MINUTES OF SPECIAL MEETING
MARCH 2, 2017

A special meeting of the Nevada County Transportation Commission (NCTC) and SR 49 Stakeholders Committee was held on Thursday, March 2, 2017, in the in the Grass Valley, California Highway Patrol (CHP) office, 11363 McCourtney Road, Grass Valley, California. The meeting was scheduled for 2:00 p.m.

Commissioners Present:	Jan Arbuckle, Dan Miller, Valerie Moberg, and Ed Scofield
Commissioners Absent:	Carolyn Wallace Dee, Ann Guerra, and Larry Jostes
Staff Present:	Daniel B. Landon, Executive Director and Mike Woodman, Transportation Planner
Standing Orders:	Executive Director Landon convened the Nevada County Transportation Commission special meeting at 2:05 p.m.

1. Introductions

NCTC staff and Commissioners, and members of the SR 49 Stakeholders Committee that includes Caltrans, California Highway Patrol (CHP), and Citizens for Highway 49 Safety were introduced.

2. Review of Accident and Enforcement Data by CHP

Lieutenant George Steffenson, Commander of CHP Grass Valley office, made a presentation and led a discussion regarding enforcement and accident statistics in the SR 49 corridor from Grass Valley to the Bear River Bridge (see attached CHP Data Comparison). During his presentation Lt. Steffenson noted that unsafe speed was the number one cause of accidents in 2014, 2015, and 2016. He pointed out that, of the 393 tickets written in the corridor during 2016, 170 were for speed violations. He also noted that CHP staff has seen a change in driver behavior and attitude, and that drivers are exhibiting less courtesy and driving more aggressively. At the conclusion of his presentation, Lt. Steffenson stated that approval has been given for additional patrol over-time in the SR 49 corridor and that his staff will be conducting special enforcement days in the near future.

3. Review of Accident Locations and Causes by Caltrans:

Darrell Chambers, a Traffic Safety Engineer with Caltrans District 3, led a discussion regarding accident locations and causes in the SR 49 corridor between 2010 and 2014. Mr. Chambers noted that the SR 49 corridor (McKnight Way to the Bear River) is approximately 13.5 miles long; with 2.1 miles of five-lane highway (two travel lanes in each direction with a center left turn lane). There are four traffic signals, 37 intersections, and more than 40 driveways along the corridor. Shoulders in the corridor vary between two and eight feet in width and there are shoulder and centerline rumble strips throughout much of the corridor. In the five-year time period 2010 – 2014, there were 407 collisions with 7 fatal accidents and 127 injury accidents. In reviewing the 407 collisions, 217 (53%) were near intersection locations, 139 (34%) had speed as a primary cause, and 144 (35%) were rear-end collisions. Mr. Chambers provided a

map and graphs that show accident locations in both the Nevada and Placer County portions of the SR 49 corridor (attached).

During his presentation, Mr. Chambers reviewed the "pros and cons" of installing a median barrier. During the discussion it was noted that median barriers reduce head-on collisions on highways with high traffic volumes and speeds. Median barriers also reduce driver anxiety, crash severity, and collisions related to left turn movements. With the installation of median barriers, passing is eliminated on two lane highways and openings in the barrier are required wherever left turn access is needed. Openings in the barrier create another set of concerns related to crashes into fixed objects. Median barriers tend to increase "out of direction" travel for motorists and may require widening of the highway to meet state construction standards. If a driver desires to turn left from a side road onto the highway, but is prevented from doing so by the presence of a median barrier, the driver must turn right and travel to the nearest opening in the barrier in order to make a "U" turn and proceed in their originally desired direction. The distance that the driver travels from the entry onto the highway to the point that they make the "U" turn and back to where they entered the highway is considered "out of direction" travel. Installation of median barriers without widening reduces locations available for enforcement activities.

Eleven miles of the SR 49 corridor has shoulders that are less than eight feet in width and Caltrans is working to identify areas that will need increased shoulder width. A rough estimate of the cost to install median barriers on the SR 49 corridor is $100 million.

4.   Discussion of Potential Actions or Projects to Address Issues

Following the presentations, Executive Director Landon listed the following as future "actionable items" for the SR 49 Stakeholders Committee:

- Unsafe speed (increased enforcement).
- Driver courtesy (community education).
- Rear-end and intersection collisions (potential project locations).
- Shoulder widening (potential project locations).
- Median barriers (potential project locations).
- Need for acceleration/merge lanes at Wolf/Combie intersection (potential project location).
- Need for acceleration/merge lanes at Alta Sierra intersection (potential project location).
- Need for improvements to reduce accidents at Lone Star Road in the Placer County portion of the corridor. (potential project locations).
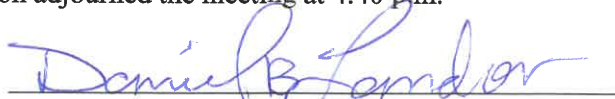
5.   Schedule for Next Meeting

Executive Director Landon stated that Citizens for Highway 49 Safety will host a community meeting on March 22 at Bear River High School Multipurpose Room from 7:00 to 9:00 p.m. (see attached flyer).

