Welcome to the U.S. 50 East Shore Corridor Management Plan Canvassing Tour

We are listening! At this event, you can provide input on potential concepts for the US 50 Corridor Management Plan (CMP). This study assesses vehicle and pedestrian concerns along US 50 and identifies opportunities for NDOT to address those needs. Speak with study representatives to learn more!

Please fill out a comment card before you leave, or go online at any time to dot.nv.gov/us50eastshore

We want to hear from you.

Study Limits and Contact

US 50 CMP Study Limits:

- ***Northern Terminus: Spooner Summit***
- ***Southern Terminus: CA State Line***
- ***Total Length: 13 miles***

This corridor is unique given the broad range of users compared to other corridors around the Tahoe Basin. These users include:

- *Residents*
- *Commuters*
- *Visitors/Recreationalists*
- *Local and Regional Commerce*
- *Inter-State Travelers*

Study Limits

Study Contact

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What is the US 50 CMP?

The US50 East Shore Corridor Management Plan is an integrated, multi-modal transportation study with the purpose of balancing mobility and safety enhancements with the unique range of other corridor interests through ongoing collaboration among stakeholders.

Study Goals

Improve Safety

Enhance the Visitor Experience

Promote Economic Vitality

Protect Lake Tahoe

Expand Multimodal Transportation Choices

Promote and Enhance Agency Collaboration and Management

Preliminary, Subject to Revision

What is the Process and Timeline?

Study Process

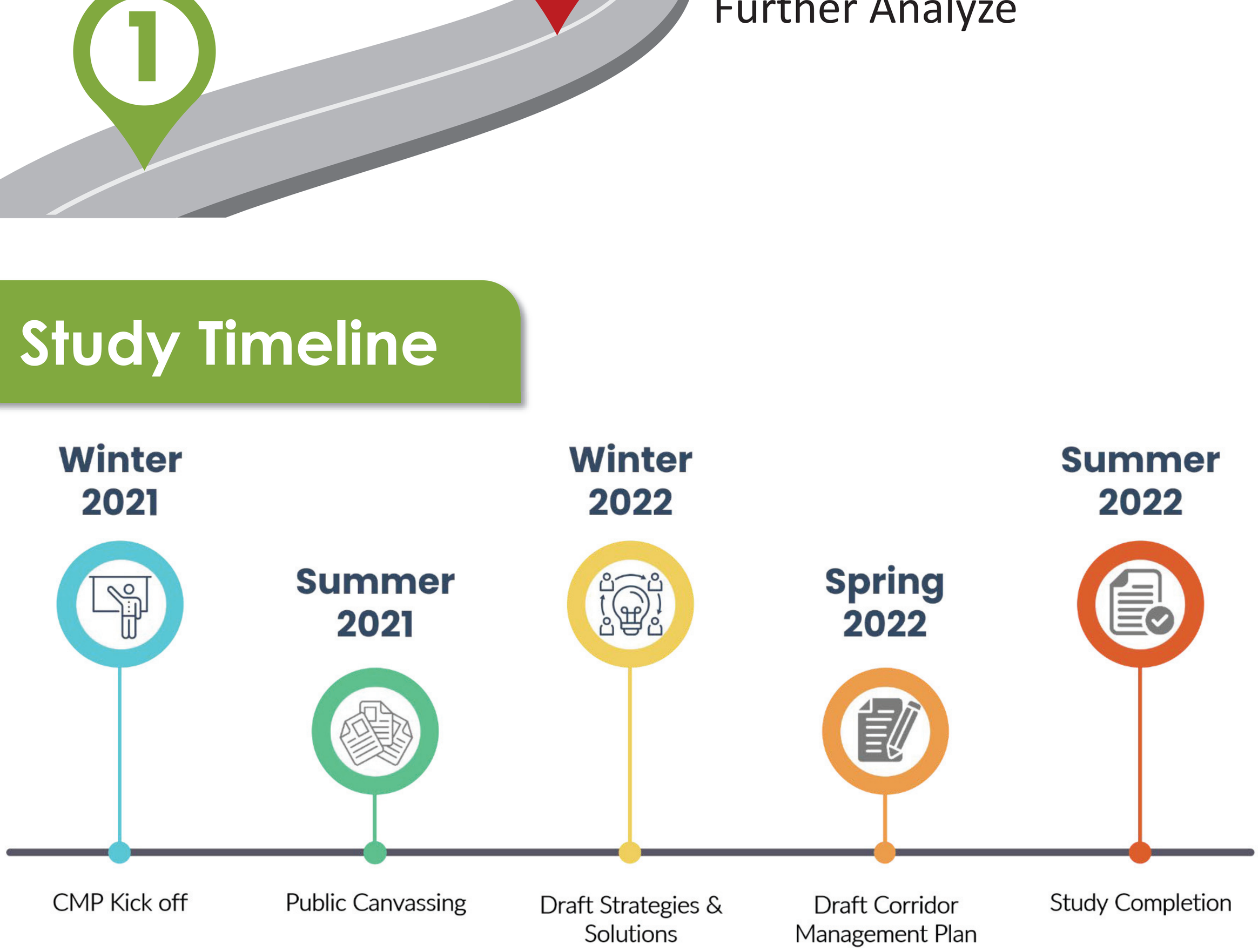
Step 1
Summarize Baseline Conditions, Existing Plans and Relevant Studies

Step 2 (We Are Here)
Determine Backbone Corridor Opportunities to Further Analyze

Step 3
Advance Analysis, Including Supporting Strategies and Prospects

Step 4
Develop CMP and Ongoing Implementation Framework

Study Timeline



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What Have You Heard?

