



Nevada Department of Transportation

Board of Directors • Meeting Minutes

August 14, 2023

9:30 AM

Meeting Location:

1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada 89712

123 East Washington Avenue
Building B
Las Vegas, Nevada 89101

1951 Idaho Street
Conference Room
Elko, Nevada 89801

SEC 1. OPENING

1. Welcome/Call to Order/Roll Call

Lieutenant Governor Stavros Anthony called the meeting to order on Monday, August 14, 2023. A roll call was conducted, and a quorum was established.

In attendance: Lieutenant Governor Stavros Anthony, Controller Andy Matthews, Member Virginia Valentine, Member Stephen Ascuaga, Member Justin Kalb, and Member Gary Perea.

2. Public Comment

Brett Tibbitts, Cave Rock resident, indicated his belief that the draft minutes from the July meeting do not fairly and accurately reflect the opposition to NDOT's plans for Highway 50. Mr. Tibbitts next discussed the fact that the lake community is very upset about NDOT's proposed plan, as well as about the fact that NDOT has not tried lesser things like traffic lights and warning signs for dangerous curves.

There was no additional public comment provided for items on the agenda.

3. Receive Director's Report – Informational Item

Director Tracy Larkin Thomason began her report with a discussion of fatalities, noting that the state is down almost 11.5 percent from the same time last year, and that year-to-date crashes are down almost 13 percent.

Director Larkin Thomason next highlighted one of three preservation projects slated for the North Valley area, 395 northwest of Reno. The Director noted that the preservation project was awarded to Q & D Construction and is estimated at 80 working days and should be completed this year, weather-permitting.

Director Larkin Thomason next discussed the updates on the US 50 Tahoe plan, indicating that construction on a signal at Warrior Way is already underway. The Director explained that outreach is continuing with local agencies and residents in the area, and that NDOT does have a survey that will be going live soon.



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Director Larkin Thomason indicated that NDOT is investigating mobile speed limit feedback signs on trailers, and looking into deploying them as an interim measure. The Director acknowledged that automated law enforcement was brought up multiple times at the last meeting, as well as at the Douglas County Board meeting, and advised the Board that automated enforcement would require Legislative approval. Director Larkin Thomason informed the Board that there is no demonstration project currently scheduled, and that this project is currently being postponed with no future date yet determined. The Director reiterated that NDOT is inviting more comment regarding the corridor plan via public survey, once it becomes live, and indicated that notice to the survey will be sent to basin residents by mail, email, social media, and partner agencies. The Director explained that feedback from the survey will be reported back to the Board and then incorporated into the corridor management plan.

Director Larkin Thomason next discussed the I-15 Sloan to Stateline feasibility study, indicating that NDOT is starting from the state line and going up to Sloan, and looking at the future and existing land use evaluation. The Director noted that Clark County, and the City of Henderson are also in the process of finalizing a land-use study that will support future development in the area. Director Larkin Thomason indicated that Ivanpah is still being planned, and that the construction of the high-speed rail between Las Vegas and Los Angeles has been planned and is slated to come up the center of the median and then go over to the east side at about Sloan. The Director added that this project will include four emergency crossovers along with other planned intersections. Director Larkin Thomason indicated the importance of being thoughtful as to how to grow that area as it is a lifeline to Las Vegas.

Director Larkin Thomason next discussed Brightline, noting that NDOT is receiving a lot of positive feedback and hopes to hear about the results of the \$3.75 billion grant submitted to Federal Railroad Administration (FRA) the following month. The Director noted that this is a \$12 billion project and explained that the final environmental studies were completed, and that the finding of no significant impact (FONSI) was finalized in July.

Director Larkin Thomason informed the Board of the Downtown Access Project to replace the current viaduct, which is comprised of two bridges built in 1968 and 1980, located along US 95 from Rancho Drive to Mojave Road. The Director explained that a public meeting begins today and runs online through September 14, 2023, and that there will also be an in-person meeting on Tuesday, October 29, 2023, from 4:00 p.m. to 7:00 p.m. The Director indicated that four (4) new design alternatives will be presented, and the public is asked to submit questions or comments on the design via the website at ndotdap.com.



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Director Larkin Thomason concluded her report by explaining that NDOT is working closely with AGC and other partners on work zone safety, including working with the DMV about work zone safety targeting teen drivers. The Director explained that NDOT is following Oklahoma's example, where work zone safety questions are added to the driver's test in order for new teen drivers to be prepared.

