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MEMORANDUM

TO: Nevada County Transportation Commission
 FROM: Daniel B. Landon, Executive Director *Daniel B Landon*
 SUBJECT: Executive Director's Report for the November 2018 Meeting
 DATE: November 14, 2018

1. TRANSIT FUNDING EQUITY STUDY

Michael Baker International, the project consultant for the Transit Funding Equity Study, has prepared three working papers.

The first working paper, *Transit Funding Assessment Memo*, evaluated the current state of transit funding among the public transit services in Nevada County and was divided into four sections. The first section highlighted the demographic, economic, and housing trends in the County. The second section addressed current developments in transit operations, including local agreements and partnerships, current revenue sources, short-range transit plan financial projections, and operating cost analyses. The third section highlighted Local Transportation Fund (LTF) and State Transit Assistance (STA) revenues countywide to create a baseline condition on current funding, apportionment, allocation, and carryover of the revenue. The fourth section discussed NCTC Transportation Development Act (TDA) policies.

The second working paper, *Comparative Metrics*, used data from the *Transit Funding Assessment Memo* to present several metrics to compare financial and performance conditions of Gold Country Stage and Truckee TART, as well as sales tax metrics for the local jurisdictions. The metrics provide a basis for quantifiable comparability and linkages to funding equity for the transit services.

Michael Baker International is now working on a draft third working paper that will present funding apportionment methodologies. The second and third working papers were discussed at a Project Advisory Committee meeting on November 2, 2018, and Michael Baker International is integrating information from the working papers into a draft final report. The final report will be presented to the Commission at its January 2019 meeting.

2. UPDATE OF THE NCTC CONFLICT OF INTEREST CODE

The updated NCTC Conflict of Interest Code, approved at the September 19, 2018 NCTC meeting, was approved by the Nevada County Board of Supervisors on October 23, 2018 and has been submitted to the California Fair Political Practices Commission.

3. NEVADA COUNTY ACTIVE TRANSPORTATION PLAN

Background: As part of the regional transportation planning process, NCTC, in coordination with the County of Nevada, City of Grass Valley, City of Nevada City, and Town of Truckee, contracted with the consulting firm Fehr & Peers to prepare an Active Transportation Plan (ATP) covering Nevada County. The Plan combines previous bicycle and pedestrian planning efforts, evaluates needs, identifies projects and recommends prioritization. Completion of the study will provide all necessary information and analysis required by the California Transportation Commission's state funding guidelines and assist local agency efforts to secure funding for bicycle and pedestrian projects.

Status: NCTC staff, in coordination with Fehr & Peers, hosted public workshops in Truckee and Grass Valley on October 17th and 18th to provide an additional opportunity for the public to review the existing and proposed bicycle and pedestrian facilities and provide input. The consultant is currently incorporating the comments received and has begun developing the Draft Report, which is anticipated to be completed in December 2018.

4. SENATE BILL 743 IMPLEMENTATION VEHICLE MILES TRAVELED METHODOLOGY AND THRESHOLDS STUDY

Background: California Senate Bill 743 (SB 743), adopted in 2013, changed how transportation impacts are measured in the review of land use and transportation projects and plans under the California Environmental Quality Act (CEQA). SB 743 represents a new paradigm in land use development and transportation planning across the state. The state's implementation of the legislation removed automobile delay as the primary environmental measure of transportation impacts, previously measured by traffic level of service (LOS), and replaces it with vehicle-miles traveled (VMT).

As part of the regional transportation planning process, NCTC has funded a planning study to provide recommendations for methodology, thresholds, and procedures for CEQA analysis of land use and transportation projects and plans in each of the jurisdictions within Nevada County in relation to implementation and compliance with SB 743. Local jurisdictions have until July 1 of 2020 to adopt VMT thresholds.

