

# **2014 Nevada Department of Transportation Customer Satisfaction Survey**

**Final Report – Draft  
Submitted to  
Nevada Department of Transportation**

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## EXECUTIVE SUMMARY

A customer satisfaction survey was designed and used to gain insights about the public impressions of congestion, construction, maintenance, safety, and funding, as well as to determine differences between different regions in Nevada. Occupational subpopulations were also targeted. These subpopulations included business executives, school district employees, firefighters, police, tourists, tourism workers, commercial truckers, and warehousing and distribution managers. The respondents answered 24 questions directly relating to their experiences on the Nevada roads, five demographic questions for weighting and location purposes, and one open-ended question allowing for additional suggestions or concerns to be voiced. The survey instrument is provided in Appendix I. The methods of analysis included pure descriptive statistics and binary probit modeling. To perform analyses, the sample data set has been separated by either district or occupational subset (commercial truck driver, school district employee, business executive, firefighter, police officer, tourist, tourism employee, and warehousing and distribution manager). The results of the analyses can be found in Appendix III. The complete list of respondent comments is provided in Appendix IV.

The data analyses provided the following results:

- In most cases, the residents were satisfied with the transportation system in Nevada.
- Residents in District 1 (Southern Nevada) are not satisfied with the delays caused by the construction and maintenance.
- Congestion is a critical issue in the south compared to the districts in the north of Nevada.
- Congestion is caused by poor freeway interchange design, dangerous merging situations, construction events, poor streetlight timing, and lack of shoulders and passing lanes.
- Most respondents throughout the state did not have experience with community involvement during the planning and implementation of the projects in their area to give either positive or negative response on the topic.
- It was recommended in the comments that residents should be given warning about new projects in order to voice their opinions.
- Respondents would like a convenient outlet to provide comments and to make the NDOT aware of the road issues.
- Residents require immediate access to the traffic and weather conditions, through phone application, more electronic message boards, 24-hour phone lines, and frequent reliable radio updates.
- Women are more often critical about performance than men. In most scenarios, men are either more satisfied or neutral than women.
- Younger respondents tended to be either neutral or critical of their driving situation while the oldest respondents were seemingly passively satisfied with their current situation.
- Nevadans do not want the tolls to be instituted on roads. Responses concerning the Vehicle Miles Traveled Fees, however, were significantly positive throughout the state.
- User comments were highly favorable of increasing public transit options.
- Suggestions were made to introduce light rail, expand the Las Vegas Monorail, increase the frequency of current bus lines, and add bus routes to rural areas.
- Safety is the public's most important concern. Although dangerous traffic design is mentioned, residents also condemn the poor quality of driving in general.
- Increased law enforcement and more and better education are recommended.

- According to the residents, the least priority for the NDOT should be building the new roads. Improving safety, reducing congestion, and maintaining the existing infrastructure are considered tasks that are more important.
- Commercial truck drivers consistently follow the same response patterns as the rest of the population.
- Tourism workers are consistently the least satisfied with the NDOT's performance.
- NDOT's priorities cannot be predicted by public response to corresponding questions asked earlier in the survey.

Several limitations should be considered. First, the district distributions varied strongly and had to be separated. Hence, it was not possible to weight the samples appropriately by demographic (as district population demographic statistics are not available). Second, the survey was collected by three distinct methods: phone interviews, in-person interviews, and online distribution. There is a possibility that the method of completion had an effect on the results, however, it was assumed that the effects are minimal.

## INTRODUCTION

The Nevada Department of Transportation (NDOT) sought to determine the satisfaction of Nevadans with respect to traffic safety, congestion, maintenance, financing, and the overall quality of Nevada's highways. Similar satisfaction surveys have been investigated in over a dozen states throughout the United States. Departments of transportation across the country have used surveys to compare their own progress over time or their strengths and weaknesses compared with those of neighboring states. The departments have not considered any study a failure or the need to revise their surveying methods. This will make it easier to compare responses over time. Our survey was developed to serve as a reference to other surveys in the future.

There are also several different methods of collecting data across the country. Some use online surveys exclusively (1), with links posted on prominent websites. Some sent surveys out in the mail (2,3,4). Some had them completed over the phone (5,6,7). In addition, others used a combination of techniques to gather responses (8,9).

Between the calendar year (CY) 2008 and 2009, a satisfaction survey was completed for the NDOT by the Center for Research Design and Analysis (CRDA) at the University of Nevada, Reno (UNR). A telephone survey was conducted in an effort to determine customer opinions of six different transportation topics including maintenance activities, customer service use and satisfaction, local area congestion, truck driver's experiences, rest area use and satisfaction, and demographics (10). At the time of the study, 73% of the population resided in NDOT's District 1, 24% in District 2, and 3% in District 3 (10).

The responses about highway maintenance were generally positive. At least 70% of users were satisfied with highway landscaping, graffiti removal, debris and trash removal, and snow and ice removal. A majority of 65% of responses showed satisfaction with the visibility of lane lines and roadway surface maintenance. Users also noted that "maintenance of the roadway surface, maintenance of visible lane lines on the pavement, and removal of litter and garbage along the roadways," should be NDOT's top priorities. The high priority for the NDOT in Districts 2 and 3 included snow removal and ice control as well (10). Three percent of respondents reported contacting the NDOT, with the highest proportion coming from District 1. All districts preferred to get their information from electronic message boards. In Districts 1 and 2, televised reports were considered the second highest preference. A toll-free phone number was considered the second highest preferred communication method in District 3 (10). Finally, factors that contributed to travel delays included construction, poor signal timing, and limited travel lanes. District 3 also indicated that winter weather conditions contributed to delays (10).

## METHOD

In this study, success was measured by achieving a target amount of responses given the resources invested in this project. Success does not mean results and analysis showing a favorable view of the NDOT by Nevadans. A survey questionnaire was designed and used to gain insights about Nevadans' impressions towards congestion, construction, maintenance, safety, and funding on state roads. Further, it was important to determine the differences between the three districts within the NDOT's jurisdiction. Occupational subpopulations were also targeted. These subpopulations included business executives, school district employees, firefighters, police officers, tourists, tourism workers, commercial truck drivers, and warehousing and distribution managers. The respondents answered 24 questions directly relating to their experiences on the Nevada roads, five demographic questions for weighting and location



purposes, and one open-ended question allowing for additional suggestions or concerns to be voiced. The survey instrument is provided in Appendix I.

The method chosen to collect data involved utilizing the Cannon Survey Center (CSC), operating within the University of Nevada, Las Vegas (UNLV). CSC collected 2,636 responses using a combination of online and telephone surveys. In addition, 696 responses were collected from several smaller population groups independently from the CSC with the help of a small contractor (ADV Solutions) and the Transportation Research Center (TRC). This data was gathered by personal interview in order to reach the occupational subpopulation goals illustrated in Appendix II. When determining the sample sizes of each of these populations, first it was necessary to know the size of these populations. This information was available from the Bureau of Labor Statistics (11).

In previous transportation surveys studied, the analysis was limited to descriptive statistics. The analysts were primarily concerned with location statistics such as differences between rural and urban, counties, or departmental regions. The demographic questions were asked to get a better understanding of the differences existing within the state. In addition to these descriptive statistics, presented in Appendix III, there was also additional analysis performed using the responses of this survey to grasp important dependencies between responses. For example, the answers for a safety related question might be correlated with the answers for a construction question. The purpose of this report is to explain these findings and their potential impact for NDOT.

Initially, weighting by demographic was considered, because the statewide distributions for income, age, and gender were not met within the sample. The purpose of the weight was to reduce bias, ensure equality of significance between groups, and account for nonresponse. To demonstrate weighting, assume that a population is exactly 50% male and 50% female. A sample of this population, although being random, is 60% male and 40% female. To ensure that men are not skewing responses in their favor, a weight is used. The weight is equal to the population proportion divided by the sample proportion (12). This issue can also be attributed to nonresponse. The nonresponse bias occurs when a particular group is less inclined to answer questions than others. Consequently, these groups will be underrepresented within the population unless they can be accounted for.

After the data was collected however, it was determined that a great difference consistently existed between the NDOT's three districts. Hence, presenting a statewide collection of responses would be misleading. Therefore, weighting by demographic was not utilized, as district-wide population statistics are not available through the Census. Instead, the data was stratified by district and each stratum was compared independently.

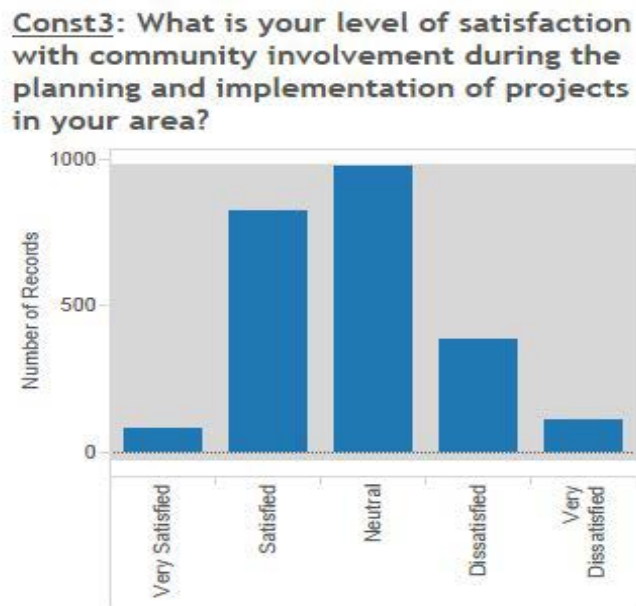
Binary probit models were used to determine the predictability of a particular "yes" or "no" question based on previous questions, generally within the same topic. For example, the question: "Is the level of traffic congestion on Nevada highways acceptable?" is the perfect fit for this particular analysis, because there are only two possible outcomes: "Yes," or "No." The binary probit model estimates the likelihood of a particular event occurring, given that the error terms of both events are normally distributed. This assumption of normality is significant, because the error terms can be manipulated within the model while remaining normal (13).

## SIGNIFICANT RESULTS

Below are the topics of most concern for each district.

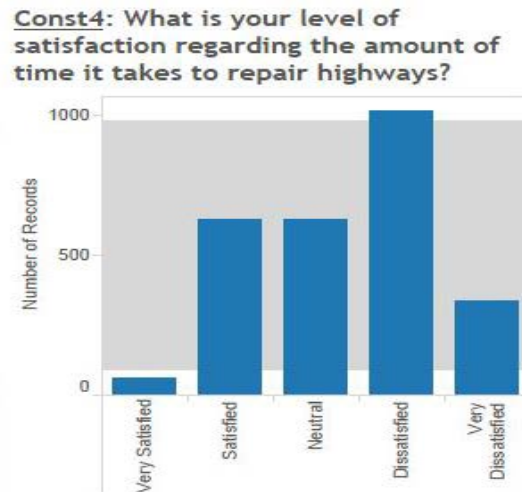
### District 1

- Construction Question 3: What is your level of satisfaction with community involvement during the planning and implementation of projects in your area?
  - There are too many neutral responses to determine if the public is truly satisfied with the amount of community involvement, as shown in Figure 1.



**FIGURE 1 Level of satisfaction during planning and implementing projects in District 1.**

- Construction Question 4: What is your level of satisfaction with the amount of time it takes to repair highways?
  - Respondents are significantly dissatisfied with the amount of time it takes to repair highways, as shown in Figure 2.



**FIGURE 2 Level of satisfaction of time taken to repair highways in District 1.**

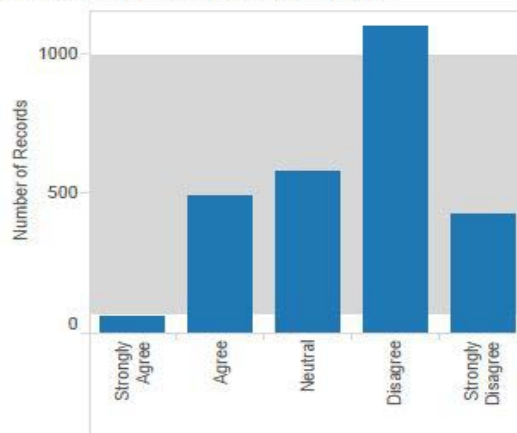
- Safety Question 6: What is your level of satisfaction with the efforts to ensure that snow and ice are removed efficiently?
  - Unsurprisingly, the population of southern Nevada (NDOT's District 1) is largely neutral when it comes to snow and ice on the roads. Hence, there is insufficient evidence to indicate a truly satisfied opinion, as shown in Figure 3.



**FIGURE 3 Level of satisfaction in clearing snow and ice in District 1.**

- Funding Question 2: Please indicate your level of agreement with tolls on major roads and bridges as a means to pay for transportation improvements.
  - A significant proportion of respondents disagree with the proposal of adding tolls on major roads and bridges, as shown in Figure 4.

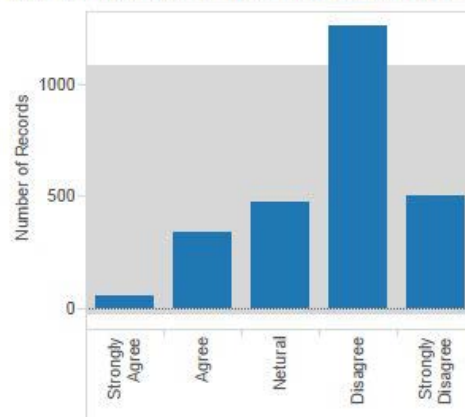
**Fund2:** Please indicate your level of agreement with tolls on major roads and bridges as a means to pay for transportation improvements.



**FIGURE 4 Level of agreement with tolls on major roads and bridges in District 1.**

- Funding Question 3: Please indicate your level of agreement with tolls that increase during times of high traffic volumes on major roads and bridges as a means to pay for transportation improvements.
  - Southern Nevada significantly disagrees with the idea to fund transportation improvements using tolls that increase during rush hour, as shown in Figure 5.

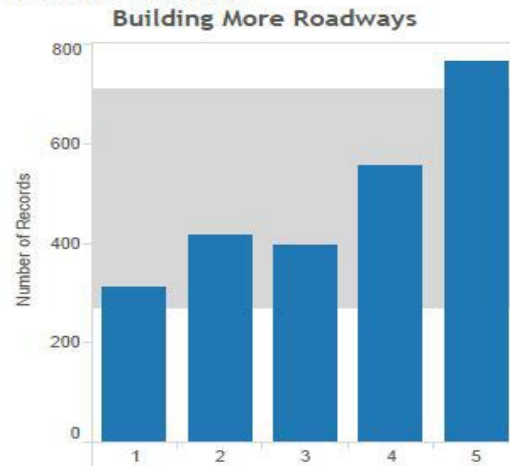
**Fund3:** Please indicate your level of agreement with tolls that increase during times of high traffic volumes on major roads and bridges as a means to pay for transportation improvements.



**FIGURE 5 Level of agreement with tolls increasing during high traffic volumes in District 1.**

- Focus Question 3 – Building More Roadways: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - Building more roadways is significantly the lowest priority according to people residing in NDOT’s District 1, as shown in Figure 6.

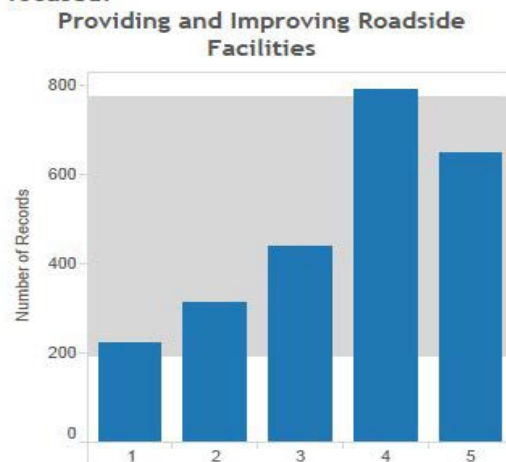
**Focus3:** Using a scale of 1-5, with 1 being your top priority, which of the following areas do you think resources should be focused?



**FIGURE 6 Focus on building more roadways in District 1.**

- Focus Question 4 – Providing and Improving Roadside Facilities: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - Providing and improving roadside facilities is a low priority. It should be the second to last priority for NDOT according to District 1 respondents, as shown in Figure 7.

**Focus4:** Using a scale of 1-5, with 1 being your top priority, which of the following areas do you think resources should be focused?

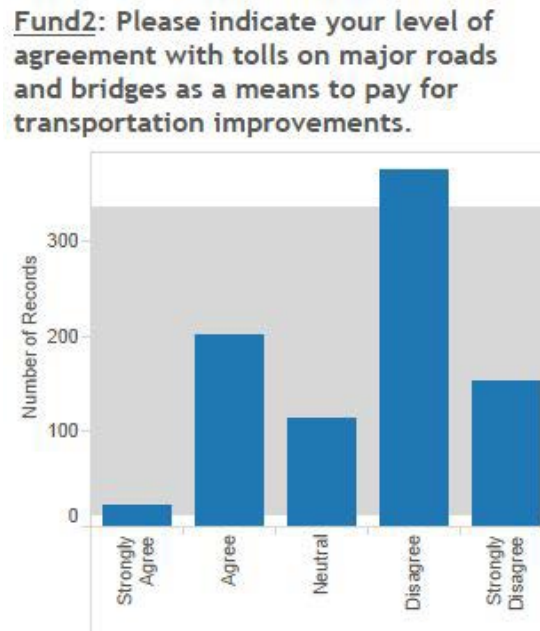


**FIGURE 7 Focus on improving and providing roadside facilities in District 1.**

## District 2

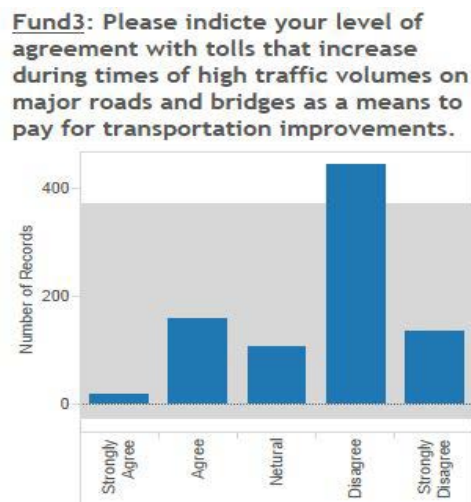
- Funding Question 2: Please indicate your level of agreement with tolls on major roads and bridges as a means to pay for transportation improvements.

- Residents from District 2 also disagree with using tolls as an income source, as shown in Figure 8.



**FIGURE 8 Level of agreement with tolls on major roads in District 2.**

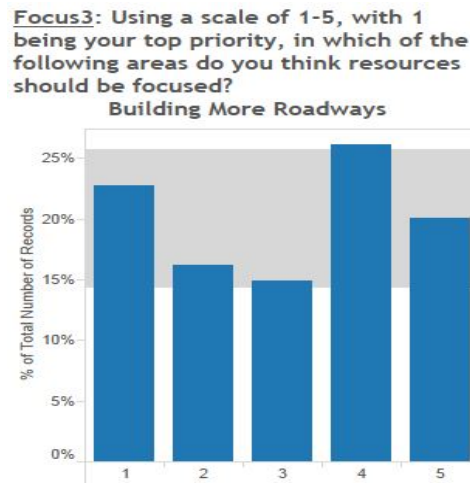
- Funding Question 3: Please indicate your level of agreement with tolls that increase during times of high traffic volumes on major roads and bridges as a means to pay for transportation improvements.
  - Again, rush hour tolls are not appealing to residents in District 2, as shown in Figure 9.



**FIGURE 9 Level of agreement with tolls increase during high traffic volumes in District 2.**

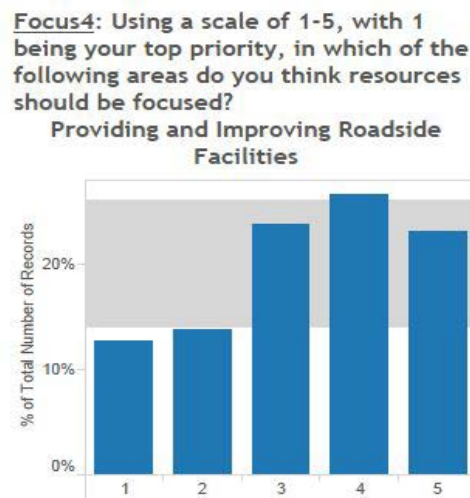
- Focus Question 3 – Building More Roadways: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?

- Adding to the infrastructure is not a priority for residents of District 2. A significant proportion of responses indicated that, “Building More Roadways,” was the second to last priority on which NDOT should focus. However, as the histogram in Figure 10 indicates, “Building More Roadways,” was still the top priority for almost 23% of the population. This indicates that there could be divide opinions within the respondents of the District, perhaps between urban and rural.



**FIGURE 10 Focus on building more roadways in District 2.**

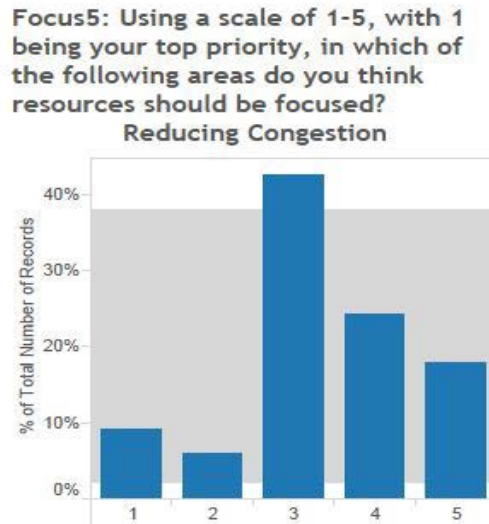
- Focus Question 4 – Providing and Improving Roadside Facilities: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - Providing and improving roadside facilities is considered a lower level priority. However, in contrast to “Building More Roadways,” this aspect is considered less important for residents in District 2, as shown in Figure 11.



**FIGURE 11 Focus on providing and improving roadside facilities in District 2.**



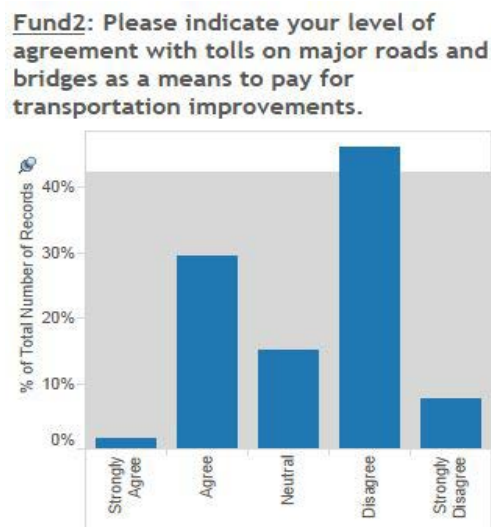
- Focus Question 5 – Reducing Congestion: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - Reducing congestion is less of a priority for residents in District 2 as compared to District 1. It is desired to be the third priority for NDOT, with many more respondents choosing lower priority options versus higher priority options as shown in Figure 12.



**FIGURE 12 Focus on reducing congestion in District 2.**

### District 3

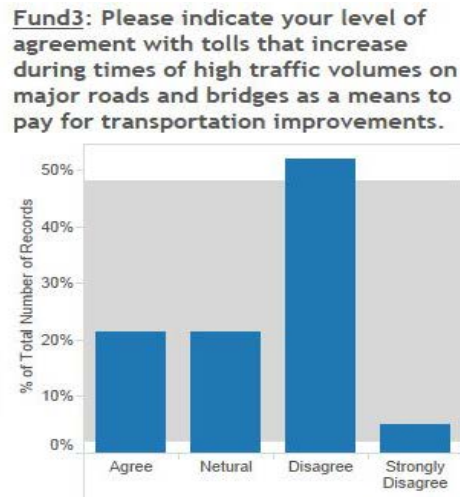
- Funding Question 2: Please indicate your level of agreement with tolls on major roads and bridges as a means to pay for transportation improvements.
  - A significant proportion of District 3 respondents disagree with adding tolls, as shown in Figure 13.



**FIGURE 13 Level of agreement with tolls on major roads and bridges in District 3.**

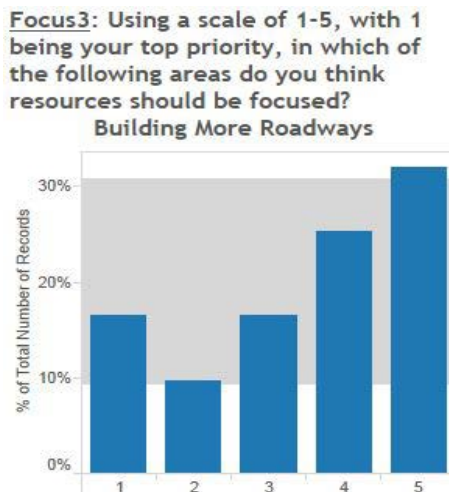


- Funding Question 3: Please indicate your level of agreement with tolls that increase during times of high traffic volumes on major roads and bridges as a means to pay for transportation improvements.
  - Consistent with the opinions of the other two districts, residents in District 3 very significantly disagree with the addition of rush hour tolls on Nevada roads, as shown in Figure 14.



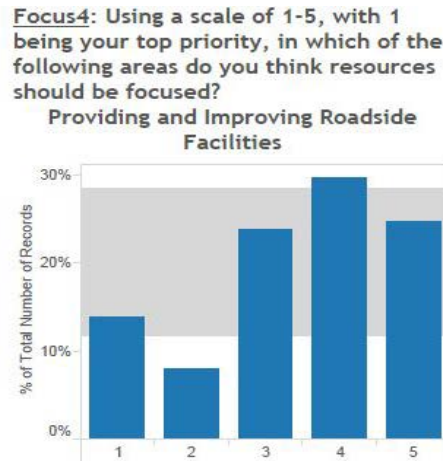
**FIGURE 14 Level of agreement with tolls that increase during high traffic volumes in District 3.**

- Focus Question 3 – Building More Roadways: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - According to residents of District 3, adding roadways is significantly the least important area to which NDOT should devote its resources, as shown in Figure 15.



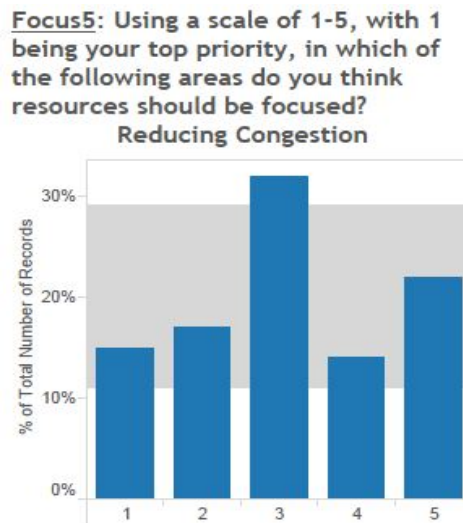
**FIGURE 15 Focus on building more roadways in District 3.**

- Focus Question 4 – Providing and Improving Roadside Facilities: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - Roadside facilities are at the bottom of the District 3 thoughts, as shown in Figure 16. Improving them should be the next to least important area for NDOT.



**FIGURE 16 Focus on providing and improving roadside facilities in District 3.**

- Focus Question 5 – Reducing Congestion: Using a scale of 1-5, with value ‘1’ being your top priority, in which of the following areas do you think resources should be focused?
  - Similar to District 2, but in contrast to District 1, reducing congestion is not of great importance in District 3, as shown in Figure 17.



**FIGURE 17 Focus on reducing congestion in District 3.**

## ADDITIONAL ANALYSIS

In addition to the information gleaned from the descriptive statistics and the open-ended responses, several other relationships were sought.

### Congestion

Three questions were asked in the “Congestion” section of the survey: How satisfied are you with your highway travel time; How satisfied are you with the efforts being made to reduce congestion on freeways; and, Is the level of congestion on Nevada highways acceptable? The first two questions were asked on a five-point scale from “Very Satisfied,” to “Very Dissatisfied.” The last question was a simple binary “Yes or No,” question. Although all three questions did have a majority of positive responses, we were interested in the addressing the negative responses so as to improve satisfaction.

A binary probit model was developed to understand how the responses of the two primer questions influenced the response of the final question: Is the level of congestion on Nevada highways acceptable? A model was developed for each of NDOT’s three districts.

Reading the following result tables should be done as follows. A model, with all coefficients equal to zero, represents the likelihood of a respondent indicating that they are “Very Satisfied,” with both their highway travel time (Congestion question 1) and the efforts being made to reduce congestion on freeways (Congestion question 2) while responding that the level of congestion on Nevada highways is not acceptable. For reference, in Table 1, “Con1 Satisfied” represents a “Satisfied” response for Congestion question 1. As the level of satisfaction decreases with each response shown in Tables 1 and 2, the estimated likelihood of responding that the level of congestion on Nevada highways is unacceptable also increases.

In Districts 1 and 2, southern Nevada and northwestern Nevada, respectively, the decreased level of satisfaction is observed for both primer questions. In District 3, northeastern Nevada, this is only apparent for the second primer question: How satisfied are you with the efforts being made to reduce congestion on freeways? This is likely due to the small sample size of District 3, as it is only about 3% of the entire state of Nevada. Another possibility is the strong rural influence: congestion is less of an issue in District 3 both for drivers and for NDOT.

Finally, Districts 1 and 2 show that highway travel time more heavily influences a “No,” response for the acceptability of the level of congestion on Nevada highways. This can be shown in the greater rate of increase in the likelihood estimate value as “Con1” responses increase to “Very Dissatisfied.” This implies that, if highway travel time were addressed by NDOT, a greater number of dissatisfied respondents would feel that the level of congestion on Nevada highways was acceptable.

**TABLE 1 Congestion Relationships in District 1 (Southern Nevada)**

<b>Variable</b>	<b>Likelihood Estimate</b>	<b>Standard Error</b>	<b>Z Value</b>	<b>Pr (&gt; [z])</b>
(Intercept)	-1.8250	0.1936	-9.429	<2e-16***
Con1 Satisfied	0.6212	0.1428	4.351	1.36e-05***
Con1 Neutral	1.0633	0.1553	6.847	7055e-12***
Con1 Dissatisfied	1.6876	0.1739	9.705	<2e-16***
Con1 Very Dissatisfied	2.2782	0.2947	7.731	1.07e-14***
Con2 Satisfied	0.1675	0.1869	0.896	0.369997
Con2 Neutral	0.7317	0.1927	3.796	0.000147***
Con2 Dissatisfied	1.5159	0.1975	7.676	1.64e-14***
Con2 Very Dissatisfied	1.9524	0.2681	7.281	3.32e-13***

Significance codes: 0 '\*\*\*' 0.001 '\*\*' 0.01 '\*' 0.05 '.' 0.1 ' ' 1

**TABLE 2 Congestion Relationship in District 2 (Northwestern Nevada)**

<b>Variable</b>	<b>Likelihood Estimate</b>	<b>Standard Error</b>	<b>Z Value</b>	<b>Pr (&gt; [z])</b>
(Intercept)	-1.6927	0.1811	-9.346	<2e-16***
Con1 Satisfied	0.3198	0.1753	1.825	0.068054
Con1 Neutral	0.8958	0.2130	4.205	2.61e-05***
Con1 Dissatisfied	1.4520	0.3042	4.773	1.81e-06***
Con1 Very Dissatisfied	6.0208	122.7919	0.049	0.960894
Con2 Satisfied	0.1419	0.2110	0.672	0.501346
Con2 Neutral	0.4783	0.2326	2.056	0.0397368
Con2 Dissatisfied	0.9244	0.2474	3.737	0.000187***
Con2 Very Dissatisfied	2.3961	0.5961	4.020	5.82e-05***

Significance codes: 0 '\*\*\*' 0.001 '\*\*' 0.01 '\*' 0.05 '.' 0.1 ' ' 1

**TABLE 3 Congestion Relationship in District 3 (Northeastern Nevada)**

Variable	Likelihood Estimate	Standard Error	Z Value	Pr (> [z])
(Intercept)	-5.70401	459.88872	-0.012	0.9901
Con1 Satisfied	-0.81105	0.47330	-1.714	0.0866
Con1 Neutral	-0.68800	0.71016	-0.969	0.3326
Con1 Dissatisfied	0.26357	0.71421	0.369	0.7121
Con2 Satisfied	4.99396	459.88891	0.011	0.9913
Con2 Neutral	5.92558	459.88913	0.013	0.9897
Con2 Dissatisfied	-0.07246	940.13829	0.000	0.9999
Con2 Very Dissatisfied	12.26499	1634.54237	0.008	0.9940

Significance codes: 0 '\*\*\*' 0.001 '\*\*' 0.01 '\*' 0.05 '.' 0.1 ' ' 1

### Safety

A similar probit model was performed within the “Safety” segment of the survey. In this section, there were six primer questions and one summary question. The primer questions sought the respondent’s level of satisfaction in regards to: debris removal, roadway striping, signage, lighting, drainage, and snow and ice removal. These questions were asked on a five-point scale from “Very Satisfied,” to “Very Dissatisfied.” The final summary question was: Overall, how safe do you feel when traveling on highways in Nevada? This question was asked on a four-point scale in order to have a definitive response versus allowing for neutrality. The responses ranged from “Very Safe,” to “Very Unsafe.”

For each district, different combinations of primer questions were significant when predicting a respondent’s overall perception of safety on Nevada roads. In these models, if all responses are equal to “Very Satisfied,” the initial intercept estimate is the likelihood that the summary question will have a safe response (either “Safe,” or “Very Safe”). Therefore, as satisfaction levels decrease, it is expected that the likelihood estimates will decrease.

The model for District 1, found in Table 4, shows that debris removal (Safety question 1), roadway striping (Safety question 2), signage (Safety question 3), and lighting (Safety question 4) were all significant when attempting to discern the overall level of safety a user perceived on Nevada highways. Although all of these factors proved significant in the model, Safety question 1, debris removal, had the greatest rate of change in likelihood as responses became less satisfied. This implies that better removal of debris by NDOT will have a greater effect on the overall perception of safety than addressing any other concerns. Roadway striping was the next most influential issue, followed by lighting and then signage. The two weather-related topics, drainage and snow and ice removal, were not significant for this model, as these issues are more prevalent in the northern districts.

The model for District 2, shown in Table 5, only utilizes two primer questions: signage (Safety question 3) and lighting (Safety question 4). This implies that debris removal, roadway striping, drainage, and snow and ice removal were not strong predictors of the respondent’s overall perception of safety. NDOT can more adequately address the lighting issue within District 2, because there are more consistent likelihood estimates associated with this question.

In District 3, none of the primer questions provided a significant estimate of the user's overall level of safety.

**TABLE 4 Safety Relationships in District 1 (Southern Nevada)**

<b>Variable</b>	<b>Likelihood Estimate</b>	<b>Standard Error</b>	<b>Z Value</b>	<b>Pr (&gt; [z])</b>
(Intercept)	1.93618	0.19815	9.771	<2e-16***
Safe1 Satisfied	-0.39162	0.13397	-2.923	0.003464**
Safe1 Neutral	-0.74870	0.15174	-4.934	8.05e-07***
Safe1 Dissatisfied	-0.93508	0.15955	-5.861	4.61e-09***
Safe1 Very Dissatisfied	-1.10738	0.27146	-4.079	4.52e-05***
Safe2 Satisfied	-0.12653	0.19286	-0.656	0.511779
Safe2 Neutral	-0.42888	0.20572	-2.085	0.37090*
Safe2 Dissatisfied	-0.67731	0.20268	-3.342	0.000832***
Safe2 Very Dissatisfied	-1.02036	0.3734	-4.299	0.72e-05***
Safe3 Satisfied	0.16583	0.14892	1.114	0.265470
Safe3 Neutral	0.05025	0.16674	0.301	0.763135
Safe3 Dissatisfied	-0.54182	0.17473	-3.101	0.001929**
Safe3 Very Dissatisfied	-0.81943	0.28497	-2.875	0.004034**
Safe4 Satisfied	-0.06829	0.17711	-0.386	0.699798
Safe4 Neutral	-0.12453	0.18912	-0.658	0.510255
Safe4 Dissatisfied	-0.32023	0.18937	-1.691	0.090838
Safe4 Very Dissatisfied	-0.77400	0.25191	-3.073	0.002123**

Significance codes: 0 '\*\*\*' 0.001 '\*\*' 0.01 '\*' 0.05 '.' 0.1 ' ' 1

**TABLE 5 Safety Relationships in District 2 (Northwestern Nevada)**

<b>Variable</b>	<b>Likelihood Estimate</b>	<b>Standard Error</b>	<b>Z Value</b>	<b>Pr (&gt;  z )</b>
(Intercept)	2.5067	0.4182	5.993	2.05e-09***
Safe3 Satisfied	-0.4228	0.3101	-1.363	0.17281
Safe3 Neutral	-0.9084	0.3844	-2.363	0.01812*
Safe3 Dissatisfied	-0.7092	0.3971	-1.786	0.07409
Safe3 Very Dissatisfied	-1.6277	0.5647	-2.883	0.00394**
Safe4 Satisfied	-0.3664	0.4267	-0.859	0.39051
Safe4 Neutral	-0.4708	0.4615	-1.020	0.30759
Safe4 Dissatisfied	-0.6399	0.4466	-1.433	0.15191
Safe4 Very Dissatisfied	-1.7132	0.5781	-2.963	0.00304**

Significance codes: 0 '\*\*\*' 0.001 '\*\*' 0.01 '\*' 0.05 '.' 0.1 ' ' 1

## SUMMARY OF COMMENTS AND SUGGESTIONS

In addition to the choice questions given in this survey, space was provided for respondents to make additional comments and suggestions regarding their opinion of Nevada's transportation infrastructure. Respondents made remarks about each of the survey's main topics as well as other issues including public transportation, bicycling, and driver education. Comments were provided primarily during phone interviews, requiring the interviewer to collect them. Hence, some comments were fragmented or their meaning is indeterminable. Additionally, typing errors were an issue for some comments. Where possible, those errors were corrected with the intent to restore meaning to the comment while leaving intact the respondent's voice.

