2019

Nevada County Local Road Safety Plan

2017 High Friction Surface Treatment Project

Department of Public Works

2/5/2019

INTRODUCTION

Nevada County is committed to improving transportation safety for all users and has implemented this Nevada County Local Road Safety Plan (LRSP) because of that commitment. A 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. In fact, LRSP's have been proven to reduce fatalities on local roads in states that have implemented them!

This LRSP tells the story of transportation safety needs and strategies for our County. Implementation of the plan will improve transportation safety for the county, its people, and its visitors. As part of an ongoing effort to make safety improvements, this LRSP was developed with input from several safety partners. The plan should be viewed as a living document that can be updated to reflect changing local needs and priorities. In the past 3 years, *1% of collisions in Nevada County have resulted in fatalities.* The County is targeting *zero fatalities* over the next 3 years.

Nevada County's LRSP includes the following elements depicted in Figure 1 provided by the Federal Highway Administration and as described below:

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

- 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.

VISION & GOALS

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

VISION

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

GOAL

Toward Zero Deaths, 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 documents in Nevada County including in the Nevada County General Plan, the Nevada County Regional Transportation Plan 2015-2035, the Trans-Sierra Transportation Plan dated March 2015, the Nevada County Bicycle Master Plan and the Nevada County Pedestrian Improvement Plan.

SAFETY PARTNERS

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

- County of Nevada – Board of Supervisors, Sherriff's Office, Public Works – Roads, Engineering and Transit Divisions, Planning
- Nevada County Transportation Commission (NCTC)
- Incorporated cities in 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!**

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 an LRSP, reviewed the initial data analyzed, background information on potential safety issues and identification of initial emphasis areas for the LRSP. Meeting attendees participated in commenting on the three emphasis areas. A total of 26 comments were recorded, with additional comments coming in by mail and email, and many were integrated into the LRSP. All comments are attached as Appendix A. The LRSP has also been discussed at NCTC meetings and at the 1st Task Force Meeting of the CHP Traffic Alliance Safety Corridors meeting on November 2, 2018. Additional public outreach and agency coordination is planned in the future with the adoption of this plan and implementation of solutions.

PROCESS

Nevada County has identified the need for safety improvements to our transportation system and has implemented improvements in a very systematic way to date. As such, Nevada County enjoys the 3rd lowest fatality rates of all counties in California. This commitment to safety is further documented in the Nevada County General Plan, the Nevada County Regional Transportation Plan 2015-2035, the Trans-Sierra Transportation Plan dated March 2015, the Nevada County Bicycle Master Plan and the Nevada County Pedestrian Improvement Plan. Public outreach has been an important component to every plan in this community and it is well documented in the above-mentioned documents.

This LRSP was developed by reviewing all of the information already 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

In addition to the transportation safety improvements identified in the Nevada County Regional Transportation Plan 2015-2035, the Trans-Sierra Transportation Plan dated March 2015, the Nevada County Bicycle Master Plan and the Nevada County Pedestrian Improvement Plan, Nevada County has also successfully completed several project in recent years directly related to improvements including: 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, another Road Safety and Signing Audit project and a guardrail safety audit and replacement identified in the County's Capital Improvement Plan (CIP).

DATA SUMMARY

To get a feel for accident rates in Nevada County, we compared county road accident data with the state highway system in Nevada County accident data per Caltrans "2015 Collision Data on California State Highways" document. Comparing accident data from 2015 (latest data available from Caltrans), county roads have approximately 1/3 of the amount of total

accidents than the state highways in Nevada County and accident rates on county roads per road mile (0.5 accidents/road mile) are less than on the state highways (7.2 accidents/road mile) in Nevada County.

Nevada County's collision data is obtained from CHP and input into Crossroads Software for easy data analyzation. For this report, we utilized crash data from the past three years, 2015-2017, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints to note any trends.

