



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

Errata

**Agenda Item No. VII.A.1, Staff Report and Attachment A
NDOT Crash Data**

The Average Annual Daily Trip (AADT) pre and post project in Attachment A was incorrect and has been revised. The updated AADT is 21,000 pre-project and 20,900 post-project. The staff report was updated to reflect this change as well.



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STAFF REPORT

Date: March 27, 2024

To: Governing Board

From: TRPA Staff

Subject: Round Hill Pines Resort Intersection Improvement Project, Environmental Improvement Program # 03.01.02.0070

Summary and Staff Recommendation:

This is an informational item only; no action is required.

Project Description/Background:

The TRPA Governing Board approved The Round Hill Pines Resort Intersection Improvement Project on October 27, 2021. The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD) was the project proponent working in partnership with TRPA, the USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU), and the Nevada Department of Transportation (NDOT) to plan and deliver the project. The project was constructed in 2022 and the new intersection became open to the public in the summer of 2023.

The Round Hill Pines Resort is owned and managed by LTBMU and is located on US Highway 50 in Douglas County, Nevada. It is a popular public day-use summer recreation destination. The intersection improvement project was implemented to improve the safety of the entrance and travelling public along US 50. The previous entrance into the resort was unsafe due to limited sight distance in both directions and unprotected turning movements across US 50 and prohibited transit from accessing the facility. The project relocated the entrance 0.2 miles north, added a left turn lane into the resort, and a northbound acceleration lane along US 50. The new intersection now allows transit access and is an environmental, public access, and safety improvement.

CFLHD prepared a National Environmental Policy Act (NEPA) Environmental Assessment (EA) and TRPA Initial Environmental Checklist (IEC) to analyze the impacts of the project. The EA established there are no significant impacts due to this project, and there were beneficial impacts to transportation. The Finding of No Significant Impact and the EA may be found online at: [Round Hill Pines Access | FHWA \(dot.gov\)](#).

Sierra Sunset Lane is a private, gated road located adjacent to Roundhill Pines Resort, just north of the new intersection. Four residents are located off the road. During public outreach, the residents of Sierra Sunset Lane voiced concerns regarding the project including the potential to negatively impact the entrance to Sierra Sunset Lane from US 50 and requested additional traffic analysis. In response to the

residents' concerns, the TRPA Governing Board required the project proponents complete traffic and safety monitoring to identify any adverse impacts to Sierra Sunset Lane (Attachment B, TRPA Permit).

NDOT conducted a traffic and crash analysis for a 0.72-mile section of roadway that included the project area and Sierra Sunset Lane. (Attachment A, NDOT report). NDOT compiled traffic and crash data between May 2021 and May 2022 and again between October 2022 – October 2023 (pre- and post-project). Prior to the project there were four crashes within the analysis area, exceeding the Nevada state average. Post-project, there were two crashes within the analysis area, a 50% reduction that brought both property damage only (PDO) and injury crashes below the Nevada state average. NDOT uses Average Annual Daily Trips (AADT) as a metric to count vehicle trips along the corridor. The AADT was 21,000 pre-project and 20,900 post-project~~along US 50 did not change pre and post project.~~

Compiling and reviewing traffic counts and crash data pre- and post-project is the standard protocol NDOT uses to analyze the safety impacts of a project. NDOT also installed no parking signs along US 50 near the new Round Hill Pines Resort intersection to further increase safety along the corridor.

The NDOT analysis shows no adverse safety impacts to Sierra Sunset Lane. The project achieved the desired goals of providing safer access to Round Hill Pines Resort and reducing conflicts along US Highway 50.

Contact Information:

For questions regarding this agenda item, please contact Shannon Friedman, Environmental Improvement Program Manager, at (775) 589-5205 or sfriedman@trpa.gov.

Attachments:

- A. NDOT crash data
- B. TRPA Permit
- C. CFLHD Sierra Sunset Lane Memo

Attachment A
NDOT Crash Data

**US 50
DOUGLAS COUNTY, NV
MP DO 2.205 TO DO 2.925
BEFORE PROJECT
ANALYSIS**



SEGMENT LENGTH (MILES)	0.72
AVERAGE AADT	21,100

May 21, 2021 - May 22, 2022

PDO CRASHES	2
INJURY CRASHES	2
FATAL CRASHES	0
TOTAL CRASHES	4

	US 50	Principal Arterial Rural 5-Year State Average (2022)	% Change
PDO CRASH RATE	0.361	0.248	45.44
INJURY CRASH RATE	0.361	0.119	203.86
FATAL CRASH RATE	0.000	0.018	-100.00
TOTAL CRASH RATE	0.721	0.385	87.56

*Percent change in **purple** indicates a lower percent than the State average.
Percent change in **red** indicates a higher percent than the State average.

The 0.72-mile segment of US 50 in Douglas County, NV from MP DO 2.205 to DO MP 2.925 (MP limits of project plus an additional 500 feet in each direction as requested) was analyzed before the project begun. US 50 within these limits had a 45.44 % **higher** PDO crash rate, a 203.86% **higher** Injury crash rate, 87.56% **higher** Total crash rate, and a below average Fatal crash rate in comparison to the State Average for a Principal Arterial roadway. All crash rates are calculated per million vehicle miles.

NDOT Reserves All Objections
23 U.S.C. § 407 Documents

**US 50
DOUGLAS COUNTY, NV
MP DO 2.205 TO DO 2.925
AFTER PROJECT
ANALYSIS**



SEGMENT LENGTH (MILES)	0.72
AVERAGE AADT	20,900

Oct 22, 2022 - Oct 22, 2023

PDO CRASHES	1
INJURY CRASHES	1
FATAL CRASHES	0
TOTAL CRASHES	2

	US 50	Principal Arterial Rural 5-Year State Average (2022)	% Change
PDO CRASH RATE	0.182	0.248	-26.56
INJURY CRASH RATE	0.182	0.119	53.38
FATAL CRASH RATE	0.000	0.018	-100.00
TOTAL CRASH RATE	0.364	0.385	-5.32

*Percent change in **purple** indicates a lower percent than the State average.
Percent change in **red** indicates a higher percent than the State average.

The 0.72-mile segment of US 50 in Douglas County, NV from MP DO 2.205 to DO MP 2.925 (MP limits of project plus an additional 500 feet in each direction as requested) was analyzed after the project was completed. US 50 within these limits now has a 26.56% lower PDO crash rate than the statewide average, an Injury crash rate reduced by 150.48%, and a Total crash rate that is now below the Statewide Average for a Principal Arterial roadway. The Fatal crash rate remains unchanged as no fatal crashes occurred during the time period analyzed. All crash rates are calculated per million vehicle miles.

NDOT Reserves All Objections
23 U.S.C. § 407 Documents