



SAVE
HWY 174
GRASS VALLEY, CA

Presentation to
The Nevada County Board of Supervisors

By the
Save Highway 174 Organization

A Summary of our Goals, Concerns and Suggestions

October 24, 2017



Who We Are



- Our organization, **Save Highway 174**, consists of affected property owners, residents and citizens of Nevada County who support reasonable safety improvements, but are concerned with the current design standard for the widening and realignment project proposed by Caltrans for a 1.9-mile portion of Highway 174
- Recognized as one of the most scenic and historically rich highways in the Sierra Nevada Foothills.
 - Designated a County Scenic Corridor and “Eligible” State Scenic Highway
- Our Primary Goal.....Have Caltrans reassess and revise the project

Project Proposal

- Scope: 1.9 mile section of Highway 174, from Maple Way to You Bet Road
- State Highway 174 will be leveled, straightened, and widened
 - Road surface doubled in width to minimum of 64' (note: includes a 20' advisory CRZ)
 - Additional Right of Way approximating 120' to 150' will be required (TBD)
 - Additional clearing to relocate overhead electrical lines or other utilities
- 14+ acres to be acquired from 49 parcels
- Removal of over 1,700 conifers, oaks and other vegetation
- Removal of natural ponds, natural springs, and wells
- Projected cost = \$28.4 million
 - Project has remained same since Project Study Report completed in 2014, public comment received by Caltrans in 2016 and Board of Supervisors letter of July 2017

The Process – Public Input / Environmental Review

Concerns with Public Involvement, Transparency and Responsiveness

Caltrans prepared Negative Declaration, instead of EIR on project

- Limited public input and outreach – 1 public meeting with 5 day notice
- Did not conduct a traffic study, noise study or speed surveys
- Used FHWA's Type III classification to limit scope of review (is category for replacing guardrails, pavement markings, rehab & minor curve corrections)

Public Outreach and Consideration of Alternatives

- 38 public comments received, 30 were in opposition to design
- Public workshops / outreach only emphasized 1 design w/no alternatives (2014)
- May 25, 2016 workshop did not provide a presentation of project or options

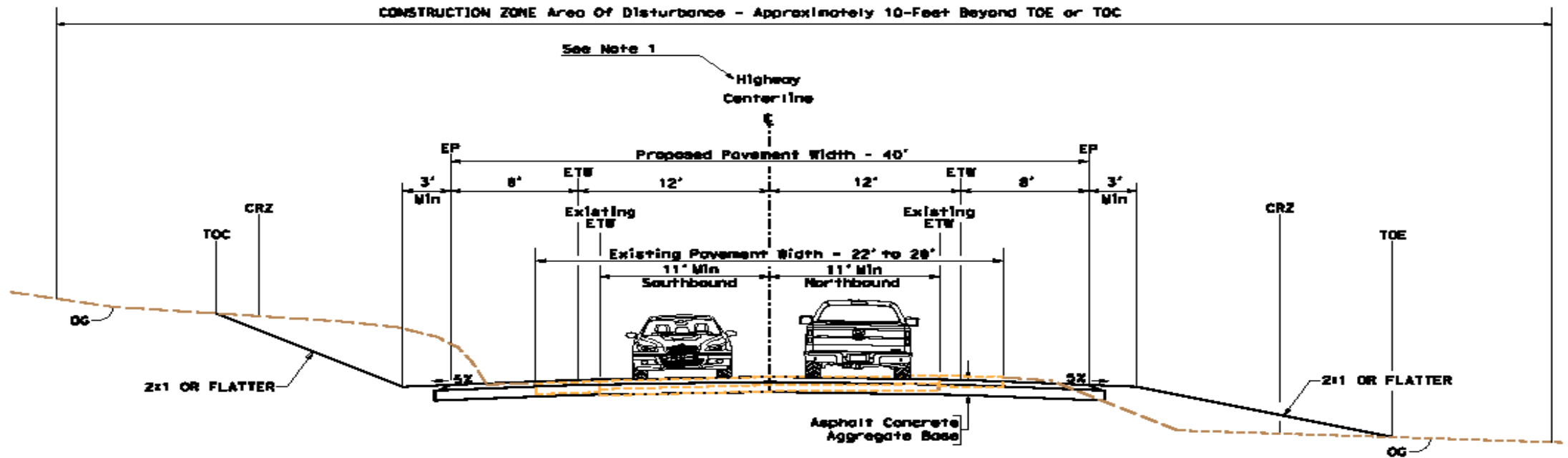
Typical Roadway Section

NOTES:

