



Welcome to the U.S. 50 East Shore Corridor Management Public Hearing

At this hearing, you can provide input on the U.S. 50 Corridor Management Plan (CMP) draft final report. This study assesses safety and access along U.S. 50 and identifies opportunities to address those needs. Speak with study representatives to learn more. An informational presentation is scheduled for 5:30pm!

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



[We want to hear from you.](#)





Study Area and Contact

Study Limits

U.S. 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 Contact

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Use QR code to
leave a comment



What is the US 50 CMP?



The U.S. 50 East Shore Corridor Management Plan is an integrated, multimodal 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



What is the Process and Timeline?

Study Process

Step 3

Advance Analysis, Including Supporting Strategies and Prospects

Step 4

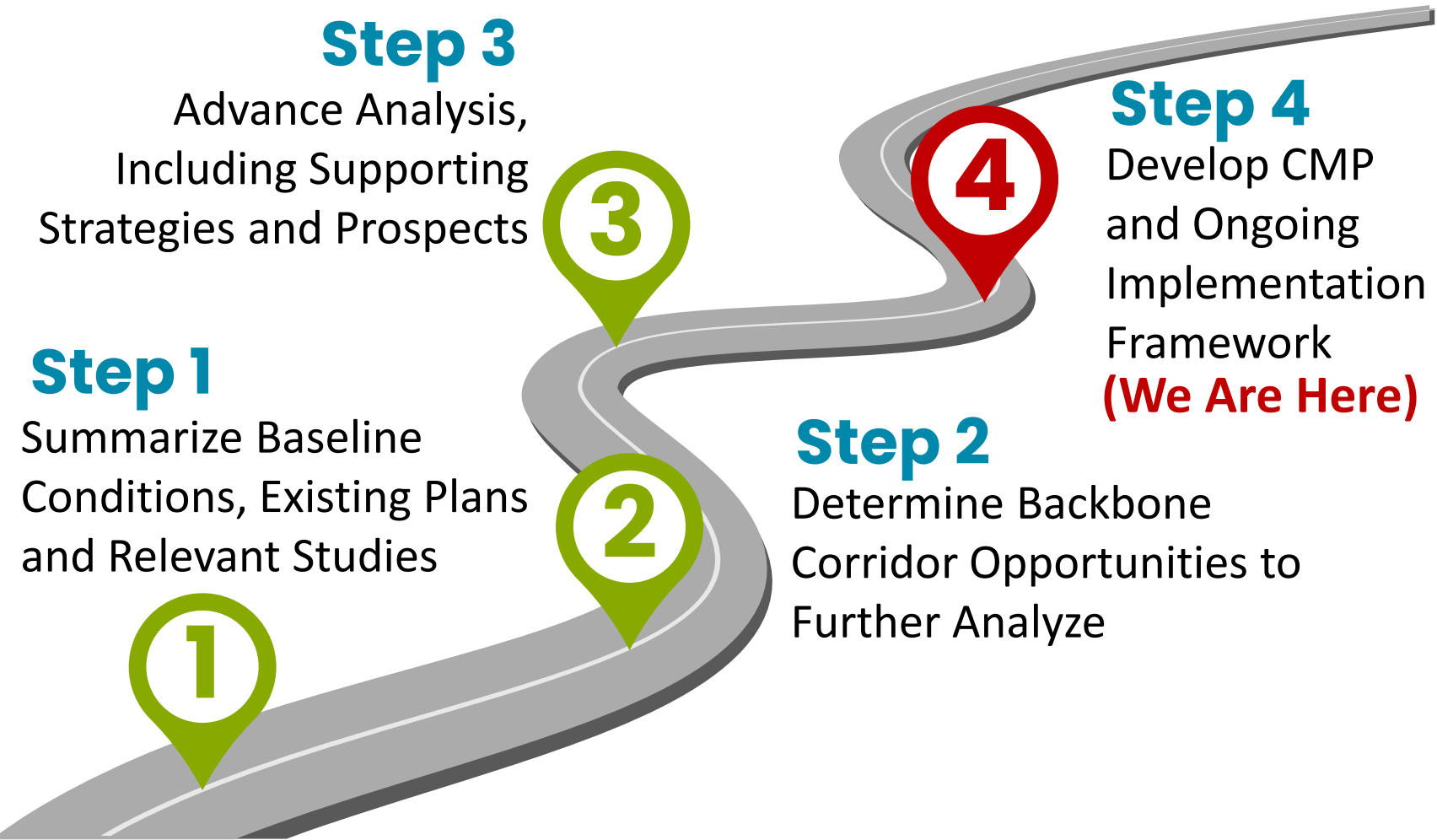
Develop CMP and Ongoing Implementation Framework **(We Are Here)**

