TRPA
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NOTICE OF PREPARATION AND SCOPING MEETING

West Shore Trail – Meeks Bay to D.L. Bliss State Park
Environmental Assessment or Environmental Impact Statement/Environmental Impact Report

Project Title: West Shore Trail – Meeks Bay to D.L. Bliss State Park

Project Proponent: Tahoe Regional Planning Agency (TRPA)

Comment Period: October 20, 2026 through November 20, 2026

Scoping Meeting: November 2, 2026 in person in Tahoe City, CA See details below.

Lead Agencies: TRPA and El Dorado County (County)

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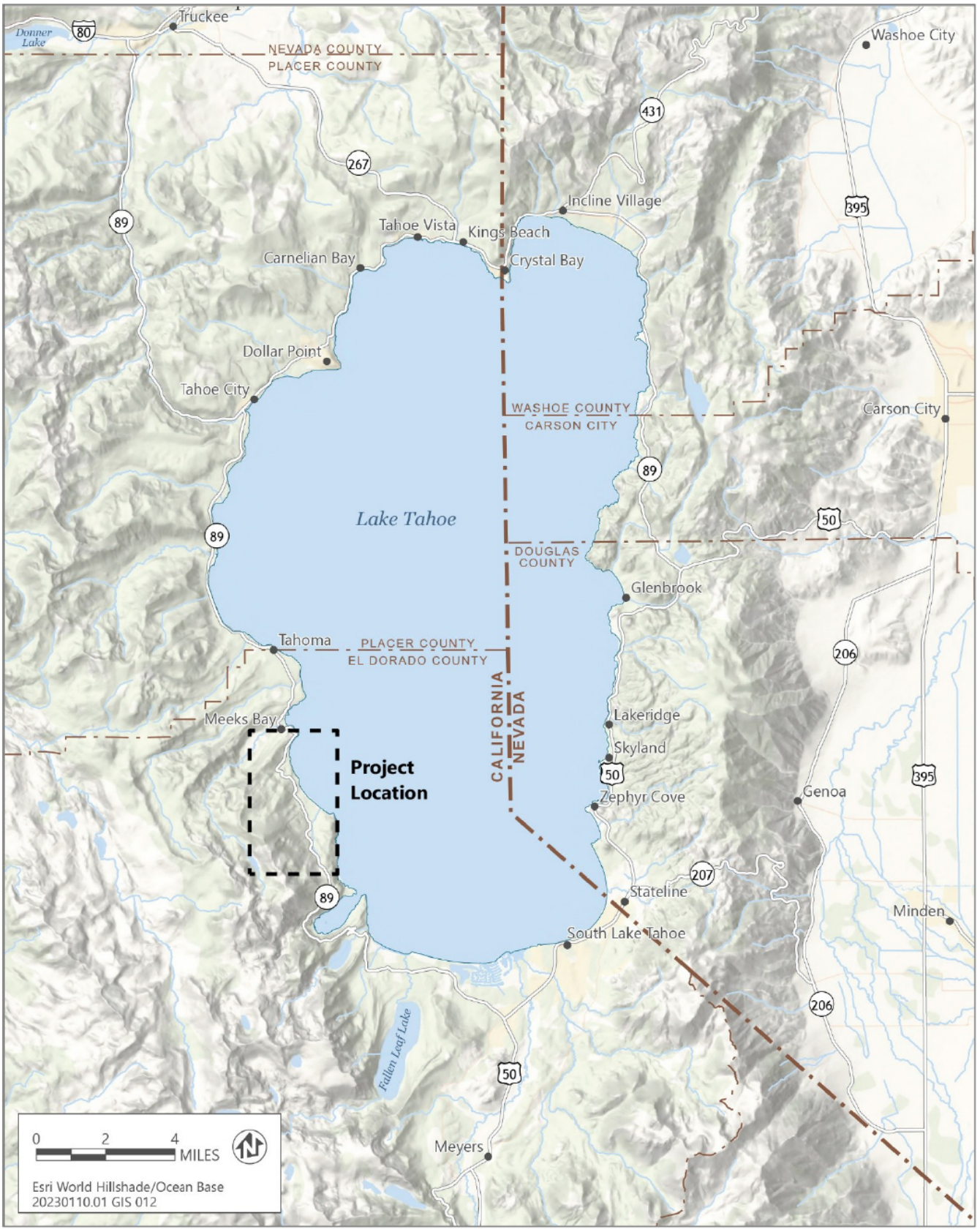
TRPA and the County are preparing a joint Environmental Assessment or Environmental Impact Statement/Environmental Impact Report (EA or EIS /EIR) for the proposed West Shore Trail extension, a shared use path that would connect Meeks Bay and D.L. Bliss State Park. The joint document will serve as either an EA or an EIS prepared by TRPA in accordance with the TRPA Bi-State Compact, Code of Ordinances (Code), and Rules of Procedure, and as an EIR prepared by the County in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. This section of trail was first contemplated and studied in the State Route (SR) 89 Recreation Corridor Management Plan and Cascade to Meeks Trail Feasibility Study, which can be accessed at: https://www.trpa.gov/rtp/sr-89-recreation-corridor-management-plan/.