ADJOURNMENT OF MEETING

Executive Director Landon adjourned the meeting at 4:40 p.m.

Respectfully submitted: _____
                        Daniel B. Landon, Executive Director

Approved on: _____March 15, 2017_____

By: _____
     Lawrence A. Jostes, Chairman
     Nevada County Transportation Commission

CHP Data Comparison: SR 49 (Beat 31) with Grass Valley Area

TCs = Traffic Collisions
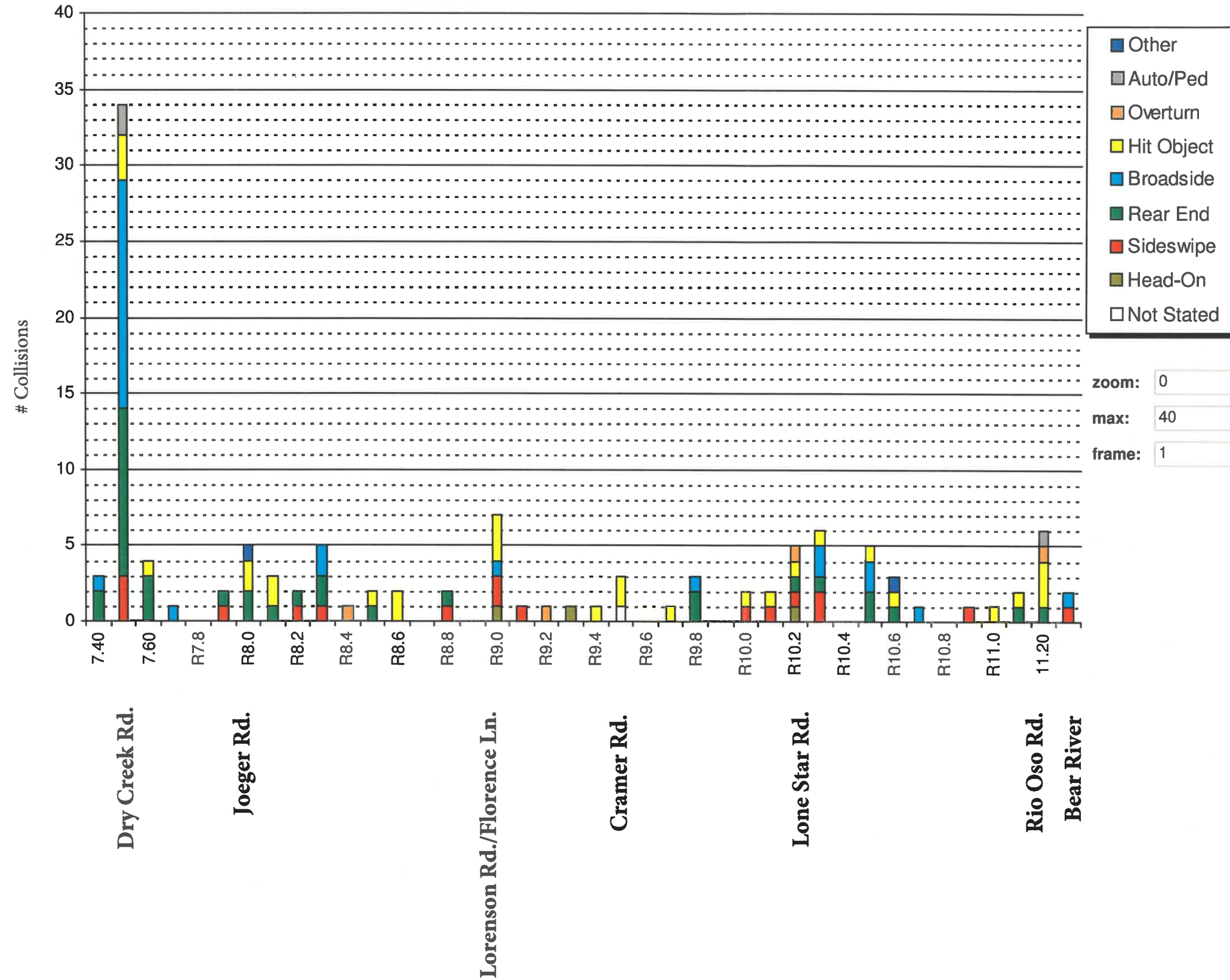Beat 31 = McKnight Way to Bear River (Placer County Line)

