Transportation Role

## Bi-State Compact

- Requires a transportation plan for the region
  - Must reduce dependency on the automobile
  - Preference for transit and alternative transportation
  - No roadway expansions

## Metropolitan Planning Organization (MPO)

- Designated in 1998

# State Route 89 Recreation Corridor Plan



# Involvement Framework

## Policy Development

- Bi-State Corridor Planning Group
- TIE Steering Committee

## Plan Development

- Project Steering Committee
- Project Development Team
- Sustainable Recreation Working Group

## Outreach and Stakeholder Input

- Focus Groups
- Surveys
- Stakeholder Workshops
- Public Outreach
- Engagement with private sector and HOAs





# Outreach

- **15** days of data collection
- **9** stakeholder group meetings
- **7** project team member meetings
- **3** Washoe Tribe consultations
- **11** partner board presentations
- **15** one-on-one meetings
- **20** HOA presentations
- **1** online survey (1,300+ responses)
- **2** open houses (90+ people)
- **3** webinars (495 live viewers + recordings)
- **950+** emails on contact list
- Thousands of comments and questions received



# IMAGINING THE FUTURE:

The Tahoe Trail winds along Lake Tahoe's west shore, inviting exploration by bike and foot. From Emerald Bay to scenic pull-offs, enjoy the bay and lake's beauty. Transit ensures easy access to recreation spots, balancing visitation and conservation. Sustainable funding and partnerships drive this vision forward, addressing challenges collaboratively.