Once the comments were sorted by main concern, trends could be determined. Comments were organized following the order of the questions in the survey. The comments can be found in Appendix IV. The main points below have been gleaned from the hundreds of comments received.

- **Congestion** is an issue. Respondents believe that traffic is a result of several problems: merging situations, traffic light timing, and construction and maintenance projects. Most suggestions simply state that more lanes are needed.
- **Construction and maintenance projects**, overall, are seen as a hindrance to the movement of goods and persons throughout the state. Residents are frustrated with the amount of time that projects take to complete, especially because they must deal with the congestion associated with cones and signs left on the roads, even while no work is being done and workers are not present. Potholes on streets are mentioned as a problem in 42 separate comments. Lastly, residents are disappointed with the quality of some road repairs, shown by the continued maintenance that is required year after year.
- **Safety** is the public's great concern. In addition to having observations and recommendations about road clean up, striping, signage, lighting, disaster preparedness, and flood control, a significant number of respondents are concerned about the behavior



of other drivers. They believe that increased law enforcement and a stronger emphasis on driver education are vital to improve overall safety on the roads for the long term.

- **Notifications** of construction projects and detours appear to be lacking. Respondents feel that their input is neither sought, nor heard. Suggestions include instituting public meetings and votes for projects, having 24-hour road condition alerts available via text message, radio, or cell phone application, increasing the usage of electronic message boards throughout the state, and setting up a call line where residents can lend their opinions of and offer suggestions for transportation projects.
- **Funding** should not come from new tolls on Nevada highways, according to the public. All comments against tolls complain of increased congestion and a lack of capacity on streets to deal with the detouring caused by tolls. There is also concern about increased funding while it appears to some that overspending by NDOT is more of a problem. Finally, the comments against Vehicle Miles Traveled Fees either come from respondents who commute from rural areas or from drivers who believe that there should be more incentives to drive fuel-efficient vehicles.
- **Additional Topics**
  - **Commercial Trucks** – Nevadans are concerned about large commercial trucks on roads and highways. Respondents often witness trucks disregarding speed laws in order to meet delivery deadlines. They also see trucks utilizing the fast lanes when they are expected to be in the right-hand lanes. Respondents believe that greater law enforcement of commercial truck driving is necessary. Nevadans would also like to see more truck only lanes on highways to facilitate passing.
  - **Roadway Facilities** – Respondents would like to see more and wider shoulders on highways, more open and well-maintained rest areas, and added call boxes for roadside emergencies.
  - **Traffic Signals** – Respondents are very unhappy with signal timing. In addition to added congestion, some respondents believe that poorly timed lights are the cause of drivers running red lights and causing accidents. Drivers also feel that yield signs at off-ramps are unsafe. They would prefer instead to see stop signs or stop lights. In addition to being a safety concern for cross-traffic, some drivers are concerned for pedestrians crossing at freeway off-ramps.
  - **Public Transportation** – Respondents, especially seniors and those from rural areas, would like to see a more expansive bus network that also runs more frequently. Expanding the Monorail in Las Vegas to reach the airport and introducing a light rail system are requested. In general, users request that more buses be added to the system. However, there is also a concern that too many buses can cause congestion. Therefore, having exclusive bus lanes and bus turnouts is strongly recommended.
  - **Pedestrians** – Pedestrian safety is perceived as a big problem. Residents suggested reducing speed limits on streets, adding brighter and better-maintained crosswalks, adding more flashing yellow lights or stop signs at intersections, and increasing awareness by pedestrians. Although respondents believe that drivers and road designers can do more to protect pedestrians, pedestrians also have a responsibility to cross at better times and places.
  - **Bicycles, Scooters, and Motorcycles** – Bicycles, scooters, and motorcycles appear dangerous both to riders and to drivers of passenger vehicles. Although residents generally believe more bike lanes should be added, they would like them not to be



added at the expense of losing vehicle lanes. Drivers feel that scooters need to be regulated. There is a consensus that scooters are a hazard on roads where they cannot make the speed limit. Finally, motorcycle safety is a concern.

- **Positive Comments** – In between the suggestions and frustrated comments provided by respondents there were some appreciative notes. Most of these comments were for the beautification projects in northern Nevada, the roadside assistance vans, and the general satisfaction of drivers with the quality of Nevada highways, especially when compared with other states.

## CONCLUSIONS

The majority of respondents had a positive opinion about the transportation system in Nevada. Responses differed so significantly among districts that they could not be combined into a single state response without introducing tremendous bias. The most significant conclusions are listed below.

- In most cases, users are satisfied with the transportation system in Nevada.
- Overall, opinions in District 1 (Southern Nevada) are more predictable in its responses than the northern districts. This is most likely due to the overwhelming urban influence on the responses. There is more rural influence in the north, causing inconsistency between satisfaction and dissatisfaction, which is difficult to model without additional classification criteria.
- Respondents, most in District 1, are not satisfied with the delays caused by construction and maintenance.
- Congestion is a larger issue in the south compared to the districts in the north.
- Respondents perceive that congestion is caused by freeway design, poor and dangerous merging locations, construction events, poor streetlight timing, and a lack of shoulders and passing lanes.
- Most respondents in the state did not have enough experience with community involvement during the planning and implementation of projects to give a significantly positive or negative response.
  - It was recommended by the respondents that residents should be given more advanced warning of projects to capture their opinions.
  - Respondents would also like a convenient mechanism to provide comments and to make NDOT aware of road issues.
- Residents would like to have more immediate access to traffic and weather conditions by phone applications, more electronic message boards, 24-hour phone lines, and frequent and reliable radio updates.
- Women are often more critical than men. In most scenarios, more men are either satisfied or neutral than women.
- Younger respondents tend to be either neutral or critical of their driving experience while the oldest respondents were more passively satisfied with their experience.
- User comments were highly favorable of increasing public transit options.
- Introducing light rail, expanding the Las Vegas Monorail, increasing the frequency of current bus lines, and adding bus routes to rural areas were all suggested.
- Safety is the public's overall most important concern. Residents are primarily concerned about driving behavior and dangerous design situations. Increased law enforcement with more and better driving education is recommended.

- The least important priority for NDOT to focus on is the building of new roads, while improving safety, reducing congestion, and maintaining current roads are consistently ranked higher.
- Nevadans do not want to have tolls instituted on the roads. Responses concerning Vehicle Miles Traveled Fees, however, were significantly positive throughout the state.
- Commercial truck drivers generally follow the same response patterns as the rest of the population.
- Tourism workers are consistently the least satisfied with NDOT's performance.
- A person's rank of NDOT priorities cannot be predicted by their response to corresponding questions asked earlier in the survey.

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## ACRONYMS

NDOT - Nevada Department of Transportation

UNLV - University of Nevada, Las Vegas

TRC - Transportation Research Center

CY - Calendar Year

CRDA - Center for Research Design and Analysis

UNR - University of Nevada, Reno

CSC - Cannon Survey Center

BMI - Body Mass Index

## APPENDIX I: Survey Instrument



### NDOT 2013 Statewide Customer Satisfaction and Feedback Survey

The Nevada Department of Transportation (NDOT) strives to improve your experience using the state highways in Nevada. To improve the quality of services offered to you, UNLV is conducting this survey for NDOT to capture how locals and visitors feel about the quality of the transportation system and services in Nevada. This information will be used to make better decisions and improve your level of satisfaction as a user of the transportation system and services.

For further information about the survey, please call Dr. Alexander Paz at 702-688-3878. Thank you for taking the time to complete this important survey. You can abandon the survey at any point if you consider convenient.

### Congestion

How satisfied are you with the following:

a) Your highway travel time?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

b) The efforts being made to minimize congestion on freeways?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

c) Is the level of traffic congestion on Nevada highways acceptable?

☐ yes      ☐ no      ☐ don't know

### Construction Zones and Maintenance

What is your level of satisfaction with construction zones on Nevada highways regarding:

a) Safety?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

b) Notification through the media of the beginning of construction projects?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

c) Community involvement during the planning and implementation of projects in your area?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

d) The amount of time it takes to repair highways?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

e) The overall completed work?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

### Commercial Truck Drivers

If you are a commercial truck driver on Nevada freeways, how satisfied are you with the following:

a) Rest area maintenance?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

b) Weigh stations?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

c) Warning given to alert you about severe weather, road closures, etc., for rerouting purposes?

☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied

## Safety

What is your level of satisfaction with the efforts to provide the following safety services on freeways:

- a) Removing debris, such as animals, glass, and torn tires from highways?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- b) Ensuring that roadway striping on highways is visible at all times?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- c) Ensuring that informational and warning signs along highways are easy to see and understand?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- d) Providing adequate lighting at highway interchanges in urban and rural areas?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- e) Ensuring water drains quickly from the surface of roads during a storm?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- f) Ensuring that snow and ice are removed efficiently?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- g) Overall, how safe do you feel when traveling on highways in Nevada?  
☐ very safe      ☐ safe      ☐ unsafe      ☐ very unsafe      ☐ don't know

## General

- a) Have you contacted NDOT in the last 12 months? \_\_\_\_ Yes    \_\_\_\_ No    \_\_\_\_ Don't Know
- b) Was your experience positive? \_\_\_\_ Yes    \_\_\_\_ No    \_\_\_\_ don't know/not applicable
- c) How satisfied are you with NDOT's overall efforts to keep drivers aware of transportation issues?  
☐ very satisfied      ☐ satisfied      ☐ neutral      ☐ dissatisfied      ☐ very dissatisfied
- d) What would be the most effective way for NDOT to provide you with information?  
☐ Electronic media (electronic message boards, internet, TV, etc)  
☐ Print media (Newspapers, flyers, mail, etc)  
☐ Radio  
☐ Through public officials  
☐ don't know/not applicable



## Funding

Please indicate your level of agreement with the following as a means to pay for transportation improvements:

- a) Existing Fuel Tax and Vehicle Registration Fee?  
☐ strongly agree      ☐ agree      ☐ neutral      ☐ disagree      ☐ strongly disagree
- b) Tolls on major roads and bridges?  
☐ strongly agree      ☐ agree      ☐ neutral      ☐ disagree      ☐ strongly disagree
- c) Tolls that increase during times of high traffic volumes on major roads and bridges (rush hour)?  
☐ strongly agree      ☐ agree      ☐ neutral      ☐ disagree      ☐ strongly disagree
- d) Replacement of the existing Fuel Tax with vehicle miles traveled fees so that all electric and hybrid vehicles also pay equitably for the system usage - no GPS tracking and no loss of privacy?  
☐ strongly agree      ☐ agree      ☐ neutral      ☐ disagree      ☐ strongly disagree
- e) In which of the following areas do you think resources should be focused? **Please rank** the following in order of preference with “1” being your top priority.
- \_\_\_ Enhancing highway safety  
 \_\_\_ Preservation and maintenance of roadway facilities  
 \_\_\_ Building more roadways  
 \_\_\_ Providing and improving roadside facilities (e.g., shoulders)  
 \_\_\_ Reducing congestion

## Demographics

- a) 5-digit zip code? \_\_\_\_\_
- b) Total household income?  
☐ <25k    ☐ 25-50k    ☐ 50-75k    ☐ 75k-100k    ☐ >100k    ☐ prefer not to answer
- c) Gender?  
☐ male    ☐ female    ☐ other ☐ prefer not to answer
- d) Age?  
☐ 18-20    ☐ 21-29    ☐ 30-60    ☐ > 60    ☐ prefer not to answer
- e) Number of automobiles in your household? \_\_\_\_\_

## Other Suggestions or Concerns:

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## APPENDIX II: Subpopulation Sample Size Estimations

February 26, 2014

### Commercial Truck Drivers

- “Heavy and tractor-trailer truck drivers” = 8,970
- “Light truck or delivery service drivers” = 6,900
- Total = 15,870
- Assume error 5% ( $e=0.05$ );  $Z=1.96$ ;  $N=15,870$ ;  $p=0.2$ ;  $q=0.8$ 
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 15,870}{245.86 + (15,870-1)} = 242.12 = 243$

### Tourists and Visitors

- Resources state that between 30 and 40 million people visit yearly.
- Assume error 5% ( $e=0.05$ );  $Z=1.96$ ;  $N=11,000$ ;  $p=0.2$ ;  $q=0.8$ 
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 30,000,000}{245.86 + (30,000,000-1)} = 245.86 = 246$

### Business Owners

- “Chief Executives” = 950
- Job description of “Chief Executives” by the Bureau of Labor Statistics is: “Determine and formulate policies and provide overall direction of companies or private and public sector organizations within guidelines set up by a board of directors or similar governing body. Plan, direct, or coordinate operational activities at the highest level of management with the help of subordinate executives and staff managers.”
- “Business owner” and “entrepreneur” are not recognized occupations.
- Assume error 5% ( $e=0.05$ );  $Z=1.96$ ;  $N=950$ ;  $p=0.2$ ;  $q=0.8$ 
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 950}{245.86 + (950-1)} = 195.48 = 196$

### Employees of the School District or University System in Nevada

- Education Administrators: Preschool and Childcare Center/Program: 280
- Education Administrators: Elementary and Secondary School: 1510
- Preschool Teachers, Except for Special Education: 1,710
- Kindergarten Teachers, Except for Special Education: 770
- Elementary School Teachers, Except Special Education: 10,570
- Middle School Teachers, Except Special Education: 4,220
- Secondary School Teachers, Except Special Education: 5,840
- Teachers, Post Secondary: 3,290
- Total: 28,190
- Assume error 5% ( $e=0.05$ );  $Z=1.96$ ;  $N=28,190$ ;  $p=0.2$ ;  $q=0.8$

$$\begin{aligned} \circ \quad n_0 &= \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246 \\ \circ \quad n &= \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 28,190}{245.86 + (28,190-1)} = 243.74 = 244 \end{aligned}$$

## Police

Police and Sheriff's Patrol Officers: 4,400

- Assume error 5% (e=0.05); Z=1.96; N=4,400; p=0.2; q=0.8
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 4,400}{245.86 + (4,400-1)} = 232.90 = 233$

## Firefighters

Firefighters: 1,400

- Assume error 5% (e=0.05); Z=1.96; N=1,400; p=0.2; q=0.8
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 1,400}{245.86 + (1,400-1)} = 209.26 = 210$

## Warehousing

Wholesale and Retail Buyers: 1,070

- Assume error 5% (e=0.05); Z=1.96; N=1,070; p=0.2; q=0.8
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 1,070}{245.86 + (1,070-1)} = 200.07 = 201$

## Tourism

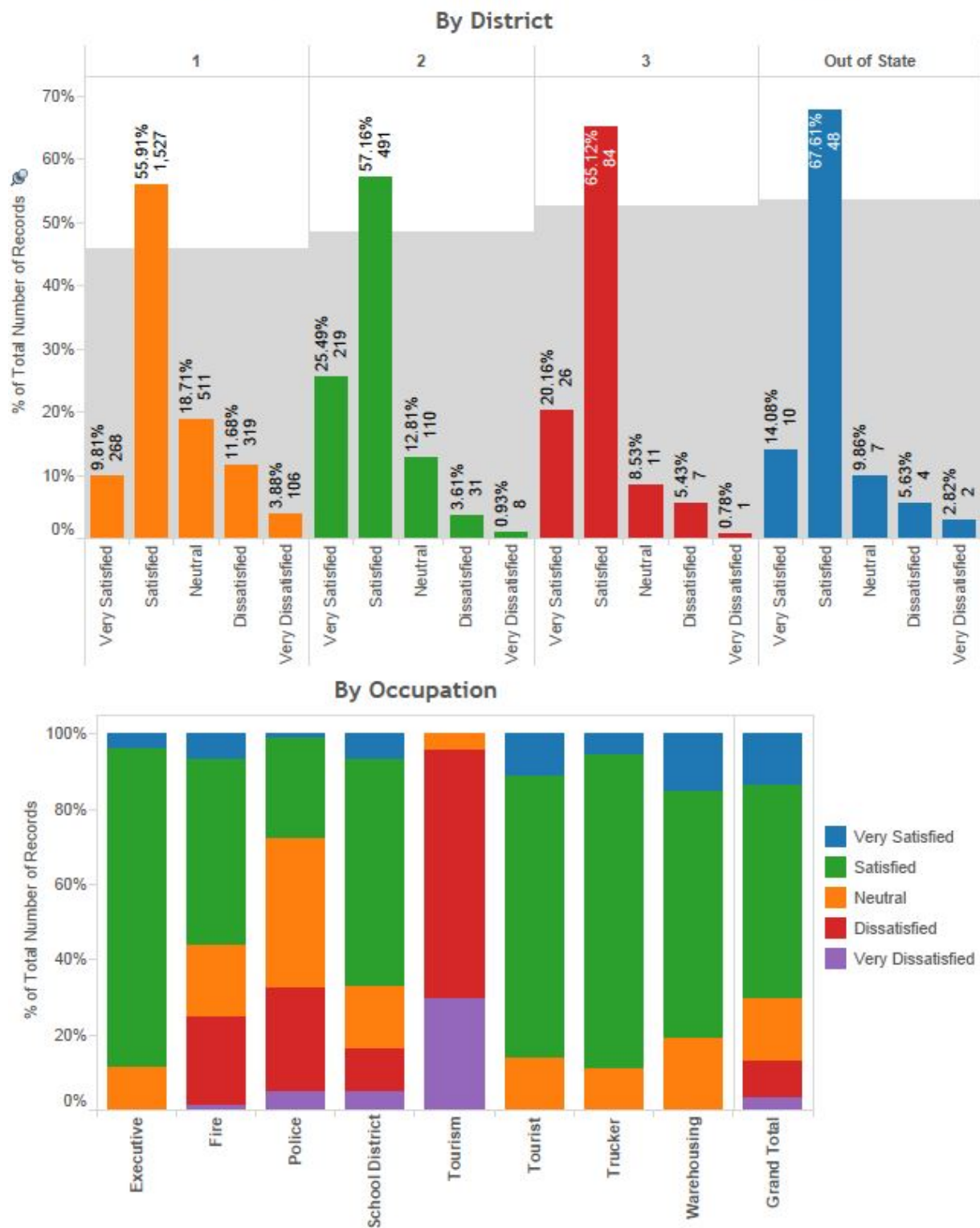
Tour Guides and Escorts: 220

- Assume error 5% (e=0.05); Z=1.96; N=220; p=0.2; q=0.8
  - $n_0 = \frac{1.96^2 * 0.2 * 0.8}{0.05^2} = 245.86 = 246$
  - $n = \frac{n_0 N}{n_0 + (N-1)} = \frac{245.86 * 220}{245.86 + (220-1)} = 116.36 = 117$

## **APPENDIX III: Question Response Graphs**

**Congestion**  
**Construction**  
**Commercial Truck Drivers**  
**Safety**  
**Contact**  
**Information**  
**Funding**  
**NDOT Funding Priority**

## How satisfied are you with your local travel time?



**FIGURE 18 Congestion: Local travel time.**

## How satisfied are you with the efforts being made to reduce highway traffic?

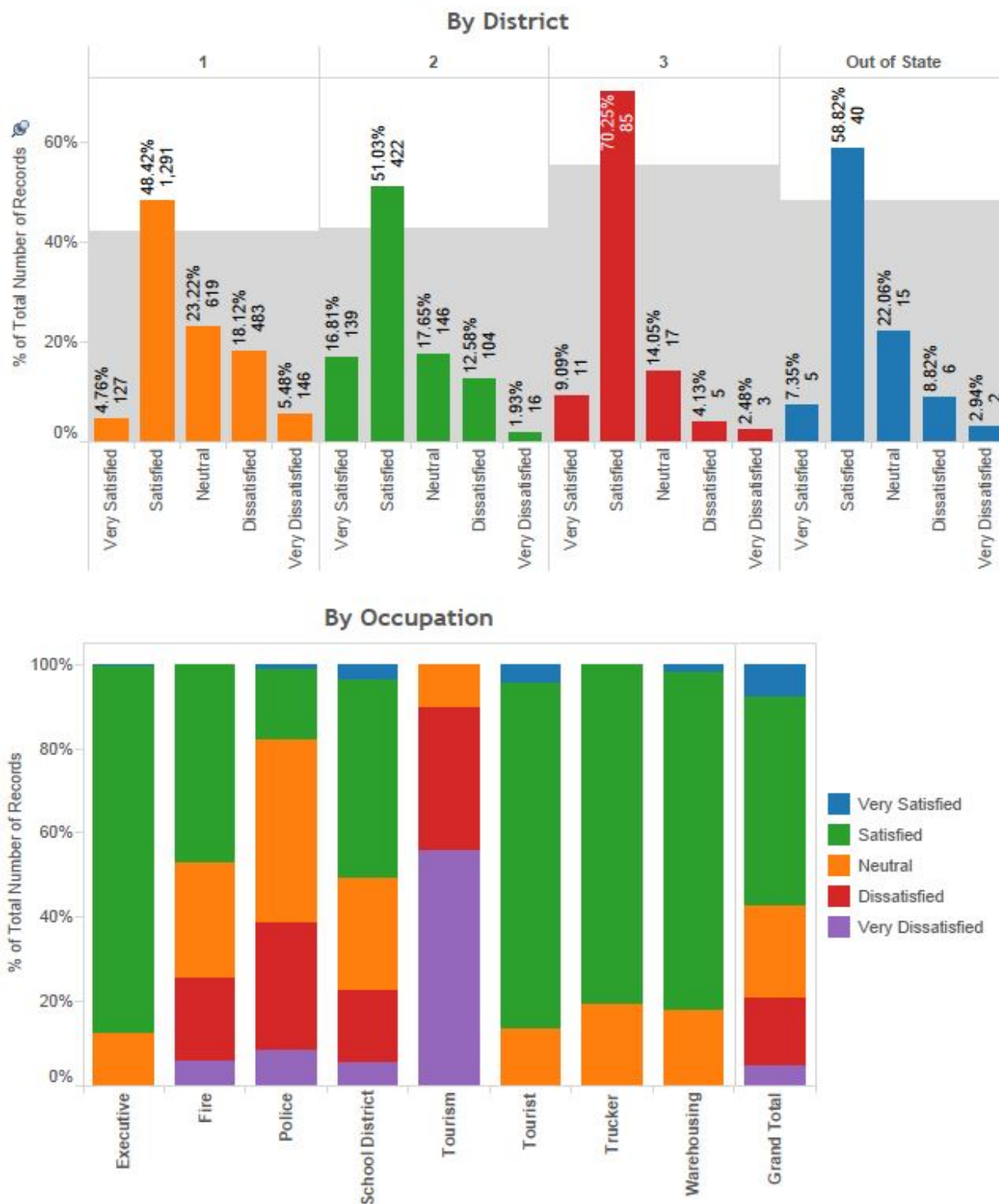
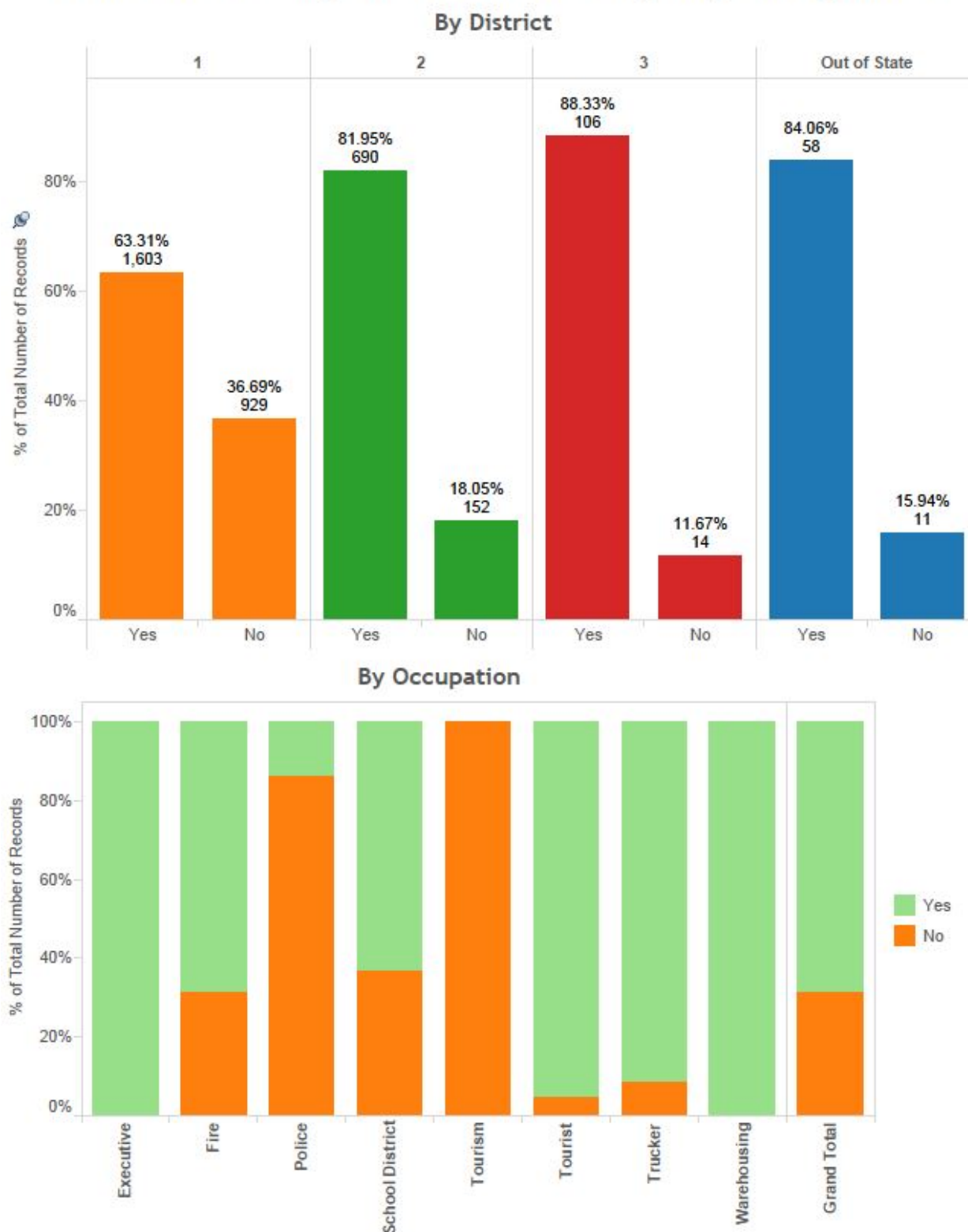
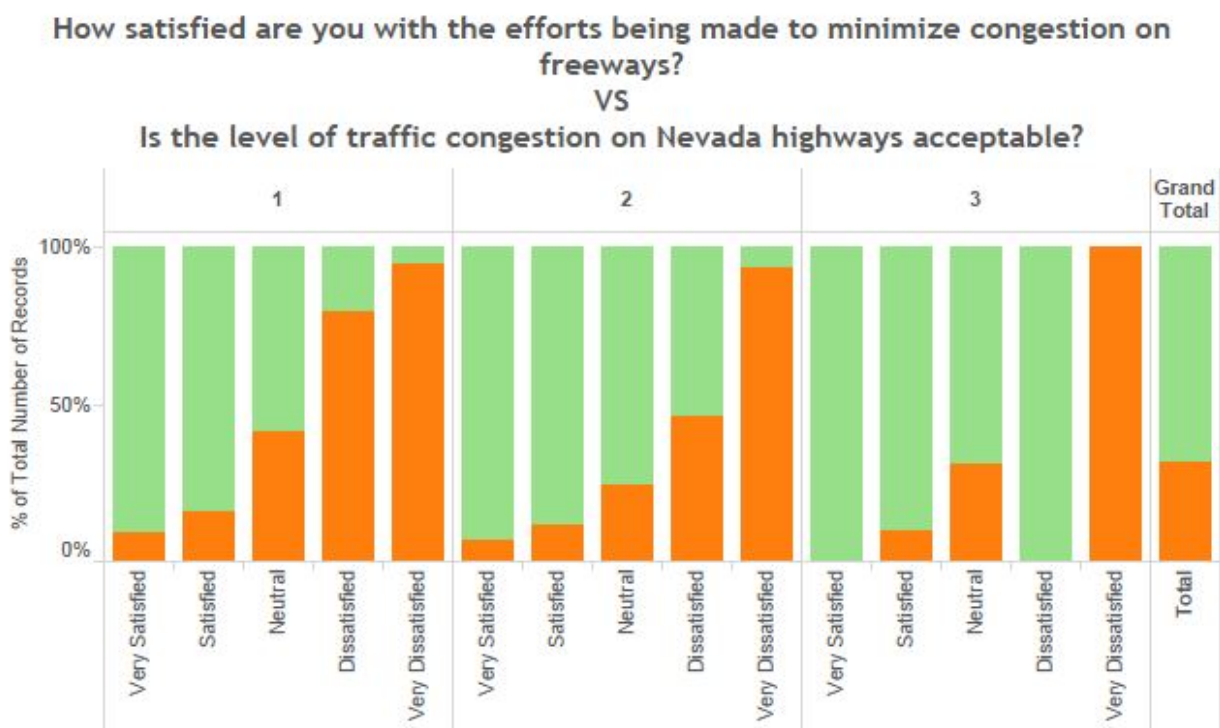


FIGURE 19 Congestion: Efforts to reduce highway traffic.

## Is the level of congestion on Nevada highways acceptable?

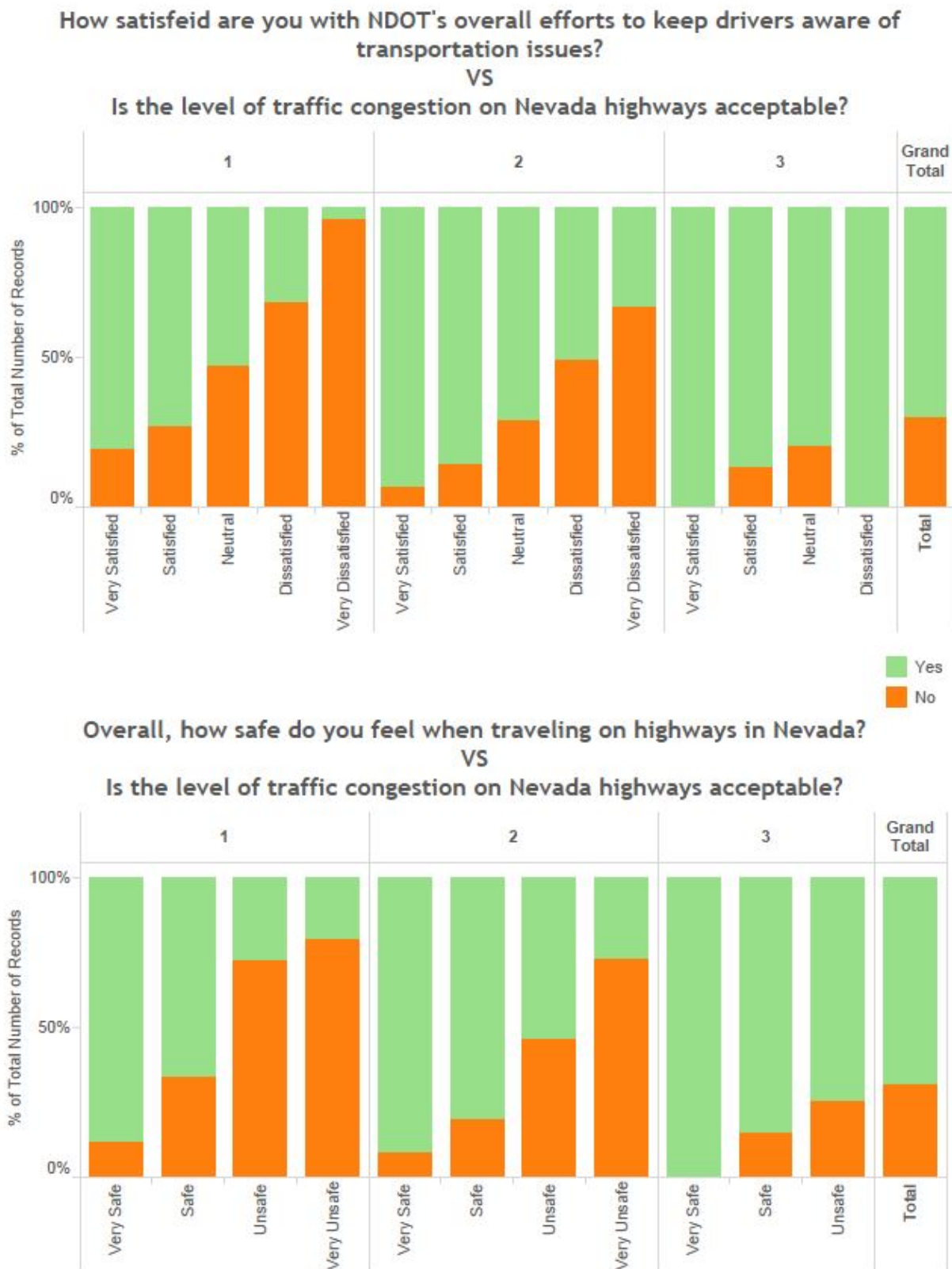


**FIGURE 20 Congestion: Overall acceptability.**



**FIGURE 21 Congestion: Primer questions compared against acceptability.**





**FIGURE 22 Congestion: Awareness and safety compared against acceptability.**

## What is your level of satisfaction with construction zones on Nevada highways regarding SAFETY?

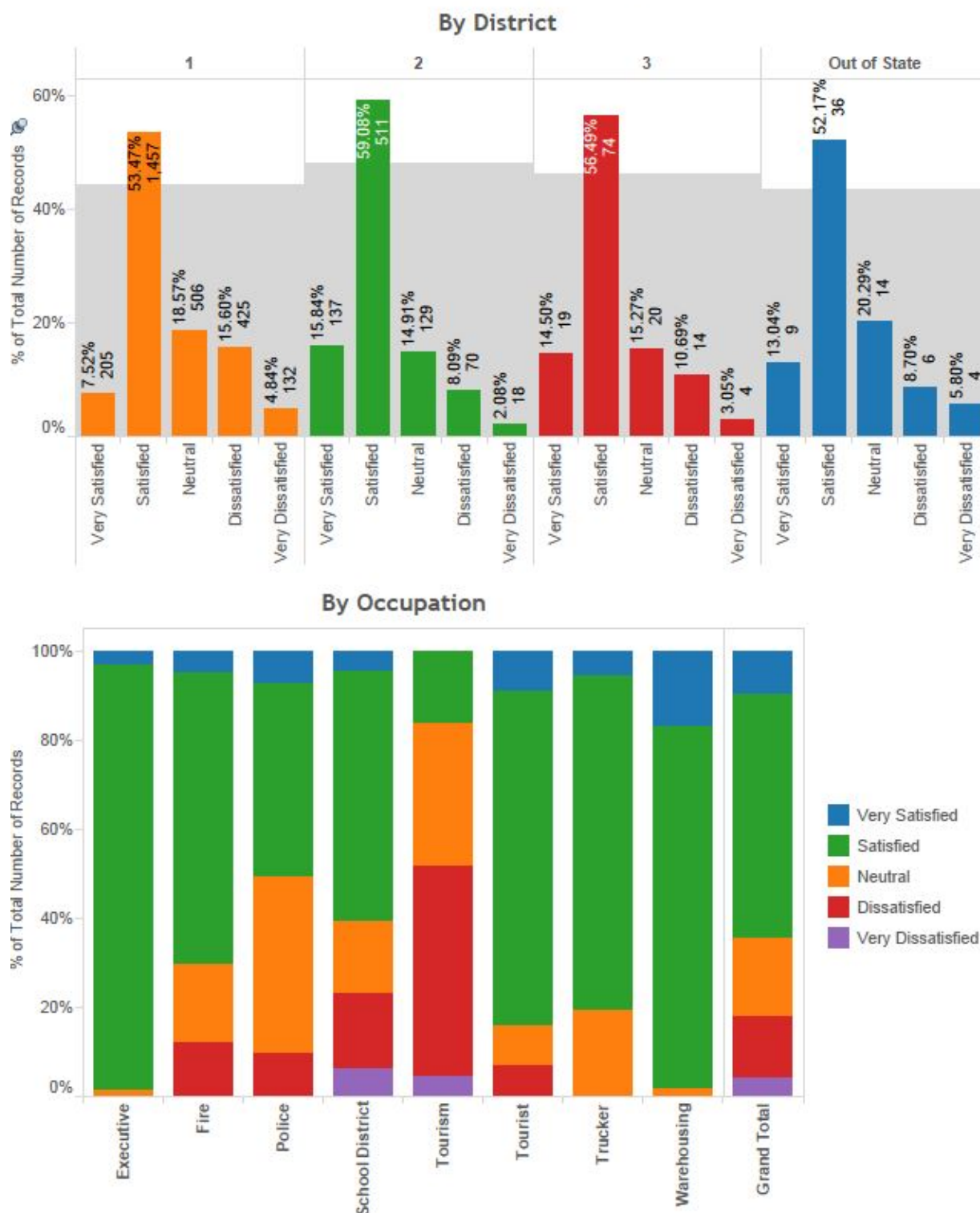


FIGURE 23 Construction: Safety in work zones.

What is your level of satisfaction with construction zones on Nevada highways regarding NOTIFICATIONS through the media of the beginning of construction projects?

