



RESOLUTION No. 24-492

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION ADOPTING THE 2025 NEVADA COUNTY LOCAL ROAD SAFETY PLAN

WHEREAS, on February 26, 2019, the Board of Supervisors approved Resolution 19-087, which adopted the 2019 Nevada County Local Road Safety Plan (LRSP); and

WHEREAS, the LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads and results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on the local road network; and

WHEREAS, the LRSP is a living document that is recommended to be updated every five years in order to utilize the latest data and detect trends, and qualify for various State funding opportunities; and

WHEREAS, funding used to prepare the Local Road Safety Plan comes from the Regional Surface Transportation Program (RSTP) through the Nevada County Transportation Commission; and

WHEREAS, on August 5, 2024, staff held a stakeholder engagement and public outreach meeting in the Board of Supervisor Chambers to review and garner input on the recently updated 2025 Local Road Safety Plan, which has been finalized to include the stakeholder comments.

NOW, THEREFORE, BE IT RESOLVED that the Nevada County Board of Supervisors Adopts the 2025 Nevada County Local Road Safety Plan with Stakeholder Comments.

PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 10th day of September 2024, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward C. Scofield, Lisa Swarthout, Susan Hoek, and Hardy Bullock.

Noes: None.

Absent: None.

Abstain: None.

Recuse: None.

ATTEST:

TINE MATHIASSEN

Chief Deputy Clerk of the Board of Supervisors

By: 

 9/10/24
Hardy Bullock, Chair

2025

Nevada County Local Road Safety Plan



Department of Public Works

1/1/2025

INTRODUCTION

Nevada County is committed to improving transportation safety for all users and has developed a Local Road Safety Plan (LRSP) to assist in this effort. The LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements. This framework helps determine prioritized issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on the local road network. In fact, LRSPs have been proven to reduce fatalities and enhance safety on local roads in states that have implemented them!

Implementation of the LRSP will improve transportation safety for the county, its people, and its visitors. As part of this ongoing effort, the LRSP was developed with input from several safety partners. Additionally, the plan should be viewed as a living document that can be updated to reflect changing local needs and priorities.

The LRSP includes the elements depicted in Figure 1 provided by the Federal Highway Administration and described below:

- Stakeholder engagement representing the 4E's – engineering, enforcement, education, and emergency medical services as appropriate and including collaboration among municipal, county, State and/or Federal entities to leverage expertise and resources.
- Use of safety data for the identification of target collision severity, factors, types, time of day and location with corresponding recommended proven safety countermeasures.
- Selection of proven solutions.
- Timeline and goals for implementation and evaluation of selected solutions.

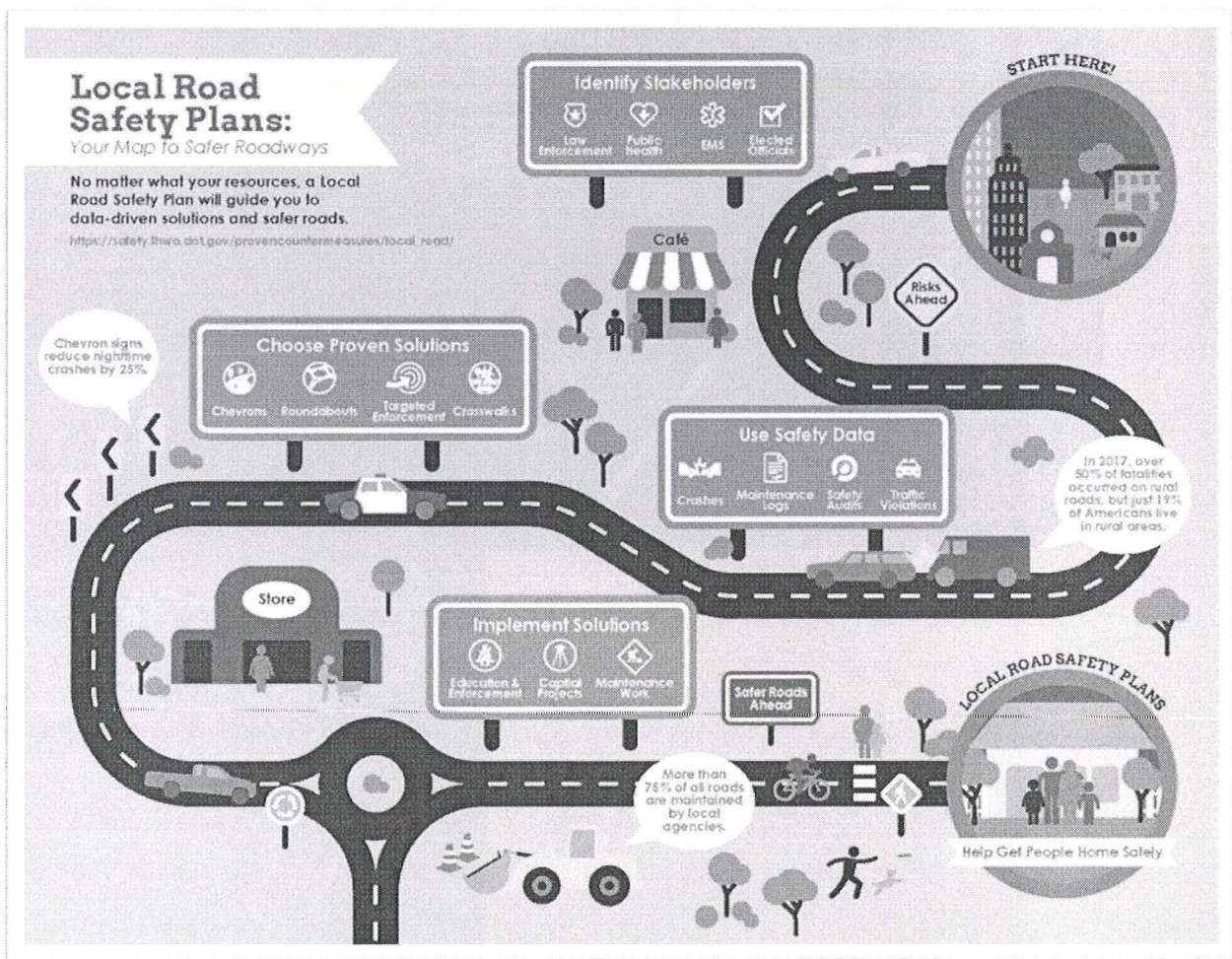


Figure 1 – Local Road Safety Plan – Your Map to Safer Roadways

VISION & GOALS

Nevada County's Vision, Mission and Goal for the LRSP mirror those of the California Strategic Highway Safety Plan.

VISION

**Nevada County will have a
safe transportation system
for all users.**

GOAL

**Toward Zero Fatalities,
Every 1 counts.**

Mission: Nevada County will ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in Nevada County.

Support for transportation safety is also identified as a priority in several Nevada County documents including the General Plan, the 2015-2035 Regional Transportation Plan, the 2015 Trans-Sierra Transportation Plan, the 2019 Active Transportation Plan which encompasses previous bicycle and pedestrian planning efforts.

