



City of Colfax

Downtown Connectivity and Main Street Improvement Plan

MARCH 2024



FINAL

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INTRODUCTION

The City of Colfax, like many small towns in Northern California, has a historic downtown with significant potential for increased resident and visitor pedestrian activity, including the frequenting of businesses and restaurants while meandering through the downtown area. With its current configuration of public spaces and existing transportation network, the City finds itself with an enormous opportunity to grow an even more welcoming, walkable environment that boosts economic opportunity for its residents and businesses.

The Downtown Connectivity and Main Street Improvement Plan (“Plan”) is a critical tool to identify and develop concepts for a revitalized Downtown Colfax where residents and visitors can safely and comfortably walk or bicycle between destinations, spending time and money at local businesses. The Plan provides a baseline understanding of the current status and long-term vision for mobility and connectivity to and through Downtown Colfax, as well as offers supporting policies and programs. The Plan delivers a focused, achievable action plan for improvements to the transportation network as well as public and private spaces, providing both short-term priority projects and longer-term improvements that further the goals of a promising downtown district and city.

Organization of this Plan

This Plan is organized into the following chapters:

- ◆ **Introduction** sets the planning context and vision for this plan
- ◆ **Existing Conditions** documents the current walking and bicycling environment
- ◆ **Plans, Policies, Projects, and Programs** details the existing local and regional plans, policies, projects, and programs influencing Colfax
- ◆ **Stakeholder Engagement** discusses community engagement methods and results
- ◆ **Recommendations** describes project and program options that encourage active transportation and enhance economic development through strategic opportunities. Recommendations begin on page 50, with key figures found on pages 51 (Figure 20), 52 (Figure 21), and 67 (Figure 22).
- ◆ **Implementation Plan** provides strategies for activating the Plan, including cost estimates and funding

In addition, an appendix provides detailed data and documentation:

- ◆ *Appendix A: Stakeholder Engagement Documentation*

Together, these elements—the Plan and Appendix—will guide the City of Colfax as it works to improve connectivity and vibrancy within its historic downtown as well as throughout the entire community.



EXISTING CONDITIONS

The Existing Conditions chapter focuses on data relevant to bicycle and pedestrian transportation, including data helpful in understanding who lives in the City and what their needs are.

The chapter includes narrative discussion of the existing conditions in the study area, including collision trends, existing and identified future transportation and land uses, available transportation mode data, and a demographic analysis. The chapter additionally includes maps of existing active transportation facilities, transit, and key activity generators and destinations.

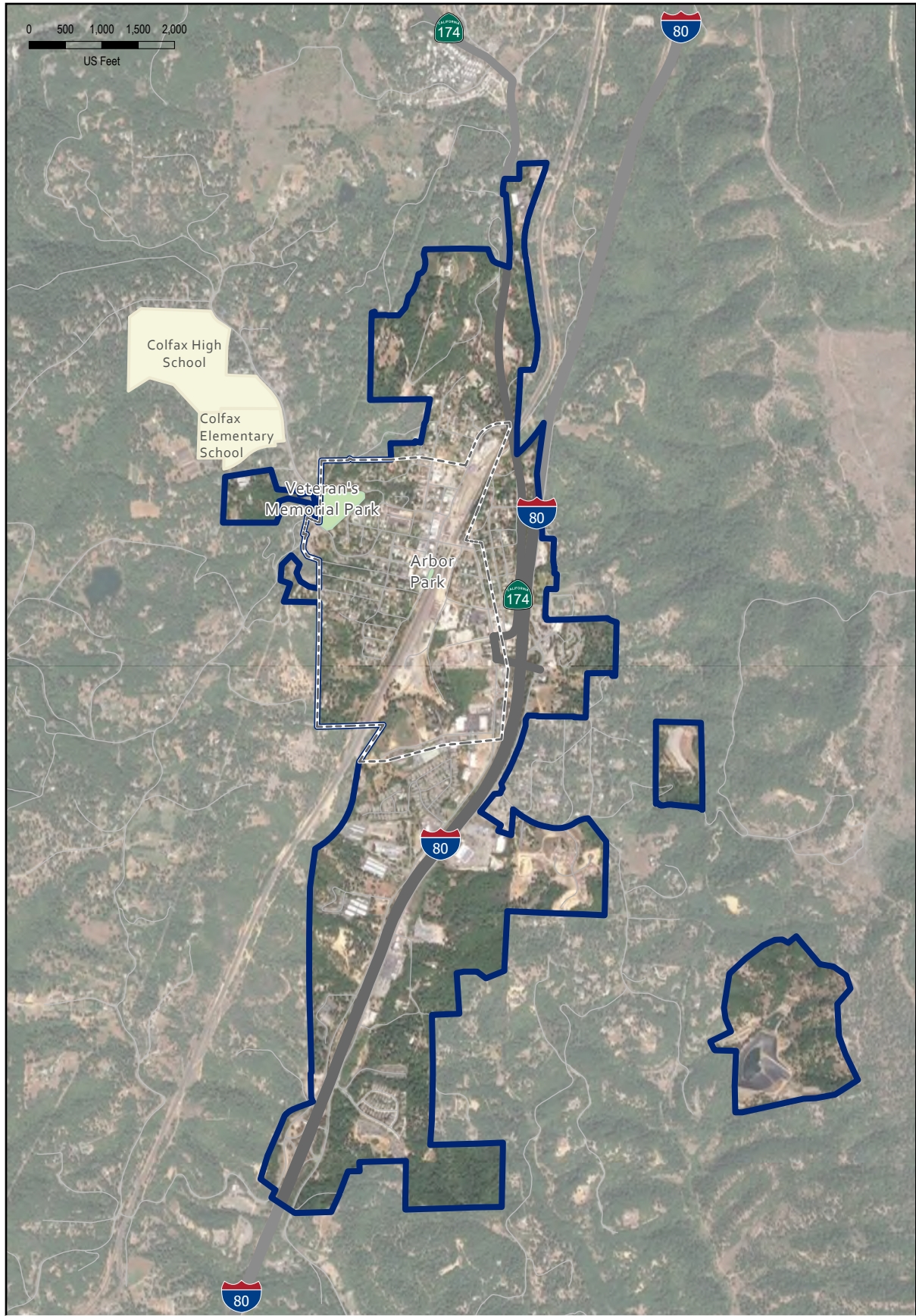
Destinations, Land Use, and Trip Generators

The study area consists of three major types of land use. This includes the Historic Business District (HBD) concentrated around Main Street, additional businesses on South Auburn Street, and residential areas.

The first major destination is the HBD on Main Street. This area is concentrated around Main Street, primarily on the west side of the street. Local businesses line the street. These businesses include multiple restaurants, a bar, a theater, City Hall, and other businesses such as an antique shop, and souvenir store. These businesses serve residents, but also are attractive for tourists and other visitors to Colfax. The concentration of businesses along Main Street, and their proximity to one another, makes this an attractive destination for visitors to shop at multiple businesses. The transit hub at the Amtrak station also serves as an attractor for this area.

In addition to the HBD, some additional businesses are also present along South Auburn Street. These businesses are in proximity to SR 174 and are very close to the on- and off-ramps of I-80. This makes these businesses easy to access for motorists passing through Colfax to or from SR 174 or I-80. Destinations in this area constitute a mix of local and chain establishments. These include a coffee shop, gas station, barber shop, church, restaurant, and businesses designed to serve industrial or farming needs.

The remainder of the study area largely consists of single-family homes, with some neighborhood destinations. These destinations are primarily offerings designed to attract residents, including a post office, library, Lions Children's Park, Arbor Park, and Sierra Vista Community Center. The Colfax Heritage Museum is located at the Colfax Amtrak station on Railroad St.



Legend

Study Area	City Limits	Highways
Historic Business District (HBD)	Schools	Roads
	Parks	Rail

<p>Paper Size ANSI B 0 175 350 US Feet</p> <p>Map Projection: Lambert Conformal Conic Horizontal Datum: North American 1983 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet</p>			<p>CITY OF COLFAX DOWNTOWN/MAIN STREET CONNECTIVITY PLAN</p> <p>CITY OF COLFAX VICINITY MAP</p>	<p>Project No. 12582137 Revision No. - Date Dec 2023</p>
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


FIGURE 1

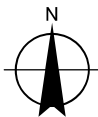
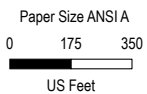
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Data source: Google Maps Sat; © OpenStreetMap (and) contributors, CC-BY-SA; Roads: Placer County, 2021; Highways: TIGER, 2021; Created by: ppeil



Legend

-  Study Area
-  City Limits
-  Historic Business District (HBD)
-  Schools
-  Parks
-  Highways
-  Roads
-  Rail



**CITY OF COLFAX
DOWNTOWN/MAIN STREET
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**CITY OF COLFAX
STUDY AREA**

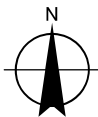
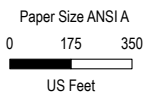
FIGURE 2



Legend

Destinations

- Commercial
- Restaurant/Bar
- Community
- Municipal
- Post Office
- Library
- Theater
- T Transit Stop
- Study Area
- City Limits
- Historic Business District (HBD)
- Parks
- Schools
- Highways
- Roads
- Rail



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**DESTINATIONS &
TRIP GENERATORS**

FIGURE 3

Demographic Information

All demographic data reflects 2020 5-year estimates from the American Community Survey, unless otherwise indicated.

Population

Colfax is home to roughly 2,258 residents, or about 864 households.

Age

As shown in Table 1, residents under 18 years of age account for over one-fourth of the City of Colfax's population. A majority of those under 18 are unable to drive themselves in personal vehicles, signifying an increased need to walk, bicycle, or take transit to their destinations.

Table 1: Age of Colfax Residents

Age Group	Colfax	Placer County
<i>Under 18</i>	26.9%	22.2%
<i>18-24</i>	8.1%	7.3%
<i>25-44</i>	32.6%	24.1%
<i>45-64</i>	21.7%	26.9%
<i>65 and over</i>	10.6%	19.7%

American Community Survey 2020 5-year estimates

Income

Median household income in Colfax is \$62,295 which is significantly below the Placer County median of \$93,677, but only slightly lower than the California median of \$78,672.

Existing Traffic

Traffic information from the Circulation Element of the 2020 City of Colfax General Plan indicates that all city streets have a level of service rating of "A," indicating free flow, where traffic moves at the posted speed limit and motor vehicles have complete mobility between travel lanes. The chart below shows peak hour traffic volumes, and level of service ratings, for local streets. Data is from a study conducted as part of the 2020 General Plan.

Table 2: 2020 General Plan Traffic Volumes¹

Peak Hour Volume and Level of Service of Local Streets		
Roadway	Volume	LOS
<i>I-80 Overpass</i>	586	A
<i>SR 174</i>	428	A
<i>Auburn Street</i>	748	A
<i>Grass Valley Street</i>	492	A
<i>Depot Street</i>	56	A
<i>Church Street</i>	180	A
<i>Main Street</i>	124	A
<i>Rising Sun Street</i>	308	A
<i>Culver Street</i>	108	A
<i>Canyon Way</i>	388	A
<i>Placer Hills</i>	392	A
<i>Tokayana Way</i>	72	A
<i>Ben Taylor Road</i>	132	A
<i>I-80 Overpass (West)</i>	248	A

Colfax is served by two road facilities managed by Caltrans, Interstate 80 (I-80) and State Route 174 (SR 174). I-80 is a limited-access freeway located to the east of the study area. SR 174 is a state highway also located to the east of the study area. Both I-80 and SR 174 provide are proximate to downtown Colfax. In particular, the interchange between I-80 and SR 174 is the primary freeway access point to and from downtown Colfax. Data from Caltrans shows traffic volumes for both facilities.

Traffic volumes entering and exiting I-80 are measured by Caltrans at the freeway on- and off-ramps. These are aggregated into traffic entering, or exiting, either the westbound or eastbound side of I-80. These volumes represented as Average Daily Traffic volumes (ADT). This metric represents the number of vehicles passing through the designated point in a 24-hour period, averaged over the course of one year. Counts displayed below are from 2020.²

- ◆ Westbound off-ramp to SR 174: 2,064

¹ City of Colfax General Plan, 2020, pp. 3-8

² Caltrans Traffic Census Program, District 3 Ramp Volumes, 2020

- ◆ Eastbound off-ramp to SR 174: 2,708
- ◆ Westbound on-ramp from SR 174: 3,784
- ◆ Eastbound on-ramp from SR 174: 1,214

Caltrans additionally records estimates for traffic volumes on SR 174. These data are represented as Average Annual Daily Traffic volumes (AADT), the total volume for the year divided by 365 days. Please note that this measure is not directly comparable to the volumes listed above, as LOS represents a qualitative measure used to relate the quality of motor vehicle traffic service and is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, and congestion. Caltrans reports that AADT measurements for SR 174 at Main Street in Colfax range from 6,600 to 7,200 vehicles per day in 2020³. Traffic congestion occurs at selected times during the day at various locations due to school traffic and railroad crossings. Some limited congestion occurs during morning and evening commute hours.

Existing Connectivity via SR 174 and I-80

Current vehicular connectivity into the Historic Downtown is via SR 174 and I-80. SR 174 crosses through Colfax with an exit towards North Main Street. Currently, there is no major signage indicating the Historic Downtown from this exit. I-80 also has an exit leading into downtown via Canyon Way and SR 174. Historical landmark signage indicating the *First Transcontinental Railroad - Colfax* are present at this exit with directional signs that point towards the Historic Downtown, but as with the SR 174 exit towards Main Street, there are no signs indicating the Historic Downtown. Significantly, signage at freeway on-ramps and off-ramps is restricted by Caltrans. Historic Downtown signage begins at South Auburn Street.



Signage directing to Downtown Colfax and to the First Transcontinental Railroad on I-80 exit via Canyon Way (right). Source: Google Earth.

Outside of the signage listed, there is no other signage indicating the Historic Downtown that is visible from SR 174 or I-80.

Although Colfax High School and Colfax Elementary School are not included within the study area, they are important destinations for traffic from I-80 and SR 174 because students from surrounding communities commute along the highways to attend these schools. Additionally, they are located about one mile from

³ Caltrans Traffic Census Program, Annual Average Daily Traffic, 2020

the Historic Downtown, which is an opportunity for students and staff to walk or ride a bicycle for lunch or other activities.

Tourism and Connectivity into Historic Downtown

Further connectivity into the Historic Downtown is between South Auburn Street and Railroad Street where hotels and amenities that serve both residents and visitors exist. A future hotel development site, Maidu Village Commercial Center, sits to the west of the roundabout between South Auburn Street and Railroad Street. The Maidu Village commercial development is an 8.4-acre project located on South Auburn Street at the westbound on-ramp to I-80. The site will also include one access segment of the existing roundabout at the South Auburn Street and I-80 interchange.

The Best Western Colfax is across from a commercial center, the Colfax Mall, with fast food restaurants and Marval's Sierra Market, a staple market for both the residents and visitors. Other important locations for residents and tourists are the two coffee shops, which are the only coffee shops available along I-80 between Auburn to Truckee.

Pedestrian and bicyclist connectivity is present along South Auburn Street between the commercial center at Whitcomb Ave and into the Historic Downtown. There is an existing crosswalk at Whitcomb Ave that connects the commercial center to the parking lot with the Best Western Colfax. Crossing is available at the roundabout and connects people that want to ride a bicycle or walk from the hotel and commercial center into the Historic Downtown.



Pedestrian crossings and sidewalks north of the South Auburn Street Roundabout. Source: Google Earth.



Shared lane markings, or "sharrows," on South Auburn Street approaching the roundabout. Source: Google Earth.

Transit Routes and Stops

Placer County Transit (PCT) provides transit services for western Placer County, including Colfax, and operates seven routes countywide. It is managed by the County of Placer.

Colfax is served by two PCT routes. The *Placer Commuter Express* route provides weekday commuter bus service to downtown Sacramento. Route 40 – Colfax/Alta also serves Colfax, with service on weekdays only. Route 40 provides bus service to Alta, Auburn, and points in between. Both routes only pick up and drop off passengers at the transit stop located at the Amtrak station.

Additionally, the Colfax transit station is operated by Colfax Chamber of Commerce and volunteers. The station is served by the Amtrak *California Zephyr*, with one train eastbound per day (towards Chicago), and one train westbound per day (towards Emeryville). The station is also served by Amtrak Thruway buses.

PCT also operates both ADA paratransit services and Dial-A-Ride services.



Colfax Amtrak Station (left) and Placer County Transit bus stop (right). Source: Google Earth.



Legend

Transit Routes

- Alta/Colfax
- Placer
- Commuter
- Express

 Amtrak Station/
Placer County
Transit Bus
Stop


 Study Area

 City Limits

 Historic
Business
District (HBD)

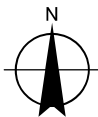
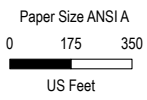
 Parks

 Schools

 Highways

 Roads

 Rail



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TRANSIT

FIGURE 4

Existing Bicycling Facilities

Bicycle Facilities

Bikeway planning and design in California typically relies on guidelines and standards established in the Caltrans *Highway Design Manual*. There are four “classes” of bicycle facilities that provide varying levels of separation and comfort for bicyclists.

- ◆ Class I shared use paths
- ◆ Class II bicycle lanes
- ◆ Class III bicycle routes
- ◆ Class IV separated bikeways

CLASS I SHARED USE PATHS

Class I shared use paths are paved trails completely separate from the street. They allow two-way travel by people walking and bicycling and are considered the most comfortable facilities for children and inexperienced bicyclists as there are few potential conflicts with people driving.



Examples of Class I shared use paths

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes in the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides of the lane to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.



Class II bicycle lane (left, source: www.bikeimages.org/DanBurden) and buffered Class II bicycle lane

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane or shoulder with people driving. Because they are shared facilities, bicycle routes are typically appropriate only on quiet, low-speed streets with relatively low traffic volumes.