Status: NCTC's consultant, Fehr & Peers, has reviewed baseline VMT data for the jurisdictions within Nevada County and reviewed potential VMT mitigation measures for use within Nevada County. An analysis of potential VMT methodology and thresholds was conducted, based on local context, state legislation, and guidance from the Governor's Office of Planning and Research. This information was summarized in a memorandum describing potential VMT methodologies and thresholds. Based on input from the Project Advisory Committee, the consultant prepared a memorandum with VMT methodology and threshold recommendations. The consultant prepared an analysis of potential VMT forecasting tools and, based on the analysis of the various options, recommended development of a custom tool utilizing local data. Fehr & Peers has begun making the modifications to the NCTC travel demand model that were necessary to develop VMT thresholds and calculation methodologies for the jurisdictions within western Nevada County.

The next steps for the project include:

- Completing the modifications to the NCTC travel demand model
- Development of the VMT forecasting tool using local data
- Test VMT methodologies and thresholds using local data and local project examples

- Conduct stakeholder meetings
- Preparation of guidance documents for jurisdictions
- Preparation of the Draft Report

5. SR 49 CORRIDOR SYSTEM MANAGEMENT PLAN

Omni-Means, a GHD Company, has been retained to update both the 2009 SR 49 Corridor System Management Plan (CSMP) and the 2012 State of the Corridor Report. As of mid-October 2018, Omni-Means/GHD has prepared an Existing Conditions Report and a Performance Measures Report.

The Existing Conditions Report presents the purpose and need of the CSMP, summarizes the existing multimodal transportation conditions along the SR 49 corridor, and gives the status of improvements that were proposed in the original CSMP and the 2012 State of the Corridor Report. The Existing Conditions Report also divides the corridor into six “zones” (see attached graphic).

The Performance Measures Report reviews operational performance measures for each of the six zones. The performance measures include existing and future year average daily traffic, existing and future level of service (LOS), total vehicle hours of delay, total person minutes of delay, and minutes of delay per vehicle. Those performance measures are analyzed to determine travel time reliability. The Performance Measures Report also includes a safety analysis, a review of pedestrian and bicycle facilities, and planned/programmed improvements within each zone.

A Project Advisory Committee meeting will be held in November to review the Performance Measures Report, and Omni-Means/GHD will utilize the input from that meeting to develop the draft and final CSMP.

6. NEVADA COUNTY LOCAL ROAD SAFETY PLAN

NCTC is assisting Nevada County Public Works Department with the development and implementation of a Nevada County Local Road Safety Plan (LRSP) (see attached Draft Plan). NCTC's role is primarily in the area of stakeholder outreach and engagement.

An LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements and identifies a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on the road network. LRSPs have been proven to reduce fatalities in areas that have implemented them.