# Corridor Recommendations

Complete Tahoe Trail

Transit and Reservations System in Summer

Roadside Parking Restricted/Relocated

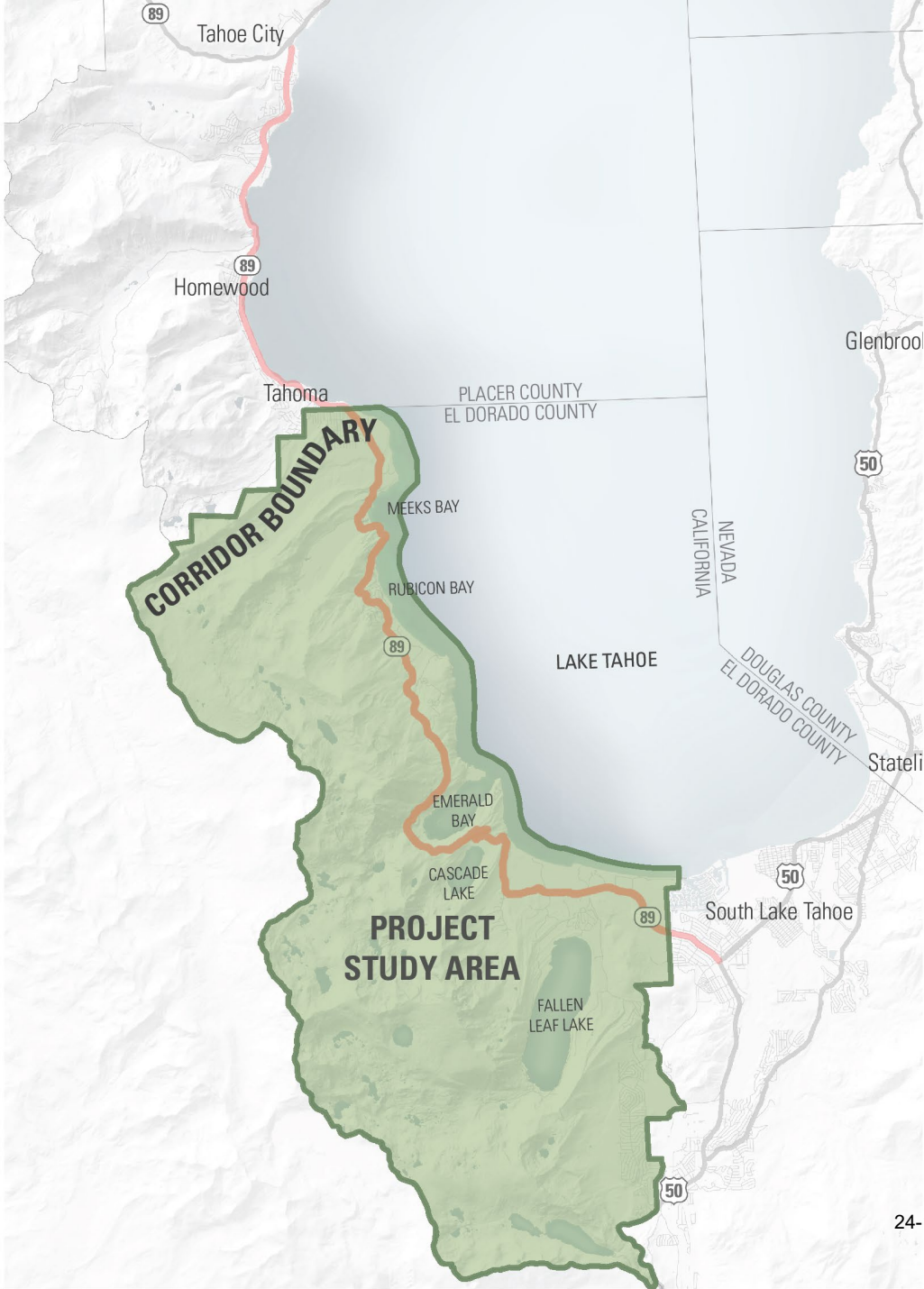
Recreation Zone Speed Limit

Congestion Management at Pope/Jameson

Winter and Off-Season Access

Technology Infrastructure

Increased Operational Resources and Coordinated Management





# Full Corridor Vision

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

## How People Arrive to the Corridor in the Summer<sup>1</sup>



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

## Transit Service

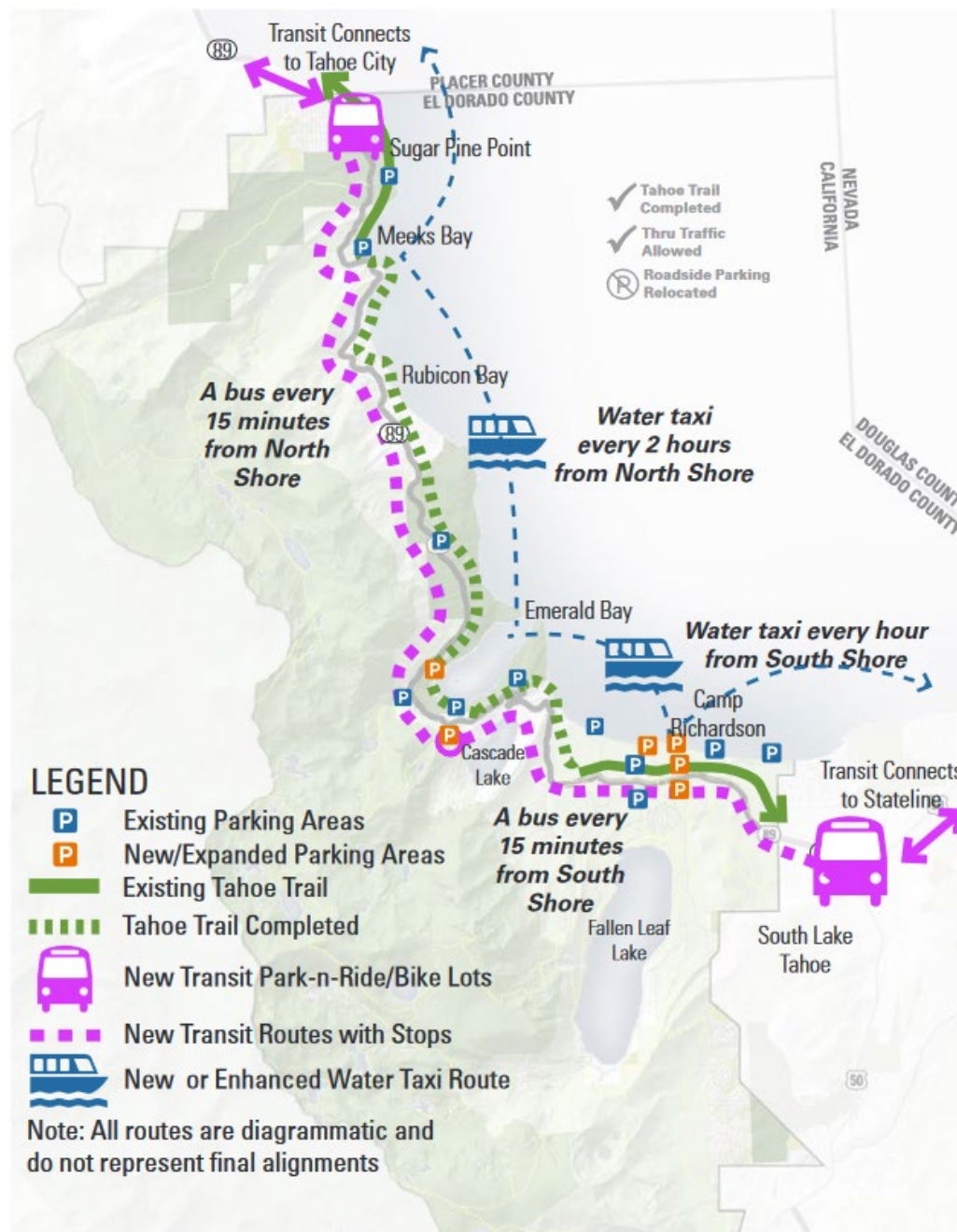