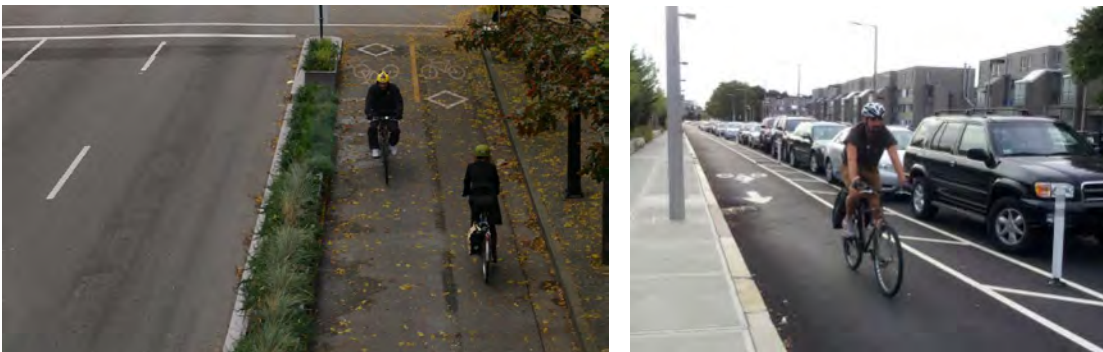
Some bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote safety and comfort for people bicycling and are known as “bicycle boulevards.”



Example of a Class III bicycle route with sharrow markings

CLASS IV SEPARATED BIKEWAYS

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.



Examples of Class IV separated bikeway

WITHIN THE STUDY AREA

Within the study area, bicycle facilities are Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. There are existing bicycle lanes in the following locations:

- ◆ Grass Valley Street, from Rising Sun Street to Auburn Street (Class II)
- ◆ West Church Street from Rising Sun Street to Main Street (Class II)
- ◆ North Main Street from SR 174 to Grass Valley Street (Class III)
- ◆ Rising Sun Street from Tokayana Way to Church Street (Class IV)
- ◆ South Auburn Street from the roundabout to 951 South Auburn Street (Class III)
- ◆ Tokayana Way from Rising Sun Street to the City limit (Class II)



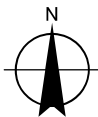
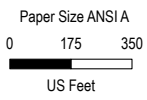
Class III bicycle route on Grass Valley Street (top), Separated bikeway (Class IV) on Rising Sun Street (middle), and Class II bicycle lane on Grass Valley Street (bottom). Source: Google Earth



Legend

Bike Facilities

- Existing Class II Bike Lane
- Existing Class III Bike Route
- Existing Class IV Separated Bikeway
- - - Planned Class I Path
- - - Planned Class II Bike Lane
- - - Planned Class III Bike Route
- Study Area
- - - City Limits
- - - Historic Business District (HBD)
- Parks
- Highways
- Roads
- Rail



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Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

BICYCLE FACILITIES

FIGURE 5

\\ghdnet\ghd\US\Sacramento - 2200 21st\Projects\5611\2582137\GIS\Maps\Deliverables\12582137_ExistingConditions\12582137_ExistingConditions.aprx - 12582137_Figure 5 Bike Facilities
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Data source: Google Maps Sat. © OpenStreetMap (and) contributors, CC-BY-SA; Roads: Placer County, 2021; Highways: TIGER, 2021; Transit Routes and Stops: SACOG, 2021. Created by: ppeel

Pedestrian Facilities

Sidewalks

Sidewalks form the backbone of the pedestrian transportation network. On the portion of Main Street in the study area, sidewalks are only present on one side of the street, the west side. The east side of Main Street, abutting the railroad tracks, does not have a sidewalk for any portion except for a small segment at the intersection of Main Street and Grass Valley Street. The sidewalk on the west side extends the entire length of Main Street.



West Side of Main Street (left) with a sidewalk. East side of Main Street (right) without a sidewalk (historic railroad building includes an elevated wooden deck). Source: Google Earth

On Grass Valley Street, sidewalks are present on both sides of the street for the entirety of the street within the study area boundaries. These sidewalks help provide access across the railroad tracks and connect neighborhoods on both sides of the tracks.

Some sidewalks on both Main Street and Grass Valley Street are obstructed by utility boxes and light poles. Additionally, inaccessible driveway ramps and alleys can prove challenging for accessibility. Where narrow sidewalks are present immediately adjacent to motor vehicle traffic it can be uncomfortable for pedestrians to use the sidewalk. Sidewalks were constructed in 2016 on the north side of East Oak Street, from South Auburn Street to Railroad Street.



Utility pole on Grass Valley Street obstructing the sidewalk. Source: Google Earth.

Sidewalks are also present on at least one side of the street on other streets which provide access to local destinations, such as School Street, Railroad Street, Depot Street, Keeland Street, Church Street, and Culver Street. Residential streets excluding those named generally do not have sidewalks.

Crossings

CROSSWALKS

Crosswalks are an extension of the sidewalk and provide guidance for pedestrians by defining a path of travel across the roadway at intersections. Crosswalks are not required to be marked but marked crosswalks alert drivers to the crossing and increase yielding for pedestrians.

Marked crosswalks can use standard parallel lines or “ladder-style” high visibility markings that include bold perpendicular markings between crosswalk edge lines. In school zones, crosswalks are yellow.

Marked crosswalks are present at the intersection of Main Street and Grass Valley Street, and at the intersections of Main Street with Church Street and Depot Street. However, the crosswalk at Depot Street is incomplete and does not connect with the sidewalk on the west side of Main Street, and there is no sidewalk on the east side of Main Street for the crosswalk to connect to. Grass Valley Street also contains a marked crosswalk at the intersection with Culver Street, and with Railroad Street. Outside of those listed, marked crosswalks are generally not present in the study area.



Main Street and Depot Street crosswalk. Crosswalk does not connect to sidewalks along Main Street. Source: Google Earth.



Grass Valley Street and Main Street intersection with marked crosswalks. Source: Google Earth.

CURB RAMPS

Curb ramps are necessary for people using wheelchairs and other mobility devices to access sidewalks and crosswalks as well as people pushing strollers or who may have difficulty stepping onto a raised curb. Under the Americans with Disabilities Act (ADA), curb ramps are required to be installed with all new or retrofitted sidewalks.

At corners, curb ramps should be provided that align with each crosswalk, directing pedestrians into the crosswalk. Curb ramps are present at the intersection of Main Street and Grass Valley Street at all four sides of the intersection, with curb extensions included at the northwest and southwest corners as well. Curb extensions – enlargements of the sidewalk into the parking lane to reduce the crossing distance for pedestrians, as shown at Main Street and Grass Valley Street – are discussed in greater detail in the Recommendations chapter.

Main Street also contains curb ramps at the intersection with Church Street, but only on the west side of the street. A change in elevation includes steps and a bypass ramp along the sidewalk on Main Street, just north of Grass Valley Street, adjacent to 10 North Main Street. Grass Valley Street also contains curb ramps, on the south side of the street, at the intersection with Railroad Street. Outside of those listed, curb ramps are generally not present in the study area.



Curb ramps with curb extensions on Main Street and Grass Valley Street (left) and bypass ramp on Main Street. Source: Google Earth.

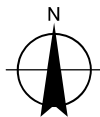
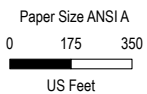




Legend

Pedestrian Facilities

- Curb Ramps
- Sidewalks
- Crosswalks
- - - Planned Class I Path
- Study Area
- City Limits
- Historic Business District (HBD)
- Parks
- Schools
- Highways
- Roads
- Rail



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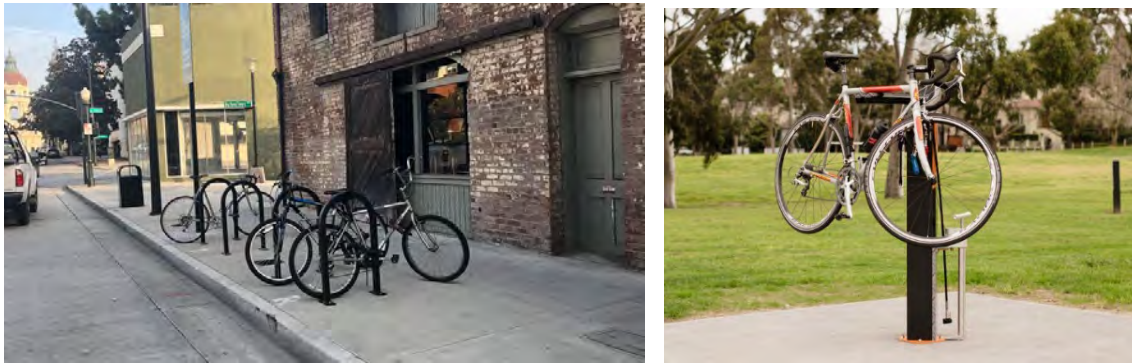
Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

PEDESTRIAN FACILITIES

FIGURE 6

Active Transportation Support Facilities

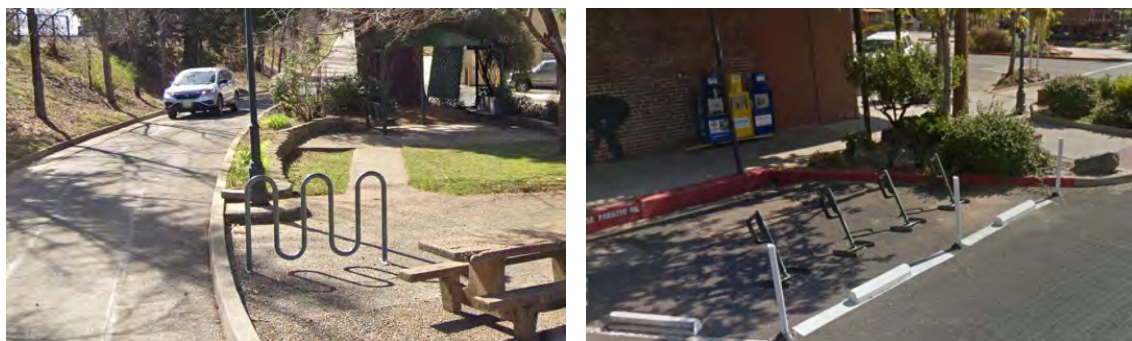
In addition to a network of bikeways, support facilities are also needed to provide comfortable and safe facilities for bicyclists to use throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, and wayfinding signs to help bicyclists navigate to routes and destinations.



Bicycle parking (left) and bicycle repair facility (right).

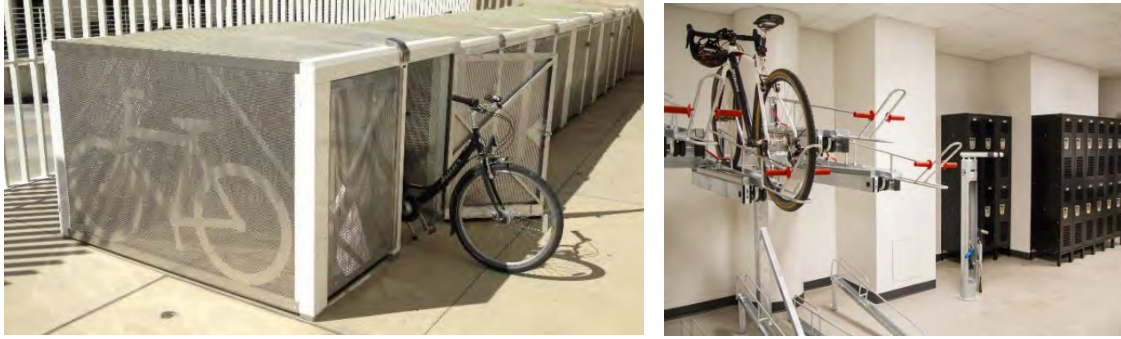
Secure bicycle parking is a critical part of a complete bicycle network. Bicycle parking is typically divided into two categories serving different purposes: short-term convenient bicycle racks and longer-term, higher-security parking.

Short-term bicycle parking consists of bicycle racks placed in highly visible, convenient locations near the entrances to destinations. They serve bicyclists who need to park for a few hours or less, including visitors, customers, or other short-term users. Short-term bicycle parking can be found in the public landscaped area south of the intersection of Main Street and Church Street, adjacent to the picnic tables and drinking fountain, and on Grass Valley Street just west of Main Street. Additional covered bicycle racks are located behind the transit shelter at 99 Railroad Street, adjacent to the Colfax train station. “Wave” style bicycle racks, like those depicted below, are no longer recommended, as bicycle parking best practice maintains that bicycle racks should support the bicycle frame in at least two places and allow a user to lock the frame and one wheel to the rack using a standard U-lock.



Short term bicycle parking in Colfax on Main Street (left) and on Grass Valley Street (right). Source: Google Earth.

Long-term bicycle parking consists of bicycle lockers or secure parking areas like bicycle cages or bike rooms. They are intended for bicyclists who need to park for longer periods of time or overnight, including employees, students, transit riders, or residents in multifamily buildings.



Bicycle lockers (left) and bicycle room (right)

Short-term bicycle support facilities, such as bike parking, were identified in the study area.

Placer County Transit buses contain bike racks and accept bicycles. Amtrak also accepts bicycles on the California Zephyr service which runs through Colfax.

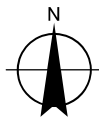
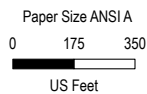
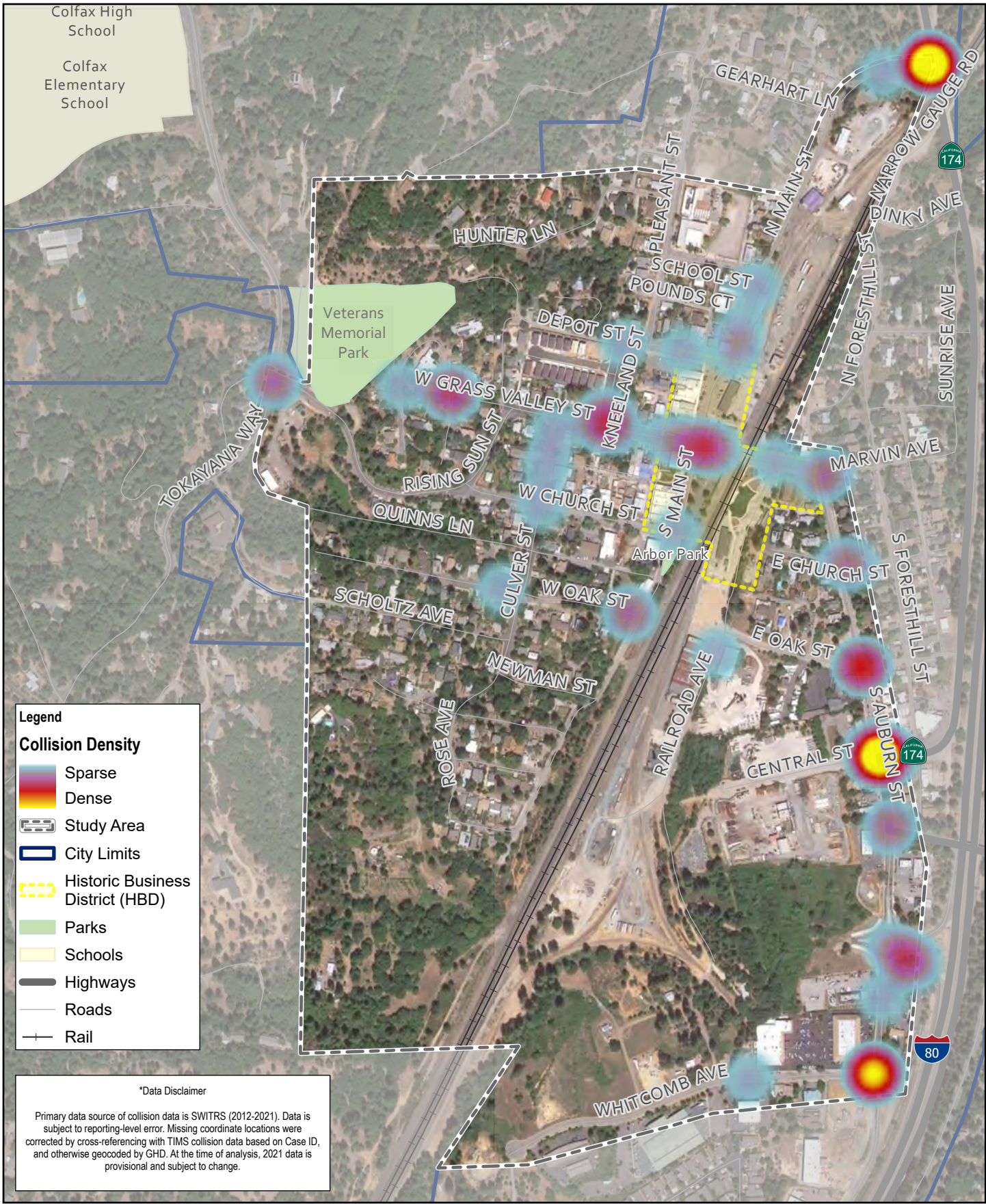
Collisions

Collision data provides insights into locations that have high rates of collisions, in addition to behaviors and other factors that may contribute to collisions. Collision data can help ascertain what roadway features may contribute to the higher level of crashes. To assess safety in the Colfax Downtown and Main Street study area, collision data from 2012 to 2021 was examined. Collision data for the study area was derived from the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS) for a 10-year study period between January 1, 2012, and December 31, 2021. Records of collisions occurring in 2021 were provisional at the time this chapter was developed and subject to change. Collision data was post-processed to correct for error and identify collisions located within the study area that were reported with incorrect or missing coordinate location information; however, the accuracy of data is subject to reporting-level error.

Study Area Collisions

Over the 10-year study period examined, 42 collisions were reported within the study area. Of the 42 collisions, 37, or 88 percent, were reported as vehicle-involved collisions, while 4, or 10 percent, were reported as pedestrian-involved, and 1, or 2 percent was reported as a non-collision, like a solo crash or hit object. No bicycle-involved collisions were reported within the study area during the study period.

Figure 7 shows the density of collisions, highlighting collision hotspots within the study area. Forty percent of the total collisions were reported as occurring at an intersection, while 61 percent of all collisions were reported as not occurring at an intersection.



CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

Project No. 12582137
Revision No. -
Date Oct 2023

**COLLISION DENSITY
(2012 - 2021)***

FIGURE 7

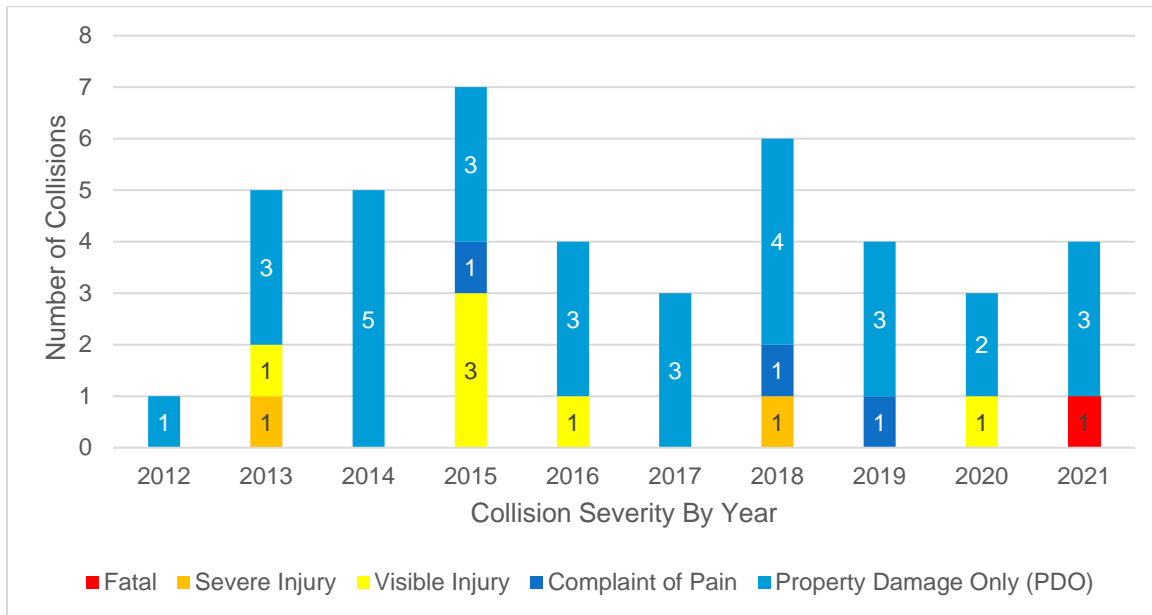
Collision Severity

Table 3 presents the number of collisions by severity as a percent of the total collisions over the study period. As shown, of the 44 reported collisions, the majority, or 70 percent, of collisions resulted in property damage only, seven percent resulted in a fatality, or severe injury, while 23 percent were visible or complaint of pain injury. Figure 8 shows the collisions reported within the study area by severity and year. Figure 9 shows the location of collisions reported within the study area by severity.

Table 3: Collision Severity

Collision Severity	Number of Collisions	Percent of Total Collisions
<i>Fatal Injury</i>	1	2%
<i>Severe Injury</i>	2	5%
<i>Visible Injury</i>	7	16%
<i>Complaint of Pain</i>	3	7%
<i>Property Damage Only</i>	31	70%
Total Collisions	44	100%

Figure 8: Collisions by Severity and Year





Legend

Collision Severity

- Fatal
- Severe Injury
- Visible Injury
- Complaint of Pain
- Property Damage Only (PDO)

▭ Study Area

▭ Historic Business District (HBD)

▭ City Limits

▭ Parks

▭ Schools

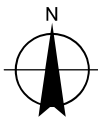
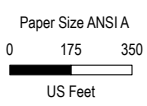
▬ Highways

▬ Roads

▬ Rail

***Data Disclaimer**

Points may be overlapping. Primary data source of collision data is SWITRS (2012-2021). Data is subject to reporting-level error. Missing coordinate locations were corrected by cross-referencing with TIMS collision data based on Case ID, and otherwise geocoded by GHD. At the time of analysis, 2021 data is provisional and subject to change.



CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

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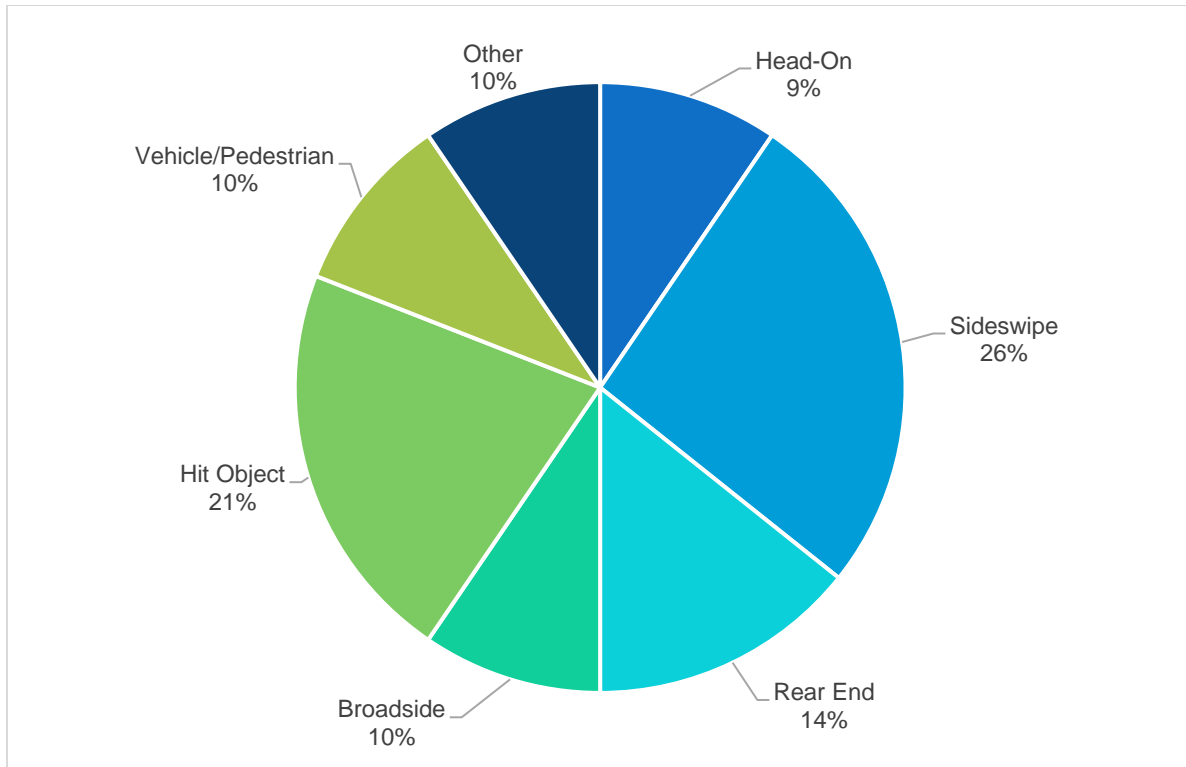
**COLLISION SEVERITY
(2012 - 2021)***

FIGURE 9

Collision Type

Figure 10 presents the number of collisions by collision type as a percent of the total collisions over the study period. As shown, the most reported collision types were sideswipe and hit object collisions, at 26 and 21 percent of the total collisions, followed by rear end collisions at 14 percent of the total collisions.

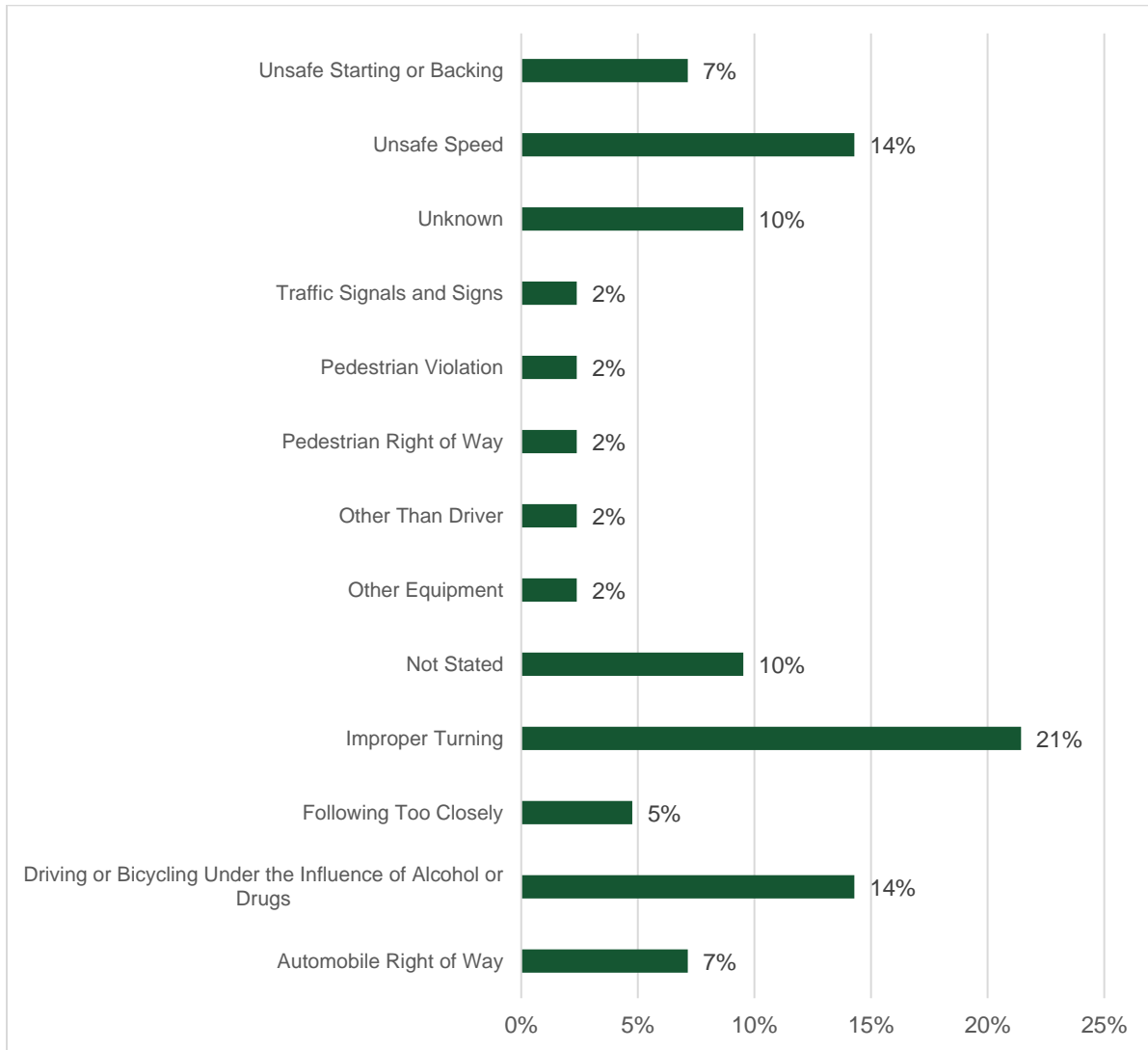
Figure 10: Collision Types as Percentage of Total Collisions



Primary Collision Factors

Figure 11 shows the distribution of primary collision factors associated with the collisions reported within the study area as a percent of the total collisions. As shown, the most common reported primary collision factors were Improper Turning, at 21 percent, Unsafe Speed, at 14 percent, and Driving Under the Influence, at 14 percent, of the total collisions. About half of all collisions were attributed to these three factors.

Figure 11: Primary Collision Factors



Additional Factors

TIME OF DAY

Most collisions occurred in daylight and almost all occurred with some type of illumination. Of the 42 collisions reported, 67 percent, or 28 collisions, occurred in daylight and 26 percent, or 11 collisions, occurred during darkness but along a roadway illuminated by streetlights. Fifty-five percent of all collisions occurred between the hours of noon and 6 p.m., while 21 percent occurred between 6 a.m. and noon, 19 percent between 6 p.m. and midnight and only 5 percent before 6 a.m.

WEATHER

Of the 42 collisions reported, 90 percent, or 38 collisions, occurred during clear weather, while 7 percent, or three collisions, occurred during cloudy weather. Two percent, or 1 collision was reported with the weather condition not stated.

ROAD SURFACE AND CONDITION

Most of the reported collisions occurred when the road surface was reported as dry and the condition as not unusual. Ninety-five percent, or 40 collisions, were reported with the road surface as dry and 93 percent, or 39 collisions, were reported with no unusual condition for the road condition.



Source: Google Earth

PLANS, POLICIES, PROJECTS, AND PROGRAMS

Relationship to Other Documents

A variety of local, regional, and state documents relevant to the development and implementation of the Downtown Connectivity and Main Street Improvement Plan were reviewed. These documents include local, regional, and state planning documents which set an overall trajectory for the City and include policies and strategies the Plan must be consistent with, while others provide guidance and will effectively be incorporated into the Plan. Documents reviewed, and the guidance relevant to the Plan, are discussed briefly below.

Plans and Policies

Colfax

CITY OF COLFAX BIKEWAY MASTER PLAN (2003)

The City's Bikeway Master Plan guides the development of the city's bikeway network in coordination with regional plans and state law. The goal of the plan is to promote bicycling that is safe, convenient, and enjoyable by building out a complete bikeway network connecting with key destinations. The plan focuses on coverage of bicycle facilities throughout the city, safety for bicyclists and pedestrians, and connectivity to all activity centers. Policy priorities include:

- ◆ Collaborate with regional, county, and city stakeholders
- ◆ Use innovative bikeway designs
- ◆ Develop and maintain a prioritized list of active transportation projects
- ◆ Use wayfinding signage to connect cyclists with key destinations
- ◆ Advocate for developer-dedicated easements for bicycle facilities
- ◆ Plan for bicycle facilities as part of overall City planning
- ◆ Provide safety education programs to encourage bicyclist safety
- ◆ Contribute to the regional bicycle map and distribute it to all communities
- ◆ Pursue and obtain optimal funding for bicycle programs and projects

COLFAX AREA PARKS AND RECREATION MASTER PLAN 2007-2022 (2007)

The Colfax Area Parks and Recreation Master Plan examines current park and recreation resources and needs in Colfax and acts as a guide for the City for the 15 years from adoption based on those current and projected needs. The plan identifies that parks, natural trails, and bikeways are amenities associated with the rural character of the area and supports the expansion of the active transportation network to better connect residents and visitors. Policy priorities include:

- ◆ Support the development of an active transportation network that connects housing and employment
- ◆ Coordinate active transportation network planning with all neighboring jurisdictions and pursue adequate funding to build out this network
- ◆ Promote active transportation and equestrian uses through the development of appropriate facilities, programs, and information
- ◆ Require developers to fund, install, and/or dedicate rights-of way for active transportation and equestrian facilities and corridors in new development projects
- ◆ Provide one mile of recreation trail per 1,000 residents
- ◆ Design facilities for safe, pleasant, and convenient travel for active transportation uses, connecting residential areas with key destinations through the Countywide trail system
- ◆ Utilize public utility corridors, flood control facilities, rail corridors, and public easements to further active transportation and trail connections
- ◆ Collaborate with other public agencies to expand the active transportation network
- ◆ Create facilities that are physically separated from roadways and that separate bicyclists from equestrians, where possible

CITY OF COLFAX GENERAL PLAN 2020 (1998)

Colfax's General Plan 2020 identifies the goals and policies that will guide future growth in the Colfax area. The General Plan guides decision makers to ensure that new development contributes to retaining and improving the unique, foothill community character of the City. Relevant Elements of the General Plan are discussed in the following sections.

