

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission



Grass Valley • Nevada City

Nevada County • Truckee

COMMISSION

MEMORANDUM

TO: The Nevada County Transportation Commission
FROM: Daniel B. Landon, Executive Director *Daniel B Landon*
SUBJECT: Executive Director’s Report for the September 16, 2015 Meeting
DATE: September 10, 2015

1. WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

A public workshop was held on Tuesday, July 28th at the Grass Valley City Hall to provide an overview of the study process to update the Western Nevada County Transit Development Plan and receive input on transit needs. The consultant is currently preparing the evaluation of service alternatives, developing a capital plan, and a financial plan. Once the Draft Report is completed in mid-September, another public workshop will be held in early October. The Draft Report will be presented to the Transit Services Commission (TSC) at their regularly scheduled November 18th meeting. Comments received from the October public workshop and November presentation to the TSC will be incorporated into the Final Report that will be presented to the NCTC for adoption at their regularly scheduled January 20, 2016 meeting.

The remaining schedule for the project is shown below:

ACTIVITIES	DATE
Evaluation of Service Alternatives	September 2015
Develop Capital and Financial Alternatives	September 2015
Develop Draft Report	September 2015
Public Workshop	October 2015
Present Draft Report to TSC	November 18, 2015
Final Report Accepted by NCTC	January 20, 2016
Project Complete	January 31, 2016

2. GOLD FLAT ROAD CORRIDOR TRAFFIC ANALYSIS

NCTC staff has established a Project Advisory Committee (PAC) to guide the development of the Gold Flat Road Corridor Traffic Analysis, consisting of representatives from Caltrans, Nevada City Engineering Department, NCTC, and Nevada County Public Works. The Project Kick-off meeting with the PAC and the consultant, Omni Means, was held on August 4th to review the work plan and to receive input on the study process. The consultant is currently in the data collection phase of the project and is developing the base mapping for the corridor. Traffic

counts in the corridor are scheduled to be conducted the week following the Labor Day Weekend. The consultant will then develop the base year traffic analysis for the corridor and reconvene the PAC during the first week of October.

The remaining schedule for the project is shown below:

ACTIVITIES	DATE
Data Collection	August 2015
Conduct Traffic Counts	September 2015
Intersection Observations – Develop Existing Conditions	September 2015
Develop Potential Corridor Improvement Plans	September 2015
Computer Model Simulations	October 2015
Develop Recommended Improvement Plan	November 2015
Develop Draft Report	December 2015
Final Report Accepted by NCTC	January 20, 2016
Project Complete	January 31, 2016

3. RURAL COUNTIES TASK FORCE PERFORMANCE INDICATORS STUDY

Acting as Project Manager for the Rural Counties Task Force (RCTF), NCTC has retained a consultant team led by Kittelson & Associates, Inc., to prepare a report that will review the nine performance indicators identified in the San Diego Association of Governments (SANDAG) study, “Statewide Performance Monitoring Indicators for Transportation Planning-Final Report”, June 28, 2013. The report for the RCTF will discuss how SANDAG’s indicators, or measures, apply in the rural and small urban transportation planning context. Utilizing existing data sources, the report will also propose new performance indicators and associated methodologies that are better suited for rural and small urban areas.

In keeping with the project schedule shown below, Kittelson & Associates delivered a Final Draft Report to the RCTF on September 8, 2015. The report includes a review of the current use of performance measurement in rural counties, criteria for the selection of potential performance metrics, and recommended performance measures for rural counties. The California Transportation Commission (CTC) has included recommendations from the report in the 2016 State Transportation Improvement Program (STIP) Guidelines. The NCTC Executive Director will make a presentation of recommendations from the report to the CTC at a “Town Hall” meeting in Weaverville on September 18, 2015.

4. REGIONAL TRANSPORTATION MITIGATION FEE UPDATE

The consulting firm, Parsons Brinkerhoff, has prepared traffic forecasts for the capacity improvement projects in the current Regional Transportation Mitigation Fee (RTMF) program to inform and support the RTMF update.

The recent recession and structural changes in California's economy have led the State to lower its expectations of future population growth. Specifically, Caltrans’ forecast for population growth in the next 20 years in western Nevada County was reduced 62% compared to the forecast used in the previous RTMF nexus update. The new forecasts for traffic growth are on the average 20% lower than the previous forecasts. The lower forecasts for growth in traffic will have two effects, namely:

- Reduced traffic growth will have reduced impacts on the transportation system and therefore trigger the need for roadway improvements at fewer sites. Some projects that were considered necessary under previous growth assumptions may no longer be needed; and
- In places where there are existing deficiencies that would be impacted by future growth, having less growth means that new development will be financially responsible for a smaller share of needed improvements, and existing traffic will consequently be responsible for a larger share.