SAFETY PARTNERS

Safety partners are a vital resource for acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the LRSP. The following list of partners would be involved in the implementation of this plan:

- County of Nevada – Board of Supervisors, Sheriff's Office, Public Works Department, and Planning
- Nevada County Transportation Commission (NCTC)
- Incorporated cities within Nevada County – Councils, Public Works, Planning, Police: City of Grass Valley, Nevada City, Town of Truckee
- Caltrans
- Northern Sierra Air Quality Management District
- California Highway Patrol (CHP)
- Federal Highway Administration
- Federal Transit Administration
- US Forest Service
- US Bureau of Land Management
- School Districts
- CITIZENS!



Previously, NCTC assisted the Nevada County Public Works Department with hosting the first stakeholder meeting on October 31, 2018. Attendees included representatives from Caltrans, Truckee, Grass Valley and 21 members of the public. At the meeting, a presentation was provided explaining the purpose and objectives of a LRSP, reviewed the initial analyzed data, background information on potential safety issues and identification of initial emphasis areas for the LRSP. Meeting attendees participated in commenting on the emphasis areas. Stakeholder and community engagement will continue to be ongoing to ensure the mission of the LRSP remains priority.

PROCESS

Nevada County has identified the need for safety improvements to the transportation system and has implemented improvements in a systematic way to date. As such, Nevada County has the 3rd lowest fatality rates of all 58 counties in California.

The LRSP was developed by reviewing all the information gathered in the above-mentioned documents, analyzing the latest accident data and recommending proven safety countermeasures with timelines and goals for implementation and evaluation.

EXISTING EFFORTS

Additionally, Nevada County has successfully completed several projects in recent years directly related to improvements. These projects include High Friction Surface Treatments, High Visibility Thermoplastic Striping and a Road Safety and Signing Audit project. Upcoming projects include intersection improvements identified in the Local Traffic Mitigation Fee Program and Regional Traffic Mitigation Fee Program as well as additional High Friction Surface Treatments, High Visibility Thermoplastic Striping, Road Safety and Signing Audit project phase 2, guardrail safety audit, Bridge Replacement and Rehabilitation (HPB) project, and replacement identified in the County’s Capital Improvement Plan (CIP).

DATA SUMMARY

To better understand accident rates in Nevada County, road accident data was compared with the state highway system in Nevada County per Caltrans “2021 Collision Data on California State Highways” document. Comparing data from 2021 (latest data available from Caltrans), accident rates on county roads per road mile (0.26 accidents/road mile) are less than on the state highways (5.3 accidents/road mile) in Nevada County.



Nevada County’s collision data is obtained from CHP and loaded into a software program for data analyzation. For this report, crash data from the available past three years, 2020-2022, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints were utilized to note any trends. The data does not include roads within the various city limits throughout Nevada County.

The total number of reported accidents on County maintained roads in 2020-2022 equaled 544. In that time, property damage was the primary collision injury severity equating to 65%. Fatalities make up 1% of the collision results between 2020-2022 with zero fatalities in 2022. A full breakdown of collision results is available in Table 1.

	2020	2021	2022	3 yr summary	3 yr %
Collision by Injury Severity					
Fatal	1	2	0	3	1%
Severe Injury	9	9	29	47	9%
Other Visible Injury	31	13	18	62	11%
Complaint of Pain	28	24	24	76	14%
Property Damage Only	133	96	127	356	65%
Total	202	144	198	544	

Table 1 - Collision Severity 2020-2022

Improper turning and unsafe speeds cause 61% of the collisions in Nevada County. Further, driving under the influence accounts for about 17% of collisions. A full breakdown of primary collision factors is available in Table 2.

	2020	2021	2022	3 yr summary	3 yr %
Collision by Primary Collision Factor					
Auto R/W Violation	19	8	18	45	8%
Driving Under Influence	31	33	27	91	17%
Following Too Closely	0	0	0	0	0%
Hazardous Parking	0	0	0	0	0%
Impeding Traffic	0	0	0	0	0%
Improper Passing	2	0	2	4	1%
Improper Turning	91	65	78	234	43%
Not Stated	0	0	0	0	0%
Other	0	0	1	1	0%
Other Hazardous Movement	1	0	1	2	0%
Other Improper Driving	0	0	0	0	0%
Other Than Driver	7	3	9	19	3%
Ped R/W Violation	0	0	0	0	0%
Pedestrian Violation	0	0	0	0	0%
Traffic Signals and Signs	0	1	6	7	1%
Unknown	4	3	7	14	3%
Unsafe Speed	38	23	36	97	18%
Unsafe Starting or Backing	3	3	3	9	2%
Wrong Side of Road	6	5	10	21	4%
Total	202	144	198	544	

Table 2 – Primary Collision Factor 2020-2022

Hitting objects is the primary collision type comprising about 56% of the collisions in Nevada County. Broadside and overturned collisions are the next most common at about 10% each. A full breakdown of primary collision types is available in Table 3.

	2020	2021	2022	3 yr summary	3 yr %
Collision by Collision Type					
Broadside	21	11	21	53	10%
Head-On	8	7	10	25	5%
Hit Object*	114	89	103	306	56%
Not Stated	0	0	0	0	0%
Overturned	24	16	16	56	10%
Rear-Ended	16	8	22	46	8%
Sideswiped	11	7	16	34	6%
Vehicle - Pedestrian	0	0	1	1	0%
Other	8	6	9	23	4%
Total	202	144	198	544	

Table 3 – Primary Collision Types 2020-2022

(*Typically due to roadway departure.)

Approximately 60% of all collisions in Nevada County occur during the day. A full breakdown of primary collision times of day is available in Table 4.

	2020	2021	2022	3 yr summary	3 yr %
Collision by Injury Severity					
Day	122	75	128	325	60%
Dusk - Dawn	8	5	9	22	4%
Dark	72	64	61	197	36%
Unknown	0	0	0	0	0%
Total	202	144	198	544	

Table 4 – Primary Collision Times of Day 2020-2022

The 2019 Local Road Safety Plan dataset included 927 collisions between 2015-2017, while the current dataset contained 544 collisions from 2020-2022. There was a 59% decrease in collisions within Nevada County from the initial 2019 LRSP to the current study. This decrease in collisions is attributed to varying factors including, but not limited to:

- Projects were successfully implemented within Emphasis Areas identified in the 2019 LRSP.
- The COVID Pandemic occurred during the current dataset years, 2020-2022, resulting in fewer vehicles on the roadways equating to fewer collisions.

Collision data should continue to be analyzed to determine trends and to implement targeted solutions to combat collision activity.

Nevada County collision locations are also mapped to identify concentrated areas of concern, see Figure 2 below.