Public Survey Identified Key Challenges

62% of residents prioritized high speeds and dangerous driving as a key concern

56% of residents prioritized difficulty turning in/out of side streets and driveways

79% of recreationalists noted the lack of safe bike and pedestrian options

When residents were asked to describe US 50 in five words or less, out of 252 responses:

31
Used the words "Beautiful" or "Scenic"

105
Used the words "Dangerous," "Unsafe" or "Scary"

61
Used the words "Fast," "Speeding" or "Speed"

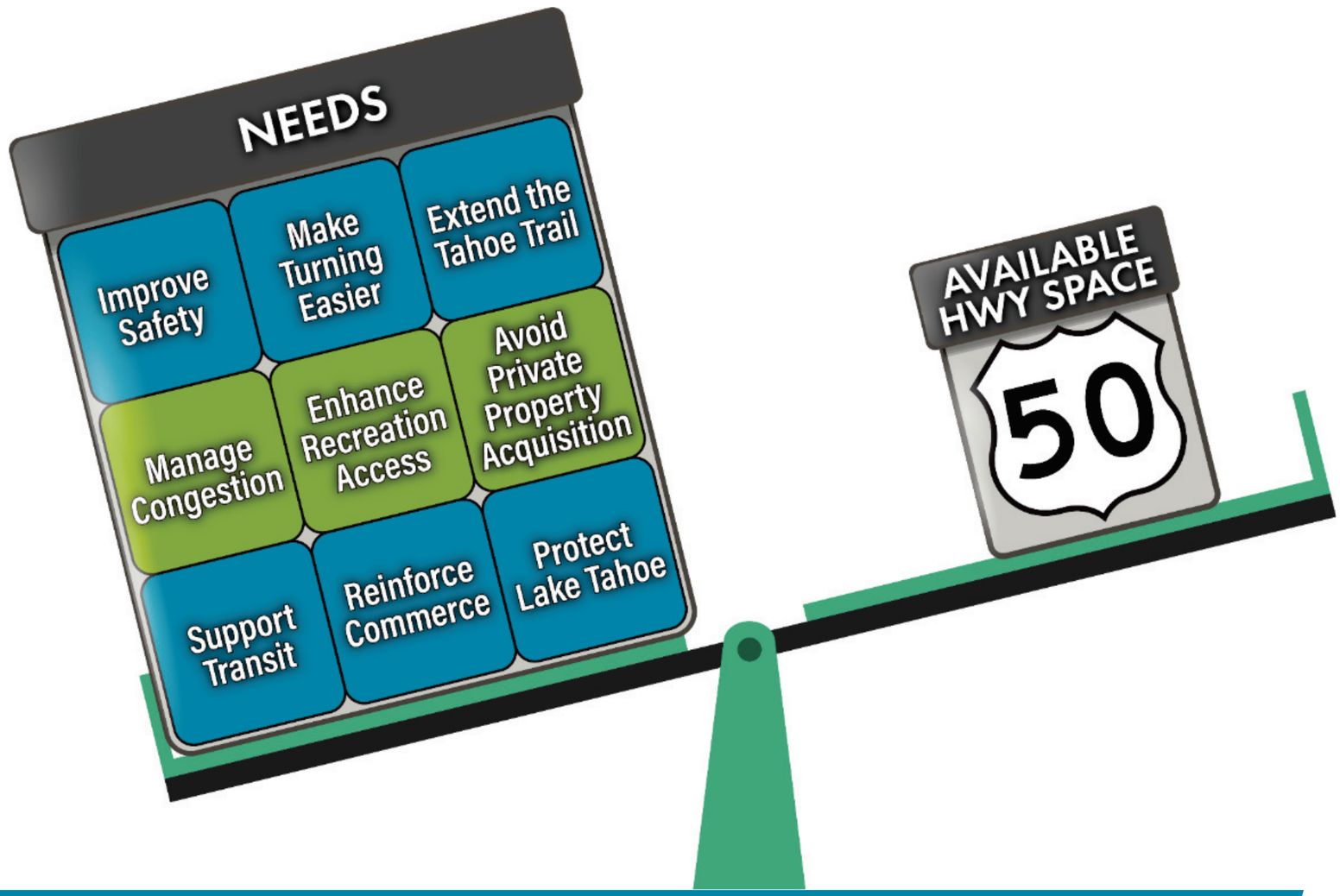
Safety is Clearly a Priority

How Were Concepts Developed?