### Bus Routes

- 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 boat 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 <sup>2</sup>	Projected Annual Operating Costs
9	12	3	\$13,500,000	\$3,193,200

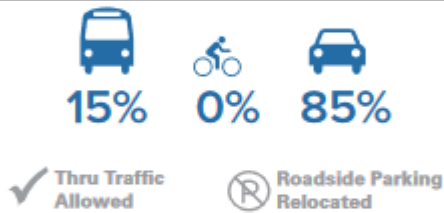




# Getting There – Phase 1

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

## How People Arrive to Emerald Bay in the Summer<sup>1</sup>



## Transit Service

### Bus Routes

- SnoPark to Emerald Bay every 30 minutes

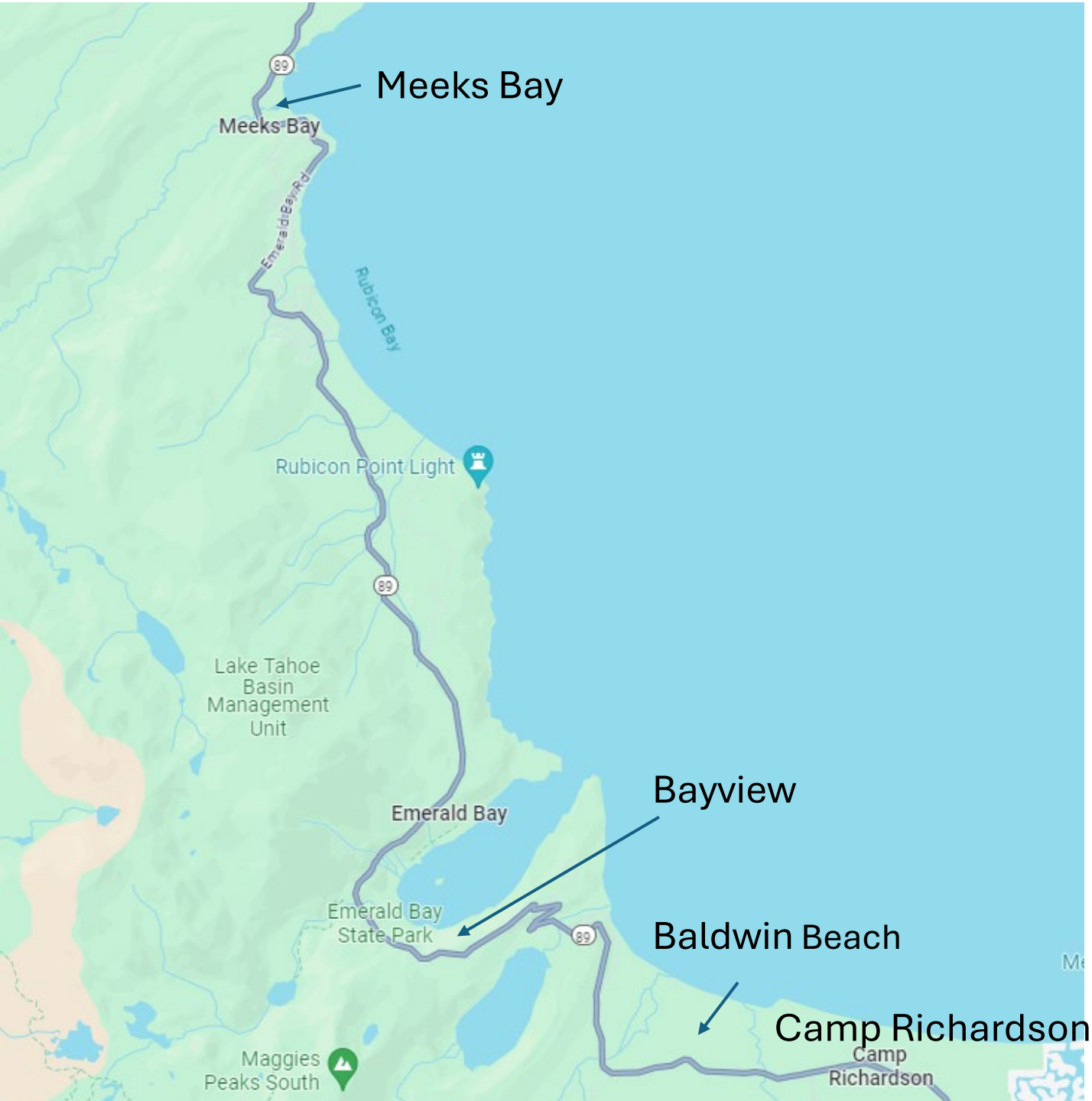
Fleet Size	Fleet with Spares	Projected Fleet Costs <sup>2</sup>	Projected Annual Operating Costs
2	3	\$1,000,000	\$636,000

