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DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director


Grass Valley • Nevada City

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MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the May 2019 Meeting

DATE: May 15, 2019

NORTH STATE SUPER REGION/CALIFORNIA TRANSPORTATION COMMISSION TOWN HALL

On April 9 and 10, 2019 the Executive Director and Deputy Executive Director attended meetings in Chico, CA. The biannual meeting of the North State Super Region (NSSR) was held April 9. The NSSR is an alliance of the transportation planning agencies in the 16 Northern California counties, formed to identify common transportation, growth, and land use issues, and formulate unified strategies that can be advocated to implementing agencies and the public. Agenda items at the meeting included a discussion of legislation related to the Active Transportation Program (ATP), a discussion about the upcoming 2020 State Transportation Improvement Program (STIP), and a presentation by the Caltrans Division of Rail and Mass Transit regarding an update of the statewide rail network "vision." During the business portion of the meeting, Mike Woodman was selected to serve as chair of the NSSR.

On April 10, the California Transportation Commission (CTC) hosted a Town Hall Meeting. During the Town Hall Meeting, the CTC received presentations from six Northern California transportation planning agencies. At the conclusion of the meeting there was a tour to see the effects of the Camp Fire in Paradise, California.

During the town hall meeting, Mike Woodman gave an overview of the SR 49 Corridor Improvement Project to the CTC (see attached graphic). This project will be funded with state and federal monies that will need approval from the CTC. Dan Landon gave an overview of the Nevada City SR 49 Multimodal Corridor Plan study (see attached graphic). Improvement recommendations from the study will be likely candidates for funding from the Active Transportation Program, which will need approval by the CTC.

SURVIVE THE DRIVE

On April 27, 2019, Executive Director Landon participated with the Roamin Angels Car Club and Kiwanis Club in the "Survive the Drive" teen driving clinic. The NCTC display included graphics developed from the Nevada County Local Road Safety Plan (see attached graphics). At the NCTC display, participants including students, parents, California Highway Patrol, the Roamin Angels Car Club and Kiwanis Club members were provided information and quizzed about the top collision factors and collision types in Nevada County. See the Survive the Drive brochure and thank you letter, attached.

attachments

Project Description

- The planned project will widen this two-lane segment of State Route 49 to a four-lane conventional access control highway.
- This project will address safety concerns through the installation of a continuous concrete median barrier, eight-foot shoulders with rumble strips, Enhanced Wet Night Visibility (EWNV) striping, pavement edge treatments, the removal and collection of numerous ingress/egress to the highway, and construction of frontage road segments to direct traffic to two at-grade roundabout or signalized intersections.
- Additionally, the project will reduce peak hour congestion by improving capacity, eliminating the merges that currently exist to the north and south of the project, connecting to the existing four-lane sections, and installation of a section of northbound truck climbing lane.
- The State Route 49 Corridor Improvement Project is the next phase of several planned long-term capital improvements that are focused on improving safety, operations, connectivity, and mobility within the corridor.
- Completion of this project is the top regional priority of the NCTC and there is strong local support for improvements that will enhance safety and operations on State Route 49.
- There is also a strong local desire to have the highway improved to four lanes to facilitate and handle the traffic capacity associated with a mass-evacuation in the event of a major wildland fire.



Safety is Key Focus on State Route 49 Corridor

- The Nevada County Transportation Commission, in coordination with Caltrans, has a long history of working to plan, program, and construct improvements in the State Route 49 corridor. In recent years, improvements to State Route 49 between Grass Valley and Auburn have been focused on improving safety and operations.
- In 2005, the stretch of State Route 49 between Wolf/Combie Road and McKnight Way in Grass Valley experienced nine collision-related fatalities.
- In 2006, another five lives were lost due to fatal collisions.
- Between 2007 and 2015, there were another five fatalities in the corridor.
- There were another five fatalities that occurred between mid-December 2016 and mid-February 2017.
- In 2018, luckily there were zero fatalities, but the number of accidents in the corridor have been increasing.
- Year to date in 2019 there has already been one fatality.



