



Grass Valley • Nevada City

Nevada County • Truckee

TO: The Nevada County Transportation Commission  
FROM: Daniel B. Landon, Executive Director   
SUBJECT: Executive Director's Report for the July 19, 2017 Meeting  
DATE: July 11, 2017

1. STATE ROUTE 49 STAKEHOLDERS COMMITTEE

On ~~December 8, 2016~~ May 25, 2017 the State Route (SR) 49 Stakeholders Committee met at the Grass Valley California Highway Patrol (CHP) office. There were 27 people in attendance, including NCTC Commissioners Scofield and Arbuckle, two Placer County staff and seven Placer County residents concerned about the SR 49/ Lone Star Road intersection.

Grass Valley California Highway Patrol (CHP) Commander George Steffenson reviewed the first quarter 2017 accident statistics. He indicated that since January 1, 2017 for his total area of responsibility there have been 336 collisions, including 7 fatality accidents with 9 victims. In the area around Grass Valley between January and April 2017 there were a total of 251 collisions. In 2016 at this time in the Grass Valley area there were 217 collisions, therefore the number of collisions has increased over last year. During the same time period on Beat 31 (SR 49 between McKnight Way and the Bear River Bridge) there were a total of 43 collisions, 2 fatalities, 12 injury accidents, and 3 driving under the influence (DUI).

Commander Steffenson indicated that his office had received approval for some additional overtime funding and he has been assigning officers to carry out enforcement task force days. He also indicated that in partnership with the Auburn CHP Office they will be requesting an Office of Traffic Safety grant for additional overtime funding for increased enforcement. He reported the Grass Valley CHP Radar Board has been fixed and it will be deployed north of Combie Road in the near future. In Commander Steffenson's opinion, the biggest challenge the community faces in relation to safety on SR 49, and throughout the county, is how to change the culture of the driving public to encourage them to be more courteous and patient.

Auburn CHP Captain John Price provided an overview of the first quarter 2017 accident statistics for the segment of SR 49 from the Bear River to Dry Creek Road in Auburn. He indicated that injury collisions were up, fatal accidents were down and DUI accidents are half of what they were last year. He said his volunteers had been deploying their radar trailer on SR 49 and his office would be receiving some additional funding for enforcement after July 1, 2017.

Caltrans Operations Update: Jim Graham with Caltrans District 3 reported that some adjustments to the signal timing at the Wolf Road/Combie Road/SR 49 intersection have been made. They have increased the minimum green time to allow off-peak single vehicles and bicyclists more time to clear the fairly wide intersection before the light turns to yellow. In addition, the signal

times for yellow lights on the side streets and left-turn lanes were increased to allow more time for vehicles to clear the intersection and reduce the chances of broadside accidents.

Several individuals that live and work in the vicinity of Lone Star Road expressed concerns regarding their ability to safely access the highway at this location. They questioned if the changes in signal timing at the Wolf Road/Combie Road/SR 49 intersection had exacerbated the difficulties in entering the highway due to the lack of gaps in traffic. Caltrans indicated the minor adjustments at the Wolf Road/Combie Road/SR 49 intersection should not have affected the existing gaps that are experienced on SR 49. It was pointed out there are many large trucks associated with the ranches in the area that have an extremely difficult time entering the highway safely, and at times need to cross all lanes of the highway to reach the other side of Lone Star Road. Caltrans was asked if the signal at Wolf Road/Combie Road/SR 49 could be coordinated with the Dry Creek Road/SR 49 signal to help provide gaps in traffic. Caltrans indicated that due to the distance between the two they could not be synchronized.

It was also suggested that Caltrans should signalize SR 49/Lone Star Road. Caltrans indicated the problem with signalizing that intersection involves the curve on southbound SR 49 approaching Lone Star Road, where vehicles traveling at a high rate of speed would suddenly come upon stopped traffic. CHP Captain Price stated it would be simply trading one problem for another. Caltrans indicated one potential solution they had previously considered was the possibility of offsetting the intersection of Lone Star and SR 49 to reduce the number of vehicles trying to access at a single point.

After further discussion, it was agreed that Caltrans would look at some potential solutions for this location and bring the information back to a focused public meeting regarding Lone Star Road. Placer County Public Works agreed to coordinate with Caltrans and CHP to schedule a future meeting to discuss Lone Star Road.

