Nevada County
Local Road Safety Plan
Webinar

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County of Nevada

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Nevada County Local Road Safety Plan (LRSP)

- Plan Development
- Public Outreach
- Next Steps
Local Road Safety Plan
Plan Development

BACKGROUND

California’s Strategic Highway Safety Plan (SHSP) provides a framework for reducing highway fatalities and serious injuries on all public roads. California’s SHSP is available at: http://www.dot.ca.gov/trafficops/shsp/.

California’s SHSP vision:
California will have a safe transportation system for all users.

NEVADA COUNTY’S VISION
Nevada County will have a safe transportation system for all users.

Toward Zero Deaths, every 1 counts
LRSP – Plan Development

Local Road Safety Plans: Your Map To Safer Roadways

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

https://safety.fhwa.dot.gov/provencountermeasures/local_road/

Choose Proven Solutions
- Chevrons
- Roundabouts
- Targeted Enforcement
- Crosswalks

Use Safety Data
- Crashes
- Maintenance Log
- Safety Audits
- Traffic Violations

Implement Solutions
- Education & Enforcement
- Capital Projects
- Maintenance Work

More than 75% of all roads are maintained by local agencies.

In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.

Chevron signs reduce nighttime crashes by 25%.

Help Get People Home Safely

LOCAL ROAD SAFETY PLANS
LRSP – Plan Development

- Identified stakeholders

[Image of a sign with icons for Law Enforcement, Public Health, EMS, and Elected Officials]
LRSP – Plan Development

- Analyzed safety data

![Graph showing extent of injury 2015-2017](image-url)
Nevada County Primary Collision Factors
2015-2017

- Improper Turning: 287 (30.93%)
- Unsafe Speed: 249 (26.83%)
- Driving Under Influence: 126 (13.58%)
- Auto R/W Violation: 67 (7.22%)
- Wrong Side of Road: 46 (4.96%)
- Other Than Driver: 44 (4.74%)
- Other Improper Driving: 30 (3.23%)
- Other Hazardous Movement: 7 (0.8%)
- Traffic Signals and Signs: 8 (0.86%)
- Other Hazardous Parking: 5 (0.5%)
- Pedestrian Violation: 4 (0.4%)
- Improper Passing: 2 (0.2%)
- Not Stated: 1 (0.1%)
- Other: 1 (0.1%)
- Ped R/W Violation: 1 (0.1%)
- Impeding Traffic: 1 (0.1%)
- Following Too Closely: 1 (0.1%)
- Unknown: 22 (2.35%)
- Unsafe Starting or Backing: 26 (2.80%)

Total collisions: 937
When do most collisions occur in Nevada County?

<table>
<thead>
<tr>
<th>Collisions By Time of Day</th>
<th>2017</th>
<th>2016</th>
<th>2015</th>
<th>3 yr summary</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>204</td>
<td>203</td>
<td>193</td>
<td>600</td>
<td>65%</td>
</tr>
<tr>
<td>Night</td>
<td>124</td>
<td>89</td>
<td>111</td>
<td>324</td>
<td>35%</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>328</td>
<td>292</td>
<td>307</td>
<td>927</td>
<td></td>
</tr>
</tbody>
</table>

*Primary Collision Times of Day 2015-2017*
Where are collisions occurring in Nevada County?
Where are the top 5 collision locations on County roads?

Intersections
1) Brunswick at Greenhorn
2) Higgins at Combie
3) Ridge at Rough and Ready
4) Dog Bar at Cole Way
5) Pleasant Valley Rd at Commercial

Road segments
1) La Barr Meadows – Old White Toll to Amsel Way
2) Wolf – Katy Lane to Eaglestone Road
3) Dog Bar – Georgia Way to Lorie Dr
4) Rough and Ready – Grub Creek to Valley Drive
5) Magnolia – Spring Ranches Rd to Adamson Dr
LRSP – Plan Development

WHAT HAS BEEN COMPLETED SO FAR

• Identified proven solutions.
Nevada County Local Road Safety Plan (LRSP)

- Plan Development
- Public Outreach
- Next Steps
Emphasis Areas

Emphasis Area 1: Improper Turning and Broadside Collisions

• Improper Turning is the top primary collision factor
• Broadside Collisions are the 3rd highest collision type

Goals & Strategies:
• Add/revise signing at key locations to reduce collision rates using HSIP funding
• Implement vegetation management on road shoulders to improve sight distance using current funding supplemented w/ grant funds

Suggestions?
Emphasis Areas

Emphasis Area 2: Unsafe Speeds, Object Impact and Rear-End Collisions

• Unsafe Speed is the 2\textsuperscript{nd} highest collision factor
• Object Impact and Rear-End Collisions are the top 2 collision types

Goals & Strategies:
• Add/revise signing at key locations to reduce collision rates using HSIP funding
• Consider traffic calming measures as funds become available
• Utilize the speed trailer upon request
• Increase public education on dangers of speeding and driving distracted

Suggestions?
Emphasis Areas

Emphasis Area 3: Driving Under the Influence (DUI)

• DUI is the 3rd highest collision factor

Goals & Strategies:
• Increase public education
• Increase # of DUI checkpoints

Suggestions?
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Local Road Safety Plan
Next Steps

WHAT’S NEXT

• Implement solutions.
Thank you!

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