The total number of accidents on County maintained roads in 2015-2017 equal 927. Between 2015-2017, 'property damage only' was the primary result, 60%, of all collisions in Nevada County. Fatalities make up 1% of the collision results between 2015-2017 with zero fatalities in 2016. A full breakdown of collision results is available in Table 1.

	2017	2016	2015	3 yr. summary	3 yr. %
Collisions By Injury Severity					
Total	**328**	**292**	**307**	**927**	
Fatal	4	0	3	**7**	1%
Severe Injury	16	11	17	**44**	5%
Other Visible Injury	45	47	58	**150**	16%
Complaint of Pain	65	46	51	**162**	17%
Property Damage Only	198	188	178	**564**	61%
Total	328	292	307	**927**	

Table 1 - Collision Severity 2015-2017

Improper turning and unsafe speeds are the primary causes of about 60% of the collisions in Nevada County. Driving under the influence is also a major concern and accounts for about 14% of primary causes for collision. A full breakdown of primary collision factors is available in Table 2.

	2017	2016	2015	3 yr. summary	%
Collisions By Primary Collision Factor					
Auto R/W Violation	22	25	20	**67**	7%
Driving Under Influence	48	29	49	**126**	14%
Following Too Closely	0	1	0	**1**	0%
Hazardous Parking	3	1	1	**5**	1%
Impeding Traffic	0	1	0	**1**	0%
Improper Passing	1	0	1	**2**	0%
Improper Turning	94	102	90	**286**	31%
Not Stated	1	0	0	**1**	0%
Other	0	0	1	**1**	0%
Other Hazardous Movement	3	1	3	**7**	1%
Other Improper Driving	7	8	15	**30**	3%
Other Than Driver	9	14	21	**44**	5%
Ped R/W Violation	0	0	1	**1**	0%
Pedestrian Violation	0	1	3	**4**	0%
Traffic Signals and Signs	5	2	1	**8**	1%
Unknown	12	7	3	**22**	2%
Unsafe Speed	105	72	72	**249**	27%
Unsafe Starting or Backing	6	6	14	**26**	3%
Wrong Side of Road	12	22	12	**46**	5%
Total	328	292	307	**927**	

Table 2 – Primary Collision Factor 2015-2017

Hitting objects is the primary collision type comprising about 55% of the collisions in Nevada County. Rear end collisions are the next most common at about 12%. A full breakdown of primary collision types is available in Table 3.

	2017	2016	2015	3 yr. summary	%
Collisions By Collision Type					
Broadside	35	32	24	91	10%
Head-On	19	19	14	52	6%
Hit Object*	180	153	179	512	55%
Not Stated	0	1	2	3	0%
Other	7	7	15	29	3%
Overturned	27	23	25	75	8%
Rear-End	41	41	30	112	12%
Sideswipe	18	15	13	46	5%
Vehicle - Pedestrian	1	1	5	7	1%
Unknown	0	0	0	0	0%
Total	328	292	307	927	

Table 3 – Primary Collision Types 2015-2017

*Typically due to roadway departure.

Approximately 65% of all collisions in Nevada County happen during the day. A full breakdown of primary collision times of day is available in Table 4.

	2017	2016	2015	3 yr. summary	%
Collisions By Time of Day					
Day	204	203	193	600	65%
Night	124	89	111	324	35%
Unknown	0	0	3	3	0%
Total	328	292	307	927	

Table 4 – Primary Collision Times of Day 2015-2017

The 12% increase in total number of collisions from 2016 to 2017 is likely due to the unusual severe weather events in Nevada County during 2017. Collision data should be analyzed in future years to determine if any trends exist and to implement solutions to combat any increased collision activity.