Circulation Element

The Circulation Element addresses major thoroughfares including streets and highways, transportation routes including public transit, transit terminals, bicycle and pedestrian routes, parking, railroads, and other local public utilities and facilities with the goal of maintaining and improving circulation within the City. The Circulation Element encourages alternative forms of transportation through the creation of an integrated active transportation network and supports transportation and land use strategies that reduce motor vehicle emissions. Policy priorities include:

- ◆ Maximize existing transportation facilities
- ◆ Maintain a level of service (LOS) standard of "C" at all intersections and roadways
- ◆ Be proactive in regional transportation issues that impact Colfax
- ◆ Consider traffic issues in land use decisions and vice versa
- ◆ Provide alternative transportation support facilities like bicycle racks, walkways, connections, and ride share parking
- ◆ Prioritize walking and bicycle trails

- ◆ Increase density near transit corridors and stations
- ◆ Encourage mixed-use, dense, and infill development
- ◆ Develop concentrated activity centers
- ◆ Strengthen Downtown Colfax
- ◆ Develop an interconnected street network
- ◆ Provide strategic parking facilities

Community Design Element

Colfax's Community Design Element addresses preservation and enhancement of Colfax's character and cultural and historical resources that make it a great place to live. The Community Design Element encourages new developments in Colfax to include pedestrian connections, requires development site plans, indicate where pedestrian and bicycle connections to adjacent properties exist, and emphasizes that future roadways should maintain historic patterns and design and that community character is enhanced by pedestrian- and bicycle-friendly streetscapes. Policy priorities include:

- ◆ Use pedestrian scale street design and appropriate streetscape improvements
- ◆ Plant consistent, continuous street trees to form a canopy
- ◆ Make streets accessible to bicyclists or develop bicycle lanes
- ◆ Sidewalks should be safe for walking and sitting
- ◆ Use park benches and other street furniture to create places for people to sit
- ◆ Use attractive landscaping and planters
- ◆ Include amenities like trash enclosures and bicycle racks

Housing Element Update (2021)

The Colfax 2021-2029 Housing Element provides an analysis of the existing and projected housing needs in the City and adopts policies to promote the maintenance and development of a variety of housing types. Policy priorities include:

- ◆ Provide safe access for both motor vehicle and pedestrian traffic to and within the hillside areas
- ◆ Require curbs, gutters, drainage facilities, sidewalks, and paved street improvements as part of new developments for pedestrian safety and accessibility

HISTORIC DISTRICT DESIGN MASTER PLAN (2009)

The Historic District Design Master Plan guides future economic development in the Historic District of Colfax and includes design guidelines, property analysis, and a conceptual master plan. The Historic District's heart is the Historic Core, which encompasses the intersection of Main Street and Grass Valley Street and extends to just beyond Depot Street on North Main Street to the north and just beyond South Main Street at Church Street to the south. The full Historic District extends further south to Quinn's Lane, further west to just past Rising Sun Street along Depot Street east to the railroad right-of-way, north to just northwest of the intersection of N Main Street and State Route 174, east across the railroad to Forest Hill Street and State Route 174/Central Street in the southeast, and back west to near the railroad right-of-way forming the district's southern border. Policy priorities include:

- ◆ Use of angled parking and planting islands as physical buffers between motor vehicle traffic and sidewalks

- ◆ Incorporate plazas with seating and other resting areas to encourage visitors to stay longer
- ◆ Use benches, gathering spaces, and alcoves outside businesses to allow for visitor interactions
- ◆ Enhance crosswalks with decorative paving treatments to improve safety, like simulated brick inlay in Historic Core, and delineate them with a change in pavement material, pattern, or color
- ◆ Include bicycle lanes to improve bicyclist safety
- ◆ Narrow travel lanes to slow motor vehicle speeds
- ◆ Highlight mid-block crossings to increase driver awareness and safety
- ◆ Maintain pedestrian access between parking areas and destinations or transit hubs
- ◆ Use four feet minimum for primary pedestrian routes (most direct connection between locations) that are accessible in all-weather conditions
- ◆ Use ramps to meet Americans with Disabilities Act (ADA) and California Building code standards, unless exempt
- ◆ Place transit shelters on primary pedestrian routes

Regional

PLACER COUNTY LOCAL HAZARD MITIGATION PLAN UPDATE ANNEX B (2021)

The Local Hazard Mitigation Plan Update Annex B addresses hazard mitigation planning elements specific to Colfax and identifies transportation vulnerabilities to specific hazards. Mitigation priorities include:

- ◆ Adopt land use regulations that regulate land alterations, road construction, or other development on slopes of 15% or more to address geological hazards
- ◆ Update current ordinances to specific road standards with Colfax Fire Department to address fire hazards

PLACER COUNTY REGIONAL TRANSPORTATION PLAN 2040 (2019)

The Placer County Regional Transportation Plan (RTP) 2040 is a planning document that defines transportation system goals and sets project implementation priorities for the twenty-year period ending in 2040 for Placer County, prioritizing the safety and security of all road users with the goal of promoting a safe, convenient, and efficient transportation system for active transportation users. Policy priorities of the RTP include:

- ◆ Encourage jurisdictions to update their bicycle and pedestrian plans based on best practices
- ◆ Collaborate to close gaps in the active transportation network
- ◆ Use Class I, II, and IV bikeways as preferred bicycle facilities with Class III bicycle routes used as connectors or as necessary
- ◆ Regularly update the Placer County Bike Map
- ◆ Encourage trails development
- ◆ Encourage the adoption of bicycle ordinances
- ◆ Encourage jurisdictions to install bicycle support facilities, including bicycle parking at key destinations, bicycle-safe drain grates, and bicycle detection at signalized intersections
- ◆ Require bicycle facilities funded through the Transportation Development Act to comply with state and federal bikeway design criteria
- ◆ Accommodate active transportation users on the existing roadway network and utilize complete streets
- ◆ Prioritize roadway designs that avoid collisions between motor vehicles and vulnerable road users

- ◆ Design developments to be active transportation-friendly
- ◆ Implement Safe Routes to School and bike share programs
- ◆ Develop trails in open spaces next to waterways and major traffic corridors and connect hiking and equestrian trails with residential areas
- ◆ Encourage expansion of the Capitol Corridor passenger rail service to Colfax as part of a long-term expansion to Reno/Sparks

PLACER COUNTY REGIONAL BIKEWAY PLAN (2018)

The Placer County Regional Bikeway Plan is a long-range planning document meant to guide the development of a bikeway network in unincorporated Placer County with a vision to improve bikeways throughout the county to support safe, convenient, and enjoyable bicycling for all.

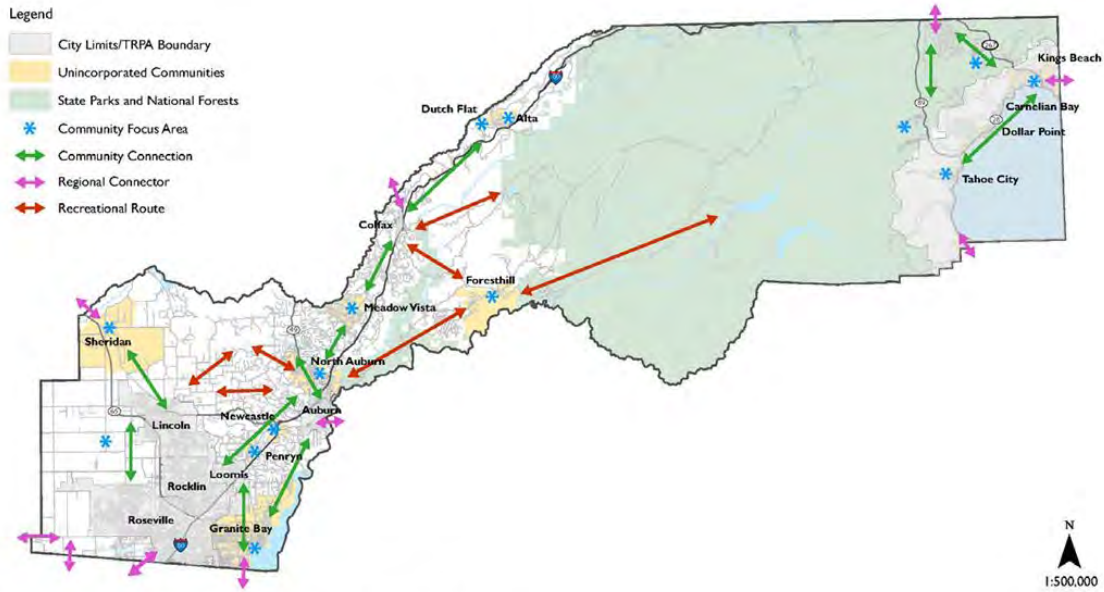
The Placer County Regional Bikeway Plan is framed by three objectives: safety through collision reduction, mobility through increased connectivity, and preservation through bikeway maintenance. The planned bikeway network should be cohesive and consistent, direct, and accessible, comfortable and low-stress, and integrated into the overall network. The plan’s recommended focus areas and corridors are identified in Figure 12; planned bikeway facilities for central Placer County, adjacent to Colfax, are illustrated in Figure 13. Policy priorities include:

- ◆ Usage of signage, traffic controls, engineering, education, encouragement, and enforcement to improve safety
- ◆ Create a safe active transportation network for all ages and abilities
- ◆ Prioritize bicyclists in roadway design and redesign
- ◆ Usage of consistent active transportation system designs
- ◆ Take advantage of Placer County’s scenic qualities
- ◆ Support continuous active transportation network planning and connect it to land use planning
- ◆ Promote awareness of the bikeway system through employers and bicycle map distribution
- ◆ Pursue all possible funding to implement bicycle master plan
- ◆ Maintain active transportation network facilities in good condition



Source: Placer County 2040 Regional Transportation Plan (left) and Placer County Regional Bikeway Plan (right)

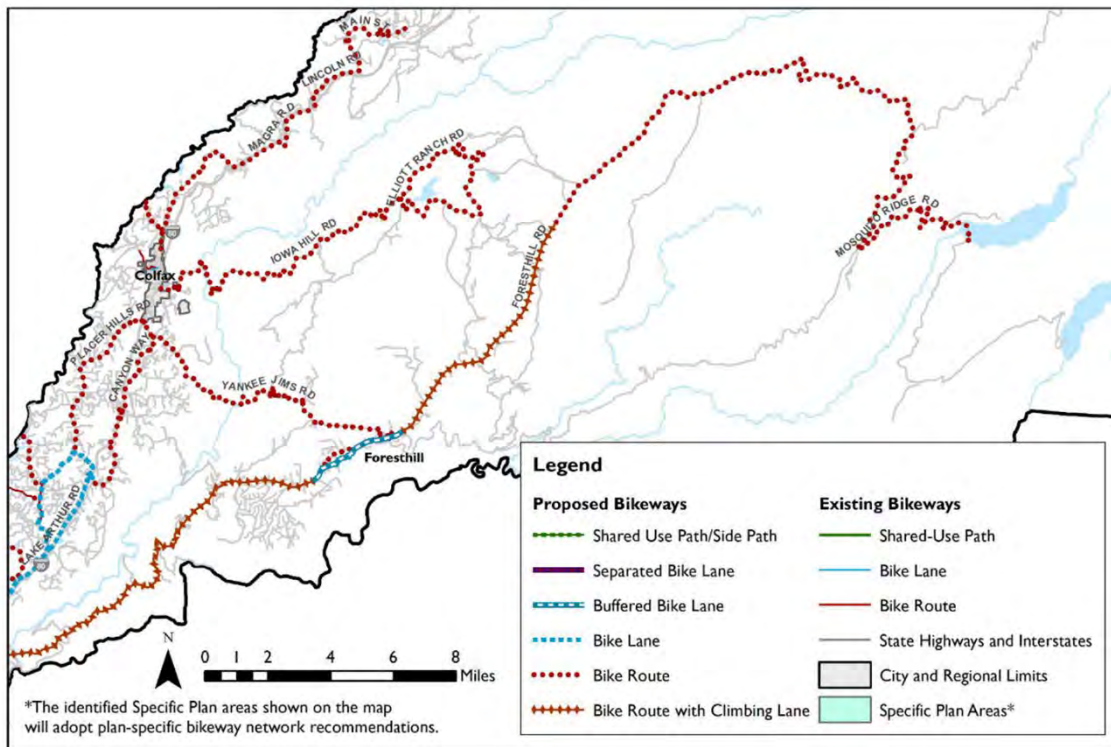
Figure 12: Recommended Focus Areas and Corridors



Source: Placer County, PCTPA, and Kittelson & Associates, Inc., 2018.

Source: Placer County Regional Bikeway Plan (2018)

Figure 13: Planned Bikeway Facilities – Central Placer County



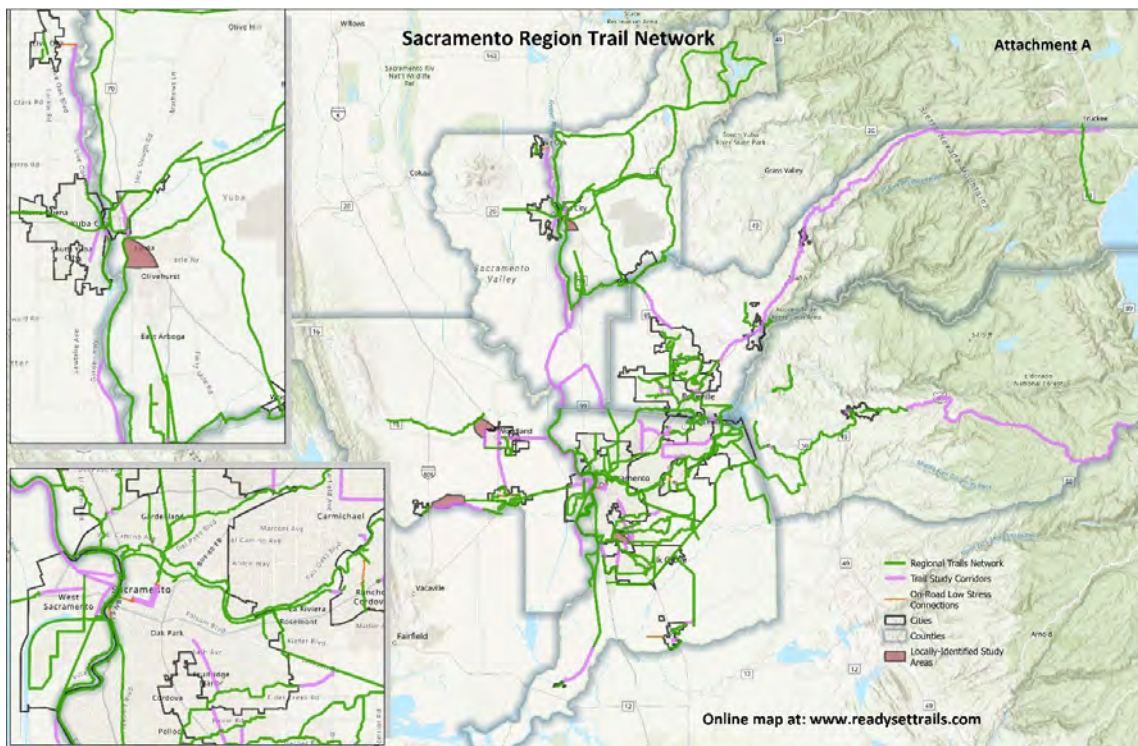
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Source: Placer County Regional Bikeway Plan (2018)

SACRAMENTO REGION TRAIL NETWORK ACTION PLAN (2022)

The Sacramento Region Trail Network Action Plan establishes a prioritization framework and implementation strategy for planned trail projects in the SACOG six county region based on how well each project achieves trail network goals and furthers regional connectivity goals. It includes Placer County, where Colfax is located. Based on a project’s development stage and timeframe, the Action Plan recommends actions for jurisdiction or agency staff to complete to push each project forward to its next stage, with the ultimate goal of completing the proposed Sacramento Region Trail Network as quickly and as efficiently as possible. The goals of the Action Plan, like the many local, regional, and state plans that were reviewed as part of its creation, are to establish a network that promotes safety, all ages and abilities, economic vitality, environmental justice, health, and recreation. The Sacramento Region Trail Network is illustrated in Figure 14.

Figure 14: Sacramento Region Trail Network



Source: Sacramento Region Trail Network Action Plan (2022)

State

TOWARD AN ACTIVE CALIFORNIA (2017)

Toward an Active California is the State’s first bicycle and pedestrian plan that provides policies and actions for the California Department of Transportation (Caltrans) and partner agencies to undertake to improve comfort, connectivity, safety, and feasibility of travel by walking and bicycling.

- ◆ By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs

CALTRANS DISTRICT 3 ACTIVE TRANSPORTATION PLAN (2022)

The Caltrans District 3 Active Transportation Plan implements the vision of Toward an Active California, identifying and prioritizing locations with bicycle and pedestrian needs in Caltrans District 3 with the plan goals of safety, mobility, equity, and preservation. Location-based needs within or adjacent to Colfax identified in the plan are enumerated in Table 4. Caltrans District 3’s prioritization of those needs within or adjacent to Colfax are listed in Table 5.

Table 4: Location-Based Needs

Road Segment	Extents	Crossing or Corridor	Mode
<i>Illinoistown Road</i>	Crossing of I-80	Crossing	Bicycle and/or Pedestrian
<i>I-80</i>	Between Illinoistown Rd crossing and Plutes Way	Corridor	Bicycle and/or Pedestrian
<i>I-80</i>	Plutes Way and Iowa Hill Rd	Corridor	Bicycle and/or Pedestrian
<i>SR 174</i>	Crossing of I-80	Crossing	Bicycle and/or Pedestrian
<i>SR 174</i>	Between SR 174 crossing of I-80 and Gladyscon Rd (Shady Glen)	Corridor	Bicycle and/or Pedestrian
<i>Vista Ave</i>	Crossing of SR 174	Crossing	Pedestrian
<i>Dinkey Ave</i>	Crossing of SR 174	Crossing	Pedestrian
<i>N Main St</i>	Crossing of SR 174	Crossing	Pedestrian

Source: Caltrans District 3 Active Transportation Plan (2022)

Table 5: Needs Prioritization

Road Segment	Extents	Crossing or Corridor	Tier (intensity of need)
<i>SR 174</i>	Crossing of I-80	Crossing	Tier 2
<i>SR 174</i>	Between SR 174 crossing of I-80 and Gladyscon Rd (Shady Glen)	Corridor	Tier 2
<i>Vista Ave</i>	Crossing of SR 174	Crossing	Tier 2
<i>Illinoistown Rd</i>	Crossing of I-80	Crossing	Tier 3

Source: Caltrans District 3 Active Transportation Plan (2022)

Projects

The City of Colfax is a small, rural railroad community situated in Placer County bisected by the Union Pacific Railroad and sits at the junction of Interstate 80 and State Route 174. Given its proximity to the railroad and the highway, it is challenging to navigate the City in ways other than a car. Over the last twenty years, there have been planning efforts to address the bikeability and walkability of Colfax and its location as a train stop and destination for recreation. There are few existing bikeway facilities and few proposed, though SACOG and Placer County Transportation Planning Agency (PCTPA) have committed, through various policies and plans, to plan for and design connectivity within the region, including the City of Colfax.

The following is a review of existing bikeway facilities and proposed projects.

Existing Bikeway Facilities

In conjunction with the development of the Regional Bikeway Plan, PCTPA conducted field observations to identify existing bikeway facilities throughout Placer County. The only existing Class IV facility within the City of Colfax is a bikeway along one side of Rising Sun Road (per the Colfax Bikeway Master Plan). Class II facilities and Class III bicycle routes can also be found.

Table 6: Bikeway Facilities Mileage by Class*

Facility Type	Mileage
<i>Shared-Use Path (Class I)</i>	0.0
<i>Bike Lane (Class II)</i>	0.3
<i>Bike Route (Class III)</i>	0.5
<i>Bikeway (Class IV)**</i>	0.18
Total	0.98

Source: Placer County Regional Bikeway Plan (2018)

*Although these data came from the Placer County Regional Bikeway Plan, they are being confirmed through this Plan.

** While the separated bikeway (Class IV) on Rising Sun Street exists, it was not included in PCTPA's assessment. It has been included here to provide an accurate accounting of all bicycle facilities in Colfax.



Separated Bikeway (Class IV) along Rising Sun Street (left) and a Class II bicycle lane on Main Street.

NORTH MAIN STREET BIKE ROUTE PROJECT

This Active Transportation Program Cycle 1 project added bicycling facilities to give bicyclists and pedestrians a safer alternative to crossing the State Route 174 bridge using a one-foot shoulder. The purpose was to make a safer environment for bicyclists and to connect to destinations along Main Street like transit, shopping, community center, schools, and restaurants. This project extends along North Main Street between West Grass Valley Street and State Route 174. Infrastructure updates include restriping, route repair, widening to accommodate bicycle lanes where feasible, bicycle-friendly grates, and bicycle parking.