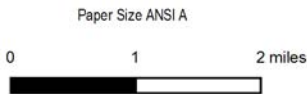
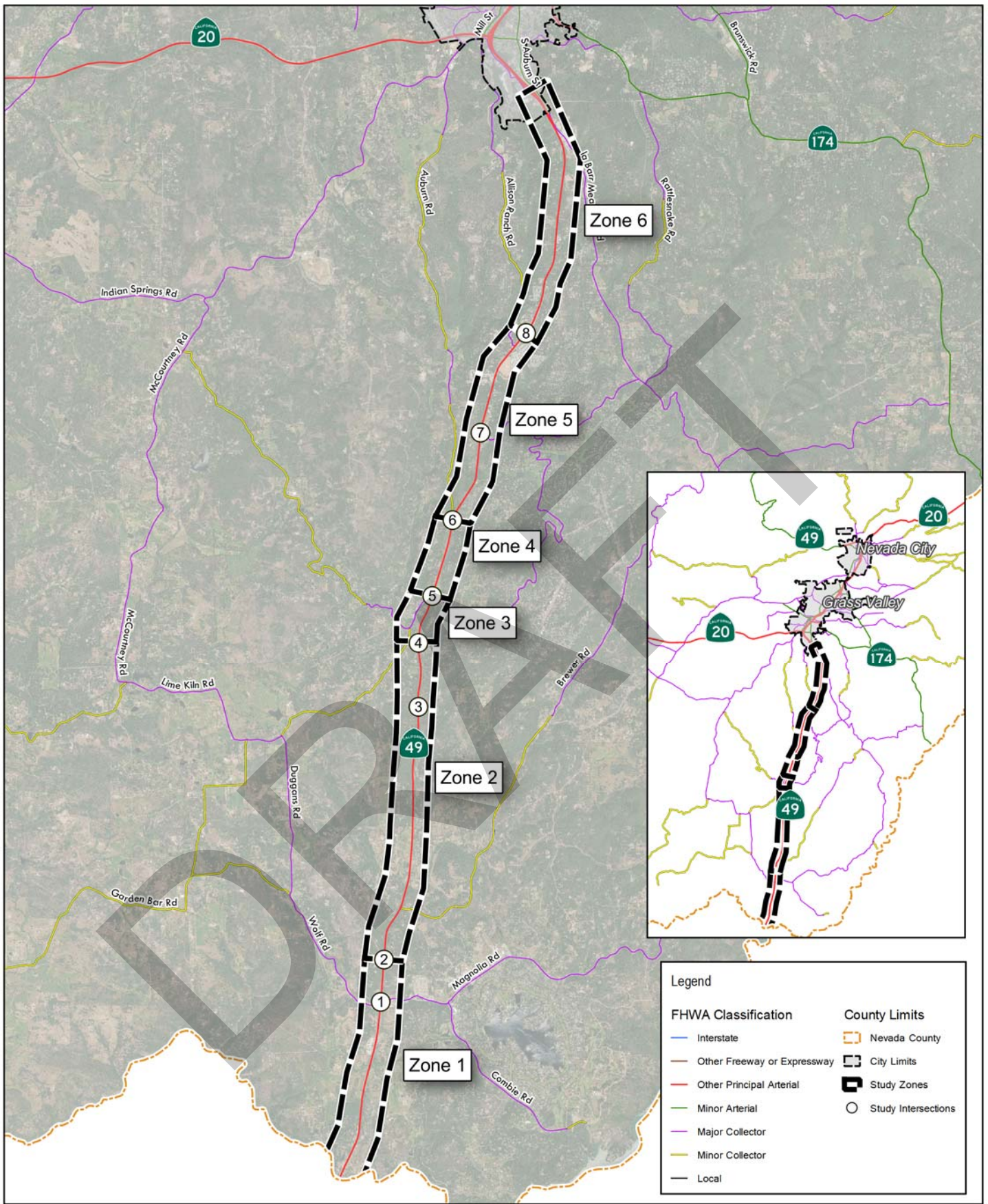
Safety partners are a vital resource for acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the LRSP. In our initial outreach efforts, we have contacted numerous groups and agencies throughout Nevada County, including public works departments, police and fire departments, California Highway Patrol, emergency medical services agencies, homeowners' associations, and media outlets.

The first LRSP stakeholder meeting was held October 31, 2018. Attendees included staff representatives from Caltrans, Truckee, and Grass Valley, and 21 members of the public. During the meeting Nevada County Public Works Director Trisha Tillotson gave a presentation explaining the purpose and objectives of an LRSP, and reviewed the initial data analyzed, background information on potential

safety issues, and identification of initial emphasis areas for the Plan. Meeting attendees were given an opportunity to comment on the three LRSP emphasis areas: Improper Turning/Broadside Collisions, Unsafe Speed/Object Impact/Rear-End Collisions, and Driving Under the Influence. A total of 26 comments were recorded and they will be integrated into the LRSP.

This first LRSP will be presented in January to the Board of Supervisors for adoption and to the NCTC for endorsement.

The LRSP will be updated at least every three years in order to utilize the latest data and detect trends. A committee of safety partners will be formed to periodically oversee implementation of the LRSP.