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

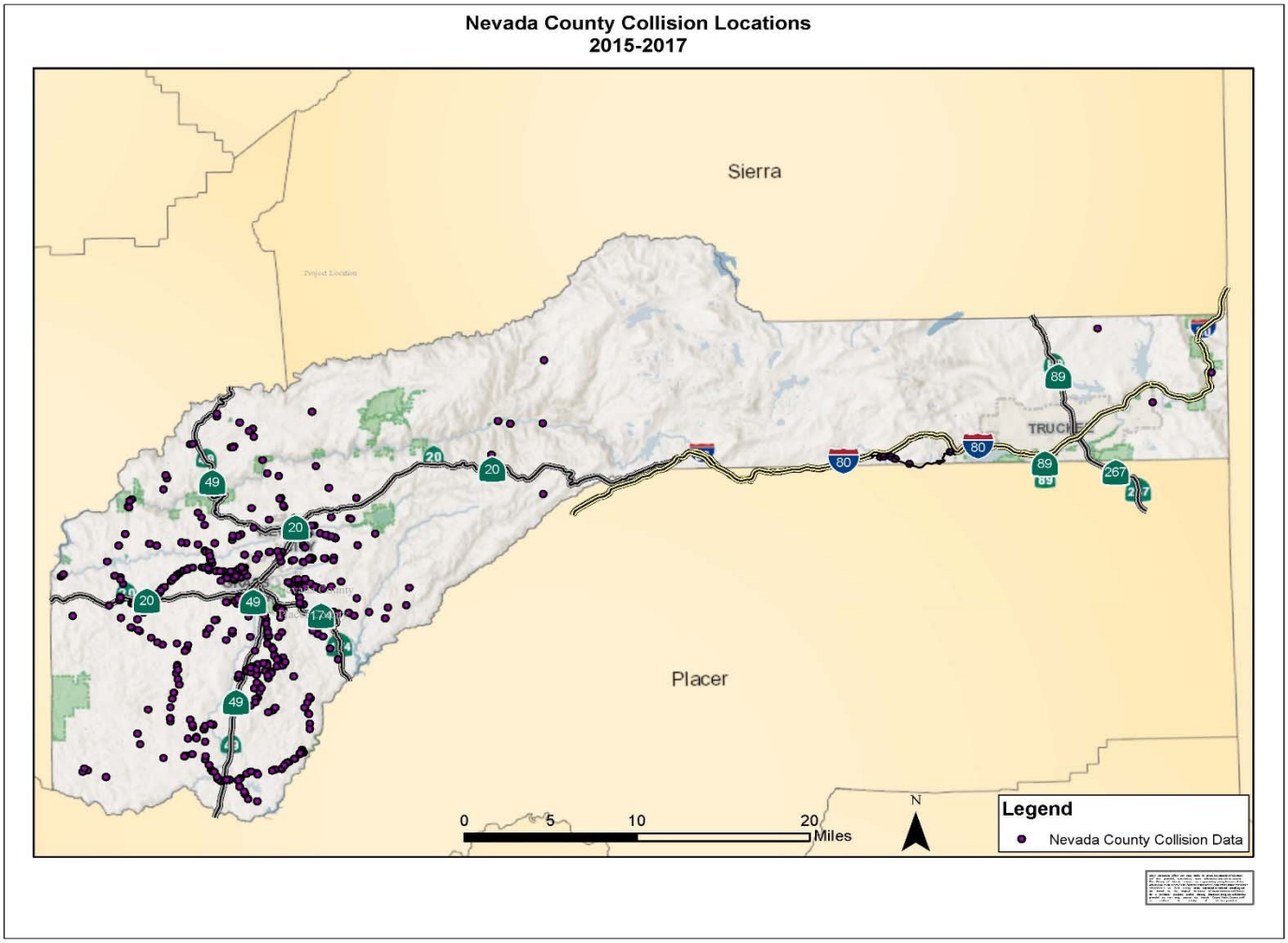

Figure 2 – Nevada County Collision Locations, 2015-2017

The following five intersections are where the majority of intersection related collisions occurred between 2015-2017:

Intersections

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

The following five road segments have the highest concentration of collisions between 2015-2017:

Road segments

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

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.

