

## 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 meeting of the Nevada County Transportation Commission is scheduled on: **Wednesday, July 20, 2011 at 9:30 a.m., Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, CA**

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# NEVADA COUNTY TRANSPORTATION UPDATE

Issue 48

June 2011

## RTP/SEIR Review and Public Hearing

A 45-day local public review period for the Draft 2010 Nevada County Regional Transportation Plan (RTP) and associated Draft Supplemental Environmental Impact Report (SEIR) commenced on May 17, 2011 and ends on June 30<sup>th</sup>.


The purpose of the RTP is to document short-term (2010-20) and long-term (2020-30) regional transportation policy direction, multi-modal regional transportation needs, and to set a financially constrained action plan to meet those needs. The Draft RTP includes projects that are reasonably anticipated for funding within the plan's fiscal constraints. The RTP also identifies projects that could be implemented if additional funds become available.

The SEIR is a document created to inform public agency decision makers and the general public of the potential significant environmental impacts of a proposed project, to identify possible means to minimize significant effects, and to describe reasonable alternatives to the project. Because the RTP is a planning document containing general policies, guidelines, and lists of proposed projects for which specific design details have not yet been completed, the object of the environmental analysis in this SEIR is to provide a general overview of the potential impacts of the recommended RTP improvements.

The Draft RTP and SEIR are available for review at the following locations:

- Grass Valley Library Royce Branch, 207 Mill Street, Grass Valley, CA
- Madelyn Helling Library, 980 Helling Way, Nevada City, CA
- Truckee Library, 10031 Levone Avenue, Truckee, CA
- Nevada County Transportation Commission, 101 Providence Mine Road, Suite 102, Nevada City, CA 95959
- NCTC website at [www.nctc.ca.gov](http://www.nctc.ca.gov).

Written comments on the drafts must be received within the public review period. Address comments to Mike Woodman, Transportation Planner, at the NCTC office, or fax (530) 265-3260, or [mwoodman@nccn.net](mailto:mwoodman@nccn.net).

The Final 2010 RTP and SEIR will be presented to NCTC for certification and adoption at their July 20<sup>th</sup> meeting in Truckee after a public hearing is conducted. 

## Long Awaited Widening Project Begins

The SR 49/La Barr Meadows Road widening and signalization project is underway. The groundbreaking ceremony on May 17<sup>th</sup> was the official kick-off date to start construction, but prevailing winter storms delayed the arrival of construction equipment and road materials until early June. The project will widen the two-lane highway to four lanes plus a fifth center turn lane on a 1.5 mile stretch that starts just north of Alta Sierra Drive at Little Valley Road and concludes north of Mountain Air Mobile Home Park at Cornette Way. Included in the plans are frontage roads to be constructed on both sides of SR 49 that will collect traffic from numerous streets and driveways previously accessing the highway directly, and will guide vehicles to a traffic signal to be installed between the fire station and Foothill Community Church adjacent to La Barr Meadows Road. Right-turn pockets and wider shoulders will also provide safer maneuvering of traffic.

