

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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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.

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Upcoming NCTC Meeting

The next regular meeting of the Nevada County Transportation Commission is scheduled on: **Wednesday, September 18, 2013 at 9:30 a.m., in the Nevada City Council Chambers, 317 Broad Street, Nevada City, CA.**

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NEVADA COUNTY TRANSPORTATION UPDATE

Issue 55

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Bicycle Master Plan Update

The Nevada County Bicycle Master Plan update was adopted at the July 17th Nevada County Transportation Commission (NCTC) meeting. Fehr & Peers, the consultant, worked with a Project Advisory Committee consisting of representatives from NCTC staff, Nevada County, City of Grass Valley, Nevada City, Town of Truckee, and Sierra Express Bicycle Club, to complete the five-year plan. This planning effort incorporated and expanded on existing bicycle planning efforts in Nevada County and input was sought out from local jurisdictions, citizens, and local bicycle advocacy groups to propose new projects to add to the existing plans. Existing land use patterns and overall transportation needs were taken into consideration in the development of the plan, which focuses on bicycle transportation facilities and not recreational facilities. The update will allow all of the jurisdictions in the county to be eligible to annually submit bicycle projects identified in this Bicycle Master Plan (BMP) for grant funding through the State Bicycle Transportation Account (BTA) that annually awards \$7.2 million statewide.

Fehr & Peers and NCTC staff conducted a public workshop in Nevada City with approximately thirty attendees, and a workshop in Grass Valley where twenty individuals came out to provide input on desired bicycle improvements in western Nevada County. The consultant hosted an online survey on the project website they created that gathered another 160 responses. Based on workshop and survey input, and information provided from jurisdiction staff and from bicycle advocates, the consultant evaluated the feasibility of suggested revisions to the existing plan, and identified new projects to consider including in the draft. The evaluation took into consideration factors such as safety, availability of right-of-way, connectivity, barriers, and multi-modal linkages. The draft BMP was presented at the May 15th NCTC meeting. The plan includes proposed bicycle facility maps, goals and objectives for bicycle transportation in the county, and provides a prioritized list of projects, many of which are Class III bike paths with multi-use shoulder projects or Class III shared roadway projects (see diagram below).