Regional Significance of the State Route 49 Corridor

- State Route 49 is a significant interregional connector for goods movement, employment, and for travelers seeking tourist and recreational destinations.
- State Route 49 is evolving into a critical goods movement corridor as demonstrated by increasing truck volumes.
- Growth forecasts for the corridor indicate that traffic congestion and delays will only increase if State Route 49 in Nevada County is not improved.
- State Route 49 serves as an emergency detour route for I-80 passenger and goods movement traffic.
- The State Route 49 corridor also plays a key role in providing interregional multi-modal connectivity.
- State Route 49 is identified as a strategic interregional corridor in the Caltrans 2015 Interregional Transportation Strategic Plan (ITSP).

Project Funding

- Without INFRA grant funding and a partnership with Caltrans Interregional Improvement Program and SHOPP funding, NCTC will not be able to complete the State Route 49 CIP in the foreseeable future.

Component	Non-Federal		Other-Federal	INFRA	Total Cost	
	(STIP)	(SHOPP)	(SHOPP)			
Preliminary Engineering	\$6,000,000	\$469,000	\$3,421,000	\$ -	\$10,090,000	10%
Right of Way ¹	\$ -	\$1,467,000	\$11,323,000	\$ -	\$12,790,000	12%
Construction ²	\$24,000,000	\$3,873,000	\$29,905,000	\$25,000,000	\$82,780,000	78%
Total	\$30,000,000	\$5,811,000	\$44,849,000	\$25,000,000	\$105,660,000	100%
	34%		42%	24%	100%	

Table 2. Project Funding

¹Includes right of way acquisition and utility relocation costs.

²INFRA Grant funds will be used to address the construction funding shortfall. Escalated 4 years @ 4.2%/yr.

³The California State Transportation Improvement Program (STIP) funding will come from the Interregional Improvement Program (IIP) and the Regional Improvement Program (RIP).

⁴This project is listed in the State Highway Operations Protection Program (SHOPP) 10-year Project Book, and planned to be programmed in the 22/23 Fiscal year in the 2020 SHOPP.

- NCTC receives a formula apportionment share of STIP – RIP, which generates approximately \$2 million annually. For larger capital construction projects, even if NCTC's RIP funds are banked over time and combined with a potential advance of future RIP shares, it is challenging to keep pace with increases in construction costs if a project is delayed due to funding constraints.

- Completing the planned improvements to interregional state highways such as State Route 49 are critical to rural economies, and provide connectivity to metropolitan job centers.





Keys to Our Approach for SR 49 Multimodal Corridor Plan



Focus on Key Issues
 Maintaining Operations & Improving Safety
 Lack of Pedestrian/Bicycle Infrastructure/Treatments
 Opportunities to Moderate Travel Speeds
 Lack of Pedestrian/Bike Connectivity
 Mobility Options Serving Disadvantaged Communities

Interim and Longer-term Solutions
 Pedestrian Treatments
 Pop-up Roundabouts
 Modern Roundabouts
 Class I Trail

Charrette for documenting public input
 Where they perceive the issues are
 What improvement concepts they could most support

