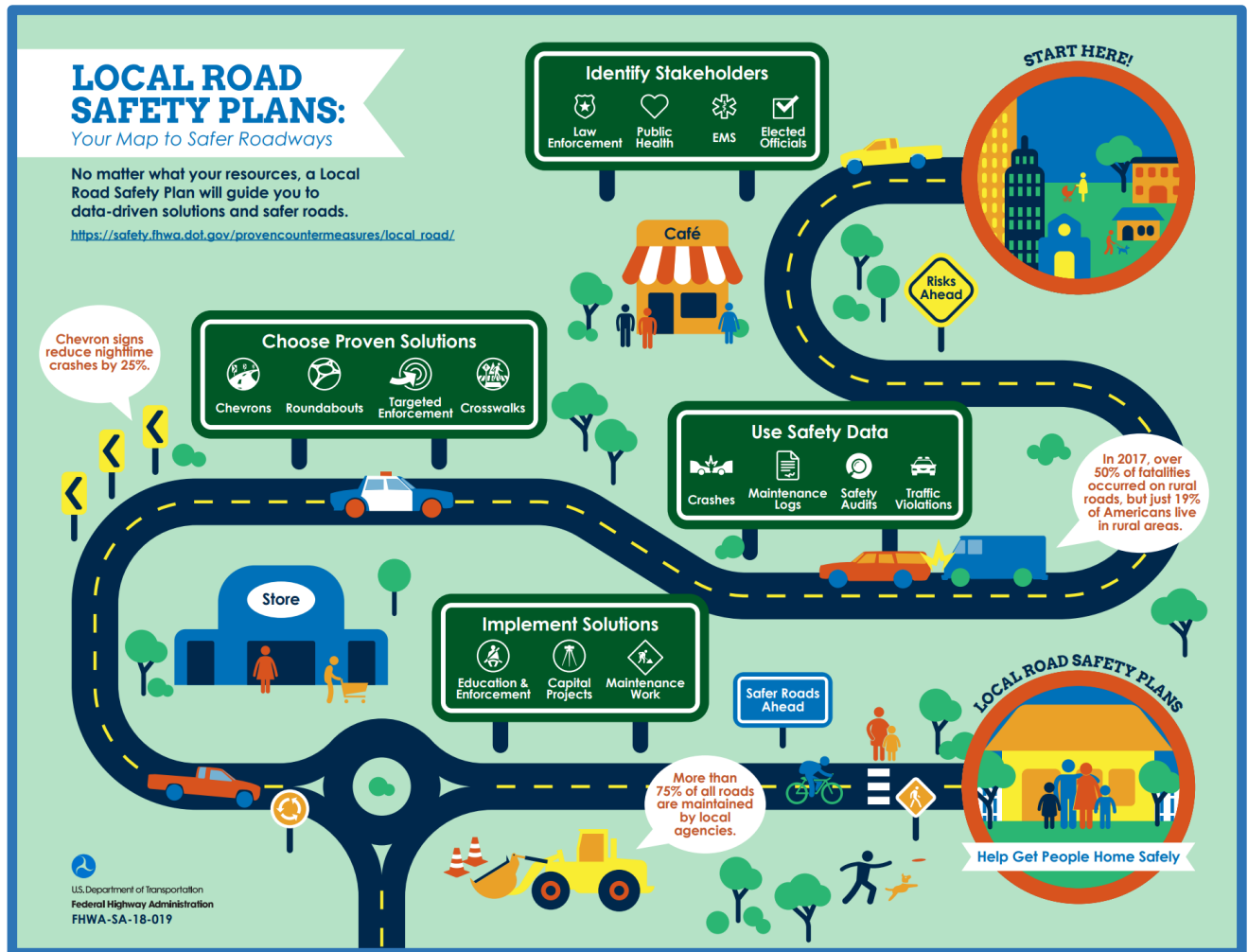


**Town of Truckee Townwide Local Road Safety Plan
Staff Summary
June 5, 2022**

The following is a staff summary of the Town of Truckee Townwide Local Road Safety Plan prepared by Kittleson & Associates and LSC Transportation Consultants, Inc., April 2022).