Step 1

Summarize Baseline Conditions, Existing Plans and Relevant Studies

Step 2

Determine Backbone Corridor Opportunities to Further Analyze



Study Timeline

Winter 2021



CMP Kick off

Summer 2021



Public Canvassing

Spring 2022



Draft Strategies & Solutions and Public Outreach

Fall 2022



Draft Preferred Solutions and Public Outreach

Winter-Fall 2023



Input Synthesis and Potential Demonstration Project Public Feedback

Winter 2024



Final Document Public Review and Study Completion



What are the Safety Issues?

Through analysis and public feedback, the study has identified several safety issues in the corridor that the alternatives are designed to address. These issues include:

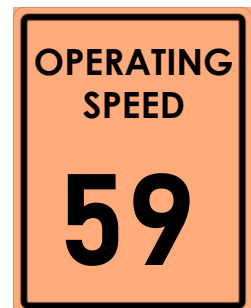
- High vehicle speeds
- Conflicts with on-highway parking
- Difficulty turning in/out of side streets
- Lack of safe bike and pedestrian options



Speed studies confirm speeding is a concern throughout the corridor



East of Glenbrook



Glenbrook to Elks Pt.

Safety is a Priority



What is Being Proposed?

Safety-Focused Recommendations



Early Action corridor roadway safety improvements include:

- ⌚ Add turn lanes where pavement and right-of-way widths permit.
- ⌚ Incorporate wide edge line striping.
- ⌚ Install edge-lit speed limit signs, in-pavement speed limit markings, and speed feedback signs.
- ⌚ Narrow lane widths (~11 feet wide) and increase separation of opposing directions of traffic.
- ⌚ Add transverse markings to wide shoulder locations (> 8-feet)
- ⌚ Develop and deploy additional signal timing plans.
- ⌚ Conduct Intersection Control Evaluation (ICE) of U.S. 50/S.R. 28
- ⌚ Improve signing to Cave Rock.
- ⌚ Continue to monitor and evaluate safety performance and opportunities in Critical Safety Areas.
- ⌚ Establish a multi-agency Safety and Operations Committee to coordinate ongoing safety evaluations and operations



Critical Safety Area improvements include:

- ⚠ Off highway parking at Zephy Cove Resort
- ⚠ Add bicycle/pedestrian facilities on U.S. 50, from Elks Point Rd. to Lake Parkway
- ⚠ Advance Lake Parkway intersection improvements
- ⚠ Extend Tahoe East Shore Trail to Zephyr Cove Resort
- ⚠ Consider pedestrian underpasses at Zephyr Cove Resort
- ⚠ Right-turn lane extension at Kingsbury Grade to U.S. 50 northbound
- ⚠ Add RRFB to Lyons Ave. crosswalk ²
- ⚠ Add RRFB to Tamarack Dr./Cedar Ridge Dr. crosswalk ²
- ⚠ Improve existing RRFB at Lakeview Dr. ²
- ⚠ Add dynamic curve warning systems
- ⚠ Interconnect signals and add dilemma zone protection
- ⚠ Install bike detection at signals
- ⚠ Improve cyclist detection and lighting at Cave Rock
- ⚠ Close sidewalk gap at Kahle Dr.
- ⚠ Improve existing northbound chain up area
- ⚠ Convert 4H Camp Rd. to right-turn only