Coordinate Reference System:
NAD83 California State Plane Zone II

Nevada County
SR 49 CSMP

SR 49 Study
Corridor

Project No. 25-4862-00
Revision No. -
Date. 06/29/2018

FIGURE 1

2018

Nevada County Local Road Safety Plan



Department of Public Works

10/26/2018

INTRODUCTION

Nevada County is committed to improving transportation safety for all users and has implemented this Nevada County Local Road Safety Plan (LRSP) as a result of that commitment. A LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads and results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on the local road network. In fact, LRSP's have been proven to reduce fatalities on local roads in states that have implemented them!

This LRSP tells the story of transportation safety needs and strategies for our County. Implementation of the plan will improve transportation safety for the county, its people, and its visitors. As part of an ongoing effort to make safety improvements, this LRSP was developed with input from several safety partners. The plan should be viewed as a living document that can be updated to reflect changing local needs and priorities. In the past 3 years, *1% of collisions in Nevada County have resulted in fatalities*. The County is targeting *0 fatalities* over the next 3 years.

Nevada County's LRSP includes the following elements:

- Stakeholder engagement representing the 4E's – engineering, enforcement, education, and emergency medical services, as appropriate.
- Collaboration among municipal, county, Tribal, State and/or Federal entities to leverage expertise and resources.
- Identification of target crash types and crash risk with corresponding recommended proven safety countermeasures.
- Timeline and goals for implementation and evaluation.

VISION & GOALS

While local roads are less traveled than State highways, they have a much higher rate of fatal and serious injury crashes. Nevada County's Vision, Mission and Goals for this LRSP mirror those of the California Strategic Highway Safety Plan (SHSP) as follows:

Vision: Nevada County will have a safe transportation system for all users.

Mission: Nevada County will ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in Nevada County.

LRSP Goals: Toward zero deaths.

Support for transportation safety is also identified as a priority in many other documents in Nevada County including in the Nevada County General Plan, the Nevada County Regional Transportation Plan 2015-2035, the Trans-Sierra Transportation Plan dated March 2015, the Nevada County Bicycle Master Plan and the Nevada County Pedestrian Improvement Plan.

Be innovative while considering cost/benefit ratios. Consider pilot programs for innovative solutions.

SAFETY PARTNERS

Safety partners are a vital resource for acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing this LRSP. The following list of partners would be involved in the implementation of this plan:

- County of Nevada – Board of Supervisors, Sherriff’s Office, Public Works – Roads, Engineering and Transit Divisions, Planning
- Nevada County Transportation Commission
- Incorporated cities in Nevada County – Councils, Public Works, Planning, Police: City of Grass Valley, Nevada City, Town of Truckee
- Caltrans
- Northern Sierra Air Quality Management District
- California Highway Patrol
- Federal Highway Administration
- Federal Transit Administration
- US Forest Service
- US Bureau of Land Management
- School Districts
- **CITIZENS!**

PROCESS

Nevada County has identified the need for safety improvements to our transportation system and has implemented improvements in a very systematic way to date. As such, Nevada County enjoys the 3rd lowest fatality rates of all counties in California. This commitment to safety is further documented in the Nevada County General Plan, the Nevada County Regional Transportation Plan 2015-2035, the Trans-Sierra Transportation Plan dated March 2015, the Nevada County Bicycle Master Plan and the Nevada County Pedestrian Improvement Plan. Public outreach has been an important component to every plan in this community and it is well documented in the above mentioned documents.

This LRSP was developed by reviewing all of the information already gathered in the above mentioned documents, analyzing the latest accident data and recommending proven safety countermeasures with timelines and goals for implementation and evaluation.

EXISTING EFFORTS

In addition to the transportation safety improvements identified in the Nevada County Regional Transportation Plan 2015-2035, the Trans-Sierra Transportation Plan dated March 2015, the Nevada County Bicycle Master Plan and the Nevada County Pedestrian Improvement Plan, Nevada County has also successfully completed several project in recent years directly related to improvements including: High Friction Surface Treatments, High Visibility Thermoplastic Striping and a Road Safety and Signing Audit project. Upcoming projects include additional High Friction Surface Treatments, High Visibility Thermoplastic Striping, another Road Safety and Signing Audit project and a guardrail safety audit and replacement.