The Town of Truckee initiated a Local Road Safety Plan (LRSP) in 2021 to gain a comprehensive understanding of transportation-related safety issues throughout the Town and identify and prioritize countermeasures and solutions. The local roadway safety plan not only recommends engineering solutions to help reduce collisions, but addresses the 5 E's of traffic safety: Education, Enforcement, Engineering, Emergency Response, and Emerging Technologies. The LRSP was developed using primarily Highway Safety Improvement Program (HSIP) grant funds consistent with the Federal Highways Administration requirements (see Federal Highways Administration LRSP infographic below).



Source: Federal Highways Administration

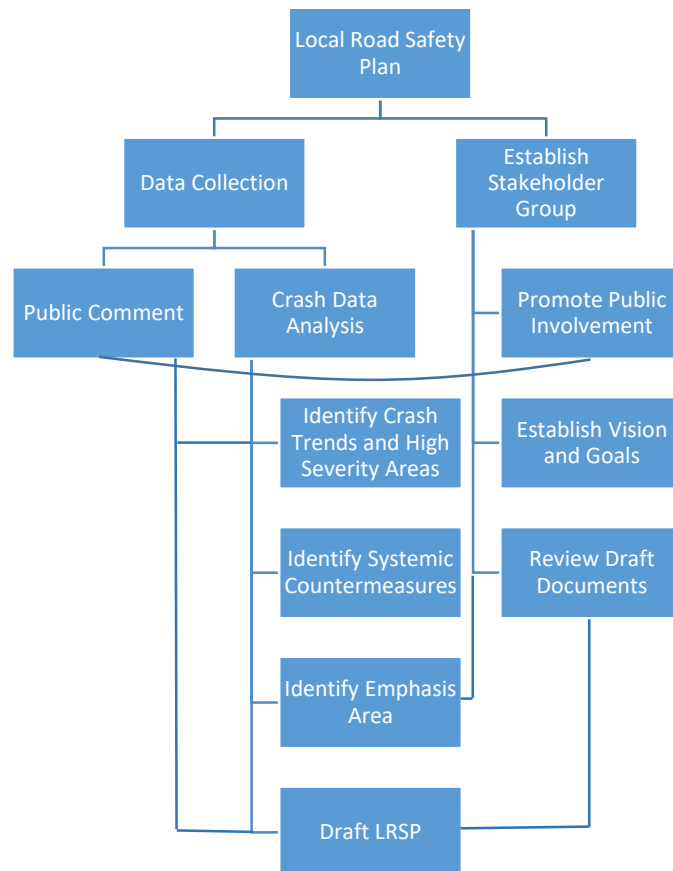
Local Road Safety Plan Map

Plan Objectives

The objectives of the plan include the following:

- Analyze the regional crash data to determine crash patterns by location, types of crash, roadway/intersection types, and any circumstance of the crash which would lead to potential countermeasure identification.
- Educate stakeholders.
- Develop a listing of acceptable potential countermeasures through discussions with staff and key stakeholders.
- Develop a document that will list safety projects in a prioritized manner.

The LRSP process combined data analysis with community and stakeholder input to develop a data-informed approach to solving safety issues. The effort included reviewing crash data to identify trends or patterns that could be addressed through systemic treatments or strategies as well as identify streets and intersections that have historically experienced a greater frequency and/or severity of crashes. The Town of Truckee's LRSP should be considered a living document that evolves as the Town works toward achieving its vision for a safer roadway system for every person.



Truckee LRSP Development Process

Public Engagement

Stakeholder Group

The LRSP was developed in coordination with a number of local and state stakeholders, including representative from the following:

Town of Truckee

- Truckee Police Department
- Truckee Public Works Department (Engineering and Roads Division)

Truckee Special Districts

- Tahoe Truckee Unified School District
- Tahoe Forest Hospital
- Truckee Fire Protection District

State

- California Highway Patrol
- Caltrans

Community

- Truckee Trails Foundation
- Sierra Community House
- Glenshire Devonshire Residents Association
- Tahoe Donner Association

The Stakeholder group met twice during the process as follows:

Meeting 1: August 3, 2021

- Define LRSP purpose and scope
- Present and gather feedback on data analysis and network screening
- Discuss vision, goals, and objectives
- Review and discuss potential countermeasures and strategies