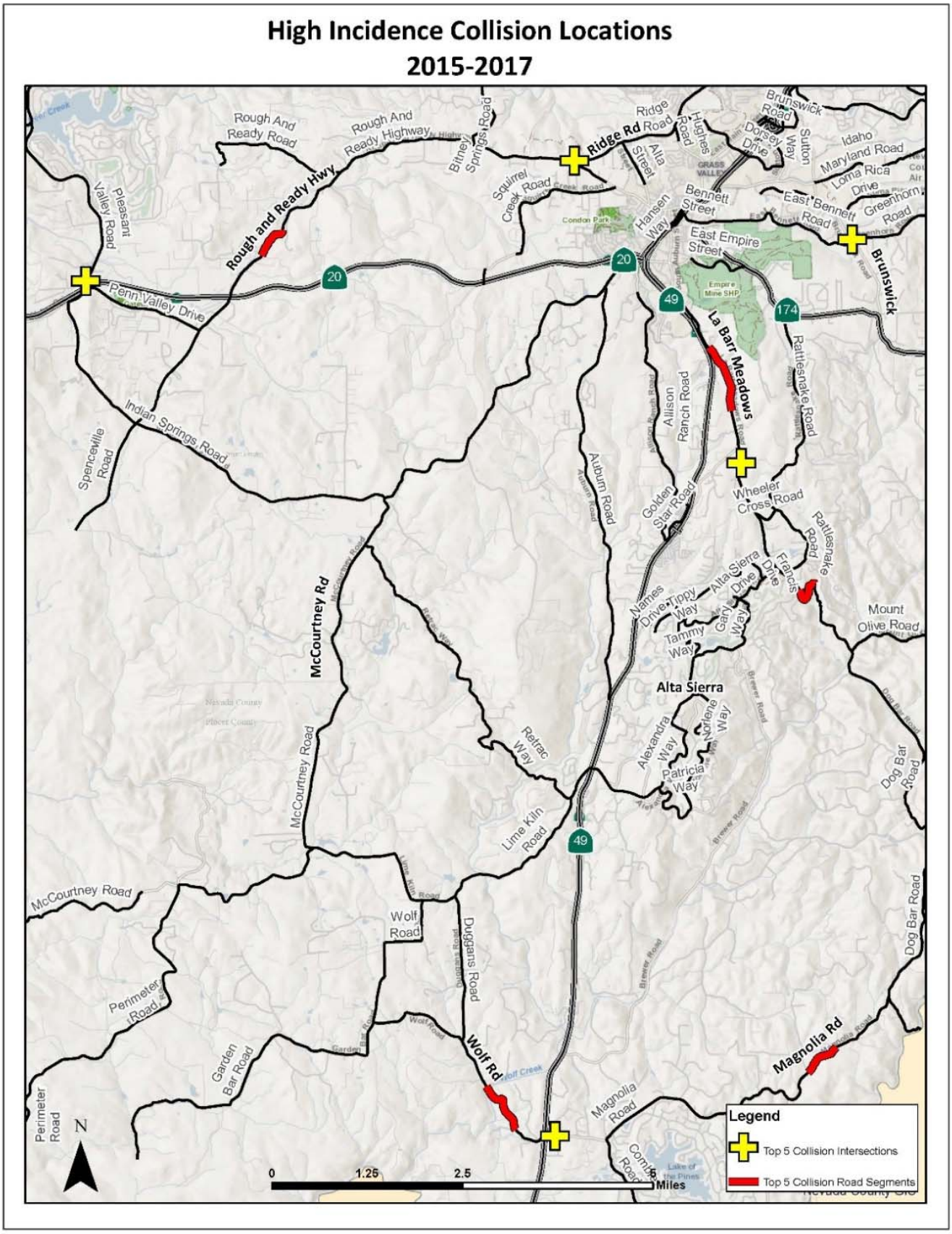

Figure 3 – High Incidence Collision Locations, 2015-2017

EMPHASIS AREAS

The following emphasis areas describe priority issues where there are opportunities to improve based on crash data from the past three years, 2015-2017, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints. While the development of the emphasis areas are the primary purpose of this LRSP, additional improvements as requested by the stakeholders and others should also be considered and addressed.