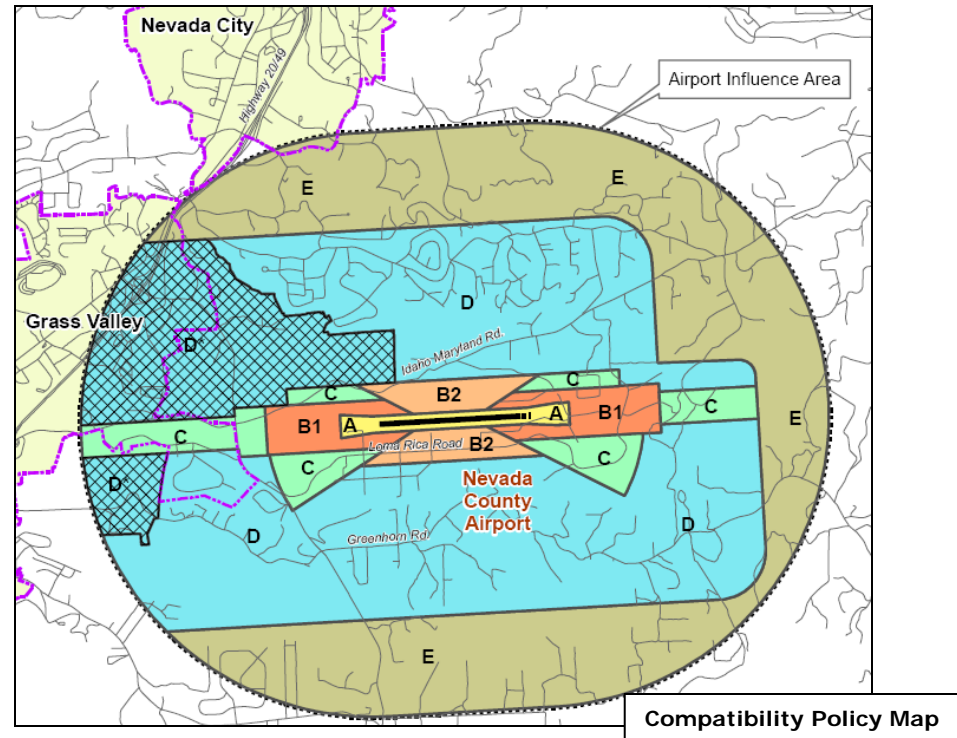


Crews clear tree stumps before constructing frontage road on east side of SR 49

Safety concerns at this stretch of highway were shared by the public at the August 20, 2003 NCTC meeting. Robert Peterson from Caltrans Safety Division gave a presentation on accident history in the area. Suggestions to improve safety included restriping, flashing lights and hazard signage, no left turn onto SR 49 at La Barr Meadows Road, and retiming of the Alta Sierra light. Lt. Ed Michalkiewicz of the California Highway Patrol (CHP) spoke of CHP's willingness to help. Caltrans Planner Ann Marie Robinson scheduled safety workshops for the mobile home park senior residents. NCTC Executive Director Daniel Landon contacted UC Berkeley to arrange for an ITS (Intelligent Transportation Systems) specialist to study the intersection and propose solutions. Gold Country Stage buses were routed into the mobile home parks to eliminate dangerous pedestrian crossings of the highway. Penny Watson of Sierra Foothill Real Estate initiated a petition with 527 signatures requesting a traffic light. Flashing signs were installed on the highway indicating an intersection so vehicles would slow down at La Barr Meadows Road. (continued - page 3)

The Nevada County Airport Land Use Compatibility Plan (ALUCP) is being updated to provide western Nevada County with the most current and relevant data to evaluate future land use plans in the vicinity of the Nevada County Airport located in Grass Valley. The ALUCP has not been updated since 1987. The plan is a tool used by the Nevada County Airport Land Use Commission (ALUC) to review and determine compatibility between airport and adjacent land use development proposals. Mead & Hunt of Santa Rosa are the consultants preparing the new plan.

ALUCs were established in 1967 (PUC 21670): "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." ALUCs have no authority over existing land uses or over the operation of airports. Three critical land use planning concerns are: 1) Compatibility of surrounding land uses with respect to airport noise levels; 2) compatibility in terms of exposure of persons on the ground to crash hazards associated with aircraft; and 3) the need for appropriate height restrictions to protect the airspace used by aircraft.



Compatibility Safety Zones are identified in relationship to the runway (see example in map above). The area of influence extends 1.3 miles from the airport's runway.

- **Zone A, Runway Clear Zone**, has very high noise impacts and a very high risk level. Nearly 40% of off-runway general aviation accidents near airports occur in this zone.
- **Zone B1, Inner Approach Zone**, has high noise impact and high risk level. It encompasses areas overflown by aircraft at low altitudes, typically only 200 to 400 feet above the runway elevation. 10% to 20% of off-runway general aviation accidents take place here.
- **Zone B2, Sideline Zone**, has moderate to high noise impact and low to moderate risk level. This area is normally not overflown by aircraft. Primary risks are associated with aircraft losing directional control on takeoff. About 3% of off-runway general aviation accidents occur in this zone.
- **Zone C, Inner Turning Zone and Extended Approach Zone**, has moderate noise impact and moderate risk level. This zone includes areas where aircraft turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude. Aircraft typically are at or below 1,000 feet. Individual events are occasionally loud enough to intrude upon indoor activities in this zone. The zone also includes areas where departing aircraft normally complete transition from takeoff power to climb mode and have begun to turn to their en route heading. Some 10-15% of off-runway accidents occur in this zone.
- **Zone D, Traffic Pattern Zone**, has moderate noise impact and risk level is low. While about 20-30% of general aviation accidents take place in this zone, the large area encompassed means there is a low likelihood of accidents occurring at any given location. Noise events are more of a concern with respect to individual loud events than cumulative noise contours.
- **Zone E, Other Airport Environs**, has a low noise impact and low risk level. This is an area which occasional overflights are intrusive to some outdoor activities and their risk concern is only for uses which potential consequences are severe (i.e. very high-intensity activities in a confined area).

The Draft ALUCP will be available for review and comments from July 6 to August 4, 2011. Copies will be at the following locations: NCTC office, Grass Valley Library Royce Branch, Madelyn Helling Library, Truckee Library, and on the NCTC website at [www.nctc.ca.gov](http://www.nctc.ca.gov). Call the NCTC office at (530) 265-3202 if you have any questions on the locations.

The summer construction season is upon us and Nevada County jurisdictions are gearing up for a myriad of projects to enhance and improve the travel conditions in our county. Here are a few projects to look forward to seeing completed this summer.

