

Robinson Rancheria Transportation Safety Plan

2017-2021

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Table of Contents

Description	Page #
Introduction	5
Setting	5
Vision	5
Safety Partners	5
Map of Project Area	6
Process	7
Existing Efforts	7
Data Summary	7
Emphasis Areas	8-12
Emphasis Area 1: Guard Rail Installation	8
Emphasis Area 2: Round-a-bout	11
Evaluation and Implementation	13

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Robinson Rancheria Strategic Transportation Safety Plan 2017-2021

INTRODUCTION

The Robinson Rancheria is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents within our transportation systems. This plan identifies transportation safety needs and strategies for our community. Implementation of the plan will improve transportation safety for tribal members and its visitors. As part of an ongoing effort to make safety improvements, this Strategic Transportation Safety Plan was developed with input from several safety partners including the Bureau of Indian Affairs, Robinson Rancheria Tribal Council, Robinson Rancheria Roads Department, Robinson Rancheria Tribal Government Departments and community members. The Tribe is targeting areas of high accident and incident rates through establishment and execution of mitigation measures (such as increased signage, intersection and road marking/stripping, community education, transit bus safety and enhanced pedestrian safety) over the next 5 years.

SETTING

The Robinson Rancheria is located along Highway 20, and is the towns of Nice and Upper Lake, in Lake County, California. The region is rural and mountainous, situated along the Pacific Coast in Northern California's coastal range. The Robinson Rancheria consists of 1300-acres and has a gas station and convenience store, events center, casino, hotel, tribal government buildings, Environmental/ Roads Department, Education Center, Re-cycle Center, tribal gaming commission office, two apartment complexes and approximately 41 homes onsite. The residential population of the Rancheria is 200+, with a daily transient population of 2,000+. Regardless of the adverse outside influences, the Robinson Rancheria Tribal Council has been very community-minded in the use of its limited resources, and the Rancheria's sphere of influence as a good neighbor extends beyond its exterior boundaries to include the Towns of Nice and Upper Lake, Lake County, and other nearby communities.

VISION

We at the Robinson Rancheria strive to decrease the number of fatal and serious injuries occurring within our transportation facilities by increasing safety measures, communication, and community awareness. We will achieve our vision through our strategic partnerships and through a partnership with those utilizing our transportation facilities, by proper maintenance, mitigating safety issues and through enforcement strategies when applicable.

SAFETY PARTNERS

The following Safety Partners were consulted during the development of this Plan:

- Bureau of Indian Affairs
- Robinson Rancheria Tribal Council
- Robinson Rancheria Tribal Government Departments

- Lake County Board of Supervisors
- Lake County Department of Transportation
- Cal Trans, District 1
- California Highway Patrol
- North Shore Fire Department
- Lake County Sheriff's Department



Project Area for Robinson Rancheria, California

Robinson Rancheria lays within Lake County, in Northern California, between the towns of Upper Lake and Nice, California, along the shores of Clear Lake.



In addition, this plan is based on previous strategic safety planning efforts that were developed in partnership with:

- Bureau of Indian Affairs
- Robinson Rancheria Tribal Council
- Robinson Rancheria Tribal Government Departments

- Lake County Board of Supervisors
- Lake County Department of Transportation
- Cal Trans, District 1
- California Highway Patrol
- North Shore Fire Department
- Lake County Sheriff's Department

PROCESS

This plan is based on the review of safety assessments, and accident and incident data for instances that have occurred within the transportation systems of the Robinson Rancheria. A meeting was held between the Robinson Rancheria Tribal Council, Tribal Transportation department, Cal Trans, Lake County Roads Department, Lake County Sheriff, and Highway Patrol to discuss the results of assessments and data to determine the areas of safety emphasis. Future meetings will be held to continue the discussion of safety needs, and further the positive resolution to safety issues.

EXISTING EFFORTS

The Robinson Rancheria has made many efforts to improve transportation safety on tribal lands in the past. Examples of these efforts include:

- Road Resurfacing
- Signage
- Striping
- Lighting
- Speed Bumps and Humps
- Addition of Bus Shelters

The efforts currently being evaluated are:

- Guardrail Installation
- Additional traffic controls to reduce speed on Highway 20 at the Pomo Way intersection

Efforts that are beneficial and will continue to be implemented for the foreseeable future are:

- Speed control efforts
- Pedestrian and bicycle safety
- Community Education

DATA SUMMARY

In depth analysis of accident and incident data was provided by UC Berkely Safe Transportation Research and Education Center (Safe TREC), Traffic Injury Mapping System (developed from Statewide Integrated Traffic Records System-SWITRS), for the primary area of concern.

The trends shown by the available incident data are:

- 2006-2016 there were 18 collisions at all levels within a 1/2-mile radius of Robinson Rancheria entrance. Top collision factor was improper turning and speed. 11-11-2016, pedestrian killed at Robinson Rancheria entrance.