<u>Emphasis Area 1: Improper Turning and Broadside Collisions</u>

- Improper turning is cited as the top primary collision factor between 2015 and 2017 and broadside collisions are cited as the third highest collision types. The two cited factors above are related.
- These types of collisions typically occur at intersections or with intersections with driveways.

Goal for Emphasis Area 1:

- In the short term, Nevada County will address many of the identified areas throughout Nevada County with the latest Road Safety and Signing Audit project that is currently in design. The addition and/or revision of signing at key locations have been anecdotally proven to lower collision rates since implementation the past year. Future collision data is anticipated to prove this assumption.
- Roadside vegetation management will also be implemented to improve sight distances at intersections.

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

Action 1.1: <u>Improve signing.</u> 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 into the future with additional award of HSIP funds and should consider the installation of deer crossing signs where appropriate. The RSSA Phase 2 Project, scheduled for construction in 2019, is planned to include signing improvements on La Barr Meadows Road from the Grass Valley city limits to Dog Bar Road (including the high collision rate segment between Old White Toll Road and Amsel Way), Wolf Road from State Route 49 to Duggans (including the high collision rate segment between Katy Lane and Eaglestone Road), Dog Bar Road from La Barr Meadows Road to Magnolia Road (including the high collision rate segment between Georgia Way and Lorie Drive), Magnolia Road from Dog Bar Road to Combie Road (including the high collision rate segment between Spring Ranches Road to Adamson Drive), and other roads.

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:

<u>Intersections</u>

1) Brunswick Road at Greenhorn Road
2) Dog Bar Road at Cole Way
3) Pleasant Valley Road at Commercial Avenue

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 have received a California Fire Safe Council grant including funding for work on county roads. Additional grant funds should be applied for in the future for roadside vegetation management.

The 2019/20 Brushing and Shoulder Work Project anticipates including work on Wolf Road including in the high collision segment between Katy Lane and Eaglestone Road. In addition, Public Works could specifically focus on vegetation removal at the following intersections and road segments based on collision data:

Intersections

4) Brunswick Road at Greenhorn Road
5) Ridge Road at Rough and Ready Highway
6) Dog Bar Road at Cole Way
7) Pleasant Valley Road at Commercial Avenue

Road segments

1) La Barr Meadows Road – Old White Toll Road to Amsel Way
2) Dog Bar Road – Georgia Way to Lorie Drive
3) Rough and Ready Highway – Grub Creek Road to Valley Drive
4) Magnolia Road – Spring Ranches Road to Adamson Drive

Action 1.3: Construct a traffic signal on Combie Road at Higgins Road. This project is include in the 2018 and 2019 CIP. Construction is anticipated to start in the summer of 2019.

Action 1.4: Construct intersection control at Ridge Road and Rough and Ready Highway. This project is currently in the preliminary design stage and is included in the 2019 CIP. Construction is anticipated to start in 2021.

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

- Unsafe speed is cited as the second highest primary collision factor between 2015 and 2017 and object impact and rear-end collisions are cited as the top two collision types.
- These types of collisions typically occur on wider roads throughout the County and are often related to speeding. Object impact is often animals in the roadways or trees on the side of the road.

Goal for Emphasis Area 2:

- In the short term, Nevada County will address many of the identified areas throughout Nevada County with the latest Road Safety and Signing Audit project that is currently in design. The addition and/or revision of signing at key locations have been proven to lower speeds and collision rates.
- Consider pavement speed limit marking, gateway treatments to communities and/or traffic calming measures.
- Increase law enforcement in areas of high speed.
- Utilize the speed radar trailer upon request.
- Increase public education on the dangers of speeding and driving distracted. Utilize National Highway Traffic Safety Administration Speed Campaign Toolkit.