Meeting 2: December 13, 2021

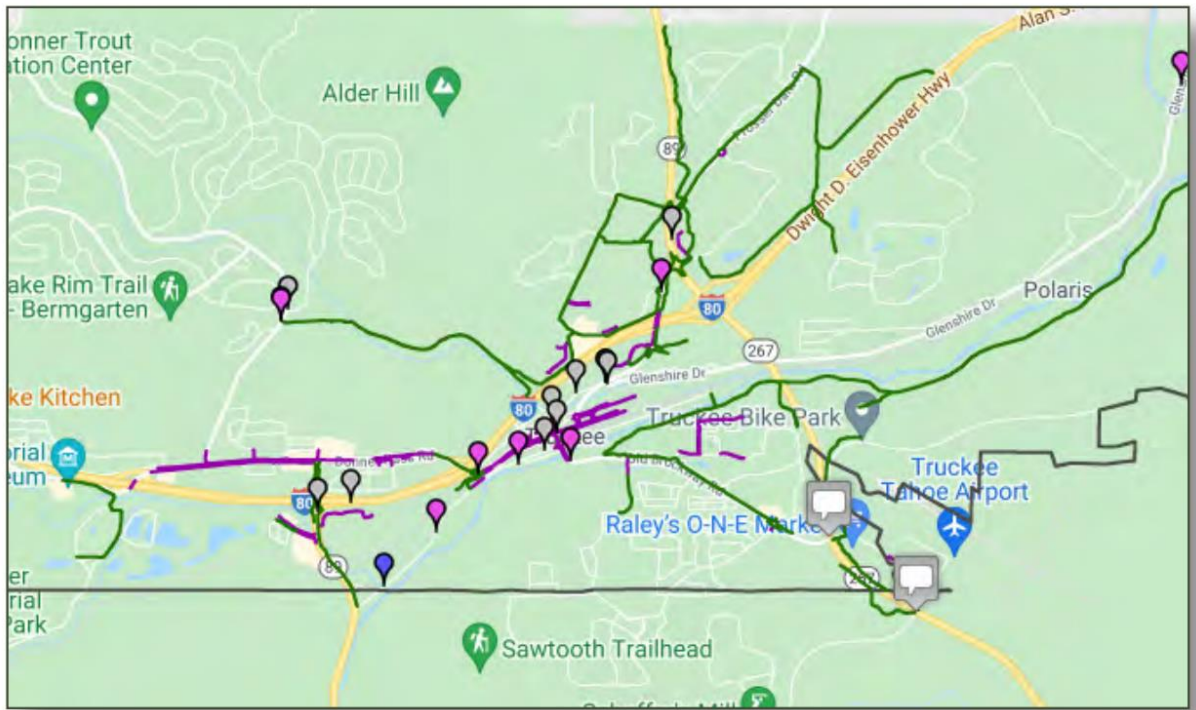
- Present outreach summary
- Finalize vision, goals, actions, and emphasis areas
- Discuss priority projects

An administrative draft report of the LRSP was also provided to the Stakeholder Group for review and comment before it was released to the general public.

Public Survey

A public survey that focused on travel patterns and perceptions of traffic safety issues related to infrastructure and individual behavior was conducted online in August and September 2021. The survey was available in English and Spanish and was accompanied by an interactive map which could be used to identify specific areas of concern. 181 people responded to the survey, 86% of which were full time residents, and 37 people commented on the map. Appendix A of the report provides a Public Engagement Memorandum and details the results of the survey.

Figure 3 Interactive Map Screenshot



Interactive Map for Public Input

Vision and Goals

The LRSP Vision and Goals were developed in coordination with the Stakeholder Group with consideration for the data analysis and public input.

Vision:

The Town of Truckee will improve the safety of all road users of all modes of transportation within the Town by reducing fatalities and serious injuries.

