

## Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County. NCTC coordinates state and federal transportation programs for Nevada County, the City of Grass Valley, Nevada City, and the Town of Truckee.

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## This Newsletter is Prepared by the Staff of the Nevada County Transportation Commission

**Daniel B. Landon**, Executive Director  
**Mike Woodman**, Transportation Planner  
**Nancy D. Holman**, Administrative Services Officer  
**Toni Perry**, Administrative Assistant

The Nevada County Transportation Commission Newsletter is published quarterly. If you would like to be added to the mailing list, please write or call the Nevada County Transportation Commission office.

101 Providence Mine Road, Suite 102  
Nevada City, CA 95959  
(530) 265-3202  
Fax: (530) 265-3260

Web Page: <http://www.nctc.ca.gov>

E-mail: [nctc@nccn.net](mailto:nctc@nccn.net)

### Upcoming NCTC Meeting

The next regular meeting of the Nevada County Transportation Commission is scheduled on: **Wednesday, November 21, 2012 at 9:30 a.m., in the City of Grass Valley Council Chambers, 125 East Main Street, Grass Valley, CA.**

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101 Providence Mine Road, Suite 102  
Nevada City, CA 95959




# NEVADA COUNTY TRANSPORTATION UPDATE

Issue 53

September 2012

## Transit Transfer Center Moved to New Location

The new Tinloy Street Bus Transfer Center in Grass Valley became operable on September 10<sup>th</sup> and serves as the base hub for Gold Country Stage. The majority of construction has been completed and paving, striping, and bus shelters have been installed. Additional streetscape equipment such as benches, bike racks, and permanent trash receptacles will be installed in September. A multi-use building is planned for construction in the near future and when that work is completed landscaping will be done. A security camera system will be installed in conjunction with the multi-use building, as wiring and controls will be housed in the building. A "grand opening" will be planned when all construction is completed.

Relocating the transfer center from the busy downtown location at Church and Neal Streets to Tinloy Street will improve traffic flow, provide an area for up to eight buses, and will allow shoppers easy access to merchants and banks located downtown. Passengers and buses will experience easier accessibility on Tinloy Street, especially those needing ADA (Americans with Disabilities Act) accommodations. Passenger and driver amenities have been enhanced, and the new center will provide increased safety and functionality for operations overall. Funding for this project was provided from a combination of Proposition 1B funds, a Federal Transit Administration Earmark, and ARRA (American Recovery and Reinvestment Act) 5311 funds. 



Transfer Center with passenger shelters and room for 7 to 8 buses



Bus routes from various locations drop off and pick up passengers



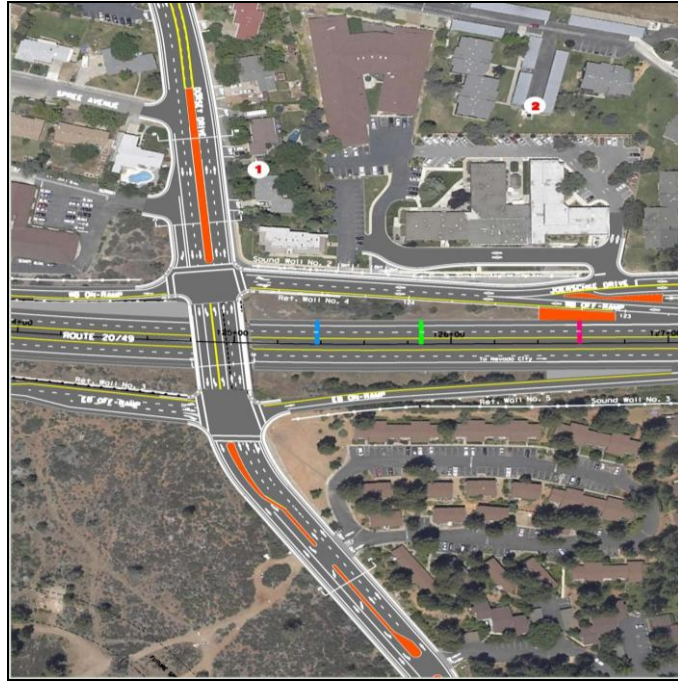
Passengers are sheltered from the sun and weather as they wait



New on-street parking provided across from Transit Center

## DORSEY DRIVE INTERCHANGE FUNDED

On August 22, 2012, the California Transportation Commission (CTC) allocated \$14,155,000 of Regional Improvement Program (RIP) funding for the construction of the Dorsey Drive Interchange project. The RIP funds were combined with \$2.8 million of local and federal funds to reach the current construction cost estimate of \$17 million. The City of Grass Valley has been designated as the lead agency for construction of the project, and the City's goal is to put the project out to bid by late 2012 and start construction in the spring of 2013.



