

Presentation to Lyon County Board of Commissioners U.S. 50 Mound House Safety Speed Reduction

Jae Pullen, P.E., PTOE, CPM
Assistant Director of Operations



June 20, 2024

U.S. 50 Mound House Safety Speed Reduction

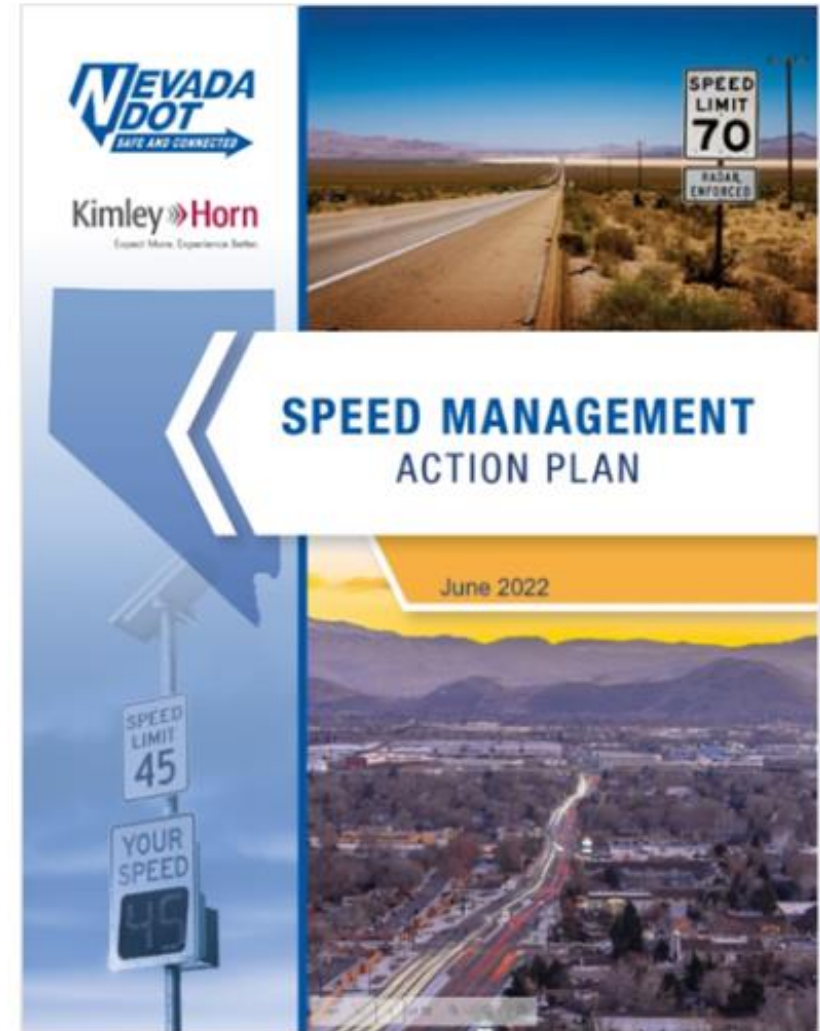


Purpose of Update

- Overview of NDOT's Speed Management Action Plan
- U.S. 50 Mound House Traffic Evaluation
- Proposed Speed Zone Change
- Next Steps

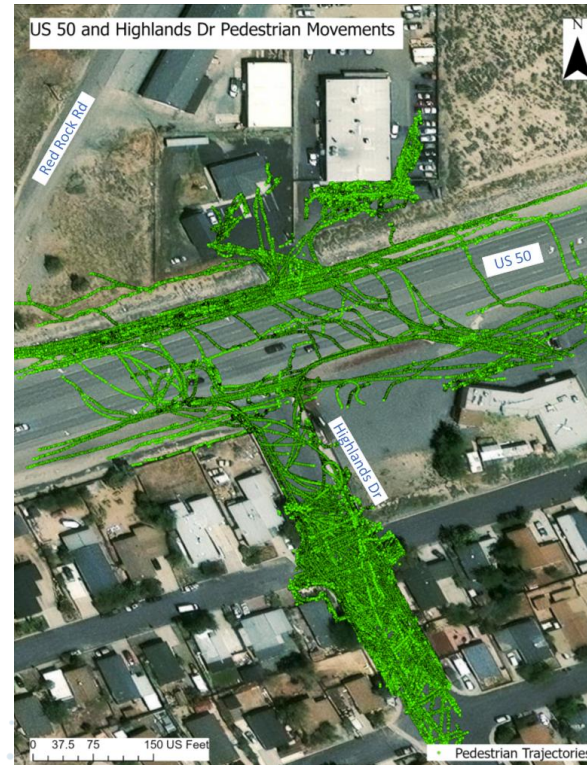
Speed Management Action Plan (SMAP)