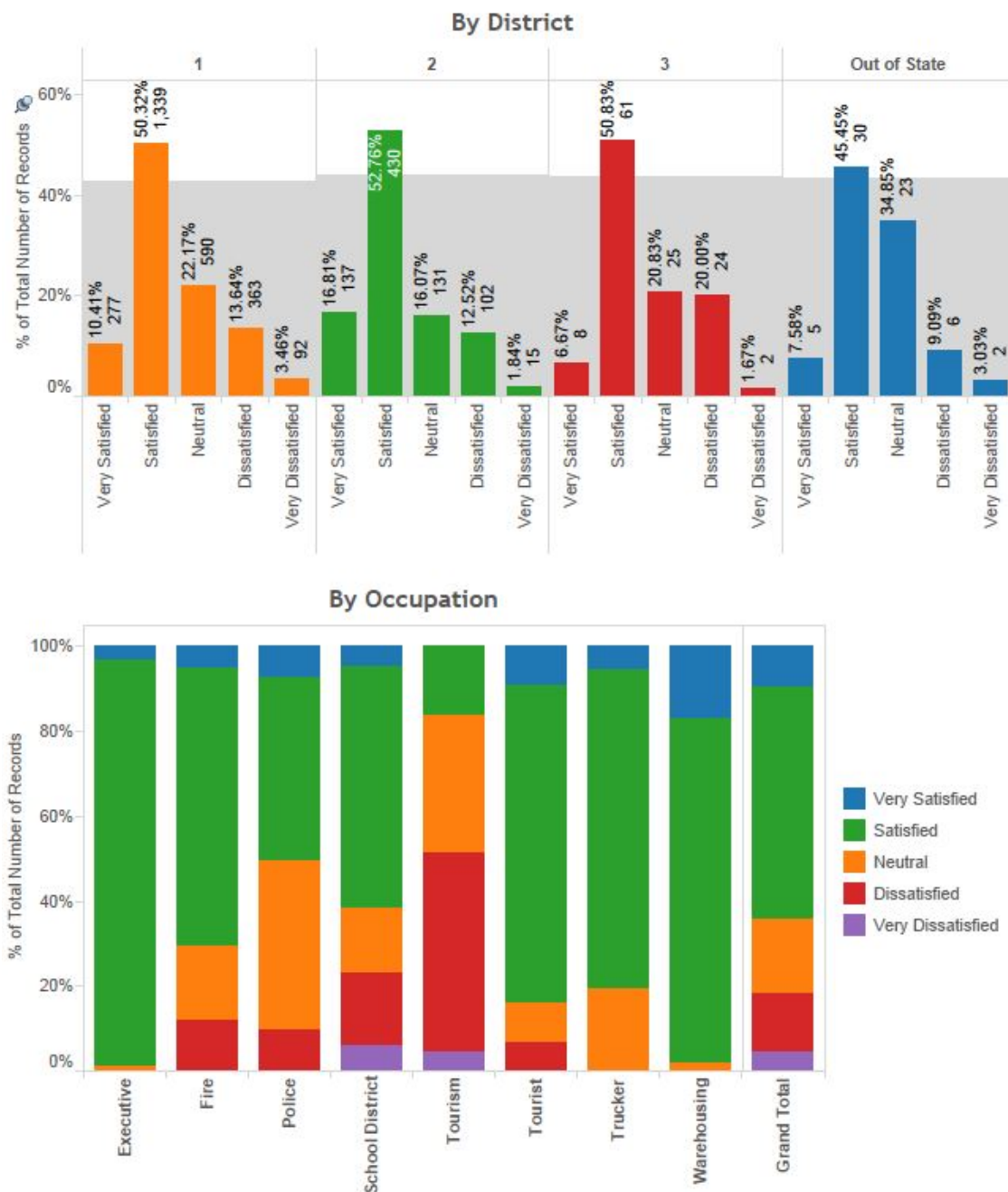
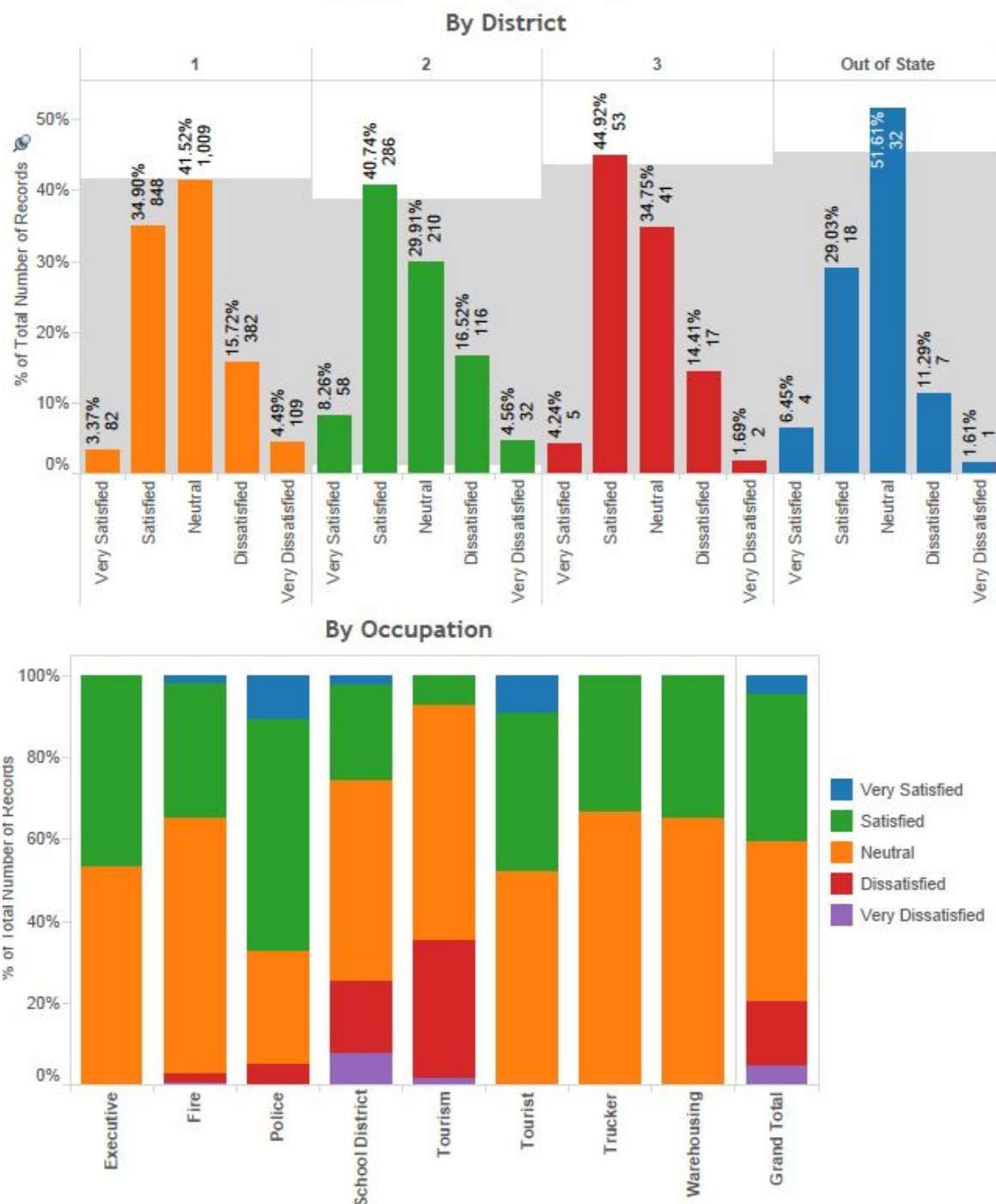


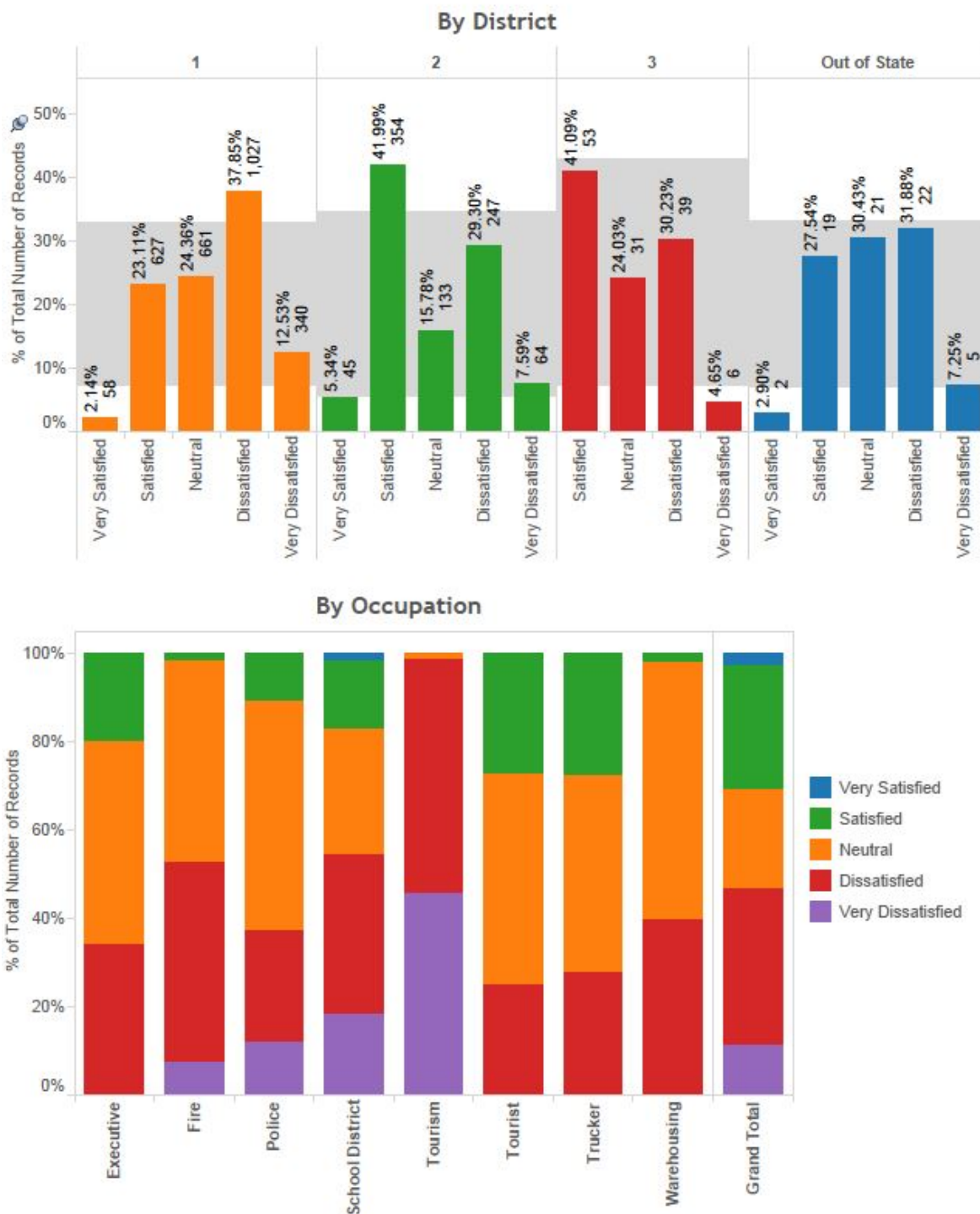
FIGURE 24 Construction: Notification of new projects.

## What is your level of satisfaction regarding COMMUNITY INVOLVEMENT during the planning and implementation of projects in your area?



**FIGURE 25 Construction: Community involvement.**

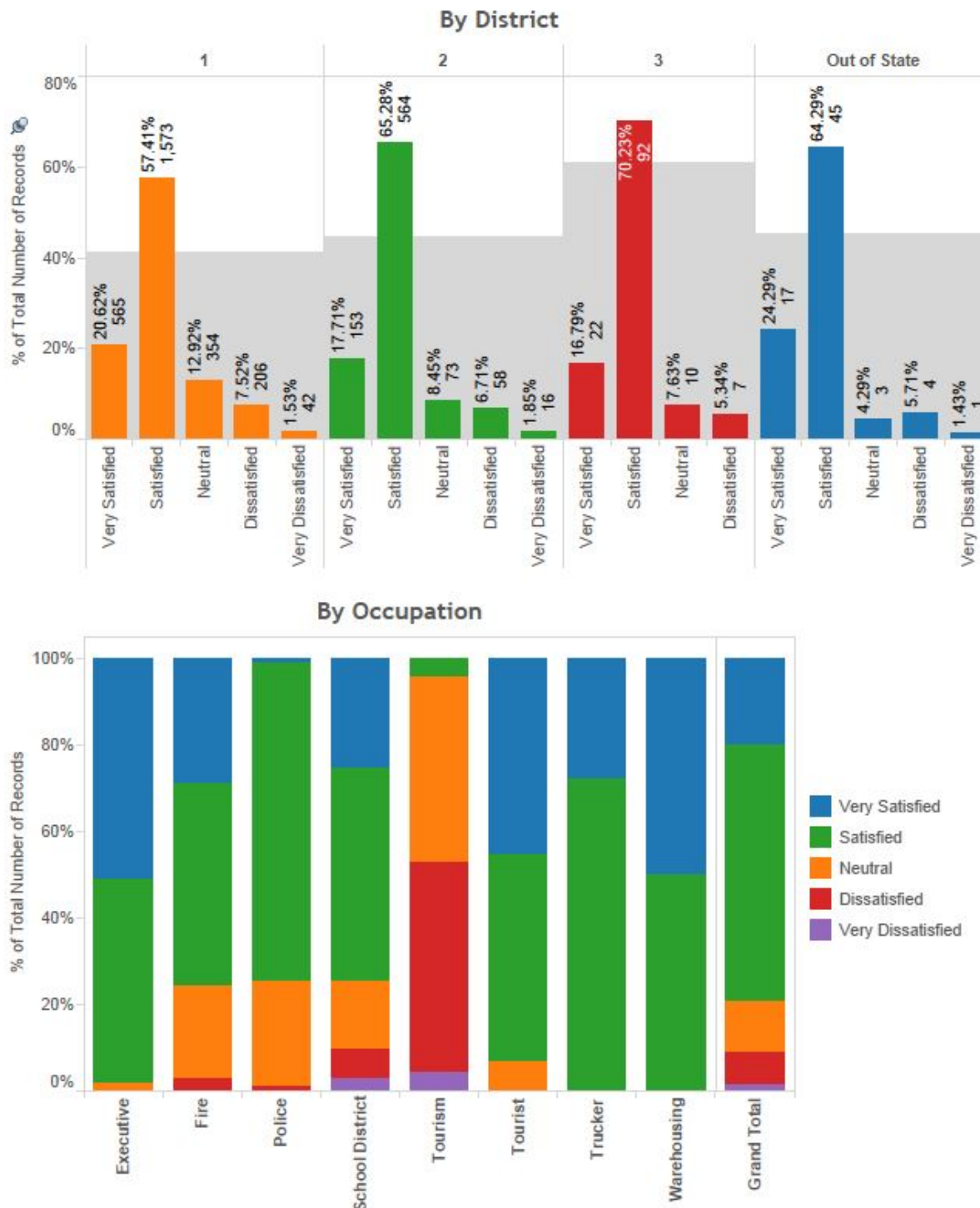
## What is your level of satisfaction with the AMOUNT OF TIME it takes to repair highways?



**FIGURE 26 Construction: Time to completion.**



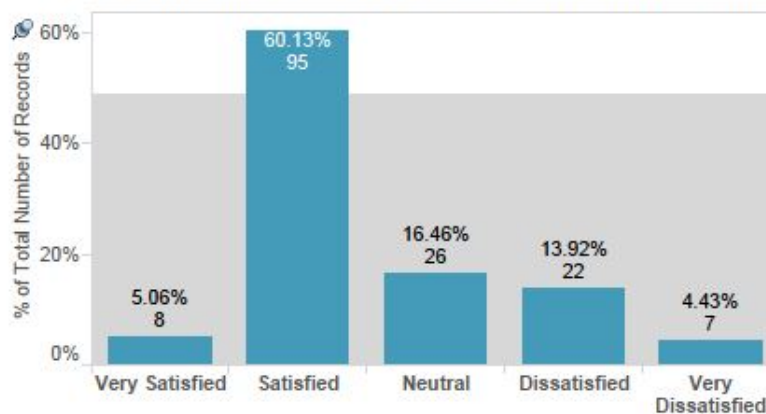
## What is your level of satisfaction with the OVERALL COMPLETED WORK on Nevada highways?



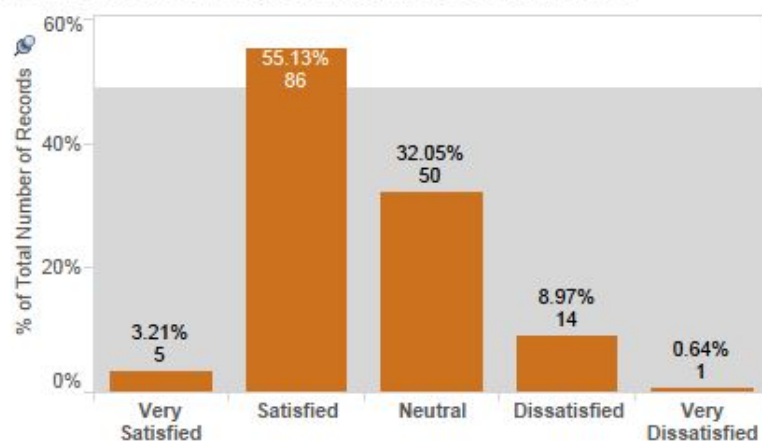
**FIGURE 27 Construction: Quality of completed projects.**

## Commercial Truck Drivers

How satisfied are you with REST AREA MAINTENANCE?



How satisfied are you with WEIGH STATIONS?



How satisfied are you with WARNING given to you about sever weather, road closures, etc., for rerouting purposes?

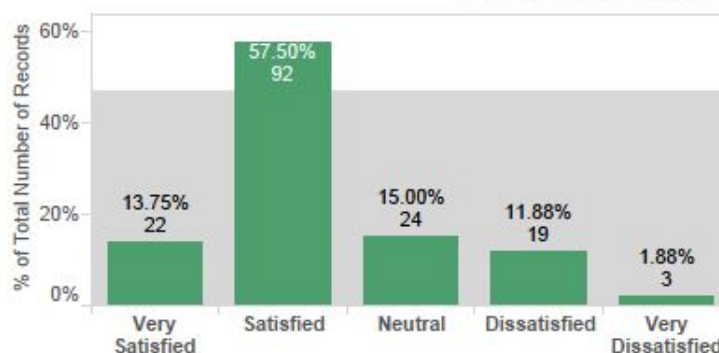
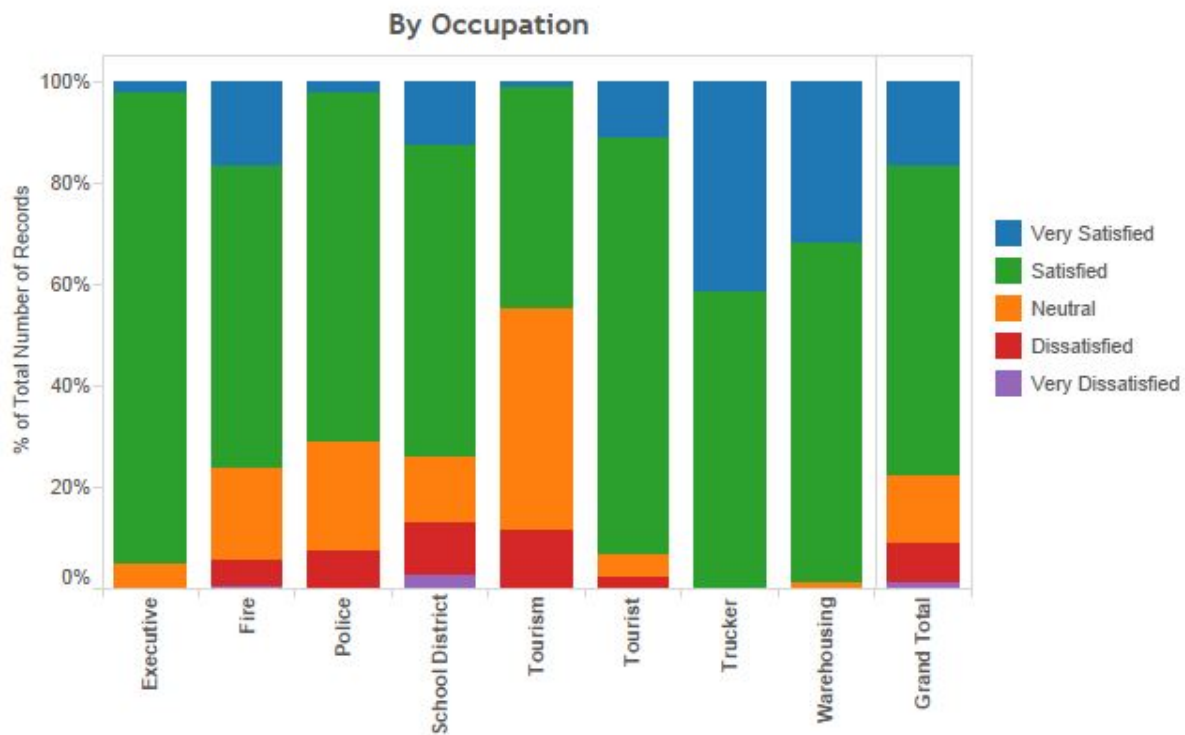
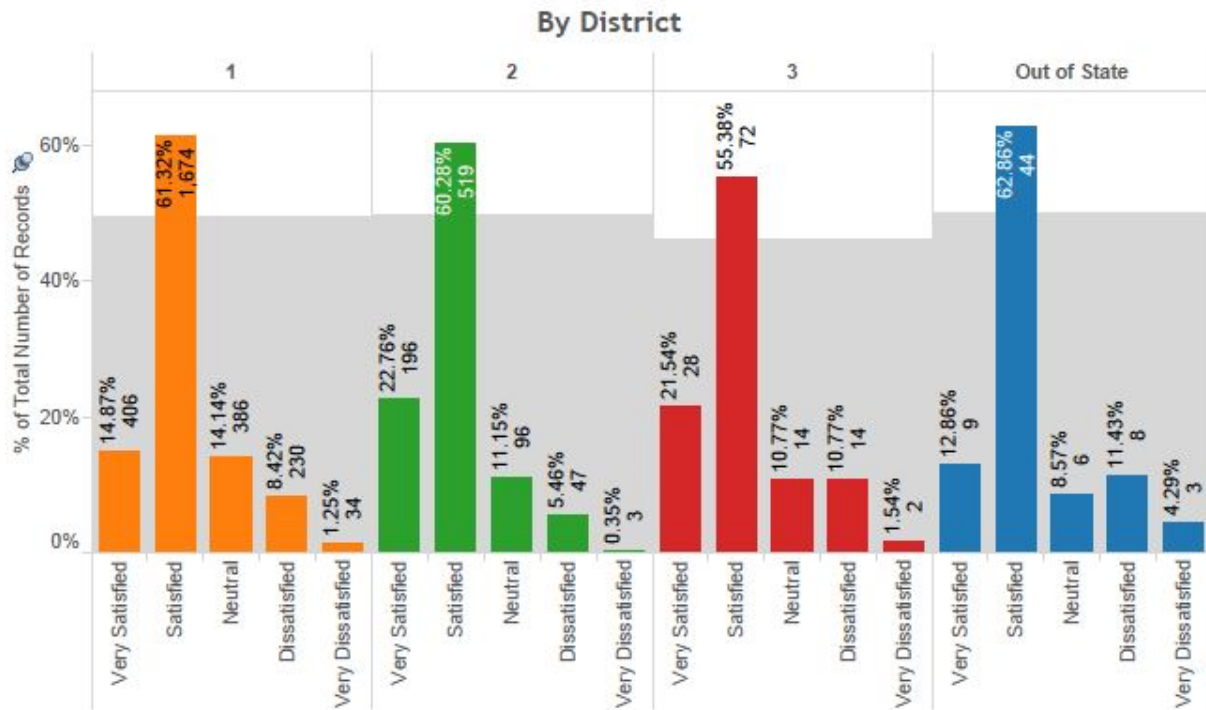


FIGURE 28 Commercial truck driver responses.

## What is your level of satisfaction with the efforts being made to REMOVE DEBRIS from freeways?



**FIGURE 29 Safety: Debris removal.**



What is your level of satisfaction with the efforts being made to ensure that roadway STRIPING on highways is visible at all times?

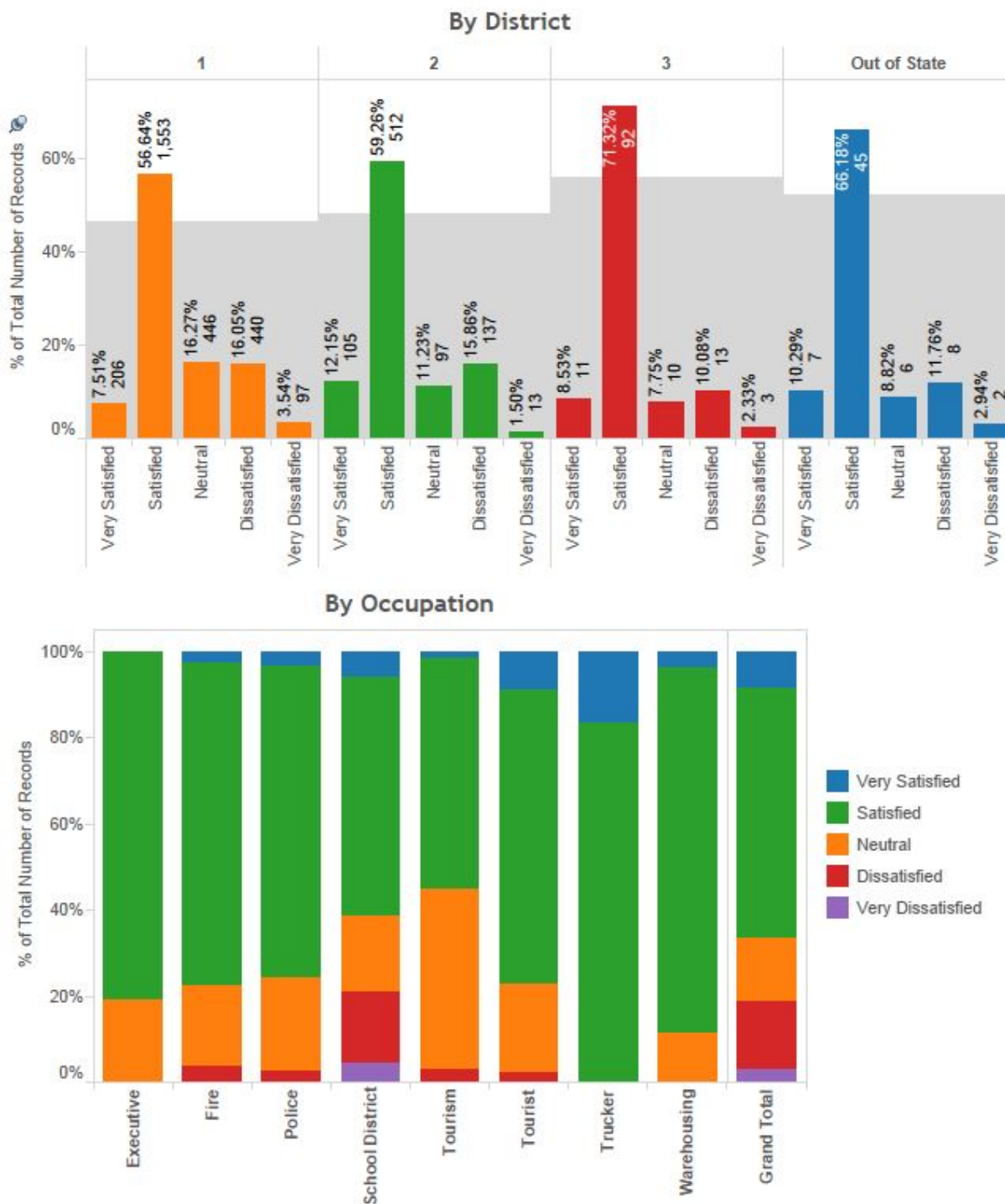


FIGURE 30 Safety: Roadway striping.

What is your level of satisfaction with the efforts being made to ensure that INFORMATIONAL AND WARNING SIGNS along highways are easy to see and understand?

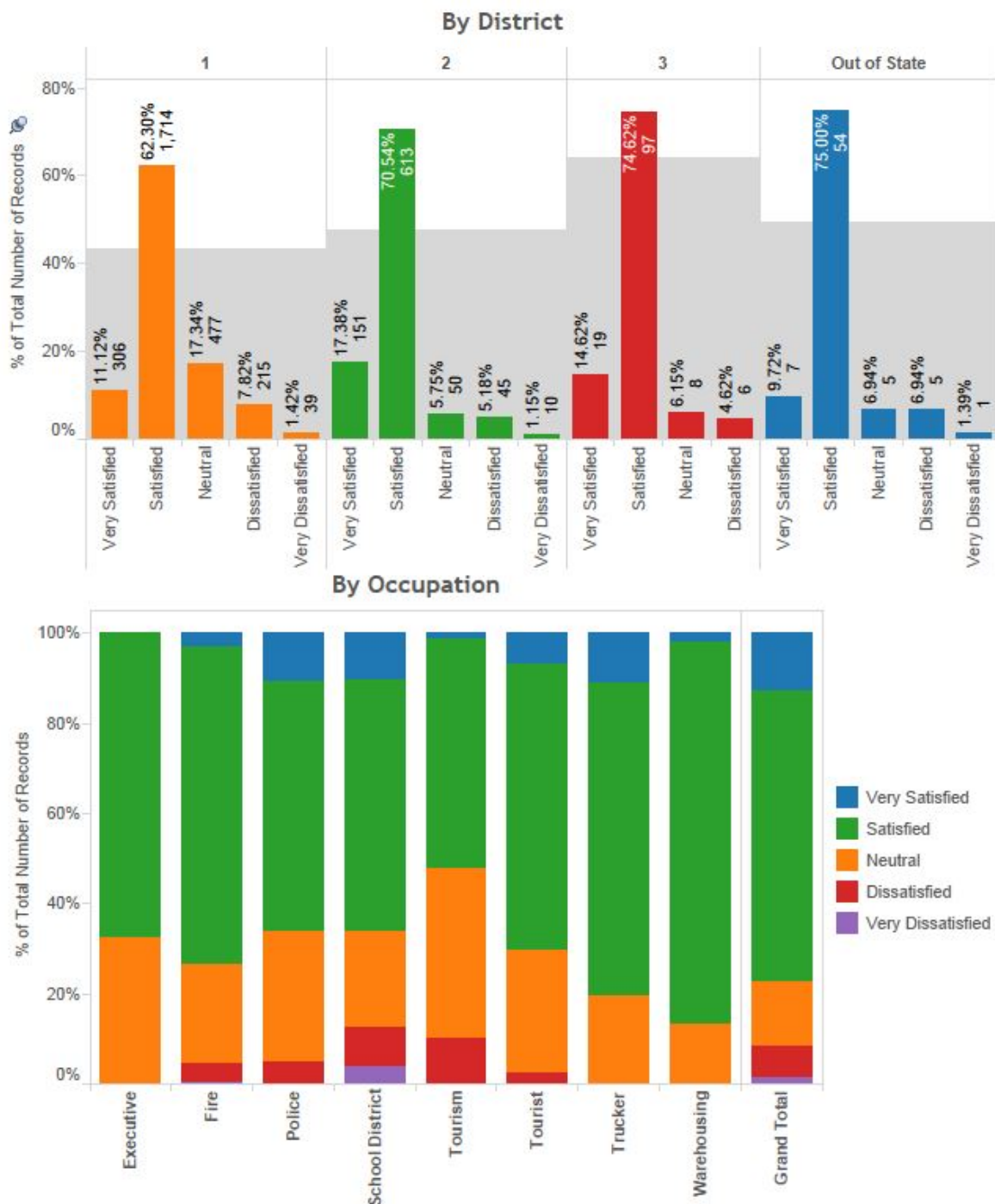


FIGURE 31 Safety: Informational and warning signs.

What is your level of satisfaction with the efforts being made to provide adequate LIGHTING at highway interchanges in urban and rural areas?

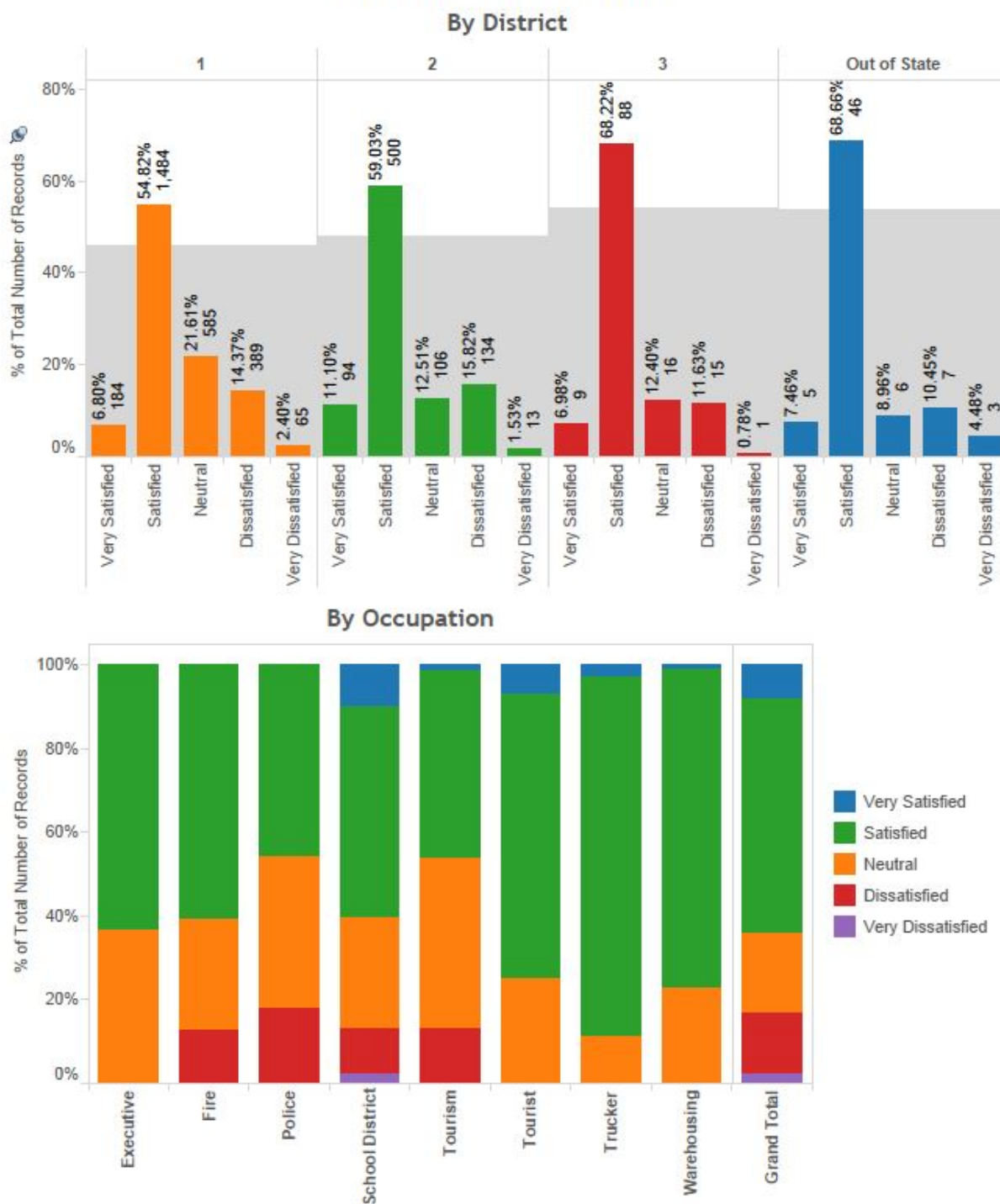


FIGURE 32 Safety: Lighting.

What is your level of satisfaction with the efforts being made to ensure WATER DRAINS quickly and efficiently from the surface of roads during a storm?