<sup>1</sup> Percentages based on 2018 Emerald Bay baseline visitation estimate

<sup>2</sup> Not inclusive of all costs (e.g., electrification, maintenance facility, etc.)



Figure 30: Phase I Travel Framework



# 89 Corridor Projects: In Progress or Completed

- USFS Meeks Bay Restoration Project and Caltrans Bridge Replacement
- USFS Bayview Trailhead Parking at Emerald Bay
- USFS Baldwin Beach Shared Use Path, Bike Lane, and Roundabout
- USFS Camp Richardson Bike Path
- Tahoe Trail Extension Feasibility and Environmental Analysis



CASCADE  
TO MEEKS  
TRAIL STUDY



1. Meeks Bay

2. Rubicon

3. Paradise Flat

4-5 DL Bliss

6-8 Emerald Bay

9-10 Cascade

- Design & Engineering
- Environmental & Permitting
- Cost Estimates
- Construction & Staging
- Opportunities & Amenities
- Implementation Phasing
- Traffic Management

# Emerald Bay – 2025 Pilot Projects

## Transit

- Pilot shuttle
- Park and Ride

## Parking

- Implement temporary barriers
- Emergency access
- Enforcement

## Other Elements

- Signage
- Safety/speed





# Getting There – Phase 1

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

## How People Arrive to Emerald Bay in the Summer<sup>1</sup>



15%



0%



85%



## Transit Service

### Bus Routes

- SnoPark to Emerald Bay every 30 minutes

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

<sup>1</sup> Percentages based on 2018 Emerald Bay baseline visitation estimate

<sup>2</sup> Not inclusive of all costs (e.g., electrification, maintenance facility, etc.)