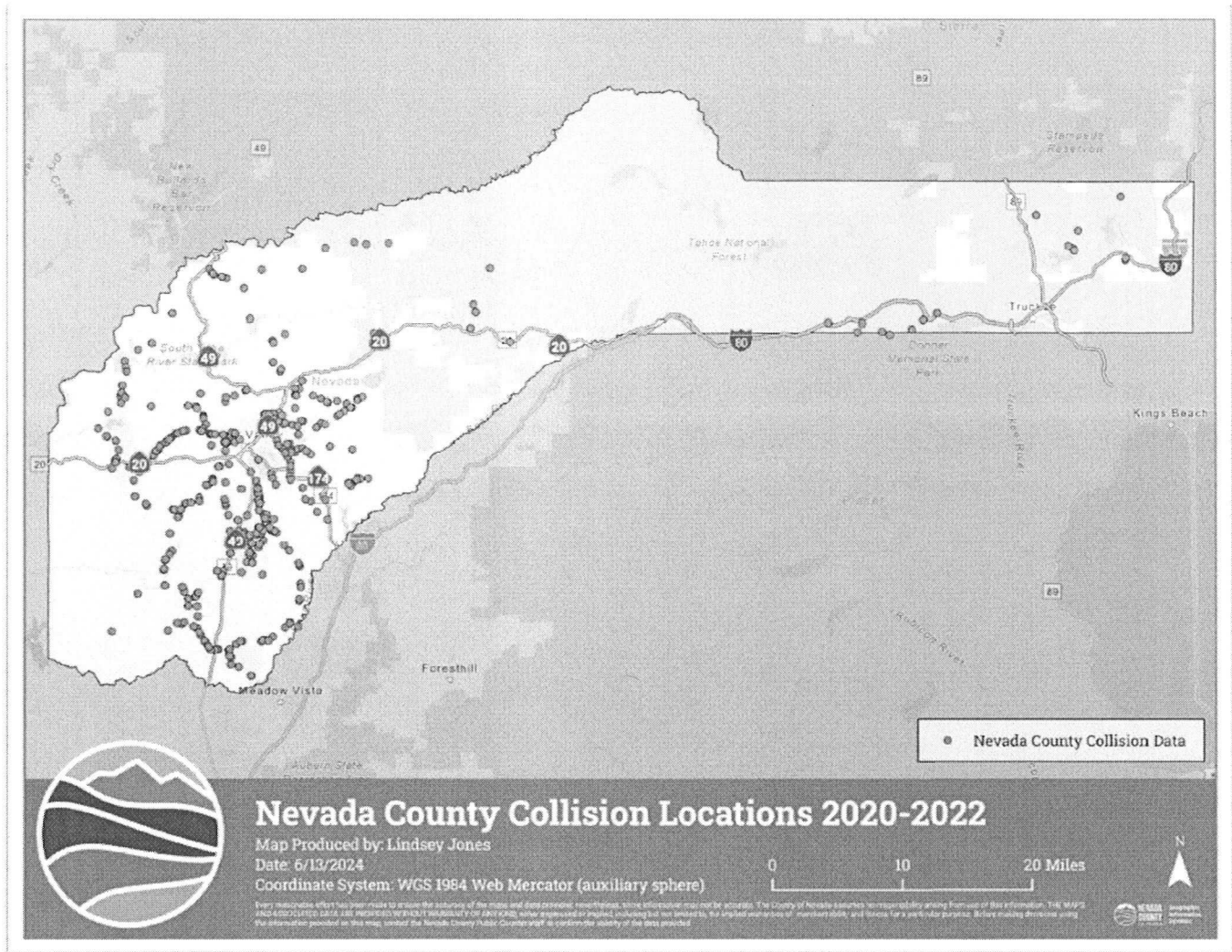


Figure 2 – Nevada County Collision Locations, 2020-2022

The following intersections are where the majority of intersection related collisions occurred between 2020-2022:

- 1) Rough and Ready Highway at Ridge Road
- 2) Dog Bar Road at Cole Way
- 3) Norlene Way at Lawrence Way
- 4) Pleasant Valley Road at Lake Wildwood Drive
- 5) Wheeler Acres Road at Dog Bar Road (N)

The following road segments have the highest concentration of collisions between 2020-2022:

- 1) Wolf Road – Katy Lane to Eaglestone Road
- 2) Auburn Road – Godfrey Lane to Bixler Place
- 3) McCourtney Road – Thoroughbred Loop (N) to Wells Drive
- 4) Lime Kiln Road – Maggie Lane to Duggans Road
- 5) Penn Valley Drive – Pheasant Lane to Horton Street

Intersection collision locations and the highest road segment collision locations are also mapped to determine if certain areas of concern exist. See Figure 3 below.

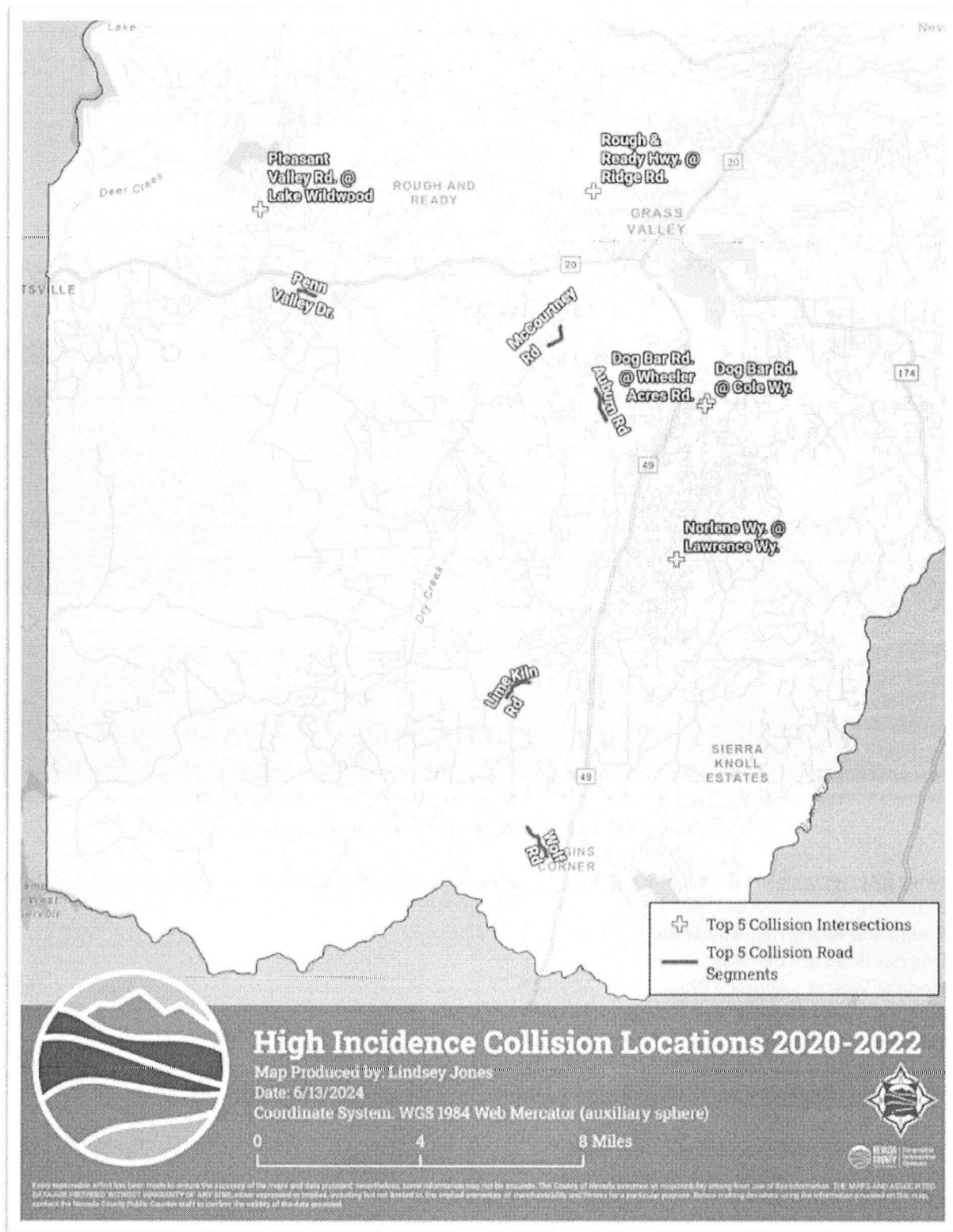
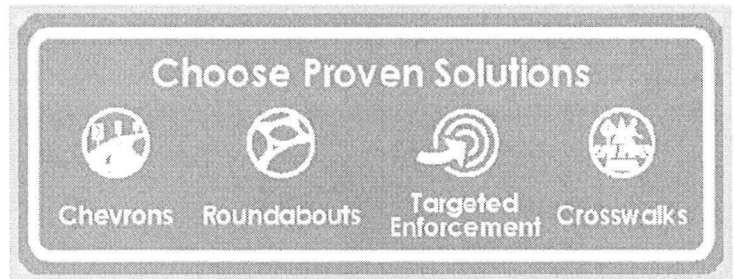


