



CAMPO LOCAL ROAD SAFETY PLAN SUMMARY

Local Road Safety Plan (LRSP) is a method for developing a locally tailored framework for identifying, analyzing, and prioritizing roadway safety improvements. Within CAMPO, this **LRSP** identifies emphasis areas to guide further safety evaluation of improvements for local roads within the region boundary.

The **LRSP** analyzes aggregated crash data, and where appropriate, analyzes specific locations to identify trends, high crash locations, and high-risk locations, based on unusual crash history, patterns, or severity.

CAMPO CRASH DATA

Though there has been a in the **total number of crashes** between 2018 and 2022, there has been an in the number of **fatal** and **serious injury crashes** over that same period.

Crashes that occurred at **unsignalized intersections** tend to be **more severe**.

Pedestrian and bicycle crashes occurred most often at **unsignalized intersections**.

93% of crashes occur on **locally owned roads**.

73% of crashes occur at **intersections**.



CAMPO Critical Emphasis Areas (CEA's)

CEA's reflect the emphasis areas with the highest number of fatal and serious injury crashes.



Intersections



Impaired Driving



Older Drivers



Speed- Related



Pedestrians

10 PRIORITY SAFETY LOCATIONS

N. Carson Street

N. Carson & Nye

S. Carson Street

Airport Road & US 50

E. College Parkway

Goni & Old Hot Springs Road

Saliman Road

Highlands Drive & US 50

S Curry Street

US 395 & Topsy Lane





PROVEN SAFETY COUNTERMEASURES

Implementation of **LRSPs** has improved safety in local jurisdictions across the country by providing a guide for jurisdictions to systematically address the conditions that lead to fatal and serious injury crashes. A field review of all 10 Priority Safety Locations was conducted on January 25, 2024. Project sheets for each of the 10 Priority Safety Locations include location maps, crash data summary, and a list of recommended safety countermeasures with corresponding Crash Modification Factors (CMF), the number, type, and severity of crashes associated with the countermeasure, the annual benefit and cost, and planning level implementation cost estimates in 2023 dollars. The Proven Safety Countermeasures identified reflect safety improvements that can be applied to reduce the likelihood of future crashes. Examples of Proven Safety Countermeasures that have been recommended for the 10 Priority Safety Locations are below.

Read the entire LRSP at CarsonAreaMPO.com



Roundabouts



Walkways



Median Barriers



Lighting



Medians &
Pedestrian
Refuge Islands



Crosswalk
Visibility
Enhancements



Variable
Speed Limits



Reduced Left-
Turn Conflict
Intersections



Dedicated Left- and Right -
Turn Lanes at Intersections



Pedestrian
Hybrid
Beacons



RRFBs



Bicycle Lanes

CRASH MODIFICATION FACTORS (CMF)

When identifying potential systemic safety improvements for the 10 Priority Safety Locations, it is important to look at CMFs for the proposed improvements. CMFs are defined as the ratio of the effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes.

CMF =

$$\frac{\text{EXPECTED CRASHES WITH TREATMENT}}{\text{EXPECTED CRASHES WITHOUT TREATMENT}}$$

CMF = 1.0	Expected to have no impact on safety
CMF < 1.0	Expected to reduce crashes
CMF > 1.0	Expected to increase crashes

CONTINUING THE LOCAL ROAD SAFETY PLAN

CAMPO will plan for implementation of projects in the 10 Priority Safety Locations. CAMPO staff will continue routine safety monitoring on local roads to understand changes in crashes and plan for modifications needed to address roadway safety. CAMPO will continue to monitor crashes, investigate fatal crashes, identify contributing factors, and continue to communicate with the local Police Departments, safety officials, NHP, engineers, Carson City, Douglas, and Lyon Counties.