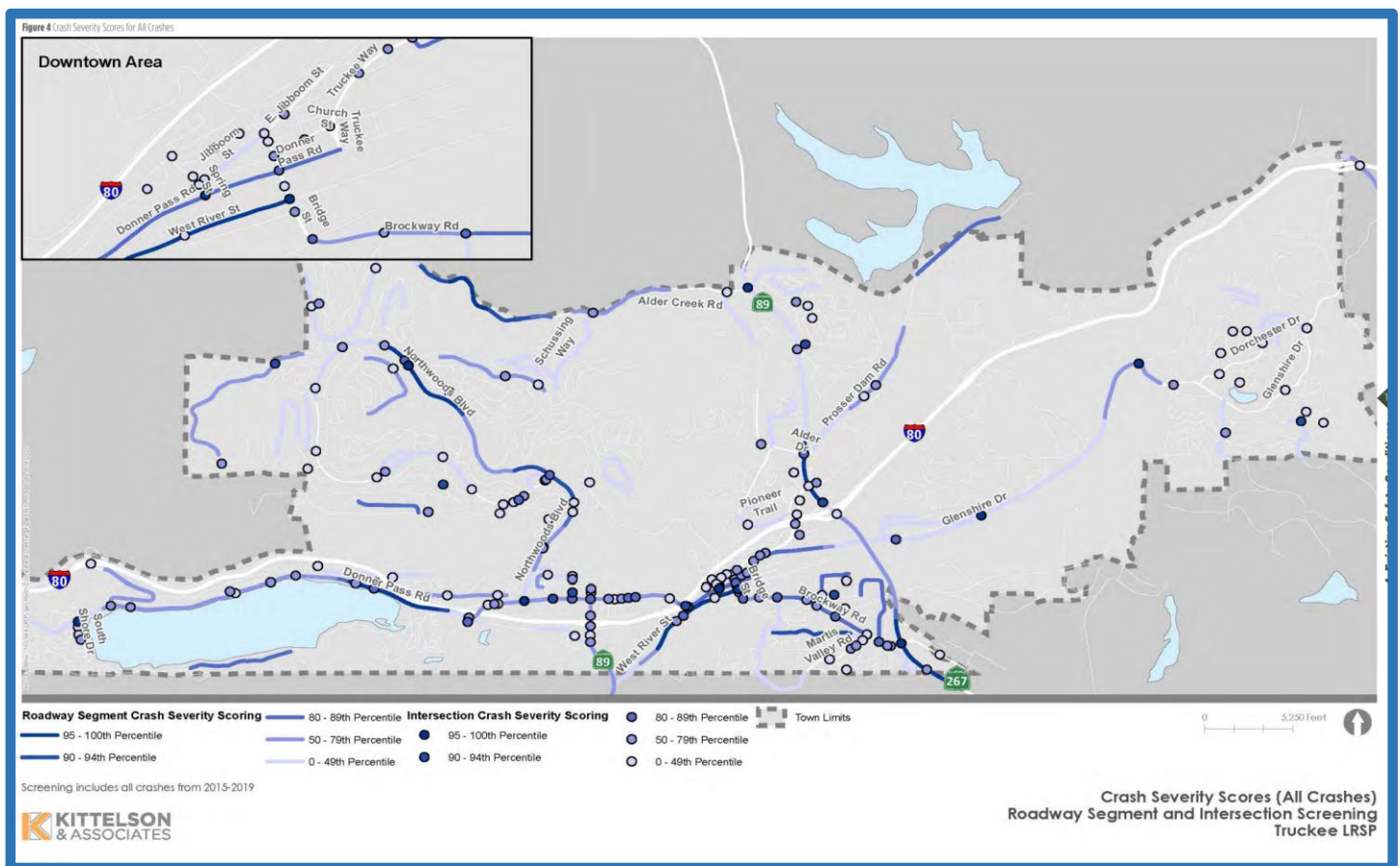
Goals

- Maintain an accurate collision database and routinely evaluate roadway safety.
- Educate motorists, bicyclists, and pedestrians on how to travel safely and limit the potential for collisions.
- Implement projects that make streets safer for every person.
- Integrate equity into the safety decision-making process.

Data Analysis

Two separate data analyses were conducted using the crash data reported by the Statewide Integrated Traffic Records System (SWITRS). The first analysis identifies recurring crash patterns and trends for the Town based on reported crash data over a 10-year period from January 1, 2010 through December 31, 2019. The second analysis identifies intersections and segments with the highest crash severity in an effort to target locations where improvements may have the highest impact and is based on a 5-year crash reporting period (January 1, 2015 to December 31, 2019). The shorter period helps to focus the efforts on immediate needs and meets state grant timeframe requirements.