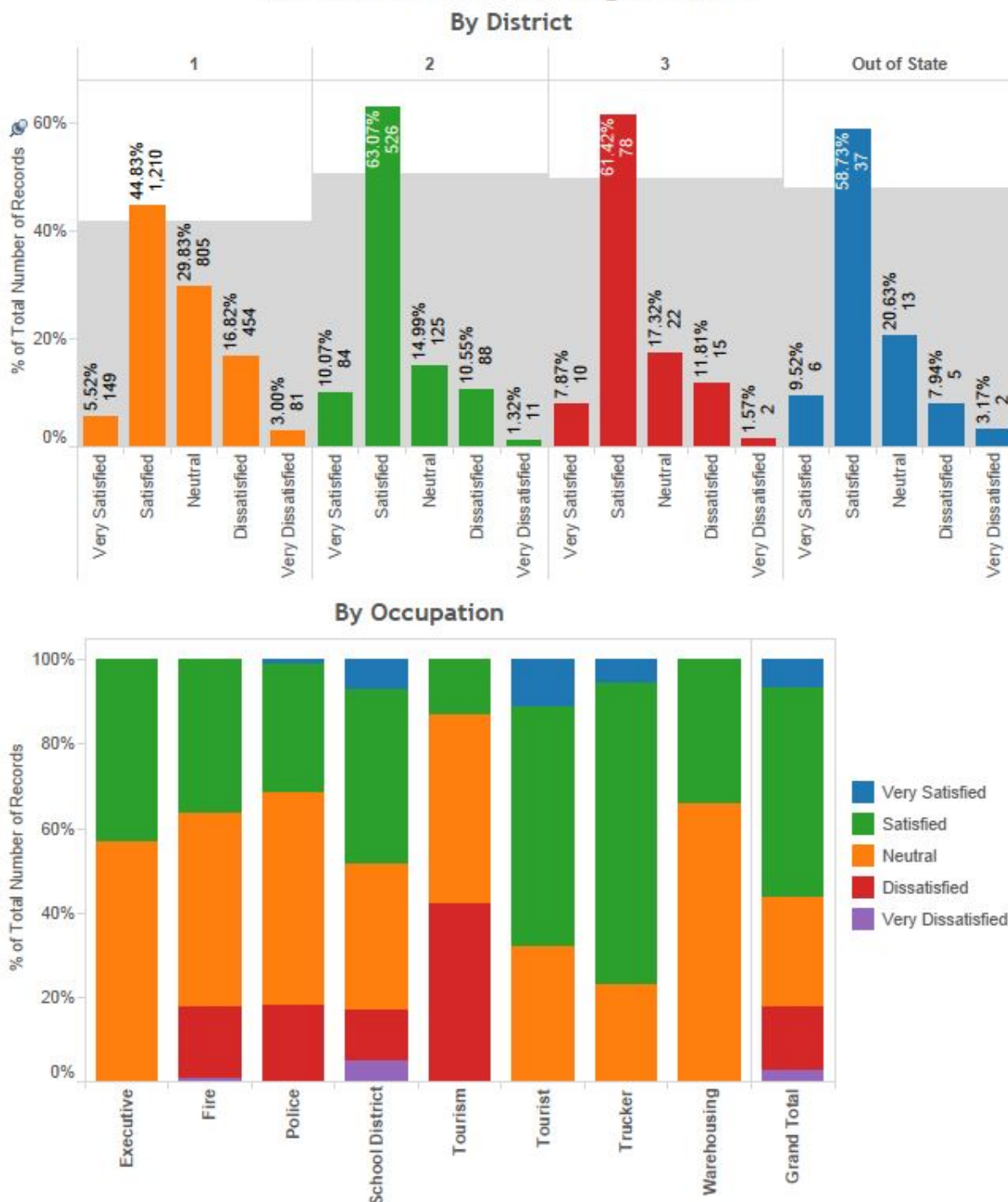
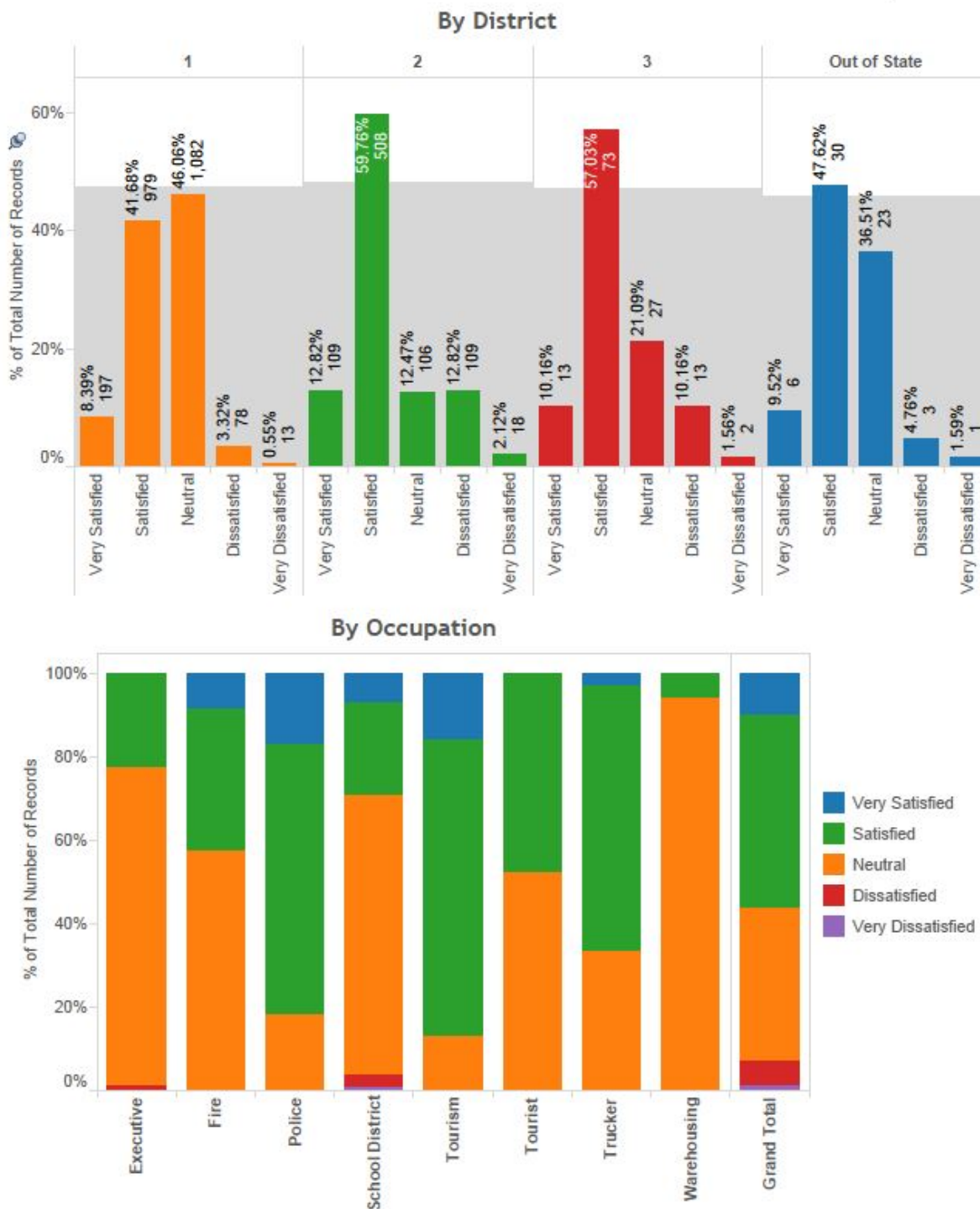


FIGURE 33 Safety: Drainage efficiency.

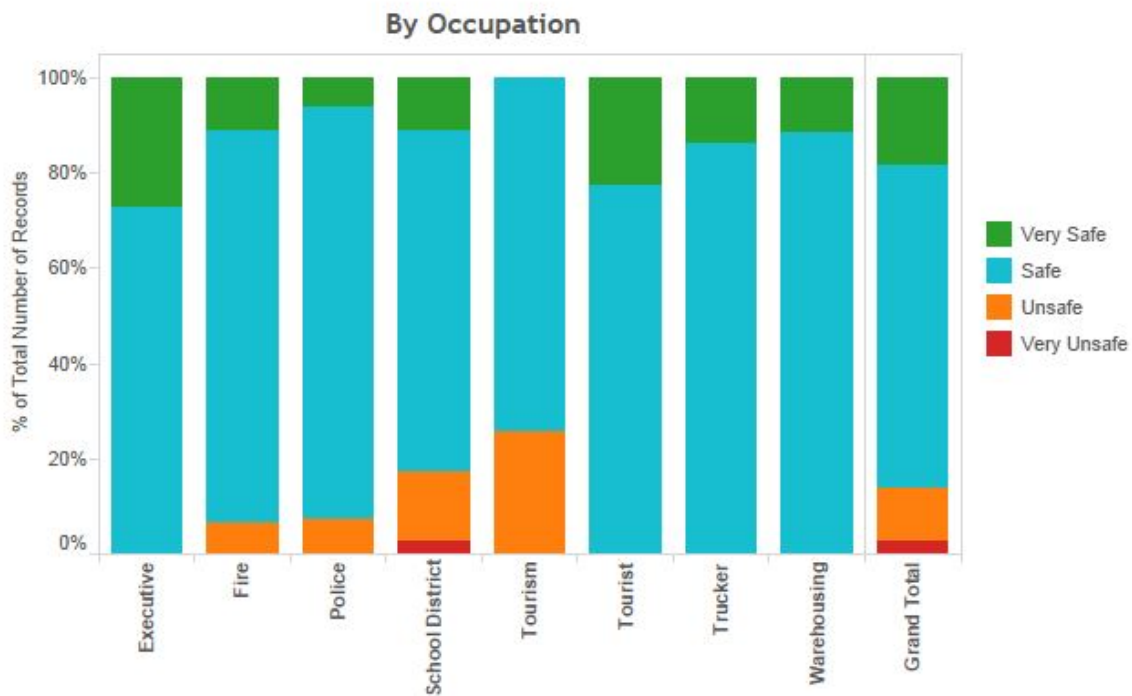
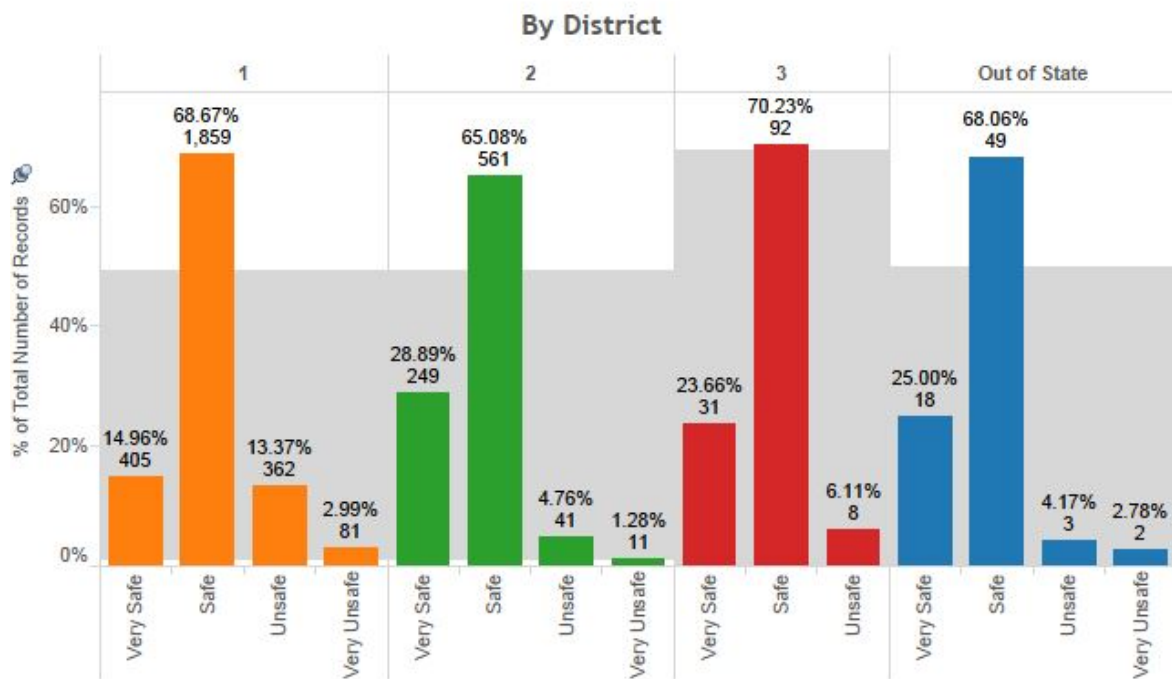


## What is your level of satisfaction with the efforts being made to ensure that SNOW AND ICE are removed efficiently?



**FIGURE 34 Safety: Snow and ice removal.**

## Overall, how safe do you feel when traveling on highways in Nevada?



**FIGURE 35 Safety: Overall perception of highway safety.**

# Have you contacted NDOT in the last 12 months?

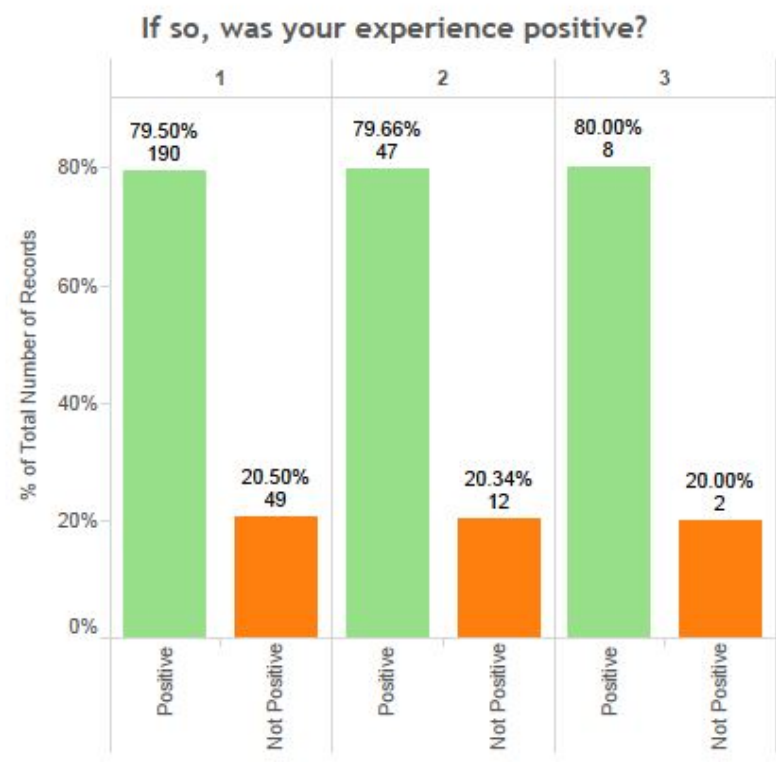
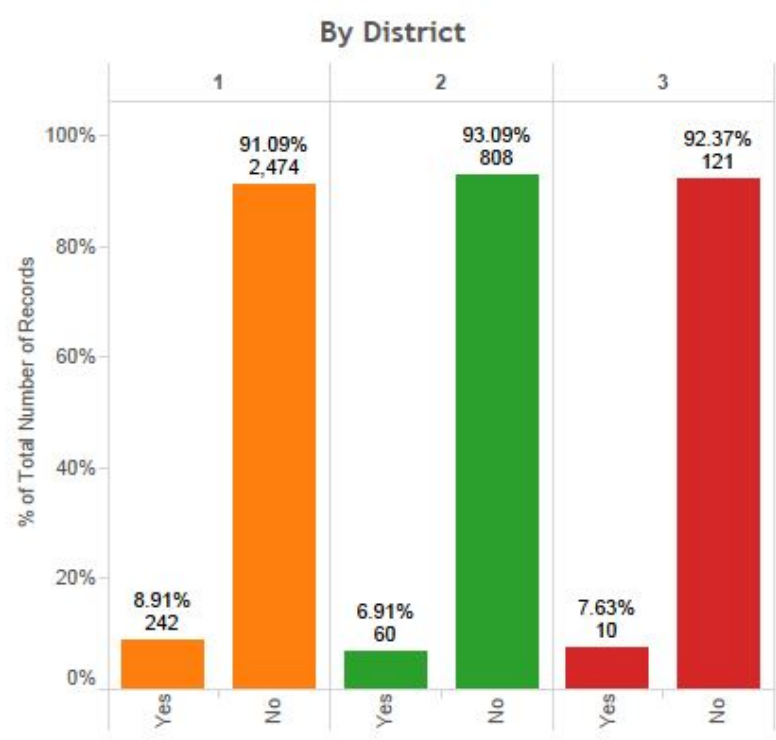
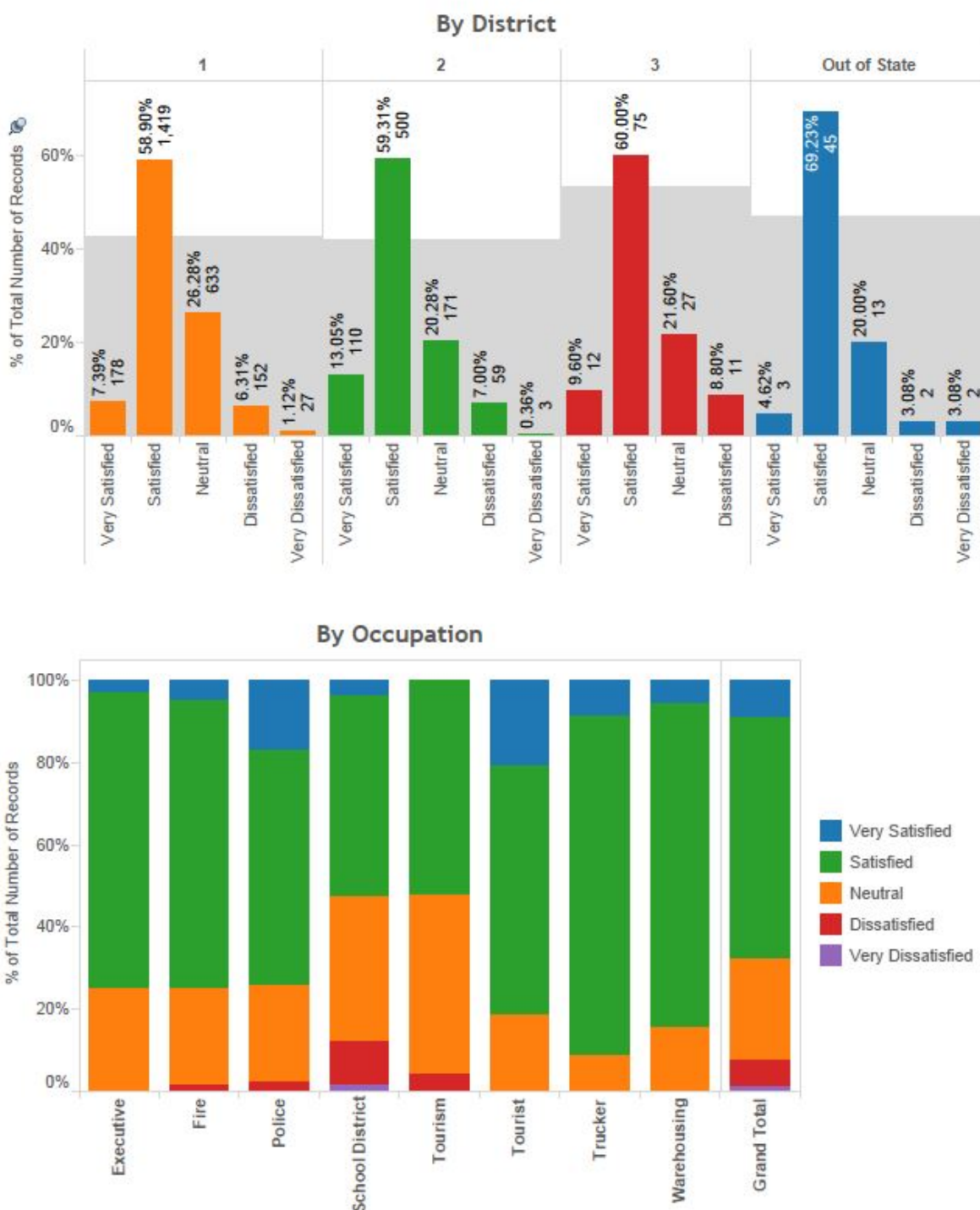


FIGURE 36 Customer service experience.

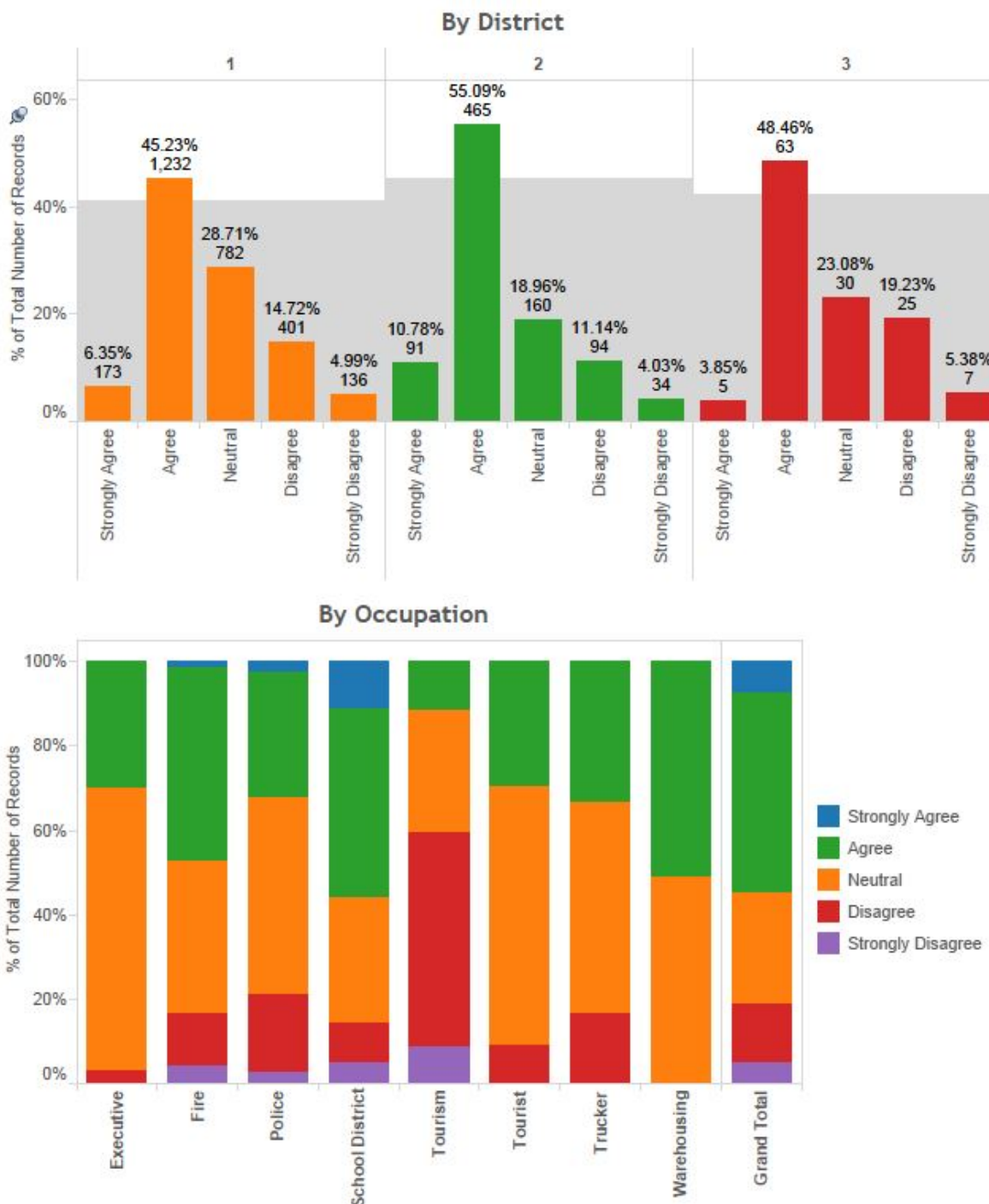
## How satisfied are you with NDOT's overall efforts to keep drivers aware of transportation issues?



**FIGURE 37** Awareness of transportation issues.

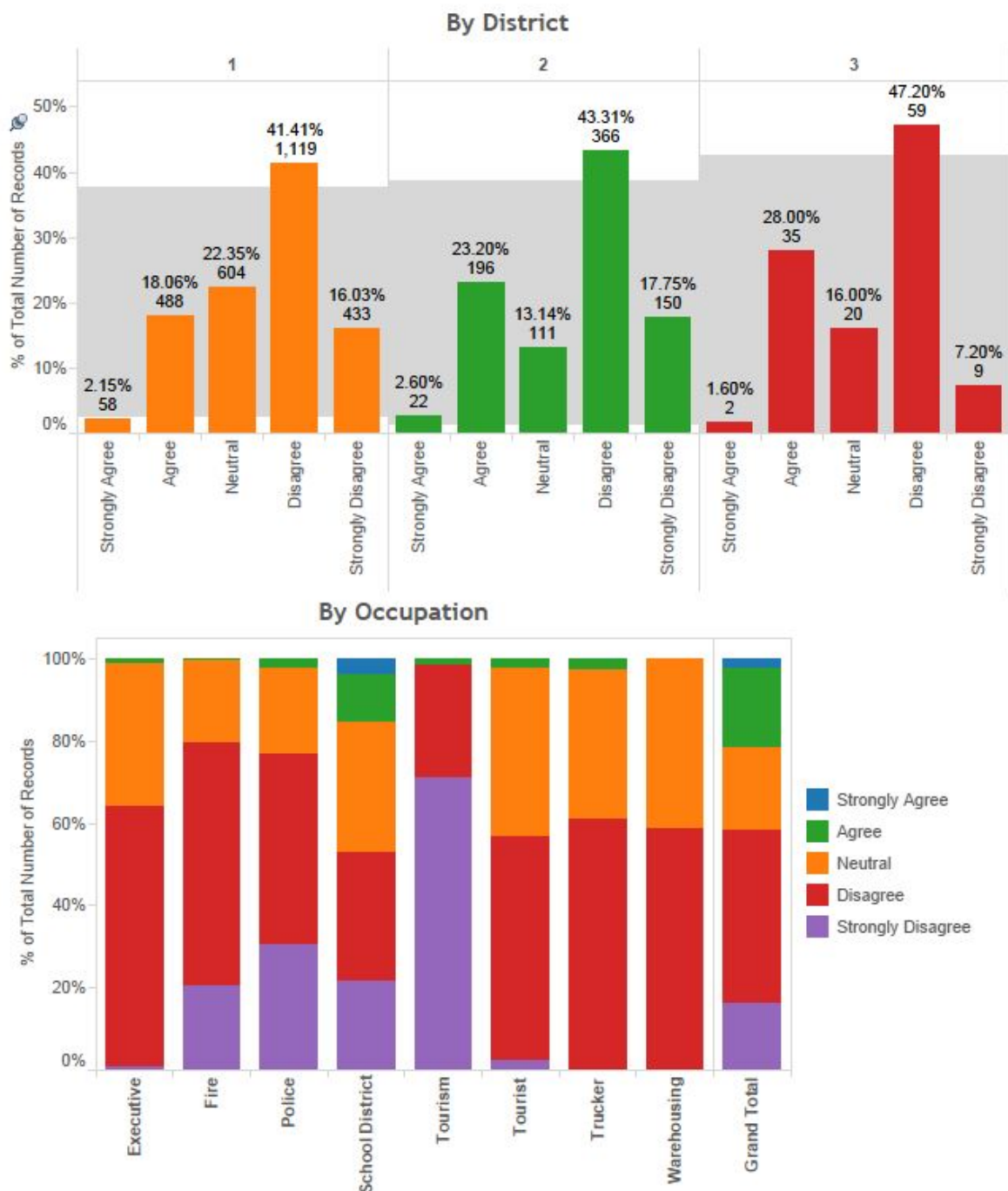


Please indicate your level of agreement with the EXISTING FUEL TAX AND VEHICLE REGISTRATION FEE as a means to pay for transportation improvements.



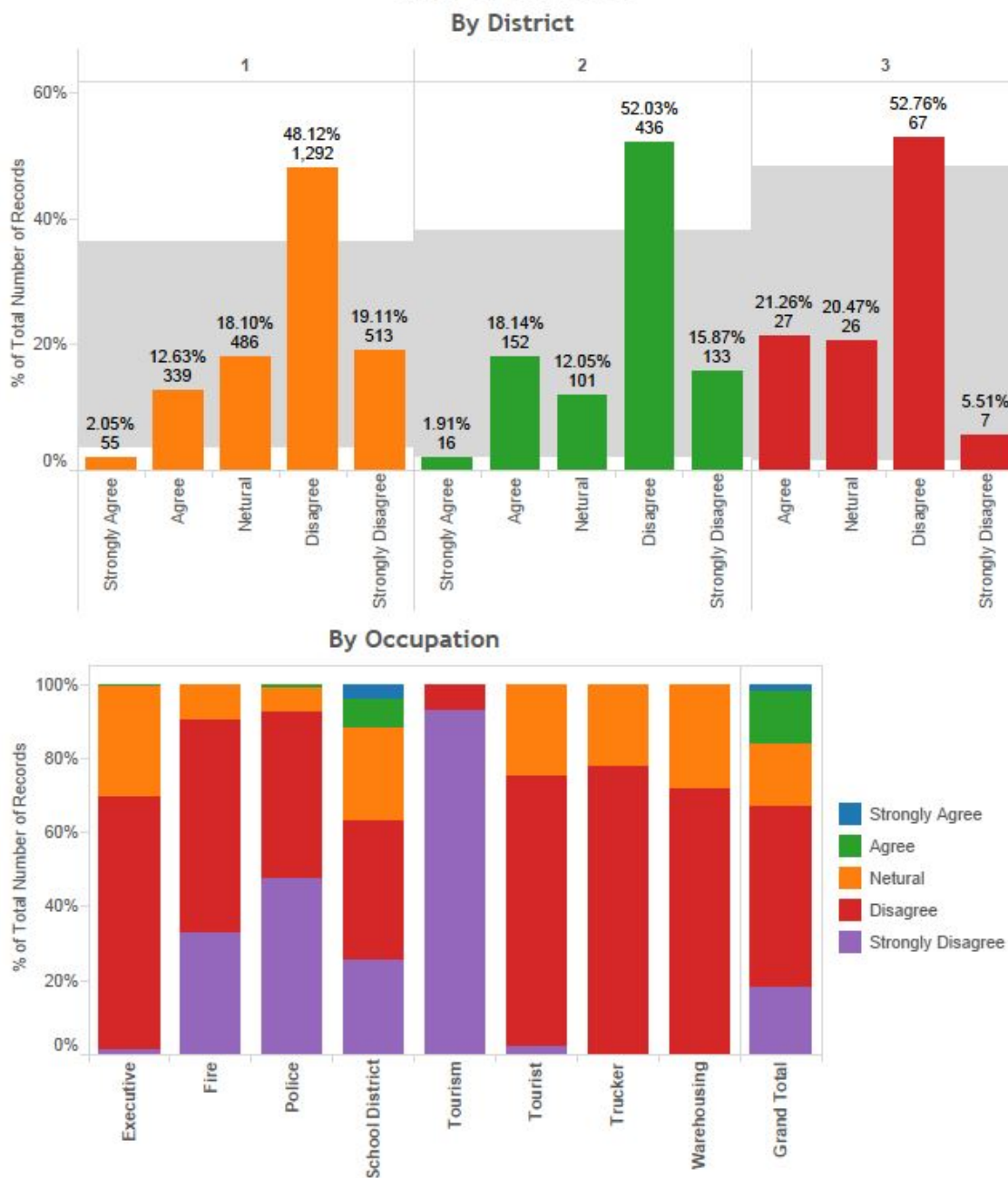
**FIGURE 38 Funding: Existing fuel tax and vehicle registration fee.**

Please indicate your level of agreement with using TOLLS ON MAJOR ROADS AND BRIDGES as a means to pay for transportation improvements.



**FIGURE 39 Funding: Tolls on major roads and bridges.**

Please indicate your level of agreement with TOLLS THAT INCREASE DURING TIMES OF HIGH TRAFFIC ON MAJOR ROADS AND BRIDGES as a means to pay for transportation improvements.



**FIGURE 40 Funding: Tolls that increase during times of high traffic.**

Please indicate your level of agreement with the replacement of the existing fuel tax with VEHICLE MILES TRAVELED FEES as a means to pay for transportation improvements.

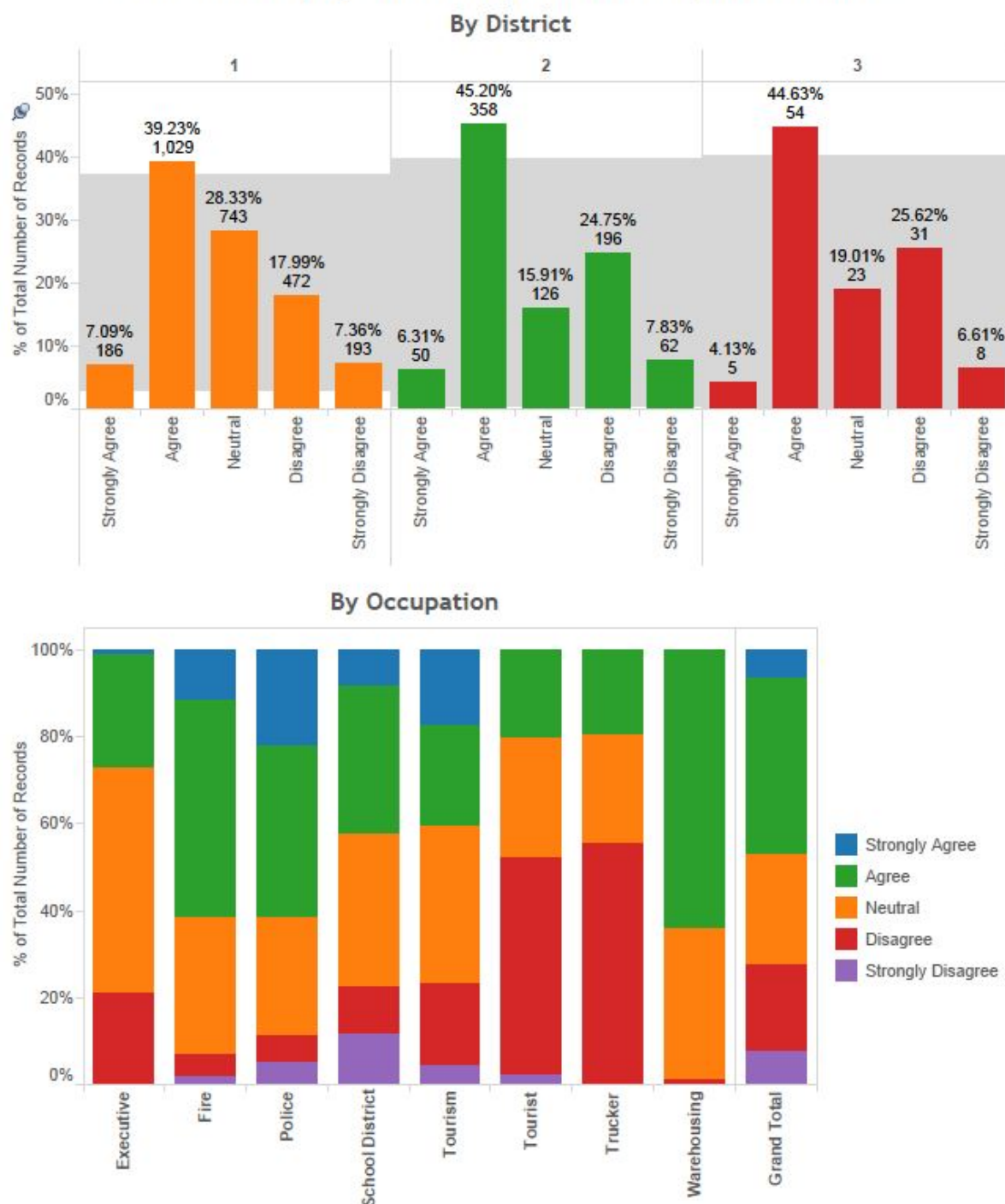
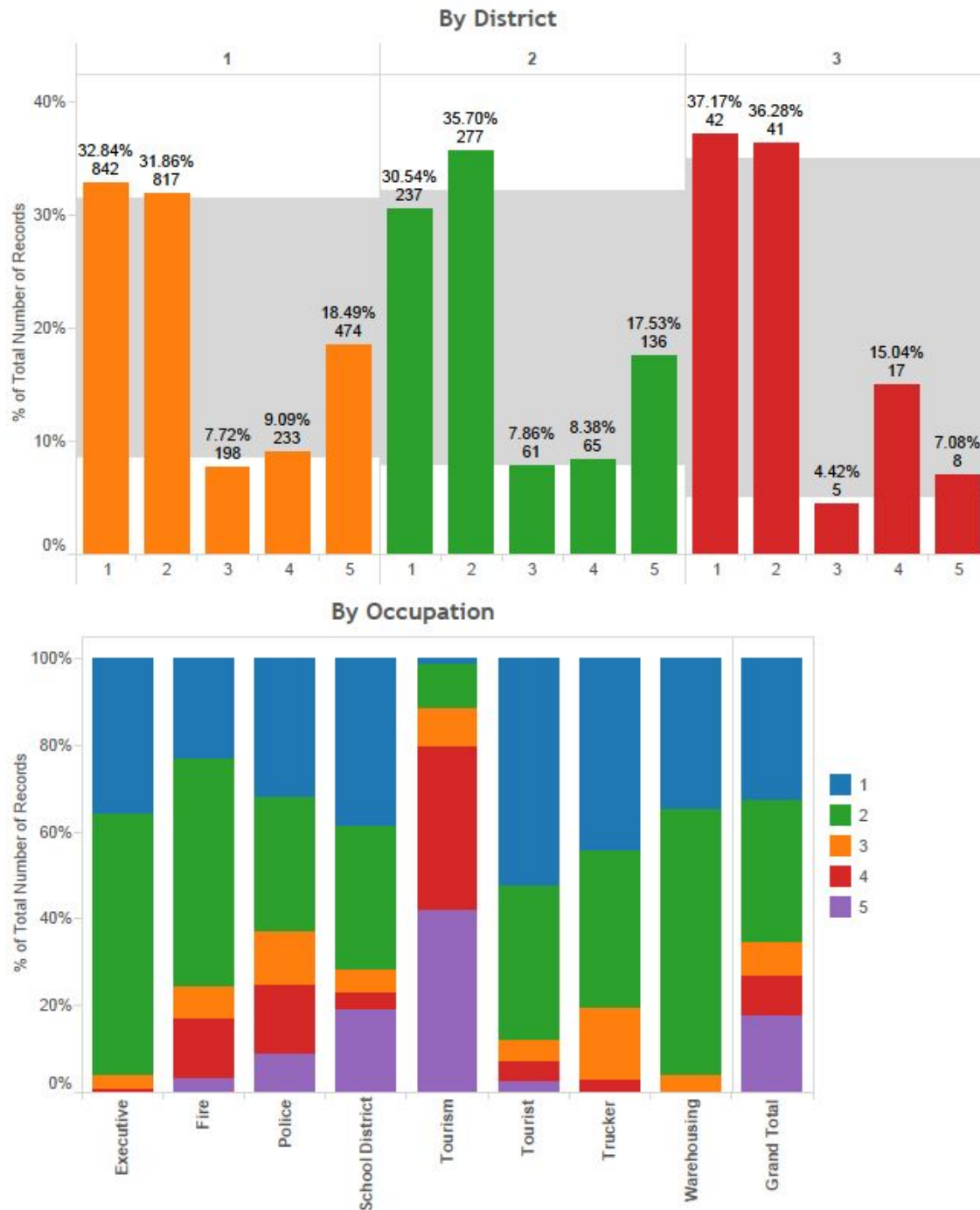


FIGURE 41 Funding: Vehicle miles traveled fees.