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 signing and guardrails. Project locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits) and citizen complaints. Nevada County Public Works is the primary implementer of this strategy. Funding for this project will be with HSIP funds. RSSA projects could continue into the future with additional award of HSIP funds and should consider the installation of deer crossing signs where appropriate. The RSSA Phase 2 Project, scheduled for construction in 2019, is planned to include signing improvements on La Barr Meadows Road from the Grass Valley city limits to Dog Bar Road (including the high collision rate segment between Old White Toll Road and Amsel Way), Wolf Road from State Route 49 to Duggans (including the high collision rate segment between Katy Lane and Eaglestone Road), Dog Bar Road from La Barr Meadows Road to Magnolia Road (including the high collision rate segment between Georgia Way and Lorie Drive), Magnolia Road from Dog Bar Road to Combie Road (including the high collision rate segment between Spring Ranches Road to Adamson Drive), and other roads.

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:

Intersections

1) Brunswick Road at Greenhorn Road
2) Dog Bar Road at Cole Way
3) Pleasant Valley Road at Commercial Avenue

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:

Intersections

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

Road segments

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

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:

Intersections

1) Brunswick Road at Greenhorn Road

2) Combie Road at Higgins Road
3) Ridge Road at Rough and Ready Highway
4) Dog Bar Road at Cole Way
5) Pleasant Valley Road at Commercial Avenue

Road segments
1) La Barr Meadows Road – Old White Toll Road to Amsel Way
2) Wolf Road – Katy Lane to Eaglestone Road
3) Dog Bar Road – Georgia Way to Lorie Drive
4) Rough and Ready Highway – Grub Creek Road to Valley Drive
5) 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. In addition, incentive programs to educate young drivers should be supported such as the "Survive the Drive" clinics hosted and promoted by the Roamin Angels Car Club.

Emphasis Area 3: Driving Under the Influence

- Driving under the influence (DUI) is cited as the third highest primary collision factor between 2015 and 2017.

Goal for Emphasis Area 3:

- Increase public education of the dangers of DUI.
- Increase DUI checkpoints.

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 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:

Intersections
1) Combie Road at Higgins Road
2) Dog Bar Road at Cole Way

Road segments
1) Dog Bar Road – Georgia Way to Lorie Drive
2) Rough and Ready Highway – Grub Creek Road to Valley Drive

EVALUATION & IMPLEMENTATION

This 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 this LRSP and may host an annual stakeholders meeting to discuss implementation of the plan and strategies for each emphasis area.

APPENDIX A

Comments from Stakeholder Meeting

Local Road Safety Plan chart notes – Oct. 31, 2018

Improper Turning/Broadside Collisions

- Education programs similar to UPS driver training
- Interrupting the smooth flow of traffic
    - Clearer signage in advance of intersections for safer turning
    - Improve visibility of cross street signs
- Hansen Bros. entrance on La Barr Meadows – poor sight distance due to vegetation
- N. Bloomfield at Blue Tent –
    - No crosswalk at bus stop
    - No deer crossing signage
- Protected turns – Have a designated left turn lane for safer turning
- La Barr Meadows at McKnight – controlled turning at intersection
- Wolf/Combie – Make right turns onto Hwy 49 safer
- Proper sight distance at turns
- Bitney Springs at Mystic Mines – replace Yield Sign that used to be there
- Use color speed limit signs instead of black & white for better eye-catching effect

Unsafe Speed/Object Impact/Rear-End

- N. Bloomfield – No posted speed limit
- Bitney Springs at Rough and Ready – needs more light and vegetation trimmed at intersection
- Rumble strips or raised dots on windy roads
- Public campaign for schools and on social media with elements of training not provided in driver training programs
- Empire Rd at Hwy 174 – trim vegetation, increase visibility
- Brunswick Rd at Old Tunnel Rd – should be 35mph not 40mph
- Proper shoulder maintenance – gravel wears away from edge of pavement (Lime Kiln)
- Education and enforcement regarding safe driving
- Hwy 49 at Old Downieville Hwy near Hirschman's Pond trail – no shoulders on highway
- Scholarship incentives for driver training for ages under 18
- Western Nevada County does not have as many bicycle lanes and trails as Truckee/Tahoe area
- Remove pine needles from bike paths
- Coordination with utility companies / vegetation reduction grants for creating bike paths
- Increase enforcement
- Hwy 174 – slow gravel trucks create a traffic issue / need turn pockets and signage