*Schematic of the Dorsey Drive Interchange project*

The history buffs in Nevada County would tell you that when the SR 49 Golden Center Freeway was built in the 1960's, the main hubs of activity were the Brunswick Basin and Idaho-Maryland Road leading into downtown Grass Valley. With the construction stipulation of having at least one mile between interchanges off a freeway, Dorsey Drive was not planned as an interchange. In October 1984, the Dorsey Drive Interchange was identified as a high priority regional project and the initial construction cost estimate was \$2.54 million. Seven different studies were conducted between October 1984 and April 1998 to evaluate various potential design layouts and construction options for an interchange in the Dorsey Drive or Hughes Road location, and public concerns were addressed regarding economic impacts on businesses. By 1990 the construction cost estimate had risen to \$8.2 million, and by 2006 the estimate ballooned to \$22 million. The recent recession has pushed the cost estimate in 2012 down to \$17 million.

In 1996, with the passage of Senate Bill (SB) 45, the Dorsey Drive Interchange project became eligible for state funding. Prior to that the state indicated if a community wanted to add a local interchange onto a freeway it would require local funds to build it. The Nevada County Transportation Commission (NCTC) played a part in getting SB 45 passed. Following its passage, in 1998 NCTC submitted the Dorsey Drive Interchange project to the CTC for funding in the State Transportation Improvement Program (STIP). Since 1998, the project construction schedule has been delayed three times due to lack of funding. A survey taken in April 2006 showed that 73% of Grass Valley voters felt the construction of the Dorsey Drive Interchange was "very important" or "extremely important", but a special sales tax (Measure T) intended to raise funds to construct the interchange did not pass in 2006. A sales tax measure was discussed again in February 2009 but did not make it on the ballot. A suggestion was made to build the interchange in phases in order to utilize the funding available and get the project started. The Grass Valley City Council decided they wanted to see the entire interchange built and they made the Dorsey Drive Interchange project their number one priority. The economic recession brought the construction price tag down to a reachable amount and the city committed \$5 million of Redevelopment Agency (RDA) funds towards the project. Congestion Mitigation and Air Quality (CMAQ) funds and Regional Transportation Mitigation Fees (RTMF) have also contributed to getting the project shovel ready.

With the many years of planning and anticipation that has gone into the Dorsey Drive Interchange project, you may just witness an impromptu celebration at the ground breaking ceremony of all the people who have hoped to see this project built "in their lifetime". NCTC will keep you posted on the progress of the bid process and construction start date. NCTC