EMPHASIS AREAS

Description of Emphasis Area 1: Guard Rail Installation

There are two areas needing guard rail installation. Both areas are along Highway 20 on the North side, East and West of the Robinson Rancheria Casino entrance at Pomo Way. Both areas are built-up areas for the highway, and have considerable side slopes with no existing curb or guard rail. West side guard rail begin LAT/ Long are 39.141823°/ -122.882852°, and end LAT/ LONG are 39.143538°/ -122.883966°, and would need to be approximately 700 feet long. East side guard rail begin LAT/ Long are 39.139801°/ -122.881554°, and end LAT/ LONG are 39.138408°/ -122.880670°, and would need to be approximately 570 feet long. See Figure 1.1, 1.2, 1.-3 below.

Guard Rail Site Location

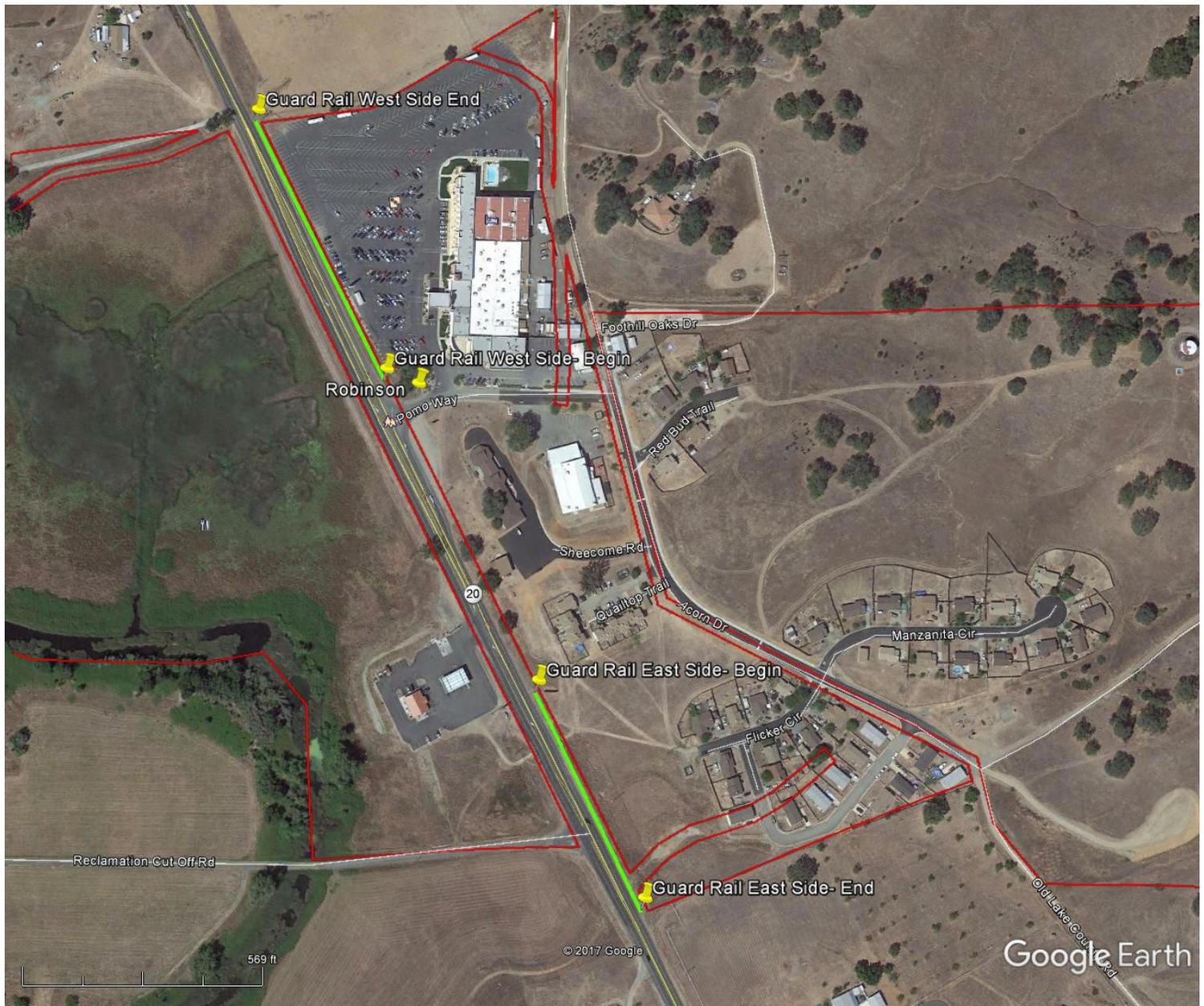


Figure 1.1 8

West Side Guard Rail View



Figure 1.2



Figure 1.3

Goals for Emphasis Area 1:

- Reduce driver confusion
- Reduce chance of accidents

Short-Term Strategies for Emphasis Area 1:

- Seek transportation funding to assist with goals and strategies
- Develop project plan

Medium to Long-Term Strategies for Emphasis Area 1:

- Realize funding
- Coordinate plan
- Complete project

Description of Emphasis Area 2: Round-a-bout

The main entrance for Robinson Rancheria at Pomo Way and Highway 20 is a high traffic/ speed area making it difficult and dangerous to enter/exit Robinson Rancheria. Existing electronic speed signs either side of Rancheria property bordering highway 20 are not reducing the overall speed of traffic which has resulted in traffic accidents/ incidents. Robinson Rancheria proposes a round-a-bout be strategically placed at the intersection of highway 20 and Pomo Way. The location of the center of the round-a-bout is at LAT 39.141543°/ LONG -122.882778°. *See Figure 2.*