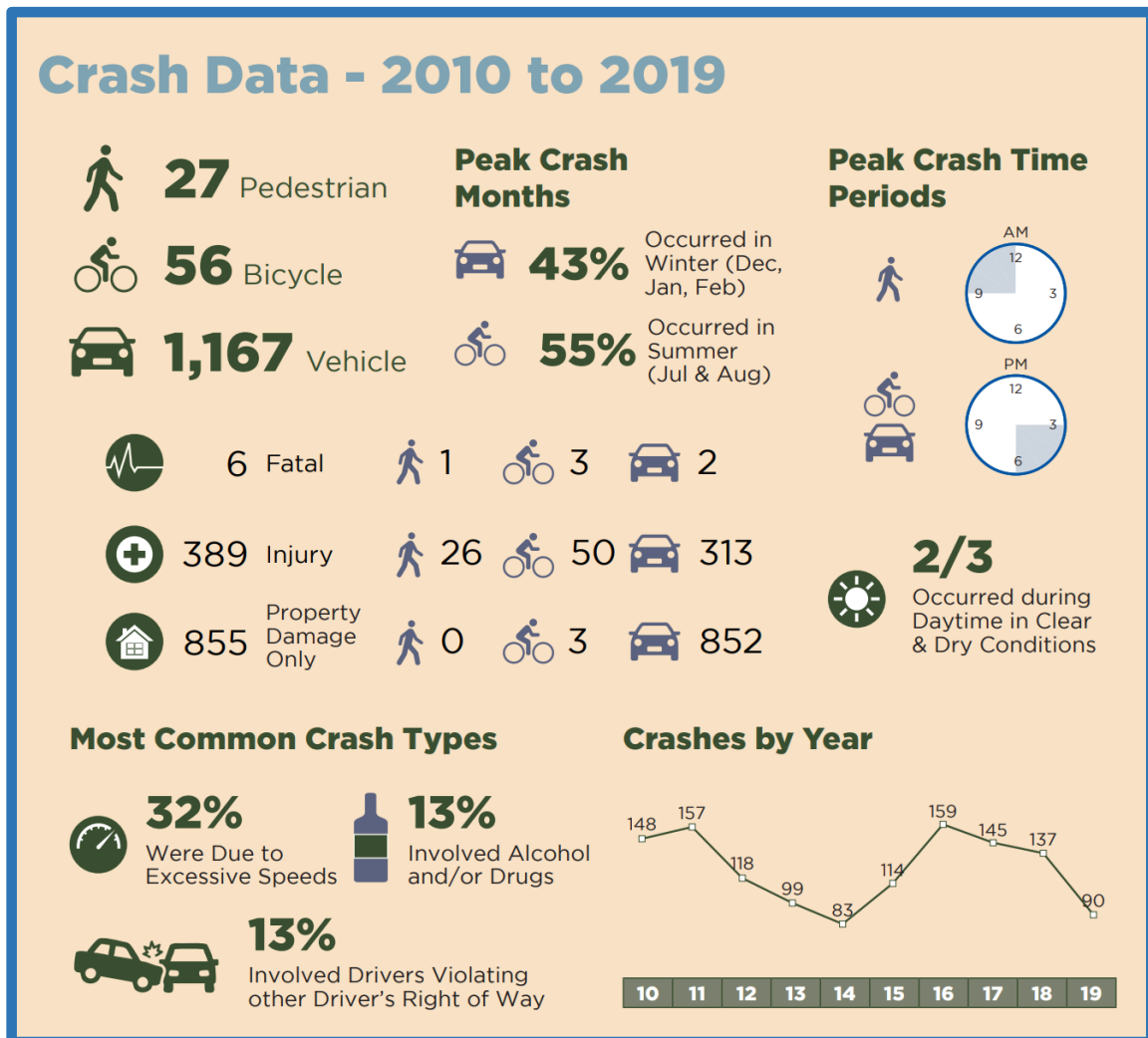
The crash severity maps are provided as Figures 4 through 7 in the LRSP. A map is provided to summarize total crashes, crashes involving pedestrians and bicyclists, summer crashes, and winter crashes. It should be noted that the crash severity score ranks the intersections and segments based on their relative severity to other intersections and segments in the Town; these scores do not necessarily reflect severity as compared to the rest of the state.

