

Unparalleled popularity,  
unprecedented collaboration.



**2.6**  
**million+ vehicles**

impact Tahoe's longest undeveloped shoreline.

### SR 28 CORRIDOR MANAGEMENT PLAN OVERVIEW

Eleven miles of undeveloped shoreline, the longest stretch at Lake Tahoe, parallels Nevada State Route (SR) 28 south of Lakeshore Drive in Incline Village. This two-lane, mountainside road is the only access route for over one million recreating visitors and 2.6 million-plus vehicles per year.

And its popularity is growing. But the area's sensitive resources suffer due to a lack of coordinated solutions for safer, adequate access to a variety of recreation experiences. Until now...

In an unprecedented response to the safety and environmental concerns, the Tahoe Transportation District (TTD) partnered with 12 agencies to develop a Corridor Management Plan (CMP) for SR 28. While recognizing individual jurisdictions, it creates a platform for effective collaboration to protect and enhance this section of "America's Most Beautiful Drive."

*"A safer, multi-modal and pedestrian-friendly SR 28 corridor can only be achieved by agencies working together."*

**Carl Hasty, District Manager, Tahoe Transportation District**

# Challenges

Recreation demand is double the existing parking capacity (1,175 vehicles looking for parking at the overall peak time and only 582 paved spaces). This results in a multitude of challenges. Perhaps the biggest is “shoulder-parking.”

The areas are narrow, often at the edge of steep inclines with limited sight distance. Safety and erosion are important concerns. The number of vehicles parked along the shoulder has grown every year – almost 170% between 2000 and 2011 – and is projected to double by 2038.

Safety is critical as the fatality trend increased from 2006-2013 in contrast to the statewide average that decreased about 50% per NDOT. Pedestrians (nearly 2,000 at peak overall demand) are forced to walk in travel lanes. Vehicles pull off and on. Traffic slows and becomes congested as vehicles, trying to enter Sand Harbor’s typically full lot, back up for almost a mile.



Safety issues and “social trails” result from shoulder-parking.



Shoulder-parking causes erosion and sediment run-off.



Rugged terrain limits options for off-highway parking.

*Chaos vs. management. The only option here is to manage the SR 28 Corridor for safe driving and access to the lake. It's what Tahoe visitors and residents deserve.*

**Randy Jackson, Sergeant**  
Nevada Highway Patrol, Incline Village/Lake Tahoe



Congestion at Sand Harbor hinders emergency vehicle access.



170% increase in shoulder parking August 2000 to August 2011.

*Rarely do federal, state and local agencies tackle issues together. The East Shore is a national treasure, however, that we must protect, even while providing safe, recreational access.*

**Dave Morrow, Administrator**  
Nevada Division of State Parks

## Opportunities

The plan connects Corridor challenges with opportunities that can be grouped into five primary and inter-related benefits. To address these opportunities and realize the benefits, project partners identified their agencies' strengths and highlighted potential collaboration.

### Protect the Lake.

Reduce erosion with appropriate parking, trails and access. Ensure water quality by reducing fine sediments that reach the lake.

Design for fewer accidents, zero fatalities. Provide safer pedestrian, bicyclist and motorist choices. Construct emergency turnouts and viewpoints.