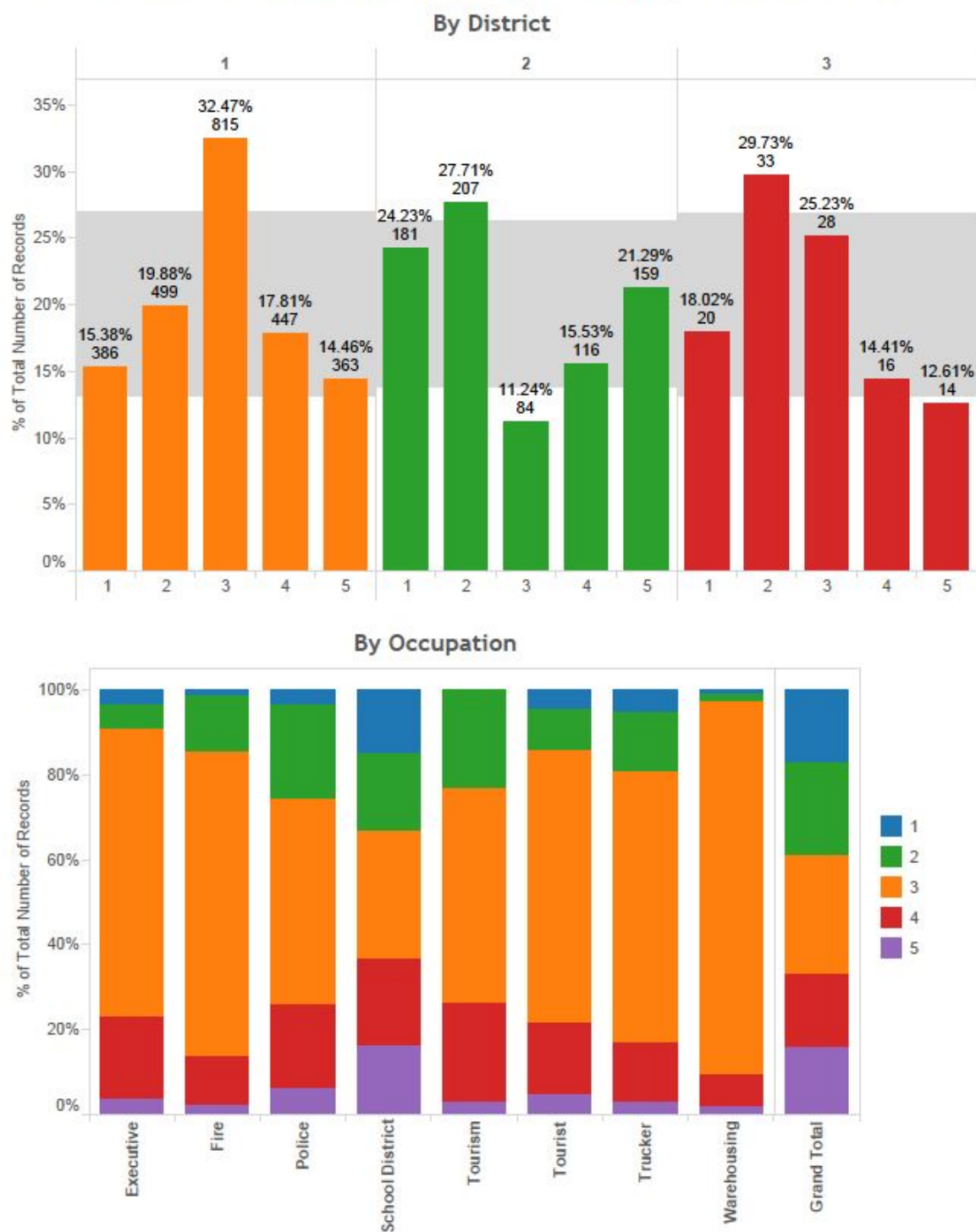
## Enhancing Highway Safety - Rank



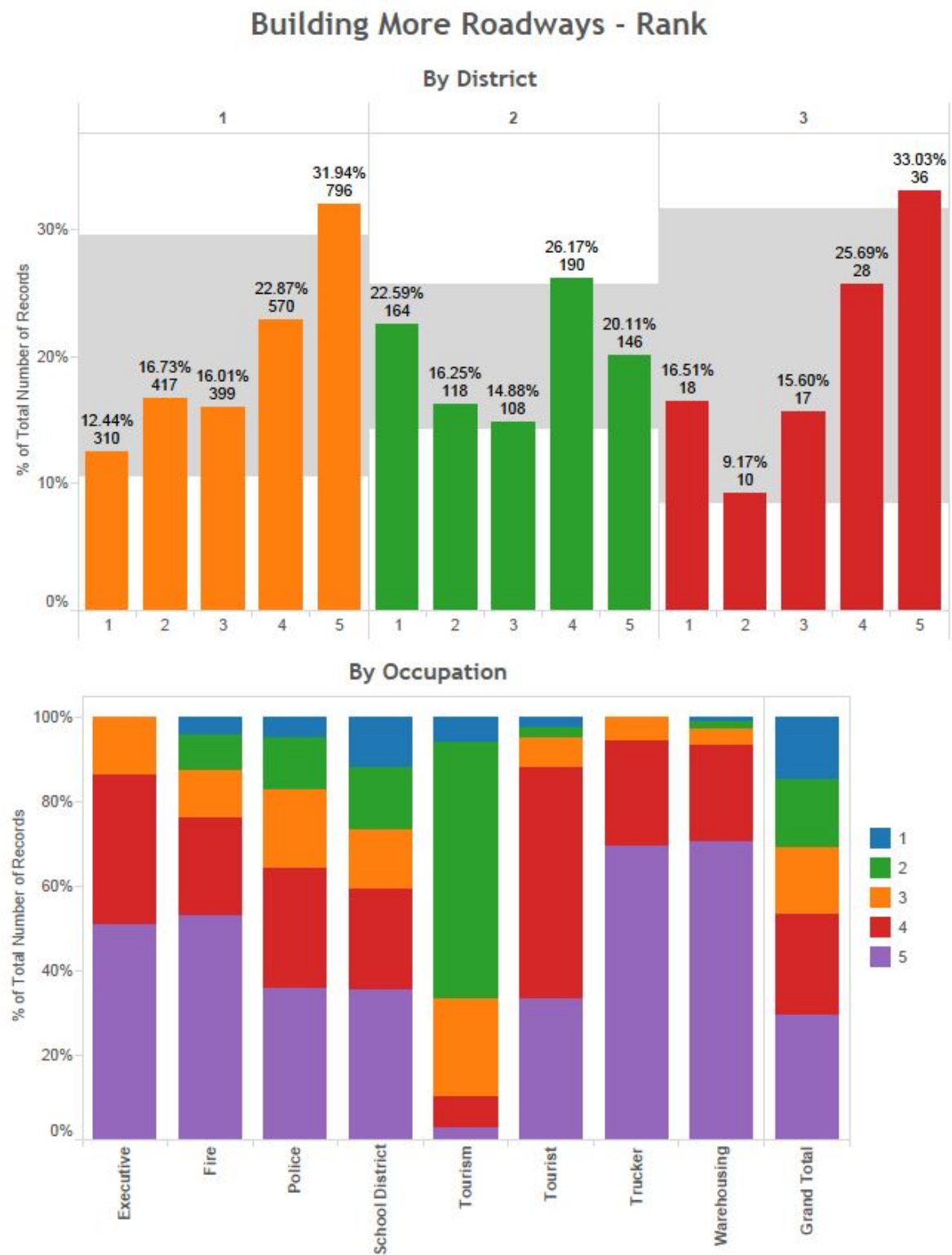
**FIGURE 42 Funding priority: Enhancing highway safety.**



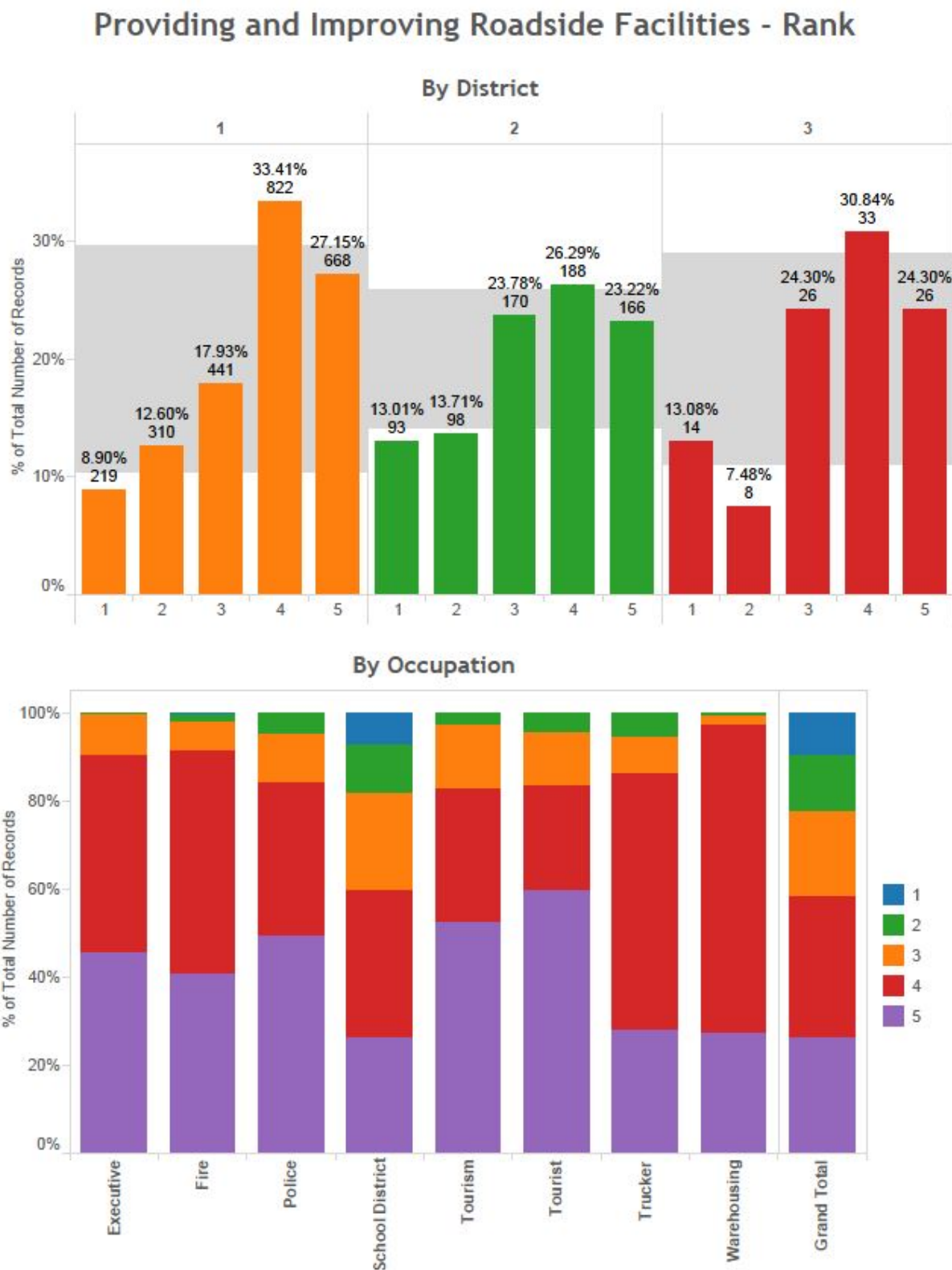
## Preservation and Maintenance of Roadway Facilities - Rank



**FIGURE 43 Funding priority: Preservation and maintenance of roadway facilities.**



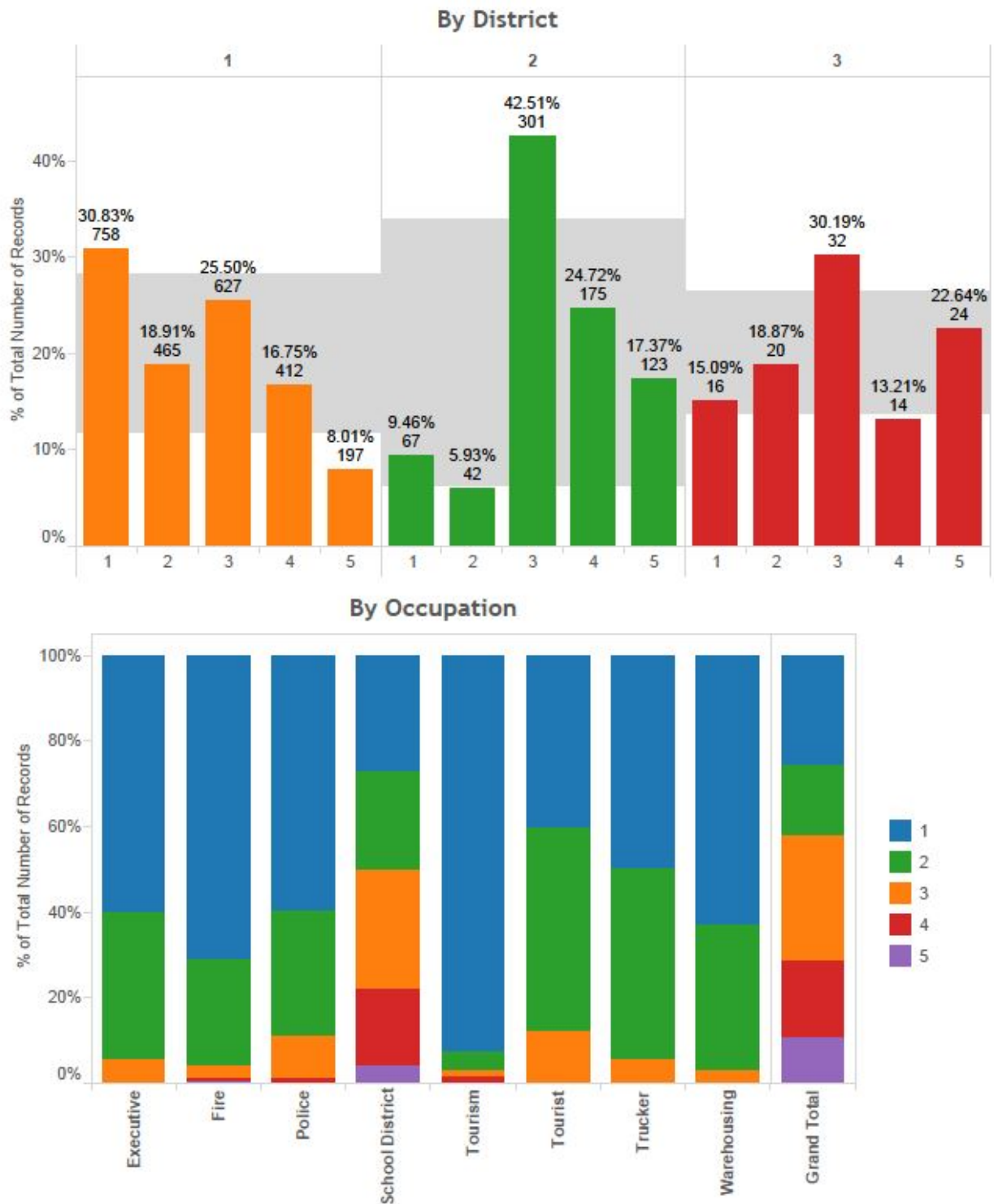
**FIGURE 44 Funding priority: Building more roadways.**



**FIGURE 45 Funding priority: Providing and improving roadside facilities.**



## Reducing Congestion - Rank



**FIGURE 46 Funding priority: Reducing congestion.**

## APPENDIX IV: Respondent Comments and Suggestions

### Congestion

- CONGESTION!
- Too much traffic.
- The people in the government are losing sight of the fact that highways are to move traffic. I see a lot of things that are slowing and clogging up traffic, and that concerns me.
- Two problem areas: during the summer - high traffic time - traffic flow can become ridiculous due to roadwork and lane closures. The traffic controller needs to be trained in heavy traffic control. Another issue is the road closures due to bike/marathon races. This needs to be better thought out and not cause so much trouble.
- Work schedule should be staggered to prevent traffic congestion.
- Spaghetti bowl is very crowded near the 215 freeway during rush hours.
- Need to fix Southbound US95 at spaghetti bowl. Lane drop is causing massive problems as SB traffic increases into downtown.
- See traffic flow at Arrowcreek Prkwy/Damonte Ranch Prkwy e/b from South Virginia to n/b I/S 580 and to n/b Double R Blvd! Throw in the professional/commercial interests, and add a multi-unit apartment complex under construction on Arrowcreek Prkwy. And you have the makings of ALL the elements of road rage. Somebody is out of his/her gourd. Traffic congestion is bad. Bad congestion that needs improving. Congestion at all times of day between the 15 freeway and 95 freeway aka spaghetti bowl are always a problem and most Nevada drivers do not slow down or practice safe driving (i.e. two hands on the wheel).
- Provide more roadways. There is too much congestion in Spanish Springs, causing back up at all times during the day.
- Safety and congestion. I feel there is an easy solution provided the space in Las Vegas and current roadways. Why so much congestion within an extensive location as Las Vegas?
- Expand number of lanes.
- Too many exits have exiting cars stacking up on the freeway during high-use times as the intersections cycle traffic flow.
- Driving anywhere near downtown on the freeway is sheer madness! Too few lanes, too many cars. Accidents waiting to happen! We need more lanes!
- The airport connector tunnel always gets bottleneck when traveling from Tropicana to the 215. Likewise, as exit the 215 at the airport, there are numerous accidents. This area needs to be expanded with more lanes leading from Tropicana to the tunnel to Tropicana. Otherwise, highway commutes are good.
- On Blue Diamond going east to the 15 North interchange, very confusing and bottlenecks. One access takes you on a frontage road to hotels where it is very congested where it merges to the 15.
- Surface road congestion. There are other highways beside 15/95. A lot of repairs are done.
- The southbound bottleneck on Paradise in the airport connector where two lanes merge to one creates a severe backup during peak traffic times. The congestion on the 215 between Warm Springs and Rainbow is severe during the six hours of peak traffic time, morning and evening.
- 95 going on 15 is really slow during rush hour.

- If I were to ask for one thing to change it would be to change traffic routing on the southbound airport connector on Paradise to the 215. There are two very heavily travelled lanes that merge in to one lane and it can take up to 10 minutes to travel ½ mile at times. There should be enough room to change this so that both lanes can go through. There may need to be a few modifications to the “Bulge” where the street light pole is located. Allowing both lanes to go through would dramatically improve traffic flow here.
- Traffic congestion in Elko City, Mountain City highway is horrible. Mountain City highway is very dangerous. Extend freeway after Carson to make traffic safer and less congested. This will also be good for tourists.
- The only area that gets me most is the airport tunnel/215 connector. In the afternoons this route turns into a parking lot and if there is an accident of any kind just forget about it. Overall congestion is throughout the city and the lack of planning on behalf of southern Nevada is clear in the roadways that have been built here. With the population where it’s at I don’t see much NDOT could do to alleviate the issues other than knock many houses down, take over large areas of property, and build new roads to properly accommodate the number of vehicles traveling on them. It was good to see some new roads being built in Anthem before the houses went in for once. It’d be great if we could just tear it down and start all over. But this is not Sin City is it. Hopefully the city realizes this and puts in better/more public transportation options in soon.
- Avoid rush hour.
- I travel the 215 S between the airport connector and Summerlin. There are two merges in particular that cause congestion, and it seems as if these merges could be improved: 1) when Paradise Road narrows from 2 lanes to 1 lane before the tunnel and 2) when traffic from I-15 merges into the 215 South until Decatur.
- More realistic alternate route to avoid the freeway when it’s crowded.
- The greatest driving irritation for me on a daily basis is entering the airport tunnel. I cannot understand how they did so much roadwork and all the traffic on Swenson has to narrow down to one lane prior to entering the airport tunnel. This is the dumbest part of my travel every day, and so many drivers get so aggressive and look so angry. Why can’t it be two lanes from Swenson entering the airport tunnel?
- The tunnel merge lane into one is a large issue and creates a lot of congestions. If this could be parted to remain as two it would relieve a lot of this issue.
- Too many cars and not enough roads.
- Better study on traffic congestion on I-80 Eastbound between HWY 395 and Pyramid Hwy. Since the construction, the highway is dangerously worse. A study is needed to correct the issue. It is causing more traffic congestion and accidents.
- I-15 north between Sahara and Charleston has too many accidents because of crowding and cars trying to switch lanes, especially the two right hand lanes.
- Doesn’t like them shutting HWY 80 or HWY 95 down for long periods of time due to an accident. It is blocked off and no one can get through. They are forced to sit for long periods of time.
- I don’t know how they are going to widen the roads. There is not enough room. They widen the lanes and then they all narrow to three lanes and then it causes traffic problems.
- Too much traffic going to work and coming home on hwy.
- We get too much traffic from California on holidays and peak traffic hours.

- There is too much congestion around the spaghetti bowl.
- On Maybury, they used to have two lanes in each direction but now have one lane in each direction with a bicycle lane on each side. Believe NDOT is going in the wrong direction as a means to correct and help congestion as the population in Reno is increasing.
- The roadways should be configured in Las Vegas by people who live here. The Spaghetti Bowl is only one line it backs everything up. Should have two lanes. The planning is poor.
- Use of heavy rollers and improved law enforcement to ease congestion.
- 395 south and north going through Reno and the I-80 interchange is extremely crowded. Accidents almost daily due to sound walls and no shoulders.
- Between Carson City and Gardnerville is over congestion. People get in the fast lane and go slow. Need signage to keep slow traffic to the right so ongoing traffic can reduce congestion.
- Traffic is becoming unbearable because of the many people coming to Nevada. In such case, they should educate people properly about road and traffic rules.
- Congestion around the lake during peak tourist times is terrible.
- Entering traffic on freeways, it needs to be timed in more areas where there is high traffic.
- When they are building highways, stop and reengineer 95 should bout to enter I-15
- Congestion is the biggest problem.
- They should advise another major city about consultants on how to properly control the flow of traffic and how to improve the transportation in an emerging city, and public transportation.
- Want congestion to be gone. Certain times we cannot move. It wastes time and causes pollution.
- The county roads also have too much congestion.
- During accidents/highway maintenance, both roads are closed and traffic is held up way too long.
- Concerned with the Spaghetti Bowl junctions going from northbound on I-15 onto east or west on the 95. Those are really backed up and they are unsafe at peak hours from 4-6 in the afternoon.
- Need to improve congestion.
- Get rid of congestion.
- Need to add a lane on Sun Valley Blvd. because of congestion. It is very congested at 395 and Pyramid as well.
- Congestion from before you get to north on 395 from Mill St. to past the freeway is really bad. People won't let you over. Poor planning.
- Not enough lanes in areas with high traffic congestion.
- Do not understand why roads narrow from three lanes to two to one. This seems to cause unnecessary accidents and traffic congestion.
- Need to put in extra lanes in to reduce congestion.
- Congestion on McCarran and Pyramid.
- I think major congestion area in northern Nevada is the Spanish Spring area and Pyramid Lake Hwy.
- Need to eliminate congestion between I80 and HWY 395 (Spaghetti Bowl area)
- When they shut down one lane, to have the distance be so long, because it ties up traffic much more.

## Construction

- Do construction on roads, and turn around and tear them up and start over. Don't see any point. Can do a lot of other things. It is costing taxpayers a lot of money. Fix it right the first time.
- Road crews leave roads in dismal repair for drivers when they leave to do something else. No signs as to condition of road. Don't do during rush hour.
- Granddaughter totaled her car due to construction that wasn't marked and a semi threw her into a barricade.
- Why does it take so many people to do the job? There are too many employees standing around not working.
- 215 NW Providence area: What are they doing? Construction there is no guidance. Construction cones are making maneuverability at the 215 and 95 overpass hard for drivers to see the white lines.
- Think that flashing lights, like in school zones, would be nice and safer for construction workers, but only when men are actually working in the construction zones.
- Get orange cones off the road unless they're working.
- Want them to be more considerate of the people. They are blocking all the roads in construction zones. There is no reason for cones to be there when there is no construction around.
- The orange cones need to go up earlier than just three weeks before work begins.
- Construction takes forever.
- Construction projects take far too long. Traffic is too often restricted because of a on-going project with nobody working on the project.
- Sometimes construction areas have no one working for days.
- Seems like construction takes too long sometimes.
- When they're doing construction, don't have 15 miles of cones when there's nothing going on.
- Cones and construction, blocking streets, and no one is working.
- There are reduced speed zone signs where there is no longer active construction and some people no longer pay attention to them. Then when there is an actual live construction zone, people aren't paying attention and speed through them. Unaware that it is actually a true construction zone.
- I generally see four workers standing around watching one person work. They need to improve this situation.
- So many times there are cones left out. Can't understand why they're still there.
- The "cone zone" on almost every highway repair is excessively long extending several miles when work is being done in a very small area. As a result, traffic is held for too long of a time while the one-way traffic escort drives by miles of empty space where nothing is being done. Either maximize the cone zone work area or shorten the cone zone. What should be only a short cone zone becomes an excessively long one with traffic back-ups and unnecessary delays with no purpose except perhaps the convenience of the crews not having to move their locations during the day. It really reflects badly on NDOT as it looks as if those who permit the cone zone are clueless and unconcerned.
- Signage for construction zones are not clearly marked. Very confusing. Otherwise very good job.

- Construction signage does not seem to be marked far out in advance on the roadways. Vehicles do not have much time to make the necessary lane changes shortly after learning that their lane will be ending. This causes havoc when there is a lot of congestion on the roads and multiple accidents. Please do anything you can to help. Thanks.
- If no active construction is going on in a construction zone (ie. weekends ,etc) the reduced speed limit should not apply.
- Signs for repairs or construction are always left up reducing lanes for travel when it is obvious no one is working on them. Why?
- Complaint about not removing highway markings. It confuses drivers and when they take the barriers away.
- I feel that too many roadway projects are working at the same time and nothing is getting finished. If each project was focused on one at a time and finished before another project is begun I feel things would be completed in a faster manner with less construction going on in multiple locations.
- When construction projects are occurring on the road, there should be better oversight to the roads. There should be penalties in place to make sure they stay on time and award contractors to get them finished quicker. The bids have time constraints on them, and the work should be done at night in higher traffic areas, that way roads will be finished and night and fewer roads are closed off during the day. They should have more people working on the roads to get the projects done quicker.
- Try to make construction zones safer and plan better.
- Is it really necessary to do so many construction projects all around the valley at the same time? You do this on so many roads at once that alternate routes become very difficult or sometimes impossible. Looking at a maps service like Google Maps shows that construction projects honestly seem to dot the whole Las Vegas Valley.
- Construction always seems to be continuing, even when the roadwork apparently has been finished. Somewhere, the next step is always a little late, thereby continuing the upheaval more and more. There doesn't seem to be an end to any one project.
- Think road work should get done quicker. Focus on one thing and get it done rather than have many projects going on and not getting any done or done quickly.
- Often times cones are in place and there is no construction. The cones are not logically placed to ensure left and right turns.
- Also, sometimes cones and barriers are left up long after construction is finished.
- Quit redoing construction on roads that just finished getting reconstructed.
- Roadwork has been sporadic at best along Maryland Parkway between Flamingo and Tropicana. Either do the job or remove the barriers.
- When construction takes place, it seems as if it takes months to finish it. Therefore congestion occurs and there are many angry drivers on the road leading to accidents and road rage.
- Ever since I have lived in Las Vegas 21 years ago it seems like the same roads are always "under construction" with no apparent change at the end – very frustrating to have traffic diverted constantly with no significant improvement.
- I think contractors should be held accountable to perform the jobs faster. Construction takes far too long and impedes commuters too often.
- Too many cones sitting idle with no work being done at all. Totally ridiculous.



- Pick up the orange cones when no construction is being done.
- I would like to see new roads constructed with future growth in mind instead of replacing a road after only 3 or 4 years because a two-lane road is no longer adequate.
- Lane identification, especially in construction areas, is poor. Roads need to stay the same and make sense. You can't have a road stop, and then start back up a half-mile farther down and more to the left. Also road names need to stay the same and not change 4 times at they cross town.
- There are too many construction projects happening at the same time, which causes congestion during peak hours. Start one project, complete it to its fullest, and then start another. This could help eliminate frustration during work hours.
- I have seen this less so recently, but since I have lived in Las Vegas (for the past eight years), I have noticed construction cones that are set up and left up on the highway without any apparent work being done. That is something that was incredibly frustrating as it created unnecessary congestion/traffic. I am glad to see that it is less an issue now, and that when I do see cones or construction zones set up, there is actually work being done.
- The timing of improvements and repairs seems to occur in cycles, sometimes making it impossible to avoid construction zones regardless of the route you take on your commute. It also seems as though the economic impact of the construction is ignored, with new restrictions on the strip and other major east/west roads occurring during peak tourist events, conventions, and seasons.
- Sometimes when they block off a lane, no one is working.
- Constructing on too many of the adjacent roads so that there are no alternative routes to travel on.
- Only have cones up during actual construction.
- They have too many construction projects all at one time. They should have bigger crews and work around the clock and do one project at a time.
- Should have highway patrol officers sit on the construction zones to help improve highway safety of vehicles and construction workers.
- Remove all construction equipment from the lanes when job is completed to avoid accidents and destruction to vehicles not knowing that someone left (i.e., sandbags, cones, sawhorses, etc.)
- Warning signs should be removed once job has been completed or no more work is being done to avoid confusion to drivers.
- When they start a job they should try to make it quick. There are so many cones left on the road when they start a job, it's like a nightmare.
- Every time you pass one of the workers that are working on the roads, they are not working.
- Make it convenient for people to pass Keystone Ave. during construction.
- Takes a long time for freeway to get built from mid-Carson City to Hwy 50.
- Biggest suggestion is not to over block off miles of road where construction is not visible because it inconveniences drivers.
- Really hate construction zones when no one is working.
- Would like to see the cones for road construction longer to reduce bottlenecks.
- Don't do construction during the day.
- When you see a work site, more guys are there than one needed to work.

- Would like to see the contractors held accountable for the work they are doing and the time frames in which they are completing the projects. There needs to be some type of penalties in place for this towards the outside contractors.
- After every contract, they should put a sign saying how much it was ordered for, the design life, and the final cost. Example: Kingsbury.
- Construction zones. Thinks NDOT shouldn't be allowed to charge double fine in construction zones when no one is working there. Orange cones were up for three years, but no one was working there. You could still get fined double because the sign was still up and went for 35 miles but construction was only for a mile long.
- Regarding the I-15 South, why reduce speed limits when there's no construction going on?
- When they are repairing the road, they don't work 24 hours but they leave the cones up 24 hours and block lanes, causing congestion and accidents.
- When you see construction going on, there are a lot of people standing around. It makes you crumble when you see all these people standing when you dodging all of these cones.
- Street roads in Reno are destroyed by utility workers and construction workers should go back to fix these roads to make them satisfactory.
- Complete a construction project before another is started.
- If they are not working in an area, get the damn barrels off the road.
- Always construction everywhere that takes forever, causes too much congestion. Seems like a waste of money and causes chaos. Time and money seems not worth the effort.
- It takes too long to complete roadwork.
- Put a start date and a finish date on construction, which hasn't been done. Let business people know about projects. The public should be able to vote on upcoming projects.
- I'd like to get value for the dollars that are spent. I'd like to see some transparency and honesty and completion bonds on the groups that complete the construction work.
- Leaving construction signs up when there is no construction going on slows down traffic.
- When construction happens in school zones, there are no parking spaces. They should be done instead after school.
- When traveling through Nebraska, they used orange paint for construction zones to help identify where the construction zones were at, where they stopped, and ended, and helped show which lanes you were in. It made it very visible to tell where a construction zone existed.
- Las Vegas construction road signs are very confusing, and can mislead traffic to the point of driving off the road.
- The regular street when they have construction on 2 parallel streets and have to detour on a third street, for example on Bonanza and Washington, they shut down both and made it very difficult to go to work. I think they should have a very open detour street available when having construction on streets or two parallel streets, considering this happens constantly.
- Private companies should not have the right to send one of their employees with a stop sign to stop traffic for 10 minutes, especially at night. This should not be legal and I believe it is a NDOT problem.
- Road construction should minimize congestion rather than being conducted during rush hour.
- Took two years to finish construction on Sahara, near Boulder Highway.



- Speed up construction.
- They take a long time when doing construction. When starting, move on and complete, seems like they are working on projects forever, especially on Maryland Pkwy. Working on same streets over and over again.
- Cones everywhere and no work going on. Seems to create problems/accidents. NDOT should warn people about this. Do their job and get out instead of leaving cones and unfinished work in the streets.
- Construction cones that are left up with no one working on the road. Please put them up at the time of construction when someone is actually working on the road. They interfere with the flow of traffic.
- In Nevada, the cone zones are so long in relation to how California does it. Nevada just throws up miles of cones.
- If they are not working, get rid of the cones.
- Posted speed limit in construction zones are not always seen.
- Only utilize cone and traffic restraints when work is being done.
- Construction zones should be done during late night hours, not during the daytime hours when people are trying to go to work.
- Use cones only when there is work. Otherwise they should have to be put away.
- Line the cones better. Need to do it more gradually. The cone angle is off, because there is no warning.
- Do not do construction during rush hour. It slows down traffic and contributes to accidents.
- Don't understand why there are so many construction areas under construction at one time but there are no workers there no matter the time of day. Should concentrate on one area at a time instead of having many areas under construction. Set up grid areas going north and south or east and west and finish it till done. On streets there are no areas to pass because they were all being worked on.
- Need to put center barriers when doing construction. Do it on the outside when people are walking, needs to be in the middle of the road instead of the outside for the cars.
- Put in facilities first before you start construction.
- NDOT please don't shine lights in drivers' eyes at night while doing construction.
- Construction workers leave the signs and cones up when nothing is even going on. Makes it difficult to change lanes if needed.
- Why do they leave construction barricades up when employees are no longer working? It increases congestion.
- Do road repair at night and need more workers to complete construction jobs.
- Cones are out too long. Repairs should be done at night. Need to be more efficient when placing cones. Schedule to work so it doesn't impact morning and evening commute. Work needs to be done at other times.
- The construction workers there don't appear very efficient.
- Safety about workers in construction zones. Some have been killed while working on the roads.

## Maintenance

### General Comments

- Roads are not lasting like they should. Maybe do a better job when putting them in.
- Potholes and cracks in the highways need to be fixed.
- So many potholes, so little spent fixing them.
- Please continue to improve the roads and drainage system in flood zones.
- Get the job done as fast as they can.
- Low bid is not always the best.
- Uneven surfaces, potholes, poor lane markings, sudden narrowed points on surface streets (adjacent to undeveloped properties) with no shoulder and steep drop-offs in places are unacceptable.
- Stop blindly throwing asphalt and concrete at the problem and look at things such as traffic flow, work with casinos, other large businesses and school districts to stagger traffic, etc. Take a holistic approach. I know this isn't about surface streets, but holy hell, get someone on that mess. Surface streets at typical rush hours are horrendous.
- Do roadwork at night 7 days a week. Nothing seems to be getting fixed properly.
- It takes too long to repair roads.
- NDOT should be more vigilant how they do their repair work. They don't take a 10-mile stretch of road and fix it. Instead, they tear it up into three 10-mile sections and hold up traffic in all areas in a 50-mile range.
- Finish the roadwork in a timely manner. When the cones are put out, let drivers know ahead of time. Work should be done early morning hours, no during busy traffic.
- Speed up construction times!
- They topped off our street with tar or gravel, and every single place they put tar or gravel on our street they have cracked where there are manholes or sewer holes and they are about two inches wide and two inches deep all the way across the street. The original street didn't have that but when they topped them off, now they're all cracked.
- Finish what you start.
- They need to finish what they start earlier. They need to buckle down on one project and get it done.
- They should be a little faster in fixing potholes. They should be efficient in planning so that when they repave a highway, they don't turn around and dig it up again for some reason. The repairs patch that they do after they tear it up is not done very well at all.
- Maintenance projects should be done at night.
- It would be nice if they can work on one area at a time and concentrate on that area before working on another one.
- Keep roadways up, in good repair.
- Work at night or at least not during morning or 5 o'clock rush hour.
- Hire more qualified to work on projects on roads.
- The tar on some areas of the roads makes it very bumpy to drive on. Somebody should be assigned to specific areas regarding this matter.
- Consider planning for 20 years out so that NDOT is not wasting money to widen freeways because of an increase in population and freeway usage.
- Please plan for future traffic and not just for the here and now

- Some areas of the freeway are not taken care of as they need to be. Potholes and surface cracking on I-80 from Fernley into Reno and past.
- Maintain the roads.
- Please fix the potholes.
- I think the roadways (especially I-15 through Las Vegas) are very poorly maintained. It is very frustrating because I feel like the state and federal government spend money on improvements, repaving, construction, and then less than six months later, there are potholes and the roads are really torn up again. I think you should vet contractors more carefully and include warranties on the quality of the work in the contract.
- Rebuild the roadways.
- A great first step would be to have better project planning. Projects take far longer here than in other major cities to begin with, which wastes my tax dollars. Once an improvement project is finally completed, often within a few months, the same area is torn up again because something else needs to be installed. It would seem that interdepartmental communication is lacking, with each agency needing to make repairs/improvements acting independently of the others rather than collaborating to make the most efficient use of both human resources and the tax dollars that fund these projects. It is also a frustration that when a lengthy project is underway, it is not uncommon to discover that work is being done on the most prominent alternate route as well. Yet another example of poor project planning.
- Local streets don't get fixed and have many potholes.
- Keep highways maintained before building new ones.
- The roads where I live are very bad. Wrong priorities. They are building bike tracks, that no one uses, but roads have potholes. Not spending the money where it should be.
- Always redoing construction for the 215, 15, or 95 predominantly. Lived here for ten years and they go over them for three or more times. It's poor planning and a waste of tax money. Needs to be planned better.
- Very frustrated being from New England. When they post that they're going to do road maintenance, they take forever, do a lousy job, and shut down areas. It takes 10 times longer than what it needs to be. Especially with cones and dead roads where nothing is happening.
- See is to build something to build in mind to handle something that will hold for 10 to 15 years.
- They block the road off for two miles when only working in a 100-yard area. So why is two miles blocked off? You're not even working there.
- Dips on 95 going downtown toward Las Vegas Blvd. exit need to be fixed.
- Smoother roadways. Roads too bumpy.
- It seems the improvements make things look better but don't create improvements.
- They have too many consecutive streets with maintenance going on in the same direction. They should do one street at a time. This just clogs the traffic.
- Fix potholes.
- Potholes on streets (Emerson and off of Pyramid) that have been there for a while.
- When they are repairing roads, it's hard to travel with all the barriers. Should not repair so many major streets at the same time.
- Constant road work in the Reno area and it never gets completed.