These two effects will tend to lower the RTMF charge per unit of new development. The current analysis shows that the previous nexus study forecast LOS deficiencies at 20 locations. With the reduced forecast for growth it now appears that the current roadway configuration should provide an acceptable LOS for the foreseeable future in 12 of the 20 locations previously identified as having future LOS deficiencies.

The scaling back of growth forecast should cause a scaling back of the Capital Improvement Program or at least the portion receiving funding from the RTMF. Fees are likely to decrease, due to the reduction in expected project cost, which is a function both of the savings from construction of the Dorsey Drive interchange and the savings from projects no longer needed if the lower forecasts of growth are used. It is important to note that cost estimates have not yet been updated, nevertheless, this early look at project deficiencies is useful in framing upcoming discussions.

5. STATE ROUTE 49 WIDENING PROJECT

On August 5, 2015, Caltrans hosted an open house at Grass Valley City Hall to present an overview of the SR 49 Widening Project. The public had the opportunity to view various alternative concepts that could be constructed to meet the project purpose of improving safety, traffic operations, and pedestrian and bicycle mobility from north of the La Barr Meadows Road intersection to the McKnight Way interchange.

The open house was attended by approximately 50 people. As shown in the attached Hwy 49 Widening Open House Rating Sheet, the alternative favored by most people is Option 4- 4 lanes with a 22 foot median, and frontage roads. The comments received will be utilized in the Project Approval/Environmental Documentation (PA/ED) phase of the project currently being conducted by Caltrans. Following completion of PA/ED in FY 2016/17, Caltrans will begin work on Plans, Specifications, and Estimates (PS&E).

attachments



State of California • Department of Transportation

PUBLIC NOTICE

OPEN HOUSE FOR STATE ROUTE 49 WIDENING PROJECT

THE PROJECT

The California Department of Transportation (Caltrans) will be holding an open house to present information for a project that proposes to widen State Route (SR) 49 to a four-lane highway from Nevada County post mile (PM) 11.1 to 13.3, with 10-foot shoulders to improve traffic operations and safety.

The purpose of this project is to improve safety, traffic operations, and pedestrian and bicyclist mobility through the project limits as well as upgrade shoulder widths to the current standard.

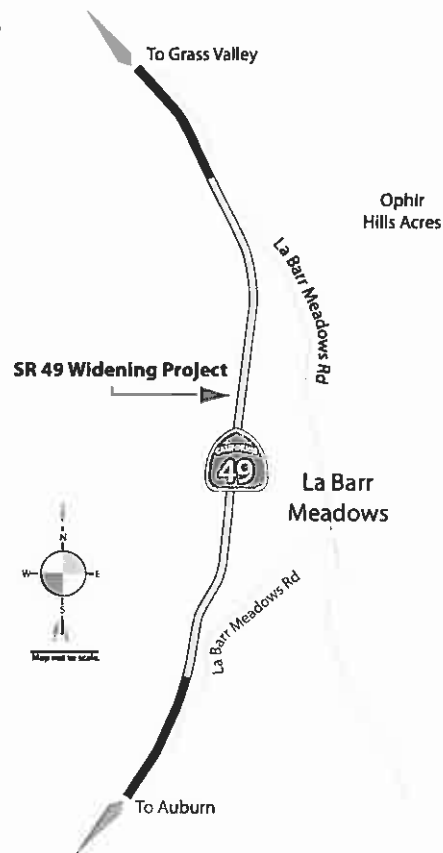
WHEN AND WHERE

The open house will be held on Wednesday, August 5, 2015 from 4 - 7 p.m. in the Hullender Room at the Grass Valley City Hall, 125 East Main Street in Grass Valley. Caltrans will be available to answer questions and exchange information about the project. The public is invited to drop by anytime during the open house.