Performance-based Assessment of Recommended Improvements

FHWA Peer Review



Nevada City SR 49 Multimodal Corridor Plan - Segment 3



Nevada City SR 49 Multimodal Corridor Plan - Segment 2



Nevada City SR 49 Multimodal Corridor Plan - Segment 1



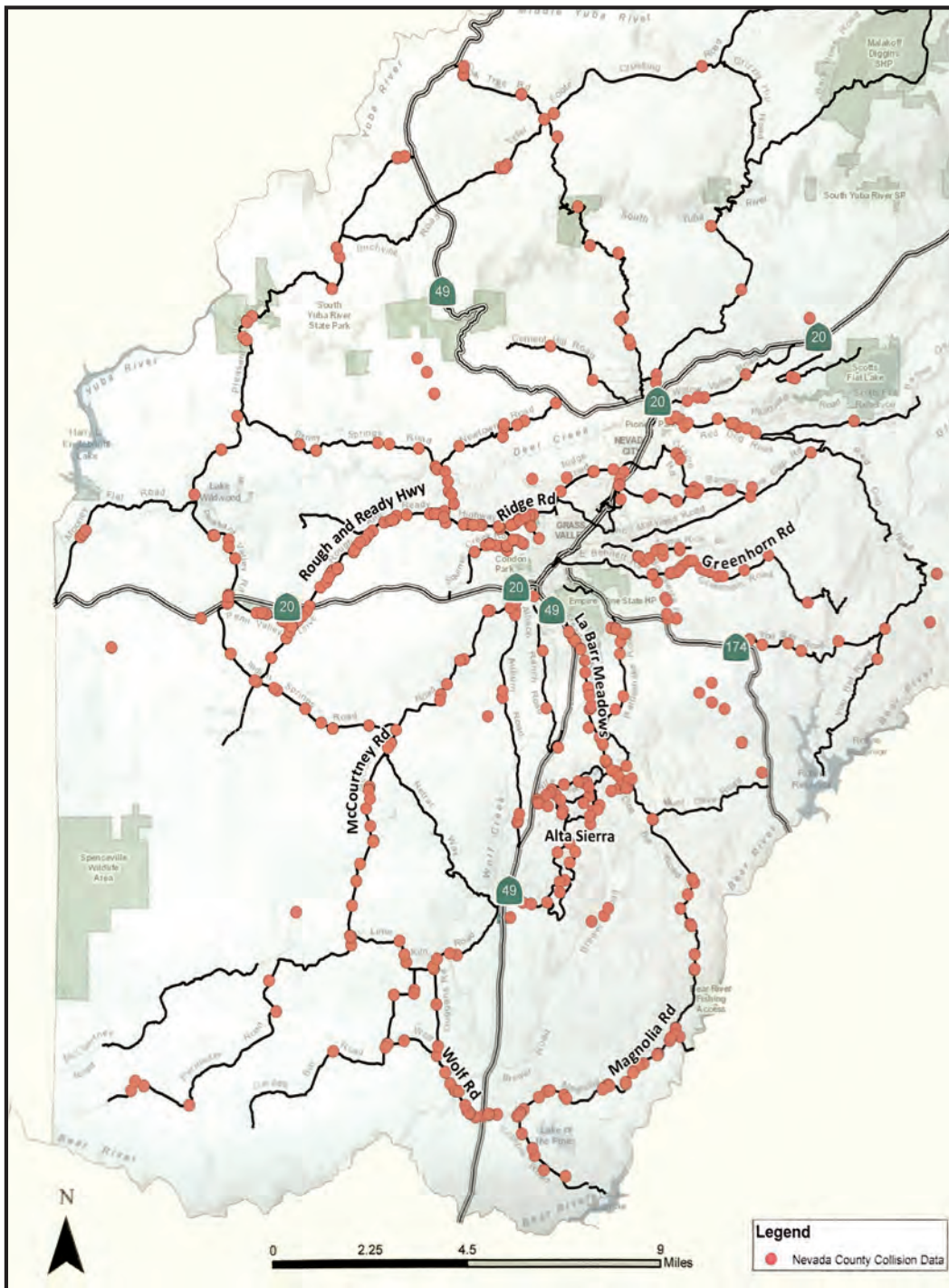
- Desire to reduce vehicle speeds as they approach segment 2
- Slowing eastbound vehicles entering the populated area (transition from 55 mph to 45 mph)
- Limited bicycle and pedestrian infrastructure along SR 49
- No marked crosswalks and a need for additional lighting
- Vehicles maintaining high speeds exist eastbound from SR 49 via a right turn slip lane onto W. Broad St. creating high speed versus low speed conflicts at Chief Kelly Drive

- Major activity generators on the north side of SR 49 include Nevada County Government Center, Nevada County Library, and Hirschman Pond Trail
- Activity generators attract a variety of pedestrians and bicyclists
- Public concern about pedestrian safety at Maidu Avenue/Orchard Street and SR 49

- Desire to reduce vehicle speeds entering into Segment 2
- Peak Hour operational challenges at the intersection with Coyote Street/SR 49
- Popular trail accessing Sugar Loaf Mountain crosses SR 49 near Coyote Street, but no marked crossing.
- Lack of connectivity between trails

WHY ARE MOTORISTS CRASHING?