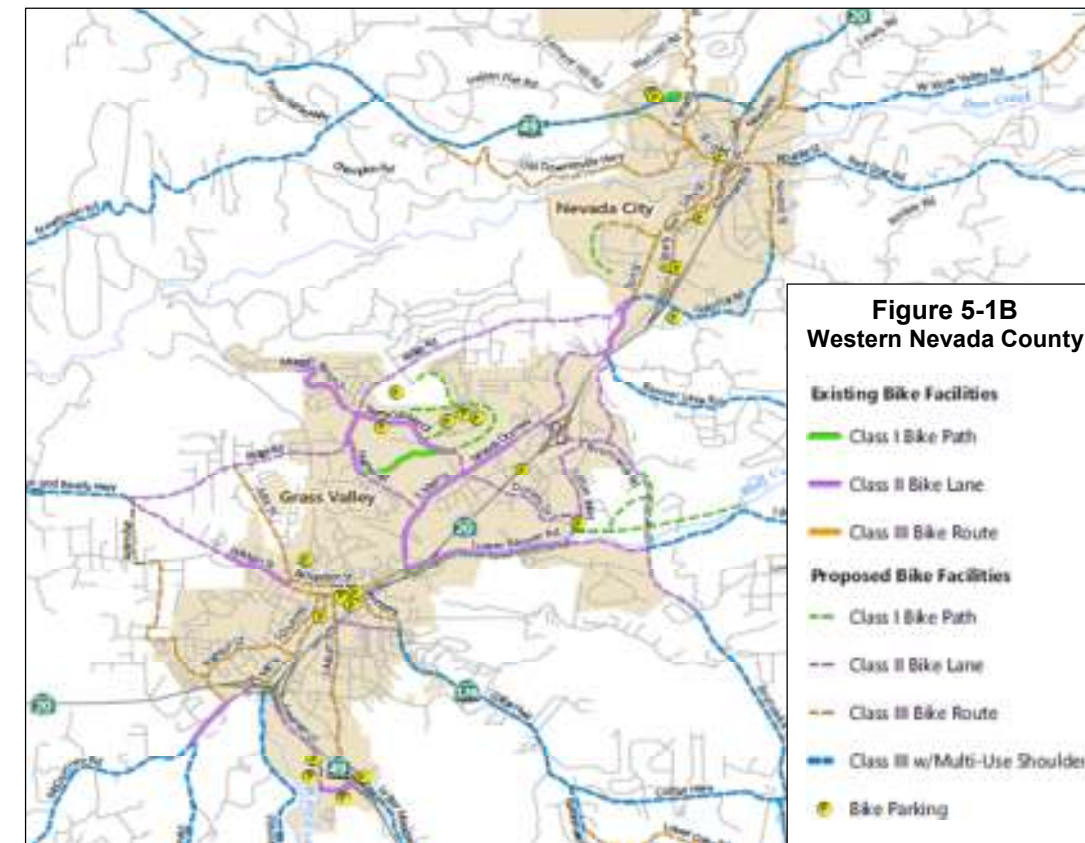


Figure 5-1B
Western Nevada County

The Town of Truckee gave Fehr & Peers information from their existing Truckee Bikeway and Trails Master Plan for inclusion in the BMP update. The Town is updating their region's bike plan as a separate project in the near future. The Town of Truckee recently received a BTA grant of \$654,750 for a bicycle facility in Truckee that was included in the Nevada County BMP (see September 2012 NCTC newsletter for details). This grant is the largest sum ever awarded in the state for a single project. Truckee is known to have one of the most robust networks of bike paths and trails proposed in the State of California. The Town has creatively entered into public partnerships with local homeowner associations who help fund bicycle lanes in their specific location. There is a very aggressive Truckee bike coalition that goes out and raises funds for projects and also raises local awareness to stimulate construction of bike paths.

Ultimately, the goal of the BMP is to encourage jurisdictions to implement the bicycle projects in their area in order to increase the number of bicycle facilities and the quality of bicycling in Nevada County. An entire chapter is included on implementation of projects, cost estimates, prioritization, and funding sources. NCTC would like to see the Bicycle Master Plan used to help promote healthy activities for the community by making it easier to bicycle and walk. The final plan will now be presented to the city councils and the Nevada County Board of Supervisors for adoption by resolution. The final BMP is available for viewing on the NCTC website (www.nctc.ca.gov) under Reports. **NCTC**

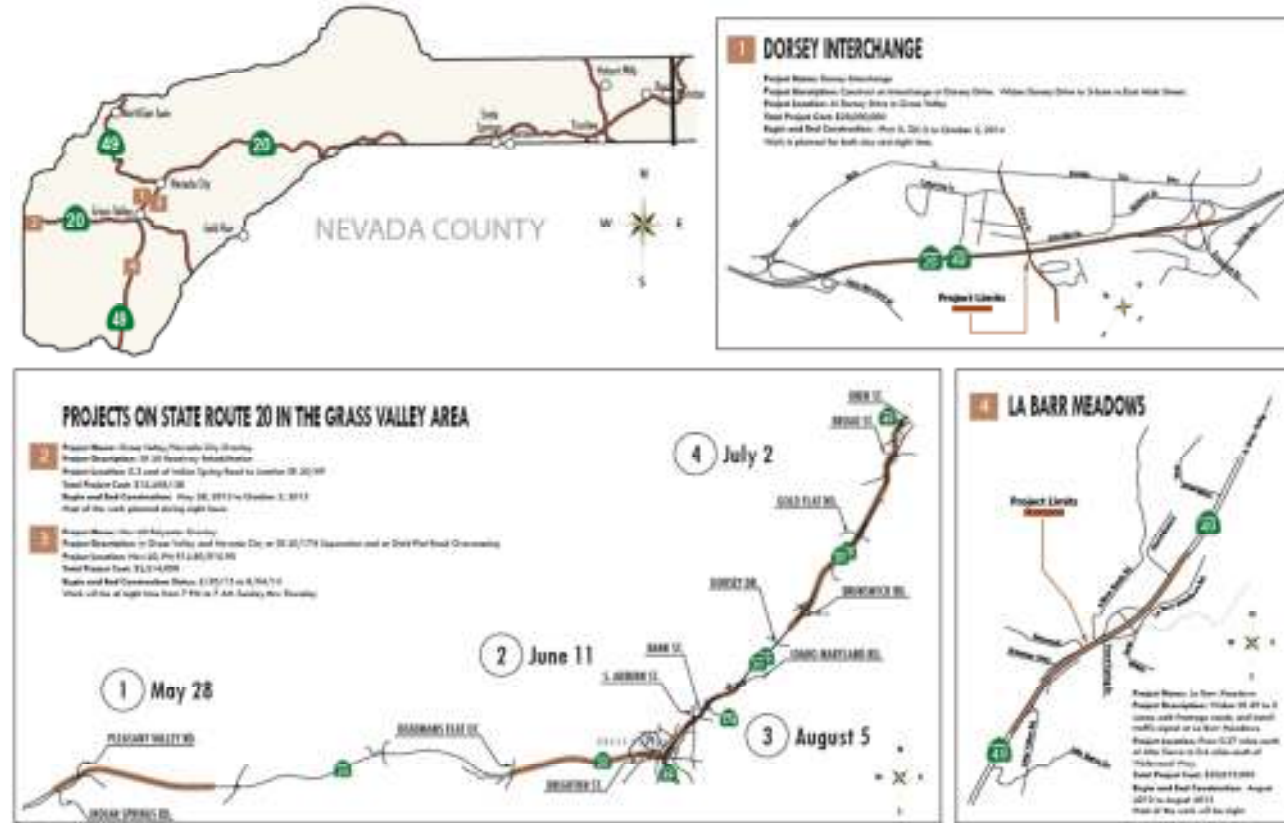
CALTRANS held an open house in Grass Valley on June 20th to inform the public of construction projects planned on State Route 20/49 in western Nevada County this summer and to provide a venue for questions. A handout was provided (*see below*) with details of location, cost, and beginning and ending construction dates for four projects.