Recommendations do not include lane reductions



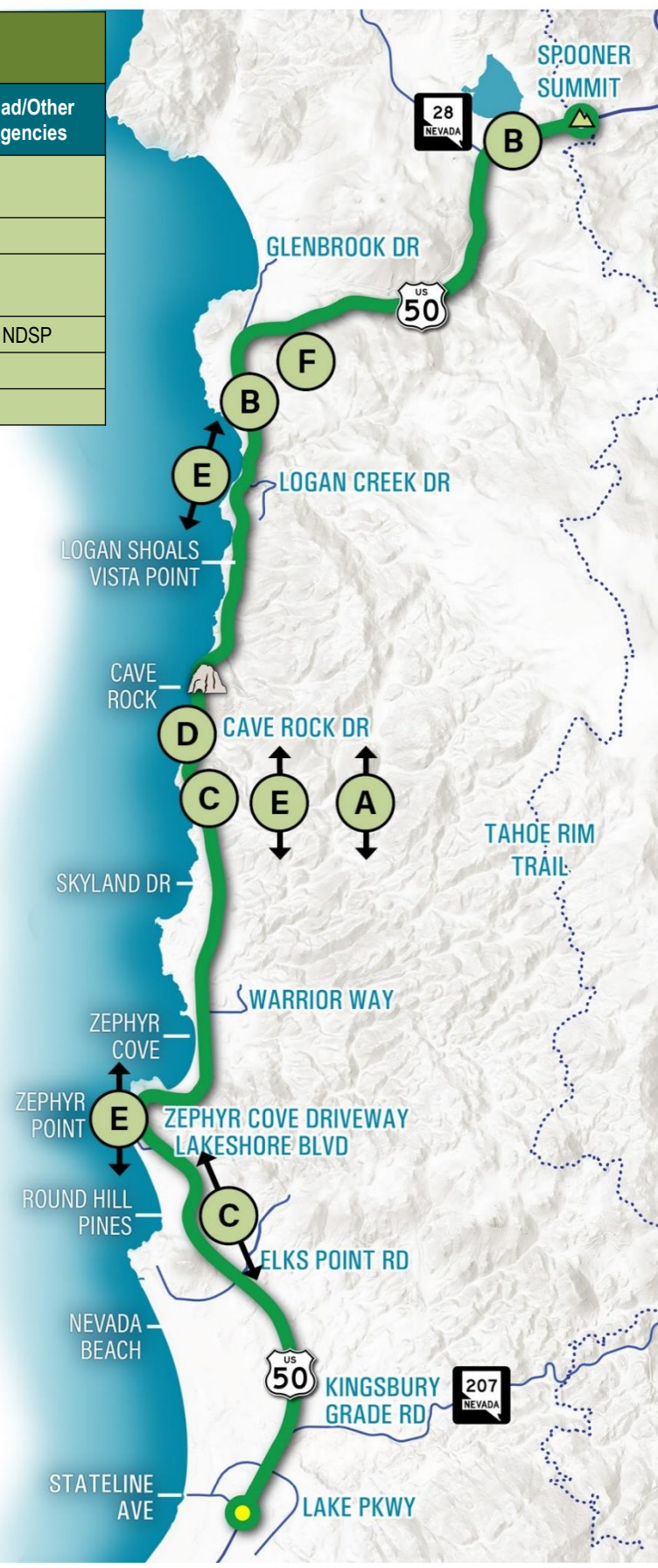
What is Being Proposed?

Early-Action Recommendations

Phase 0 (1-2 years)				
Map Marker	Alt. Description	Ballpark Cost Estimate	Land Ownership	Lead/Other Agencies
A	Early-action pavement striping and markings (e.g. narrow lanes to 11' wide)	N/A	NDOT	
B	Conduct S.R. 28/U.S. 50 ICE Analysis	\$50,000	NDOT	
C	Develop and deploy additional signal timing plans	\$250,000	NDOT	
D	Improve Signing to Cave Rock State Park	\$5,000	NDOT	NDSP
E	Add turn lanes where feasible	N/A	NDOT	
F	Evaluate gateway opportunities	\$15,000	NDOT	

Recommendations do not include lane reductions

Phase 0 are near term recommendations that can be quickly implemented over the next 1-2 years, including additions to the upcoming pavement preservation project.