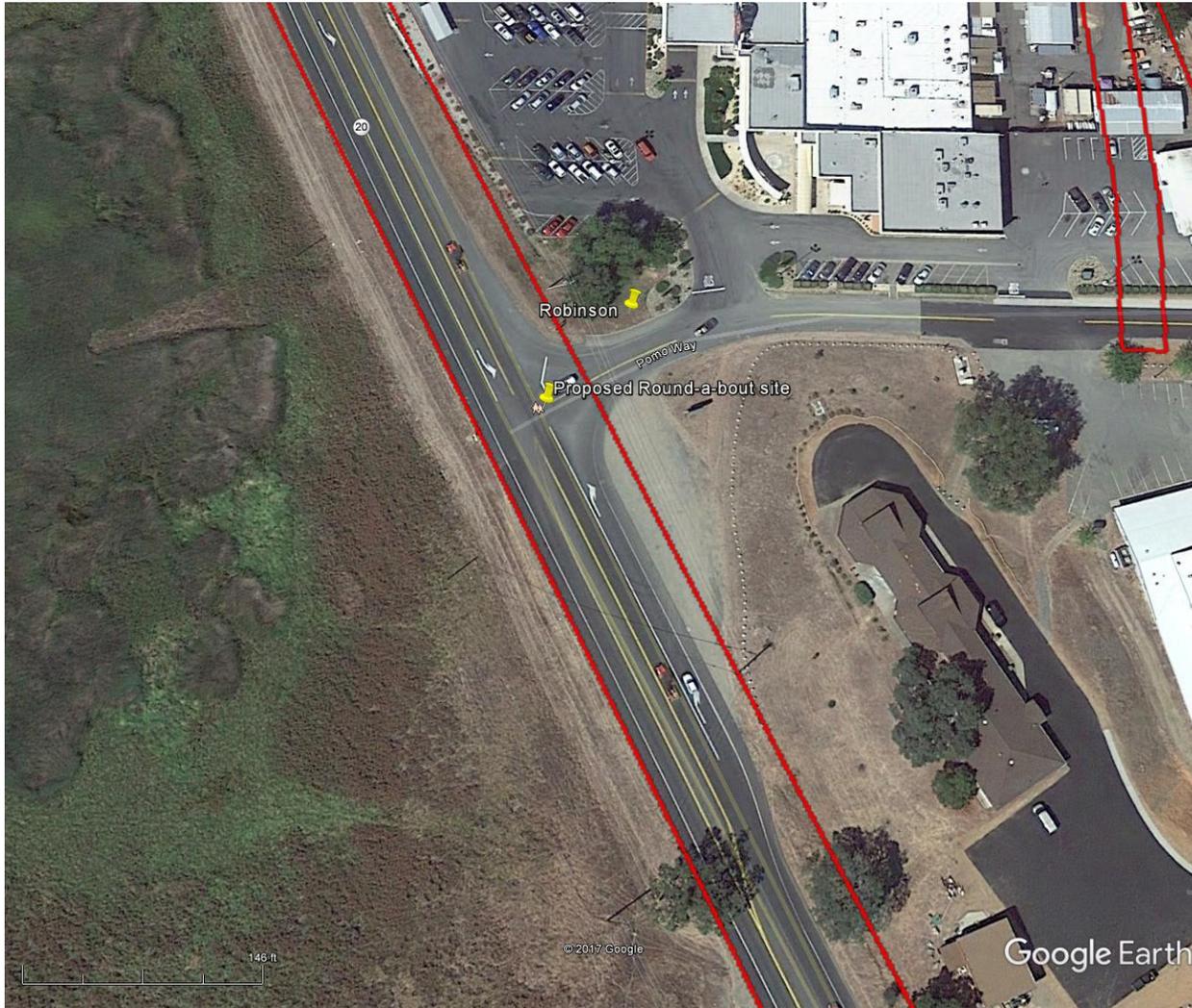


Figure 2

Goals for Emphasis Area 2:

- Enhance pedestrian safety
- Reduce driver confusion
- Slow traffic

Short-Term Strategies for Emphasis Area 2:

- Seek transportation funding to assist with goals and strategies
- Develop project plan

Medium to Long-Term Strategies for Emphasis Area 2:

- Realize funding
- Coordinate plan
- Complete project

EVALUATION & IMPLEMENTATION

- The Robinson Rancheria will evaluate and measure the success of the safety plan on an annual basis.
- The safety plan will be treated as a living document and be updated every five years or as needed due to completion of emphasis areas.
- The Robinson Rancheria will involve key stakeholders to oversee implementation of the safety plan.
- The Robinson Rancheria Tribal Council will hold the Transportation Department accountable for progress on the plan goals, as well as facilitating the annual review and subsequent updates to the safety plan. Any additional involvement needed from safety partners, from entities outside the Tribal Government will be determined on a case by case basis.