- Why are the roads not built to last?
- We need to fix the roads and then maintain them better.
- Make sure current roads are well maintained (i.e., striping, reflectors, pot holes, etc.) before building any new roads.
- Want to make sure there is an emphasis on maintenance and preservation of roadways.
- The roads are almost worse when they're finished.
- Maintenance is important, ongoing thing.
- Plug potholes.
- Take care and repair rough patches on some of the older roads.
- Well-traveled roads should be well taken care of.
- Projects take too long to finish.
- Finish projects to make a little quicker and faster.
- Projects take too long, and engineering is incorrect.
- Need a better way to maintain highways.
- More and more roadways deteriorate faster when appropriate repair doesn't happen.
- Repairing roadways takes too long.
- Please allow more of the improvement and/or new road projects to be worked in the overnight hours so it won't affect daytime or rush hour traffic.
- Fix the potholes.
- If NDOT could keep in mind that this is a high tourist state and keeping up with the maintenance and construction on roads in Nevada to regulation is important but should be done in a timely manner, considering there are many tourists and residents in this state to reduce congestion.
- Could get the roads done quicker.
- Quit tearing up the same roads that don't need to be repaired and improve the ones that need repairs.
- Do not start new stuff until you finish.
- Putting less into decoration and keep more roads maintained, such as fixing potholes.
- In rural areas, there are too many roads that are being gone over that are still in good shape and the ones that aren't are not getting fixed. Make sure that we aren't contracting out to fix the same roads.
- They should do all of the maintenance before they lay new highways.
- Improve repairs for roads due to weather conditions.
- They need to work on everything. Highways, everything the states is ridiculous. Nevada does what they want to do.
- Speed up the process of fixing stuff.
- A lot of potholes. A lot of rust roads that need to be resurfaced.
- Please, please fix the roadways. There is not enough room. Takes a lot of time to go places. Need more roadways.
- The old roads need maintenance.
- I agree with roadwork at night, not during the day.

### Specific Instances

- Need to repair cracks & pot holes on Jacks Valley Road between Genoa and 395 South of Carson City.
- Fix freeway bumps in road between eastern and the spaghetti bowl. Very old and bumpy.
- Better roads in North Las Vegas. Many of the roads change from 3 lanes to 1 lane and back again.
- Expedite the Boulder City by-pass.
- The 95 eastbound out of Yerington is in disrepair after recent construction of only four years ago. The road seriously needs to be torn out and rebuilt.
- Need to fix US95/515 between spaghetti bowl and Las Vegas blvd - ride is bumpy and dangerous
- Potholes need to be fixed or covered up. Ride a scooter and almost fell off on Dean Martin.
- Frenchman Mountain roads seriously need resurfacing and white lines repainted.
- Windmill was so bad that my husband had flat tires, because the road was so bad.
- Why do they work on Decatur every year? There is no improvement.
- Bermuda road off of Sunset is ridiculous. I have worked in the area for over 4 years and before and after the railroad tracks is unacceptable as a driver. Every time I go to the office, I cross this path and can't help but wonder what type of repair I will have to do on my vehicle due to the roadway.
- Fix potholes around Carson City on 395 near Fairview.
- Bermuda road off of Sunset is ridiculous. I have worked in the area for over 4 years and before and after the railroad tracks is unacceptable as a driver. Every time I go to the office, I cross this path and can't help but wonder what type of repair I will have to do on my vehicle due to the roadway.
- It seems like the repair and construction of the roads in the Reno area not focused on the ones that really need the attention.
- Potholes on 95 by Downtown. Fears what will happen when a motorcycle hits one. It's a major freeway and there are potholes.
- For the past 6 years now, I noticed the same roads dug every years (Example: East Desert Inn and East Sahara). It seems to me that they did not do a good job the first time so they need to re-do the next year. It is such an inconvenience to residents.
- Potholes on 395 from Mill Street are bad both north and south bound.
- NDOT should also pay attention more to the roads that need to be fixed, such as the smaller streets (Pecos, Rancho, etc.). They have potholes that need to be fixed instead of fixing streets that are perfectly fine. I know how the system works and if you don't fix the streets before the next year, we lose funding for the next year. We need to start focusing on the roads that actually need attention and stop fixing and creating more traffic that is unnecessary.
- Who do I contact to repair a bad off ramp? Location is 395 exit 80. There are two busted rails. It is like a giant pothole.
- Repair/repave the 395 highway. It's in terrible shape. There are many wide cracks in the road, not good for the tires.
- Paradise needs to be fixed.
- Freeway 395 through Reno is in poor condition. The road needs to be resurfaced from 395 to Spaghetti Bowl to Neil Rd.

- From Jenoah Rd. to 395 N, the asphalt is so cracked and there are potholes every 100 feet that need to be repaved, outside of Carson City.
- The lanes on I-15 are very poorly marked and maintained.
- Recent construction on Panther Valley Dr. has left the roadway bumpy and dippy. It's worse than when they repaved the road.
- Reno roads are in very bad shape.
- The road between Reno and Las Vegas needs to be improved. There needs to be more places where there is an extra passing lane.
- Divots and potholes are something of an issue on the 215, and I notice it takes months for them to be repaired. Ideally an NDOT vehicle should drive and use a digital camera to take pictures of the 215 at least once a month to identify and fix these issues while they're still the size of a saucer as opposed to the size of a dinner plate/serving platter (and as deep as a bowl). That said, every time I drive to California, I get a visible reminder of what NDOT does. And not just on the I-15. Even on the 372/178, 373/127, and 374/whatever it is in CA, there's no need for those "Welcome to..." signs. Anybody who's not deaf and blind can tell very clearly where Caltrans stops and NDOT begins.
- On-ramp Eastern to 215 is really rough. It is a highly used ramp but it is in bad shape and really needs some fills.
- Highway 93, there is a messed up top surface. It is uneven and has chunks missing. There is only a caution sign over a 100 foot stretch.
- Improve the pavement on Las Vegas streets.
- Surface streets in a semi-commercial area on Newport Lane has potholes that were poorly fixed. It is worse than before. Called NDOT about the situation but got no results or satisfaction from NDOT.
- Repair pothole on 95 south prior to the Horizon Ridge exit (#1 lane).
- Hwy 150 going east and Hwy 116 Main Road is like driving over speed bumps. Needs to be repaired.
- From Flamingo to Viking, the road is poorly paved.
- Hwy 95 towards St. George has too many potholes and cracks and is really bad.
- Why has road repair on Valley View taken so many years?
- The road that might be owned by the engine colony needs to be fixed. It is by 2<sup>nd</sup> Street or Glendale on the way towards the Walmart or hospital by Grand Sheer.
- Nellis Blvd. south of Sahara has cracks in the road that are becoming bigger and cause wear and tear on tires.
- They could fix Durango to Warm Spring because of the bumpy road.
- Think the roadway needs to be repaired. It has major cracks and holes, especially at Nellis and Charleston.
- Both sides of the 95 have potholes.
- There are a lot of streets that need repaving, such as Durango at Spring Mountain.
- At 215 and Eastern, there is a bad spot that needs repair. Eastern Road from Flamingo to Desert Inn, there is need for repair.
- There a dip on the road by the spaghetti bowl that needs to be fixed.
- Golden Valley Rd. exit going north to the stoplight near Wendy's on North Hill about 100 yards of rough road. The potholes need attention.



- The roadway at 580 south to 395 is terrible on Spaghetti bowl to Grand Sierra to Meadow Wood Mall needs repaving due to holes and cracks in the road.
- It took twenty years to finally cover the dip in the highway going from Las Vegas to Mesquite. They just kept covering it instead of fixing it the right way.
- Take care of potholes on 395 north at Fairview. There is a huge pothole that can cause damage.
- Fix the Spaghetti Bowl.
- Sandy Valley Rd. is a big problem. Highway 161, Gene to Good Springs needs a lot of work. It is full of potholes. There is not enough stripping. Narrow two-way road. Blind curve if you meet another vehicle, it's going to be at the blind curve.
- Stop finishing the project and then tearing up the road again and again. For example, Oakey – they did a project where they put in the big square cubes in the road. When that got finished, a couple of weeks later they would tear up the road again and did something else. After that got finished they tore it up again. If you are going to do projects on the streets, do them all in a row. Don't finish and 2 weeks go by and tear up the roads again and again! Same with Valley View!
- Our area of Pahrump is not well served. Flooding is not addressed, roads are crumbling, there is not enough lighting. Roads are in total disrepair. Proposing a turnaround at major intersections would be a bad idea. Elderly do not want these in our area. The road needs to be widened from Blue Diamond to 160 at Mountain Springs.
- Slow work on Flamingo and 95. Takes too long. Road maintenance needs to get done.
- Need to fix Hwy 93, North Shore, there is a huge dip, like it wasn't packed right.
- On Durango from Tropicana to Desert Inn, the road is very rough and bumpy, and it is sinking in places. This concerns all three northbound lanes.
- Can come fix up east side zip code 89110. As far as roads and construction, more needs to be spent here on this side versus the west side.
- Desert Inn needs to be resurfaced and add dots.
- Potholes on Lake Mead Blvd. They get fixed and go out again in a year or so.
- Need to stop redoing I-15 between Overton and Las Vegas. Check the products that they are using because this part of the freeway is being resurfaced every 6 months, causing congestion. Someone needs to check into what Las Vegas is doing.
- Surface of the road Maryland Pkwy. At Tropicana on the north bound side feels like a washboard. It's been this way for many years. Needs to be fixed.
- There are a few older bridges in Elko that really need maintenance. They built one bridge, the bridge to nowhere, that's huge and goes absolutely nowhere. There needs to be a bridge like that over the highway. There's no other way to go except over the bridge. If it collapses into the river, there would be no transportation. It is getting unsafe, and I am afraid to cross (especially the bridge on Elko). The semi-trucks going over the bridge is probably one of the causes of the bridge wearing out so quickly. The bridge is actually starting to look like it will cave in. Located on the Owahi river, south of Mountain City, beginning of Cannon.
- Waterloo Lane in Gardnerville has potholes on the roads. It is only a two-lane road and people go on opposite lane where incoming traffic is just to avoid the potholes.
- Fix Eastern and Maryland Parkway. They haven't been repaved and both need it badly.
- Fix potholes on the freeways and streets, on the spaghetti bowl and on I-80 East.



- There are potholes on Highway 395. They fill them in and then they are back. They are doing quick fixes but they are not working, not long-lasting.
- Fix Spaghetti bowl and the potholes.

### **Additional Projects**

- A bridge on Erie over the train tracks by Desert Oasis. When will the bridge that is constructed on Cactus and Las Vegas Blvd be finished?
- There should be a connector for North I-215 to the I-95.
- US-95 should be expanded and widened with lanes added from Ann Road to Kyle Canyon Road.
- Need to widen Jones on the south east side.
- Thinks they need to redo road in front of the library on Pyramid and put in a roundabout. If going southbound on Pyramid, you can't make a left turn at the library so you have to go past it and make a U-turn. Also, people living next to the library have to go north and make a U-turn to head south. Makes the area unsafe.
- Connect Blue Diamond and Jones, please.
- American highway needs to be finished.
- Need to open Rainbow between Blue Diamond and Starr.
- Get freeway done.
- Out in Silver Springs area, if you have an accident on the road, then you are stuck where you are. There is no way out. Need to build more highways so they can get out when there is an accident.
- Expand lanes on South Durango Drive from Windmill to Blue Diamond Road. Homes are being built all around and it's still an ugly and inefficient two lane road!
- It is beyond time that the US-95 / CC215 Interchange project is completed.
- Summerlin Parkway at 215 interchange - 1 lane for Southbound is crazy 90% of vehicles are going SB - Add a 2nd lane for vehicles to go SB - It's making drivers aggressive at that light and many drivers are cutting off others because everyone blends into one lane.
- Need to build flyover at Rampart - 80% of vehicles are going Southbound on Rampart of Summerlin Parkway - build flyover that would ease traffic on Summerlin Parkway and Rampart.
- Then need to work on widening certain roads leading from Pahrump to Las Vegas, starting from the intersection of the Red Rock turn off and leading to the bottom of the Mountain Springs grade.
- We need more freeways.
- Why do so many roads in Las Vegas hourglass the way that they do? I have seen roads that start off as three lanes then go down to one a block later, only to go back to three the next block after that. Why not just be consistent?
- Harry Reid should have been ashamed of not putting a freeway between Las Vegas and Reno. There is no north and south freeway corridor. They need to put at least two lanes.
- Would like NDOT to complete the bypass around Carson City.
- Additional lane southbound interchange 80-395. Widen exit for Sparks from 395 to Spark. It cuts off to soon.
- Durango by Pebble and Warm Springs, the street is only two lanes. I want it to be expanded.

- Highway 208 needs to have turn lanes.
- All in favor of Interstate 11.
- Want the southeast connector to get done.
- Complete beltway around Las Vegas.
- Consider a straight through set of lanes from St. Rose to beyond Cheyenne.
- Close Charleston completely or lengthen transition zones.
- Need another freeway system.
- Eastern Ave. is a disaster and that seems to be true because there are no additional north-south roads to 215. When developers built all the new homes they did in the Anthem-Inspirada areas, they did not create an alternative way to get to town or to 215. We can take volunteer and go behind the M to get to 15, but there is no good north-south alternative between Eastern and 15.
- Living in Carson City, I am very disappointed in how the bypass process has developed over the decades. It should be completed as planned with a proper interchange at the south end of town - not an at grade traffic light. Moreover, at grade traffic light is what we already have. After all of this time (at least three decades) and money, it is a slap in the face to Carson City to again give us an at grade traffic light. This is an extremely dangerous intersection and the money should be spent to do it right. Again, we are the "unwanted step-child" to Las Vegas and Reno and get the leftovers. It is just plain wrong. Also, what happened to the pedestrian/bicycle/horse overpass we were supposed to get at Valley View? Again, just plain wrong that we are promised things that never materialize especially after putting up with the incredibly lengthy process (oh, did I mention, at least three decades).
- The expansion you did on 215 between I-15 and Windmill is great! You can see a difference in the congestion during rush hours. Hopefully something similar is planned from the airport exit to Durango? I am not a city planner/civil engineer, but it seems as though it would be easier to expand that side because there isn't the issue of expanding bridges nearly as much.
- In favor of Highway 11.
- 95/215 interchange needs to be done.
- Russell northbound entrance needs to be redone.
- Expand the 95 East from 15. It is a bottleneck and should be widened near Downtown.
- Hwy 395 is only a two-lane highway and has a lot of RV trailers, trucks, etc., and causes many accidents because the other cars have no way to get by. They need a passing lane or a pull over lane for slower vehicles.
- Hurry up and finish the 215 bypass at Summerlin Parkway to the 15.
- Finish bypass in Carson City.
- Widen to four lanes between Fallon and Las Vegas.
- Finish the exit of the freeway south of Carson City.
- Put new lines on 215-Airport connector.
- On Cheyenne, need to fix left turn lane onto Las Vegas Blvd. North.
- There should be multiple passing lanes on the 95 between Reno and Las Vegas.
- Want the 95 to be completed between Silver Springs and USA Pkwy.
- Finish the bypass as originally designed from north of Carson off Washoe to Fairview, to junction 395 and Hwy 50 west. Now that's an intersection.

- 160-95 needs more lanes.
- USA Parkway would be great if finished.
- Build the connector from Sparks to So. Virginia. We need it. Ignore the protestors.
- Finish 395.
- Better transportation around the city (i.e., more roadways from Boulder City to Nellis – you have to go all the way down to the Spaghetti bowl). Another freeway bypass needs to be built.
- 215 should extend into 15 more directly without having to connect to Las Vegas. Build something.
- Pave some of the dirt roads.
- Need to finish the freeway to Gardnerville.
- Hope that the east side highway can keep going. Finish the construction.
- Highway 95A in Lyon Co intersection at Campbell and Ranch Bullman not right.
- Entirely new freeway would be nice because of population. It would be majorly beneficial for Las Vegas if we had a freeway that went from east to west.
- I think at least three lanes on major highways are needed.
- Complete 395 freeway.
- There should be a construction of frontage/side road so that when accidents happen, there's a way out.
- The drive from Reno to Las Vegas should be a 4 lane divided highway.
- Needs to be more roads in Henderson.
- 95 and 215 interchange should be a priority.
- Need a connector from Vista Blvd. to 395 or 580.
- Bypass through Carson City, Fairview Drive, Spooner Summit to Lake Tahoe is a traffic nightmare. It is taking too long to be completed. Need more funds.
- Coming from Spring Valley to Henderson, have to get off on Blue Diamond and the exit only goes east and not west coming off the 215.
- Would like to see the 215/95 interchange expedited.
- Bring the new Interstate 11 through Pahrump instead of 95.
- More highways.
- Dayton highway needs to be widened to four lanes to reduce traffic. Section from Fernley to Silver Springs, Carson City to Silver Springs, Gardnerville to Topaz Lake need to be widened.
- USA Parkway: why are you dragging your feet? Get it done.
- Carson City bypass should be finished.
- Would like them to continue as fast as possible on Interstate 11.
- The new road going to the Walmart warehouse needs to be finished. Continue the expressway.
- Build more travel lanes from 160 to 95. Everyday there is nuclear waste from Pahrump to test site, on two lane road and it's not pretty, need to widen lanes or make it to four lanes. If an accident occurs, it will be national news, and we don't need that.
- State needs to build an interstate system between Las Vegas and Reno.
- 580 comes to an end of Fairview. Many trucks going west cause many problems for left hand turns for residents in elderly housing. Need a turning lane or a light there.

- Fix roads on the eastside. There are no sidewalks at the eastside, and there also isn't much lighting.
- When you go through Sun Valley and continue north back to the west, they have a housing project back there and it's very congested at times. They need to have an overpass or something.
- I would like the USA Pkwy to be completed but it keeps being delayed, year after year, and I know it's all political. Just needs 8 or 9 miles more.
- Need to put that bypass around Boulder City.
- More one-way streets to access the city.
- Should be another bridge from Highway 50 to Dayton Valley Road.
- Extend to 4-lane highway from Vegas to Pahrump instead of the 2-4 lane road that is currently in place.
- Highway 95 needs more lanes or more passing lanes.
- Need an expressway from El Dorado to Maryland Pkwy. Or some alternative way to get to remote areas without having to drive 45 minutes for something 15 miles away.
- No new programs.
- I wish we had more freeways. I would suggest implementing more expressways.
- In Reno, there are only two freeways. Build more freeways.

### **Commercial Truckers**

- Truckers on I80 and I15 create a very frightening hazard coming out of Calif. and barreling thru Reno and Vegas. I am sympathetic with their need to get their job done, but they really don't have an alternative route and need to respect local traffic.
- Have truckers stay to the right,
- Ride-along officers in commercial trucks watching for ignorant drivers in cars cutting off trucks is ridiculous; it should be the other way around. Truckers out here are dangerous: i.e., tailgating cars, abrupt lane changes cutting you off, speeding, crashing lights because they "can't stop in time." I drove fire apparatus for 27 years without incident. Give me a break! Now I drive a Hyundai Accent and fear for my life.
- I would like for the semi-trucks to stay to the right. Do not understand why they have all the lanes on the road to use. I feel that it is too dangerous. I feel it causes more problems for drivers in cars. Might have more accidents as well.
- Biggest problem is the number and size of trucks, and their lack of adhering to highway safety. Should develop and provide a separate lane for semi-trucks.
- Triple trailers cause road damage and are a safety hazard. They need to go back to double trailers.
- Need to keep an eye on 18 wheelers between Fernley and Sparks. They are out of control and doing 80 MPH.
- Check stations are closed during bad weather, forcing truck drivers to have to lie on their log books.
- Trucks hogging roads.
- Highway patrol never responded when reporting about a truck driver on the freeways.
- Need to ease bottleneck on I-15 between Vegas and Primm. Add additional lanes or a truck lane.
- Big trucks coming through the middle of town have only one way out.

- At the intersection of Shekler Rd. and Schurz Hwy, they should put in a large roundabout because large trucks go through there.
- There needs to be better turn-outs for trucks. Why are there lanes that go from three lanes to two lanes in the rural areas?
- The trucks in the rural areas create damage in the rural areas on the sides of the roads.
- Passing lanes on highway 95 because trucks have trouble passing vehicles. It would help to have more passing lanes.
- Highway 95A needs turnouts. They get a lot of truck traffic and tractors, and it's only two lanes. We cannot pass, so all vehicles end up going slow because we are stuck behind the truck or tractor, RV, etc. Needs a turnout so that vehicles can pass them. So now if you try to pass them you can get into an accident while trying to pass these slow vehicles.

### **Roadway Facilities**

- Put a box with cell phone to call for help on highways.
- Need callboxes on all freeways and highways.
- Emergency telephone boxes should be placed on Nevada highways, as in California.
- They need to make better or more rest areas.
- Shoulders on highways need to be wider.
- The closing of rest areas.
- The bathrooms at Cosgrove are closed and need to be reopened. The restrooms at Fernley badly need maintenance.
- Roadside facilities on I-80 are close to horrible.
- More roadside service assistance.
- More of the rest areas should be open.
- There is a rest area in northern Nevada, eastern side, off I-80 that is like a pit. I feel that this is not a way for people from another state to see something like this.
- They need to clean the rest stops here.
- Would like more electric charging stations.
- They need to work on development of infrastructure for electric and hybrid vehicles. One idea is proving recharge stations at rest stops for electric vehicles. This would help save the planet.
- Work on the shoulders. They need to be wider.
- We have to have emergency telephones on the road.
- Would like to see more rest stop areas on Hwy 395 North and Hwy 95 South.
- Need to put up more rest areas in Nevada.
- We need more rest areas with restrooms along highway 50.
- Roads and Hwy 40 needs to have more rest areas and maybe a gas station.
- More rest stops in rural areas.
- More roadside facilities (such as restrooms), especially being a female and traveling with kids, it makes it safer.
- Think some of the rural highways could use better shoulders.
- Call boxes for gas or when you break down along the freeways especially in the rural areas.
- It would help with congestion if shoulders were made larger so when someone is pulled over it doesn't affect traffic.
- More shoulders.

- If there were wider shoulders and more pull out areas, if there was an accident on the freeway, they would be able to move the problem to that area and traffic would be able to flow. Better traffic control on side streets when there are accidents on freeways so traffic will flow better.
- More comfort stops.
- Hwy 160 north of Pahrump to 95, there are no shoulders, only one turn lane for many different cross streets. Needs to be widened all the way up to the 95.
- Highway 265 has no shoulders and is dangerous.
- They need to widen the shoulders on the roads to prevent pedestrian accidents.
- Should have call boxes on Highway 160. Those would help for accidents.
- On February 28th on Mt. Rose Hwy 431, there was a boulder in the middle of the road with nowhere to go because there is no shoulder. There needs to be a shoulder.
- Need more rest areas on I-80 going west into Reno.
- Need more places for commercial trucks to stop and park in order to rest, and more rest areas. There are too few places for truck drivers to pull over and rest.
- I would like to make sure there are shoulders on all the freeways to accommodate emergency situations.
- Nevada rest stops are horrible. There should be more bathrooms. Other states have better rest areas and Nevada's are shameful.

### Safety

- I think safety comes before anything.
- On four lane highways vehicles operating in the passing lane for 15 to 20 miles. I was always instructed that you are to drive in the right lane and the other lane is for passing or overtaking. I do not know California law, but these drivers are continually in the left lane. The other is the sign keep right and vehicles drive in the left lane.
- I believe it would be safer and would require less travel lanes if slower traffic would obey that slower traffic keep right except to pass. It's very annoying to have to sit behind multiple vehicles when none of them are doing the posted speed limit. This is true whether driving my pick up or pulling triples. Its even more of a concern when in bad driving conditions.
- Hwy 95 and 295, there are no turn lanes and so easy to get rear-ended. People are going 70 mph or more or trying to pass because they are going 70 mph and is an accident waiting to happen when someone needs to make a turn.
- Not able to see with walls and overgrown bushes, so not able to see to turn safely. Used to be where you were able to see to be able to turn safely.
- I-15 is now down to one lane on one side: kind of scary.
- There are always accidents at the spaghetti bowl.
- Hwy 80 east to Hwy 395 south extreme safety hazard.
- The railroad crossings that are dangerous going from Ely north to McGill need to be replaced.
- Terrible accidents seem to occur at the same intersections and highway stretches throughout the valley, yet nothing seems to be changing at these areas.
- Safety concerns ie Las Vegas to Reno - not safe at all and nothing has really changed for five decades.



- Make the roads safer.
- Right now the city streets are dangerous at many times during the day, especially rush hour the streets are used as "freeways".
- Concerned about 215 on the north side of town. It is unsafe and there is no median.
- California has the following and should be implemented in Nevada: bumps on lines separating the lanes; glow in the dark & glow during rain on lines dividing the lanes; signs stating slower vehicles should use the right hand lane.
- The rumble strips on major highways need to be ground down so that they will not cause tire hazards.
- Las Vegas road safety is bad. Have not see improvement.
- McCarran airport is dangerous and should not be a through highway but is used in and out of the strip.
- Fix the Spaghetti Bowl, every time they fix it, it is more dangerous.
- Traffic on Maryland Parkway from Flamingo to Tropicana is very dangerous, with lots of people making left-hand turns through traffic. Lots of opportunity for accidents.
- Take care of Lamb and Charleston, Nellis and Charleston. They are really bad. Do something about safety – reduce speed or more turn lanes.
- I am concerned about the widening of I-15 and what is going to impact the driving while they are widening the freeways. It is necessary because we have too many drivers that are speeding and are breaking driving laws by following too close. They are passing on the shoulders. There is a lot of stop and go.
- Concerned with turnarounds. They are unsafe.
- Enhance highway safety.
- On Lake View Drive in Boulder City going south on Hwy 93, there is no easement into traffic.
- Hwys 93 and 95 going both north and south are dangerous as two lane roads. If something happens to you, you could go into a ditch. There are lots of accidents, few guard rails, and too much traffic. There needs to be more guardrails. They are heavily used and not very safe.
- 93 from 15 to Twin Falls is very dangerous.
- Need to look into more contributes to safety issues of drivers on the road (i.e., tourists, out of town drivers, alcohol laws). Look into ways to reduce unsafe situations.
- 93 from Henderson to 93 South to Arizona is not very safe, and the smaller roads are questionable.
- On 580 at I-80 going north at Grand Sierra Resort for next two miles, there are too many accidents everyday.
- Some more safety efforts.
- Getting into shopping center without taking highway on Grand Vista.
- Safety is good but drivers safety is where it's at.
- Highway from Fernley to Ely has no guardrail. Very dangerous, especially during winter.
- Worried about the southern bypass going south at Boulder City. Particularly the lights near the rocks. Doesn't look like a good time to be digging them up because it would cause more accidents.
- The main roads, especially 95 spaghetti bowl are scary. Safety is bad. The whole strip is bad.



- Highway 95 and I-15 intersection is very unsafe.
- Someone should drive around and watch for bushes and trees that block drivers' views at turns and intersections.
- We need to do something for safety for drivers with wild horses crossing the roads.
- Wish that roads will be safe for people of Nevada.
- Distressed when someone goes the wrong way on the freeway and someone gets killed.
- What I would like to see, and I know it's not easily accomplished because I recognize the budget limitations, but it's important that we take advantage of the tremendously dynamic situation on our technological advancement and its stripping away our money on what we take advantage of. I would like to see human life and safety as a top priority and to be taken more seriously. As a tax payer, I understand that the budget cannot afford this and as a tax payer, would like not to be paying anymore taxes than I have so far, so that would strip away that option, but I would like to think of another solution.

### Clean Up

- The roadways we travel are always filled with debris that causes accidents. We travel a lot and Nevada falls into the dirtiest highways we see. Maybe if more time is spent cleaning them up people would want to come here and there wouldn't be so many accidents from people dodging the rubbish.
- A lot of rubber on the highways and city streets and it's very dangerous. I believe there should be more of a clean up on that. Should stop to pick up the rubber to avoid accidents.
- Just dirty. Highways and by-ways are congested with trash.
- More clean-up crews for debris after accidents.
- Drains need to be cleaned.
- Accidents should be removed from the roadway expeditiously.
- Since I'm not using highways as much, I think they should focus on streets as well. There is broken glass everywhere on the road, and I don't see the traffic cleaning truck cleaning the glass on the streets. Sometimes I go out on the streets with a broom and sweep up the glass myself so that other cars are not spreading the glass around on other streets and to ensure there are not accidents being caused by broken glass.
- Get some people to pick up the trash on the highway.
- Takes forever to clean-up and get traffic going after an accident.
- Graffiti on signs and roadways.
- Frequency of interstate cleanings should be increased. Too much debris in the inner shoulder in some areas.
- Roadways need to be maintained properly when it comes to removing debris and fixing issues.
- NDOT should have people driving up the freeways day and night to pick up debris off the highways and to take care of collisions and traffic jams, or they could install cameras.
- Accidents should be removed from the roadway expeditiously.
- Maybe once a week, go up and make sure the boulders are cleared out.
- Clean up the roads. There is a lot of debris that doesn't get picked up in a timely manner.
- Highway between Carson and Dayton had wrecks but they never cleaned up the blood. Out of respect to the families, it should have been cleaned.

- Need to come up with a way to pick up the trash along the roadways. The litter is everywhere.

### Striping

- The stripes on the road need to be more visible.
- The freeways are not marked very well. The lines are not marked very well. I have difficulty seeing at night.
- Lane striping is horrible.
- More attention to visible striping on the roadways. Especially multiple turning lanes at major intersections and high merging areas i.e. where freeways converge. Drivers are confused and wander out of their lanes. It's extremely dangerous especially during inclement weather.
- Better lighting and roadway striping around 215 and Lone Mountain.
- Lane changes in work areas always have old striping. It's very dangerous and confusing.
- The striping needs to be repainted. Can't see them and are confusing.
- Lack of "quality" with regard to striping in the Reno area, especially main roads and freeways: the person who does this doesn't pay attention to where the striping is supposed to meet with the rest of the striping. Also, the striping is very faint or non-existent--a big problem in Northern Nevada, with our snow.
- I do not like on the 15 at Lake Mead Blvd. West, they have all the dots going all over the place. This is very confusing to me. It is very dangerous.
- Every time we go to Vegas, the stripes have been changed or there aren't any there. My main concerns are in Las Vegas.
- Areas on the I-15 South through Las Vegas are under construction, and lanes are being rerouted with new lines. These new lines are poorly laid out, and layers of former lines can be seen. It is a nightmare driving through this all daily with the sun rising and reflecting light off the road. No new reflectors have been laid in many of these areas, proving lines to be invisible.
- Side streets by Stephanie need painting for medians and mark roadways to see clearly.
- I find it confusing when you move lanes for construction paint in new white lines and do not remove the old ones.
- All areas with good striping. Some roads are really bad. Need striping on ramps.
- Need better road striping and road lane markers/reflectors in the yellow area.
- They do not remove old lines when new lines are there. It confuses drivers.
- Need to improve lane striping and lane reflectors. Can't see where lanes begin and end. Need more reflectors and paint on concrete on center dividers – hard to see where they are. Can't see street signs, small and only on one side.
- On surface streets, need to have striping instead of reflectors.
- Noticed that in some areas, the striping and reflectors are not as clear as they should be.
- Make sure the medians within the city are visible and have reflectors.
- On 215 between Lone Mountain and Sahara – visibility of lane markers. The lanes shift when driving through that area. It needs new dividers or to be highlighted or marked better.
- Better reflective lighting on lines of highway at night to make it more visible.
- Hwy 95 at Manchester, the lines are not clearly marked.

- Tropicana going east has no striping or reflectors and is hard to see at night. It also has potholes.
- White markings on road have been burned off and repainted and cause a glare that makes it hard to see. You cannot see a white line, just a bright glare.
- Need striping on city streets.
- Need to repaint markings at McCarran airport with reflective paint.
- Downtown needs wider lanes. On the streets, the lanes are not marked correctly.
- Repaint all lane markers on Las Vegas roadways.
- Need more striping and reflectors on the onramps on I-80: i.e., Keystone Ave., McCarren South, Moana going north on 395. Need to be marked above ground clearer to see the lanes when it snows.
- The striping on some of the roads in the Reno area is very hard to see.
- Confused about the striping.
- The roadway striping on Summerlin Pkwy is very dark. Start painting on roadway lines, especially on Washington, east to west from Decatur past Rainbow.
- Road striping should be more illuminated at the highway.
- Marking of roads needs to be better.
- 215 west, the painted lines are difficult to see. White lines need to be refreshed on north side.
- Marking on the roads are unsafe.
- On road stripes, need to put rumble strips for dividers because of heavy snow at times. Drivers need to know where they are. Makes it hard to see stripes.
- Use glow paint to see better.
- Biggest hazard is lane striping not marked clearly.
- There are a lot of times when you stop at a light (for example, Maryland Pkwy., St. Rose), hard at night to see lanes when turning. Across the intersection does not have lines you can see easily. Cars switch lanes without realizing. Need dots to show the lanes easier.
- Nighttime driving on I-80 is terrible. There are not enough reflectors and the striping is bad in wintertime.
- The striping is of most importance.
- Roadway striping should be brighter.
- The 93 going to Reno area needs reflective striping or middle lane to divide traffic. It's very hard to see the center line that divides traffic.
- Put stripes on the county roads. Sometimes there are none, and it is difficult to see at night.
- The thing that really bugs me is the markings on the road. Buttons missing, arrows worn out. Nothing is done to replace or fix this. Do not understand why this is not maintained.
- The temporary lines or paint that is used during construction to mark the road needs to be removed correctly and restored to its original condition so that drivers do not become confused and follow the lines that were used during construction.
- Need better paint for highway striping. Sometimes you can't tell where the lanes are. I-15 was redone and there are two different sets of markings. Get the old markings off.
- Fix paint striping on the roadways.
- Striping near construction zones is not clearly marked. I-15 south and 95 north is extremely dangerous. The lines are not clearly marked. It is not clear which lane is ending or exiting and is very dangerous.

- Roads do not have proper lines to keep people in right lanes. The roads are poorly marked.
- Going through with roadway, needs bright yellow or reflective paint during nighttime.
- There are bumps in the road, the reflectors, and either should be done away with reduced by two-thirds of the height. Many people don't like them and drive around them. Proof in the white lines since people are avoiding them.
- They need to make sure the lanes are clearly marked.
- In some places, the striping has faded so it is practically invisible and makes it dangerous in those places. Needs to be maintained.
- Road markings should be updated after construction to not cause confusion of lands (Warm Springs and 215 in Las Vegas).

### Signage

- I see a lot of bad driving and bad signs. The signs are not placed properly.
- Clearing the trees of branches by road signs. For example, St. Rose and Pecos.
- Better advance warning of an upcoming lane closure that you have to merge over.
- Signs need to be posted, specifically Slower traffic keep right.
- Certain areas should have more stop signs.
- It would be nice to have signs up that tell commercial truck drivers to stay out of the #1 travel lane. It's frustrating to have 3-4 travel lanes and they travel in it like it's their own lane.
- Use electronic message boards more effectively. Want to see actual information about accidents or traffic situations, not so many safety messages.
- Better direction from surface streets to the expressway, with enough time to enter the expressway.
- Put more TV ads up reminding people of road rules and behavior.
- The signs in downtown are too small to see clearly. There is too much shrubbery covering street signs.
- Construction is bad. Not notified soon enough to move over.
- Think provisions about reduction of lanes during Label lanes on the highway with minimum and maximum speed limits that way the fast lane stays fast and slow lane stays slow. The biggest problem with congestion is people in the left lane that have an exit within a mile. The left lane should be exit 4 miles or greater, middle lane 1-4 miles exit, right lane should be for exit 1 mile or less or merging into middle or fast lane. Change is hard but this works in other congested countries. Post signs and enforce with camera tickets in junction with patrol officers.
- The 93 and 95 freeways coming to Las Vegas have electronic message boards that are too bright and are hard to read when it is sunny. Also, the flashing lights from hotels and motels along the highway are not necessary because they cause seizures in people with epilepsy.
- Message boards are hard to read when traveling at 45 MPH. Have more than just one message board.
- Freeway/highway exit signs need to be more visible and posted farther away from exit. For example, heading east on Blue Diamond Road, the signs for I-15S and I-15N are too small. You don't know which lane you should be in, until the very last minute. Always proceed with caution after the light at Silverton (Dean Martin Blvd), as cars have to

abruptly switch lanes to get to the correct exit. Additional signs should be posted as far back as the traffic light at S. Valley View Blvd.