Caltrans reported that in response to the request for additional lighting at SR 49 and Brewer Road, they submitted a maintenance work order to get a higher wattage LED light installed in the existing light pole as a short-term solution. They are committed to installing another light pole in the vicinity in the future.

Caltrans reported in response to concerns about safety in the area of SR 49 and Quail Creek Drive and Round Valley Road, they have submitted a project for concept approval to receive safety funding for a two-way left-turn center lane. If approved, the project should be ready to list by 2019/20 and ready for construction in 2020/21.

Caltrans also submitted a project to install acceleration lanes in the northbound and southbound directions at the Wolf Road/Combie Road/SR 49 intersection. This project would be ready for construction in 2020/21.

Caltrans presented the attached graphic "Planned Projects On State Route 49 In Nevada And Placer Counties". They will produce quarterly reports on the progress of these projects.

The final item of discussion was related to a letter sent from Bob Rhodes, a retired CHP officer that patrolled the SR 49 corridor between 1987 and 2004. Mr. Rhodes' letter included the following four recommended projects:

1. Install a raised concrete median on SR 49 beginning near the north side of Dry Creek Road and extending north for 500 feet. The purpose of this median would be to prevent illegal left turns that are occurring in the area.

2. In the vicinity of Wolf Road/Combie Road/SR 49, eliminate access to and from SR 49 at Cameo Drive and provide a new access road via Combie Road. Start the southbound second lane on SR 49 north of Brewer Road. The new access for Cameo Drive residences would improve safety due to a reduction in turning movements onto the highway, and the extension of the southbound second lane would reduce unsafe passing maneuvers approaching the Wolf Road/Combie Road/SR 49 intersection.
3. Install a median barrier on SR 49 beginning at the south edge of Round Valley Road and extending to the north edge of Auburn Road. Mr. Rhodes stated the Caltrans proposal for a two-way left-turn lane near Quail Creek Drive and Round Valley Road would address his concerns stated in this comment.
4. Extend the existing concrete median barrier from its endpoint south of McKnight Way to just north of Crestview Drive. The purpose of extending the barrier would be to eliminate illegal left turns in the area. Caltrans indicated they are looking at a potential State Highway Operations Protection Program (SHOPP) funded project in this location, and any improvements in this area would need to be designed as long-term projects as opposed to throw away projects.

Chet Krage asked about the possibility of developing a program that could allow people to voluntarily close their ingress/egress to the state highway system. He thought there could be some kind of monetary incentive given.

Caltrans will provide responses to these comments and updates on their planned projects at future SR 49 Stakeholder Committee meetings.

## 2. NCTC 2017 ANNUAL SALARY COST OF LIVING ADJUSTMENT

In March 2016, NCTC adopted a Compensation Policy which included the provision that annually, NCTC will adjust its salary ranges, as budget allows, by the average cost of living increase provided by the local labor market to the journey level planner.