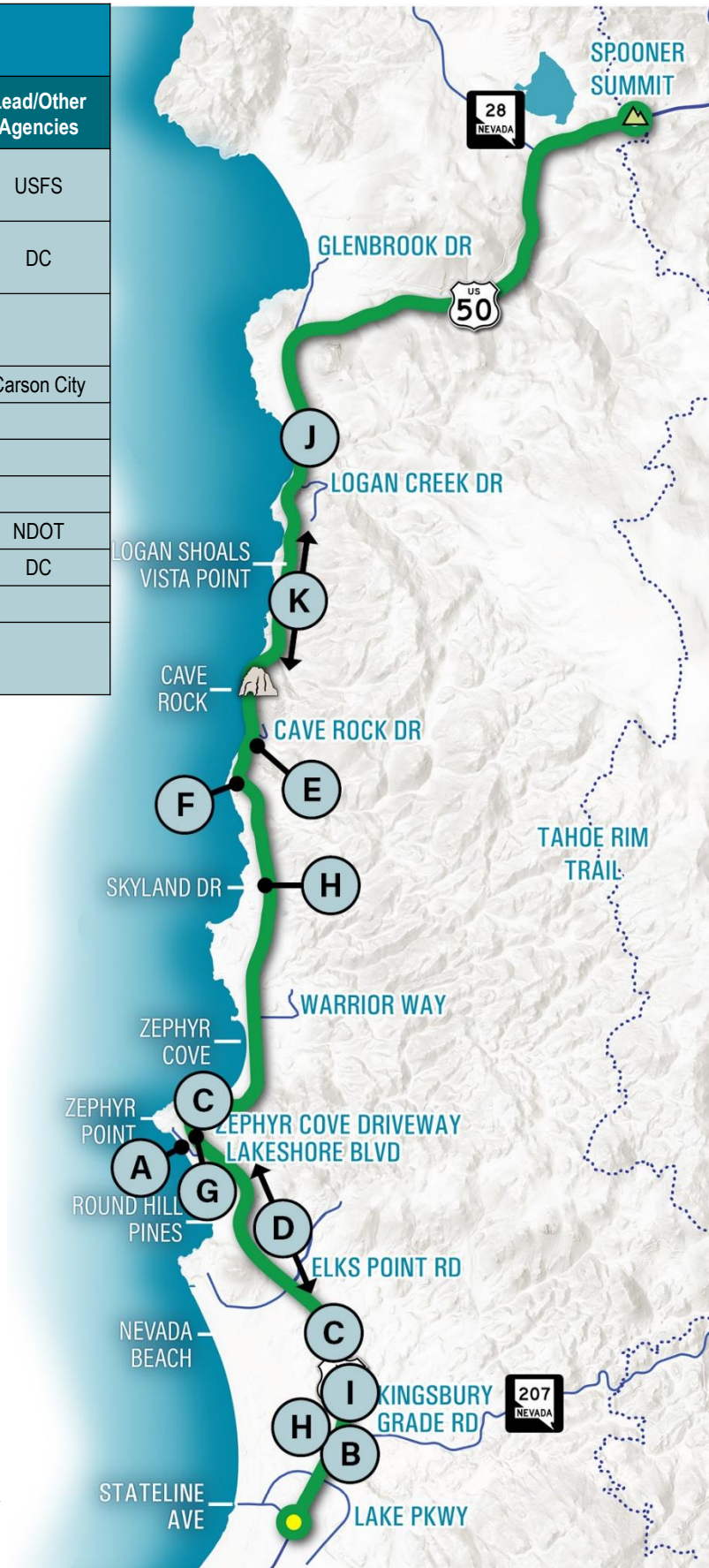




What is Being Proposed?