### Improve safety.

### Promote economic vitality.

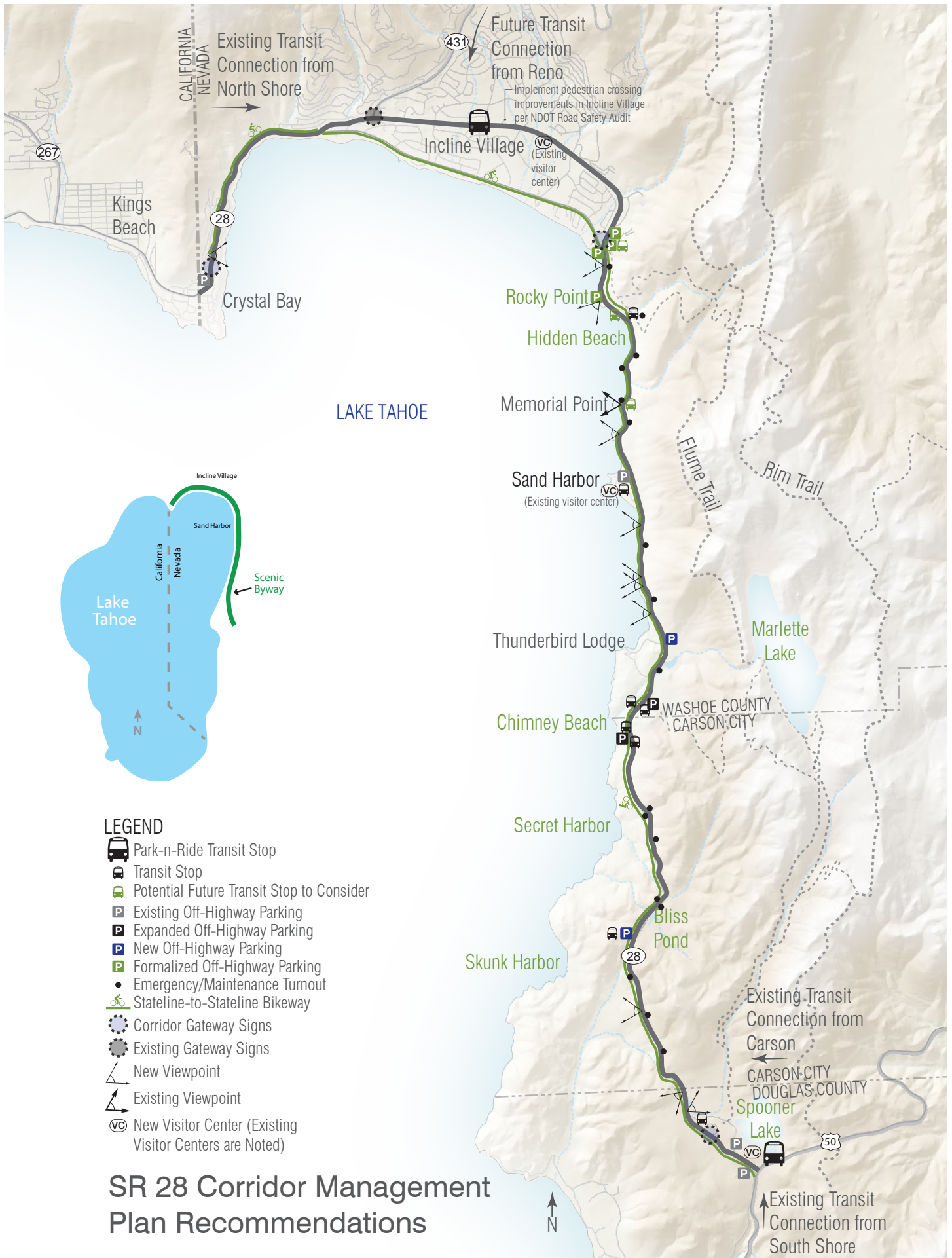
Encourage collaboration. Establish public/private partnerships. Reduce resource impacts.

Manage capacity at current levels. Enhance recreation alternatives. Promote value to future generations.

### Enhance the visitor experience.

### Expand transportation choices

Encourage riding transit, bicycling and walking. Connect off-highway parking to transit. Construct a "wikeable" (walking/biking) shared-use path.



# Recommendations

One of the CMP’s overall goals is to provide all users a Corridor that reflects its National Scenic Byway status. The conceptual drawings and photographs on these pages depict the quality of some of the plan’s solutions.

New or expanded off-highway or park-n-ride lots will relocate shoulder-parking to safe sites. Emergency turnouts will help reduce Corridor congestion. Designated viewpoints with 20-minute parking will also ease vehicle

congestion and improve safety. Pedestrians will benefit from implementation of Road Safety/Audit improvements to make Incline Village pedestrian crossings safer.

Transit service will add transportation choices, helping to manage access within capacity. The “wikeable” (walking/ biking) Nevada Stateline-to-Stateline Bikeway will connect trailheads to recreation, while clearly defined trail systems allow restoration of over four miles of user-created trails.