SPECIAL ACCOMMODATIONS

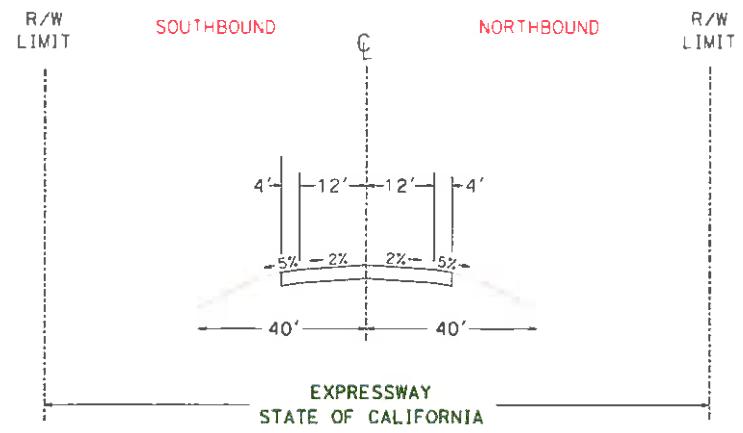
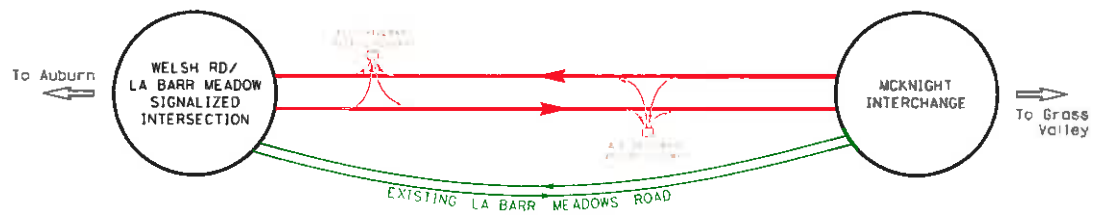
Services for individuals with disabilities can be provided such as sign language interpreting, real-time captioning, note takers, reading or writing assistance. To obtain such services, please call or write prior to the event. Please contact: Deanna Shoopman, Public Information Officer, Caltrans District 3, 703 B Street, Marysville, CA 95901, (530) 741-4572, (530) 741-4509 (TTY)

Amarjeet S. Benipal, District 3 Director
California Department of Transportation
703 B Street | Marysville, CA 95901





NO BUILD



NO BUILD LOOKING FROM AUBURN TO GRASS VALLEY

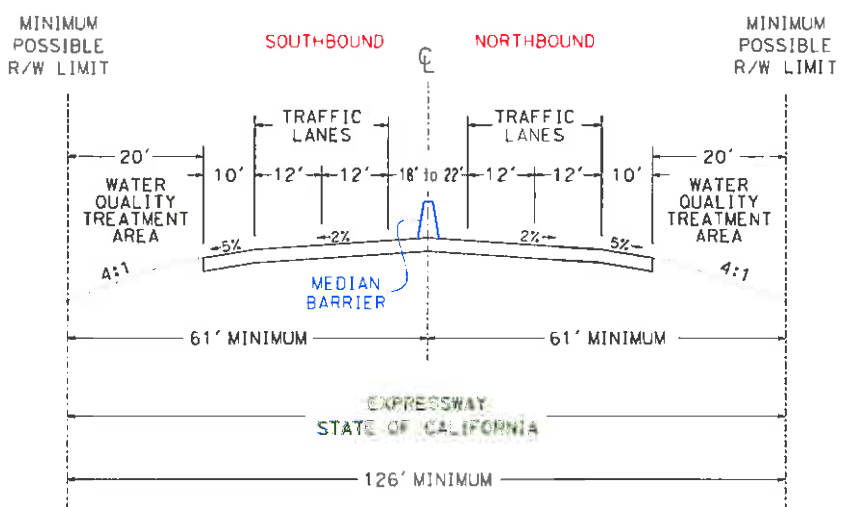
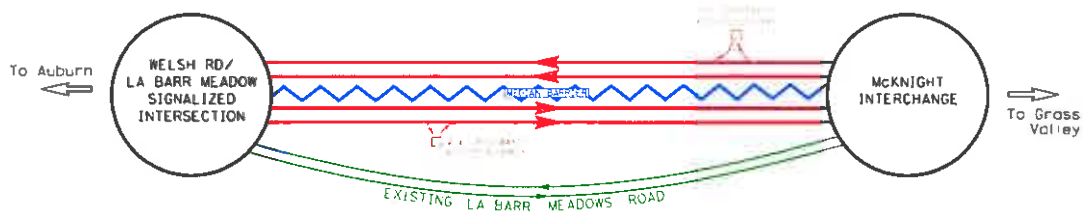


