







Existing Conditions Key Takeaways


US50 CMP Existing Conditions Takeaways
The US50 East Shore Corridor Management Plan (CMP) Existing Conditions Report includes an extensive array of data and information regarding the study corridor. The following is a brief, infographic summary of a few of the key takeaways from this document. Details are provided throughout the report.


 US50 serves 7 million motorists annually with speed often exceeding the 45MPH limit on this four-lane, mountainous and curving arterial with numerous driveways, making for challenging mobility conditions.

 The base corridor right-of-way width is 80-feet, yet varies to over 400-feet in places. However, topography and adjacent development limit the ability to expand into much of the excess right-of-way.


 The Tahoe East Shore Trail currently ends at Round Hill Pines Resort. Extended it north 10 miles to Spooner Summit either within the US50 right-of-way or parallel to it is a key challenge of this study.


 NDOT manages 5 dynamic message signs, 5 road weather sensors, 4 cameras, and the highway advisory radio. There are gaps in fiber optics and cellular limiting communications

 The US50 East Shore CMP builds upon the work of over 20 previous efforts that align around several important goals.

 The majority of signalized and high-volume intersections operate at acceptable conditions. However, SR28, and specifically the left turns, are problematic with long queues, resulting in dangerous behavior.

 Transit is limited to local service within the City of South Lake Tahoe and Kingsbury and regional service connecting to the Carson Valley. Funding constraints make maintaining and expanding transit services a challenge.

 The largest recreation impacts to US50 operations occur at Zephyr Cove, where summertime roadside parking can extend almost 1 mile. Other locations of spillover parking include Nevada Beach, Round Hill Pines, Cave Rock State Park, Logan Shoals and Spooner Summit.

 There are 1,200 existing parking spaces in/near recreation facilities with none meeting average peak demand. The challenge is to provide a multi-modal system, to manage that system for a good visitor experience, and protect Lake Tahoe's resources.



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US 50 Crash Data Summary

A summary of crash data was conducted for five years of NDOT data, spanning the period 2015 to 2019. Below are the key takeaways from that summary by corridor segment and intersection.

SEGMENT 1

Over 40% of crashes involved drivers going too fast with 57% of crashes involving a single vehicle.

SEGMENT 2

Over 35% of crashes involved drivers going too fast. One fatality associated with alcohol.

SEGMENT 3

Common factors include excessive speed, improper lane changes, and failure to stay within lanes. One impairment fatality.

SEGMENT 4

Speed a factor in 1/3 of crashes. Most crashes occurred on "Deadman's Curve" near Zephyr Cove.

SEGMENT 5

Over 10% of crashes were multi-modal in an area with no roadside bike/ped facilities. Inattention and impairment were notable.

SEGMENT 6

Crashes due to inattention and multi-modal crashes may correlate to low light.

General crash characteristics include:

- 30% of crashes involved high speed
- 60% of crashes had clear weather
- 71% of crashes occurred in daylight

SR28 Intersection **A**

Over 40% of crashes were angle crashes, indicative of turning vehicles which coincides with left-turn delay identified in the traffic operations analysis.

Warrior Way Intersection **B**

40% of crashes were angle crashes indicative of turning vehicles.

Elks Point Road Intersection **C**

Over 60% of crashes were rear-end or sideswipe with driving too fast being the largest factor.

Kahle Drive Intersection **D**

Bicycle and pedestrian crashes accounted for 22% of all crashes, likely associated with nearby parks and trailheads.

Kingsbury Grade Intersection **E**

Almost half of crashes were rear-end, with driving too fast the largest factor.

Lake Parkway Intersection **F**

73% of crashes were rear-end or angle, often due to distracted driving and failure to yield