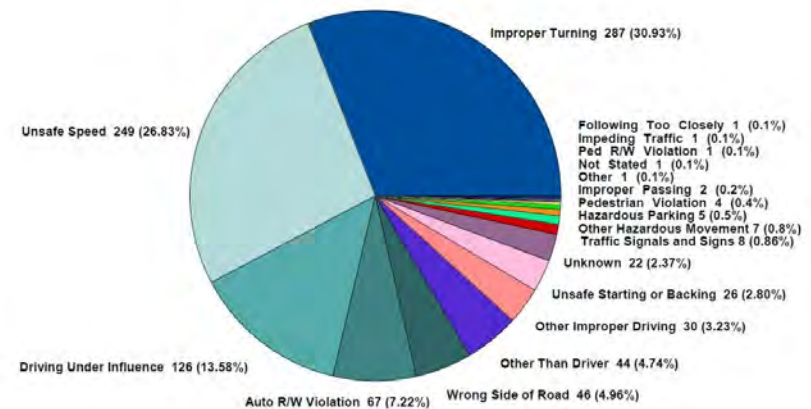
Western Nevada County Collision Locations - 2015-2017



The Top Three Primary Collision Factors Are...

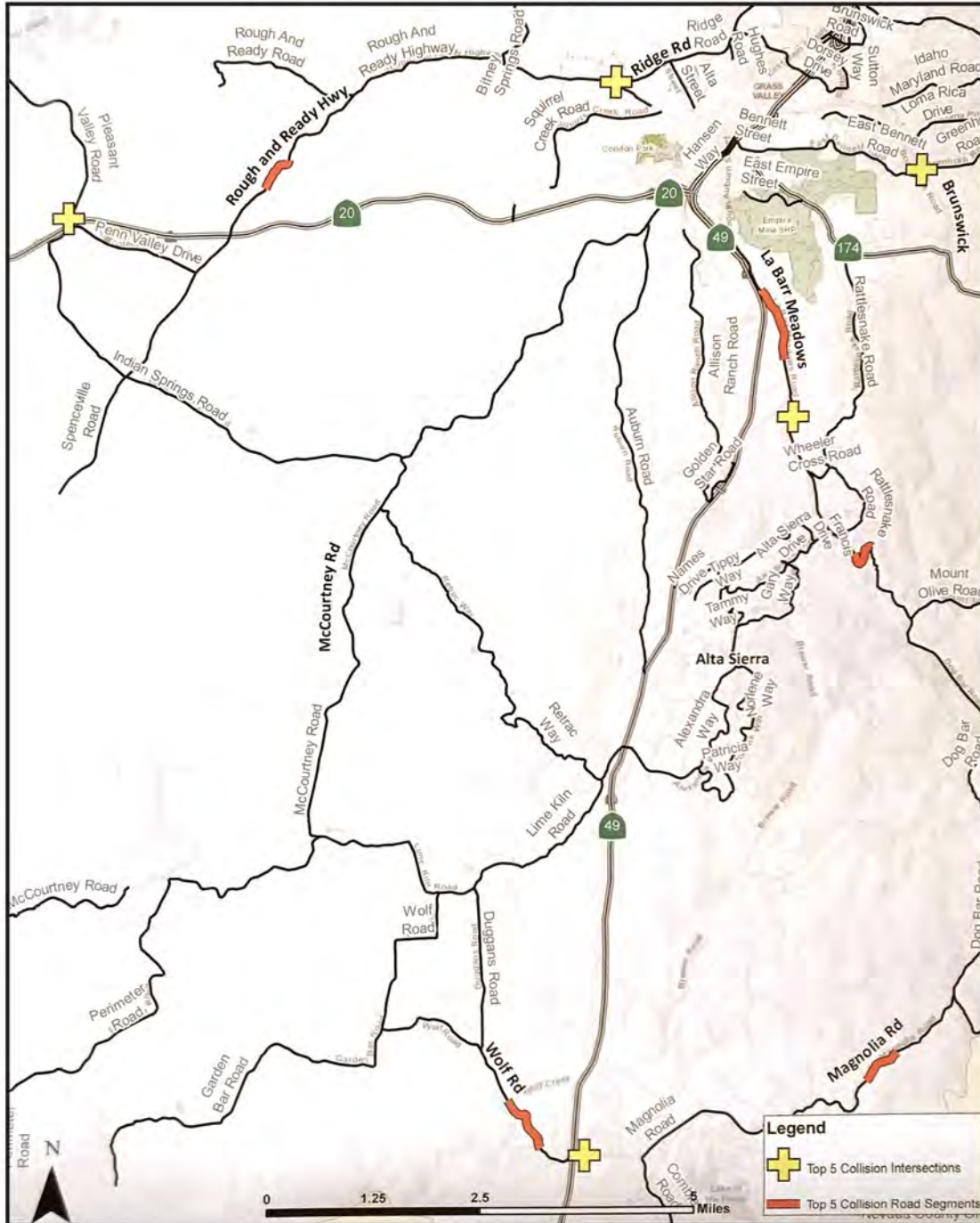
- **Improper Turning**
Turning in front of oncoming vehicles, etc
- **Unsafe Speed**
Causes vehicles to go off the road or does not allow the driver enough time to react
- **DUI**