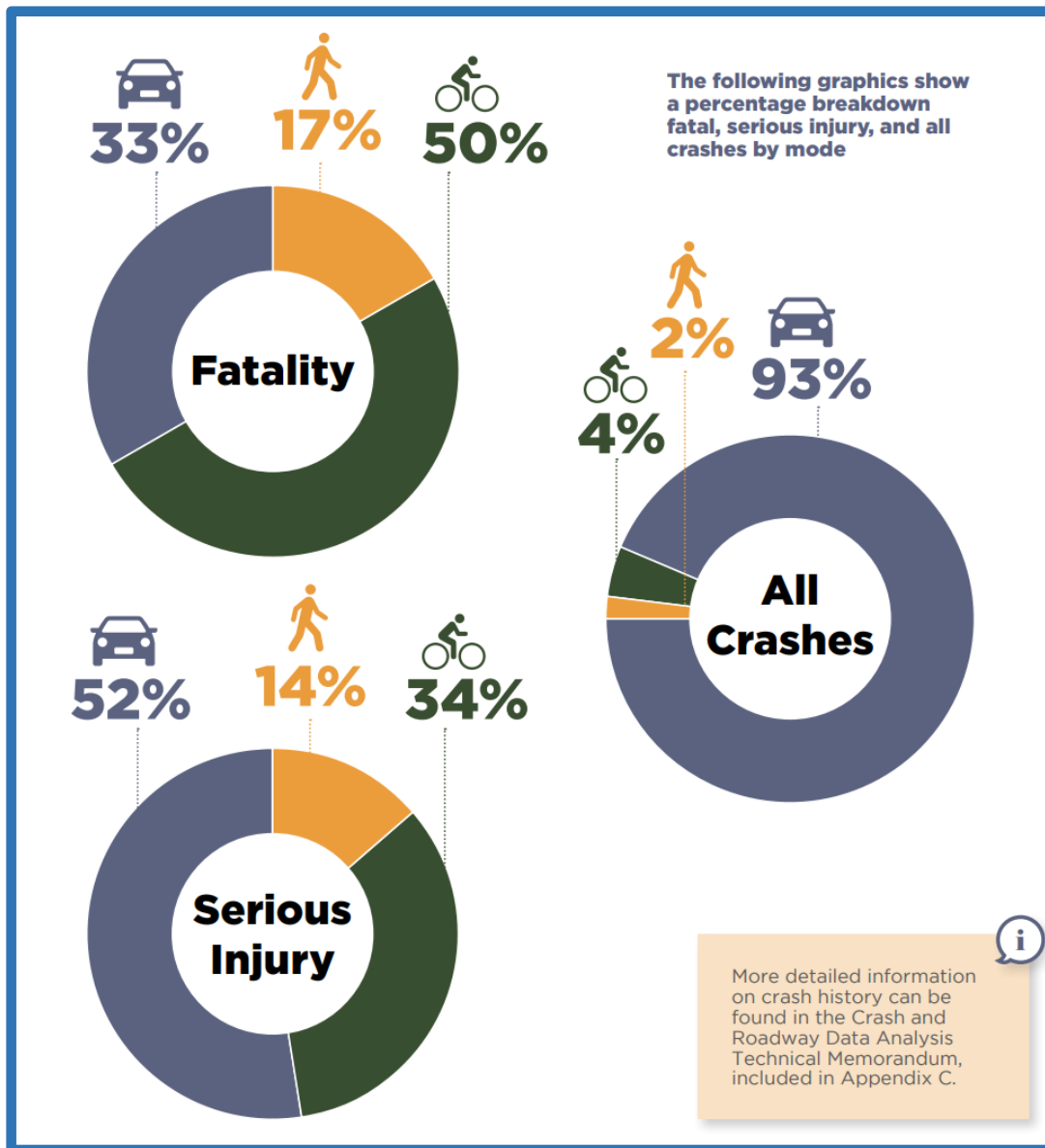


Crash Severity Score Map (Figure 4, LRSP)

A detailed crash and roadway data analysis is provided in Appendix C of the LRSP, but some key takeaways are as follows (also summarized on page 12 of the report):

- While people who walk and bike make up a small percentage of the total crashes, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes.
- The most common crash factor was “unsafe speed” but it is important to note that this classification is used by law enforcement personnel to indicate not only vehicles travelling over the speed limit, but vehicles that were travelling too fast for the conditions, such as during snowy conditions.
- 50 percent of all fatalities had alcohol involved, while 34 percent of fatalities statewide had alcohol involved.
- “Hit Object” is the most frequent type of crash for fatal and severe crashes (22%).