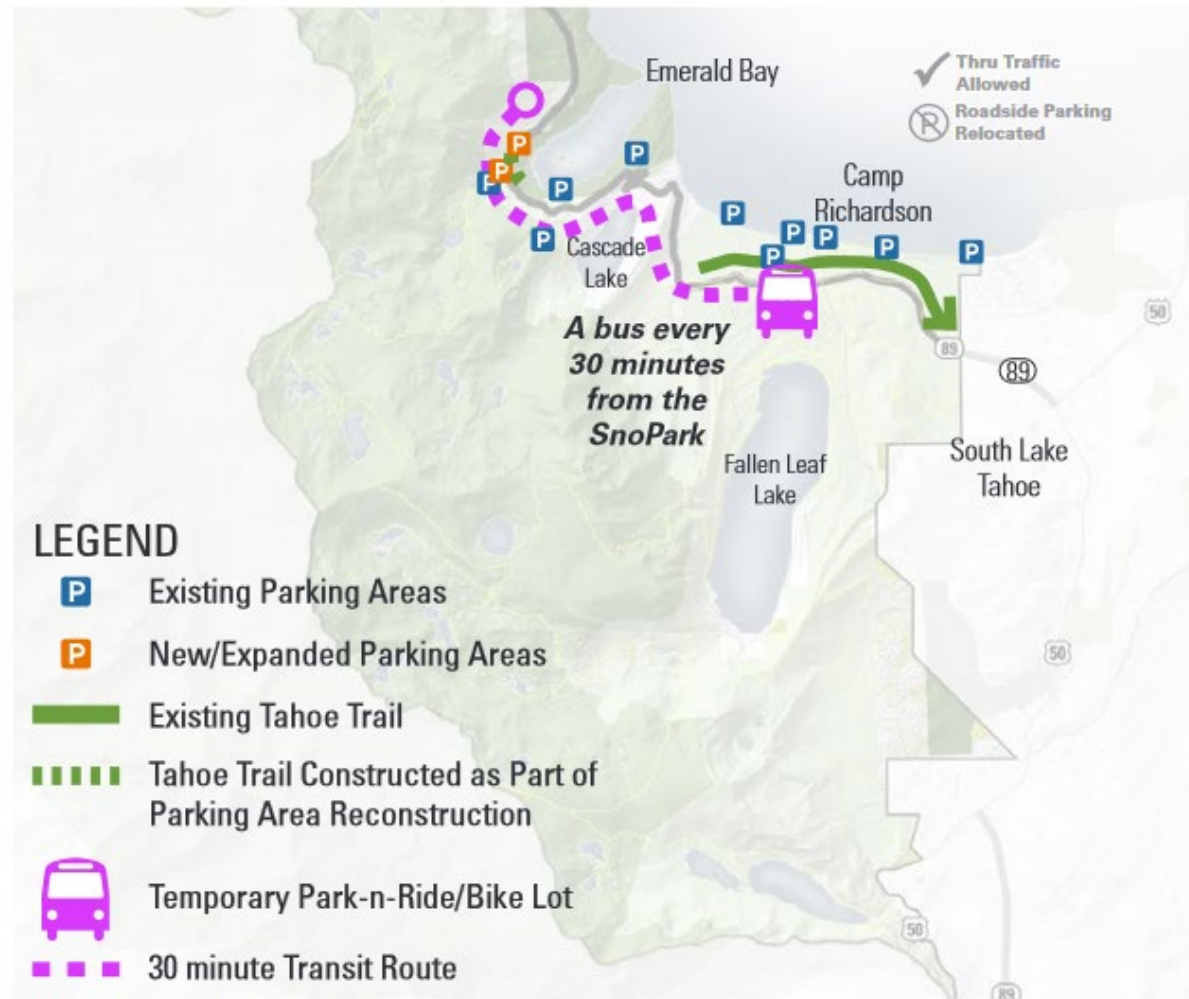


Figure 30: Phase I Travel Framework



# Proposed Parking Management Pilot

Viaduct (North Gate to Vikingsholm Parking)