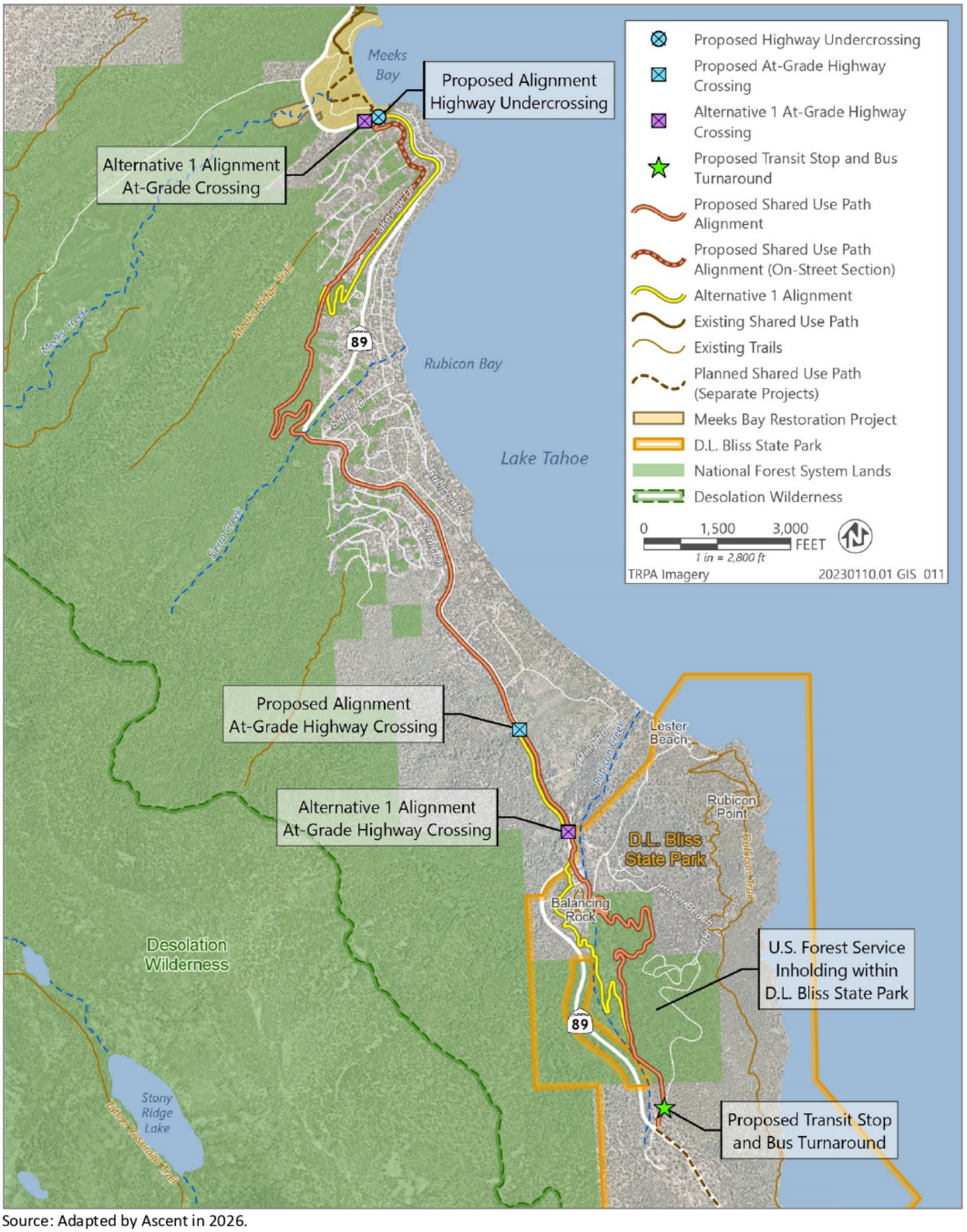
The proposed shared use path crosses public lands, including National Forest System lands managed by the U.S. Department of Agriculture Forest Service's Lake Tahoe Basin Management Unit (LTBMU), requiring compliance with the National Environmental Policy Act (NEPA). LTBMU will prepare separate NEPA documentation for the project concurrent with preparation of the EA or EIS/EIR. The proposed project is partially located within California Department of Transportation (Caltrans) highway right-of-way and on state lands managed by the California Tahoe Conservancy (Conservancy) and California Department of Parks and Recreation (State Parks). Caltrans, the Conservancy, and State Parks will serve as responsible agencies under CEQA.