4. Consideration of Approval of the July 10, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes. – For Possible Action

Member Justin Kalb asked if it is normal that we write the attendance and what the individual spoke to for the public comment?

Lieutenant Governor Stavros Anthony, suggest we check with our Legal Team to make sure NDOT's minutes are being properly typed up following the NRS.

Motion: Approve the July 10, 2023, NDOT Board of Directors Meeting Minutes with an addendum to include the number of those in opposition to the US Highway 50 project as reflected in the second period of public comment.

By: Member Stephen Ascuaga

Second: Member Virginia Valentine

Vote: Passed unanimously

5. Receive information on the DRAFT Fiscal Year 2024 Annual Work Program and 2023-2026 Statewide Transportation Improvement Program (STIP) amendment. – Informational item only

Sondra Rosenberg, NDOT Assistant Director for Planning, discussed the annual update to the Statewide Transportation Improvement Program (STIP) and information on the annual work program. Assistant Director Rosenberg noted that the planning process begins with goals and performance measures. The development of financial forecasts determines the best way to invest those resources to reach the intended goals, make the necessary investments, and then evaluate and make adjustments as needed. Assistant Director Rosenberg explained that there is a federal requirement for the STIP, which is a four-year document, with a new one adopted every two years, on which NDOT continuously works on the mid-range and long-range elements. The Assistant Director indicated that this year's is an amendment, not an entirely new document. The Assistant Director further explained that the federal requirement for long range is a 20-year plan, which is a policy plan and does not need to be a project-specific plan. Assistant Director Rosenberg next indicated that NDOT is working to improve its ten-year plan so as to be able to list some of the projects in the same format as the STIP.



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Assistant Director Rosenberg next discussed the six goal areas: enhance safety; preserve infrastructure; optimize mobility; transform economies; foster sustainability; and connect communities, and noted that the size of each of these goals is relevant to the weighting of these goals. The Assistant Director noted that each project is scored and ranked, and goes through a process called harmonization, which looks at funding eligibility. The Assistant Director explained that several federal funding sources have specific requirements, such as: readiness year; dependencies; the order in which things need to go; what program or projects help NDOT to meet its performance targets; and geographic distribution around the state.

Assistant Director Rosenberg discussed anticipated available funding with the group. The Assistant Director reiterated that NDOT is looking at amending its four-year STIP. The Assistant Director indicated that there is some estimation of carry-forward balances; but generally, between state and federal fund sources, there is between \$900 million and \$1 billion available to NDOT per year to spend on its program. The Assistant Director further noted that in addition to this, NDOT's partner agencies at the Metropolitan Planning Organizations are sub-allocated portions of some of the federal fund sources that come through the state. Assistant Director Rosenberg explained that Congestion Mitigation and Air Quality (CMAC) is only eligible to be spent in Clark and Washoe County, and that the counties themselves have the ability to determine how those funds are spent.

Assistant Director Rosenberg explained that the item for information this month and approval next month is the Annual Work Program and information regarding the STIP, which is approved by the Federal Highway Administration, EPA, and FTA, but that the NDOT Board approves the annual listing of projects. The Assistant Director indicated that the entire list will be available for two weeks for public comments starting the Monday following this meeting, and can be viewed at the standard location for the STIP, or at estip.Nevada.com. The Assistant Director explained that the existing approved listing is currently posted and the second link for the draft documents will be posted the following week.

Assistant Director Rosenberg indicated that NDOT is often asked about the geographic distribution of the available funds and reiterated that all of the federal fund sources have specific requirements, but that in general, NDOT looks at the miles it maintains throughout the state, approximately 70 percent of which are outside of urban areas. The Assistant Director explained that the vehicle miles traveled are heavily weighted towards Clark County, but the revenue is distributed a bit differently than the population. The Assistant Director indicated that while NDOT does not have a specific formula, these are the factors considered with the program. The Assistant Director indicated that for the 2023-2026 program, NDOT felt the importance to separate out preservation of the existing system, and as such, preservation projects worked out to approximately 47 percent outside of the urban areas, 32 percent in Clark County, 21 percent in Washoe



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County, whereas everything outside the preservation programs worked out to approximately 63 percent in Clark County, 23 percent in Washoe County, and 14 percent outside of the urban areas.