## SR 49 PROJECT READY FOR TRAFFIC SIGNAL

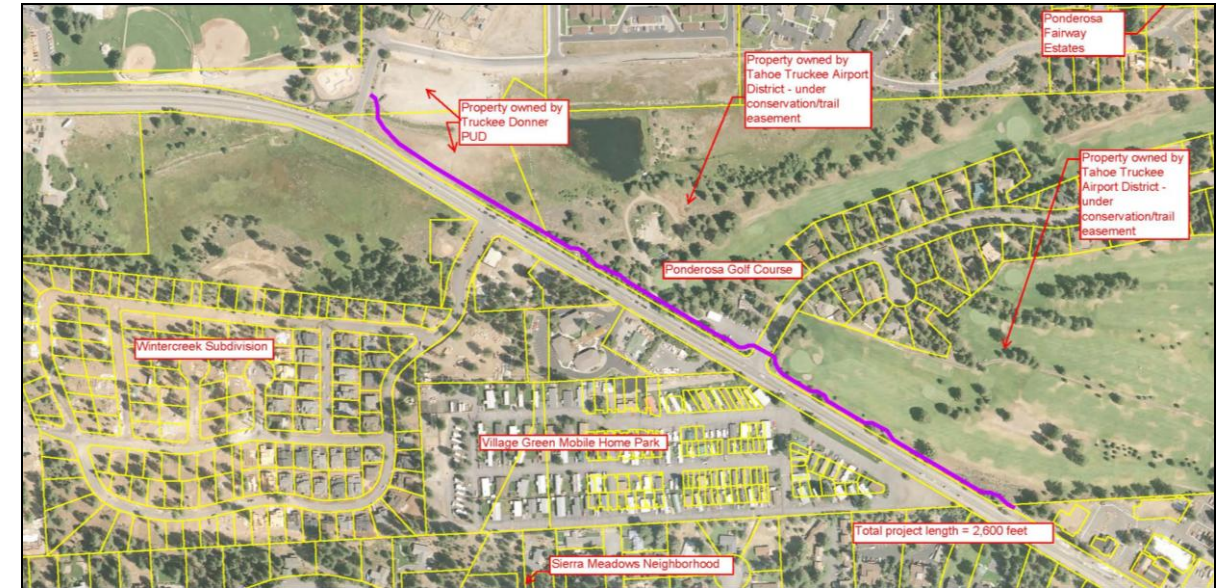


**The SR 49/La Barr Meadows Road Widening Project is on schedule for construction to be completed later this fall.** The last two poles and lights were installed the week of September 17<sup>th</sup> for the traffic signals located at the intersection of SR 49 and the two frontage roads where they feed into the highway. Paving and striping of two lanes on the west side of the highway and the frontage road on the west side of the project will need to be completed to reach the goal of activating the signal and having the highway fully open to traffic by the end of October. Construction of two soundwalls is underway on the west side of the highway near Kenwood Drive and Mountain Air Mobile Home Park. It is anticipated that the contractor will need to wait to apply the final layer of rubberized asphalt until the late spring of 2013 when nighttime temperatures stay at or above 50°. This rubberized asphalt helps to reduce road noise. NCTC

*Light pole installed that will have traffic signal arm attached at SR 49 / frontage road intersection*

## GRANT FOR TRUCKEE BIKE TRAIL

The Town of Truckee's Brockway Road Bike Trail project was recently selected to receive \$654,750 from the State of California Bicycle Transportation Account. The project will construct a one-half mile Class I bike path (paved path separate from the roadway) that will be 10 feet wide, with two foot shoulders, at an anticipated total cost of \$750,000. This project will connect two existing Class I bike path segments, which currently terminate at the Truckee River Regional Park (Brockway Road and Estates Drive intersection) and The Rock commercial complex (approximately 250 ft. northeast of the Brockway Road roundabout). Completion of this trail segment will provide a safer commute for bicyclists and pedestrians between the downtown area of Truckee, the residential developments, commercial enterprises along Brockway Road, regional parks, community centers, public offices, and facilities located on Truckee Airport Road. Currently bicyclists and pedestrians using the existing paths must move into the roadway, competing with vehicular traffic, to traverse this uncompleted portion. Brockway Road has inconsistent shoulders, which are often covered in road sand and snow in the winter. Because of the significant separation between the trail and road, the new trail will be located outside the snow storage area, making it easier to keep the trail clear of snow and road sand year round. The trail will be cleared of snow in the winter to provide bicycle access year round.



*Planned and funded Brockway Road Class I Bike Path*

The Town believes a linked network of bikeways is crucial to provide local residents and visitors an alternative to the automobile, to promote and increase cycling in the community, and provide a recreational opportunity for bicyclists and pedestrians. The intent of the bikeway and trail system is to reduce automobile trips by providing safe and convenient routes linking the many neighborhoods, commercial districts, public facilities, and services. The path will also provide access to two existing bus stops located at the Martis Valley Road/Brockway Road intersection. The Town is in the process of installing kiosks and guide signs on all Class I bike paths throughout the Town. An updated trail and bikeways map, which is prepared by the Truckee Trails Foundation, will be provided in the kiosks. An additional Class I bike path is now being developed to connect the current path to the Northstar Resort. This project is consistent with both the Truckee Trails and Bikeways Master Plan and the Nevada County Bicycle Master Plan. NCTC

## PEDESTRIAN/BIKE PROJECT IN NEVADA CITY

**The Ridge Road/Zion Street Pedestrian/Bike Improvement Project is nearing completion.** The project connects with existing sidewalks on Zion Street and Searls Street to provide a sidewalk around the entire block. It includes ADA (Americans with Disabilities Act) compatible crosswalks, curb ramps, and a stone retaining wall on Zion Street. The project was estimated at \$325,000 and is being funded by CMAQ (Congestion Mitigation and Air Quality) funds and local match funds from Nevada City. NCTC



*Intersection of Ridge Road / Zion Street / NV City Highway*



*Stone retaining wall being constructed on Zion St.*