Figure 3 – High Incidence Collision Locations, 2020-2022

EMPHASIS AREAS

The following emphasis areas describe priority issues where there are opportunities to improve based on crash data from the past three years, 2020-2022, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints. While the development of the emphasis areas is the primary purpose of the LRSP, additional improvements as requested by the stakeholders and others should also be considered and addressed.



Emphasis Area 1: Improper Turning, Broadside Collisions and Overturns

- Improper turning is cited as the top primary collision factor between 2020 and 2022. Broadside collisions and overturned vehicles are cited as the second and third highest collision types. These collision types are related.
- These types of collisions typically occur at intersections or at intersections with driveways.

Goal for Emphasis Area 1:

- Many of the identified areas throughout Nevada County will be addressed during the next phase of the Road Safety and Signing Audit project. The addition and/or revision of signage at key locations has been shown to lower collision rates since implementation in previous years.
- Roadside vegetation management will continue to be implemented to improve sight distances at intersections.

Strategy for Emphasis Area 1: Reduce Improper Turning Movements, Broadside Collisions and Overturns with low cost safety countermeasures.

Action 1.1: Improve signage. Project locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints. Nevada County Public Works is the primary implementer of this strategy. Funding for this project will be with Highway Safety Improvement Program (HSIP) funds. Road Safety and Signing Audit (RSSA) projects could continue phase planning with additional award of HSIP funds and should also consider the installation of deer crossing signs where appropriate.

In addition, Public Works will continue with replacing signs as needed including street name signs and could specifically focus on the following intersections based on collision data for Emphasis Area 1:

Intersections

- 1) Rough and Ready Highway at Ridge Road
- 2) Pleasant Valley Road at Lake Wildwood Drive
- 3) Dog Bar Road at Cole Way

Action 1.2: Improve sight distance at intersections. Roadside vegetation management should continue and be expanded upon. Nevada County has also worked with the Nevada County Fire Safe Council who received a California Fire Safe Council grant including funding for work on county roads. Fire Safe Communities have been and will continue conducting roadside vegetation management in areas throughout Nevada County. Additional grant funds should be applied for in the future for roadside vegetation management.

The Public Works Department has vegetation management projects currently grant funded and either in implementation or in design. The Ingress/Egress Fire Safety Project was conducted in 2022 with efforts continuing into 2023, as well as ongoing vegetation management work under the CDBG Vegetation Management Grant. The FEMA Brush Clearing Right-of-Way Safety Project is currently in design, which will target the reduction of hazardous vegetation while enhancing public safety and the effectiveness of fire suppression along critical evacuation routes.

In addition, Public Works could specifically focus on vegetation removal at the following intersections and road segments based on collision data for Emphasis Area 1:

Intersections:

- 1) Dog Bar at Cole Way
- 2) Pleasant Valley Road at Lake Wildwood Drive
- 3) Lime Kiln Road at Bald Hill Road
- 4) Lime Kiln Road at Duggans Road

Road segments

- 1) Wolf Road – Katy Lane to Eaglestone Road
- 2) Auburn Road – Godfrey Lane to Bixler Place
- 3) McCourtney Road – Thoroughbred Loop to Wells Drive
- 4) Lime Kiln Road – Maggie Lane to Duggans Road

Action 1.3: Continue the Annual Road Rehabilitation Project. This project is a 5-year road maintenance and rehabilitation plan throughout the County. The project is phased for construction from 2024-2028.

Action 1.4: Construct intersection control at Ridge Road and Rough and Ready Highway. This project is designed with a tentative construction start of 2025.

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

- Unsafe speed is cited as the second highest primary collision factor between 2020 and 2022 and object impact and rear-end collisions are cited as top collision types.
- These types of collisions typically occur on wider roads throughout the County. Unsafe speeds typically result in rear-end collisions and object impact. Object impact could be animals in the roadways, vegetation, private property or road signage on the side of the road.

Goal for Emphasis Area 2:

- Many of the identified areas throughout Nevada County have been and will continue to be addressed during the next phases of the Road Safety and Signing Audit project.
- Consider pavement speed limit marking, gateway treatments to communities and/or traffic calming measures.
- Suggested increase of enforcement in areas of high speed. California Highway Patrol is the primary implementer of this strategy.
- Utilize the speed radar trailer upon request.
- Increase public education on the dangers of speeding and driving distracted. Engage Stakeholders such as CHP, NCTC, local business and educational organizations.

Strategy for Emphasis Area 2: Reduce speeding, which will reduce object impact and rear-end type collisions with low cost safety countermeasures, enforcement and education.

Action 2.1: Improve signage. Project locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints. Nevada County Public Works is the primary implementer of this strategy. Funding for this project will be with Highway Safety Improvement Program (HSIP) funds. Road Safety and Signing Audit (RSSA) projects have been completed and will continue phase planning with additional award of HSIP funds.