Eagle Falls

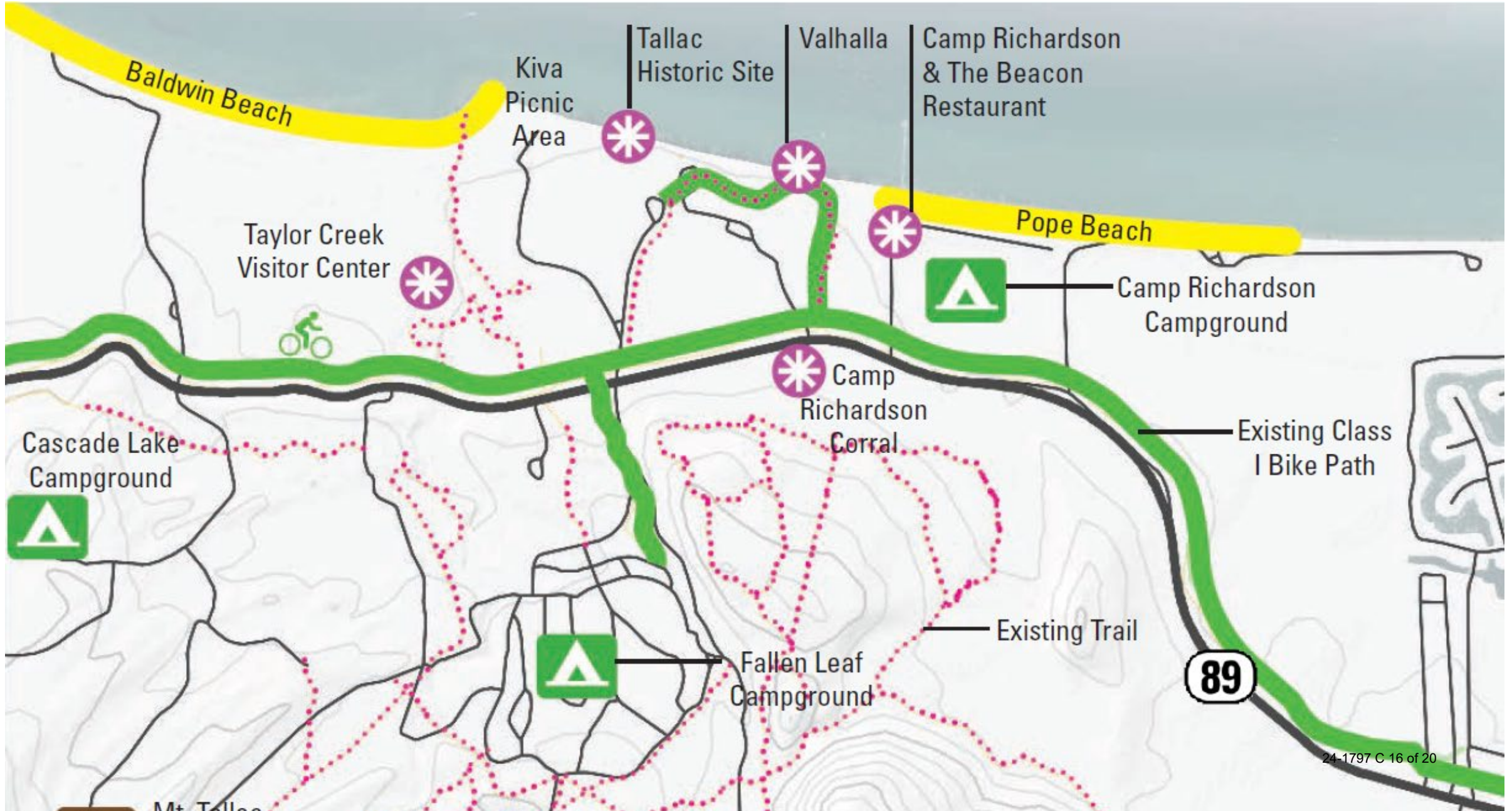
Inspiration Point-Bayview





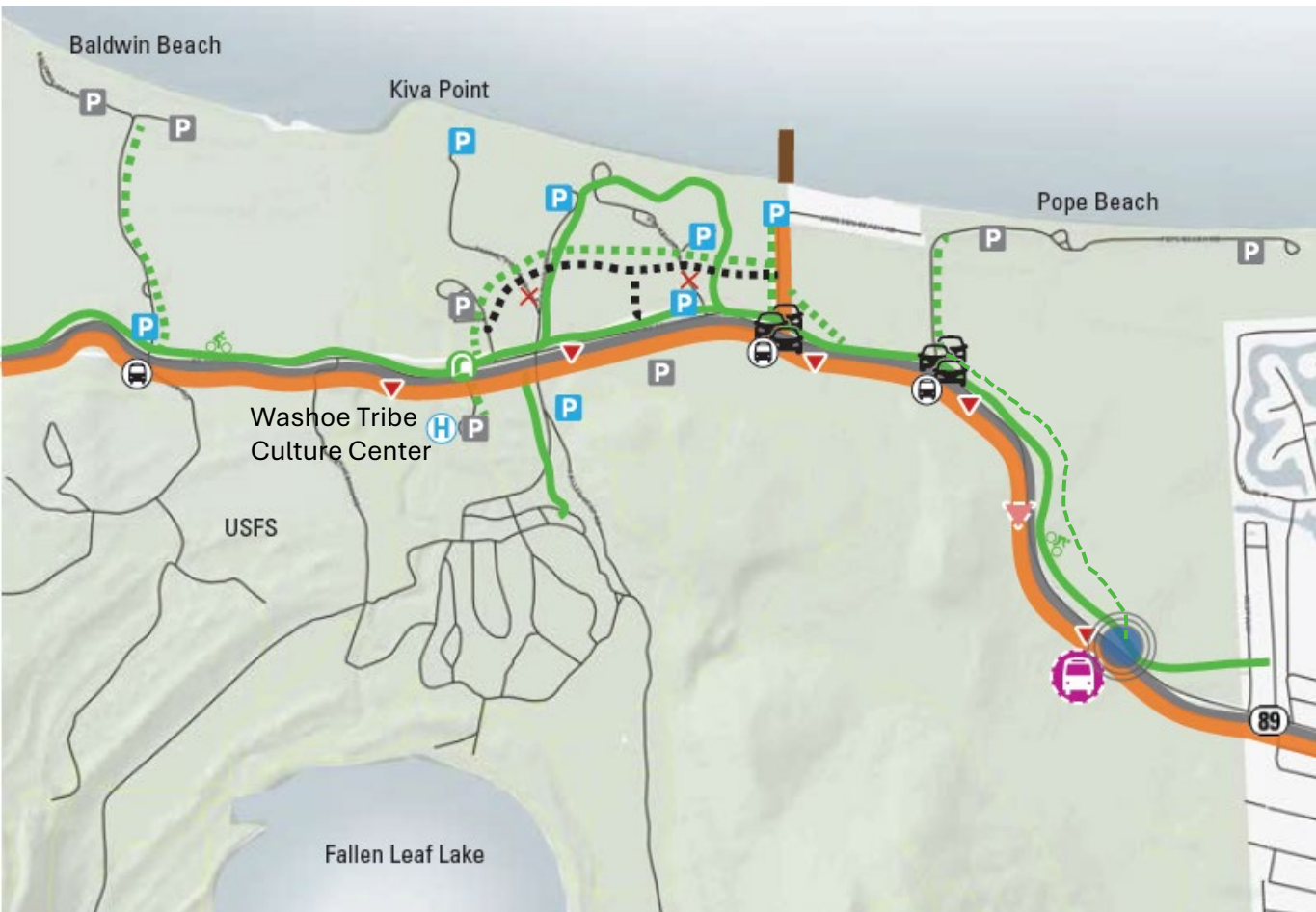
# Tour Orientation

# Pope To Baldwin Beach – Existing Conditions




















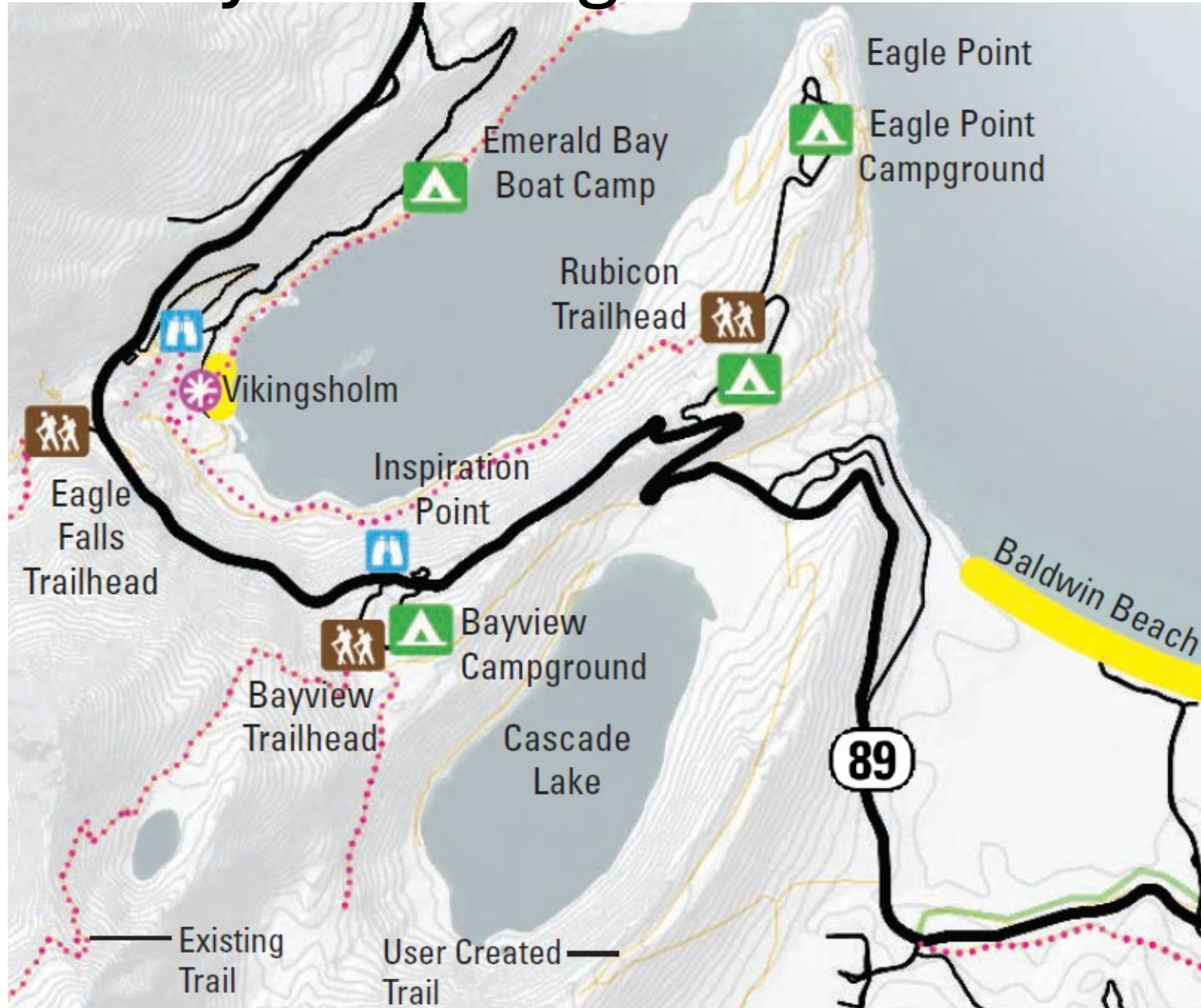
# Pope To Baldwin Beach – Desired Conditions



## 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)

# Emerald Bay – Existing Conditions





















# Emerald Bay – Desired Conditions



## LEGEND

-  Bus stop (Proposed)
-  Parking lot (Existing)
-  Parking lot (Expanded or Formalized)  
Consider opportunities for limited & permitted tour bus parking, micro-transit, and ride share facilities
-  Tahoe Trail (Existing)
-  Class I shared use path (Proposed)  
Multiple route alignments exist for the Tahoe Trail, drawing is diagrammatic and does not indicate a preferred route)
-  Grade separated crossing for pedestrians and cyclists
-  No roadside parking zone
-  Emergency/Maintenance turnout (Formalize existing)
-  Emergency/Maintenance Turnout (Proposed)
-  Potential viewpoint (15-min. parking, vehicle not to be left unattended)
-  Helipad/Emergency helicopter landing area (Existing)
-  Helipad/Emergency helicopter landing area (Proposed)
-  Bus and vehicular turnarounds or roundabouts near existing gates
-  Evaluate road design and operations for year round access and improved transit access while continuing limits on KPRA advisory (A<30)
-  Pier improvements for water taxi and emergency access
-  Conceptual route for a north/south multi-use trail connector





Questions?

Devin Middlebrook  
Government Affairs Manager  
Tahoe Regional Planning Agency  
[dmiddlebrook@trpa.gov](mailto:dmiddlebrook@trpa.gov)