Nevada County Primary Collision Factors 2015-2017



WHAT TYPES OF COLLISIONS ARE OCCURRING?

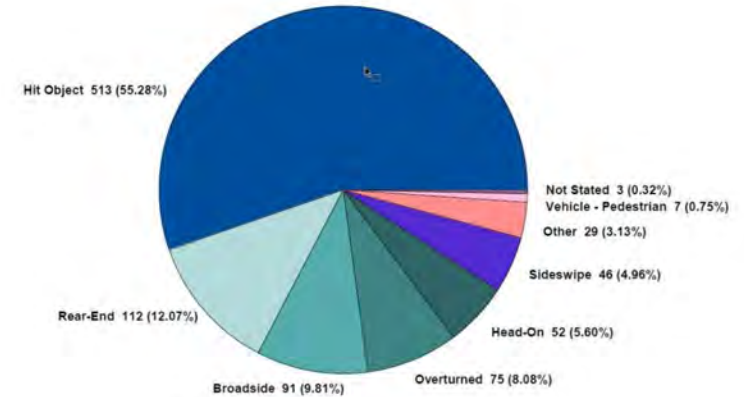
High Incidence Collision Locations - 2015-2017



The Top Three Primary Collision Types Are...

- **Hit Object**
Hitting animals or hitting objects when veering off the road
- **Rear-End**
Driver not paying attention and not leaving enough time to react
- **Broadside**
Improper turning in front of oncoming vehicles

Nevada County Collision Types 2015-2017



IS YOUR TEEN A SAFE DRIVER?

Licensed or permitted Students 15-18 years of age who reside in Nevada County can sign up for the "Survive the Drive" life saving teen driving clinic.

The clinic will be held at the Public Safety Training Center near Grass Valley's Sierra College Campus and will include classroom presentations, hands on driving experiences, car control exercises and fundamentals of driving safety.

The charge for each student driver is \$49 which is refundable after successful completion of the course. See Application for details.

Two sessions are available Saturday April 27th.

Session 1 - 8:30 am -11:30am

Session 2 - 10am - 1:30pm

Space is limited to 60 participants (30/session)

Students must bring their own vehicles, & a parent or guardian. Participants under age 18 must have parental permission.

To Sign Up download the application at:

www.roaminangels.com

Complimentary Big "A" \$10 meal coupons for all participants!



This is not a NJUHSD sponsored event. The District will provide no supervision the day of the event. The District has no responsibility or input over the way the activity is organized, supervised or set up.