1-Dorsey Drive Interchange – construct an interchange at SR 20/49 and Dorsey Drive; widen Dorsey Drive to 5 lanes to East Main Street; total project cost \$28 million; construction from May 6, 2013 to October 3, 2014 with both day and night time work.

2-SR 20 Roadway Rehabilitation – overlay pavement from east of Indian Springs Road to the junction of SR 20/49 in Nevada City; total project cost \$15,258,138; construction is May 28, 2013 to October 3, 2013 with most of the work planned during night hours.

3-SR 20 Polyester Overlay – in Grass Valley and Nevada City at SR 20/SR 174 separation and at Gold Flat Road Overcrossing; total project cost \$2,214,000; construction from May 30, 2013 to August 4, 2013 with work done at night during the week days.

4-SR 49/La Barr Meadows Road Widening – widen highway to 5 lanes, add frontage roads, install traffic signal; total project cost \$30,019,000; construction from August 2010 to August 2013 with most of the remaining work to be done at night.



Projects on State Route 20 in the Grass Valley/Nevada City Area for Summer 2013

CITY OF GRASS VALLEY – Pedestrian access improvement projects are being done this summer in **Condon Park and Memorial Park** that are funded by Congestion Mitigation and Air Quality (CMAQ) funds. Sidewalks, with curbs and gutters where applicable, are planned for construction to promote access to these two parks. This will include the installation of a crosswalk on Colfax Avenue to Memorial Park. In the area of Memorial Park, a sidewalk, curb, and gutter are planned on Oak Street and Central Avenue from existing sidewalk/pedestrian paths to the park. To better access Condon Park, a sidewalk, curb, and gutter are planned on Minnie Street from Butler Street to the park. Curb ramp improvements are also planned for the intersection of Butler and Minnie Streets. These access improvements are planned to help reduce vehicle trips generated by nearby residents, thereby helping to alleviate traffic congestion in the area. The total project cost is \$170,800, with \$150,000 provided from CMAQ funding, and local matching funds of \$20,800.

CITY OF NEVADA CITY – The East Broad Street Sidewalk project is funded by CMAQ funds. Approximately 600 feet of sidewalk will be constructed on East Broad Street that will provide a connection between the multi-purpose path Nevada County constructed from the Eric Rood Government Center to the North Bloomfield Road signal on SR 49. The new sidewalk will also connect with the existing sidewalk system in Nevada City on Main Street. The signal on SR 49 at North Bloomfield Road provides the only controlled crossing location for pedestrians and bicyclists between the government center and downtown Nevada City. The city has gone out to bid on the project. The total project cost is \$151,567, with \$134,182 provided from CMAQ funding, and \$17,385 from local matching funds.

The Nevada City “Measure S” Tax Measure uses funds annually to pave various locations in the city. This summer’s paving locations are as follows: Uren Street from B Street to Nevada Street, a two inch overlay; Providence Mine Road from the Grass Valley Group gate to Zion Street, a two inch overlay; Lower Grass Valley Road from the gas pumps to Gold Flat Road, reconstruct the roadway and a two inch overlay; New Mohawk and Gold Flat Court from Bost Avenue to Gold Flat Road, grind pavement and replace with a two inch overlay of asphalt/concrete; Gold Flat Road from New Mohawk Road to Sneath Clay Road, partially grind the roadway and replace with a two inch overlay.