Assistant Director Rosenberg reiterated that NDOT is working on better public documentation of its ten-year program, and noted that there are some very large major projects coming up over the next ten years, all in different stages. The Assistant Director indicated that NDOT will likely be seeking federal discretionary grants for all of these projects, in addition to the \$300 million per year needed for preservation of the existing system.

SEC .2. CONSENT AGENDA: Items No. 6 through No. 17

Lieutenant Governor Stavros explained that items 6 through 17 will be taken together unless any of the Board members wish to hear an item separately.

Member Justin Kalb requested that item 13 be taken separately from the consent agenda.

Contracts over \$5,000,000 from June 9, 2023, to July 13, 2023

6. Contract 3988, Project No. NHP-STBG-395-2(045), on US 395 from 0.2 mile east of the Cold Springs Interchange to the state line, with Q & D CONSTRUCTION, LLC, to cold mill and place plantmix bituminous surface with open grade, Washoe County, Nevada. – *For possible action*

Agreements over \$300,000 from June 9, 2023, through July 13, 2023

7. Agreement 063-23-016, with GRAYMAR ENVIRONMENTAL SERVICES, INC., to provide emergency response hazmat cleanup services, statewide, Nevada. – *For possible action*
 8. Agreement 104-23-015, with PARAMETRIX, INC., to provide environmental and engineering services for the 1-80 Verdi Bridge Replacements Project, Washoe County, Nevada. – *For possible action*
 9. Agreement 627-22-040, with 4LEAF CONSULTING, INC., to perform professional and technical engineering services for the construction of Project NHP-015-1(164), I-15 South Phase II Capacity Project, Clark County, Nevada. – *For possible action*
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10. Amendment 01, Agreement 229-19-007A, with TRAFFIC SAFETY CONSULTANTS, LLC, to continue and increase performance of Temporary Traffic Control Specialist and Managers Courses, Elko, Clark, Washoe Counties, Nevada. – *For possible action*
11. Amendment 02, Agreement 088-22-040, with 4LEAF CONSULTING, INC., for construction augmentation of Crew 902, to ensure the construction and oversight of Project SPSR- 0613(001), Summerlin Parkway Preservation Project, Clark County, Nevada. – *For possible action*
12. Amendment 03, Agreement 548-20-015, with CDM SMITH, INC., for continued support, analysis, and assistance with the Advisory Working Group (AWG) recommendations, statewide, Nevada. – *For possible action*
13. Amendment 04, Agreement 411-19-016, with NARWHAL MET, LLC, DBA THE NARWHAL GROUP, for continued maintenance of the Department's growing Intelligent Transportation Systems (ITS) infrastructure and associated electrical systems, Clark, Nye, Esmerelda, Mineral, and Lincoln Counties, Nevada. – *For possible action*

This item was taken separately from the consent agenda, per the request of Member Justin Kalb.

Right-of-Way

14. REL 23-05 – Relinquishment of the Three Kids Mine materials site, Clark County, Nevada. – *For possible action*
15. SUR 18-17 – Disposal of a surplus parcel of land within Las Vegas, Clark County, Nevada. – *For possible action*
16. SUR 18-18 – Disposal of a surplus parcel of land within Las Vegas, Clark County, Nevada. – *For possible action*

General Administration

17. Contracts, Agreements, and Settlements/Judgements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011. – *Informational item only*
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Motion: Approve Consent Agenda Items 6 through 12 and 14 through 17
By: Member Virginia Valentine
Second: Controller Andy Matthews
Vote: Passed unanimously

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

13. Amendment 04, Agreement 411-19-016, with NARWHAL MET, LLC, DBA THE NARWHAL GROUP, for continued maintenance of the Department's growing Intelligent Transportation Systems (ITS) infrastructure and associated electrical systems, Clark, Nye, Esmerelda, Mineral, and Lincoln Counties, Nevada. – *For possible action*

Member Justin Kalb asked for some clarification regarding this item, noting that the original contract amount was approximately \$1.7 million, and multiple amendments have already brought this amount up to approximately \$7.9 million, with the current amendment adding \$3.5 million more. Member Kalb wished to ensure that the Board has taken current pricing into consideration, as well as pricing provided by other contractors.