This notice satisfies TRPA and CEQA requirements for a Notice of Preparation (NOP). Its purpose is to provide public agencies, organizations, the Washoe Tribe of Nevada and California, and interested members of the public with sufficient information about the proposed project and its potential environmental effects to provide meaningful input on the scope and content of the EA or EIS/EIR. A brief description of the project and its location and the purpose and need for the project are provided below.



Source: Adapted by Ascent in 2026.

Figure 1 **Regional Location Map**



Source: Adapted by Ascent in 2026.

Figure 2 West Shore Trail – Meeks Bay to D.L. Bliss Shared Use Path Alignments

PROJECT LOCATION

The project site is in El Dorado County, California, on the West Shore of Lake Tahoe between Meeks Bay and D.L. Bliss State Park, as shown in Figures 1 and 2. The proposed project consists of an approximately 6.5-mile shared use path that would generally include a separated, 10-foot-wide paved path with 2-foot-wide shoulders.

PURPOSE AND NEED

The West Shore of Lake Tahoe is a highly visited recreation corridor, offering diverse opportunities to access public lands and scenic views of Lake Tahoe. The SR89 Corridor Management Plan identifies keys goals and coordinated strategies to reduce congestion, protect natural resources, and improve safety within the corridor. The proposed 6.5 mile West Shore Trail extension, Meeks Bay to D.L. Bliss State Park, advances the goals of the SR89 Corridor Management Plan by extending the shared use bike and pedestrian path to connect key recreation areas along the corridor.

The existing West Shore Trail currently spans approximately 12 miles and ends at Meeks Bay, leaving a critical gap in the shared use path network for bicyclists, pedestrians, and other non-motorized users traveling south. The proposed project would extend the trail approximately 6.5 miles to D.L. Bliss State Park, advancing the regional vision for a continuous shared use path around Lake Tahoe, commonly referred to as the Tahoe Trail. Completing the connection between Meeks Bay and D.L. Bliss State Park would improve connectivity between destinations and provide an alternative to travel between recreation areas without a car.