Source: Local Road Safety Plan, Kittelson & Associates

Townwide Crash Patterns and Trends

Emphasis Areas

Based on public input and recurring crash patterns and trends, the greatest opportunity to improve roadway safety in Truckee comes through implementing strategies that are effective at addressing the following emphasis areas, which are discussed under *Implementation* below:

- High crash frequency and severity locations
- Speed management
- Safety for people who walk and bike
- Driving under the influence
- Coordination and evaluation

The “5 E’s”

Safe roads go beyond infrastructure improvements and, consistent with Federal Highway Administration (FHWA) guidelines, the study considered the “5 E’s” of traffic safety including Education, Enforcement, Engineering, Emergency Response, and Emerging Technologies, as summarized below.

- Engineering Strategies (see Table 1 of LRSP for more details)
 - Pedestrian Crossing Enhancements;
 - Bicycle Intersection Treatments;
 - Signalized Intersection Treatments;
 - Unsignalized Intersection Treatments; and,
 - Roadway Segment Treatments.
- Education Strategies
 - Road Safety Education to Children
 - Speed Monitoring Awareness
 - Conspicuity Enhancements and Education
 - Vulnerable Road User Education
 - High-Visibility Media Campaign
- Enforcement
 - Progressive Ticketing
 - Speed Enforcement in School Zones
- Emergency Response
 - Implementing new Technology
 - Partner with Local Hospitals or Outreach Groups
 - Work with Stakeholders
 - Work with the Town 911 Team
- Innovative Approaches
 - Alerting Drivers at Risk
 - Protecting the Vehicle Occupants
 - Communicating with Drivers and the Environment
 - Vehicle Performing as Designed
 - Mobile Technology and Applications

Funding

The LRSP identifies a number of potential funding sources for planning and construction of safety improvements:

Federal Programs

- Surface Transportation Block Grant Program
- Land and Water Conservation Fund
- Rivers, Trails, and Conservation Assistance Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
- Infrastructure for Rebuilding America (INFRA) Grant

State Programs

- Active Transportation Program (ATP) Grants
- Highway Safety Improvement Program (HSIP) Grants
- California Office of Traffic Safety (OTS)
- State-Local Partnership Program (LPP)
- Sustainable Transportation Planning (STP) Grants
- State Highway Operation and Protection Program (SHOPP)
- State Transportation Improvement Program (STIP)
- Recreational Trails Program (RTP)
- Affordable Housing and Sustainable Communities (AHSC) Grant
- Transformative Climate Communities (TCC) Program
- Environmental Enhancement and Mitigation (EEM) Grant Program

It should also be noted that additional grant programs are expected with the recent increase in federal infrastructure funding.

Implementation

To improve roadway safety Town wide, the Town will need to implement roadway improvements alongside program, policy, and potentially funding changes. The implementation plan (below) focuses on action items identified by the Town to address the goals and emphasis areas and identifies near term capital projects the Town is currently implementing or will consider moving forward to address identified needs.