Proposed Projects

TIER TRAIL STUDY CORRIDOR

The Sacramento Region Trail Network Action Plan identifies Trail Study Corridors, which will highlight segments that are not currently included in a plan. These segments have potential to complete the regional trail network and are flagged for future funding consideration. Trails are categorized on a tiered prioritization framework based on their potential to achieve trail network goals of transportation safety, health, environmental justice, economic vitality, all ages and abilities, and recreation; and further regional goals of crossing infrastructure boundaries, collaborating with partners, supporting critical connections, and filling in trail network gaps.

The prioritization framework was created with the goal of identifying trails that have the strongest potential to help meet regional plan goals and to help the region discover where coordination could align and focus efforts. As a part of the Sacramento Region Trail Network Action Plan,⁴ the SACOG prioritized Colfax as a “lower tier” priority for a trail study corridor. If SACOG chooses to perform this study, it will occur along Old Route 40 Corridor West in the Community of Newcastle.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG) ROAD REHABILITATION PROJECT

In 2018, the City of Colfax proposed to utilize Community Development Block Grants (CDBG) funds to rehabilitate the pavement on the following existing roadways: Culver Street, Depot Street, Pleasant Street, Forest Hill Street, and Pine Street. The City plans to remove and replace the road materials as well as construct new or improve existing sidewalks along the south side of Church Street. ADA improvements will be constructed where appropriate, such as handicap pedestrian ramps. New pavement markings will also be installed, where appropriate. This project is expected to commence construction in the spring of 2024.

UNION PACIFIC

The City of Colfax plans to construct pedestrian improvements across the Union Pacific railroad tracks to improve pedestrian safety and conditions for walking and bicycling.⁵ The City has received design plans for the westbound station and existing station improvements from Amtrak, however no construction schedule has been developed.

⁴ https://www.sacog.org/sites/main/files/file-attachments/a_network_and_prioritization_0-2.pdf?1660856095

⁵ https://www.sacog.org/sites/main/files/file-attachments/appendix_a_project_list.pdf?1573842738

Table 7: City of Colfax Proposed Bikeways

Roadway	Segment	Upgraded Condition	Approximate Distance
<i>Grass Valley Street</i>	Rising Sun Street to Auburn Street	Class III	1/4 mile
<i>Grass Valley Street</i>	Auburn St to SR 174	Class III	1/8 mile
<i>Oak Street</i>	Railroad Ave to Auburn Street	Class III	1/8 mile
<i>Church Street</i>	Rising Sun Street to Main Street	Class III	1/8 mile
<i>Main Street</i>	SR 174 to Newman Street	Class III	1/2 mile
<i>Railroad Ave</i>	Grass Valley Street to Oak Street	Class III	1/8 mile
<i>Auburn Street and South Auburn Street</i>	Main Street to I-80 Overcrossing at South end of town	Class III	1.3 miles
<i>Whitcomb Ave</i>	Entire length	Class III	1/3 mile
<i>South Canyon Way</i>	Between I-80 Overcrossing at North and South ends of town	Class II	1.4 miles
<i>Culver Street</i>	Newman Street to Church Street	Class III	1/8 mile
<i>Newman Street</i>	Culver Street to Main Street	Class III	<1/8 mile
<i>SR 174</i>	Auburn Street to Giovanni's corner (where SR 174 and Rollins Lake Road split)	Class II	1.3 miles
<i>Tokayana Way*</i>	Rising Sun Street to Placer Hills Road	Class III	2.1 miles
<i>South Canyon Way*</i>	Class II terminus (I-80 overcrossing) continuing south	Class III	TBD
<i>North Canyon Way*</i>	Class II terminus (I-80 overcrossing) continuing north to the Stevens Trailhead	Class III	0.6 miles
<i>SR 174 and Rollins Lake Road*</i>	Rollins Lake Road split continuing north	Class III	TBD

*Outside City limits; Source: City of Colfax Bikeway Master Plan (2003)

Programs

Programming is a strategy used to further the goals of active transportation. When programs are paired with infrastructure or used as a stand-alone project, they often encourage and support more bicycling, walking, and other non-motorized, human-powered means of transportation within communities.

Communities with high rates of walking and bicycling often use a “Five E’s” approach, with education, encouragement, evaluation, and equity complementing engineering (infrastructure) improvements.

- ◆ **Education** programs share information about safety, benefits of active transportation, and resources or facilities available in the community. They should address people bicycling, walking, and driving.
- ◆ **Encouragement** programs promote bicycling and walking as fun, convenient, and enjoyable modes of transportation and recreation.
- ◆ **Evaluation** programs monitor success through counts, surveys, and data review to inform adjustments or modifications to programs, policies, and the built environment.
- ◆ **Equity** is a lens through which all programs and infrastructure projects should be viewed to ensure disadvantaged members of the community have access to and benefit from the City’s investments in active transportation.
- ◆ **Engineering** strategies implement changes to the built environment to create environments that are safer and more comfortable for people walking and bicycling. Walk/bicycle audits, demonstration projects, walking/bicycling maps, and open street events are considered pre-engineering activities..

A policy in the City’s Bikeway Master Plan states a goal to “encourage [the] addition of safety signage on shared roadways, and support safety education programs for bicyclists.” Although Colfax does not currently have many programs at this time, within the scope of the Colfax Downtown Connectivity and Main Street Improvement Plan, recommendations will be provided to include programs in the future. The following Bicycle Safety and Education Program is Colfax’s current program.

Bicycle Safety and Education Program

PLACER COUNTY SHERIFF/CALIFORNIA HIGHWAY PATROL

Placer County Sheriff’s Office Community Service Officers have developed a curriculum that teaches the basics of bicycle safety, helmet fit, use, and laws. These programs are performed primarily at schools and on request. Additionally, local bicycle shops participate, performing minor repairs and making recommendations to bicycle owners of any additional repairs that need to be made. Placer County Sheriff’s Office often collaborates with the California Highway Patrol on bicycle safety and education programs.



STAKEHOLDER ENGAGEMENT

This Plan and the recommendations were shaped according to public feedback throughout the Plan process. This chapter describes an overview of the stakeholder engagement process, and an overview of each activity conducted. Additional details and documentation of engagement efforts is available in Appendix A.

The public was engaged with the project using multiple methods:

- ◆ Well-attended virtual and in-person community workshops during multiple phases, including tabling along Main Street in Downtown Colfax
- ◆ Project website with information about the project, upcoming activities to provide feedback, and the Draft and Final Plan documents
- ◆ An online interactive mapping tool, which received over 186 public comments
- ◆ The Plan Advisory Group (AG), a new advisory committee of community members that supports Colfax and its downtown
- ◆ An Ad Hoc Committee composed of two City Council members
- ◆ An online survey on the project website, where community members could respond to specific questions priorities and improvements for Downtown Colfax
- ◆ A series of presentations to stakeholders

Advisory Group Meetings

FEBRUARY 13, 2023

The first Advisory Group meeting was held in-person at City Hall on Main Street. The group members consisted of locals including residents, Colfax Garden Club members, Colfax Area Historical Society, Caltrans District 3, and local business owners. At the meeting, attendees reviewed maps and heard a presentation regarding existing conditions. The AG members expressed their concerns in various areas throughout the downtown area including routes to schools, routes to the community center, lack of safe walking and bicycling connections between the hotels along South Auburn Street near Whitcomb Avenue and the Historic Business District, and attracting and retaining visitors, tourists, and residents in the downtown area.

MAY 11, 2023

The second AG meeting was held in-person and included a small discussion around potential infrastructure improvements that could be implemented to connect with Downtown including pedestrian infrastructure improvements, bicycle infrastructure improvements, and placemaking improvements. The AG members also participated in a walk audit along Main Street. The participants took special notice of areas where there is additional space in the roadway, rethinking the design of some existing “parklet” patios, and how people may want to travel into Downtown, relax, eat, shop, and stay.

The AG members considered the walkability and bikeability of Downtown and how people may wish to navigate by walking, bicycling, or rolling. They considered the speeds of cars, how they approach Main Street, what their trips tend to be for (school and work being the most common answer), and how people may walk or bicycle around Downtown once they disembark the train. Comments included the following:

- ◆ A desire for places to pause or relax with shade, benches, and tables; specifically more benches and shade at Lot of Arts Park. Also considering a parklet or formalized patio space on Main Street in front of “Grandma C’s”
- ◆ ADA tripping hazards
- ◆ Students frequently walking or bicycling along Depot Street
- ◆ Crossing at Depot Street and roadway re-configuration; Consider the art possibilities or more formalized pedestrian island or Main Street features (potentially a miniature plaza) at Depot Street
- ◆ Re-thinking the placement of the gazebo, additional landscaping, and benches
- ◆ SR 174 acts as a truck route detour for I-80
- ◆ Formalizing historic signals at the railroad depot
- ◆ Adding infrastructure treatments for bicyclists, pedestrians and traffic calming near the historic hotel – stamped concrete, high visibility striping, signage, push button signals, etc. at Grass Valley Street
- ◆ Signage indicating entering Downtown at Grass Valley Street
- ◆ Gateway signage indicating Downtown at future trailhead on Railroad Street

AUGUST 17, 2023

During this meeting, the project team introduced the recommendation figures that were gathered from public comment. The overview included a discussion of existing conditions, stakeholder engagement, and how recommendations were developed. This was in preparation for September’s Railroad Days engagement event.

DECEMBER 6, 2023

The fourth AG meeting was held in-person on December 6th, 2023, at the City Hall. The purpose of this meeting was to review the draft plan and gather feedback prior to the last community engagement event. AG members brought several edits forward, including edits to location names on map figures and a request for a disclaimer that location alternatives may be considered when choosing to install a Colfax Downtown gateway. The group discussed next steps for implementing lower complexity projects and how to continue community engagement throughout the grant writing process. AG members were encouraged to assist in grant writing to support city staff, especially if resources are limited.

Workshops and Stakeholder Meetings

JUNE 7, 2023

On June 7th, the project team met virtually with the City’s Emergency Services (ES). The ES staff discussed their priorities around safety for the roadways. They mentioned that any changes to the roadways should consider ES vehicles and clearances and that streets be updated with new asphalt to make it easier to drive. Safety issues were discussed, specifically around lighting, concerns with where people sit, stand, or spend time. They noted that creating spaces for people that are more logical and safer for spending time would improve this (shade, benches, pedestrian gathering space, plazas, etc.).

JUNE 8, 2023

The first of two “design charrette” workshops was held on June 8th. On this day, the project team met with business owners to solicit feedback regarding the Plan. Later in the evening, the project team set up a table in front of a local restaurant on Main Street and solicited feedback from members of the public. Informational boards were provided that showed the different types of bicycle, pedestrian, and place-making facilities that could be considered within the downtown area. Maps were provided that showed the entire study area as well as one map zoomed into the historic downtown.

About 16 people showed up to the “pop-up” workshop and provided feedback. Most comments received were regarding pedestrian amenities, cracked or broken sidewalks, desire for playgrounds or other activities for children, programming, and activities for people Downtown, benches and amenities for people walking their dogs, desire for trails and walking paths, art in the downtown area and along alleys, better traffic flow through Main Street, economic development and vitality of Main Street, and the desire to improve existing roadways with better pavement.

JUNE 9, 2023

The project team held the second “design charrette” workshop on June 9th and began the workshops with various stakeholder meetings. The team met with local artists first and then with staff from the school district. Themes of the comments included the following from each group:

- ◆ The local artists’ group primarily focused on bringing more art and activities into the City. Comments included a desire for programming, such as food trucks, businesses selling their food along Main Street on certain days of the week, planning art around specific points within the City, such as within the roundabout, in Lot of Arts Park, Arbor Park, along alleys, etc. Comments noted that art should be historic and reflect the City’s character (railroads and mining), and should be present on utility boxes, vehicle charging stations, etc. Other opportunities for art could include a clock tower, a destination art piece that would bring people to the City as a focal point, or as a social media destination. Another opportunity could include interactive art. Other comments noted a desire for more trash receptacles, a par course for exercise throughout trails, and places to sit and rest.
- ◆ The school district staff noted a desire for connectivity from the central downtown area and surrounding areas to the schools. Opportunities for partnerships through the City and the County to boost school activities like non-infrastructure, bicycle rodeos, and traffic gardens were mentioned as being a type of programming that could contribute to the betterment of students. Comments noted the importance for the consideration of the connectivity of streets and safer facilities leading to school for children. Rising Sun Street and Tokayana Way were mentioned as being a high priority for crossing, need for school signage, yellow striping, Rapid Rectangular Flashing Beacons, and high visibility crosswalks. Staff also noted the importance of planning inviting amenities for kids such as a skate park, theater, parks, greenspace, playgrounds, water features and more family friendly amenities, including enhancing the safety of Arbor Park through better crossing and protection from traffic.

After the stakeholder meetings, the project team set up a “pop-up” booth once again in front of a local restaurant and collected comments from the community. 12 people attended the pop-up and comments were regarding similar topics and themes as the prior evening.

JULY 3, 2023

The recommendations pop-up workshop was held in person at the Colfax July 3rd celebration from 2 pm – 7 pm. The purpose of the pop-up was to present draft recommendations, possible design ideas, and to educate the public on the project.

The pop-up gathered feedback from about 30 people in Colfax for the July 3rd celebration. Engagement boards included:

- ◆ A **Project Area Map** where people identified areas of concern and could make location-based comments on sticky notes to attach to the map.
- ◆ An **Information Board** with project's background, goals, and timeline. See Figure 15.
- ◆ A **Recommendations Map** where people reviewed and commented on draft recommendations.
- ◆ **Potential Design Element Boards** that highlighted pedestrian, bicycle, and placemaking infrastructure design options. See Figure 16 and Figure 17.
- ◆ A **Cross Section Diagram** that illustrated design options for South Auburn Street, including travel lanes, parking, and sidewalk and bicycle lane options.

The community showed safety concerns about the state of damaged roads, interest in revitalizing Downtown through increased visibility and wayfinding signage, and the desire to increase safety and accessibility for pedestrians along crosswalks and sidewalks. Community comments include:

- ◆ Signage required to direct people coming off the freeway to Colfax
- ◆ Desire for more outdoor seating and to make Downtown more visible using signage and lights
- ◆ Safety concerns along Church Street before Railroad Street.; Pedestrians walk in the road because there is no sidewalk, the road is sloped and uneven, the pavement is a tripping hazard
- ◆ Request to refurbish damaged road along Depot Street
- ◆ Improve pedestrian connectivity and safety through improving sidewalks and crosswalks along SR 174, in front of the fire station, and Church Street; increase lighting, increase visibility of streetlights by repainting them, and add traffic signals and RRFB for crosswalk safety
- ◆ Request for subsidized school busses to get kids to and from school
- ◆ An interest in context sensitive public art that pays homage to the history of Colfax
- ◆ The formalization of the existing trail to Downtown for comfort and connectivity



Members of the public engaging with project area map and information boards at July 3rd pop-up workshop

SEPTEMBER 16, 2023

The recommendations pop-up workshop was held in person at the Colfax Railroad Days festival from 10 am – 5 pm. Like earlier engagement activities, the purpose of the pop-up was to present draft recommendations, possible design ideas, and to educate the public on the project.

The pop-up gathered feedback from over 12 people in Colfax at the Railroad Days festival. Engagement boards used were similar to those used at the July 3rd Celebration pop-up workshop, as described above.

DECEMBER 9, 2023

The Draft Plan pop-up workshop was held in person at the Colfax Winterfest from 12 pm – 4 pm. The purpose of the pop-up was to present the Draft Plan to the public and gather feedback prior to presenting the Plan to the city council.

About 30 people spoke with the outreach staff, 13 of whom provided feedback. The project information board from prior workshops was presented, as well as multiple copies of the Draft Plan and Appendix. Feedback included:

- ◆ Support for the existing roundabout on South Auburn Street and for the proposed roundabout on Main Street
- ◆ Interest in safer routes to school and improved walking and bicycling facilities for families
- ◆ Improved light posts by Central Street and on Main Street that are consistent and reduce light pollution
- ◆ Gateway placement by the Church and the HR Block
- ◆ Interest in expanding the parklet on Main Street
- ◆ Improvements at the library and park to improve safety for children, which included moving the park to the library or adding a raised crosswalk between the two destination, safer bicycle parking, ADA parking, library programming, and lighting.
- ◆ Maintenance and repaving as a part of all roadway projects
- ◆ Improved wayfinding to downtown and off SR 174
- ◆ Branding and wayfinding for the proposed Class I trail
- ◆ Concerns about speeding from SR 174 to South Auburn Roundabout



Ad Hoc Committee

Two City Council members, Sean Lomen and Larry Hillberg, participated in an Ad Hoc Committee to provide additional guidance and review during the recommendations stage and during the development of the Draft Plan.

AUGUST 8, 2023

The project team met with the Ad Hoc Committee on August 8th, 2023, to discuss preliminary recommendations. Overall discussion included a presentation to discuss outreach to date, existing conditions, and recommendations. Committee members discussed several topics including wayfinding; historic branding for downtown and Main Street; potential funding sources and implementation of projects; potential partnerships to support art, murals, and branding; and existing infrastructure that could use future studies. The committee commented on the recommendations and refined the locations and purpose of crossings, discussed the roundabout design, discussed the public gathering spaces and what those could look like, and locations for wayfinding.

NOVEMBER 7, 2023

The project team met with the Ad Hoc Committee on November 7, 2023, to discuss the Admin Draft of the Downtown Connectivity and Main Street Improvement Plan. The meeting included a thorough review of the Admin Draft with committee members providing comments to be documented for Public Draft inclusion. Committee member comments related to overall document structure and identification of any missing elements, enhancements to specific map and figure designs and sizing, text edits and clarifications, and general feedback pertaining to the overall direction and vision of the Plan.