Spotlight on Safety in Nevada County Courtesy of:

Impact
Teen Drivers



Riebes auto parts



DONT DRINK AND DRIVE



DON'T BE A KILLER

NO! DRIVER DISTRACTED DRIVING



DONT DRIVE AGGRESSIVELY

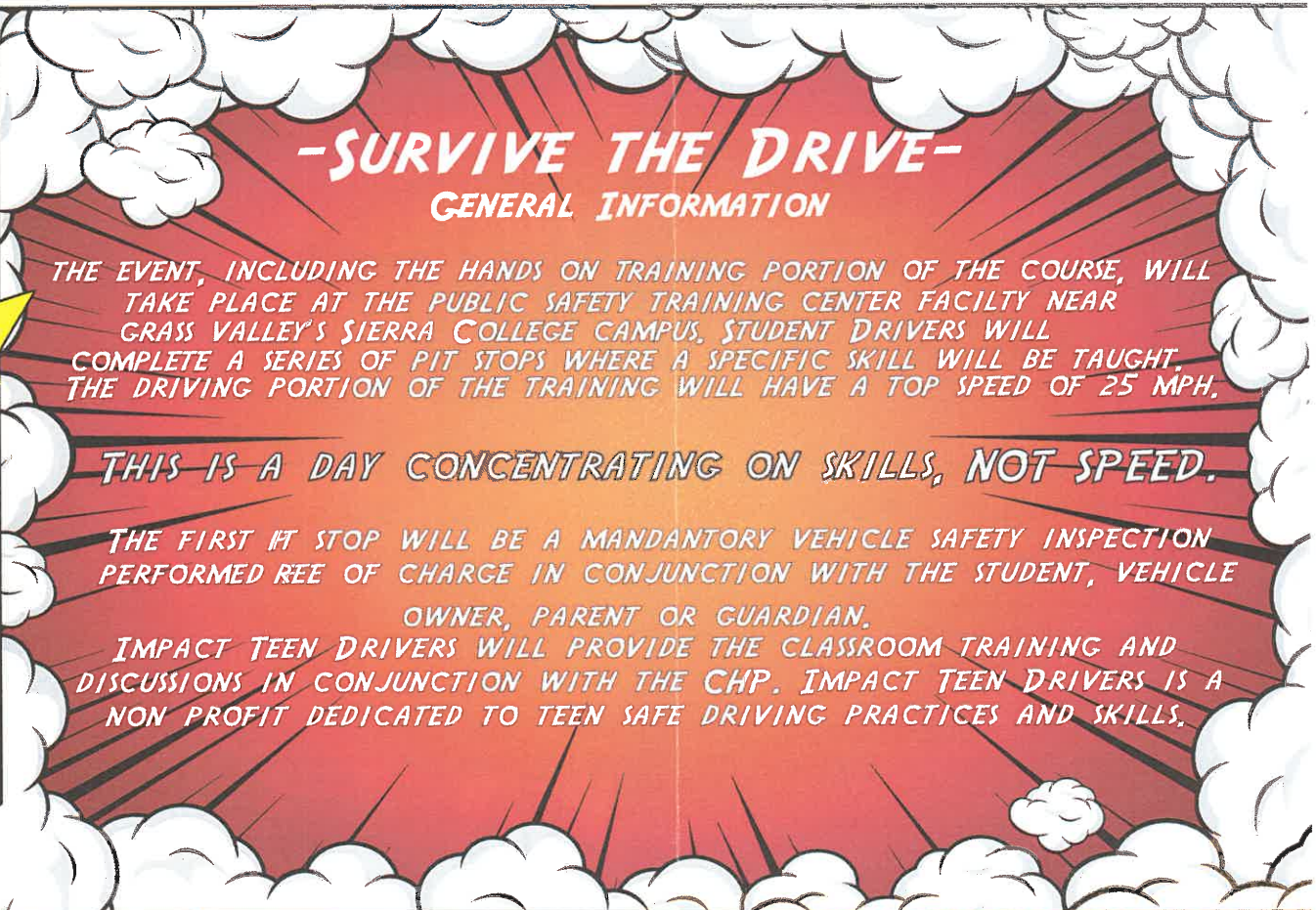
ACORDING TO THE NATIONAL
HIGHWAY TRAFFIC ADMINISTRATION:

THE LEADING
CAUSE OF DEATH
FOR AMERICANS
15-20 YEARS OLD
IS MOTOR
VEHICLE COLLISIONS !!!