## emergency pullouts plus 12 viewpoints

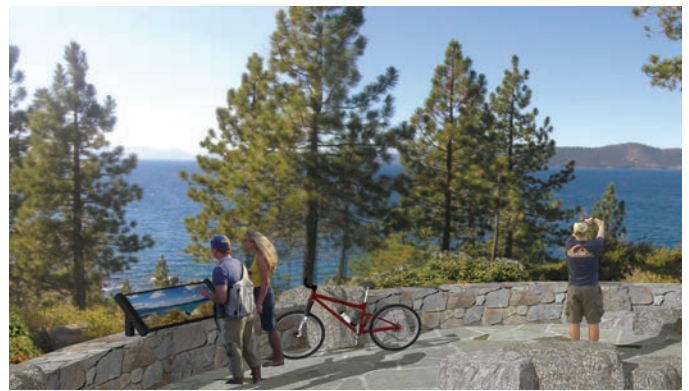
increasing safety, reducing congestion

*With a contextual rim to lake approach, the partnering agencies can integrate multi-modal transportation choices to enhance the visitor experience and protect the environment.*

**Nancy J. Gibson, Forest Supervisor**  
USFS Lake Tahoe Basin Management Unit



Conceptual illustration of expanded parking at the Secret Harbor Trailhead.



Conceptual illustration of a viewpoint along the Bikeway to enhance the bicyclist and pedestrian experience.



Conceptual illustration of the Bikeway, integrated with clearly defined trails to reduce erosion and provide safe access.



Concept of transit service, like the East Shore Express, to manage access and ensure a quality visitor experience.

# Implementation

Based on the 13 partners' strengths, jurisdictions and interests, the CMP proposes a framework for project funding, planning, construction, maintenance and evaluation, as well as long-term collaboration.

Success can be measured by completing projects with the overall goals of creating safe parking alternatives, improving aesthetics, enhancing the visitor experience and safeguarding the undeveloped shoreline.



The CMP proposes improving the visual environment for a “national park” quality.



Concept of viewpoints that allow scenic-drivers to safely park without leaving vehicles unattended.



Success means protecting Lake Tahoe while providing safe, recreational access.

*Partnering to improve the safety, traffic flow and aesthetics along the Corridor will result in a true National Scenic Byway that is also a model for other roadways around the lake.*

**Rudy Malfabon, P.E., Director**  
Nevada Department of Transportation

## Technology

60+% of outdoor recreationalists, ages 18-44, use technology to plan. This growing trend can enhance the visitor experience along the SR 28 Corridor.

Through the Internet, social media and mobile apps, we can distribute information about the different beach experiences, types of trail access, hiking/ biking trails, etc. We can also broadcast timely updates on parking availability, transit options and alternate locations.

Continuous data capture will allow us to manage/ maintain visitor levels as well, by monitoring transit use and capping available parking at park-n-ride lots.

## Information

Please visit our website for more information:  
[www.tahoetransportation.org](http://www.tahoetransportation.org)

We welcome your input. Please contact:

**Tahoe Transportation District**

Derek Kirkland

775.589.5504

128 Market Street, Suite 3F

Stateline, NV 89449

[dkirkland@tahoetransportation.org](mailto:dkirkland@tahoetransportation.org)



# Commitment

To jointly address shared issues, the TTD and its 12 partners have created a remarkable implementation mechanism: the SR 28 Corridor Management Plan. We thank the public for thoughtful comments and for supporting our commitment to protect the lake, improve safety, enhance recreation with transportation choices and benefit local/regional economies.

We, the undersigned, look forward to continued collaboration with the community as well as with each other:



Tahoe Transportation District

Carl Hasty, District Manager



Federal Highway Administration

Sue Klekar, Division Administrator



Nevada Department of Transportation

Rudy Malfabon, P.E., Director



Nevada Highway Patrol

Sergeant Randy Jackson  
Incline Village/Lake Tahoe



Carson City Regional Transportation Commission

John McKenna, Chair



County of Washoe

John Berkich, Interim County Manager



Washoe Tribe of Nevada and California

Darrel Cruz, Washoe Cultural Resource  
Department-Director, Tribal Historic  
Preservation Officer



Tahoe Regional Planning Agency

Joanne Marchetta, Executive Director

Tim Carlson, Presidential Appointee



U.S. Forest Service

Nancy J. Gibson, Forest Supervisor  
Lake Tahoe Basin Management Unit



Nevada Division of State Parks

Dave Morrow, Administrator



State of Nevada, Division of State Lands

James R. Lawrence, Administrator and  
State Land Registrar



County of Douglas

Steve Mokrohisky, County Manager



Incline Village General Improvement District

William B. Horn, General Manager

**13** agencies, one effort