EXISTING HIGHWAY 49 SHOWN
WITHIN PROJECT LOCATION

OPTION 1



**4 LANE FACILITY
RIGHT IN / RIGHT OUT
NO FRONTAGE ROADS**



CONVENTIONAL HIGHWAY DESIGN
LOOKING FROM AUBURN TO GRASS VALLEY



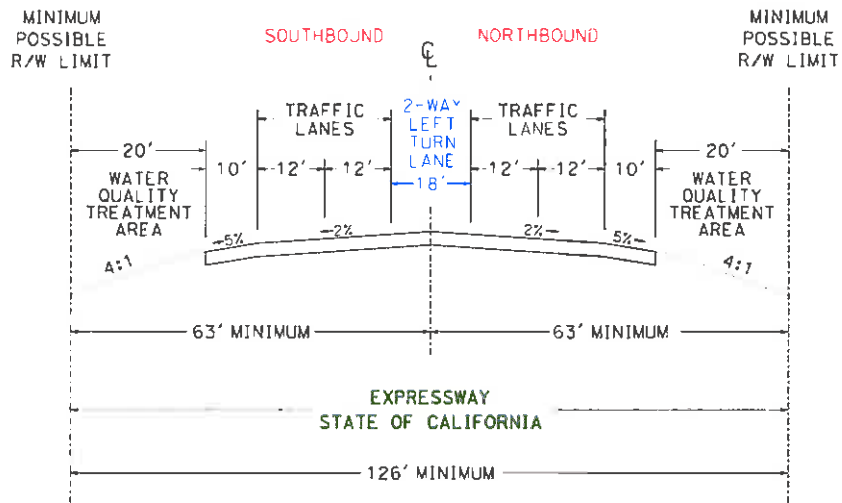
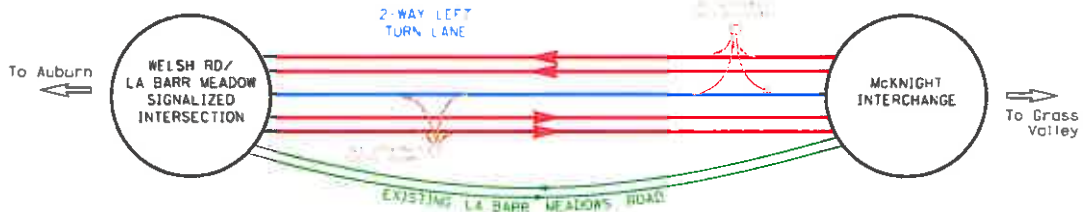
**EXAMPLE OF AN EXISTING RIGHT IN / RIGHT OUT
WITH MEDIAN BARRIER**

ON HIGHWAY 50 IN EL DORADO COUNTY NEAR CAMINO

OPTION 2



**5 LANE HIGHWAY
CONTINUOUS 2-WAY LEFT TURN LANE
NO FRONTAGE ROADS
AND OFFSET "T" INTERSECTIONS**



CONVENTIONAL HIGHWAY DESIGN
LOOKING FROM AUBURN TO GRASS VALLEY



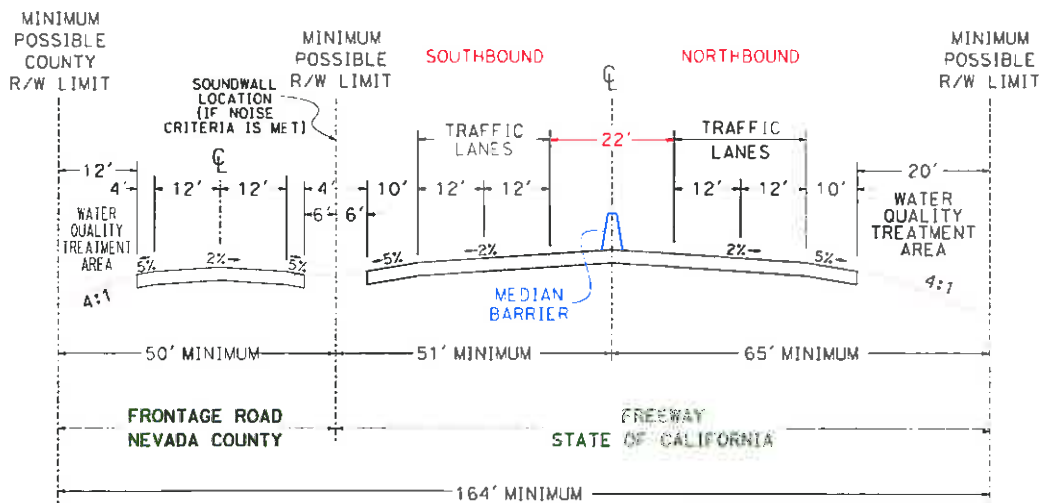
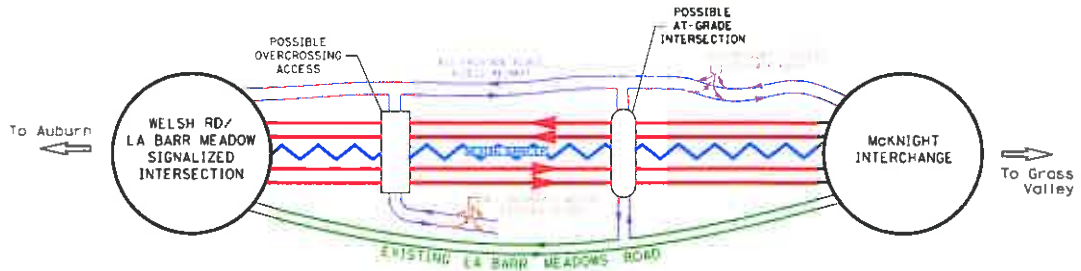
**EXAMPLE OF AN EXISTING TWO-WAY TURN LANE
NO FRONTAGE ROADS**

