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Public Comment #12



COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Steven L. DeCamp
Community Development Agency Director

Steve Castleberry
Director of Public Works

Truckee Community Development Department
Attn: Denyelle Nishimori, Senior Planner
10183 Truckee Airport Road
Truckee, CA 96161

February 13, 2013

RE: CANYON SPRINGS SUBDIVISION EIR

Dear Denyelle,

I am writing regarding Canyon Springs Subdivision Draft EIR with comments on the traffic portion of the analysis.

1. Impact TRANS-5 identifies a deficiency in the pavement width on the portion of Glenshire Drive east of Martis Peak Road. This section of roadway is maintained by Nevada County. While not explicitly stated in the Draft EIR, I assume this impact was identified as significant due to the high existing crash rate on this section of road (2006 to 2010), which was identified in Section 4.14.B.2.i and 4.14.D.3.d.ii.

While the accident analysis appears accurate, our investigations on this road show a majority of those crashes happened in 2006 and 2007. In addition, a majority of those accidents were concentrated in a 500' area approximately 1500' east of the Martis Peak Road intersection.

In 2008, Nevada County installed several hundred feet of guardrail along the high crash location. In 2009, Nevada County also rehabilitated the pavement in the Nevada County section of Glenshire Road. While not specifically intended as a safety project, we have found crash rates typically drop after a pavement improvement project, either due to the improved pavement surface or the improved striping associated with pavement projects. Since the completion of those two projects, the crash rate has been significantly reduced.

Based on this additional analysis, we would request that Mitigation Measure TRANS-5 be revised. We don't believe the proposed safety study with unspecified safety improvements is specific enough to insure the impact is adequately mitigated. The County's 2008 and 2009 improvements demonstrate the existing pavement width and slope are not solely responsible for the crash rate. We believe the most effective mitigation to impacts from the project is construction of a comprehensive signing and striping project on both Glenshire and Hirschdale Roads. The project would include appropriate warning signing of roadway hazards (including slope, width, curves, and limited visibility) along with high visibility striping. The project should be designed by a registered civil engineer and will be constructed under an encroachment permit issued by Nevada County.

2. Section 4.14 A discusses the regulatory framework applicable to transportation. Typically, a jurisdiction such as the Town has regulatory control of a development's constructed infrastructure through subsequent permits. Through the issuance of building, grading, or encroachment permits, a jurisdiction can insure that infrastructure is constructed to the applicable standards.

While not specifically mentioned in this section, the primary access road to the development is located outside the Town of Truckee, within Nevada County's jurisdiction, but outside of existing public road rights-of-way. In this case, the only permit for construction of the primary access road will be the issuance of a grading permit through the Nevada County Building Department. If the access road alignment was annexed into the Town boundaries, the Town would then have regulatory control for the access road.

I appreciate the opportunity to comment on the environmental document. If you have questions please feel free to contact me at (530) 265-1718.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Castleberry". The signature is stylized and cursive.

STEVE CASTLEBERRY, DIRECTOR

SC:lb

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