In addition, Public Works will continue with replacing signs as needed including street name signs and could specifically focus on the following intersections based on collision data for Emphasis Area 2:

Intersections

- 1) Rough and Ready Highway at Ridge Road
- 2) Pleasant Valley Road at Lake Wildwood Drive
- 3) Dog Bar Road at Cole Way

Action 2.1: Increase enforcement. Enforcement locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits) and citizen complaints. California Highway Patrol is the primary implementer of this strategy.

CHP may specifically focus increased enforcement at the following intersections and road segments based on collision data for Emphasis Area 2:

Intersections

- 1) Rough and Ready Highway at Ridge Road
- 2) Dog Bar Road at Cole Way
- 3) Norlene Way at Lawrence Way
- 4) Pleasant Valley Road at Lake Wildwood Drive
- 5) Wheeler Acres Road at Dog Bar Road (N)

Road segments

- 1) Wolf Road – Katy Lane to Eaglestone Road
- 2) Auburn Road – Godfrey Lane to Bixler Place
- 3) McCourtney Road – Thoroughbred Loop (N) to Wells Drive
- 4) Lime Kiln Road – Maggie Lane to Duggans Road
- 5) Penn Valley Drive – Pheasant Lane to Horton Street

Action 2.2: Utilize speed radar trailers. Speed radar trailer placement on roads can temporarily assist in lowering speeds. Nevada County Public Works is the primary implementer of this strategy.

Public Works may specifically focus speed radar trailer placement (when not being used at other locations throughout the county) at the following intersections and road segments based on collision data for Emphasis Area 2:

Intersections

- 1) Rough and Ready Highway at Ridge Road
- 2) Dog Bar Road at Cole Way
- 3) Norlene Way at Lawrence Way
- 4) Pleasant Valley Road at Lake Wildwood Drive
- 5) Wheeler Acres Road at Dog Bar Road (N)

Road segments

- 1) Wolf Road – Katy Lane to Eaglestone Road
- 2) Auburn Road – Godfrey Lane to Bixler Place
- 3) McCourtney Road – Thoroughbred Loop (N) to Wells Drive
- 4) Lime Kiln Road – Maggie Lane to Duggans Road
- 5) Penn Valley Drive – Pheasant Lane to Horton Street
- 6) Magnolia Road – Spring Ranches Road to Adamson Drive

Action 2.3: Educate the public. Increase public education efforts regarding the dangers of speeding and driving distracted. California Highway Patrol is the primary implementer of this strategy.

Emphasis Area 3: Driving Under the Influence

- Driving under the influence (DUI) is cited as the third highest primary collision factor between 2020 and 2022.

Goal for Emphasis Area 3:

- Increase public education of the dangers of DUI.
- Increase DUI checkpoints. California Highway Patrol is the primary implementer of this strategy.

Strategy for Emphasis Area 3: Educate the public on the dangers of DUI and increase enforcement.

Action 3.1: Educate the public. Public education regarding the dangers of DUI could be increased. California Highway Patrol is the primary implementer of this strategy but may want to work with the Nevada County Public Health Department on future funding and engagement opportunities.

Action 3.2: Increase enforcement. The number of DUI checkpoints implemented in a year could be increased. California Highway Patrol is the primary implementer of this strategy.

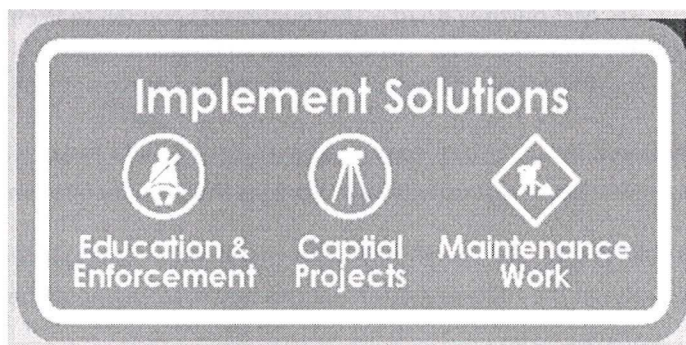
CHP may specifically place DUI checkpoints near the following intersections and road segments based on collision data for Emphasis Area 3:

Intersections

- 1) Rough and Ready Highway at Ridge Road
- 2) Dog Bar Road at Cole Way
- 3) Pleasant Valley Road at Lake Wildwood Drive

Road segments

- 1) Auburn Road – Godfrey Lane to Bixler Place
- 2) Wolf Road – Katy Lane to Eaglestone Road
- 3) Rough and Ready Road – Awesome Hill Road to Ironclad Road



EVALUATION & IMPLEMENTATION

The LRSP is a living document that is recommended to be updated every three years in order to utilize the latest data and detect trends. Collision data can be used to evaluate the success of the plan. The Nevada County Department of Public Works will be the primary department responsible for updating the LRSP and may host annual stakeholder meetings to discuss implementation of the plan and strategies for each emphasis area.

APPENDIX A
Comments from Stakeholder Meeting

2025

Nevada County Local Road Safety Plan Stakeholder Feedback



High Friction Surface Treatment



Department of Public Works

1/1/2025

Stakeholder Engagement

Meeting 08/05/24 – BOS Chambers: In-Person Comment

The comments and questions noted below were obtained from stakeholders and members of the community in attendance of the Stakeholder Meeting at each Emphasis Area table. The information will be categorized under the Emphasis Area that it was received at.

EMPHASIS AREA 1

- County employees need to be encouraged to contact Roads Department if they see vegetation blocking road signs or markings.
- Yield vs. stop signs should be evaluated throughout the County and the addition of signage to limit improper turning.
- Look at the roundabouts at Sierra College in Rocklin for design ideas.

EMPHASIS AREA 2

- Right of ways should be evaluated to identify where shoulder widening can take place. This directly impacts evacuation routes and the addition of bike lanes.
- Prioritize road improvements and projects that are closer to incorporated cities and urban areas. This can improve pedestrian traffic and safety.
- Evaluate E-Bike speeds and regulations in the ROW and on pathways.
- Evaluate narrowing ROW and lane widths to slow traffic.
- People are protective of their vegetation and may not want it cut back, however, if it blocks line of site or impedes into the ROW, shouldn't the County be removing it regardless?
- Does the County have any control or input into roads that now have been annexed into the City or may be annexed in? Is that apart of the project planning to look at future ownership and maintenance?
- Benchmark with other Counties to evaluate traffic calming measures to reduce high speed incidents.
- Evaluate safer crosswalks or different designs to bring more awareness to pedestrians or bicycles crossing roadways.
- Benchmark with other Counties to evaluate lane splitting techniques such as, splitting a double yellow to widen the center line and place signage to reduce speeds, realign or jog roadways to reduce speeds, create eye catching elements to implement on roadways or in signage.

EMPHASIS AREA 3

- No feedback identified during meeting.

Stakeholder Engagement

Meeting 08/05/24 – BOS Chambers: Email Comment

The following comments and questions were received via email directly to Public Works.