Figure 15: Information Board

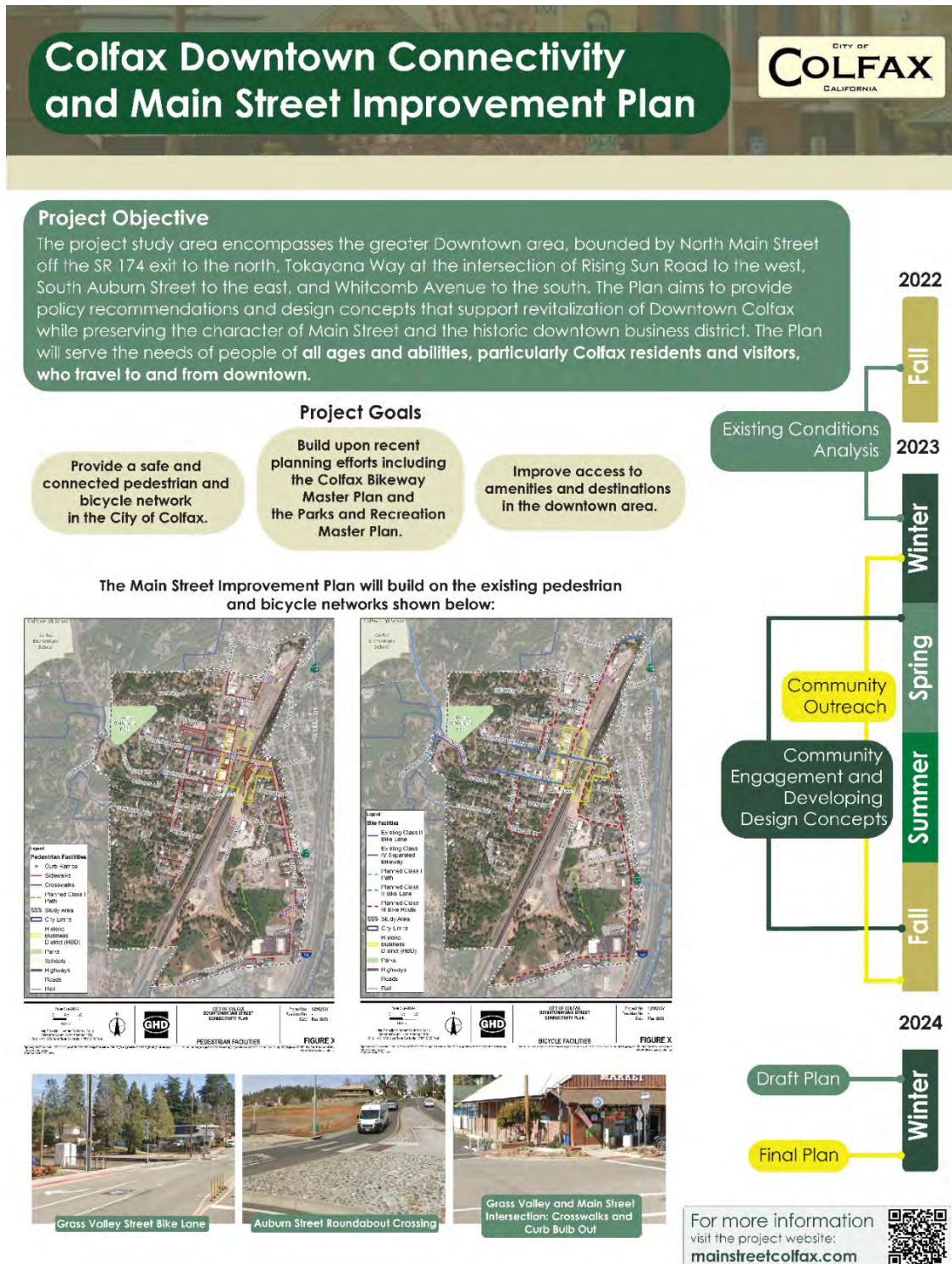


Figure 16: Bicycle Facilities Board

Bicycle Infrastructure Options

City of COLFAX CALIFORNIA

Bicycle facilities are classified according to the type of separation they provide from motor vehicles. Different facilities are appropriate for different roadways based on the speed and volume of vehicles on the roadway. Bicycle networks improve connections to downtown and throughout the city, and encourage users to bike rather than drive.

Class I

Separated Bikeways

Provide a travel area for bicyclists, pedestrians, and other users separated from motor vehicles.

Buffered Bike Lanes

Provide a dedicated lane for bicyclists adjacent to motor vehicles, separated by a visual buffer.

Class II

Standard Bike Lane

Provide a dedicated travel lane for bicyclists adjacent to motor vehicles.

Types of Separated Bikeways

Separated bikeways always include a vertical element made of paint and flexposts, concrete curbs, planters, a landscaped median, etc. that physically separates bicyclists from motor vehicles.

Flexposts

Curb Separation

Planters

Class III

Bike Routes

Provide a signed route for bicyclists on low-speed, low volume streets. Bicyclists share the roadway with motor vehicle traffic.

Class IV

Separated Bikeways

Provide a dedicated lane for bicyclists, separated from motor vehicles by a vertical buffer.

Bicycle Support Facilities

Bicycle Signals

Traffic signal heads that provide a designated period for bicycles to enter the intersection ahead of motor vehicles.

Bicycle Loop and Video Detection

Methods of identifying the presence of bicyclists at a bike crossing or traffic signal and initiate a green light or signal phase.

Bicycle Wayfinding

Decision Signs

Decision Signs help inform bicyclists of the possible routes connecting to key destinations.

Turn Signs

Turn Signs signal when a bikeway turns from the current roadway onto another roadway.

Confirmation Signs

Confirmation Signs let bicyclists and others know that they are on a designated bikeway.

Figure 17: Pedestrian and Placemaking Facilities Board

Pedestrian and Placemaking Infrastructure Options

City of COLFAX CALIFORNIA

Pedestrian Infrastructure Options

Pedestrian infrastructure can help make Colfax's roadways safer, more connected, and more accessible for everyone, particularly people walking and rolling, encouraging travel via active transportation modes and increasing engagement with downtown.

Sidewalks

Provide pedestrian routes, increase accessibility, and encourage walking.

Curbs Ramps

Provide accessibility at pedestrian crossings, specifically for people in wheelchairs, with wheeled devices, and for those with vision impairments.

Signaling and Signage

Rectangular Rapid Flashing Beacon (RRFB)

Human-activated flashing lights at unsignalized intersections and midblock crossings for streets with lower traffic volumes.

Leading Pedestrian Intervals (LPI)

Allow pedestrians to get a head start crossing the street.

Pedestrian Wayfinding

Provides directional information to key destinations nearby.

Advanced Stop Bar and Yield Markings

Instruct vehicles to stop prior to the crosswalk for pedestrian safety.

High Visibility Crosswalk

Increase yielding behavior by motorists and increases pedestrian safety.

Median and Pedestrian Refuges

Shorten crossing distances to allow pedestrians to cross one direction of traffic at a time.

Through and Walk/Talk Zone

A common placemaking technique involves expanding the sidewalk's Furniture/Green Zone beyond the Curb Zone to create more space for pedestrians, patrons of local businesses, etc.

Parklets

Encourage residents and visitors to frequent downtown and local businesses by providing spaces to sit, talk, work, and eat. Parklets remove a few parking spaces to provide seating, tables, shade, and greenery for users to enjoy.

Public Artwork

Community driven public art creates an opportunity to celebrate the community, foster city pride, and create social connections.

Public Gathering Spaces/Plazas

By repurposing traffic lanes and vacant lots, cities and towns can create designated places where the community can gather and hold events like farmers markets, music events, holiday celebrations, etc. to attract residents and visitors downtown.

Landscaping

Landscaping can be a buffer between vehicle traffic and pedestrians/bicyclists. Native plants are encouraged.

City Council Presentations

JANUARY 24, 2024

The project team presented to the Colfax City Council on January 24, 2024, presenting the Public Draft of the Downtown Connectivity and Main Street Improvement Plan for review. The slides described the Plan goals and objectives; project schedule; existing conditions; community engagement; existing plans, policies, projects, and programs; pedestrian and bicycle facility types; and proposed infrastructure recommendations.

MARCH 13, 2024

On Wednesday, March 13, 2024, upon final review, the Downtown Connectivity and Main Street Improvement Plan was approved and adopted by the Colfax City Council.

Website

A project website was developed, containing information about the project planning process, active transportation information and examples, and engagement opportunities. The website included an interactive map and survey for community members to provide input. Screenshots of the website are displayed below.

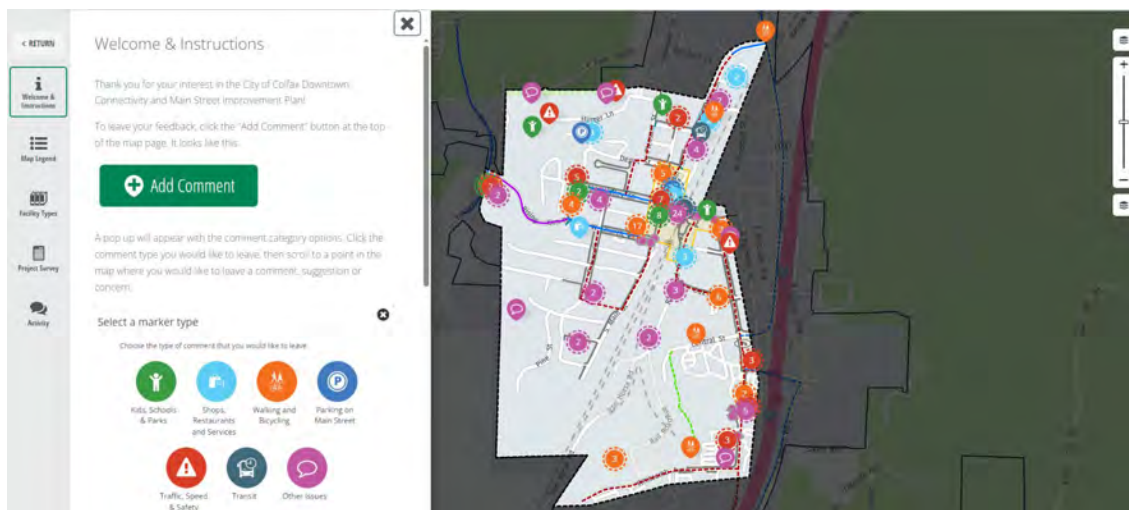
Interactive Map

An interactive map was created to allow participants to make location-specific comments on a map of the project study area. 186 comments were entered by project website visitors as well as digitized following in-person engagement events. Users could select from seven comment categories or types:

- ◆ Kids, schools, and parks
- ◆ Parking on Main Street
- ◆ Shops, restaurants, and services
- ◆ Traffic, speed, and safety
- ◆ Transit
- ◆ Walking and bicycling
- ◆ Other issues

Screenshots from the interactive map are displayed below:

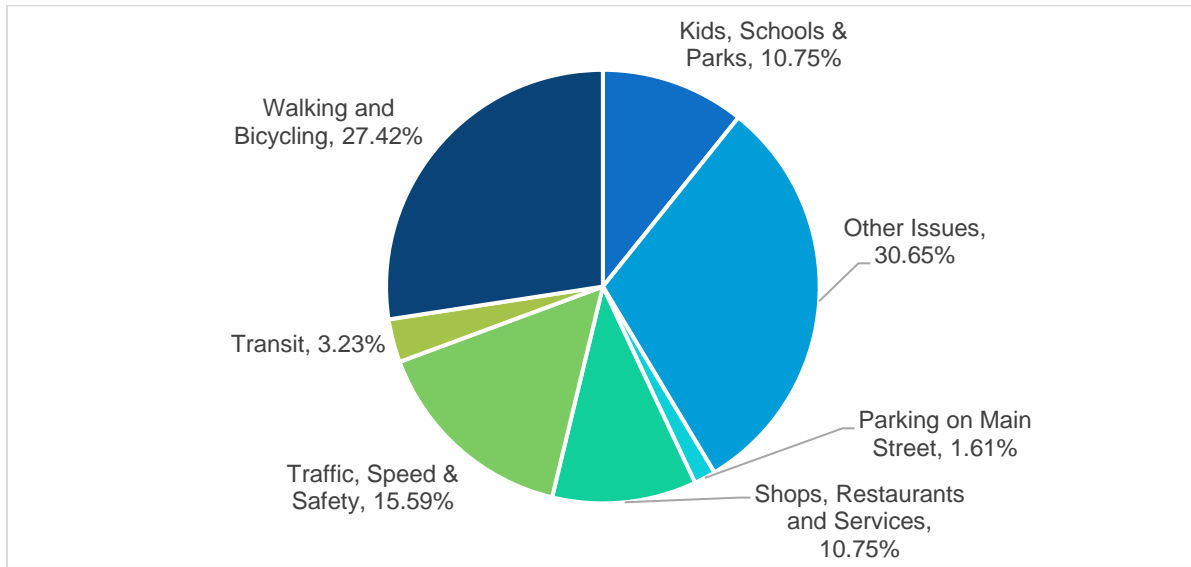
Figure 18: Interactive Map



Comments by Type

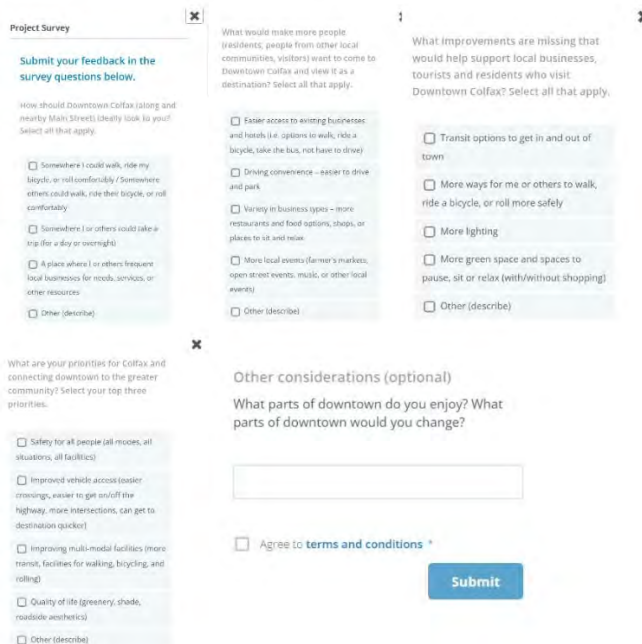
Figure 19 shows the percentage of comments by category. Aside from the category “other issues”, “walking and bicycling” had the highest percentage of comments (27.42 percent) and “traffic, speed, and safety” had the second highest (15.59 percent).

Figure 19: Comments by Category



Online Survey

To accommodate anyone who preferred to provide input online rather than attending an in-person outreach event, an online survey was created covering the same topics discussed at pop-up workshops and design charrettes. No community members chose to use the online survey to submit comments. Screenshots of the online survey are displayed below.



RECOMMENDATIONS

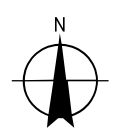
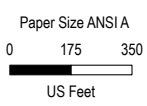
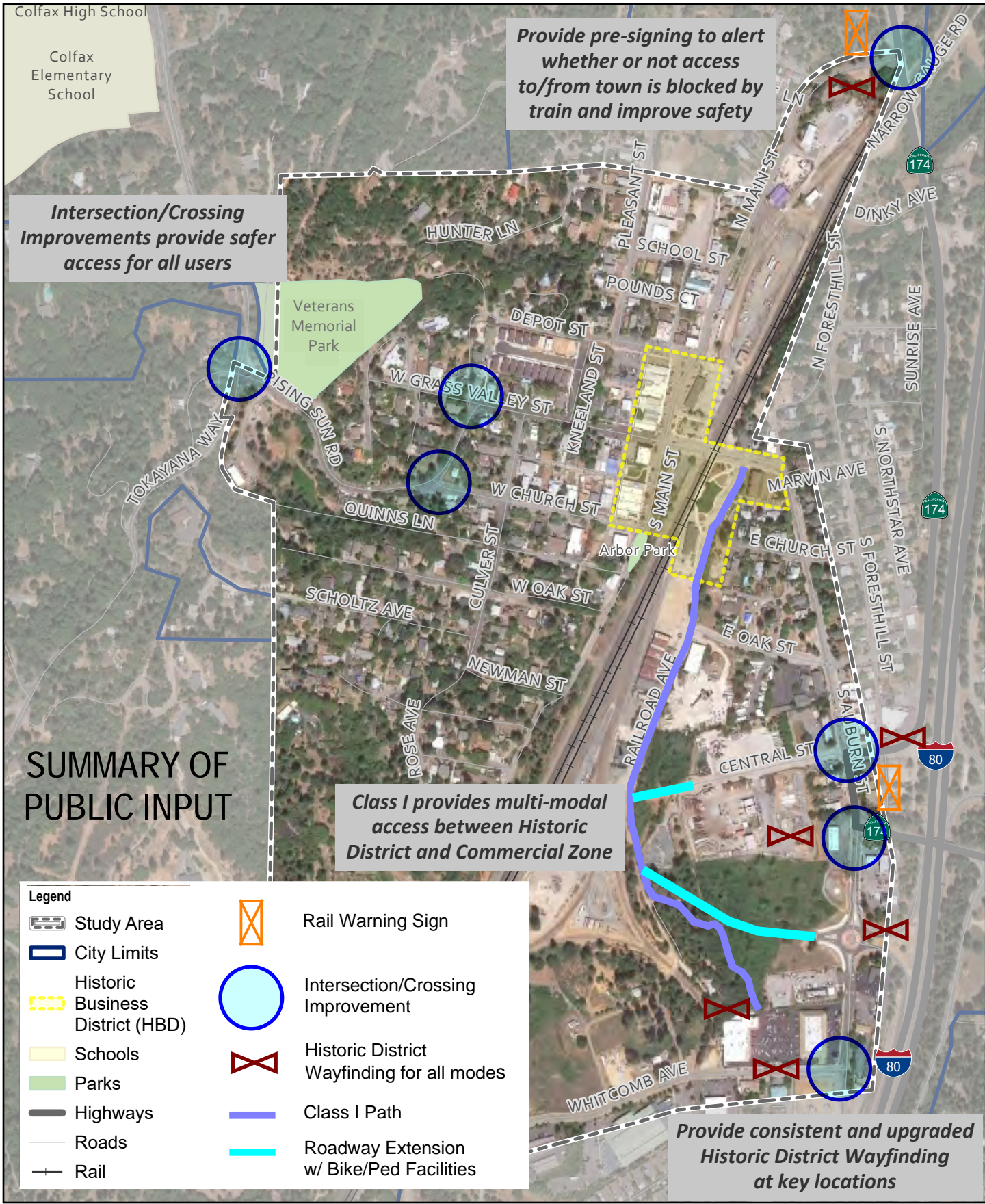
Recommendations within this Plan have been developed based on public feedback, traffic safety, collision data analyses, recommendations from previous plans, circulation and connectivity considerations, and economic benefits. There are constraints surrounding many of these recommendations and most all require further study and design. However, by proposing comprehensive recommendations, it ensures that the City has an implementable and feasible written course of action to pursue funding for projects that will improve the City and the beloved Historic Downtown.