COLLISION FACTORS FOR TEEN DRIVERS:



- UNSAFE SPEED •
- FAILURE TO YIELD •
- THE RIGHT OF WAY
- FOLLOWING TOO CLOSE •
- TEXTING/ INATTENTION •
- CELL PHONE USE •



-SURVIVE THE DRIVE- GENERAL INFORMATION

THE EVENT, INCLUDING THE HANDS ON TRAINING PORTION OF THE COURSE, WILL TAKE PLACE AT THE PUBLIC SAFETY TRAINING CENTER FACILITY NEAR GRASS VALLEY'S SIERRA COLLEGE CAMPUS. STUDENT DRIVERS WILL COMPLETE A SERIES OF PIT STOPS WHERE A SPECIFIC SKILL WILL BE TAUGHT. THE DRIVING PORTION OF THE TRAINING WILL HAVE A TOP SPEED OF 25 MPH.

THIS IS A DAY CONCENTRATING ON SKILLS, NOT SPEED.

THE FIRST PIT STOP WILL BE A MANDANTORY VEHICLE SAFETY INSPECTION PERFORMED REE OF CHARGE IN CONJUNCTION WITH THE STUDENT, VEHICLE OWNER, PARENT OR GUARDIAN.

IMPACT TEEN DRIVERS WILL PROVIDE THE CLASSROOM TRAINING AND DISCUSSIONS IN CONJUNCTION WITH THE CHP. IMPACT TEEN DRIVERS IS A NON PROFIT DEDICATED TO TEEN SAFE DRIVING PRACTICES AND SKILLS.



As an underage driver, you can receive a one-year suspension of your driving privileges or a one-year delay in your license if you:

- **DRIVE WITH A BAC** OF .01 OR GREATER**
- **POSSESS ALCOHOL**
- **POSSESS A FALSE I.D.**
- **ATTEMPT TO PURCHASE ALCOHOL**

Ladies and Gentlemen

Thank you all for your involvement, time, dedication and support of “Survive the Drive” and our new drivers.

What seems simple and straight forward to us... like how to check oil (after discovering how to open a hood), tire changing, mirror adjustments, blind spots.... you name it..... is not such a simple fact to a new driver. You'd think I'd be used to it after 3 years but you just can't imagine what it's like to have a parent go out of their way just to say thanks for all our efforts to keep their kids safe. It was obvious to the parents just how dedicated and genuinely concerned about the kids all of you were. The e-mails and phone calls began Sunday Morning and haven't stopped.

The common theme again this year? “Why isn't this mandatory to get a permit and license?”

Special thanks to Brynda & Family who spoke about her brother's death at the hands of a distracted driver. She brought the helmet he wore that day. Took guts. Took caring & love for her best friend and Brother.

The new additions were great this year.

Thank you Nevada County Department of Transportation. Hits home when you understand that a road you use every day can be dangerous and why.

Thank you CAL Trans. I can absolutely assure you that both kids and parents will have a different perspective of those people in orange vests and a different perspective of the Roads they maintain.

We had slightly less kids this year. That's a result of a few factors. We need to improve on getting the message out to the parents. On the other hand, some parent motivation in the past was a result of teenage driving deaths that became personal to us all. Knock on wood, we've avoided that. Maybe, just maybe... we are seeing results. I think we do need to focus on using seat belts. The CHP stated 2018 saw 6,000 teen deaths in auto accidents nationwide. 4,000 were the result of not wearing the belt.

Once again, sincere thanks from the Roamin Angels for helping to make Survive the Drive III a success. 40 some kids will get certificates later this week. 40 safer kids.

Here's to version 4 in 2020.

Mike Hauser
Roamin Angels