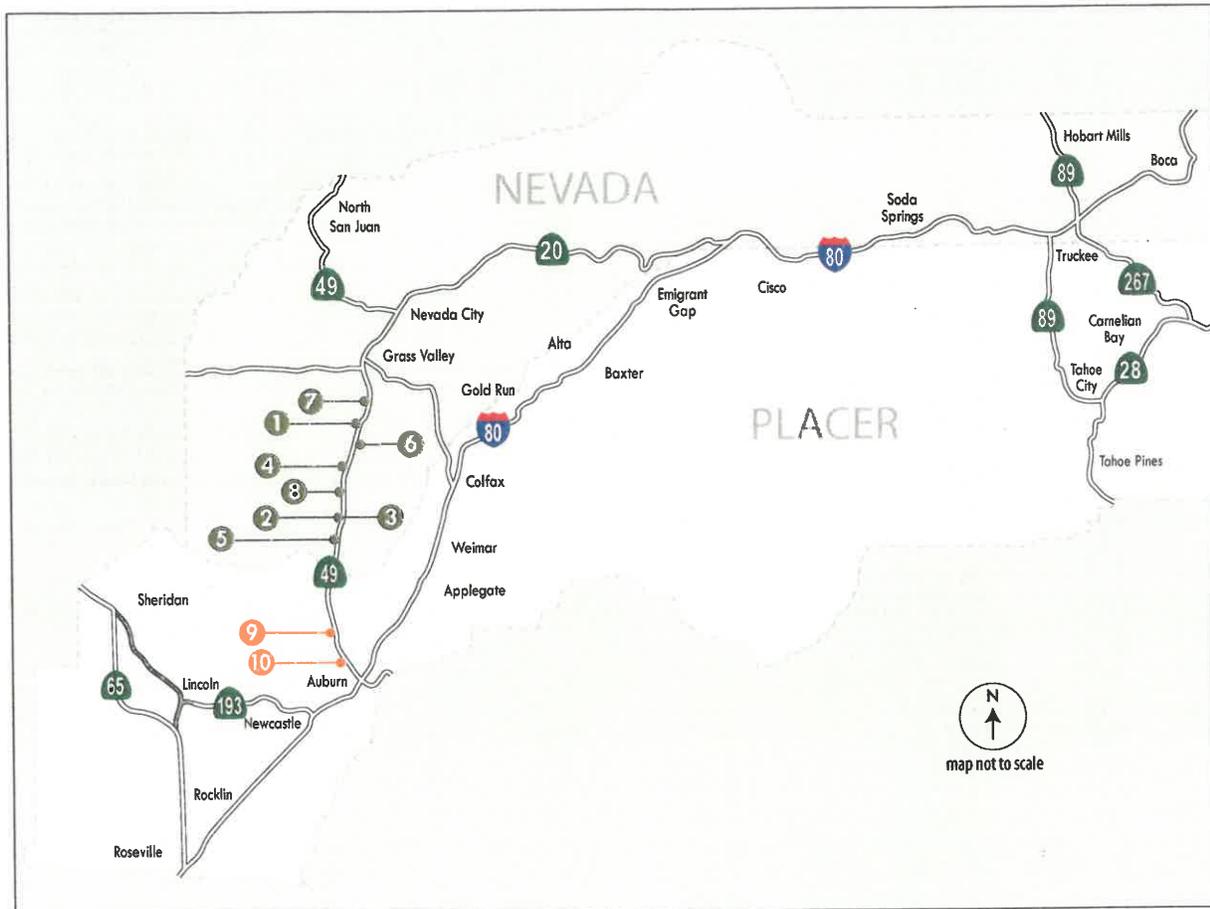
Last month staff received the final cost of living adjustments for the local labor market:

- County of Nevada: 3.0%
- City of Grass Valley: 2.0%
- Town of Truckee: 2.5%
- City of Nevada City: 2.0%

The average of the labor market increases for 2017 is 2.375%. The NCTC Compensation Policy provides that NCTC will compare its compensation to other Regional Transportation Planning Agencies approximately every five years.



# PLANNED PROJECTS ON STATE ROUTE 49 IN NEVADA AND PLACER COUNTIES



## NEVADA COUNTY-PLANNED

- 1 Alta Sierra Drive - Install Flashing Beacons northbound and southbound directions  
Construction Time Frame: 2018
- 2 Brewer Road – Increase wattage at existing light. Work Order has been placed.
- 3 Brewer Road – Upgrade intersection lighting.  
Construction Time Frame: 2018
- 4 Install radar speed feedback signs.  
Locations: TBD  
Construction Time Frame: 2018
- 5 Wolf Road/Combie Road – Install acceleration lanes, northbound and southbound direction.  
Conceptual Approval will be submitted in May to Headquarters.  
Construction Time Frame: RTL 2019/2020
- 6 Round Valley Road/Quail Creek Drive – Install Two-Way Left Turn Lanes.  
Conceptual Approval will be submitted in May to Headquarters.  
Construction Time Frame: RTL 2019/2020

- 7 La Barr Meadows Road to McKnight Way
  - Widen shoulders to 8' width
  - Construct a continuous two-way left-turn lane
  - Construct southbound right-turn lanes at Crestview Drive, Smith Road, Christian Life Way and Wellswood Way
  - Construct a northbound truck climbing lane
  - Install new TMS elements including CCTV, CMS, upgrade lighting and install fiber optic cables
 Project Initiation Form – Approved  
Construction Time Frame: RTL 2023
- 8 Shoulder Widening to Current Standards – 2 miles total length. (Location - Varies)  
Construction Time Frame: As time allows, will be added to future projects.

## PLACER COUNTY-PLANNED

- 9 Dry Creek Road – Upgrade lighting for pedestrians just north of Dry Creek Road.  
Construction Time Frame: 2019
- 10 Install Rumble Strips on Two-Way Left-Turn locations.  
Construction Time Frame: 2018/2019