Residents, City staff, and advisory group members all care deeply about the City and strongly desire the meticulous preservation of City character. All recommendations have been developed with a context-sensitive approach that considers, respects, and preserves the historic character of the City. Recommendations aim to improve or enhance the existing streetscape, attract people to the historic core, and improve safety for people of all ages and abilities. The recommendations in this chapter were developed in response to both the analysis of safety and collision data as well as the public engagement and community outreach that has taken place with members of the Colfax community and various stakeholders.

This chapter discusses the following recommendation categories:

- ◆ Economic Development
- ◆ Bicycle Facility Recommendations
- ◆ Pedestrian Facility Recommendations
- ◆ Connectivity Recommendations
- ◆ Motor Vehicle Traffic Safety Recommendations
- ◆ Amenities and Other Recommendations
- ◆ Emerging Technology Recommendations
- ◆ Non-Infrastructure Recommendations

Based on input from the public as well as conversations with the project team, subjective evaluations were made to establish a list of prioritized projects recommended as part of this Plan. The following figures represent a summary of public comments and illustrate these recommendations for the entire study area (shown in Figure 20), with special focus on Downtown (shown in Figure 21), and incorporating a new roundabout in Downtown Colfax (shown in Figure 22).

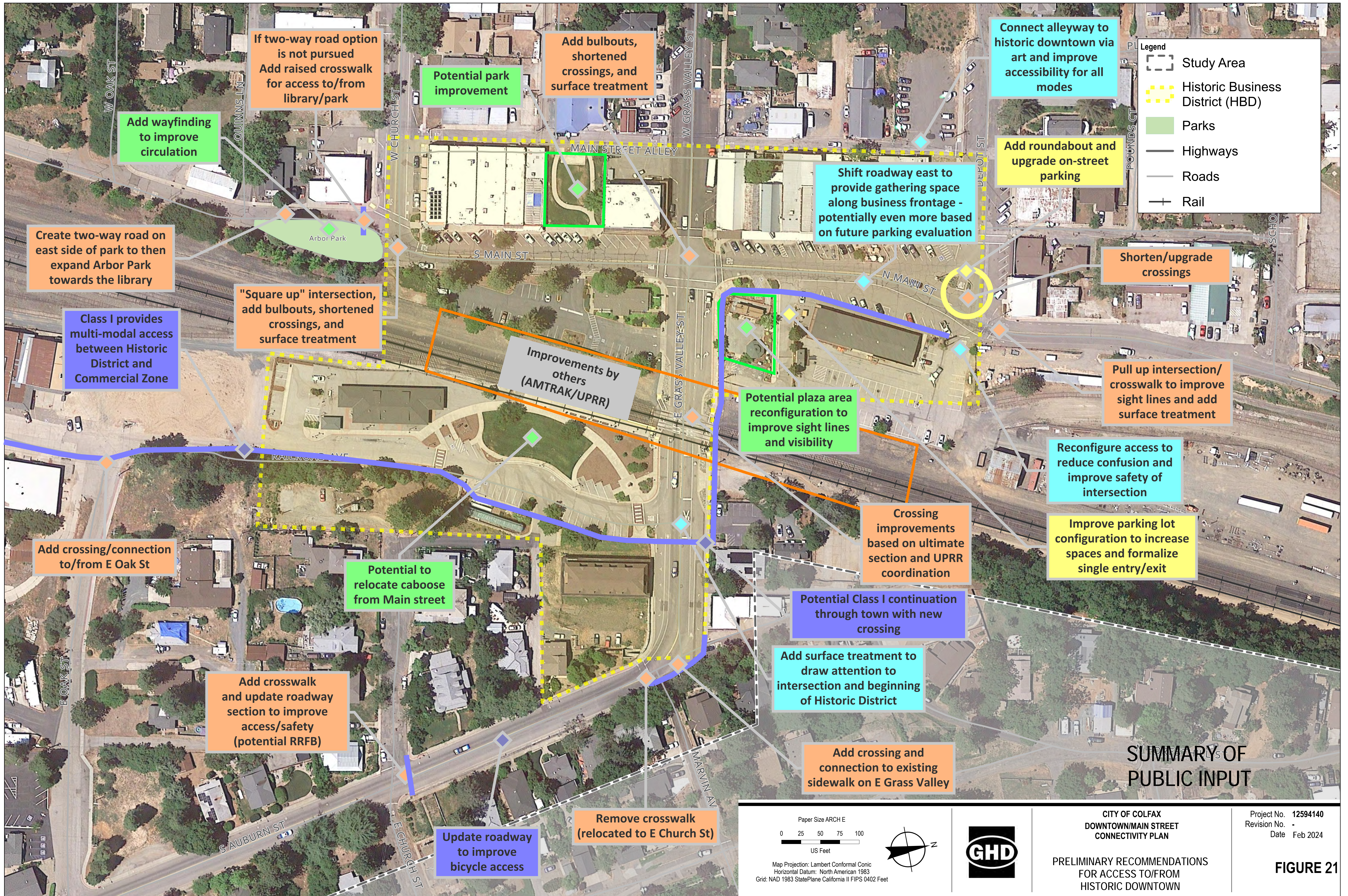


CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

PRELIMINARY RECOMMENDATIONS
FOR ACCESS TO/FROM
HISTORIC DOWNTOWN

Project No. 12582137
Revision No. -
Date Feb 2024

FIGURE 20



Legend

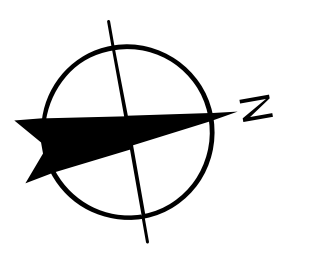
- Study Area
- Historic Business District (HBD)
- Parks
- Highways
- Roads
- Rail

SUMMARY OF PUBLIC INPUT

Paper Size ARCH E

0 25 50 75 100
US Feet

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

PRELIMINARY RECOMMENDATIONS
FOR ACCESS TO/FROM
HISTORIC DOWNTOWN

Project No. 12594140
Revision No. -
Date Feb 2024

FIGURE 21

Data source: Google Maps Sat. © OpenStreetMap (osm) contributors, CC-BY-SA, Roads: Placer County, 2021; Highways: TIGER, 2021. Created by: gpd

Economic Development

This Plan does not have any authority to recommend changes to existing land-uses, alter existing businesses, or make economic development-related recommendations. However, there are many opportunities for encouraging tourism by increasing economic generators, safety, connectivity, and economic development in Colfax. Through an expanded active transportation network, with enhancements to existing facilities and wayfinding (how people find and navigate the area), this Plan recommends improvements that will encourage travel in Downtown Colfax for all people and modes of transportation. By creating a safe, comfortable environment to work, eat, shop, and play, and making traveling easier and accessible, residents and visitors will be encouraged to visit and invest in the amenities of Downtown.

Related discussion of economic development opportunities can be found under Economic Activation in the Additional Considerations section of the Implementation Plan chapter.

Bicycle Facility Recommendations

Off-Street Facilities

Class I multi-use paths (also known as trails or paths) are exclusive walking and bicycling facilities where motor vehicles are prohibited. The minimum paved width of a two-way Class I facility is eight feet, with ten feet preferred, with a minimum of two feet of shoulder width on either side (three feet preferred).



Examples of Class I Paths

PATH ALONG RAILROAD STREET CONNECTING COLFAX MALL TO HISTORIC DOWNTOWN

There are existing plans to develop a formalized trail along Railroad Street. This Plan recommends extending the path from Grass Valley Street down to the Colfax Mall parking lot. There is significant activity, economic development, as well as plans for future growth occurring around the Colfax Mall. With this location hosting several businesses, restaurants, coffee shops, and hotels, it is a hotspot for tourists and people passing through. By implementing this path, it creates an opportunity to safely and conveniently connect pedestrians and bicyclists between this economically vibrant part of town and the Historic Downtown.

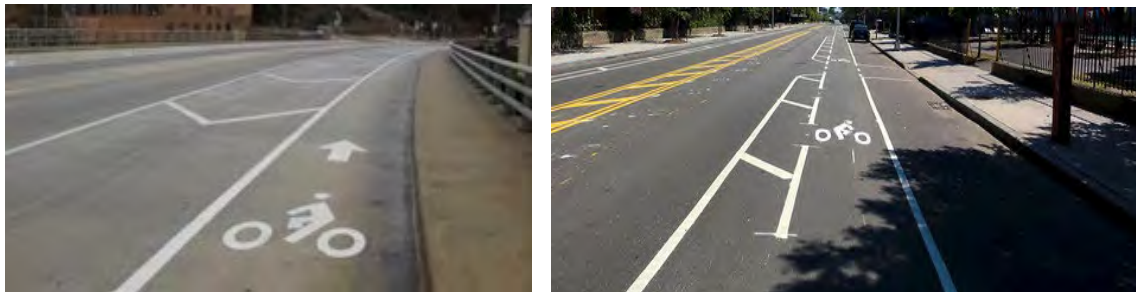
While Railroad Street currently experiences low traffic volumes, the formalized trail that this Plan recommends should consider fully separating pedestrians and bicycles from motor vehicles along this corridor in the future. In addition, further economic benefits to the Colfax community may also be realized through the activation of existing commercial spaces and storefronts along Railroad Street as well as

potential adjustments to land use designations surrounding this corridor, reimagining current industrial land as mixed use in the future.

Further studies of this corridor and surrounding land uses will be required, in addition to the development of a finalized design, prior to implementation. This recommended Class I path is shown in Figure 22.

On-Street Facilities

Class II buffered bicycle lanes are striped lanes for bicyclists that include a painted “buffer” area between the bicycle lane and the travel lane or between the bicycle lane and the parking lane.



Examples of buffered bicycle lanes

SOUTH AUBURN STREET BUFFERED BICYCLE LANES

A potential Class II bicycle lane design concept is recommended for South Auburn Street from East Oak Street to connect with the proposed Class I path on Railroad Street. The Plan proposes a Class II bicycle lane in either direction. The raised sidewalk on the East side of South Auburn Street beginning at Church Street will be maintained, but the narrow, ground level sidewalk will be replaced by a vegetated buffer and include wayfinding signs. The sidewalk on the west side of South Auburn Street will be preserved as well.

Class II bicycle facilities are shown in Figure 22



South Auburn Street Design Concept

Bicycle Parking

Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Bicycle parking should be sited at level locations that are highly visible to avoid bicycle theft, as well as

complementary to other amenities, like end of trip facilities. Special care should be taken to comply with accessibility requirements and avoid conflicts with motor vehicles, pedestrians, and mobility devices. Providing sanctioned bike parking in the right locations can help avoid bikes locked to objects such as trees, fences, railings, gutters, light poles, signs, and benches, which may cause maintenance or accessibility issues.

Most bicycle racks are designed to be durable, and the chosen style of rack should support the bicycle upright by its frame in two places, prevent the wheel of the bicycle from tipping over, enable the frame and one or both wheels to be secured, support bicycles without a diamond-shaped frame with a horizontal top tube, allow front-in parking. A U-lock should be able to lock the front wheel and the down tube of an upright bicycle, and allow back-in parking, and a U-lock should be able to lock the rear wheel and seat tube of the bicycle.



Examples of recommended bicycle racks

Wheel-bending schoolyard bicycle racks, which can damage bicycles, and “wave” style bicycle racks, which are space inefficient, are outdated rack styles that are not recommended. Additional guidance on bicycle parking and bicycle rack selection may be found in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.⁶

IDENTIFY QUANTITIES AND LOCATIONS FOR BOTH LONG AND SHORT-TERM BICYCLE PARKING

People have different bicycle parking needs depending on their destination and length of their stay. An employee arriving at work for an 8-hour shift needs secure parking and is less concerned with convenience than a customer arriving at the same business. The City or a designated group should survey and map existing short and long-term bicycle parking, and ensure that the following key destinations are served by adequate bicycle parking:

- ◆ Parks
- ◆ The Library
- ◆ Post Office
- ◆ Along Main Street, near restaurants and businesses
- ◆ Sierra Vista Community Center
- ◆ Amtrak Station

⁶ <https://www.apbp.org/Publications>

New bicycle parking is recommended at surveyed locations, if missing. Bicycle supporting facilities, like public bike pumps and bike repair stations, as well as covered bike parking, should also be surveyed and increased, where feasible. The Bicycle Parking Guidelines Handbook, developed by the Association of Pedestrian and Bicycle Professionals, may be a useful resource as bicycle parking in Colfax is reimagined. The City should also consider adopting the APBP Bicycle Parking Guidelines outlined in the handbook, which can be accessed here: <https://www.apbp.org/Publications>

Pedestrian Facility Recommendations

Pedestrian facilities that should be considered by the City include crossing improvements, plaza and public gathering space, sidewalks and paths, and curb ramps. Pedestrian improvements are intended to make walking trips safer, more comfortable, more convenient, more frequent, and more enjoyable for users of all ages and abilities.

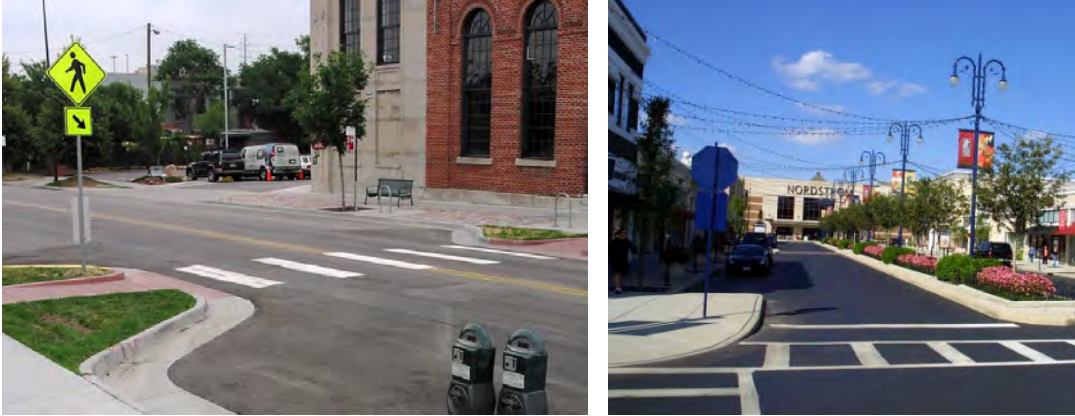
Crosswalks

Legal crosswalks exist at all intersections; however, crosswalk markings increase driver awareness of the crossing and visibility of people that may be crossing the street. Marked crosswalks should be as wide as or wider than the walkway it connects to so that groups of people can pass comfortably. Crosswalk markings include:

- ◆ **Standard or Transverse:** Two parallel lines that mark the edges of the crosswalk.
- ◆ **Continental:** Bold white bars that run perpendicular to the pedestrian path of travel.
- ◆ **Ladder:** Two parallel lines that mark the edge of the crosswalk plus bold white bars that run perpendicular to the pedestrian path of travel and connect the two parallel lines.
- ◆ **Advance Stop Bar or Yield Markings:** A bold white bar or triangular “shark’s teeth” markings located six to eight feet in advance of a crosswalk at a controlled intersection (stop bar) or uncontrolled crossing (yield markings) to reinforce yielding to pedestrians; stop bars and yield markings are placed perpendicular to the travel lane and not necessarily parallel to the crosswalk or the adjacent street.



Transverse or Standard Crosswalk (left) and Ladder Crosswalk (right)



Continental Crosswalk (left) and Advanced Stop Bar (right)

New or upgraded crosswalks are recommended at the following locations:

- ◆ Railroad Street and East Oak Street
- ◆ Grass Valley Street and North Auburn Street
- ◆ Grass Valley Street and UPRR right of way
- ◆ Remove crosswalk at Grass Valley Street and Marvin Avenue
- ◆ North Main Street and Depot Street

New or upgraded crosswalk locations are shown in Figure 22.

Raised Crosswalks

Raised crosswalks are speed tables⁷ – traffic calming devices that lift the entire wheelbase of a motor vehicle to slow it down – paired with crosswalks that are often in the middle of a city block, rather than at the intersection. These midblock crosswalks allow pedestrians to access places that are not well served by existing crossing locations and are typically sited at parks, plazas, midblock passageways, and transportation hubs. Raised crosswalks improve safety by slowing traffic and improving visibility of people crossing.



Raised crosswalk at school crossing

⁷ <https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-table/>

A raised crosswalk is recommended on South Main Street to/from the library and Arbor Park, provided a two-way road option is not pursued. The recommended location is shown in Figure 21.

Curb Extensions

Curb extensions (often called “bulbouts”) extend the sidewalk or curb line into the parking lane on a street, reducing the street width at crossings. Curb extensions reduce crossing times and distances, which reduces potential conflicts between people in the crosswalk and motorists.



Vegetated curb bulb out (left) and NACTO rendering of a curb extension (right)

Curb extensions and shortened crossings are recommended at the following locations:

- ◆ Depot Street and North Main Street
- ◆ Grass Valley Street and North Main Street
- ◆ West Church Street and South Main Street

Curb extension locations are shown in Figure 22.