Rod Schilling, NDOT Chief Traffic Operations Engineer, indicated that NDOT has taken this into consideration and indicated that there are limited resources for this type of program with this amendment. Mr. Schilling explained that Narwhal is the contractor that performs ITS in the District 1 area, and that NDOT is looking into having Narwhal protect the infrastructure statewide with a security system. Mr. Schilling discussed the chronic issue of vandalism and noted that NDOT has worked with its partners and its legal team to look into this, and all have determined that time is of the essence given that infrastructure has already suffered significant losses, both fiscally and in terms of resources. As such, Mr. Schilling explained that NDOT is attempting to utilize its existing contractor to perform this service, and explained that because NDOT does not know if there is a qualified vendor that can perform this type of work, NDOT is doing a pilot to gather this information, which includes looking at the structural, communication, power, and everything to do with securities with the infrastructure to ensure that it falls in line with the statues to protect the infrastructure. Mr. Schilling concluded by informing the Board that currently NDOT is losing millions of dollars and using different mitigation strategies to try and protect that.

Member Justin Kalb thanked Mr. Schilling for the update and noted that this does address the issue.



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Motion: Approve Item 13 - Amendment 04, Agreement 411-19-016, with NARWHAL MET, LLC, DBA THE NARWHAL GROUP, for continued maintenance of the Department's growing Intelligent Transportation Systems (ITS) infrastructure and associated electrical systems, Clark, Nye, Esmerelda, Mineral, and Lincoln Counties, Nevada. – *For possible action*

By: Member Justin Kalb
Second: Member Virginia Valentine
Vote: Passed unanimously

SEC. 4. ADDITIONAL BUSINESS ITEMS

18. Executive Session: Receive information from legal counsel regarding potential and existing litigation involving a matter over which the Transportation Board of Directors has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.). – *For possible action*

There was no executive session.

19. Public Comment: A period devoted to comments by the general public about matters relevant to the Board's jurisdiction will be held. No vote may be taken upon a matter not listed on the posted agenda. Comments will be limited to three minutes. Please clearly state your name and SPELL your last name for the record. If any of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.

Christopher Ireland (phonetic), Pine Wild resident described a violent accident that took place at approximately 5:00 pm the night before, noting that this happens almost monthly on the section of highway involved. Ms. Ireland implored NDOT to take action to ensure the safety of this stretch of road, stating that the public-comment presented in the July does not represent all the residents of this area.

Matthew Albanese, Pine Wild resident, also discussed the accident that took place on this stretch of road the day before, noting his angst and fear as his wife and two daughters were not yet home at the time. Mr. Albanese also implored NDOT to take action and be proactive in the area of Highway 50 called Dead Man's Curve, 200 yards north of the Pine Wild Complex.



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Director Larkin Thomason noted for the record that seven public comments were received on this subject on Friday, and all were sent out to the Board.

There was no additional public comment.

20. Adjournment – *For Possible Action*

Lieutenant Governor Anthony adjourned the August 14, 2023, Nevada Department of Transportation Board of Directors Meeting.



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Public Comment for Review

Public Comment received by 4:00 P.M. (Pacific Time) on the business day prior to the meeting.

Christopher Ireland 8/9/2023: The lives of those of us who live adjacent to highway 50 are threatened daily by this dangerous stretch of road. Please do not listen to the few loud voices who suggest silly solutions like "more enforcement" or "install a roundabout at Marla Bay." They have not paid attention to the excellent work you've done in researching this problem and architecting potential solutions. We have attended every meeting and read every word of your planning document. It is an excellent example of how to approach these types of complex and challenging problems. We did not express our support when the lane repainting experiment was announced because we assumed it was a logical outcome of the research and could not be derailed by a few complaints. You will not be able to please everyone, but by going forward with experiments to see what works, you will be safeguarding the lives of hundreds of residents. That is your highest responsibility.

Joseph Herold 8/9/2023: I am a resident living adjacent to Highway 50 between Spooner summit and Round Hill. I exit and enter my community from/to Highway 50 daily, and without any light, roundabout or turn lane it is highly dangerous. The specific challenges I face include the blind turn south of Zephyr Cove, speeding cars and trucks, people parked on either side of the highway from Skyland to Round Hill crossing the road with children and beach gear, and pedestrians and cyclists trying to use the shoulder. At my community specifically, I have been nearly rear-ended multiple times when trying to turn into our entrance. I strongly support NDOT's attempt to improve the safety of this roadway. I understand that no solution will please everyone, but hope you will listen to those of us who must drive this section daily rather than those who occasionally use it for recreation or who don't want their commute slowed. This is an urgent concern. I watch helplessly as crashes and fatalities continue, hoping it is not someone I know. NDOT's highest mandate should be the safety of its roadways. This stretch of Highway 50 is not safe.