1. The Highway Centerline Will Be Realigned In Locations (Shifted Left Or Right), Maximum Shift 55-Feet. See Aerial Exhibit.
2. The CRZ is 20-Feet From The ETW On Each Side Of The Highway And All Unyielding Objects Within The CRZ, Such As Trees, Boulders, Utility Poles, Etc. Will Need To Be Removed Or Relocated.
3. All Objects Within The Construction Zone, Such As All Vegetation, Fences, Culverts, Utilities, Etc. Will Need To Be Removed Or Relocated.

ABBREVIATIONS:

EP Edge of Pavement
 ETW Edge of Travelway
 OG Original Ground
 R/W Right-of-Way
 TOC Top of Out Slope
 TOE Top of Slope
 CRZ Clear Recovery Zone



NEV-174

PM 2.7 TO PM 4.6

EXHIBIT 1
Public Meeting

May 2017

Safety Improvement Project in Nevada Co On State Route 174

NO SCALE

Highway 174 – How would Caltrans Standard Work?





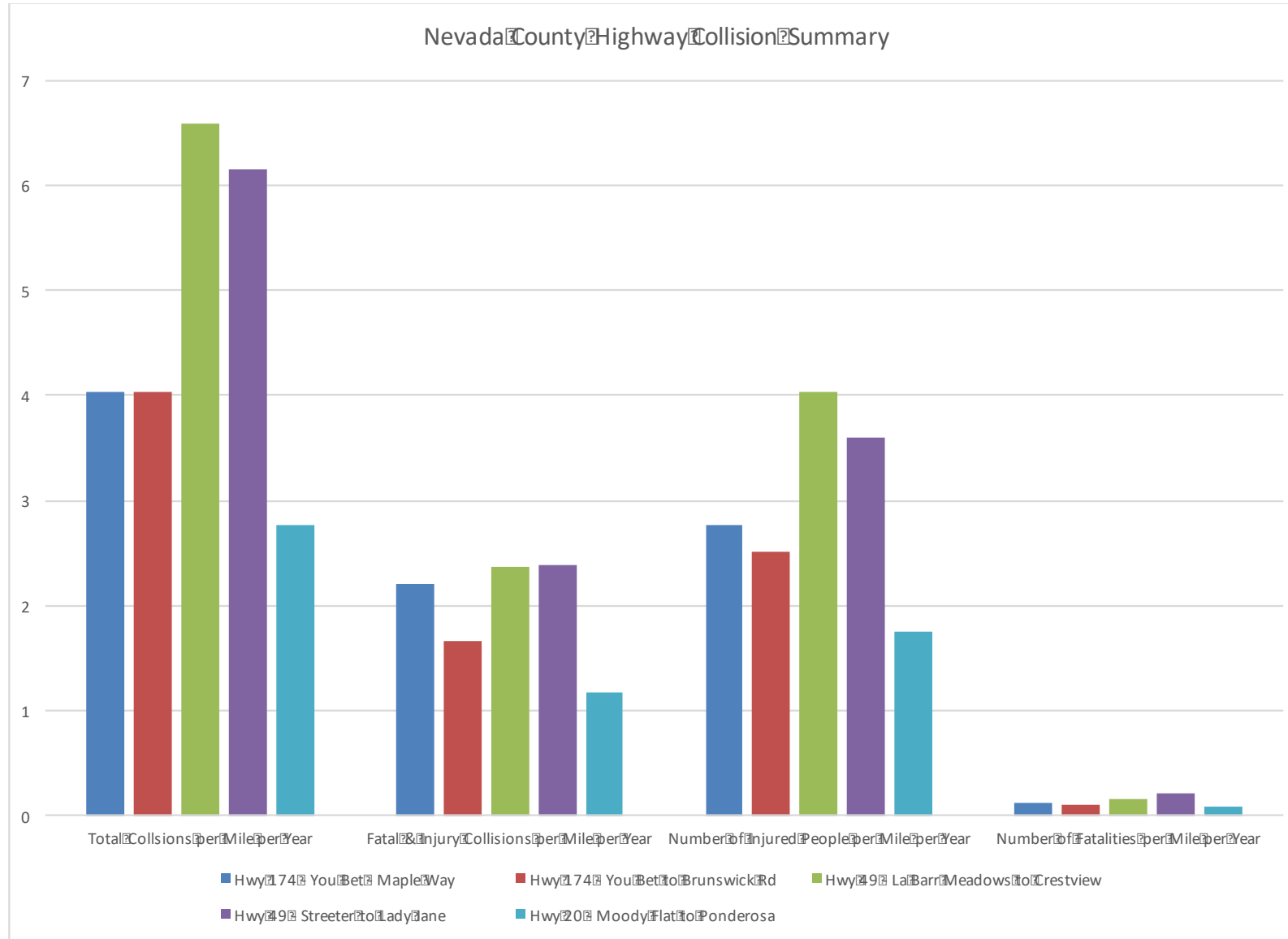
Safety Data and Conclusions



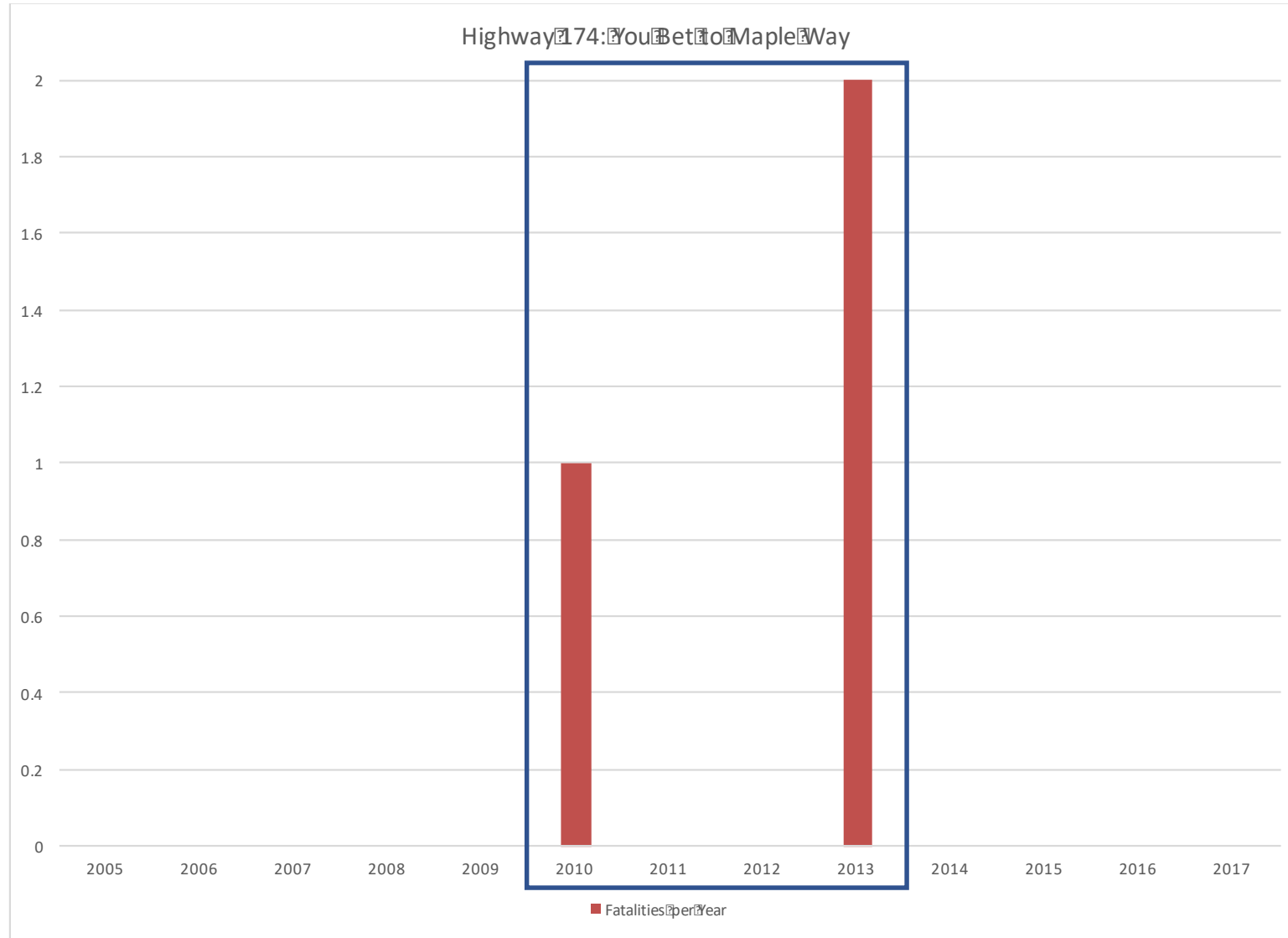
Is Road Unsafe or Safe?