### Town of Truckee

- Donner Pass Road/Stockrest Springs Intersection Improvements – Add turn lanes at the intersection of Donner Pass Road and the entrance to the Town's new corporation yard at Stockrest Springs Road.
- Gateway pedestrian connection – Starting from the roundabout in Brickelltown and running beneath I-80, a new sidewalk will be installed on the northeast side of the roadway and Class II bike lanes on both sides of roadway.
- Alder Drive Roundabout – A roundabout will be constructed at the intersection of Alder Drive, SR 89 North, and Prosser Dam Road.
- Trout Creek Restoration Project – Includes the widening, deepening, and restoration of Trout Creek to restore vegetation and aquatic habitat as well as to provide 100-year storm flood protection.
- Slurry Seal Projects – Slurry seal multiple roadways town-wide starting with a portion of the Glenshire Neighborhood's Roadways in June and other roadways in July and August to protect and prolong the pavement life of Town roadways.
- Recessed Striping – Recessed pavement markings to be installed to protect from snowplow damage.
- Bridge Street Streetscape – Town beautification, new sidewalks, landscaping.

### City of Grass Valley

- Upper Slide Ravine Project – Install new water and storm drain utilities as well as paving on Doris Drive.
- 2010 Pavement Rehabilitation Project – Resurface of Sutton Way, Idaho-Maryland Road, and Dorsey Drive.
- 2011 Pavement Rehabilitation Project – Resurface of the Brighton Street neighborhood and Taylorville Road between McKnight Way and Freeman Lane.
- Memorial/Condon Parks Accessibility Project – Install sidewalks to Memorial and Condon Parks using CMAQ funds.
- Sutton Way Accessibility Project – Install a sidewalk on Sutton Way using CMAQ funds.
- E. Main/Hughes Road Sidewalk Project – Install a sidewalk and bicycle lanes using CMAQ funds.



### Nevada City

- Summer Paving Program (all completed) – Lower Zion Street (between Sacramento Street & Jordan), Searls Avenue (Bost to Gold Flat), Nimrod (Gracie to Park Avenue), Silva Avenue, Martin (between Clay and Long Streets), Nursery Street (Nevada Street to Willow Valley Road), Upper Nevada Street (Willow Valley Road to SR 49), Hoffman Lane, and lower Nevada Street (near Deer Creek Bridge).
- Summer Repairs – Pot holes and street patching needed after heavy rains during winter/spring.
- Fall Slurry Seals (September) – Portions of Clay Street, Nevada Street, Boulder Street, and Adams Street.
- Safe Routes to School Project – Doane Avenue (will be completed in August).

### Nevada County

- Lime Kiln Road Shoulder Improvements – Widen shoulders and do drainage improvements at two locations (400 ft. west of SR 49 to Vintage Road and 400 ft. east of Wolf Creek for a distance of 2,500 ft. east) to enhance safety where little to no shoulder exists.
- McCourtney Road at Adair Curve Improvement – Redesign of the curve to improve sight distance. This location has a history of single car run-off-the-road accidents due to limited vertical visibility. Proposed design speed is 25 mph. To construct the roadway to a design speed of 35 mph would require major realignment and is not cost effective.
- 2011 Countywide Overlays – Asphalt overlay on approximately 10 miles of county roads. Roads are selected by condition index: Cooper Rd. from No. Bloomfield in 1.29 mi.; No. Bloomfield from Cooper Rd. to Rock Creek, 2.81 mi.; Red Dog Rd. from Banner Lava Cap to Buckeye, 1.5 mi.; Cruzon Grade from Tyler Foote to Back Bone, 3.5 mi.; and Back Bone Rd. from Cruzon Grade to Derbec Rd., 0.95 mi.
- Empire Street – Realign roadway to improve sight distance. This part of street is narrow with substandard shoulders and poor sight distance.

## Widening Project (Continued from page 1)

Tom Brannon, Caltrans Project Manager, worked with NCTC staff to identify and reprogram available funding to allow the design work to begin. The federal government previously required an Environmental Impact Report (EIR) on the whole stretch of highway, but it was approved to only do an EIR on the segment slated for improvement. Caltrans conducted public workshops in April 2005 to get consensus from the public on the proposed improvements. In January 2007 the full project was submitted as a Corridor Mobility Improvement Account (CMIA) project proposal vying for Proposition 1B funds. Caltrans Headquarters dropped the project from their list to submit to the California Transportation Commission (CTC) so NCTC staff sent in the project on their own. On February 28, 2007 the CTC approved \$18.5 million to fund construction of the full project.

This summer construction season will see limited traffic-interfering work only at night, between 9:00 p.m. and 5:00 a.m., Sunday through Thursday. Contractor DeSilva Gates Construction plans to start with construction of frontage roads on the east side of SR 49. The traffic light at the fire station is planned to be installed and operational by the end of the 2011 construction season. Sound walls are also planned to be built this year at Forest Springs Mobile Home Park, Mountain Air Mobile Home Park, and next to Kenwood Drive. The project will require two summer seasons to construct and completion is scheduled for the fall of 2012.