- Published in 2022
- SMAP Focuses on Three Strategies:
 - Proactive Approach
 - Comprehensive Approach
 - Systematic Approach
- Rural Statistics
- How is This Different From Historical Practices?
 - Roadway Environments (Target Speed)
 - Specific Countermeasures to Achieve Target Speed



U.S. 50 – Mound House Data Collection

- Performed a Traffic Study Using LiDAR
 - Vehicle Speed (12 mph Over Posted Speed Limit)
 - Pedestrian Movements
 - Conflicts
- NDOT Proposed Speed Reduction

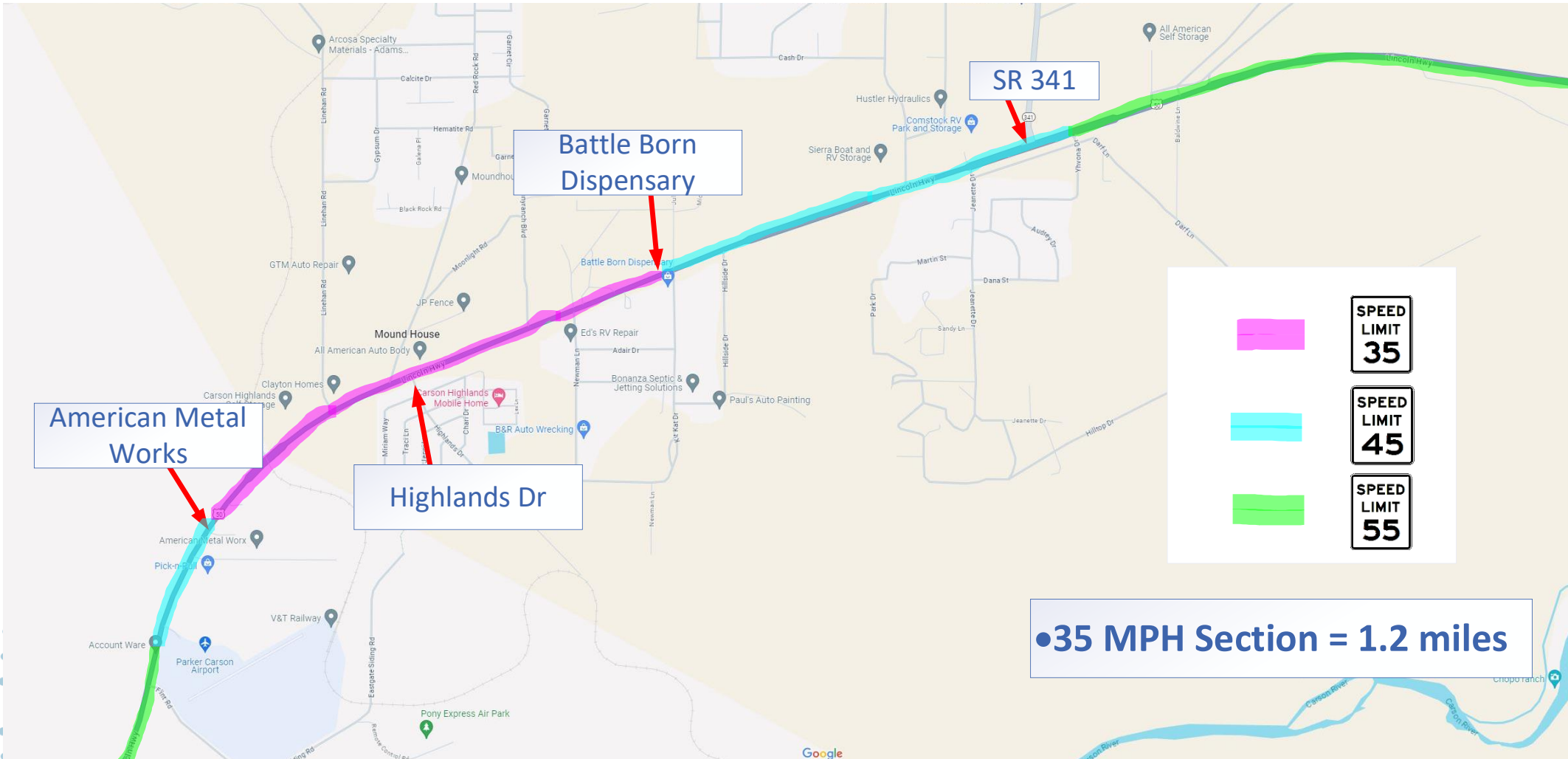


Pedestrian Activity



Conflict Locations

Proposed Posted Speed Zones



•35 MPH Section = 1.2 miles

Subject to Change



Proposed Speed Management Improvements

Phase 1

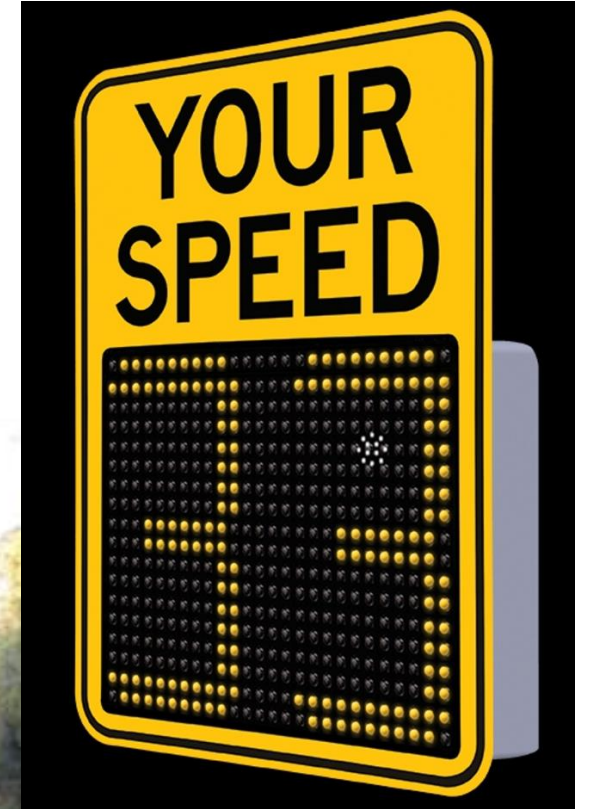
- Speed Limit Sign Replacement (Reduced to 35 mph)
- Portable Changeable Message Signs (CMS)
- Enhanced Lane Markings

Phase 2

- Flashing LED Signs
- Speed Feedback Sign

Phase 3

- Major Project
 - Improved Ped Crossing
 - Lighting
 - Drainage Improvements



Subject to Change

Next Steps to Inform Future Projects

- CAMPO
 - U.S. 50 East Carson Complete Streets Study
 - Local Road Safety Plan
- NDOT
 - Project Scoping Review
 - NDOT Speed Management Action Plan
 - Review of Safety and Operations Data
- Stakeholders
 - Lyon County Commissioners Meeting 6/20
 - Mound House Citizens Advisory Board 7/2
- Partnership with Nevada Department of Public Safety, Office of Traffic Safety and State Police
- Partnership with Lyon County



Local Road Safety Plan (LRSP)

- **Approximately 75 Percent of Rural Roads are Owned by Local Agencies**
- **Local Roads are Less Traveled than State Highways, But Have Much Higher Rate of Fatal and Serious Injury Crashes**
- Provides Framework to Identify, Analyze, and Prioritize Roadway Safety Improvements on Local Roads
- Also a Proactive Risk Management Technique to Demonstrate an Agency's Responsiveness