From: [REDACTED]
To: [Public Works](#)
Subject: County Road Safety
Date: Tuesday, August 6, 2024 11:59:10 AM
Attachments: [Dog Bar X Magnolia Incident and proposed improvements .pdf](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

Hello,

I was not able to attend the road safety meeting, but I have been meaning to email about a near-disastrous collision I was involved in at Dog Bar & Magnolia about a month ago. I was sent flying off SB Dog Bar at full speed to avoid a NB Dog Bar car turning left in front of me towards their stop sign to WB Magnolia. The NB Dog Bar driver stated that he was confused because the other car on EB Magnolia stopped at the intersection and that he was proceeding to his own stop sign which was just ahead to his left. He also assumed that since he (NB Dog Bar to WB Magnolia) had a stop sign, and so did the EB Magnolia car, that the intersection was fully controlled by stop signs for SB Dog Bar drivers.

The emergency swerve tilted my 4x4 to its limits until I left the road and slid in the dirt missing many obstacles but requiring my suspension to be realigned.

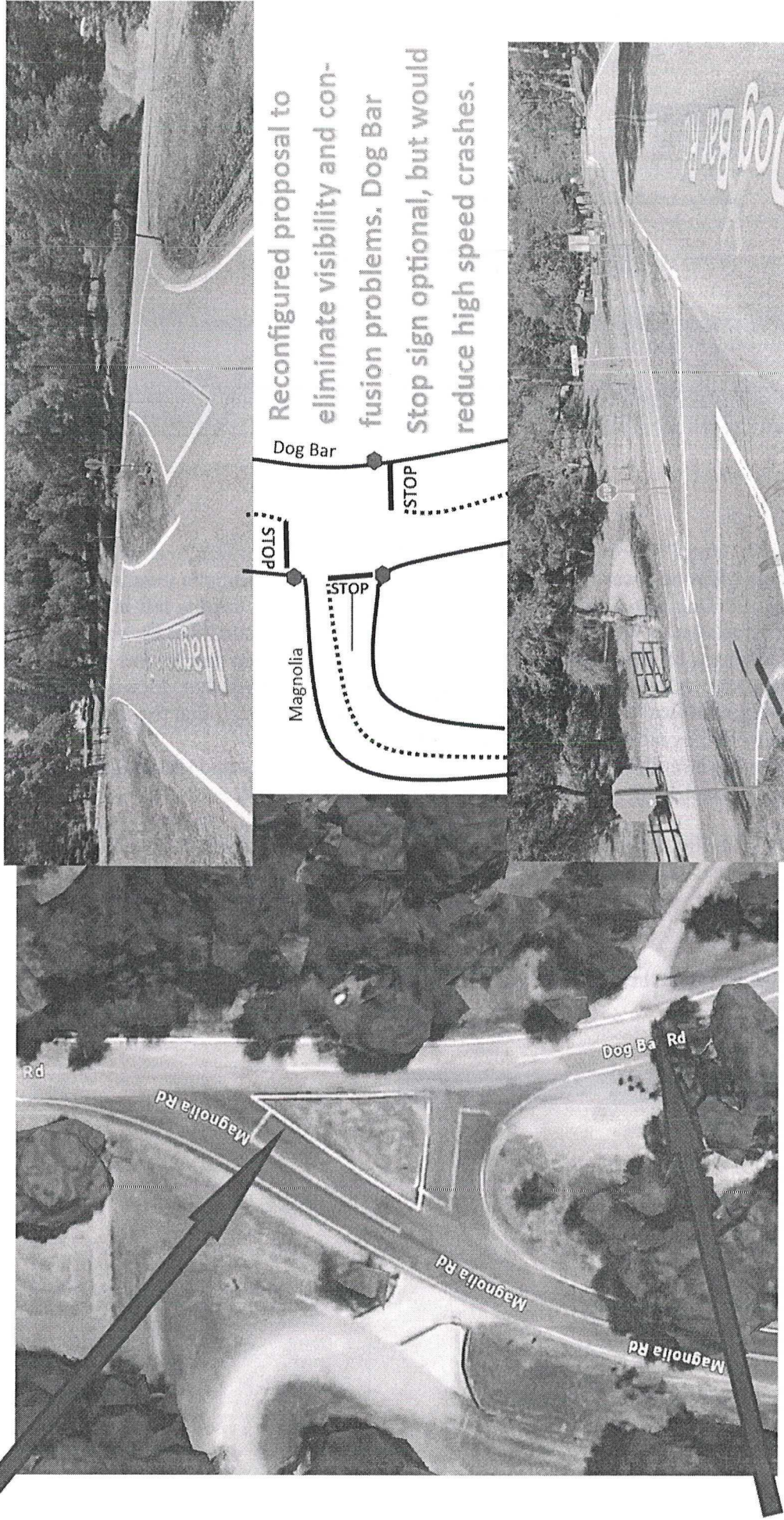
I detailed the visibility issues also. Most heads can turn 90 degrees easily but having to look uphill at 150 degrees is a challenge for EB Magnolia drivers turning onto NB Dog Bar. As I pass through 90% of vehicles making that turn have to pull far beyond the limit line to clearly view that angle.

Could have been worse, the next one will be worse.

Safe Travels,

[REDACTED]

Left turns from EB Magnolia to NB Dog Bar require a driver to look over a curved crest 160 degrees to the right for high speed traffic on NB Dog Bar. Also both EB Magnolia the stop lines are painted in a manner to allow right or left turns, which given the current configuration is confusing.



When NB Dog Bar traffic sees an EB Magnolia car at the stop sign holding for Dog Bar traffic in the distance NB Dog Bar drivers can get confused into thinking the car is waiting for them or northern part of the intersection ahead (SB Dog Bar) is fully controlled by a stop sign. They also see a stop sign for them 15ft to their left and muscle memory of the brain causes them to proceed to the stop sign. This is how my incident took place when a car turned left in front of me, sending me off the road and onto private property. I did not file a report, but I later found damage to my suspension. Could have been much worse had I not swerved in time or if another vehicle had been present at the southern stop sign. This is a seriously flawed design and a preventable fatality waiting to occur. Suggested layout would reduce county liability and save lives.

From: [REDACTED]
To: [Public Works](#)
Subject: Haverty - Comments on Draft NevCo Road Safety Plan
Date: Friday, July 26, 2024 12:47:31 PM
Attachments: [OpenPGP 0x746CC322403B8E50.asc](#)
[OpenPGP signature.asc](#)

My comments on the Plan concern the safety of NevCo's road system during evacuations such as might be needed in our annual and lengthening Wildfire Season. Although the Plan is based on data about past events such as accidents, such data does not represent the safety experiences that can be expected during emergency situations such as wildfire evacuations for which there is little historical data.

My Test of Road Safety

At a "Wildfire Safety" meeting held at the Grass Valley council chambers, the emergency managers during their presentations encouraged the public to get involved and get prepared. In particular we were encouraged to be ready to evacuate at all times, and to heed the orders to evacuate when they come.

After the meeting, I decided to run a personal "simulation", imagining that an evacuation had been ordered. My location is just off Banner Lava Cap, about a mile up from where it crosses 20/49. So I got in my car and evacuated, driving on Banner Lava Cap which had been identified at the meeting on one of the official maps as a major evacuation route.