15 MILES SOUTH OF PROJECT IN ELDERS CORNER,
ON HIGHWAY 49, NORTH OF JOEGER ROAD

OPTION 3



MINIMUM 22' WIDE MEDIAN FREEWAY WITH MEDIAN BARRIER AND WITH FRONTAGE ROADS



REDUCED FREEWAY DESIGN
LOOKING FROM AUBURN TO GRASS VALLEY

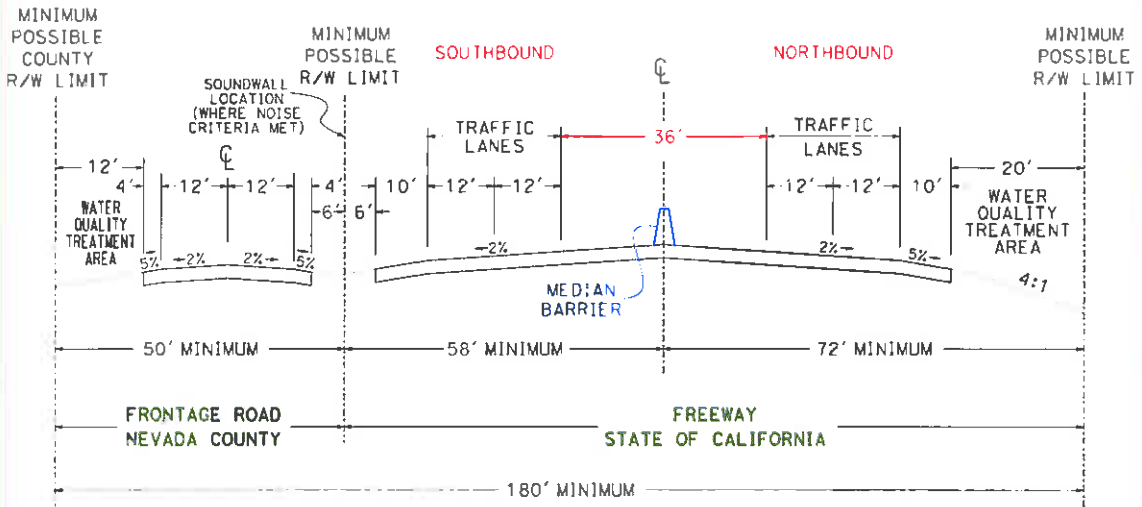
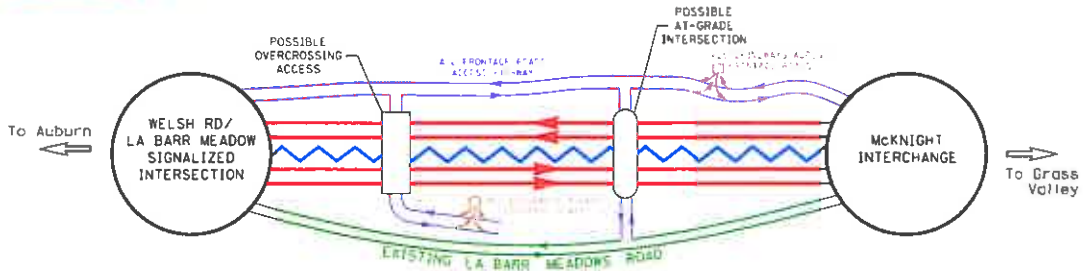