Driving Under the Influence

- Track what establishment the last drink was sold from and make them accountable

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Printed material handed in at end of meeting – Request for pedestrian/bike path along one side of Cement Hill Road to the junction of Hwy 49

Public Input for Local Road and Safety Program

Date: October 31, 2018

To: Nevada County Transportation Commission

From: Susan Wiesner, Treasurer, Greater Cement Hill Neighborhood Association

As a resident of the Greater Cement Hill Neighborhood I am concerned about the safety of a portion of Cement Hill Road from the junction of Highway 49 (near the entrance to Hirschman's Pond trail staging area) to just above the junction of West Piper Lane. This road is steep, narrow and curvy with no shoulder. It is used by bicyclists and pedestrians as well as motor vehicles accessing the Cement Hill area. The road is a major artery for several hundred residents who live in the Cement Hill area and the current condition of the road creates a hazard.

My concerns center on:

- The safety of school children who are dropped off by the school bus in this area where there is no safe shoulder.
- The frequent use of this part of the road by hikers and walkers who follow Hirschman's Trail, making a loop by returning along Indian Flat and this part of Cement Hill Road to the staging area.
- The regular use of this section of road by pedestrians and bicyclists for recreation and commuting.
- This portion of the road is also prone to be dangerous in the winter if rain or snow freezes into black ice.

I respectfully suggest that the County consider the creation of a designated bike/pedestrian path along one side of the road to avoid potential collisions with cars.

Nevada County, CA

October 30, 2018

0

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16 November 2018

RECEIVED
NOV 26 2018
PUBLIC WORKS

Trisha Tillotson, Director

Nevada County Public Works

Eric Rood Administrative Center

950 Maidu Ave

Nevada City, CA 95959

Input to the Local Road Safety Plan

Sorry for this late arrival but I have been out of state for over a month. I have attached a letter I sent in October 2016 about a hazard to children. I request that you consider this in the plan.

Since the letter was written, there has been another half dozen cars go through the fence and into the parking lot where the children are loading and unloading. You placed signs on the curve and by my count, you have replaced them four different times.

This site is particularly bad as we have the drugged-out people coming back from Purdon Crossing every day. I hope it doesn't take a child being injured or killed to make the County act.

Please give it your highest priority.

Dennis W. Westcot

25 October 2016

Director
Nevada County Road Department
950 Maidu Ave
Nevada City, CA 95959

Future Construction Request

I am requesting that you consider putting in a guard rail on one portion of Lake Vera Purdon Road. This request is for the protection of children.

The site is the curve at the Burton Homestead. Last year two cars went through the barbed wire fence that is the only thing stopping a vehicle from crashing into the parking lot at the Burton Homestead.

The reason for my request is that the Burton Homestead is now being used almost daily for school outdoor activities and you constantly see children being unload and loaded into cars and buses, including school buses, in this parking lot. The other day when I passed, there was actually a school bus of 5 and 6-year-old children being unloaded only 4 feet from this barbed wire fence.

You don't live out here, but I can tell you that there are an incredible number of high speed cars that are coming from the Purdon Crossing area, many of which don't look like they even have brakes much less a driver that isn't hopped up on something. My concern is these children and that is my only concern. Their safety should be the highest priority for you and all the agencies in this county.

I request that you make a survey of what it would take to put in such a guard rail and get it into the budget as an emergency allocation before we have a tragedy. I had to write this letter as I would feel partly responsible if I had not warned you of this hazard.

Please give this your highest consideration as this is about protecting our children and that does not carry any higher priority for you than 'immediate'.

Dennis Westcot