Gerald Balentine 8/10/2023: I heard there is an exciting new program in place at NDOT where they are reorganizing and reallocating funds more efficiently. Apparently, this program is at step 8, but we have yet to be told how it is working for the board. Perhaps DD Jeff Lerud who is said to be leading this project could report to the board and the public on this matter at a future meeting?

Todd Bissell 8/10/23: We have lived in Pine Wild for over a dozen years. It is beside Hwy 50 near Round Hill and Zephyr Heights. Entering onto or exiting from Hwy 50 is a daily danger. NDOT has an opportunity to improve the safety for traffic and pedestrians in this area and should do so. When turning into Pine Wild at Lakeshore Blvd while heading North on Hwy 50, cars behind us in the left lane will often dart into the right lane at the last second, surprising speeding cars behind them to see us stopped in the fast lane of the freeway with our left-turn signal on. We are sitting ducks for getting rear-ended by cars and trucks traveling 55+ mph. It has almost happened numerous times.



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Cars in the Northbound right lane are also at risk from cars behind us swerving into their lane at the last second to avoid hitting us. Cars heading South are at risk of someone in our Northbound lane turning left sooner than safe just to avoid being rear-ended. Installing the dedicated middle turn lane on the agenda would correct all of these risks and make that intersection safe. Reducing the lanes from two to one would likely slow traffic down to the posted limit and also add to the safety of everyone in the area. For these reasons, I believe that installing the middle turn lane is a better option than installing speed bumps. I see no good reason not to approve this proposal. Traveling South in this area is not much safer. There is a blind corner south of the Zephyr Cove Resort and there was a fatal accident there last year. I have seen several other accidents at the entrance into our neighborhood or very close to it. Again, reducing the lanes from two to one will slow people down and save lives. As you know, there is a pedestrian crossing at this intersection which is often a surprise to tourists and others not familiar with finding a warning light for people crossing the freeway. Reducing the lanes and adding the middle turn lane will improve their safety as well. Please save lives and reduce injuries by reducing the lanes on Hwy 50 and installing a middle turn lane as proposed. Thank you.

William Cobb 8/10/2023: We are commenting on the intersection of Highway 50 with the Marla Bay-Pine Wild-Zephyr Heights roadways. It is dangerous turning out of Marla Bay/Pine Wild in part because of the concrete border wall which was installed by NDOT some years ago which makes it very hard to see on-coming traffic from the north when trying to enter on Highway 50 southbound. More importantly, the absence of a left turn lane (for E/B Highway 50 traffic to turn west into Marla Bay) makes a left turn from Highway 50 very dangerous. The driver has to be concerned about rapidly approaching traffic from the rear (south) as well as trying to find a "window" in N/B Highway 50 traffic to successfully make a turn into Marla Bay. Trying to navigate across Highway 50 to proceed up to Zephyr Heights is pretty much impossible, but short of a traffic light we recognize there is probably little NDOT could do for this maneuver. Barring a traffic light, we would suggest that a left turn lane for N/B Highway 50 traffic trying to turn W/B into Marla Bay would be a dramatic improvement in safety. Thank you for receiving our comments.

Don Brumley 8/11/2023: In Support of Hwy 50 Corridor NDOT Plan! To be clear, the loud voices of naysayers not in support of the Hwy 50 corridor plan, do not represent the quieter voices of the Zephyr Cove area. As a property owner and full-time resident of Zephyr Cove, myself and neighbors are in support of the Hwy 50-corridor plan presented by NDOT. The most dangerous section of Hwy 50 in Nevada, as documented by NDOT, is 1.7 miles between the signal at Zephyr Cove south to Round Hill Pines beach. In this area, there are NO TURNING LANES for the neighborhoods of: Zephyr Cove, Zephyr Knolls, Zephyr Heights, Zephyr Point, Marla Bay, and Pine Wild. We live everyday with the potential of being t-boned and rear-ended trying to get in and out of our neighborhoods and homes every day! We have two blind curves and speeding cars. The people who are concerned about backups and delays, don't realize the amount of time we spend every day waiting and waiting to play it safe to enter the hwy. With every accident, and there have been many,