Near-Term Recommendations

Phase 1 (2-5 Years)				
Map Marker	Alt. Description	Ballpark Cost Estimate	Land Ownership	Lead/Other Agencies
A	Tahoe East Shore Trail Alignment Study: Round Hill Pines to Zephyr Cove Resort	\$100,000	NDOT	USFS
B	Tahoe East Shore Trail: 4-H Camp Road to Lake Parkway	\$1,400,000	NDOT	DC
C	Multimodal facilities and turn lanes: Elks Pt. Rd. to Kingsbury Grade	\$3,500,000	NDOT	
D	Install bike detection at signals	\$150,000	NDOT	Carson City
E	RRFB at Lyons Ave.	\$50,000	NDOT	
F	RRFB at Tamarack Dr/Cedar Ridge Dr.	\$50,000	NDOT	
G	Improve RRFB at Lakeview Dr.	\$50,000	NDOT	
H	Close sidewalk gap at Kahle Dr.	\$15,000	DC	NDOT
I	Right turn only at 4H Camp Rd.	\$50,000	NDOT	DC
J	Improve existing chain up area	\$60,000	NDOT	
K	Install edge lit speed limit signs, markings, and speed feedback signs	\$85,000	NDOT	



Recommendations do not include lane reductions

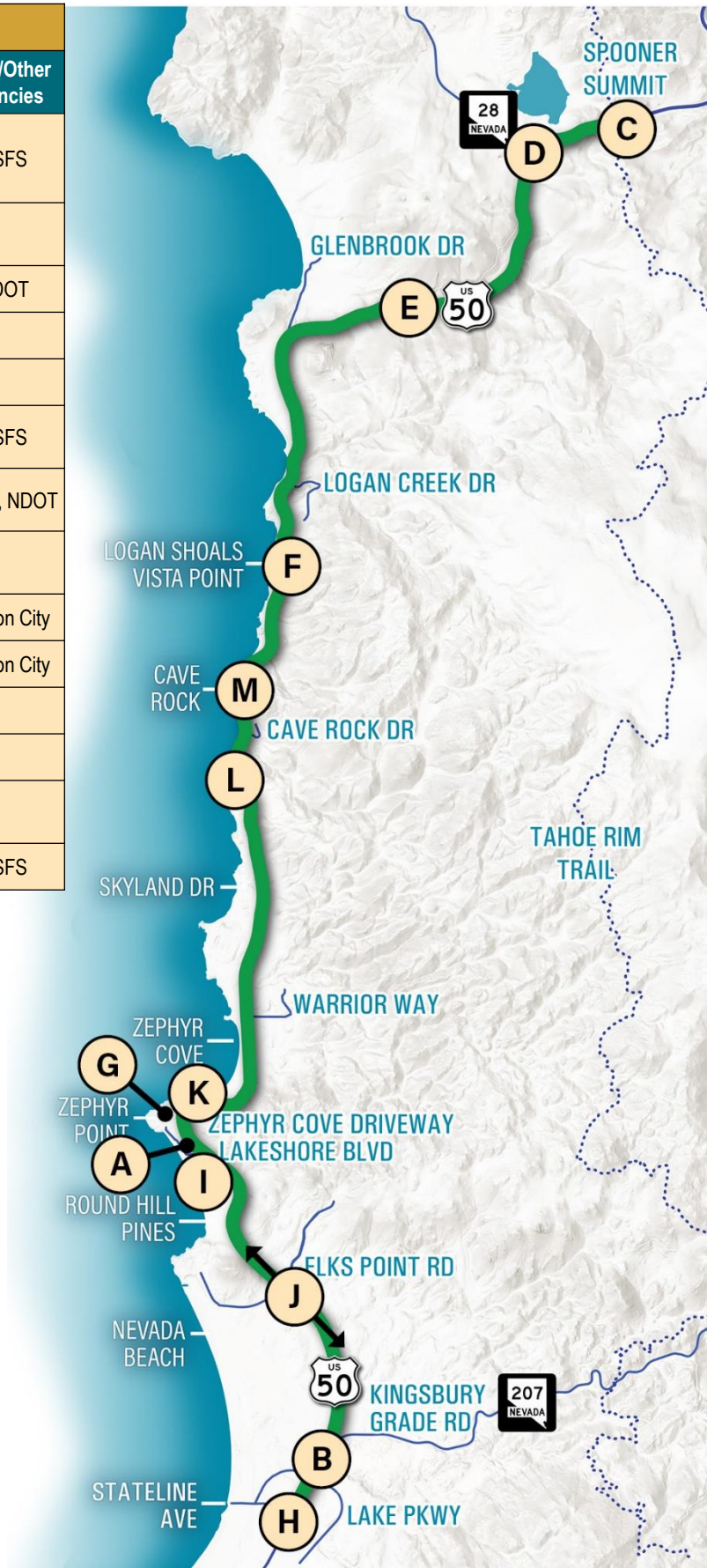
Phase 1 recommendations are those that can be implemented in 2-5 years upon further development, environmental analysis, and funding.