Year	Area TCs	Beat 31 TCs	Area Fatal TCs	Area Deaths	Beat 31 Fatal TCs	Beat 31 Deaths	% of Beat 31 TCs vs Area	Beat 31 Head On TCs	Beat 31 % of Head On TCs vs Total TCs
2016	844	124	8	8	0	0	14.69%	3	2.42%
2015	755	73	13	13	2	2	9.67%	4	5.48%
2014	628	94	5	6	0	0	14.97%	1	1.06%
2013	757	104	12	14	2	3	13.74%	N/A	N/A
2012	791	97	15	17	2	2	12.26%	N/A	N/A
2011	696	90	5	6	1	1	12.93%	N/A	N/A
2010	692	65	9	9	2	2	9.39%	N/A	N/A
2009	700	74	9	9	3	3	10.57%	N/A	N/A
2008	677	67	10	11	1	1	9.90%	N/A	N/A
2007	727	65	7	7	1	1	8.94%	N/A	N/A
2006	791	69	12	15	2	3	8.72%	N/A	N/A
2005	857	110	14	17	6	8	12.84%	N/A	N/A
2004	891	96	11	12	1	1	10.77%	N/A	N/A
2003	872	108	13	13	4	4	12.39%	N/A	N/A
2002	940	111	15	15	3	3	11.81%	N/A	N/A
2001	965	97	10	12	0	0	10.05%	N/A	N/A
2000	943	103	9	9	3	3	10.92%	N/A	N/A
1999	942	101	13	13	1	1	10.72%	N/A	N/A

NEV 49: Bear River to McKnight Way for 2010-2014

Collision Concentration

Each bar represents [0.1] miles.

Legend:
- Other
- Auto_Ped
- Overturn
- Hit_Object
- Broadside
- Rear_End
- Sideswipe
- Head_On
- Not_Stated

zoom: 0
max: 137
frame: 1

Y-axis: # Collisions (0, 5, 10, 15, 20, 25, 30, 35, 40, 45)

X-axis (miles): 0.00, 0.50, 1.00, 1.50, 2.00, 2.50, 3.00, 3.50, 4.00, 4.50, 5.00, 5.50, 6.00, 6.50, 7.00, 7.50, 8.00, 8.50, 9.00, 9.50, 10.00, 10.50, 11.00, 11.50, 12.00, 12.50, 13.00, R13.5

Locations: Bear River, Wolf/Combie Rd., Cameo Rd., Brewer Rd., Carriage Rd., Mother Lode Dr., Lime Kiln Rd., Pekolee Rd., Quail Creek Dr., Alta Sierra Dr., Ponderosa Pines, Braemer Rd., La Barr Meadows Rd., Christian Life Way, Begin Freeway, McKnight Way

PLA 49: Dry Creek Rd. to Bear River for 2010-2014

Collision Concentration

Each bar represents [0.1] miles.

Legend:
- Other (blue)
- Auto/Ped (gray)
- Overturn (orange)
- Hit Object (yellow)
- Broadside (light blue)
- Rear End (green)
- Sideswipe (red)
- Head-On (olive)
- Not Stated (white)

Collisions (y-axis: 0 to 40)

x-axis labels: 7.40, 7.60, R7.8, R8.0, R8.2, R8.4, R8.6, R8.8, R9.0, R9.2, R9.4, R9.6, R9.8, R10.0, R10.2, R10.4, R10.6, R10.8, R11.0, 11.20