JASON FOUYER serves as a member of the Grass Valley City Council and was appointed to the Nevada County Transportation Commission on January 8, 2013. Mr. Fouyer was elected to the Grass Valley City Council in 2010 and appointed as Vice Mayor in 2012. Previous to his election, he was Chair of the Grass Valley Planning Commission and was seated on the Grass Valley Parks and Recreation Commission. Currently Jason is the liaison to the Grass Valley Downtown Association, liaison to the Parks and Recreation Commission, and is on the Board of the EDBG/Business Advisory Board.



Mr. Fouyer is a graduate of San Francisco State University with a B.A. in Fine Arts, a Certified Land Use and Environmental Planner through U.C. Davis Extension, and is a graduate of the Nevada County Community Leadership Institute. Jason is the Chief Operations Officer for Cranmer Engineering, Inc.

Jason is married to wife Tamara, and together they are raising their children Lilianna (6) and Austin (4). In his spare time Jason enjoys fishing, camping, and time with his family. **NCTC**

NEVADA COUNTY – The Red Dog Road Paving project is located at the end of pavement on Red Dog to Banner Quaker Hill Road, approximately 1/4 mile. This unpaved, winding roadway has narrow to no shoulders. Safety improvements will pave the travel lanes, widen shoulders to improve sight visibility, improve roadway drainage, do minor cuts and fills, and remove roadside vegetation and trees. The total budget is \$540,000 and is funded by Regional Surface Transportation Program (RSTP) funds. Construction began July 8th.

Magnolia Crosswalk project will install a pedestrian crosswalk to connect Lake of the Pines (LOP) community to the Combie/Magnolia Class I pedestrian path near Magnolia School. The project proposes to reduce vehicle trips and traffic congestion by providing a safe route for pedestrians/students living in LOP. A pedestrian actuated flashing light system and associated crosswalk with signage and striping is an essential element in making the facility safe and functional on a major collector roadway, especially for school children and parents. The project connects LOP to Bear River High School, Cottage Hill Elementary School, and Magnolia Intermediate School. Ultimately it will also connect LOP to a larger pedestrian facility that will run along Magnolia and Combie Roads from Kingston Lane to SR 49 (approximately 2 miles). The total budget is \$45,000 and funding is from AB 2766 grant funds and State Exchange Funds.



Purdon Crossing Bridge during rehabilitation

Purdon Crossing Bridge Rehabilitation project is located approximately 7 miles northwest of Nevada City in unincorporated Nevada County. The Purdon Crossing Bridge is a single lane wooden truss bridge that was constructed in 1895 (*photo to left*), and the desire is to preserve the useful life of this historic bridge. Rehabilitation includes paint protection to preserve steel members and eliminate continued deterioration of the steel. Minor structural repairs include replacement of damaged and missing rivets. The roadway and bridge is closed during rehabilitation. Total project cost is \$1,053,534 and is funded by the Federal Highway Bridge Program, Measure F, and State Exchange and Road Fund.

2013 Overlay and Chip Seal locations can be viewed at www.mynevadacounty.com website under Public Works projects.

TOWN OF TRUCKEE – The Brockway Road Trail project is construction of a 10-foot wide Class I paved trail on the north side of Brockway Road between Estates Drive and The Rock development by Martis Valley Road/Brockway Road roundabout. Hansen Brothers Enterprises will construct the trail this summer. Total project cost is \$1.1 million with funding from RSTP funds, private funding, Bicycle Transportation Account, Truckee Sanitary District Reimbursement, and Truckee Trails Foundation grant.

Glenshire Drive Bike Lane Project – Phase 1 is a reconstruction and widening of Glenshire Drive between Highland Avenue and Berkshire Circle to accommodate bike lanes, implement storm water improvements, control erosion, and rehabilitate the structural section of roadway. Sierra Nevada Construction is the contractor and the project will cost \$3.6 million to construct. Funding is from AB 1600 Traffic Fees, Measure A and Measure V Sales Tax Funds, and utility reimbursements.

Truckee River Legacy Trail – Phase 3B is a 8 to 10 foot wide Class I paved trail being constructed along the south side of the Truckee River (*photo to right*), connecting Phase 3A of the trail to Glenshire Drive. The project includes a new bridge across Martis Creek. Construction will start August 2013 and go until October 2014. The project cost is \$4.2 million and is funded by RSTP funds, a River Parkways Grant, and Truckee Special Service Area #5 (Glenshire) funds.



Site for Truckee River Legacy Trail – Phase 3B

2013 Slurry Seal Project will rehabilitate roads in Tahoe Donner, Glenshire, Prosser Lakeview Estates, and West River Street. The total cost is \$700,000 and is funded by Measure A and Measure V Sales Tax Funds, Truckee Special Service Area #1 and #5 (Tahoe Donner and Glenshire) funds, and state and local partnership Prop 1B funds. **NCTC**