What is Being Proposed?

Mid-Term Recommendations

Phase 2 (5-10 Years)				
Map Marker	Alt. Description	Ballpark Cost Estimate	Land Ownership	Lead/Other Agencies
A	Tahoe East Shore Trail: Round Hill Pines to Zephyr Cove Resort Environmental/Design	\$1,000,000	NDOT	USFS
B	Multimodal Facilities: Kingsbury Grade to Lake Pkwy.	\$4,000,000	NDOT	
C	Revised parking at Spooner Summit	\$800,000	USFS	NDOT
D	SR 28 intersection improvements	\$6,000,000	NDOT	
E	U.S. 50 formal vista point	\$3,500,000	NDOT	
F	Turn lanes to/from Logan Shoals and parking improvements	\$1,500,000	NDOT	USFS
G	Off highway parking at Zephyr Cove Resort	\$6,000,000	DC	USFS, NDOT
H	Lake Parkway Intersection Improvements	\$5,500,000	NDOT	
I	Interconnect traffic signals	\$300,000	NDOT	Carson City
J	Install dilemma zone protection	\$250,000	NDOT	Carson City
K	Install dynamic curve warning system	\$200,000	NDOT	
L	Install dynamic curve warning system	\$200,000	NDOT	
M	Install improved cyclist detection and lighting	\$100,000	NDOT	
N	Install dynamic Parking Full signs (2)	\$150,000	NDOT	USFS