PROJECT DESCRIPTION

The separated shared use path would be paved and generally designed to achieve a maximum grade of 8 percent. The path would also be designed to meet applicable accessibility and design standards, including the U.S. Department of Agriculture Forest Service's Outdoor Recreation and Trail Accessibility Guidelines and, within Caltrans right-of-way, applicable Public Right-of-Way Accessibility Guidelines and Caltrans design standards. Design exceptions may be necessary in some locations because of the steep slopes and challenging terrain within the project corridor. The at-grade highway crossings would be designed to provide safe and accessible crossings, with appropriate signage, pavement markings, and conflict-resolution measures, consistent with applicable Caltrans design standards and requirements.

Two alignment alternatives for the proposed shared use path will be evaluated in the joint EA or EIS/EIR. Both alignments, shown in Figure 2, would be located entirely on public land and would not require the use of private property.

The proposed project would also include vista points that would serve as rest areas near the ends of steep grades; highway crossings; and a transit stop and bus turnaround area along Lester Beach Road, with the potential for a restroom and limited parking. The transit stop, restroom, and limited parking would be located either near the SR 89 entrance to D.L. Bliss State Park or farther within the park near the campground entrance kiosk.

The shared use path would connect to Meeks Bay to access the beach, campground, and resort. The section of trail through Meeks Bay was evaluated separately as part of the Meeks Bay Restoration Project environmental review.

Proposed Alignment

From the connection in Meeks Bay Resort, the proposed alignment would cross SR 89 through an undercrossing and extend through the neighborhood south of Meeks Bay, generally on public lands north of and parallel to Bayview Drive. An approximately 0.3-mile segment would be located on Bayview Drive and then Lakeview Drive,

where improvements would generally be limited to striping and signage. The alignment would cross Saturn Drive before entering National Forest System lands.

From this location, the proposed alignment would use switchbacks to accommodate the steep terrain and meet applicable trail grades. Near Sierra Drive, the alignment would transition to a location generally parallel to SR 89 and within Caltrans right-of-way on the mountainside of the highway. The alignment would continue south to a point north of 2 Ring Road, where it would cross SR 89 at grade to the lakeside of the highway and would continue south on the lakeside of SR 89.

The proposed alignment would then continue south, cross the portion of Lester Beach Road restricted to authorized vehicle use, and extend through D.L. Bliss State Park closer to existing campground features while maintaining a minimum 200-foot setback from individual campsites. The southern terminus would be located along Lester Beach Road near the park entrance.

Alternative 1 Alignment

From the connection in Meeks Bay Resort, the Alternative 1 alignment would differ from the proposed alignment primarily in the Meeks Bay and D.L. Bliss State Park areas. Near Meeks Bay, after crossing SR 89 with an at-grade crossing, the Alternative 1 alignment would extend approximately 0.3 miles within Caltrans right-of-way on the mountainside of and generally parallel to SR 89. It would then follow existing natural-surface roads and cross public parcels, Saturn Drive, and Silvertip Court before converging with the proposed alignment.

The Alternative 1 alignment would coincide with the proposed alignment through the central portion of the project corridor. Near D.L. Bliss State Park, however, it would remain on the mountain side of SR 89 farther south before crossing the highway at grade at a location closer to D.L. Bliss State Park. Figure 2 shows the Alternative 1 alignment crossing south of the proposed alignment crossing.

After crossing SR 89, the Alternative 1 alignment would continue through D.L. Bliss State Park, cross the portion of Lester Beach Road restricted to authorized vehicle use, and pass north of Balancing Rock, generally closer to SR 89 than the proposed alignment. It would then converge with the proposed alignment near the southern terminus along Lester Beach Road.

Project Components Common to Both Alignment Alternatives

In addition to the shared use path itself, both action alternatives would include the following components:

1. SR 89 highway crossings, with the southern crossing location varying by alignment;
2. Bridges and/or boardwalks at Sierra Creek, Rubicon Creek, and other drainages;
3. Retaining walls in areas of steep terrain, potentially located on one or both sides of the path and generally ranging from approximately 3 to 15 feet in height;
4. Safety railings and other protective measures along path edges where retaining walls exceed 30 inches in height on the downhill side;
5. Vista points that would also serve as rest areas;
6. A transit stop and bus turnaround area, which could include a restroom and limited parking; and
7. Other trail amenities, which could include interpretive signage, trash and recycling receptacles, benches, and bicycle racks.