- It would be extremely helpful to place lane closure signals at least a block away so traffic does not bottleneck at the last minute.
- There have been times where lanes merge for instance from right to left and you are upon the cones so fast you want to swerve to miss them, but you may hit a vehicle to your left. The reason for this is because the electronic arrow is too far ahead and no notification back far enough.
- Teach people how to merge properly. Poor merge signage and explanation of when to do it. Most traffic congestion is caused by this.
- Put the highway repair signs up sooner so that drivers have enough time to merge.
- There are some streets where the “right hand must turn” sign should be posted sooner.
- The signage at railroad crossings needs improvement.
- The traffic signs can be improved. Signs should be up and deliver directions before getting to point of getting on and off highways.
- More signs to see where you’re going.
- Signage and “coneage” need improvement. Months ago, I avoided my 215-to-the-airport connector route to work because I knew the off-ramp was going to be closed (good signage). However, there was no signage about the closure on the way home and I ended up in traffic for 1 hour, no air conditioning, almost ran out of gas and had to pee. A sign would’ve helped. I’d have taken a different route home. Cones: I used to have to slam on my brakes because cones weren’t set out far enough in advance, but I think that’s improved. However, they can still cause confusion so I suggest setting them out as far in advance as possible and add some signage to indicate to the driver what lane should be used and which should be avoided. The rest of the issues are driver related. NDOT could get rid of the bad ones! Just a suggestion.
- Warning signs are not placed in areas to actually warn. It takes you getting up to the problem area before you see a warning sign, which makes no sense.
- Street name signs need to be bigger. They are not very visible.
- Biggest issue is roadway communication. No changes have been made and no new signs.
- I think there needs to be a review of the length of time that information stays on the digital signage. Some of the messages go by too quickly or do not change fast enough so when you are driving by, you cannot see the entire message. I feel there needs to be a check at highway speeds so that we can see the whole message.
- More signs to make drivers aware of turn lane only.
- Spaghetti bowl, needs to better maintain direction on freeways. There needs to be better signage and advanced warning.
- Secondary street road signs, road names can’t be seen. They’re poorly lit or hidden behind trees and cannot be seen at night. Freeway signage needs to be more advanced signage for which lane to get in to make turns and to make secondary turns.
- There needs to be more speed limit signs in Moapa Valley. There should be a sign at each 90 degree turn in the area between Overton and Logandale. People do not know how fast they can travel there.
- Better signage. For example, on one of the entrances it doesn’t say in which direction to in for a certain city, if it’s north or south.

- Can't see the road striping.
- There are too many signs. It makes the process inefficient. It leads people to not pay attention. Do not need "how many people died" and drunk driving statistics. If putting up signs that are meaningless, people tune out the signs. They don't pay attention, because they have useless info on them.
- Poor signage.
- I would like to see more signage on warning to drunk drivers.
- There needs to be more signage along the highways for wind warnings on I-80.
- When there is an accident, the police don't give you enough warning and options to get off the roadway so that you are not stuck in traffic.
- Signs need to be bigger. People don't see speed limit signs.
- No signs to tell you how many miles to areas of interest, or to the next small town or hunting area.
- When they are giving you signs to go to a junction or to another highway, they need to be earlier and clearer. They don't give you enough time to change lanes.
- The roadway signs need to be much clearer on the 215.
- Like to see on message boards accidents to detour traffic in different direction.
- NDOT needs to put up more electronic message boards out there to inform drivers of what's going on concerning construction.
- Put speed signs up earlier on highways.

### **Lighting**

- Poor lighting along Centennial from Losee to Lamb.
- Street lighting is non-existent. Some places are so dark, it's like a cave.
- Need more lighting on back roads by M Casino area of Anthem.
- Cimmaron and Blue Diamond need to have lights ASAP.
- On 215 white traffic lights on and off ramps not lighted. 215 at Jones, the whole loop lights are not on and underpasses are completely black.
- More lights on the back roads.
- Increase lighting at nighttime on highways and streets.
- More lighting in residential areas.
- On some highways, there are no lights. In between Reno and Carson City they need more lighting.
- More lights on Russell Rd. and double the lanes all the way down.
- Some lights in Fernley blind you and do not stay on at night.
- Main thoroughfare like McCarran Blvd. should be lit up because it's dark at night.
- Highway 93 needs lighting. It's hard to see and cars can almost go off the embankment. The only lighting is provided by private businesses along the road.
- Lighting needs to be brighter on the roadways and highways.
- Some signage is confusing, especially on Grand Central Pkwy. And Bonneville.
- Lack of proper lighting at Boulder and Missouri is promoting a lot of criminal activity, and more lighting is needed. More crosswalks are needed along the length of Boulder Highway in both directions. The lights at Sunset and Gibson are not always in working order. This is also happening at Sunset and Stephanie.
- Better lighting.



- 215 and Olley, there are no lights. Especially at night. Only two lanes, but it's still hard to drive without lights, even by Olley down to Town Center. It is unsafe and kind of scary to drive through Lonely Mountain on 215 towards Olley. Only one light is not safe because a lot of curves.
- Lighting at on and off ramps is poor and needs more, brighter lights.
- Lot of roads like Warm Springs are not marked or lighted properly.
- Lighting on roads is bad, especially on the main roads, such as Eastern.
- State highway doesn't have enough lighting. 160 to Vegas, to 95, and 372 to California.
- In Pahrump, very dark. Hwy 160 and 372, you can't see anything on the roads because there are no streetlights. You cannot see the pedestrians either because it is so dark. Needs lighting.
- There are no streetlights on West Leonezio Dr. on Sun Valley. No streetlights very, very dark and the neighborhood is getting pretty dangerous. There is a lot of transit moving and being a senior living alone I am very concerned. The older people out here could benefit from street lighting and could be better. Why can't we out here on the street once in a while see a police car go by? Some type of patrolling at night because we have a lot of young people out here that must be on drugs or drinking and no kind of law enforcement.

### Weather

- Improve snow issues between Carson City and Reno
- Local surface streets do not get cleared of snow or ice.
- Boulder Highway needs to be fixed concerning flooding.
- The main issue is flooding, based on my recent experiences. When you have heavy rain, a lot of the intersections are flooded in low lying areas, and the drainage is not sufficient.
- Make sure that ice is kept off the roads quickly.
- Need to change the color of roadways so it can be seen in the rain, or when it's wet or snowing. The roadways disappear, as well as the lines, especially when it's wet or snowing at night.
- Hwy 580 going north getting off at Mt. Rose has a lot of accidents due to ice and snow not being removed.
- They need web cams in areas where weather conditions are bad.
- I'm worried about sinkholes, mudslides, and fires. I have all wheel drive and if there's a bad fire, how am I going to get out? I think there should be more flood and fire safety.
- I-80 East to 395 south interchange created a shade in winter and there is no exit in case of emergency.
- Would like to see what Europe implemented on its streets to do the same out here as well to make sure people take care of their cars as a priority for when it rains. That way there are fewer accidents when the road is wet. Would also like to see that "slippery when wet" could be more elaborated on what exactly is going on in order to prevent accidents.
- Rain does not run off the roads like it's supposed to when it rains.
- A lot of rural roads that are not even graded, and they need to be graded. Because when you do get rains or snow, it washes down boulders, making it dangerous for vehicles and ambulances or any safety vehicles to get through.
- Take care of areas that flood.
- More water drains in certain areas.



- Snow plow needs to keep the side streets clean of built up snow.
- In wintertime, when there is snow, the lowest priority is clearing residential streets. They barely get the highways and streets cleared. They concentrate on highways. The city does not help residents clear the snow.
- Keep working on the flood control.
- My car was wrecked on 580 just north of exit 41, southbound at 4pm on a sunny day due to snow melt across the road with freezing temperatures, due to the noise wall. The wall blocks the sun, so the ice could not melt. This was a highway design issue.
- I-80 underpass at Virginia Street area has a huge dipping area that floods, and the drains need to be kept cleaned.
- Need to start plowing on West 4th and Cemetery Road. Many people complain about this and nothing has been done to fix it. When calling NDOT, the lady on the other line said it was not a priority to them. This can be very dangerous in case of an emergency, such as a fire or a medical emergency. We would not be able to leave because they refuse to plow this area. Should also fix the drainage for when it rains. The roads will be blocked for about three hours and we can't get anywhere. We don't even get notified about it until three hours after the incident.
- Flooding issues in northwest Las Vegas, in the Southshore area.
- Winter damage to roads around Gardnerville from Carson Valley to Lake Tahoe SR 207 do repairs during a time when there is not high traffic volume.

#### **Law Enforcement and Driver Education**

- The biggest problem I have seen is with law enforcement not having the resources to keep enough patrol cars out there to handle the traffic law violators, leading to excessive abuses on the roads—those render driving much more unsafe here than road condition itself does.
- Monitor speeders on freeways.
- Educate the public about the “if you can steer it, clear it” policy with regards to small fender benders on highways... Too many times am I stuck in major traffic; only to see a small accident that could have been moved to the side.
- Uninsured motorists. Drivers without valid licenses.
- Need a better stiffer penalty for people who text while driving.
- I drive locally for a living, and in my opinion the biggest cause of congestion on the highways is our Nevada highway patrol pulling motorists over physically on the highway. I used to drive in a lot of other states, in many of which their highway patrol directed drivers via loud speaker to pull off at the next exit. This seemed to greatly reduce congestion and collisions because of motorists trying to get a look at what's going on.
- Too many cars on the freeways make sudden, unsignaled multiple lane changes, cutting other cars off.
- Enforce the speed limit. During rush hour, traffic is too slow. Increase police involvement to slow people down.
- They should make driving while talking/texting on a cell phone illegal.
- Excessive speed by drivers through marked speed zones. School crossings.
- Lane changes on highways are random and create an unsafe situation.
- Metro needs to enforce the rules.
- Higher fines.

- Enforce the “talking/texting laws” more – so the violators will get fined or lose their license instead of seriously injuring or killing someone.
- Do more about drunk drivers.
- All motorized vehicles on road should be registered, taxed, and licensed.
- Monitor cars better for people who are riding without tags.
- People running red lights. They go over speed zones.
- Need to make people get out of the fast lane when they’re not going fast. They should be written up.
- Please do something about drivers driving too slow in the fast lane or just in general. While 5 miles under can be reasonable depending on the circumstances, 10, 15, or more is not. These individuals need to yield the left lane or go faster as they cause traffic and, as a result, accidents. Interestingly enough, some of the studies I have read indicate that slow drivers are actually more dangerous than speeders.
- Give more tickets to the people who cause accidents.
- WE SEEM NEVER TO TICKET CARS WITH NO LICENSE PLATE! Why not? It would be a source of revenue and reduce crime. I challenge you to drive on any of our major streets for even a minute and not see a car with no rear license identification.
- I think the police department needs to make it a priority to slow speeders down and get repeat offenders off the road.
- More education for drivers on how to drive safely, enter freeways, and on side streets. Don’t know if we need more policemen. Or all of the above. People do what they want to do, “clowns” endanger others.
- Cops should spend more time getting after people on their cellphones.
- We need to do something about speeding on city streets and about drinking and driving.
- Monitor the construction zones for people who speed.
- Do something to stop tailgating and cutting people off. There should be high fines for that type of driving behavior. If driving after being fined, licenses should be taken away.
- I think that the DMV is too lenient. We wouldn’t have so many problems. There are blatant infractions of the laws in driving. I am sure the police don’t have time to stop all of the people. They are everywhere.
- Not happy that highway patrol or police won’t respond to fender benders or smaller accidents, because it could be dangerous.
- People need to learn how to drive.
- Need to have a crack down on distracted driving, but don’t announce it. Just do it.
- Too much texting. Should be enforced, it is too much of a danger. Maybe people could call in and report them.
- Improve the traffic safety by enforcing people who drive slow speeds into the right lane. The slower lanes should be the right hand lane.
- Not enough people are being pulled over for driving fast, blinkers, or cutting others off. Maybe when they move here, they need to be re-tested.
- There needs to be more driver education. Drivers tests need to be harder.
- Enforce traffic laws.
- Metro should respond to traffic accidents to avoid traffic congestion and violence on the road.

- I think there should be a state inspection on vehicles. A lot of these vehicles on the roads are in rough shape.
- Cops should not have three cars out at a stop to create such a sight that stops the flow of cars.
- Give tickets for tailgating.
- Not enough police to stop drivers from running the stop signs and red lights.
- Think that ticketing everyone going above 50 mph is a good idea.
- People drive way too fast.
- Road rage should be focused on.
- Freeways are a mess. More highway patrol officers are needed to regulate the freeways. They need to watch out for the speeders and drivers going too slow.
- Work harder with Metro with drunk drivers and speeding. Stronger fines.
- Safety stops should not be so close to a curb. It's a defect in the design. It is dangerous as there is not enough time to see other drivers behind you in order to change lanes in time.
- More education for drivers.
- See more police on the freeways. Speeding makes people nervous. People are crazy the way they drive.
- Getting people to slow down even though there is a cop in the area.
- Worry about more education than roadways.
- Drunk/reckless drivers.
- Feel safer on the highway than on surface streets. People run red lights or weave in lanes due to texting.
- Monitor the roads more to enforce safe driving. It is very unsafe. People do not know how to drive here. Put more police on the roads to enforce safe driving, but now they take police off the roads even in accidents.
- So many lunatic drivers without any tickets. Never see any police anywhere. Just lunatics running red lights, speeding, side swiping other people. Never ever seen so many crazy awful insane drivers as Nevada, with absolutely nothing done about them. No wonder innocent people in wheelchairs are being run over.
- Would like to see better speed enforcement especially on highways coming out of California with an emphasis on big rigs;
- In Florida, highway patrol would sit in construction zones and ticket anyone who could not follow the rules, for the sake of safety.
- Would like to see penalties for use of jake brakes within city limits.
- I have traffic enforcement concerns: single occupant vehicles constantly use the diamond lane on entrance ramps with metering lights to avoid waiting in line with the ones who do respect the rules. Either enforce the rules or remove the diamond lanes. Lane jumpers are an extreme traffic hazard who jeopardize people by cutting over from the left lane on the freeways to avoid waiting in the off-ramp traffic.
- So many careless California drivers.
- Too many texters/cellphone users.
- More enforcement for violations of distracted (cell phones, cosmetic application) while driving
- More enforcement for aggressive driving

- I would like to see more enforcement pertaining to driving and using the cell phone. I have the ability to pick out drivers that are using a cell phone. I tell my wife they are using a cell phone and she will check if we are passing and sure enough they are on the cell phone.
- Need more law enforcement.
- When people move here, they need to be required to take a refresher course on how to drive in certain weather conditions, such as ice and rain.
- Do more to teach people how to drive. And maintain that drivers have valid car insurance.
- Place more patrol on the road.
- More state troopers on the freeways, people drive like maniacs.
- Many drivers are reckless, aggressive and inattentive.
- Highway patrol needed on 395 north intersection.
- When people move here, they need to be required to take a refresher course on how to drive in certain weather conditions, such as ice and rain.
- Would like to see more patrol on Hwy 80. Motorists are going far above speed limit heading too and from Reno.
- More surveillance by police because there are a lot of crazy drivers.
- People making right hand turns from the left lane and vice versa.
- The only thing I have had to get used to is unsafe drivers. I honestly don't know how NDOT could remedy this, and I think that perhaps the many radio public service announcements about safe driving are a nice effort. I do have to say that I am still hyper vigilant on the highways because I have to be.
- People do not understand English. At a certain point, some people should take a road test, just like the 16-year-olds. My mom is 92 and still driving.
- Be more strict on drunk drivers. Watch for drivers who are texting while driving.
- The driving culture (from what I am used to) seems to entail: way less use of blinkers, defensive driving that does not allow for easy merging, speeding/weaving cars, and merging without looking. I have had a surprising amount of "near misses" on the highways here – mostly from drivers almost merging into my car. Again, I don't know how you all would fix that though!
- More highway cops to patrol highway 95.
- Need to decrease drunk drivers. Too many on the road.
- I think that there needs to be more law enforcement on the freeways.
- Need to get the word out of where you can and cannot cross on the express lanes along I-15. Apparently you can't cross where there are double little reflectors along the express lanes but can cross on a solid line. I wasn't sure which way it goes, almost got a ticket for it. I've even talked to a traffic cop and he was not sure.
- Need more police out there on the freeways and roads too many crazy drivers that cut you off left and right, especially those with the cell phones. It can wait.
- Put cameras to stop graffiti and stiffer jail time for the offenders.
- Get rid of drunk drivers.
- Basically the 215 and I-15 need to have more speed control.
- Have to reduce drunk and distracted driving.
- More strict regulations on drunk drivers; increase check points. Too many deaths.
- Between the peak rush hours that highway patrol do not pull people over, it causes accidents and back up from the 95 south to the 15 south interchange.

- There are way too many drivers not paying attention and almost get into accidents. Speeding is a huge problem.
- More effort should be put into safety. Stricter laws at DMV. Attention paid to safe driving.
- Items such as cell phones, GPS, cigarettes, food are all distractions, we should always practice safe driving especially during congestion
- Believe the police are over aggressive, need to make quota.
- More police officers to slow people down.
- To improve safety, enforce traffic laws. More police.
- Educate the drivers. Tougher law enforcement on drivers. The problem is where we live and the environment.
- 15 and 95 have drivers that drive too fast and they weave in and out. It seems like it is getting more and more difficult to drive on the freeways because of the speed and erratic behavior. There needs to be more speed control. There needs to be better warning signals for construction sites further ahead of the problem so you know what actions to take. I like having enough warning so I know what to do.
- Hire more police to govern poor drivers.
- Should be a crack down on texting while driving. See a lot of it on the highway.
- More police patrolling for out-of-control drivers. People use their own rules while driving.
- Keep the drunk drivers off the road. Reduce road rage.
- It is a good idea to keep proliferation of police officers on the road to keep fast drivers more aware of slowing down. I notice that they are more aware of their driving when there are officers on the road.
- More education for the drivers. Enforce the speeding and lane changes.
- Don't feel like it's safe on Nevada roads, not because of road conditions but because of drunk drivers and drivers occupied by cell phones. More needs to be done about this.
- Too many people using cell phones while driving.
- To get people to learn how to drive better.
- How to inform drivers about courtesy. They don't know what red or greet is. Need to have more drivers education classes. People are not courteous.
- Make the driver's test harder.
- Get multi-taskers and illegal drivers off the road. They drive slow in a fast lane to make it look as if they know what they're doing.
- Enforce the traffic laws we have, more police/NHP presence and traffic law enforcement- they need to be visible and ticketing/pulling people over for bad/aggressive/distracted driving we should be seeing them all over the valley, as well as on 215/I-15 and 95.,
- Bring back mandatory driver's ed classes at high school.
- People with cell phones on the highway.
- More police and monitoring of driver behavior. Follow vehicle codes. Police the use of cell phones.
- Please have Nevada Highway Patrol stop pulling people over during rush hour.
- Laws should prohibit law enforcement from blocking traffic during a stop. They should be required to move off the roadway even if they stop they should have to move forward and not block traffic.
- Cars are driving not having their license plates displayed or visible.
- Senior drivers should be retested at a certain age before getting a license renewal.

- It's ridiculous that now the police are not going to respond to accidents unless there's a fatality.
- Lot of drivers have forgotten basic driving rules. People don't pay attention.
- Nevada drivers need to be taught or reinforced the use of signal lights when changing lanes or turning. They are very rarely used.
- If there were some way to control the drivers around.
- Reckless drivers and speeding.

### **Ramps and Merging**

- Better merging traffic situations.
- When on freeway, there is not enough time to merge into a lane you get on freeway right onto the freeway. Cars are merging and then exit lane and you are trying to get on and others are trying to get off. Everything is all backed up because of this.
- Check the freeway onramps to see if they can improve the flow of traffic there. Merging is short in my area onto the freeway.
- When getting on 395 near Spaghetti bowl in Reno, there are too many lanes to get over when merging does not feel safe.
- Merge lane is not long enough. Educate people more about merging on highways.
- Freeway on and off ramps need more footage to get off and on.
- I really don't like the on and off ramps. One of the specific areas is the I-80. The roads in California have a bit of a tilt on the off ramp. It is hard to transition because the lanes are not tilted. So basically you are just making a right turn into 35 mph traffic.
- Allow exits to have more room for other cars to exit in order to prevent accidents.
- A brief merge down to one lane going south through the airport connector is a major source of delays for evening commuters. While not simple to fix, it is quite possible to do so and would relieve a tremendous amount of congestion.
- Southbound you have two lanes of traffic merging onto four lanes without any additional lanes to absorb the lanes coming off 95. They are jamming traffic without a place to go. I95 south is a disaster. Northbound on I15 to northbound I95 is the same thing: no place for merging traffic to go.
- I travel from the 215 East to 15N everyday to get to work and vice versa. While the highways look nice and are kept up, the safety from the construction of the on ramp onto the 15 N and S is very unsafe. It seems that a study was not conducted to measure the amount of traffic that goes from the 215 east into the 15 north and vice versa. The bottleneck back up is unbelievable and the construction seems like it did not consider the amount of traffic flow. This seems to be a common issue, bottleneck that occurs is reckless and unsafe to the point where accidents occur in the same location continuously but the engineering remains the same. Safety is not a concern for these ramps.
- Going north on 15 onto Summerlin Pkwy, there is a merge. The merge leaves a big path on one side. Cars are passing on the right because there is only space on the right. Very dangerous.
- 95 south to I-15 at the spaghetti bowl, cars have difficulty trying to get into their correct lane. For those trying to get to the I-15 when they want the Charleston exit and vice versa. Cars crossing each other in a hurry trying to get the lane or exit they need is causing lots of accidents.



- The flow of traffic from 215 westbound onto I-15 northbound (merges with traffic from Russell) should be looked at. Having just one lane there to merge onto the 15 with the amount of traffic coming through there seems like it's not enough. I'm surprised more accidents have not occurred as people try to cut over to merge onto the one at the last minute from the frontage road. The same concern applies to the frontage road for Russell/215W coming off of I-15S. There is a lot of traffic there is well and not enough room to move them through and onto 215W.
- Get some engineers that know how to build on ramps and off ramps.
- Have the off ramp first and then the on ramp to help eliminate congestion.
- Exit 2 onramp is unsafe.
- Exit ramps need to be planned out better.
- Spaghetti Bowl is too dangerous. Forgot to widen ramp going onto the 15 causes bottleneck and backed up traffic. Everyone slams on their breaks. Need at least two lanes to continue on freeway.
- On the ramp to I-580 north and I-580 south, there is not enough room to merge safely.
- When driving in Nevada, when someone is merging into traffic, they merge in even if they don't have the right of way. Consider this a safety hazard.
- NDOT finished widening our I-80 freeway couple years ago and one of the things I thought they were going to do was make a third lane (not a partial) from the onramp at West McCarran (EB) to the Keystone exit. This is a very congested area during the morning commute.
- From the Moana on-ramp getting onto the 595 North is confusing to move over to actually get on the freeway.
- Have lanes abruptly turn into a turning lane with no warning. Merging is too quick.
- On Glendale onramp on Hwy 395 going north, you have to cross four lanes quickly in order to stay on Hwy 395 or you are forced to get on I-80.
- 95 south merging onto I-15 south is shamefully dangerous.
- 215 West to Charleston off ramp is difficult to maneuver with the other street, some people are going left, others going right.
- Need more lanes on I-15 from Blue Diamond to Sahara in both directions. Those on and off ramps are dangerous when trying to get into another lane but can get trapped in those right lanes if no one wants to let you over onto the freeway.
- More attention to avoiding bad merging areas (several on Blue Diamond Highway between Durango and Ft. Apache) and intersection of Warm Springs and Ft. Apache (gas station's signs and plants make it very difficult to see up and down Ft. Apache).
- There is nothing cute about the spaghetti bowl. The sheer number of accidents on LV I-15 is unconscionable due to too many ramps (on and off) in too short of transition section than the road can handle. The on-off system has got to rank with the worst in the US. Too much cross-lane demand actions in all direction son the major interchanges in southern Nevada.
- Better on and of ramps. Many too short or come out of nowhere.
- Merging and slow lane patterns cause wrecks.
- When you go on some streets, there needs to be some separation. Merging is very bad. Merging for two cars is not good.
- Coming from back east, something I don't understand is the way we have our highways set up. The emergency lanes and exit lanes are right next to each other and does not make any



sense. It makes for a lot of accidents possible merging. Back east, the person merging onto the highway has to yield to oncoming traffic. People think they have the right to merge in front of whomever. Lastly, people passing me on the right hand side are unsafe. In Europe, you would go to jail.

- In northern Nevada, we have weird on-ramps that turn into off ramps, as cars are coming onto freeway, other cars are merging to get off of the freeways. I feel that is very dangerous.
- In Reno area, there are way too many off ramps and on ramps close together, enhancing road congestion. Some need straight on ramp and no off ramp.
- By Sunset and Airport there is not enough space to merge, and need more time for warning.
- I-15 Spaghetti bowl, you feel it's unsafe. Merging lanes are too short to get over safely.
- Better on ramps and more breaks on the fast lane on I-15.
- On 395, there are too many on- and off-ramps. To get on 395, traffic moves very slowly and is very congested. Think it needs to be like Vegas how there is no exit for a good three miles instead of having too many people trying to get on 395 at the same time.
- Need to look at the system that's in place back in the Midwest for on- and off-ramps. If they did these kind, they'd have fewer accidents and better traffic control. Need to make it easier for emergency vehicles to get to an accident.
- The Del Webb onramp coming out of the Del Webb going to Reno is very dangerous. Hard to see big trucks coming. Always the exit I-80 and Hwy 395 intersection going from east to trying to go south is dangerous. Trying to go south and people trying to go the other way. Crossing each other is dangerous.
- Just the exits, and entering. It feels like a safety hazard.
- You can't get on and off the roads easily, it's dangerous.

### Speed Limits

- They have put some slow speed limits in wide open roads, such as Walker Lake. The road is wide open and the speed limit is 60 when it should be 70 like the roads before it. Double lines in a lot of places and they are always adding more. When doing construction in places we used to pass and now we can't and it makes traffic worse.
- On I-15 from Las Vegas to Mesquite, the speed limit should be increased to 80mph like Utah.
- Lower speed limits.
- Would like to see the speed reduced to no more than 55 with city limits;
- Reduce speed limits on residential roads.
- Raise the speed limit.
- Speed limits really should be consistent all across a road. It is unreasonable and confusing to have a speed limit constantly jumping and dropping all across the same road.
- Some speed limits are ridiculous. They are too slow in some areas.
- Speed limit testing really needs to be done. Many communities have done scientific tests to see what the safest driving speed is for a given road (and these experiments have found that it is usually at the 85th percentile) and the speed limits should reflect those tests. Some speed limits are too low in some areas (and some may even be a little too high in others) and do not reflect what I suspect would be the 85th percentile.
- Wish people would drive at the speed limit indicated.

- Speed limit is too slow on highways between Las Vegas and Reno.
- They should reduce the roads with a 45 mph maximum speed to 40 mph.
- Speed limits in some areas.
- Speed limits are too high in some areas.
- On the freeway, speed limit should be 75, a more comfortable speed.
- Need to increase the speed limits on the rural highways like 95 and 93, and on the state line between California and Nevada. Need to cut the crap and start increasing the speed even in other states going 80 should not be dragged along.
- Faster speed limits.
- They should drop the speed limit.
- I live in McGill, Nv. The highway speed is 60 mph between Ely, Nv and McGill, Nv. The NHP does a good job of patrolling this stretch of road, while our local PD does very little. But, in McGill itself, the speed limit drops down to 25, which again, is good, as there are houses right on the highway. (including mine) But the vast majority of people do not slow down to the posted 25 mph, and quite often, I have POV's, and tractor trailers going by my house at speeds much closer to the posted highway speed limit of 60mph. I'd very much like it if there was a way to slow the traffic down. (before a tractor trailer goes into and through somebody's house at highway speed, or hits someone's child).
- Slow down the speed limit on I-15 to 55MPH.
- Reduce the speed limit.
- Raise the speed limit on rural roads.
- Keep the speed zones consistent through the city.
- Sheriffs, highway patrol, state workers, etc., should drive the speed limit.
- Maybe speed bumps in neighborhoods to help with the speeding cars.
- NDOT is also very slow in responding to safety issues reported by citizens, including speed limits that are too high for the area and intersections that do not have a light. In several instances, people have to be killed before NDOT does something about obvious traffic hazards.
- Lower speed limits in large urban areas.

### Notifications

- Create an app that would alert drivers to road conditions.
- Media coverage of big projects is quite good for the major phases, but often the daily work does not stick to what we are led to expect (E.G., lanes and exit ramps keep changing all the time, which causes mass confusion).
- You need some kind of notification system for current and upcoming roadwork projects, either via social media, an app, or on an easily accessible website. It is dangerous driving when lanes suddenly disappear, especially when it happens right after crossing an intersection.
- Improvements in getting traffic off the highway sooner when lane/road closures occur ahead because of accidents. Have continuous radio channel broadcasts for known GPS users during rush hour that deals with traffic delays.
- There is very little consistent warning about major construction zones and no city traffic channel. I find myself flipping through many channels in the morning in an attempt to find out how best to navigate through the city to work.

- Need more notification from news and advance warning or signage on freeways of bumps on roadways.
- There needs to be better communication when roadways will be under construction or closed. All of a sudden major roadways will be closed for construction at high traffic times with no warning. There has to be better communication about this with much more advanced notice.
- They can spend more time and money in getting people involved. Citizens need to participate, or make efforts to have groups where major housing developments are to get their opinions.
- Notify us of major conditions on radio or TV, the same as the windstorms.
- We live off of I-80. They have electronic signs that many times do not have road conditions listed. There might be problems ahead, and they do not tell you if you have to have chains, etc. I feel they should use the electric signs more than they do. They should have a radio connection that you can pick up road conditions when in remote areas. Or have a cell phone to call for road conditions where they do not have the electric signs. Information needs to be current, too.
- Have had construction on the highway near home and never received notification of it being implemented.
- Getting more notification as the weather gets bad, as well as accidents.
- They should make people aware way ahead of time that they are doing some kind of construction.
- More notification of construction zones, or app development if possible for warnings.
- Need to involve us more when closing roads or designing roads.
- I suggest that NDOT go out of its way more and tell us more about construction or road closures.
- Sign up for traffic updates and news through text.
- Seems like some streets are destroyed for no reason. There needs to be better communication in neighborhoods about why this is happening.
- We do not have an Amber alert system.
- Not satisfied about how I-11 in southern Henderson meeting wasn't informed for the public. Not satisfied with how the public is being relayed information. Never run across this information but briefly. Would be more involved if I knew sooner.
- More visuals through media to see what is going on during construction. See the project in phase and see how it is proposed.
- Get better communications for the open roads. More so for the commercial drivers so we know what's going on ahead of us. It dies out between Vegas and Mesquite. We need to work on more road signs in between the small areas as well where it's usually empty for commercial drivers. Also need to have a country-wide radio station that won't die out all the time. Need a stable radio station for every state. It would be a big help for all the commercial truck drivers.
- More information on upcoming projects on TV and local news.
- Covering routing work on neighborhood streets, there was no notification. Need to be advised before work is performed on the roadways.

- Seek more input on design before implementation of projects. Input by the public is overdue. Timeliness is not appropriate. In numerous instances in northern Nevada is poorly done.
- Tell the public when you're tearing the road up, and for how long it's going to be torn up.
- More information.

### **Funding**

- No tolls!
- No tolls allowed.
- A simple state income tax would eliminate the need for numerous fees, including the outrageous cost of vehicle registration in this state, and would ultimately be cheaper for the average taxpayer.
- Should legalize marijuana to get money for revenues to fix streets.
- They should bring the lottery to this state.
- Why do they over charge for an RV trailer that does not have a motor in it?
- Better allocation of Nevada funding. Less money should go towards helicopter rides.
- NDOT should put in road, charge for it.
- Tax money should go towards increasing the amount of police on the roads.
- The source of funding should be restructured and the money for highways should come from a general fund.
- My major concern with NDOT is their inability to manage funds. It seems EVERY highway project they are involved with goes over budget and WASTES taxpayer funds. The 395 extension from the Mt.Rose highway to Washoe Valley is a perfect example. What a complete waste of money ...WAYYY tooo expensive and could have been complete at much less cost to the taxpayer. I suggest they pay much more attention to OUR money and study other alternatives before they proceed.
- Stay away from taxing more.
- Vehicle Miles tax is a BAD idea - if there is concern with fees from non-petrol vehicles, then apply an excise tax to their registration fees.
- They should use the money they already have gathered from us to pay for the road improvements. We don't need any more taxes or tolls.
- Funds allocated to Int 11 is a waste. NV didn't get the 3 miles from the dam to Boulder City right, why could it handle this project. Arizona has widened most of the Phx to Las Vegas highway but it took 30+yrs. Phx also added a hundred miles of new highways/beltways over the 30+ yrs, Las Vegas' addition was minimal in comparison.
- If going to tax hybrid or electric cars, tax them on purchase of tires instead of miles traveled.
- It is important to increase funding for road projects in Nevada. However, we must be careful not to increase this funding in a regressive fashion. Some of the heaviest users of our roads are the poorest residents of our rural communities who must drive many more miles on average than urban or suburban residents. A miles traveled tax or use of tolls on our highways would cause an undue economic hardship on those with the least ability to pay it, but the greatest need to use the service which the fee would ostensibly pay for. We must look for funding in other areas.

- Have to do something about the registration fee. It is too expensive. I had to register my car for \$600; in New York, it was \$60.
- I strongly believe that the fuel tax is the best way to fund NDOT projects. I actually prefer the fuel tax over vehicle registration taxes because I still see people who have out of state licenses who live and work here. Since they cannot purchase fuel from out of state easily, I do feel that the fuel tax forces them to pay for the roads that they use here. I do see a problem of hybrids and electric cars not paying their fair share so I do think the only way to target them is to hit them with a higher car registration tax. Even so, I do not feel that hybrids and electric cars put that much wear and tear on the roads compared to heavy, fuel inefficient vehicles that actually do damage to the roads.
- When asked about taxing, we just don't have budget statewide, to accompany roads. We need to do something, because we got behind during recession. Need budget agreements.
- A decision should not be made yet in regards to those who use electric vehicles.
- NDOT wants money, and the average citizens don't have money. NDOT steals from the people. I wish that NDOT would change their ways and not be so greedy.
- Stop having Southern Nevada subsidize rich (mining money) Northern Nevada roads.
- Don't go to tax per mile.
- Clark County roadways need to receive their fair share of funds. Too many years that northern and rural Nevada have received preferential funding for road projects. The economic center of the state also needs to be the road improvement center of the state.
- Electric cars should have to pay the same road tax as anyone else who also uses our roads.
- There is some inequity in hybrids, but it is not a significant problem right now.
- The real solution is a curb on growth in Las Vegas, as well as making developers take responsibility for paying for road improvements to accommodate increased traffic due to development.
- The highways should be funded through fees on commercial trucking and on semis based on load.
- Increase the fuel tax.
- Biggest is allocation of funds. Goes to area where most of the people are. Do not like to see money go to sound walls, it should go to road maintenance.
- I know several people who have moved here from out of state and still have their old state's plates. I'm talking years. I'd love to report them so that they pay Nevada taxes (that's the roads that they drive on).
- Bicyclists and mopeds should pay a tax for using the roads because they cause the accidents. Maybe if they paid a tax, they would stop causing accidents.
- On Sawmill Road, the residents paid to have it blacktopped and the garbage trucks tore it up but the city won't fix it, calling it private. That doesn't make sense. Why is it being called a private road?
- Need a better way to replace fuel tax. Either raise it or find other revenue sources.
- Think they should use prisoners/felons to work on roadways to lower the cost.
- Incentives to drive hybrid cars that have actual fuel efficiency.
- Leave things as they are and don't raise taxes. Don't build an empire.
- We should have a flat fee for registration.
- It's a real tragedy about the roadway near Reno that goes nowhere. NDOT needs to focus more on the roadways in southern Nevada.

- All government entities should cut down on spending.
- Tax more from the casinos to solve the problem.
- They used toll roads in Austin, Texas, and a lot of people did not take them because they were expensive. It still had congestion because people were not using the toll roads. People would rather take other routes instead of paying. That is why I am not in favor of tolls. Maybe if there was another type of tax that everyone would pay would help.
- Please do not implement toll roads, they create congestion.
- Buy the stuff they need, don't get frivolous and expensive things. Stop all the artistic stuff and spending a lot of money. Keep it simple. Stop spending money. Stick to the basic.
- Developers should pitch in and pay for roads and lighting. They should take responsibility for traffic and for lighting.
- Live in rural Mesquite area and strongly disagree with paying for miles traveled tax.
- Reduce gas tax. Gas tax should go for road maintenance and upkeep.
- We should have fuel tax that covers insurance.
- I am getting tired of Las Vegas saying that we do not need anything up where I live. They do not have the right to say that. I-80 has been dragging along. It has taken years and no work done because the money is going to southern Nevada. Neither Washoe, Carson, or Douglas Counties get as much back in road taxes. Don't like hearing that Las Vegas area is getting work done where we do not get the money for our roads.
- Strongly disagree with RV registration.
- Stop wasting money.
- They should increase the fuel tax for the truck drivers. They would pay more fees if there was a connecting freeway between Las Vegas and Reno.
- State of Nevada should use Harry Reid and Heller back in congress to get more money returned to the state from federal gas taxes. Don't believe that we are getting money back that the state pays. Too many restrictions on how much is returned to us. Return the money to state so it can be used by counties and cities. Share that revenue. Can't keep taxing the citizens.
- Decrease the taxes on registration and all that.
- Spend 3 times more money in southern Nevada than in northern Nevada because there is three times more population down here. Give southern Nevada its proper due, stop spending so much money in northern Nevada.
- Use taxes wisely.
- Don't need to raise taxes, instead use what they have efficiently.
- More equitable monies from the legislature for Clark County.
- The five-cent fuel tax is not helping to finish the 580 south to Carson City. They need to get it done.
- Tolls and charging for miles traveled in unfair to especially the lower paid income people.
- Prefer no highway tax dollars used for any other purpose.
- Hoping that federal money will hold up to get re-pavement on Hwy 80 completely.
- Do not raise taxes: you already get enough.
- No tolls should be put in place. That involves too much stopping and going. We pay too much in taxes for this.
- NDOT should crack down on vehicles that do not switch their license plates and get them to pay into the licensing if it goes into keeping up the roadways.