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there are delays as well. SPEED is an issue in this area. The straight road by Skyland and in front of The Cove beach, allows all motor vehicles to gain speed going into the curves on 50, and there are lots of RV's, campers, and trucks with trailers, all that can't stop in time if needed. I find it frustrating that on Hwy 50 on the straight away in front of Lake Village, there is a digital speed signal reminding folks the speed limit is 35 mph, while in the section of Hwy in Zephyr Cove with multiple curves the speed limit signs are 45 mph until you hit the 30 mph at dead man's curve: 45 mph = 60 mph. There have been countless meetings by NDOT offering community input over the last several years. Stop with the community input and start with the well-crafted and data driven changes to improve the safety of Hwy 50! With every delay in getting on with the NDOT plan, real people are getting hurt or dying on this section of Hwy 50. In addition, the bike lane in the plan will give residents and visitors the opportunity to get out of their cars. I would definitely ride my bike, with a safe bike lane, to Round Hill from The Cove. It is time to get the project started for the safety of all residents and users of the southeast shore of Lake Tahoe. Thank you.

Deborah Brumley 8/11/2023: I support NDOT's plan for the East Shore Corridor of Lake Tahoe. I have been to the outreach meetings for development and have sent many emails to NDOT and the Douglas County Commissioner in support of the plan. I live adjacent to Hwy 50 in Zephyr Cove, the most dangerous section of Hwy 50 in Nevada, as documented by NDOT. We live on a blind curve and have no turn lanes to enter/exit the highway and no acceleration lanes for entry. Cars, trucks, semi's, RV's are going over the speed limit at 60 mph on the highway, barreling through the corridor, as documented by NDOT. Like many of my neighbors, every day I say a prayer when I pull onto the highway, sometimes I have to go right to go left and drive a distance to turn around. I can rarely make the left turn directly into the driveway, again praying that I am not rear-ended, or again needing to go past the drive and turn around again to come back. There are a few opposing loud voices, but they don't live in the neighborhoods without turn lanes. They live in the neighborhoods graced with turn lanes and a straight road and/or they "drive through" our areas. They don't want to be slowed down; please don't listen to them! NDOT's plan will slow traffic, that is just what this section of Highway needs. The majority of the time, the traffic will be the same as it is now, flowing smoothly. If there is a short delay during peak traffic; I will take that over injury and death any day. With every delay in getting on with the NDOT plan, real people are getting hurt or dying on this section of Hwy 50. My daughter, relative, friend, or neighbor could be the next victim. I also fully support the multi-use lanes in the plan. I would like to be able to get out of my car for the short trip to Round Hill Shopping center, but I can't. There is no way to walk or bike the 1.7 miles to the store. How ridiculous is that in Lake Tahoe? A multi-use lane, in the least, from Stateline to Zephyr Cove should reduce car traffic. There have been countless meetings by NDOT offering community input over the last several years. Please, for the sake of the residents of the east shore, proceed with the well-crafted and data driven changes to improve the safety of Hwy 50!



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Public Comment received after 4:00 P.M. (Pacific Time) on the business day prior to the meeting and prior to 5:00 P.M. (Pacific Time) on the day of the meeting.

Chris Moulton 8/11/2023: I am a resident of Zephyr Cove and would like to express my support for the HWY 50 East Shore Corridor Plan and associated restriping project. I believe that restriping should be completed as soon as feasible. Some area residents have concerns about lane reductions, and actually driving in the updated lane configuration can put those concerns to rest. Many people underestimate how hard it is to make a left turn on Highway 50, and will see the benefits of a center turn lane. Since painting lanes is easily reversable, the potential harm from executing a demonstration test is nearly zero. I am glad to see a dedicated bike path included in the HWY 50 East Shore Corridor Plan. This will make it possible to bike to Zephyr Cove Resort, the library, Zephyr Cove Park, and other nearby places of interest without using a car and taking up limited parking spaces in the area. Biking along the highway is dangerous, and residents with children in particular would feel safer using a dedicated bike lane that is separated from the highway. Increased usage of the bike trail would result in fewer cars and less congestion along this section of Highway 50.

DocuSigned by:



Jeff Lerud, Deputy Director
Secretary to the Board of Directors