My personal experience has included involvement in various emergency organizations: 8 years on the Board of a Fire Department in a rural area, CDF (CalFire) Wildland Fire Responder and other training, 6 years as an elected official on the Board of a California Special District chartered to provide emergency medical services, and several other such activities. So I have some knowledge of wildfire conditions and governmental emergency response procedures.

In performing my evacuation simulation, I used my knowledge of fire behavior and government processes to evaluate the preparedness of a small part of Banner Lava Cap (BLC) as an emergency evacuation route during a wildfire.

The results were frightening. Much of my evacuation route on BLC was bordered by dry grass, brush, bushes, trees and such flammable material, often right at the edge of the pavement. On fire, such material would create a wall of flame, and likely frighten panicked drivers enough to cause accidents, closing the evacuation route. Other major roads I have travelled often seem no better. Very little of the route I examined conformed to the existing requirements as specified in 2019 Ordinance SR-19-0230 Exhibit A.

There are a variety of laws, ordinances, and other existing regulations which provide the mechanisms to mitigate such conditions. As a first step, I filed just 6 complaints with NCCFD, identifying the properties which seemed to me to be most dangerous risks for evacuation safety. Over the ensuing weeks I saw the Fire Department act on those reports, and talked several times with the Fire personnel I saw on the road.

I learned that there are existing laws and regulations which are designed to create safe conditions, even if the related property owners refuse or neglect to do so. Education,

Warnings, Re-inspections, Fines, and legal action through the District Attorney and Courts are all possible steps in the process.

I also was advised that it is a complex process, involving multiple government entities, possibly including Fire, Public Works, OES, Sheriff, District Attorney, and Courts. Such a process is necessarily lengthy, and I learned that it might take up to 2 years to see any results that make the roadway safer for evacuations.

That meeting and my simulation occurred about 3 years ago, during our last severe wildfire situation. Over that time, the evacuation route I travelled has changed considerably. The grass and brush are drier, taller, denser, and in some places now even overhanging the road surface. If anything, the road preparedness for evacuation is worse. When the brush burns, the evacuation routes will become impassable. People are likely to die.

Despite adopting the laws, ordinances, and other such actions that have already been taken, "The System" for enforcing that vision doesn't seem to work. Ordinance SR 19-0230 mandates such enforcement and specifies the process; but in my admittedly anecdotal experience it hasn't worked.

Recommendations

1 - Include Evacuation Needs: The Road Safety Plan is well thought out but it is based on what has happened in the past, and fails to consider what might happen in the future. The Road Safety Plan should be expanded to consider scenarios such as evacuations. In particular, a list of expected evacuation routes should be assigned high priority for whatever actions are needed to make such routes actually conform to all existing laws, rules, and regulations.

2 - Put Someone In Charge: In my research, I asked many people "Who is in charge of making sure the evacuation routes are safe?". No one could identify which government official or agency has the responsibility to identify a problem and shepherd the solution through the myriad distinct pieces of the government to make the solution actually happen. With the complex process required there are many "cracks" into which a problem can fall. The County's 2019 Ordinance specifies "the Public Official" as the responsible party; but I didn't find anyone who knew that Official's name. To make the existing Ordinances effective, some specific government entity and Official should be identified as the lead on evacuation safety, and given the charter, authority, and all resources necessary to accompany that responsibility and actually make the evacuation routes safe.

From zone [REDACTED]
[REDACTED]

From: [REDACTED]
To: Public Works
Subject: Local Road Safety Plan Input
Date: Wednesday, July 24, 2024 9:12:33 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

Hello Nevada County Officials,

Thank you for seeking input on local road safety.

I would like to advocate for a safer solution for cars turning off of East bound Hwy 49 onto Old Downieville Hwy.

The current solution involves crossing oncoming traffic to make an unprotected left turn. At times it means stopping on Hwy 49 waiting for oncoming traffic to proceed - this seems an invitation to cause a rear end collision. The current solution involves a lane to the right of East bound traffic, where cars are supposed to swerve around traffic stopped in the middle of the Highway, while there is a no parking sign, cars are frequently stopped in this lane. This seems like an unconventional solution, and one that since the introduction of the Hirschman's Pond Trail, put hikers at an intersecting path with cars swerving around cars stopped to make said left turn.

It seems to me a much safer, and traditional solution, would be to create a left turn lane for cars heading onto Old Downieville Hwy.

This intersection is just a few miles from the Nevada County Road Center - I invite you to come see for yourself. Just be careful on those busy Summer days with all the traffic heading to the river.

Thank you for your consideration.

Sincerely,
[REDACTED]



CH RD

EDEN RANCH RD

CT

NATASHA CT

OLD DOWNEVILLE HWY

OLD DO



83°
AQI 41

From: [REDACTED]
To: Public Works
Subject: Ridge & Zion St
Date: Thursday, August 1, 2024 2:03:13 PM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

I have a recommendation to make an intersection safer, one that I often hear. Make that confusing intersection of Ridge and Zion into a roundabout. The solution seems so obvious that it shouldn't have to be made, but it seems necessary. Come on folks. It's way past time to fix it.

[REDACTED]

From: [REDACTED]
To: Public Works
Subject: Road improvements
Date: Wednesday, July 24, 2024 9:35:03 AM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

Dear Public Works Department,

One of my biggest concerns in Nevada County is roadway clearing along major evacuation routes. Brush and tree removal along these routes will prevent a real disaster. I drive Brunswick Road almost daily and there are no safe places to pull over for emergency vehicles, nor is it a safe evacuation route due to the brush right up to the edge of the roadway and trees that overhang the roadway. This is just one example of a problem area in our county, many more exist.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
To: Public Works
Subject: Road Safety Input
Date: Thursday, July 25, 2024 10:51:26 AM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

No amount of signage will get people to drive the speed limit; just like no amount of "No U-Turn" signs will get tourists to stop making illegal u-turns on 49 at the river.

There are plenty of signs, but driver just ignore them. Enforcement works. Zero-Tolerance Enforcement works better.

For speeding, enforcement and traffic calming measures (such as roundabouts) will work.

Ridge Rd at Rough and Ready Hwy, needs to be a roundabout as soon as possible.

[REDACTED]

From: [REDACTED]
To: Public Works
Subject: Road Safety Plan Meeting Input
Date: Sunday, August 4, 2024 9:28:42 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

Hello Public Works,

There are a few places I see that need your attention; one is easy and the other more difficult.

The easy one would be to trim the branches and brush on the right side of Hwy. 49 heading towards North San Juan as you look right for oncoming traffic before attempting to turn left onto Hwy. 49 from Cement Hill Road. Too many times I've almost been hit by cars speeding from the opposite direction. The branches and trees make visibility difficult to see fast moving cars approaching. A small crew with pole saws and other cutting devices could solve this problem in a few hours by trimming the branches and bushes back and then checking visibility from Cement Hill Road. I know there has been much talk about putting a stoplight at this intersection of Cement Hill and Highway 49, but no action has taken place. This would, at least, be an interim plan.