EXAMPLE OF AN EXISTING 22' MEDIAN WITH BARRIER
APPROXIMATELY 4 MILES NORTH OF PROJECT IN GRASS VALLEY
ON HIGHWAY 20/49 WITH FRONTAGE ROADS

OPTION 4



36' WIDE PAVED MEDIAN FREEWAY WITH FRONTAGE ROADS



STANDARD FREEWAY DESIGN LOOKING FROM AUBURN TO GRASS VALLEY



**EXAMPLE OF AN EXISTING 36' MEDIAN
HIGHWAY 44 IN SHASTA COUNTY**

OPTION 5



DESIGN CONCEPT RATING SHEET

Rate from *Most Desired Option (1)* to *Least Desired Option (5)*

- | | | |
|-------|-----------------|--|
| _____ | OPTION 1 | No Build |
| _____ | OPTION 2 | 4 Lane Facility
Right In / Right Out
No Frontage Roads |
| _____ | OPTION 3 | 5 Lane Highway
Continuous 2-Way Left Turn Lane
No Frontage Roads |
| _____ | OPTION 4 | Minimum 22' Wide Median Freeway
with Median Barrier
and with Frontage Roads |
| _____ | OPTION 5 | 36' Wide Paved Median Freeway
with Frontage Roads |

Comments:

Where do you live?

- Auburn side of Project
- Between La Barr Meadows and McKnight Way
- Grass Valley side of Project

Email or Address to send Rating Sequence Results to:

Hwy 49 Widening Open House

Rating Sheet Results and Comments (30)

			RANK			
1	2	3	4	5	Not Ranked	
1	0	3	5	10	11	Option 1 - No Build
4	0	7	8	1	10	Option 2 - 4 Lane No Frontage Rds
4	2	8	6	1	9	Option 3 - 5 Lane No Frontage Rds
11	14	1	0	0	4	Option 4 - 22' Median Fwy w/Frontage Rds
10	5	3	0	6	6	Option 5 - 36' Median Fwy w/Frontage Rds

Scenic values should be preserved
 Access control best for safety
 Need deer fences
 Sound is big concern, noisy already
 Absolutely need frontage road
 Option 5 is overkill for the area
 Glad for the widening
 La Barr Road too twisty for a detour - don't use as such
 Don't want stoplights with #4 or #5 - build overpass instead
 Need to be informed when surveyors are coming in advance
 Please provide owner/resident manager with info about why tagging trees
 Put "Welcome to Grass Valley" sign in median if use #4 or #5
 SB approach to La Barr Rd. signal not good sight distance...need advance warning flasher
 Option ? - Frontage Roads but without median
 Option 2 with a couple of turnarounds

Where do you live?	
Auburn Side	5
Btwn LB and McK	20
Grass Valley side	4
Out of Area	1