The Study Team identified 5 parameters that help focus concept development:

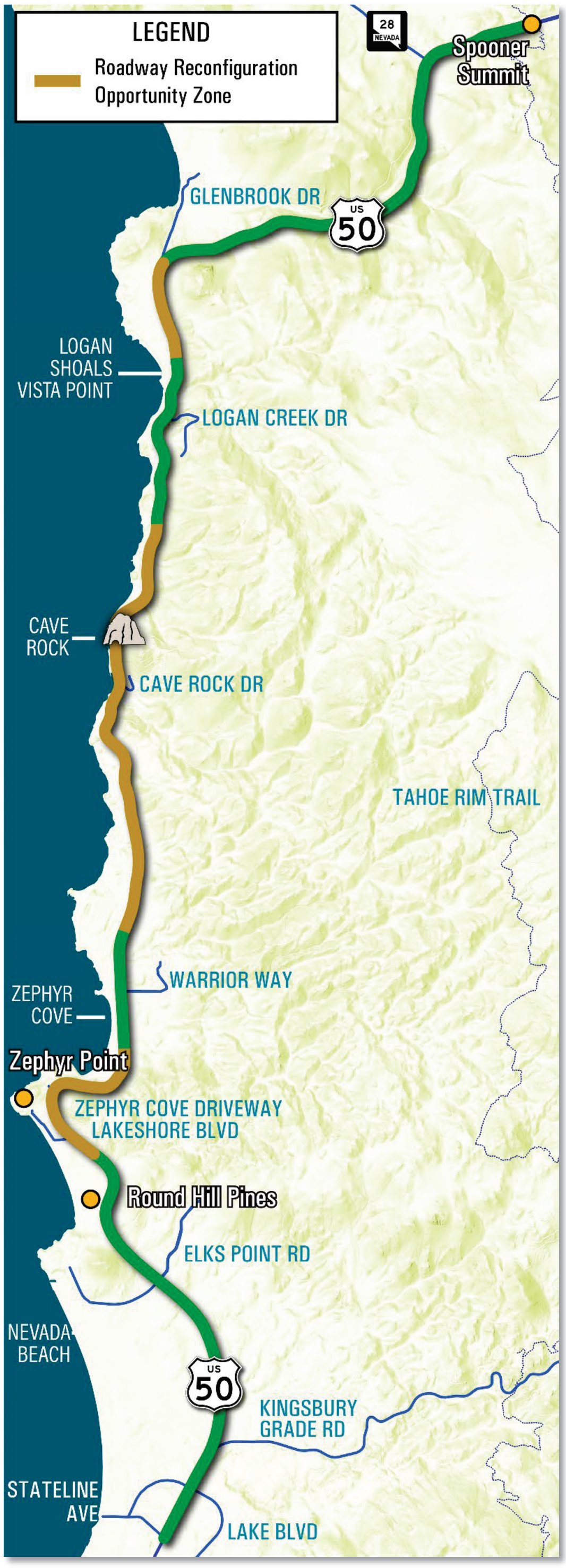
- Extending the Tahoe Trail is an established regional priority; preferably occurring within the US50 corridor and nearby public lands
- Expanding the paved roadway capacity is inconsistent with adopted policies
- Impacts to private property should be limited to the greatest extent possible
- Multimodal strategies are critical to address increasing recreational demand and creating alternatives to personal automobiles
- Safety, evacuations and emergency management are key priorities for all

Concepts must balance a broad range of needs within limited highway space. This balance is different for each corridor segment.



What are the Potential Concepts?

- To strike the right balance, NDOT has identified potential opportunities tailored to each segment of the corridor
- Approximately 4.5 miles of the 13-mile corridor (35%) require the most complex solutions
- Opportunities ultimately include a range of strategies (e.g. transit, parking management, etc.)
- Each section of US 50 has unique challenges and opportunities for the public to consider. View a detailed breakdown of each section in the segment maps.



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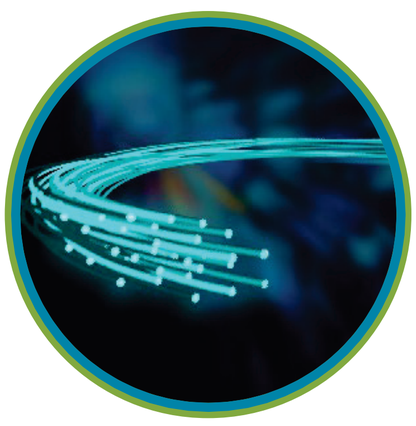
Are There Other Opportunities?

While the current focus is on "backbone" highway concepts, other strategies will be developed during the CMP including:

Transit Services – Address peak demand and reduce vehicle dependence

Technology and ITS* – Inform travelers before they are in the Basin to reduce congestion during peaks



Communications – Encourage infrastructure that supports web-based technologies

Parking Management – Integrate parking strategies that improve safety at recreation hot spots

Adaptive Corridor Management – Manage operations during peak periods to increase throughput

Transportation Demand Management – Apply strategies to reduce/redistribute travel demand

Micromobility Devices – Make it easy and safe for travelers to access attractions on demand

* Intelligent Transportation Systems

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