Truckee Townwide Local Road Safety Plan

Goals & Actions

- 1. Maintain an accurate collision database and routinely evaluate roadway safety**
 - *Collect and map crashes within the Town limits on an annual basis.*
 - *Review the Town's crash database with currently available TIMS/SWITRS data to identify potential missing collisions in either database.*
 - *Monitor crash patterns and trends to determine any changes over time.*
 - *Update the LRSP goals, emphasis areas, and priorities every 5 years, or as needed to address any significant changes to crash patterns.*
 - *Conduct outreach to identify and document locations where collisions or near misses are under reported, especially for bicycle and pedestrian crashes.*

- 2. Educate motorists, bicyclists, and pedestrians on how to travel safely and limit the potential for collisions.**
 - *Conduct safe routes to school educational training and encouragement using School Resource Officer, bicycle rodeos, and other events at Town schools.*
 - *Establish educational programs to reduce driving under the influence.*
 - *Work with the Town Public Information Officer to regularly communicate education on roadway, bicycle, and pedestrian safety, targeting full time and seasonal visitors, school-age children, and provide time-specific safety awareness messaging.*
 - *Continue use of temporary speed trailer deployment to educate motorists of their speeds.*
 - *Explore opportunities to acquire grant funds or partner with cycling community for education opportunities.*

- 3. Implement projects that make streets safer for every person.**
 - *Expand the non-motorized infrastructure, including sidewalks and paved bike paths including consideration of pilot projects for bike boxes and/or colored bike lanes as funding allows.*
 - *Continue to install roundabouts throughout the town and strive to replace existing traffic signals with roundabouts, particularly where single-lane roundabouts can be provided.*
 - *Identify context-appropriate opportunities for traffic calming or speed management and implement appropriate treatments. Impacts to emergency services and evacuation routes should be considered when identifying treatments.*
 - *Identify opportunities for pilot projects to test new countermeasures or safety strategies. Monitor and evaluate pilot effectiveness.*

- 4. Integrate equity into the safety decision-making process.**
 - *Incorporate equity considerations when prioritizing implementation and assessment plans, such as prioritizing safety improvements in areas with traditionally underserved populations and prioritizing safety improvements for all modes of travel (bicycle, pedestrian, and transit in addition to private automobile).*
 - *Consider equity implications for all safety enforcement activities.*
 - *Explore opportunities to review crash and enforcement activity demographic data to address equity in safety strategy implementation, including the annual Racial and*
 - *Identity Profiling Advisory (RIPA) reporting.*
 - *Conduct outreach to or form a stakeholder group of traditionally underserved populations to help identify safety strategies or improvements to address historical underinvestment/inequities.*

Truckee Townwide Local Road Safety Plan

Emphasis Areas

High Crash Frequency and Severity Locations

- *Review periodically and identify systemic and capital improvements to address high crash frequency and severity locations.*
- *Monitor new and innovative countermeasures supported by Caltrans or FHWA for effectively addressing common crash patterns or trends.*
- *Pursue grant funding to address high frequency and severity crash locations, as well as systemic risk factors across Town.*
- *Evaluate sight distance on individual service requests and as a part of development review.*

Speed Management

- *Implement traffic calming measures, such as roundabouts, visual or physical roadway narrowing, and curb extensions, within neighborhoods if speeding occurs or there is a high frequency of crashes. Impacts to emergency services and evacuation routes should be considered when identifying treatments.*
- *Review opportunities to adjust speed limits after implementation of traffic calming.*
- *Coordinate with enforcement to identify areas with frequent unsafe speed crashes.*
- *Implement education programs that target seasonal visitors to encourage safe driving, bicycling, walking, and transit use in Truckee during summer and winter seasons.*

Safety for People who Walk and Bike

- *Monitor bicycle and pedestrian activity throughout the Town. Review bicycle and pedestrian crash reports to identify behavioral and engineering opportunities.*
- *Provide education on safe driving, walking, and biking in the Town for residents and visitors.*
- *Expand infrastructure for walking and biking, including intersection treatments.*

Driving Under the Influence

- *Work with stakeholder partners to identify opportunities to influence driving under the influence behaviors.*
- *Coordinate with enforcement to identify focus locations for enforcement activities and education opportunities.*
- *Implement education programs with local school districts to target underage impaired driving.*

Coordination and Evaluation

- *Revisit plan every 5 years to update emphasis areas, actions, goals, and countermeasures as needed.*
- *Coordinate with CHP and Truckee Police Department.*
- *Coordinate with Caltrans on improvements to state facilities.*
- *Coordinate with school district on SR2S and pick-up/drop-off safety opportunities.*
- *Coordinate with Emergency Operation agencies and personal to consider Emergency Access/Evacuation when developing projects.*
- *Communicate with school transportation representative regarding winter road conditions that impact school delayed starts and closures.*