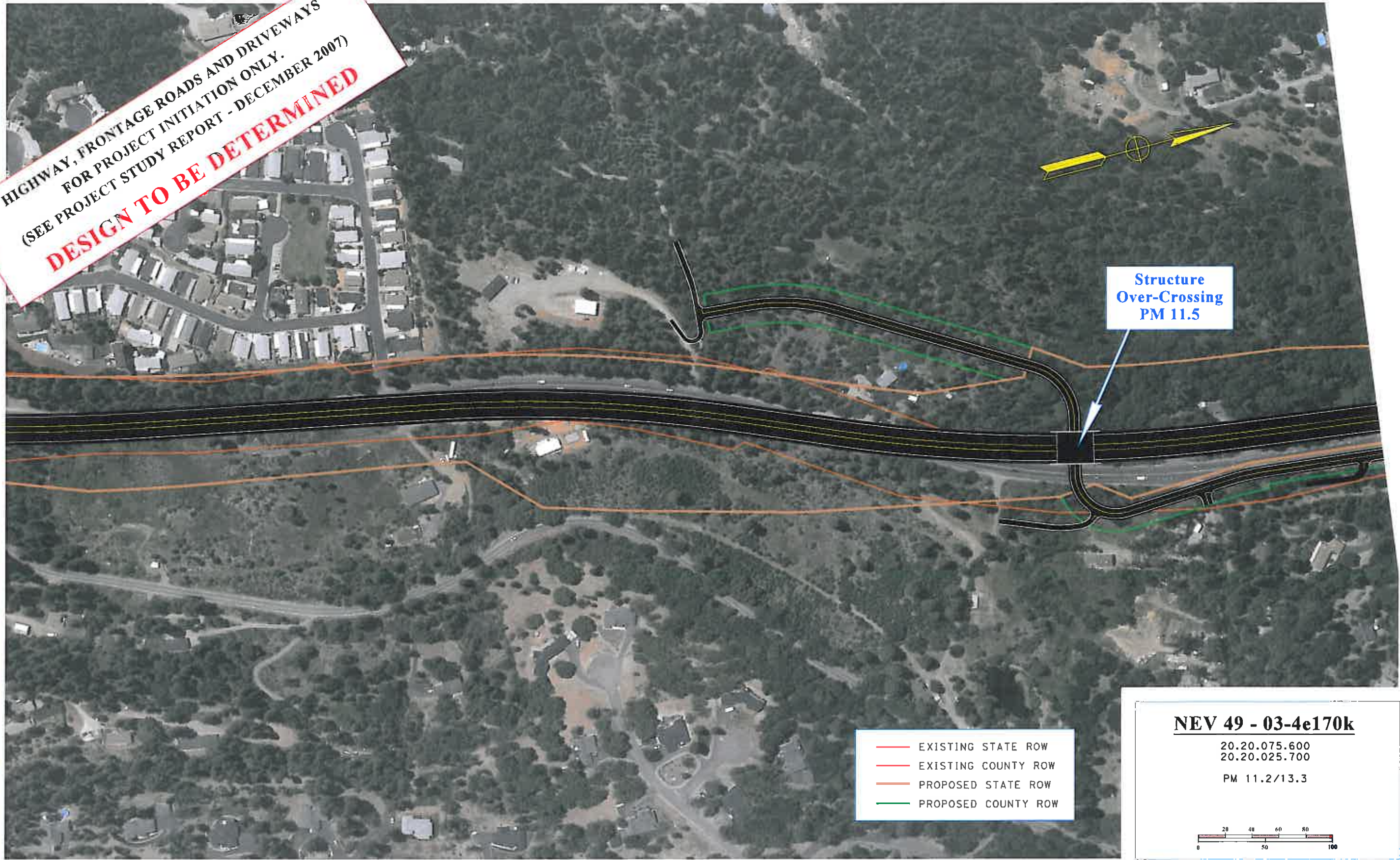
Public Meeting/Open House 8/5/2015
 Grass Valley City Hall
 @ 50+ attendees



PROJECT SCHEDULE

BEGIN PROJECT.....	JANUARY 2015
PROJECT SCOPING OPEN HOUSE.....	AUGUST 2015
BEGIN ENVIRONMENTAL STUDIES.....	JANUARY 2016
PREFERRED ALTERNATIVE OPEN HOUSE.....	FALL 2016
CIRCULATE DRAFT PROJECT REPORT.....	SPRING 2017
AND ENVIRONMENTAL DOCUMENT	
PROJECT APPROVAL & ENVIRONMENTAL.....	SUMMER 2017
DOCUMENT (PA&ED)	
COMPLETE PLANS, SPECIFICATIONS &	SUMMER 2018
ESTIMATE (PS&E)	
START CONSTRUCTION.....	To Be Determined
	(Money for Construction
	is not currently Budgeted)

HIGHWAY, FRONTAGE ROADS AND DRIVEWAYS
FOR PROJECT INITIATION ONLY.
(SEE PROJECT STUDY REPORT - DECEMBER 2007)
DESIGN TO BE DETERMINED