- No tax increases. Cut government spending.
- Need to make electric vehicles pay for their use of the roads but not by taking away the fuel tax. Need to be paid by mileage or something else at registration.
- Concerned that NDOT will be moving toward privatization as a way to fund future projects. Privatization is expensive over the future. Costs are difficult to track over a third party.
- I would be against any future cost of tolls. Against having toll lanes as well.
- Try to do job economically, watch tax dollars. Don't spend like there's no tomorrow. A whole lot of waste.
- We should concentrate the funds more equitably from north to south. The disparity of the freeway system in Reno and Las Vegas is appalling. Permit highway need more looking at in particular. It needs more lanes.
- No increases in fuel taxes.
- Stop raising taxes and work with you've got.
- Going away from people driving more to less and that would mean less funding based on miles driven is not a good choice.
- A general increase in sales tax rather than increasing vehicle registration fees would be more equitable, so that everyone who buys things would pay for roadways as well. In a general sales tax it's spread more equally.
- I think an income tax could be better for roads, and education, and all sorts of other needs that Nevada has. I think raising taxes on the mining industry could help as well.
- They keep wasting money by over paying on roads. Bids are too high on the roads. Get companies that will give them a better price on the roads. The companies keep playing a game with the state because they know the state will pay for it.
- Try to find some other tax rather than so high of your license plate. I got a fairly new car a couple years back and it cost me \$800 for a plate if you could spread it out a little and not charge so much. Should charge the alcohol and cigarettes.
- Replace the halogen light with brighter light. These lights do not throw enough light.
- Need to tax hybrid and electric vehicles.
- Use funding very cautiously.
- No more taxes.
- The fuel tax should not be raised. It does not seem to be doing any good.
- Registration fees are way too high.

### **Traffic Signals**

- I notice lights turned out on traffic intersection signals or those flashing warning signs for upcoming signals on higher-speed highways, but have no idea where to report that so it can be remedied rapidly.
- Going north on Durango to Gilmore, in the morning there is no cross traffic on Gilmore yet you still have to wait for three minutes for the light to change. That traffic signal needs to be corrected.
- Red lights seem to be designed to make you stop instead of being green to speed traffic along.
- Coordinate the traffic signals getting onto freeways.

- Cut the time on the lights. It creates traffic when waiting too long for no reason. Do not agree one car at a time on freeway. It creates more traffic congestion.
- Make traffic lights more readable, with red and green. By Sunset and Airport, it is hard to read traffic signals.
- North on 395 and 580, taking the exit 180 West, there needs to be a light right at the curve.
- The traffic lights are terrible. North and south should turn at the same time. 8 signals are ridiculous.
- Do away with roundabouts on Hwy 372. Leave as is. It is less dangerous. The community would prefer traffic signals rather than the two roundabouts, but NDOT is saying that there are not enough deaths to warrant a traffic signal.
- Some of the lights are too short. They do not give you enough time to get through the intersection before the light turns back to red. One example is the Sun City and Anasazi intersection.
- More signal lights to be safer for us to turn around in a four-lane road.
- Many of the traffic signals that control traffic (red lights, green lights) do not work properly. For example, they may stop many cars traveling north/south in order to allow one or two cars traveling east/west to proceed through an intersection. The traffic flow can be awful. At times, I find myself going from red light to red light. There is too much braking and using excess gasoline to go from a stop to movement then another stop. It seems that the cameras cannot account for lots of cars approaching an intersection and will force 15 or 20 cars to stop to allow one or two cars to cross an intersection. This is very annoying when the traffic flow is ridiculously slow.
- Big lack of adequate traffic signals in some intersections. Getting on highway has many directions to go in, and can get dangerous.
- I have seen a lot is well-marked changes in traffic patterns for construction zones, but failure to adjust the relevant traffic signals to accommodate the temporary new heavy traffic flow.
- There should be more streetlights in neighborhoods.
- On Williams Street, they need to get rid of the stoplights.
- Four-way stop where no one stops is Collin Pkwy and most east/west Collin Pkwy where it crosses Village Green Parkway.
- Should have cameras at all the intersections.
- Better traffic lights.
- Time traffic lights.
- Intersection off of Warm Springs and Tenaya doesn't have a light. There are just stop signs, which will cause accidents because cars are going 40-60 mph and it is impossible to cross.
- Light pressure switch should not come on unless cars are present. At turn lanes or regular streetlights.
- Pahrump needs more traffic lights.
- More street light signals with turn lane signal.
- Some intersections need signals and lights. Specifically, where 88 meets Centerville.
- Traffic signals in Reno are terrible. They need to be synchronized.
- They need more four-way stops and more traffic lights at intersections.
- I think the stop lights at the beginning of the freeway cause you to go too slow to get on the highway.

- More monitoring of red stop signals to enter freeway.
- More stoplights on main streets.
- Las Vegas Blvd. and Silverado Ranch need lights, and there needs to be some lights for safety when making turns on streets.
- Stop signs at yield intersections.
- Concerning the blinking yellow lights at 4-way stops, there needs to be clarification on their meaning.
- Warm Spring & Fort Apache needs a stoplight. Especially when the water park will be running. During traffic time, it is hard to come out from Warm Springs because there's no stoplight.
- There should be a yield to get on and off the freeway.
- More stop lights in Pahrump.
- North 5<sup>th</sup> and Long Mountain area needs to have a stoplight.
- Better synchronized lights at freeway entrances and exits.
- Traffic light management is awful. I live in Henderson and anecdotally it seems like a spend a lot of time at red lights. The red lights are unnecessarily long, and often I see 3 lane roads where a blinking yellow turn arrow is merited (e.g., I doubt this would cause a significant increase in accidents). I also see many instances where lights seem out of synch. For example, I will be sitting at a red light and notice that there is no traffic going through the intersection. Eventually traffic with the green light will arrive at the intersection however the lights then change! The entire traffic light system in Henderson and Las Vegas needs to be revisited.
- Like to see more electronic signs. They are helpful.
- Why can't the lights be timed so that you don't catch red-light after red-light. I believe that this is the biggest reason why people "run" red lights. If you need a couple of examples. Silverado Ranch at Dean Martin/I-15 eastbound or Windmill at Maryland Parkway/I-215. One light turns green you drive 100 to 200 yards only to catch the next light turning red.
- They should abolish the flashing yellow light at intersections.
- The timing of the lights could greatly improve the system.
- Planning of roads and construction seem to be haphazard (for example, see Bicentennial Road near Henderson Airport. Strangest road design ever. Some effort should be made for lights to fit traffic pattern and time them with other lights on the same road. Too often sitting at light where there is no traffic on side that is green, or light changes too soon with no traffic.
- Your light timing needs some serious improvement
- Traffic lights need to be adjusted according to people. Many left turn lights only allow two or three cars through.
- Improve traffic signal synch.
- Traffic lights are not timed right.
- The timing of the lights is off. They make you stop at every light.
- The timing of the lights is awful. Sometimes in some places the left hand turn on green arrow is only enough to get to two cars through instead of five or six.
- There needs to be more standardization as far as dedicated turn lanes. For example, turn lanes going in different directions can turn at the same time to overall reduce traffic

congestion and wait time. Computerize the lights to better move traffic. Some streets have a light that stops vehicles at every light and some streets do the opposite.

- Red light in subdivision is too long.
- Stoplights need to be more predictable.
- The left turn on stop lights are dangerous because they do not give you enough time.
- Too many people run red lights. Needs to be enforced.
- Main concern light signals not in sync. More accountability for funds that NDOT is using.
- Would like to see more red light cameras.
- Get more stoplights here in North Las Vegas.
- Intersection at Russell and Buffalo, there is no stop sign, yield, light, or anything. Need to enhance the safety there.
- Want NDOT to make sure to keep everyone safe. More lights on the freeway so everyone can see.
- The temporary lights at north 5th street and centennial are horrible. So are the temporary lights at Tropical and Losee. We need permanent stoplights.
- Heading north on Hwy 95, there is a turn off on Silver Peak that needs to have a light of some sort so that people who don't know the area know where to turn. It is not safe to make turns at the last minute because there is no notification that a turn is coming.
- Lights are not timed correctly. Too many red lights. Have done a study, not even 50/50. Enhance flow of traffic, reduce light cycles, move traffic more efficiently.
- Better traffic control system with the surface street lights in Las Vegas. People are waiting too long at lights.
- A lot of lights that are bad on the freeway that are on timers.
- On 95 South, a new exit to Decatur southbound needs a light on the on-ramp.
- Better job in timing traffic signals in Las Vegas. Needs to be adjusted to number of cars going in directions. Implemented when cars are not in travel lanes. Needs to do a better job with lights. It helps congestion.
- On Hwy 88 and Centerville, there are accidents every week. Traffic increases in the summer. There needs to be a light there desperately. People have died in accidents because there is no light.
- Areas that need traffic lights, like on Town Center and Flamingo, because they are unsafe.
- There are two large plates that stick up in the road by the stoplights at Carey and Simmons. The stoplights have to be censored so that you don't have to wait so long to turn left.
- Put cameras on all lights.
- For Colorado Street, need a light or some precaution for drivers speeding, trying to get into the right lane early.
- Get the streetlights off of the freeway.
- The traffic lights where I live are way too long. I live in the Mesquite area. Traffic gets backed up for a mile and a half.
- Nobody enforces the capturing of people who race through red lights. They treat the red lights like they are amber lights. They are too focused on people going too fast in school zones.
- What's needed is more of the blinking left turn arrows.
- Do not want the stoplights on the highway in the area where I live, or they need to be timed better.

- Corner of Highway 50 and 341 needs a stoplight. That's in the Moundhouse and Dayton.

### Design

- Redesign of major interchanges hasn't improved traffic flow as well as would be hoped and has created some safety issues
- On and off ramps are weird. They appear to be an experiment in design. Overly creative.
- Improve civil design engineering. Example of most screwed-up design is intersections of 95 and 15, especially reduction of southbound 95 lanes from three to two lanes and same on northbound from two lanes to three (or more). Dangerous, inefficient, congestive. As are entrance and exit ramps in too close proximity to each other. The continuing work on downtown Las Vegas 95 has been a terrible design plan (if that's what it is) and a waste of money. The "design objective" is not one that considers future traffic growth vs. the narrow build corridor.
- I know you are working on the spaghetti bowl, but improvement cannot come too soon. It is MOST dangerous and an embarrassment to Las Vegas.
- Should look into using alternative materials that hold up to high temperatures.
- The area 580 north between Mill and I-80 has a flaw. Two exit lanes are so close to each other. Poor design all the way around.
- They should have designs for new roadways far out enough so they buy the land while it's still affordable for the roads.
- We need our city engineers to look at other cities to determine how to improve our freeways and city streets and how to best move people around. It seems like they are STUCK in doing things just their "old" ways, adding more lanes and only adding new freeways or improvements to new areas of the city.
- Eliminate all HOV lanes.
- They really need to look forward for the future in transportation instead of just getting by.
- I-95 goes down to two lanes at Spaghetti Bowl.
- Extremely poorly designed intersection off of Hwy 395. Square unfinished concrete at intersection exposed possible damage to tires.
- Fix the interchange from getting on from the 95 to the 15 from Sahara.
- Stop redesigning working roadways. The constant construction causes more problems than it solves.
- Emergency vehicle lanes.
- Interchange 95 and 15 needs to be redesigned. Needs to be wider and there is no place to turn off if broken down.
- Fix the 95 where it merges to I-15.
- The southwest side of the valley is very dangerous. Most streets are strips of pavement with no drainage/sidewalks or shoulders. In many places roads that were designed for traffic 15 years ago and now have thousands of cars operating on them, especially if the overpasses giving access to people crossing I-15.
- Co-ordinate NDOT design with local authorities
- The Spaghetti Bowl is still very confusing especially at the Pyramid Hwy exit going east.
- Fix the Charleston on/off ramp @ I-15. The design is terrible! How many people have to die or wreck their cars on that ill-conceived monstrosity! Don't you guys watch the news! Everyday "Wreck at Charleston!"

- In Henderson, Lake Mead and northbound Water. Can't make left into library.
- The spaghetti bowl in Reno. They rebuilt the whole thing and I think that it is a disaster. There are some dangerous things in there. Every other day, there are accidents. It has major problems. Most of the engineers know about it. I avoid driving on it. They spent a lot of money.
- Where the 95 connects to the 21 is a hot mess. Very unsafe area. People swerve in and out. NDOT employees must have designed it while drunk.
- Better planning of interchanges.
- Spaghetti Bowl where 95 and I-15 meet needs a dedicated lane for the 95 and I-15 south entrance.
- Cannot get the road from 95 to I-15 right.
- Do something I-15. Dangerous during rush hour.
- NDOT should spend more time on designing improvement on roadways in the area of I-80 and 395. Entrance to 395 is hazardous
- MLK is too dangerous because of the lights and the school zones.
- Get the Spaghetti bowl and the Rainbow curve right for a change. Stop spending the money. Get it right in the first place.
- Think the planning of communities should be better, so that people don't have to drive or can get around without driving a car.
- The fly over on Summerlin Pkwy to 95 is only HOV lane. In the last three years, only six cars get on. Biggest waste of money. Did not reduce congestion, and people are not HOV drivers. People coming back is the same thing. It cost millions and took years to complete.
- Sometimes the design of certain intersections is lacking. Washoe County is a poor utilization of a right turn lane and causes congestion.
- Concerned that they are building 400 units of apartment homes but haven't widened the roadway or made provisions for a bigger roadway for over 400 units being built.
- Better design on freeways!!!!

### **Public Transportation**

- I would love if the CAT bus ran up and down centennial from Camino Eldorado to Lamb and another bus that runs up and down Losee from Centennial as far south as it can go.
- I would strongly support the construction and implementation of more public transportation options.
- An alternate from the congestion on I-15 and 215 is Nevada looking at something like a grand scale train system. Something like the front runner in Utah to ease congestion. How is Nevada providing for safety for buses or train if that is to come into play? Can we have Metro system to ease the congestion?
- Very dissatisfied with paratransit service. In California, paratransit picks one up anywhere in the city. Here in Las Vegas, I am required to walk out and wait 30 minutes to an hour for a ride.
- Have you considered running more buses during rush hour? Improving the time it takes to get anywhere by bus period? You tend to only get people who can't afford to drive (or you can't drive) taking the bus due to the long amounts of time that it takes to get anywhere by bus. When it takes (and I have tried this) roughly four times as long to get anywhere by bus as by car why would anyone bother taking the bus? (This has even been the case when I



didn't need to change lines in one instance. I have lived in Europe and their bus systems seem to be far superior to ours. Despite the fact that their roadways look more like a spiders web than a checker board they still manage to get much more comparable times to traveling by car. I would actually start riding the bus here if the travel times were more comparable.

- Work with the bus stops to be safer.
- I drive 50 miles a day round-trip just to work and back. This does not include all of the running around I do with my kids to all of their activities after school and on weekends, etc. I have a 2012 vehicle with over 45,000 miles on it already and I have only driven it to California a couple of times – most of those miles are just Las Vegas miles. The best thing that could happen to Las Vegas' traffic woes? A truly reliable, consistent, inexpensive public transportation system. At one point, I was unable to drive for a few months due to a medical issue and when trying to rely on public transportation, I discovered that it would take 2 ½ hours to go from the northwest side of town to the university. I work at 7:30 A.M. That's just crazy. If we had reliable bus system that ran frequently, like on the east coast, I would be a frequent rider as would many, many other people.
- Bus lanes block traffic.
- Not enough bus transportation to all areas like the airport without having a car or taking a cab.
- Public transportation needs to be used more to get more folks off the roads, not including the monorail.
- The roads are congested and we need more mass transportation so that less autos will be on the road.
- Create an environment where public transportation and ride share programs can flourish. Fossil fuels will become a huge cost within the next 20 years driving massive changes in all forms of transportation. HOV and short run vehicles (bicycles, mopeds, etc.) will flourish. Suburbs are going to become deserted or they will need to be retrofitted to become their own autonomous towns and villages.
- Rather than a stupid train to Victorville – thanks Senator Reid – or worthless monorail that doesn't go to the airport or other appropriate locations, let's get rail systems or subways that serve the people. Other US and European cities have them.
- I am more interested in alternative travel, energy efficient, public transportation. We need a light rail system from the airport to the Strip, and then to Downtown. Honestly, the massive amounts of (in my experience) unsafe taxi drivers are a concern for me. I would rather there be affordable public transportation available to tourists and locals.
- They need to have public busses for everybody, not just the seniors.
- More public transportation. Do not just rely on person transportation, no public transportation in my area.
- Public transportation should be provided in zip code 89436 area.
- I wish they would make up their mind about the train system to Los Angeles. I personally would like to see it.
- Would focus more on public transportation, light rail, and less on highways.
- More public transportation.
- Lives in Dayton and would NDOT to begin to have buses that could run from Carson to Dayton. So many people live out in Dayton and other small towns that have difficulty to

get to Carson. People who live in those smaller towns need transportation for older and young to get to Carson to work, shop, etc.

- Build more efficient roads for the buses because of accidents or drivers just run over bus stops. More adequate safety for bus stops and public transportation users.
- Get speed trains to lower traffic congestion on I-15 and have casinos and industries pay for them.
- Better public transportation services. NO north and south transportation. Extend bus transportation in Summerlin/south side of Charleston.
- More commuter rail, less emphasis on road travel.
- I would like for the bus service to go out to Spanish Springs. There is nothing out here and that is why it is so congested. A lot of people would be willing to take the bus. Unless you are handicapped and using ROTC bus, you are stuck using your car.
- Push mass transit/HOV lanes, commuter train from Boulder City/Henderson into town No bus service for the senior center in Sparks, only a disabled bus.
- Light rail system. Like the express bus system that goes to airport. Needs more straight routes.
- Buses that have low occupancy.
- More buses (RTC/School?+) should be available. Not limited to two miles. They should take children regardless of the distance.
- NDOT needs to put more effort increasing methods of mass transit in Las Vegas and Reno, such as light rail and buses.
- Regarding buses stopping in the right hand lane on busy highways, the bus waiting areas being so close to the streets.
- Need to put more money in mass transit.
- How come NDOT doesn't have enough public transportation? Had to wait too long for bus when car broke down.
- The monorail should be like other cities and be integrated with the public transportation system.
- Buses very unsafe because the sidewalk is very narrow. Sometimes they pass the traffic recklessly, especially on Maryland parkway. Build better sidewalks for the buses so they don't take up any more traffic.
- Some of the money that goes to transportation should go towards public transportation.
- Build a train.
- Increase mass transportation from the airport through the strip all the way to downtown.
- Public transportation needs to be more reliable.
- Need some sort of alternative transportation or we are going to end up like LA, which scares me. I used to live there and I can see the development we're having and it's changing rapidly, and there's no way to combat it. The freeways there are at a standstill just to go 30 miles you wait 2 hours. I would not like to see this happen in Vegas. In the Bay Area, they are fine and have public transportation. I would like to see this in Vegas, such as a subway. It's less dangerous and not up against other drivers.
- More bus routes, more buses, more stops. On Warm Springs, you have to wait an hour for the bus and if you miss it, you have to wait another hour. The wait should be cut down to 20 minutes. More bus routes extending out to other areas. The bus stop does not go to Boulder City or Mesquite or other areas. Buses only go so far and I would have to walk

miles out to get where I need to be because buses don't go further out. In town, it's too hard to get on a para-transit bus or to get through on the phone. I go to voicemail each time I call saying that phones are too busy, asking to call back another day. This has been ongoing for weeks now.

- Different types of transportation to be able to get into different, smaller towns, even if it's once a month or every two weeks into Reno would be better than nothing. Need to work on some public transportation that way in rural areas.
- Upgrade public transportation and make a bus service.
- Get a bus service in Summerlin by my community. The closest bus system is at least three miles away and I'm 80 years old and cannot drive for the last three years. I am amazed that there is no bus system.
- Monorail going to airport would be helpful.
- Concerned about bus and pedestrian safety. Bus stops are on wrong side of intersection. Think that bus stops should be before the lights at intersections. Think that is why so many accidents with are running into bus stops are happening. Need engineering study. Other cities have bus stops on other side of light, before the light.

### **Pedestrians**

- Crosswalks for pedestrians need improvement. Pedestrian activated lights or flashers would be great.
- Many pedestrians are also at risk of being hit walking near on/off ramps and intersections where vehicles are turning off of surface streets and onto on ramps
- No sidewalks on either side of the road. Kids walk to school on Mt. City highway.
- Need to improve pedestrian safety on state highways like Sahara, Charleston, Flamingo, Tropicana.
- There needs to be a cross walk sign and the engineer at NDOT agreed that they needed it, but they never did it. It is in a school area at US 95.
- More pedestrian regulations with crosswalk areas.
- Build more crosswalks for pedestrians. S. Fort Apache needs them. / Thank you.
- Pedestrians need to be more aware of the drivers. Pedestrians seem to think they always have the right of way, which is why so many pedestrians are injured when crossing the road in places they shouldn't or at times they shouldn't.
- Better lighting at crosswalks for pedestrians.
- At the very least around UNLV there should be better pedestrian crossing, safe and continuous bike lanes, a means for bikes to safely cross roads.
- Keep people safe when walking.
- Pedestrians must be educated as to safe practices. Too many take it for granted that a vehicle will stop just because an individual is in the street. Wrong! Whether or not a driver is at fault or not will not repair injuries or make up for the loss of life when a pedestrian didn't bother to take responsibility for their own safety while in any roadway or parking lot.
- Pedestrian safety is a big issue. A lot are hit or even killed. They J-walk and get hurt. A lot of out-of-state people come in, they get lost or drunk, the roads are not safe enough. There are too many issues and traffic accidents. Very unsafe for pedestrians. They cross at the

wrong times and at wrong places. They need to be better educated or more crosswalks or bridges over the roads should be added.

- Need more stoplights and crosswalks near schools. More police patrol in the school districts to prevent traffic accidents and child endangerment. Need stiffer penalties for drivers that don't stop for children at crosswalks.
- More safety for the kids to and from school. More safety for seniors and kids.
- Highway 80 in Dayton does not have enough lighting for pedestrians. Left hand turn lane is very dangerous.
- They need to put flashing yellow lights before pedestrian crossing and sometimes there is too high of a speed limit in crosswalk areas. There are too many pedestrians being killed. It is ridiculous.
- Put some lights on walkways for pedestrians.
- Better pedestrian and bike traffic awareness. Bigger push towards public transportation.
- Needs to be something done with kids on skateboards in the street and bikes should be able to be on sidewalks.
- Pedestrian lane should provide for sensors for blind pedestrians to cross safely.
- Overpasses for every pedestrian.
- Crosswalks need to be better marked. There needs to be more paint.
- It is hard for me to read the lines on the road, especially on crosswalks. I would suggest that they use a different color of paint like they do in some states. It is a very bright orange/green that attracts attention to it.
- More rules or regulation in the school zones, in high schools people are driving too fast and it is very unsafe. Kids almost get hit by cars every day. This is Palo Verde High School.
- More crosswalks in Las Vegas.
- A campaign to address pedestrians in black clothing at night that are hard to see.
- We need stop signs at all crosswalks to prevent so many pedestrian accidents.
- Would love to see police taking more time to talk to pedestrians.
- On Nellis between Charleston and Sahara, there is a dangerous crosswalk where the preschool is. It needs to be repainted.
- More safety in Dayton and more walkway signals.
- Safety for pedestrians.
- All the hit and runs of pedestrians. Pedestrian crossings, especially in areas with the elderly. Need to have more crossings.
- Need to have more crossings. When walking, have to go several blocks to cross. Not enough crosswalks.
- Crosswalks should be bright and colorful.
- Too much emphasis on moving vehicles detrimental to walkers and pedestrians. Urban biggest loser due to power and lack of understanding. Too many lanes, right and left turns, too easy that cars can speed through, killing pedestrians. Environment.
- Cheyenne 50MPH speed limit should be lowered. Crosswalks should be in brighter yellow colors. Also, concerned for pedestrians on Craig Rd.
- Community in Blue Diamond should be informed of the dangers of children.
- Biggest problem is crosswalks and pedestrian safety. Flamingo and Don-Binito St., no safe crossings.

- I think they should have more lighting for walking crosswalks. Too many people are being hit.
- They need to have more stoplights and crossing guards where kids cross to school.
- Pedestrians need sidewalks. State building needs a sidewalk.
- Crosswalks and scooters need to be regulated.
- Highway safety for pedestrians should require better enforcement for right of way for pedestrians.
- Anytime there is an ability to put more crosswalks or safety signs in place for the safety of pedestrians would be important.
- A crosswalk or stoplight on Shelbourne and Rainbow for the school. It is unsafe for students to cross the street with cars on the road.

### **Bicyclists**

- Bike pass needs to be of higher priority.
- Bicycling safety and access on roadways.
- They need to increase the number of bike lanes and paths. NDOT should encourage bicycling as an alternate mode of transportation.
- More bike lanes.
- Quit doing bike lanes that are hardly ever used.
- More bike lanes across the more traveled roads, closer to town.
- Bike lane on Lake Mead between Sunrise Mountain and Lake Mead National Recreation Area or add shoulder to same.
- Would like to see Las Vegas implement a better bike path system.
- No bike lanes is a safety concern on Foothill Rd., Route 206.
- More bike paths and lanes. Bike lanes where there are gated communities. The main streets that don't have bike lanes and there's no safe way to get through.
- Bicyclists are forced to ride over the rumble strips because the bike lanes aren't wide enough.
- The bike lanes need to be wider.
- They need more roadways and not more bicycle lanes.
- Would like to have more bicycle lanes all over.
- Angry about the bicycles riding on Giger grade. It's hard to see them on the curves.
- Bicycle riders do not stop at intersections like they are supposed to and walk the bike across the street.
- More consideration for cyclists.

### **Motorcycles and Scooters**

- Special attention to the safety of motorcycle riders is needed. The increased numbers of 50cc scooters requires increased attention. The scooters seem unregulated and on our roadways.
- For people to be more aware of motorcycle riders and motorcycle riders make sure that the drivers in cars see them.
- More info on motorcycle safety.
- There needs to be more motorcycle safety. Maybe that is more of a police issue than a transportation issue.

- Adding another roadway for motorcycles to avoid traffic accidents.
- Ban all scooters/Vespas, which max out at about 35 mph, from roads with 45 mph limits, and more than two lanes. They are a menace and a road rage target and a hazard. Especially narrow, congested commuter roads, (at least during rush hour), i.e. Decatur, Rancho, Flamingo, Eastern, Tropicana, & Lake Mead Blvd.
- Motorcycle safety.

### Positive Comments

- Love the reader boards in the Reno-Carson area. Love the roadside assist on US395 in the Reno area.
- I appreciate the express lanes on I15. That was a recommendation I made about 15 years ago.
- I like right hand turn lanes and bike lanes.
- I think the state highways/freeways are in far better shape generally than local/surface streets.
- NDOT, keep up the good work!
- The mobile emergency service is highly appreciated.
- Highway patrol in the Fallon area does a phenomenal job. Very professional.
- I love the new flashing yellow arrows for left turns.
- 580 to Carson City is very nice.
- Keep up the good work!
- No suggestions needed. Simply reduce or eliminate as much as possible any existing or new road construction as I don't think it's needed. The existing roadways are perfect as-is! Great job, Thank you!
- Nevada roads are better than California.
- NDOT is doing a great job.
- Overall, Nevada's highways are kept up quite well compared to other surrounding states. (We do a lot of highway traveling in surrounding areas, including much of Nevada.) Keeping the same approach and priorities as are in place now would be reasonable.
- Reno to Carson City is very nice. Feels safer.
- Doing a great job of roadside assistance and smooth surface of roads.
- Not so much a suggestion, as it is an observation. NV has way better roads than most states. I have very little to complain about as far as the quality of the roads (I.E. potholes, uneven surfaces, and poorly done repairs).
- No, we have only been here for a few months. It is wonderful.
- In general, the roads in my area are pretty good, and in inclement weathers, your crews do a good job trying to keep them open and safe.
- I like the rumble strips on the lanes and the side of the road.
- I am from California so comparing the two states, Nevada does a good job regarding traffic and the roadways.
- I think they are doing a good job.
- The landscaping on 215 and 15 are absolutely beautiful.
- I am glad that they are reusing the tires and using them for the roadways, then they are not going to waste.
- I am glad that the 215 has been coming along. Thank you for that.



- Some sections of road are more grid like and that is a good thing.
- I am grateful for some of the bike lanes that you have built
- The highway assistance program (those vans that drive around and help broken down drivers) was a good idea.
- Our roadway maintenance program is better than what I saw in Europe. We tend to keep our roads in better overall condition.
- In this day and age you only have x amount of dollars to work with so I am sure you are doing the best you can.
- Nevada highways are the best in the country.
- Fast guys doing a good job with electronic road signs.
- Love the roadside assistance van and think it's very important to have that service.
- NDOT needs to be complimented for the work that they do.
- I recently moved here from another state in the Midwest. I was very impressed how, even in rush hour and heavy traffic, traffic still seems to move along. I am used to standstill traffic, so being able to even move along at 35+ mph is a huge relief! Overall, congestion seems very well handled.
- Not much they need to add on, I feel like NDOT does enough.
- Thanks for all you do – the road conditions are great and I appreciate the attention toward traffic flow and mitigating congestion.
- Very pleased with Nevada.
- It works very well, the whole system (NDOT). No need to make changes. If it works, do not fix it.
- Like the new roadside signs for amber alerts and times to get somewhere.
- I enjoy driving here.
- NHP and roadside assistance are doing a good job.
- Very pleased with the way roads are laid out without going back and re-widening them.
- Approve of the work done on I-80 since I do a lot of driving for a living.
- The overpasses on the strip were the greatest idea ever.
- I love the buses.
- Compliment Scott McGruder. They should continue with how he has done it.
- I believe NDOT is doing a great job reducing congestion.
- Think they do a fantastic job of doing better roadways in this state. Especially in Las Vegas.
- Up in Reno, really like the way they decorated the highways. They look a lot more scenic and beautiful.
- Love the new bridge and highway going to Carson City.
- Keep up the good work.
- Continue the roadside service.
- I appreciate the beautification of the highways in Nevada, specifically in the Carson and Reno area.
- NDOT does a good job in Reno.
- They are doing a good job on highways in northern Nevada.
- NDOT is being more aware of storm water issues that are created by roadways than they were ten years ago.

- They do what needs to be done.
- Proud of the road system and the improvements that have been made in Carson City.
- They're doing a good job!
- Overall, NDOT is doing just fine.
- Nevada is doing well. People just drive too fast.
- NDOT safety team is amazing. They are like angels.

### Other

- NDOT still has yet to contact me about my issues.
- Public does not have enough say when it comes to highways and roadways.
- I think they need to have more people out on the roads finding trouble issues instead of relying on the public to report them and deciding to investigate and fix the problems. I rarely see these people look out for damage on roads and should be fixed before becoming a big issue. Need to create a better line of communication and with more public awareness of where we can go and who we can go to instead of giving us the run around and telling us, "No, this isn't our department, try this number, let me forward you." And not talk to a single person. If you give the public lines of communication, they would gladly be helpful.
- I wish you had a toll-free or local number we could call to report issues we see so they could be fixed, especially during construction.
- Far too many roads in this city don't connect with other parts of themselves.
- I wish they would answer when you call NDOT. There is no one available. They have some people saying one thing and another person telling you something else. Miscommunication, no communication.
- What's wrong with the idea of a street actually going all the way through, going in a straight line, and remaining a consistent amount of lanes?
- The number of lanes on a given road is inconsistent and often changes with little to no warning.
- One name for each road.
- Don't agree with law enforcements decision to stop police officers from attending to minor traffic accidents.
- I believe police should arrive at the scene of accidents, because the insurance is going to go up.
- Quit allowing incapable drivers on freeways.
- Would love to see NDOT to figure out how to start blurbs on basic driving.
- Update roadways to the fullest one time instead of every two years.
- I think more of the NDOT focus needs to be on southern Nevada. While we have a large state with lots of rural highways to maintain, the growth in southern Nevada did not receive an appropriate level of attention and we will be playing catch-up for decade to come. Reno and Carson City cannot remain the center of the NDOT focus.
- Use Nevada companies to work on the roads.
- When working on the highway, could hire locals.
- I do not like out-of-state contractors being hired to do in-state roadwork.
- Keep Harry Reid out of road planning. Quit spending money on things we don't need for highways. Focus on things that make sense. Don't use wetlands, etc.
- Harry Reid, stop stealing from us all.

- Get the illegals off the road.
- Mexicans should not have driver cards.
- Have problem with foreigners getting licenses if they can't read the signs. They cause accidents.
- Do not need to put fake animals on roads. It's too expensive! The money that was spent on this could be used to pay for teachers or more police officers.
- The bridge that was built on the 95 at Rainbow, the HOV lane, the huge bridge that was built that wasted money when the cars are traveling in the same direction.
- Another waste of money are HOV lanes that only carry a very small percentage of traffic. Face it, very few people carpool here because of shift work and poor public transportation.
- Complete the number of lanes that should be there from the beginning. Whatever amount of lanes was designed to be when building developments, they should be completed before.
- When they design the highway, they should allocate enough funding at once to finish the entire highway in one swoop, instead of in phases, over the same section. For example, they have widened the 95 in the same area three times.
- Infrastructure has too much growth to put new roads in. It is hard to keep up with amount of people moving in here.
- Artwork in Carson is a distraction on the sound walls.
- Bring more public art to make Carson City more attractive. Freeway going from Reno to Washoe Valley (beautiful scenery), but difficult to see other drivers changing lanes.
- Like to have someone to not put decoration on median and freeways. They are a distraction and waste of taxpayer money.
- City should consider the old city like the new city for beautification like Charleston. More circles up the mountain to prevent accidents.
- They really need to consider how we're going to be able to get in and out of our homes before they go and mess up the roads located at Pyramid Way at McCarren. Whoever agreed to the building permit of buying homes and expanding the road ought to have to walk to work. It is plain stupid. It has put a hardship on everybody in this neighborhood.
- All for computerized control vehicle lanes.
- Like to have a way so that on roadways, there would be sensors to communicate with newer cars to let them know when they are beating the speed limit.
- Way for states to get involved with the new computer talking to computer in newer vehicles to help relieve the number of accidents. See new system incorporate in the manufacturing of all cars to help prevent accidents. Would like to see this new invention placed in older cars.
- Extreme right hand lane should be made available for right turns only.
- Go back to where right hand turn lane should be right hand turn lane.
- Doing the freeway between Phoenix and Nevada a good idea in some respects but not good for illegals.
- Is the transportation department building a road to Phoenix? Is it a toll road?
- Concerned about southeast extension that they're planning on doing. Concerned about area where birds and wildlife in water area, there's been a lot of reason that it's okay through Rosewood Lake area, riparian area.
- They need to do some more studies in areas where they have an erosion problem. Some areas that have been paved seem to get worse after a few years. Maybe they should focus

on some water retention methods to keep the roads from eroding further, specifically in the northwest area.

- More parks for children to play and keep them away from the roads.
- Need to plan true interstates (without lights).
- There are high-speed access roads with no lights.
- Do not think it should be allowed to force someone out of their home due to eminent domain. If so, it should be at market value to be able to buy new. Should be against the law.
- Continue lobbying for higher wages and benefits for NDOT staff.
- Northern and southern Nevada are completely different.
- I do not like salt. It is bad for the cars.
- The cops should create bumper stickers and put them on the back of cars disobeying traffic laws.
- Sahara at Valley View. NDOT reduced the width of the sidewalk, making it too narrow for vehicles to see oncoming traffic when exiting Walker House Apartments. Have to get almost into the right lane to see oncoming traffic. Apartments have two entrances. There is no way to get in from the south driveway due to the islands being removed. You have to go to the next light and make a U-turn to get back on the side of the street where you can enter. Fire chief said they cannot get into complex in case of fire. They have to go two miles out of the way to turn around and go back.
- Dislike roundabouts.
- Reduce the lines at the DMV.
- Continue with the improvements.
- Need gates on railroad tracks.
- Want to see further measurements of wildlife fatalities on highways. There are many ways to reduce this issue.
- Keep paying the rent.
- Trend in Las Vegas has gotten worse since moving here.
- Add flights to Reno.
- The metal on the asphalt is too high: it causes accidents. The asphalt is too high in the corners when you turn right. That is what causes the cars to turn over.
- Get some females to run things at NDOT.
- White Pine Country – the person in charge of the roads here needs to be replaced. I have attended community meetings regarding this, but they don't do anything about him. He doesn't have enough sense to raise the manholes to the surface level of the streets. Also, the water used to drain into the ditches – now it just freezes.
- Dark tints on the front windshield are safety hazards.
- Need to do a better control of their credit cards. In the news, \$250,000 on NDOT credit card before being caught.
- Change the state bird. Make it a construction crane.
- I think they made a big mistake legalizing pot because now these idiots that do it will be on the road and now there will be more nuts on the road.
- Why is the cost of gas so high?
- Stop sending water to Las Vegas.
- Getting from Cheyenne to the 15 is too far out of the way.
- More designated veteran's travel lanes.

- There is a high pitch noise when you're coming in from the California/Nevada border. It makes drivers drive faster trying to get away from it.