The other road that needs attention is Augustine Road where the hillside and asphalt are slipping down a steep drop off due to being graded and asphalted on top of a clay-type soil that is unstable. Every year more of the hillside caves in. I have seen Public Works officials (I'm assuming or county workers) checking out this spot every year, but all that has been accomplished so far is putting an orange cone near the crumbling edge of the drop off. This section is extremely dangerous and getting worse, and, at the least, I feel has opened up the county to a lawsuit if someone should slide over this cliff and get hurt or worse. And, since you've now been notified, I would take this very seriously.

Anyway, that's my input. I appreciate Public Works reaching out to the public for input. It's a chance for those who drive these roads every day and know the hazards to inform our county officials so they may develop road safety plans and actually implement them.

Thank you for your attention.

[REDACTED]

[REDACTED] of Nevada County
Input to
2025 Nevada County Local Road Safety Plan

Who are we? [REDACTED] of Nevada County is largely composed of recreational road cyclists that cycle the relatively quieter roads in Western Nevada County. As of 2024, the club had well over 100 members. The Club's popular recreational cycling routes are listed on its website, [REDACTED].

Commuters, visitors and e-bikes for transportation. The club also includes cycling commuters that use city and county roads. Note that e-bikes have tremendously increased the number of bicycles using paved roads. One estimate is that the number of e-bikes has nearly tripled since 2019. There are three retail e-bike dedicated stores in Western Nevada County. E-bikes have also made Nevada County's challenging terrain more accessible. Bicycles and e-bikes also provide relatively inexpensive transportation and should be an important consideration in county transportation projects.

The Mission of the Local Road Safety Plan: *Nevada County will ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in Nevada County.* Other than this Mission statement, the current version of the Local Road Safety Plan does not address safety issues for cyclists. Therefore we offer the following seven recommendations:

1. **Tie in with County Recreation Plan.** The County Road Safety Plan should tie in and complement the County Recreation Plan which calls for safe cycling and pedestrian routes between towns. These routes are on county and city roads and include important connecting roads like Ridge Road in Grass Valley/Nevada City, Rough and Ready Highway, Brunswick Road and Highway 174.
2. **Use the "Small Town and Rural Design Guide"** to design/designate safe cycling routes on county roads. All new projects, repavings, and improvements should use this or a similar guide: <https://ruraldesignguide.com/visually-separated/bike-lane>
3. **Improve bike lane signage.** Signage and visual lane markers are sometimes missing or confusing, creating high risk situations for cyclists. For example, the popular Greg LeMond Loop crosses Highway 49; however, there is no cautionary or directional signage. In Grass Valley, the west bound lane of East Main Street at Dorsey Drive/Sierra College has a bike lane for cyclists to continue straight but it is unclear how cyclists should move from the shoulder bike lane (essentially in the right turn lane) to the center bike lane. This is true for multiple intersections. This situation makes drivers unclear about how to navigate to the turn lane when cyclists are moving through the intersection. Other towns have successfully used the green paint designation, along with dotted lines and signage (e.g. yield to cyclists), to make it clear how cyclists and drivers should make this transition. (Bike lane guidance: <https://ruraldesignguide.com/visually-separated/bike-lane>)
4. **Designate or create safe cycling lanes on County roads/connecting corridors.** Bicyclists need greatly safe lanes/wide shoulders on high traffic volume roads – such as Ridge Road, Brunswick Road, Pleasant Valley Road, Dog Bar/South Auburn Road, and Highway 174 – that serve as connecting corridors to access frequent road cycling routes, such as Lower Colfax Road (Cedar Ridge) and the Greg LeMond loop. For example, the Greg LeMond Loop crosses

Highway 49; however, there is no cautionary or directional signage. The loop also includes portions of other busy roads such as Bittney Springs, the Rough and Ready Highway, and Ridge Road. (Greg LeMond is the only American cyclist to win the Tour de France. He reportedly trained on this loop frequently and it is cycled by visiting cyclists). These lanes are also needed by bicycle commuters and visitors.

To further illustrate, there is not a designated safe cycling route from the Fairgrounds or downtown Grass Valley to Empire Mine. Empire Mine is one of the most visited sites in Western Nevada County. However, there is not a clear, designated cycling route to access Empire Mine. Using Highway 174, a direct route from Grass Valley, is particularly dangerous for both cyclists and pedestrians from Memorial Park to the Empire Mine access road due to the lack of a shoulder, high vehicle speeds, and a large volume of traffic, even though there is a school on Highway 174 near the Empire Mine Access Road.

Cycling between Grass Valley and Cedar Ridge, where many recreational rides frequently start, is particularly dangerous. As previously noted, both Highway 174 and Brunswick Road do not provide a safe route to get to Cedar Ridge, largely due to a lack of safe shoulders. These two connecting roads (Brunswick and 174) are also important for commuters. Ridge Road, Rough and Ready Highway, and Pleasant Valley Road also are critical connecting roads and need safe bike lanes or much improved shoulders for cyclists to access goods and services and recreational cycling routes.

5. **Roundabouts.** Newly planned and existing roundabouts need to include safe pedestrian, wheelchair, and cycling traffic passage. DOT guidelines exist for these users and signage should indicate that cyclists have full use of the roundabout, along with cautionary signage.
6. **Improve bike lane/shoulder maintenance.** Bikes lanes and shoulders used by cyclists need to be free from debris and obstacles (including indentations for utility coverings) to be effective. Diverting cyclists abruptly into the road to avoid an obstacle or dangerous road condition increases the likelihood of an accident or collision. This requires a maintenance/cleaning schedule for bike lanes. One observation is the post-collision glass or debris is moved to the shoulder, creating obstacles for safe passage.
7. **Bike Lanes within Towns.** To the maximum extent possible, bike lanes should be defined or created on the town-to-town routes (See County Recreational Plan). Many commuters and visitors use or will use bicycles and e-bikes to access goods and services, especially given the new Recreational Vehicle (RV) resort at the Fairgrounds. RVers frequently bring bicycles to get around to local areas, to avoid moving and parking their RV. While bike lanes exist on many sections of the Nevada City Highway, for example, they disappear at intersections where collisions are more likely. The planned bike route to Sutton Road is a plus; however, keep in mind commuters and visitors will need to access the main businesses and services in Grass Valley and Nevada City which are largely on or near the Nevada City Highway.

[REDACTED]
[REDACTED] of Nevada County

From: [REDACTED]
To: Public Works
Subject: Road works-safety
Date: Thursday, July 25, 2024 6:29:22 AM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email is from an external sender. If you are not expecting this email or don't recognize the sender, consider deleting.

Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have more questions search for Cybersecurity Awareness on the County InfoNet.

Hi,

Some issues in brief...

I live on Red Dog. Excessive speed is the norm. Controls or patrols needed.

Please install roundabouts whenever possible to calm traffic and reduce high speed broadsides. Also, I imagine a hefty cost savings vs. lights.

***Kind Regards
Saludos Amables***

[REDACTED]