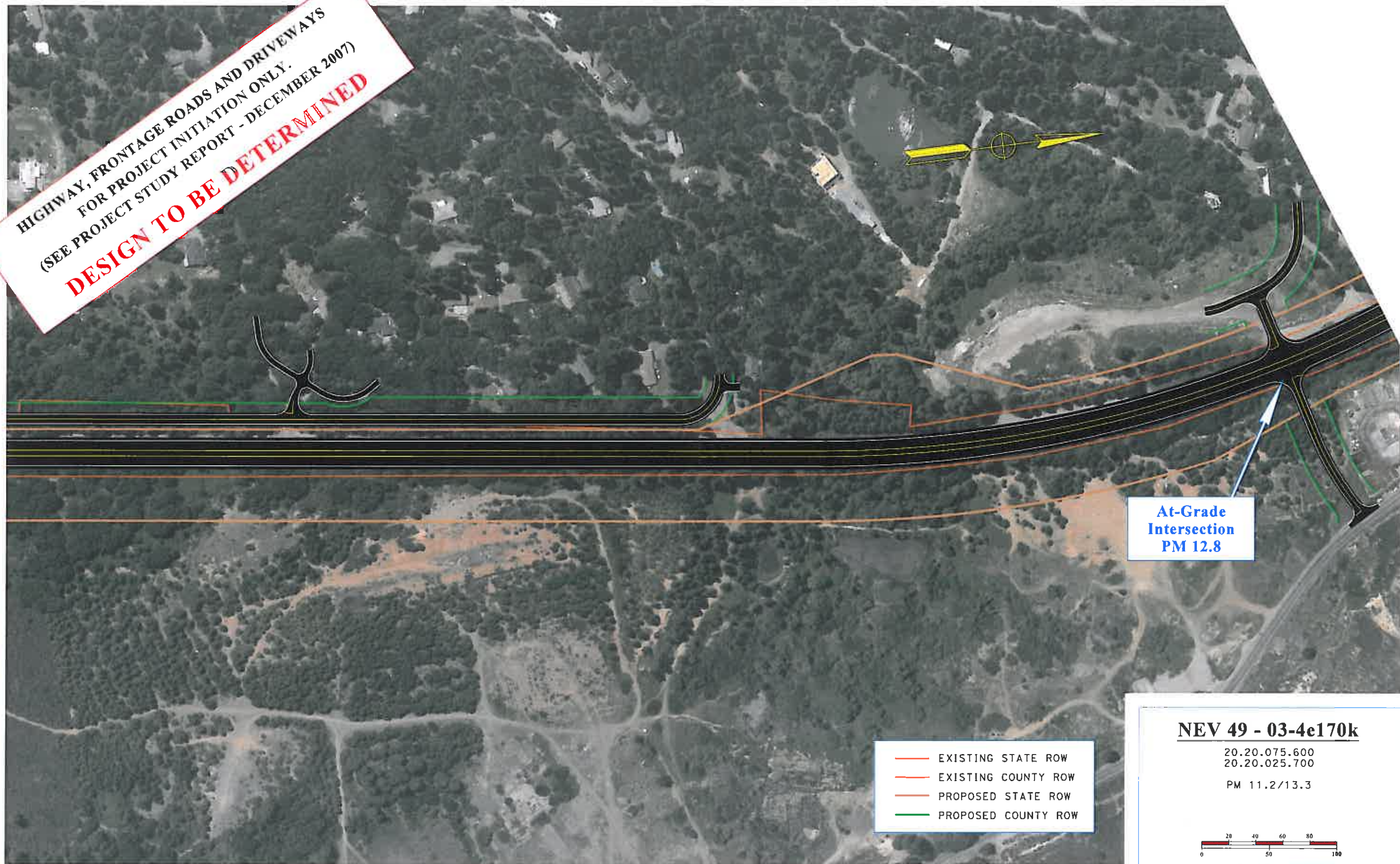
Structure
Over-Crossing
PM 11.5

- EXISTING STATE ROW
- EXISTING COUNTY ROW
- PROPOSED STATE ROW
- PROPOSED COUNTY ROW

NEV 49 - 03-4e170k
20.20.075.600
20.20.025.700
PM 11.2/13.3

A horizontal scale bar with markings at 0, 20, 40, 60, 80, and 100 units.

HIGHWAY, FRONTAGE ROADS AND DRIVEWAYS
FOR PROJECT INITIATION ONLY.
(SEE PROJECT STUDY REPORT - DECEMBER 2007)
DESIGN TO BE DETERMINED



At-Grade
Intersection
PM 12.8

- EXISTING STATE ROW
- EXISTING COUNTY ROW
- PROPOSED STATE ROW
- PROPOSED COUNTY ROW

NEV 49 - 03-4e170k
20.20.075.600
20.20.025.700
PM 11.2/13.3

A horizontal scale bar with markings at 0, 20, 40, 60, 80, and 100 units.

11/20/07 10:51 AM C:\Users\jwheeler\Documents\Projects\NEV 49 - 03-4e170k\11-20-07\11-20-07.dwg

HIGHWAY, FRONTAGE ROADS AND DRIVEWAYS
FOR PROJECT INITIATION ONLY.
(SEE PROJECT STUDY REPORT - DECEMBER 2007)

DESIGN TO BE DETERMINED

END PROJECT

Conform to Previous
Project EA 03-2A6901

- EXISTING STATE ROW
- EXISTING COUNTY ROW
- PROPOSED STATE ROW
- PROPOSED COUNTY ROW

NEV 49 - 03-4e170k

20.20.075.600
20.20.025.700

PM 11.2/13.3