Recommendations do not include lane reductions

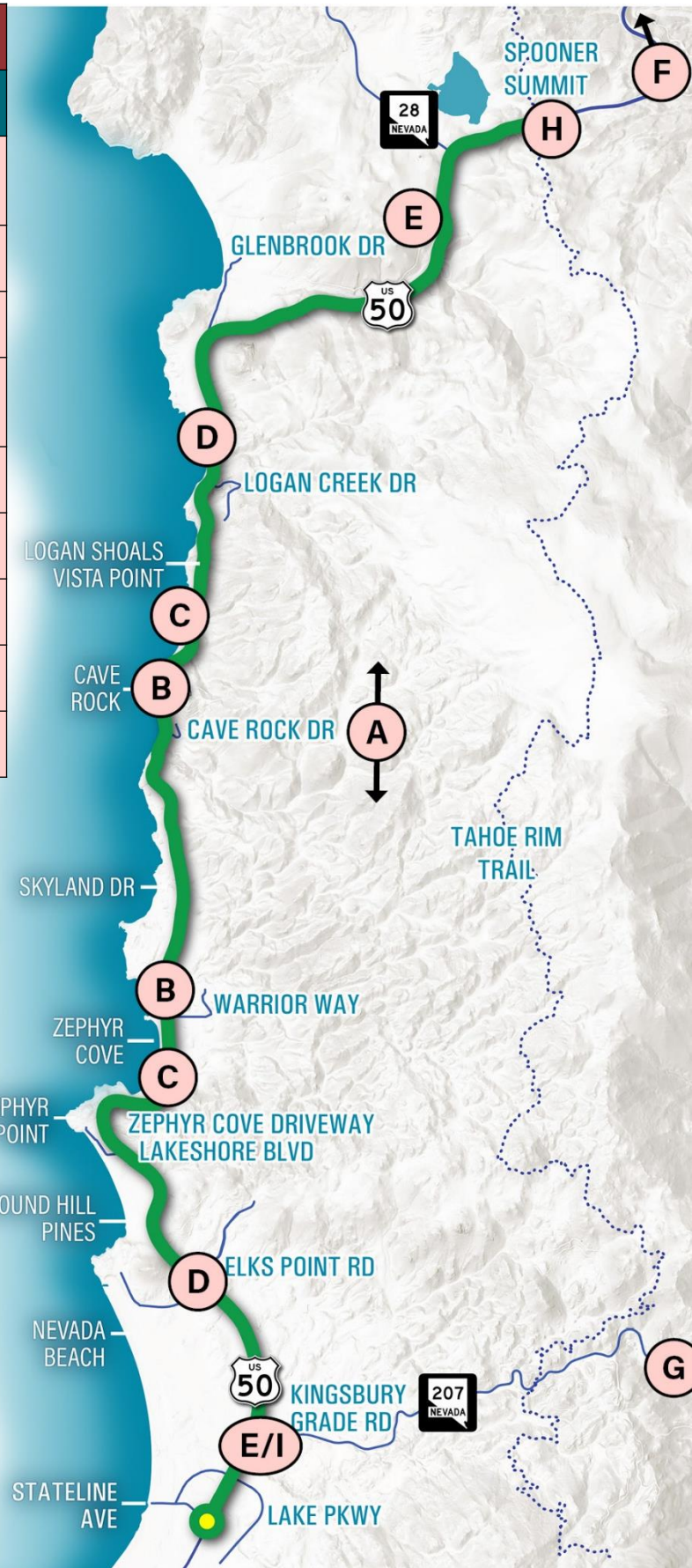
Phase 2 recommendations are those that can be implemented in 5-10 years upon further development, environmental analysis, and funding.



What is Being Proposed?

Long-Term Recommendations

Phase 3 (10+ Years)				
Map Marker	Alt. Description	Ballpark Cost Estimate	Land Ownership	Lead/Other Agencies
A	Tahoe East Shore Trail: Zephyr Cove Resort to S.R. 28 Feasibility and Environmental	\$10,200,000	NDOT	USFS, NDSP
B	Pedestrian underpass at N. Zephyr Creek	\$5,000,000	NDOT	USFS, DC
C	Pedestrian underpass at campground	\$6,000,000	NDOT	USFS
D	Revised parking along Elks Point Rd. and Roundabout at NV Beach Terminus	\$4,000,000	NDOT	USFS, DC
E	Right turn lane extension at Kingbury Grade to U.S. 50 NB	\$500,000	NDOT	
F	U.S. 50 Park-n-Ride out of Basin	\$550,000	NDSL	NDOT
G	SR 207 Park-n-Ride out of Basin	\$100,000	NDOT	
H	Improve/expand Spooner Summit parking	\$750,000	NDOT	NDSP
I	Kingsbury-Lake Parkway evacuation connection	\$1,020,000	Private	NDOT



Recommendations do not include lane reductions

Phase 3 recommendations are those that can be implemented in 10 or more years upon further development, environmental analysis, and funding.



Next Steps

The U.S. 50 CMP identifies needs and opportunities and establishes a starting point for implementing solutions over time



Finalize the CMP

Implement Early Action Opportunities Where Possible

Ongoing Multiagency Collaboration to Monitor Conditions and Implement Solutions

Study recommendations will be implemented over time with early-action improvements implemented over the next few years. Mid and long-term improvements will take more time to be constructed with possible implementation over the next five, ten or twenty years depending on funding availability and other state and agency priorities through the One Nevada Transportation Plan.