EA OR EIS/EIR SCOPE

The EA or EIS/EIR will evaluate the direct and indirect significant and adverse environmental impacts of the proposed project (i.e., the proposed West Shore Trail – Meeks Bay to D.L. Bliss State Park). TRPA and the County have determined that the EA or EIS/EIR shall evaluate potential environmental impacts in the following resource areas:

- Aesthetics/Scenic Resources
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, Land Capability, and Coverage
- Greenhouse Gas Emissions and Climate Change
- Hazards, Hazardous Materials, Human Health, and Risk of Upset
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Utilities
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

In accordance with the TRPA Initial Environmental Checklist and State CEQA Guidelines Section 15130, the EA or EIS/EIR will also include an analysis of cumulative impacts that considers the effects of the proposed project when combined with the related effects of related past, present, and probable future projects in the surrounding area.

ALTERNATIVES

The EA or EIS/EIR will evaluate a range of alternatives to the proposed West Shore Trail alignment between Meeks Bay and D.L. Bliss in accordance with the TRPA Rules of Procedure, Section 3.7.2 of the TRPA Code, and Section 15126.6 of the State CEQA Guidelines. At a minimum, the EA or EIS/EIR will evaluate an action alternative, including the Alternative 1 alignment shown in Figure 2 and described above, and the required no project alternative. The no project alternative will reflect existing conditions at the time this NOP was published. TRPA and the County have not yet determined whether additional alternatives to the proposed project will be evaluated in the EA or EIS/EIR. Potential additional alternatives will be identified and considered based on scoping comments and information developed during the environmental review process. Once selected, the alternatives will be evaluated at a generally qualitative level of detail in the Draft EA or EIS/EIR and compared with the environmental impacts of the proposed West Shore Trail alignment between Meeks Bay and D.L. Bliss State Park, consistent with applicable TRPA and CEQA requirements. As part of the scoping process, TRPA and the County are seeking input from interested stakeholders regarding potential alternatives for consideration in the EA or EIS/EIR.

PUBLIC REVIEW PERIOD

The NOP will be circulated for a 30-day public review period. Written comments on the scope and content of the EIS/EIR may be submitted during the scoping period, beginning October 20, 2026, and ending at 5:00 p.m. on November 20, 2026. Please submit written comments through the Comment Form on the TRPA website, email to rcremeen@trpa.gov, or mailed to Rebecca Cremeen, Senior Planner, TRPA, at the address provided above. Please include "West Shore Trail – Meeks Bay to D.L. Bliss State Park EIS/EIR" in the subject line. Public agencies submitting comments are requested to identify an agency contact person.

SCOPING MEETING

In addition to the opportunity to submit written comments, TRPA and the County will hold a public scoping meeting near the project site to provide information about the proposed project, receive oral comments on the scope and content of the EA or EIS/EIR, and answer general questions about the environmental review process. The meeting will be held in person on November 2, 2026, as follows:

West Shore Trail – Meeks Bay to D.L. Bliss EA or EIS/EIR Scoping Meeting
November 2, 2026, Open House from 5:30-7:00 PM
Tahoe City Public Utility District
221 Fairway Drive
Tahoe City, California 96145

The project will also be presented at the TRPA Advisory Planning Commission meeting on November 12, 2026. The meeting will begin at 9:30 a.m. at 128 Market Street in Stateline, Nevada, with a virtual attendance option. Because the project presentation is not time certain, participants should check the TRPA website one week before the meeting for the agenda and virtual attendance information, which will be posted at the following location: https://www.trpa.gov/meeting-materials. Public comments on the project may be provided during the public interest comment period at the beginning and end of the meeting.