DATA SUMMARY

Nevada County maintains crash data from CHP and utilized crash data from the past three years, 2015-2017, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints to note any trends. Fortunately, ‘property damage only’ is the primary result of all collisions in Nevada County, accounting for 60% of all collisions. Fatalities make up 1% of the collision results and Nevada County actually realized zero collision caused fatalities in 2016. A full breakdown of collision results is available in Table 1.

	2017	2016	2015	3 yr summary	3 yr %
Collisions By Injury Severity					
Total	328	292	307	927	
Fatal	4	0	3	7	1%
Severe Injury	16	11	17	44	5%
Other Visible Injury	45	47	58	150	16%
Complaint of Pain	65	46	51	162	17%
Property Damage Only	198	188	178	564	61%
Total	328	292	307	927	

Table 1 - Collision Severity 2015-2017

Improper turning and unsafe speeds are the primary causes of about 60% of the collisions in Nevada County. Driving under the influence is also a major concern and accounts for about 14% of primary causes for collision. A full breakdown of primary collision factors is available in Table 2.

	2017	2016	2015	3 yr summary	%
Collisions By Primary Collision Factor					
Auto R/W Violation	22	25	20	67	7%
Driving Under Influence	48	29	49	126	14%
Following Too Closely	0	1	0	1	0%
Hazardous Parking	3	1	1	5	1%
Impeding Traffic	0	1	0	1	0%
Improper Passing	1	0	1	2	0%
Improper Turning	94	102	90	286	31%
Not Stated	1	0	0	1	0%
Other	0	0	1	1	0%
Other Hazardous Movement	3	1	3	7	1%
Other Improper Driving	7	8	15	30	3%
Other Than Driver	9	14	21	44	5%
Ped R/W Violation	0	0	1	1	0%
Pedestrian Violation	0	1	3	4	0%
Traffic Signals and Signs	5	2	1	8	1%
Unknown	12	7	3	22	2%
Unsafe Speed	105	72	72	249	27%
Unsafe Starting or Backing	6	6	14	26	3%
Wrong Side of Road	12	22	12	46	5%
Total	328	292	307	927	

Table 2 – Primary Collision Factor 2015-2017

Hitting objects is the primary collision type comprising about 55% of the collisions in Nevada County. Rear end collisions are the next most common at about 12%. A full breakdown of primary collision types is available in Table 3.

	2017	2016	2015	3 yr summary	%
Collisions By Collision Type					
Broadside	35	32	24	91	10%
Head-On	19	19	14	52	6%
Hit Object*	180	153	179	512	55%
Not Stated	0	1	2	3	0%
Other	7	7	15	29	3%
Overtuned	27	23	25	75	8%
Rear-End	41	41	30	112	12%
Sideswipe	18	15	13	46	5%
Vehicle - Pedestrian	1	1	5	7	1%
Unknown	0	0	0	0	0%
Total	328	292	307	927	

Table 3 – Primary Collision Types 2015-2017

*Typically due to roadway departure.

Approximately 65% of all collisions in Nevada County happen during the day. A full breakdown of primary collision times of day is available in Table 4.

	2017	2016	2015	3 yr summary	%
Collisions By Ctime of Day					
Day	204	203	193	600	65%
Night	124	89	111	324	35%
Unknown	0	0	3	3	0%
Total	328	292	307	927	

Table 4 – Primary Collision Times of Day 2015-2017

The 12% increase in total number of collisions from 2016 to 2017 is likely due to the unusual severe weather events in Nevada County during 2017. Collision data should be analyzed in future years to determine if any trends exist and to implement solutions to combat any increased collision activity.

EMPHASIS AREAS

The following emphasis areas describe priority issues where there is opportunity to improve based on crash data from the past three years, 2015-2017, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints.

Emphasis Area 1: Improper Turning and Broadside Collisions

- Improper turning is cited as the top primary collision factor between 2015 and 2017 and broadside collisions are cited as the third highest collision types. The two cited factors above are related.
- These types of collisions typically occur at intersections or with intersections with driveways.