Location labels: Dry Creek Rd., Joeger Rd., Lorenson Rd./Florence Ln., Cramer Rd., Lone Star Rd., Rio Oso Rd., Bear River
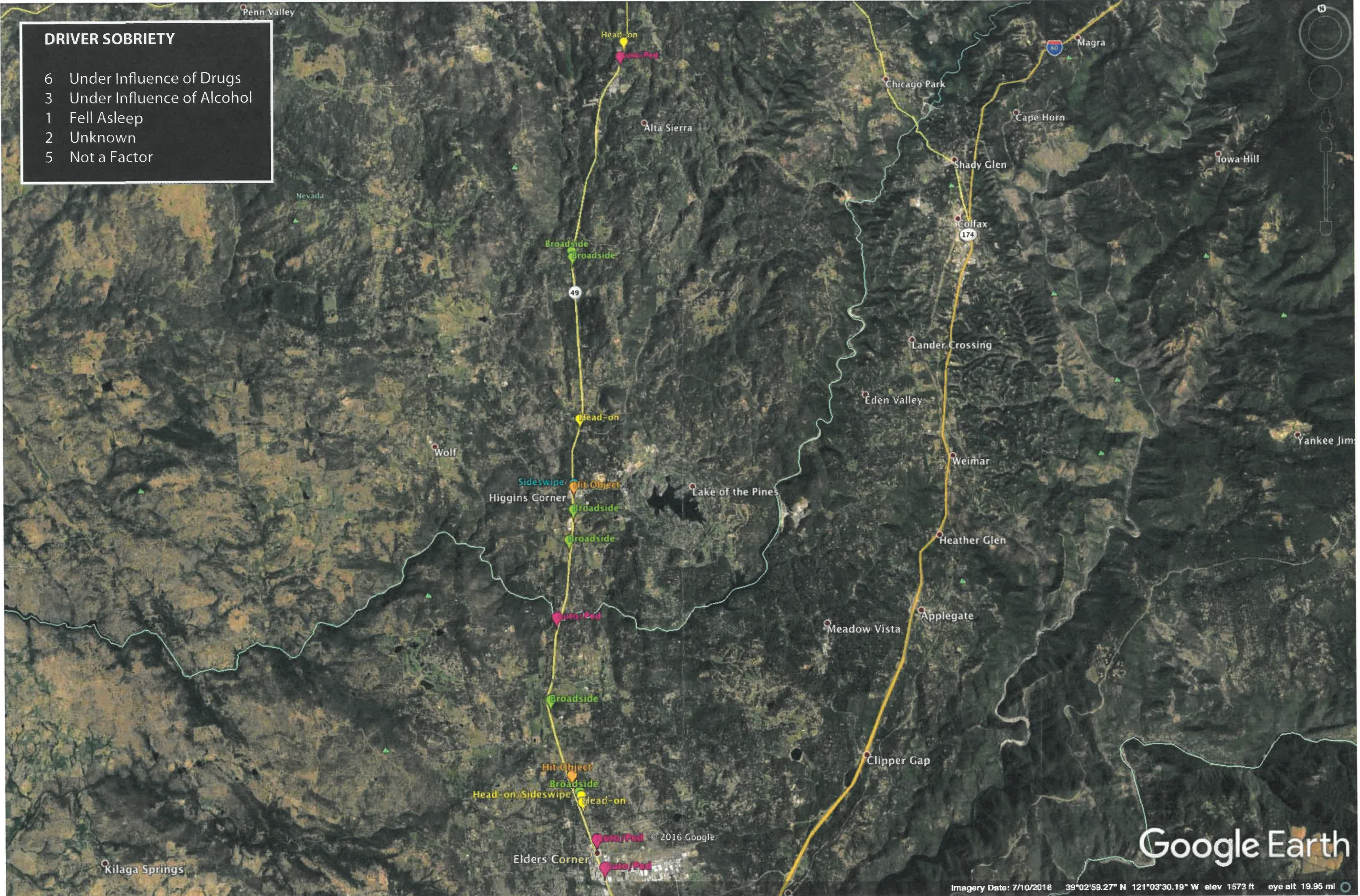
zoom: 0
max: 40
frame: 1

DRIVER SOBRIETY

6   Under Influence of Drugs
3   Under Influence of Alcohol
1   Fell Asleep
2   Unknown
5   Not a Factor

Penn Valley

Magra

Chicago Park

Cape Horn

Alta Sierra

Shady Glen

Iowa Hill

Colfax

174

Nevada

Broadside
Broadside

49

Lander Crossing

Eden Valley

Head-on

Wolf

Weimar

Yankee Jim

Sideswipe   Hit Object
Higgins Corner   Broadside
Lake of the Pines

Broadside

Heather Glen

Auto/Ped

Applegate

Meadow Vista

Broadside

Clipper Gap

Hit Object
Broadside
Head-on/Sideswipe   Head-on

Auto/Ped

© 2016 Google

Kilaga Springs

Elders Corner   Auto/Ped

Head-on
Auto/Ped

SAVE LIVES NOW!

PLEASE JOIN US in an informative meeting to see how we can help change the statistics of our local Highway 49

COUNTY & STATE OFFICIALS WILL BE PRESENT

In two months time
5 FATALITIES
between
Grass Valley & Auburn

Laura Elliott and The Union

Laura Elliott and The Union

Bear River High School
Multipurpose Room
11130 Magnolia Road

Wednesday, March 22nd
7:00 pm to 9:00 pm

Meeting held by Citizens for Highway 49 Safety
Founders Bruce and Deborah Jones
Members Chet Krage and Brad Weston with support from
Ed Schofield, Nevada County Board of Supervisors District 2

Questions or additional information, visit www.citizensforhighway49safety.com | Printed by APi-marketing