- Caltrans used data on collisions from 2010 to 2013 (4 years)
 - For project area, 30 collisions occurred during 3 year period with 3 fatalities
- Save Highway 174 used data on collisions from 2005 – 2017 (12.5 years)
 - For project area, State Highway 174 was found to have similar accident rate as other roadways in Nevada County when comparing collisions, fatalities and injuries
 - More recent years of data is available showing accident trend not increasing

Collision Data: Highway 174 is Average



Fatality Data for Highway 174



If Road Needs Safety Improvements....

- Caltrans relied on **1** design feature from FHWA List of “Safety Countermeasures” to reduce collisions – **Shoulder Widening & CRZ’s**

There are more options listed by FHWA to improve safety such as:

- Signage (Chevron signs, pavement markings, retroreflective sheeting), guardrails, rumble strips or stripes, increased pavement friction, etc.
- Prepare and utilize a “Road Safety Audit” or “Local Road Safety Plan”

Note: NCTC recommended Caltrans “reassess and revise project” on Sept. 20

Question.....Where else has this design been implemented for a 2-lane, rural, conventional highway with uneven terrain and forested canopy?

Will this be the design of the future for similar 2-lane roads in the Sierras?



Our Suggestions



- We wish for Caltrans to reassess and revise this project by:
 - Re-examine the safety data and verify if this roadway is truly safe or unsafe
- *If verified as having unsafe conditions.....*
 - Actively engage with community over options on how to make road safer
 - Consider scenic and historic resources as important values in design
 - Limit grading, clearing and property acquisitions in steep, uneven terrain
 - Utilize and evaluate all options offered by FHWA in “Safety Countermeasures”
 - Conduct preparation of Road Safety Audit (1 of 20 FHWA Countermeasures)
 - Conduct a phased or interim approach; monitor success and recheck options



Our Conclusions



- We support reasonable safety improvements....there are viable, less intrusive options
- This 1.9 mile section from Maple Way to You Bet Road, is average in terms of:
 - Collisions, Injury collisions, Injured persons and Fatalities per mile per year
- There is a need to engage the local citizens and gain input on solutions
- Many residents moved to area because of beautiful, rural Highway 174 with magnificent trees and country feel
 - Will new highway ruin the neighborhood and set precedence for new safety standard in our County?
- Approx. 1,000 residents signed a petition asking Caltrans to cease or modify the project
- 150+ residents have joined a group to preserve the rural quality of Highway 174 corridor

We seek your guidance and assistance in our efforts.....

- We ask the Board to adopt a resolution in support



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