Goal for Emphasis Area 1:

- In the short term, Nevada County will address many of the identified areas throughout Nevada County with the latest Road Safety and Signing Audit project that is currently in design. The addition and/or revision of signing at key locations have been proven to lower collision rates.
- Roadside vegetation management will also be implemented to improve sight distances at intersections.

Strategy for Emphasis Area 1: Reduce Improper Turning Movements and Broadside Collisions with low cost safety countermeasures.

Action 1.1: Improve signing. Project locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits), road maintenance records and citizen complaints. Nevada County Public Works is the primary implementer of this strategy. Funding for this project will be with Highway Safety Improvement Program (HSIP) funds. Road Safety and Signing Audits could continue into the future with additional award of HSIP funds.

Action 1.2: Improve sight distance at intersections. Roadside vegetation management should continue and be expanded upon. Nevada County has also worked with the Nevada County Fire Safe Council on improving vegetation management who has received a California Fire Safe Council grant which includes funding for work on county roads. Additional funding should be obtained in the future for additional vegetation management.

Emphasis Area 2: Unsafe Speeds, Object Impact and Rear-End Collisions

- Unsafe speed is cited as the second highest primary collision factor between 2015 and 2017 and object impact and rear-end collisions are cited as the top two collision types.
- These types of collisions typically occur on wider roads throughout the County and are often related to speeding. Object impact is often animals in the roadways or trees on the side of the road.

Goal for Emphasis Area 2:

- In the short term, Nevada County will address many of the identified areas throughout Nevada County with the latest Road Safety and Signing Audit project that is currently in design. The addition and/or revision of signing at key locations have been proven to lower speeds and collision rates.
- Consider pavement speed limit marking, gateway treatments to communities and/or traffic calming measures.
- Increase law enforcement in areas of high speed.
- Utilize the speed radar trailer upon request.
- Increase public education on the dangers of speeding and driving distracted. Utilize NHTSA Speed Campaign Toolkit.

Strategy for Emphasis Area 2: Reduce speeding which will reduce object impact and rear-end type collisions with low cost safety countermeasures, enforcement and education.

Action 2.1: Improve signing and guardrails. Project locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits) and citizen complaints. Nevada County Public Works is the primary

implementer of this strategy. Funding for this project will be with Highway Safety Improvement Program (HSIP) funds. Road Safety and Signing Audits could continue into the future with additional award of HSIP funds. HSIP funds may also be able to fund guardrail projects to minimize run-off the road object impacts at key locations.

Action 2.1: Increase enforcement. Enforcement locations are determined by evaluating crash data, Speed Zone Study Summary Reports (with speed limits) and citizen complaints. California Highway Patrol is the primary implementer of this strategy.

Action 2.2: Utilize speed radar trailers. Speed radar trailer placement on roads can temporarily assist in lowering speeds. Nevada County Public Works is the primary implementer of this strategy.

Action 2.3: Educate the public. Increase public education efforts regarding the dangers of speeding and driving distracted. California Highway Patrol is the primary implementer of this strategy.

Emphasis Area 3: Driving Under the Influence

- Driving under the influence (DUI) is cited as the third highest primary collision factor between 2015 and 2017.

Goal for Emphasis Area 3:

- Increase public education of the dangers of DUI.
- Increase DUI checkpoints.

Strategy for Emphasis Area 3: Educate the public on the dangers of DUI and increase enforcement.

Action 3.1: Educate the public. Public education regarding the dangers of DUI could be increased. California Highway Patrol is the primary implementer of this strategy.

Action 3.2: Increase enforcement. The number of DUI checkpoints implemented in a year could be increased. California Highway Patrol is the primary implementer of this strategy.

EVALUATION & IMPLEMENTATION

This LRSP is a living document that should be updated at least every three years in order to utilize the latest data and detect trends. Collision data can be used to evaluate the success of the plan. A committee of safety partners should be formed to periodically oversee implementation of the plan. The Nevada County Department of Public Works will be the primary department responsible for updating this LRSP.