Plaza/Public Gathering Space

Plazas and public gathering spaces are outdoor community spaces sited in developed areas, typically in a downtown setting. Sometimes called public squares, these open spaces are designed for pedestrian use and can include various amenities to enhance their utility and beauty. Plazas can include permanent elements, including public art, architectural details, landscaping, seating, water features, historic objects, as well as space for temporary elements, including temporary art installations, performances, vendors, and markets.

As a quick-build, intermediate step to building out new plazas and public gathering spaces, initiating interim public plazas, where underutilized roadway segments are transformed into enjoyable public spaces for community members and visitors to enjoy, can be a method to more quickly provide enhanced neighborhood benefits while allowing the community to build support for and benefit from the public space in the near term prior to any major capital construction efforts.⁸

⁸ <https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/interim-public-plazas/>



Public Gathering Space (left) and Bollards Preventing Motor Vehicle Through Traffic on G Street in Davis, CA (right)

New plaza or public gathering space improvements are shown in Figure 22.

Parklets

Like with plazas, parklets offer pedestrians places to sit or linger as they travel to or from their destinations. As demonstrated by existing installations in Colfax that were initiated during the COVID-19 Pandemic, parklets can be a way for the City to partner with nearby local businesses to create additional public space for community use. By converting curbside parking spaces into well-designed, landscaped miniature community spaces, the City can continue to incorporate additional greenery, seating, and even bicycle racks into the community fabric.

New parklets are recommended along North Main Street. Ultimate selection for locations should be in places that are supported by adjacent businesses or property owners and informed by the community. Possible parklet locations are shown in Figure 22.



Parklet Example (left) and Example Parklet Rendering (right)

Sidewalks

Sidewalks and paths are a vital element to a safe, comfortable, and connected pedestrian network. Sidewalks are paved facilities that provide comfortable walking space separate from the roadway. They are a fundamental element of Americans with Disabilities Act (ADA) compliance. Sidewalk improvements are recommended as a part of this Plan and should be considered with any future funding requests.

New sidewalks are recommended along the east side of Main Street, between Grass Valley Street and Depot Street, as well as along North Auburn Street. New sidewalk locations are shown in Figure 22.

American with Disabilities Act (ADA) Compliant Curb Ramps

Identifying the ADA high risk areas and prioritizing improvements is the prudent first step when developing a masterplan. California regulations cover most requirements for access in new construction. However, improvements to existing infrastructure is poorly addressed. Essentially local jurisdictions must develop their own plan for compliance.

New projects and renovations over certain dollar amounts will be expected to comply with State access regulations. However, the ADA also requires reasonable accommodation with City operations interfacing with the public. High risk areas include paths of travel and access to public facilities particularly locations that provide services or amenities such as City Hall, libraries, museum, and parks. Access to transportation systems such as buses and Amtrak, and associated parking and drop-off areas are other high-risk areas. Other than repairs, any improvement that involves pedestrian path of travel and access to important facilities will be impacted by access compliance regulations. Establishing clear boundaries where access will be improved is recommended.



ADA Curb Ramp

Identify standards that will be used for access compliance and a mechanism for addressing areas that are not addressed in the selected standards. If the City does not have standards addressing ADA compliant infrastructure, agencies such as Caltrans, State Parks departments, and large California cities have detailed standards for many conditions that are not specially addressed in State regulations.

Curb ramps are used at street crossings that involve a change in grade to ensure crosswalks are accessible to people using wheelchairs, people with wheeled devices, and people with low or no vision, per ADA guidelines. They are also beneficial for other groups, including parents pushing strollers, vendors pulling hand trucks or dollies, and visitors toting luggage. Curb ramps should be included anytime there is an intersection, sidewalk, or crossing improvement.

New ADA curb ramp locations are shown in Figure 22.



Connectivity Recommendations

Historic District Wayfinding and Branding

BEST PRACTICES AND RECOMMENDED LOCATIONS

Wayfinding plays an important role in drawing people to the Historic Downtown. Currently, there are several wayfinding and welcome signs placed throughout the City. Some are located near the SR 174 exit at South Auburn Street, on Grass Valley Street, as well as along South Auburn Street. The existing signs are light yellow and smaller in size, which make them difficult to distinguish from other signage. Signs can also lose their effectiveness when there are too many signs in one area. This Plan recommends that existing signage be removed, and new, more effective signs be installed in more strategic locations.

Wayfinding best practices indicate that new signage should be consistent in color and style and created with unique Colfax character and branding. Through public engagement, community stakeholders suggested new signage and banners lining South Auburn Street could be placed to establish an important route toward Downtown Colfax.

Implementing well-designed wayfinding at strategic locations, including near the recommended class I path along Railroad Street, will encourage visitors to spend more time in the City exploring new areas, informing them of, and directing them to, Colfax's Historic Downtown.



Example wayfinding signage

Recommended Historic District wayfinding signage locations are mapped in Figure 20. Any new signage within Caltrans right of way may require additional collaboration with Caltrans.

ESTABLISH AND PROMOTE THE DOWNTOWN COLFAX BRAND

In tandem with wayfinding best practices, this Plan recommends the City assess what makes Downtown Colfax unique – rooted in history, culture, natural beauty, etc. – and agree on a vision and branding strategy that establishes and promotes the Downtown Colfax brand to potential visitors. For instance, future branding and signage campaigns may consider promoting a “Historic Colfax” tagline or other appropriate messaging options, which may be used in marketing collateral, including wayfinding, welcome or placemaking banners, brochures, digital ads, and more.



Example downtown light pole banners

Light pole banners can be utilized to promote the “Historic Colfax” brand. They can also be used to promote strategic marketing campaigns for area cultural facilities, special community events, and holidays or seasons. Banners may be affixed to existing or new streetlight poles within or leading to the Downtown Colfax area. These banners may complement the historic look and feel of any existing and new light poles, including with a consistent color and finish, providing a memorable placemaking opportunity for the City. Light pole banner size requirements vary based on light pole dimensions and right of way constraints, but typical sizing can be from 18 to 40 inches wide and from 36 to 96 inches tall, with banners mounted to historic or “Victorian” light poles on the smaller end and those mounted to cobra-head light poles on the larger end. Banners are typically printed double-sided on vinyl with brackets and other hardware available separately.

Arched Gateway

Arched gateway monuments are placed at main entrance points and prominent intersections, creating a sense of place for people entering an important area. An arched gateway monument that prominently stands near the downtown area could serve as an entry point into the Historic Downtown. This should also be designed to coordinate with any selected wayfinding signage, including unique Colfax character and colors, art, or other elements of historical significance to the City or region. Large hanging horizontal banners, used either seasonally or year-round, may offer a more affordable (or interim) option, in lieu of implementing a permanent arched gateway. Upkeep and placemaking considerations will differ.



Example Arched Gateways, clockwise from top left: Yucaipa, CA, Weed, CA, North Platte, NE, Camp Meeker, CA

A new arched gateway is recommended at a few possible locations, including at South Auburn Street approaching Grass Valley Street as people enter Downtown Colfax as well as at North Main Street north of Depot Street as people approach the new roundabout from the north. New arched gateway locations can be found in Figure 22. Arched gateway location shown in Figure 22 are only recommendations. Alternative locations may be explored when considering implementation.

Motor Vehicle Traffic Safety Recommendations

Intersection Improvements

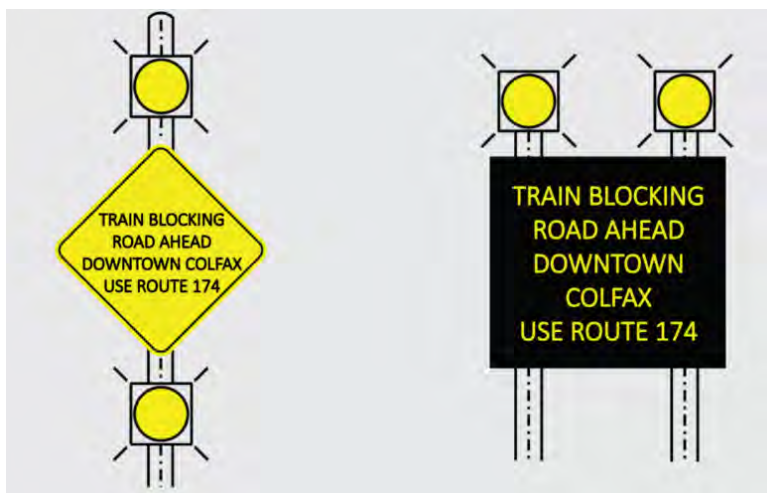
Intersection improvements involve operational and safety modifications for targeted intersections. Modifications can include adding turn lanes, adjusting lane widths, installing new pavement striping and markings, squaring intersection corners, and repaving. Intersection improvement recommendations are included in Figure 20.

Parking

This Plan does not recommend that parking be removed but does recommend that some areas located within the Historic Downtown be considered for reconfiguration or relocation for greater safety purposes and to improve parking efficiency. The primary recommendation within this Plan is to maximize existing parking. Reconfiguration or enhancement of ADA parking is also an important consideration. ADA parking should be accessible for all patrons and should be in a location that is logical and safe. Final design, placement, and configuration will require further study. Downtown parking concepts are shown in Figure 22.

Rail Warning Signs

Rail warning signs are a low-cost and effective way to signal to the local community, those traveling through, or parents/students on their way to school, that a train is blocking access at Grass Valley Street. By signaling that the train is approaching or blocking the area, it will allow people to travel through an alternate route, re-routing them along SR 174 to exit at North Main Ave and avoid the train altogether. This will reduce delays and bottlenecks at Grass Valley Street, encouraging traffic to flow more smoothly and enhance safety. Rail warning sign locations are shown in Figure 20.



Example of potential rail warning signs

Surface Treatments

Surface treatments, including decorative crosswalks and painted intersections, are artistic features in the roadway that provide for enhanced urban environments while also prioritizing pedestrian safety. They provide higher visibility for crossings as well as present visual cues to roadway users that they are entering a distinct neighborhood with special characteristics. Utilizing various techniques and varying levels of permanence – paint, thermoplastic, stamped concrete, texturized asphalt, pavers, etc. – surface treatments can help to create an enhanced sense of place for residents and visitors through improved pedestrian facilities without the need to utilize alternative paving materials.

Surface treatments are typically meaningful and often draw upon the historic nature or style of the surrounding area, utilize symbols that reflect the culture or values of the community, or introduce artistic elements supported by the community. Crosswalks painted or stamped to look like brick can delight visitors as well as complement a historic district's sense of character.

Surface treatments are recommended at the following locations:

- ◆ South Main Street and West Church Street
- ◆ South Main Street and Grass Valley Street
- ◆ North Main Street and Depot Street
- ◆ South Auburn Street approaching Grass Valley Street



Example Crosswalk Surface Treatment



Example Intersection Surface Treatment

Roundabouts

Roundabouts are a type of circular intersection that utilizes yield signs to control traffic entering the intersection. They are designed with curved entrances to slow vehicle speeds and improve safety. They minimize weaving, automatically establish right of way, and decrease vehicle conflict points.⁹

This Plan recommends implementing a new roundabout at the complex intersection of Depot Street and North Main Street, as well as potentially at other locations in the city, pending further study. While existing adjacent parking spaces may be impacted by the implementation of the roundabout, no net loss of parking is anticipated as the overall parking strategy in Downtown is reimagined. Concepts may include relocated historic items, flagpole, as well as public art. The illustrative design concept is shown in Figure 22. Lighting relocation and other related changes should be considered during the official roundabout design period.

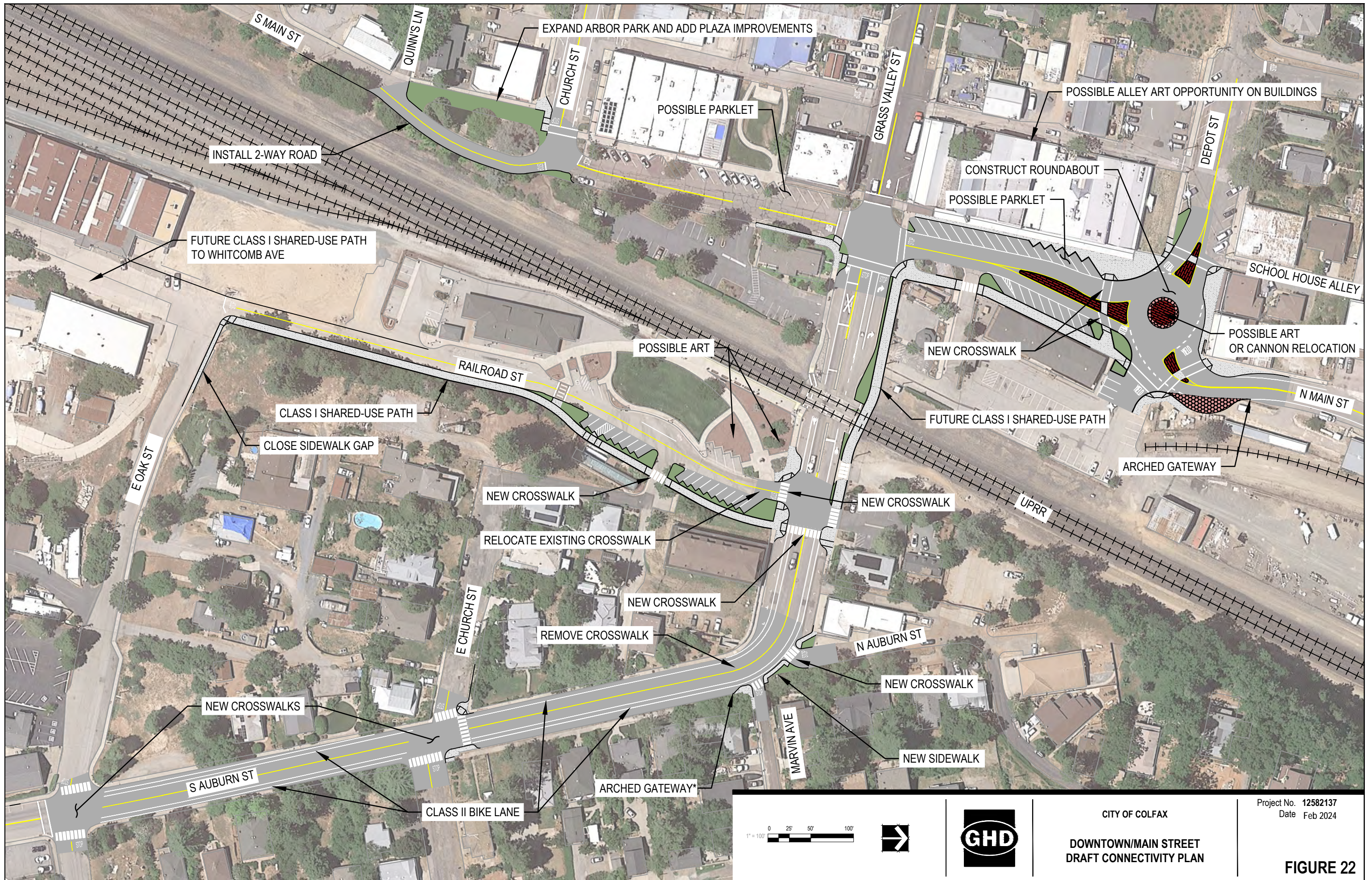
Further analysis would also be required to ensure continued business access and commercial and passenger loading for businesses adjacent to any intersection redesign.

⁹ Roundabouts: An Information Guide, USDOT, FHWA, Pub. No: FHWA-RD-00-067, June 2000.



Example roundabouts in the Historic Uptown district of Yucaipa, CA (top) and Kings Beach, Placer County, CA (bottom)

This Plan also recommends new artistic and placemaking improvements, including public art and enhanced wayfinding, be made to the existing roundabout on South Auburn Street at the I-80 on- and off-ramps. As this intersection is under Caltrans jurisdiction, any enhancements to this facility will require further study in partnership Caltrans and must receive Caltrans approval.



Amenities and Other Recommendations

Park Improvements

Like plazas, parks located within and near to the Historic Downtown are public benefits that provide space for residents and visitors to spend time outdoors. Suggested park improvements could include shading devices or structures, drinking fountains, art, pet waste stations, seating or benches, pedestrian scale lighting, and trash receptacles.



Example Shading Devices

Public Art

Public art has the power to elevate a downtown area (or an entire City) into treasured community spaces. Public art can be used to tell the story of the local area or share the identity of the community and establish an enhanced sense of place.

There are many types of public art options including sculptures, murals in alleyways, painted surfaces, gardens, lighting, gates, and fences, as well as interactive art. Materials used can vary widely by region and budget but are regularly wood, stone, fiberglass, plastic, bronze, or copper. Temporary or “pop-up” art can also be a more affordable option for public art but may require additional program management and curation efforts. Community members, including youth, can be great participants in selecting and creating art to foster a sense of community pride and ownership in the park space. Funding for public art can come from public, private, or philanthropic sources.

Special care should be taken to ensure the chosen public art can safely withstand human interaction and vandalism as well as the elements. Siting should place the public art so that it does not disrupt or block other historic elements within the City or block views of oncoming traffic. Maintenance should be

institutionalized through the City and the art should be insured, typically through a municipal insurance policy.

Like the examples of existing public art in Colfax shown below, new public art may be located throughout Downtown Colfax, including murals or mosaics along alley walls and monuments or sculptures inside roundabouts or elsewhere. Possible art locations are shown in Figure 22.



Existing public art and artistic signage in Colfax

Many residents, AG members, and Ad Hoc committee members all expressed interest in creating an art piece or new Colfax branding that illustrates the iconic outline of the building scape along North Main Street. This Plan recommends utilizing local artists to develop the concept and implement it.



Illustrative concept showing a digital rendering of the building outline along North Main Street

Historic Preservation

Historic Preservation is an important way for communities to share an understanding of the past with future generations. Through preservation, an area's stories can be told in an appropriate way, including celebrating events, people, places, and ideas that people can be proud of, as well as recognizing moments in history that can be uncomfortable or painful to remember. The Historic Downtown in Colfax is blessed with several objects from the City's past that have been preserved and displayed for future generations. In sync with the reimagining of Downtown Colfax, this Plan proposes adjustments to the locations of some of downtown's notable historic items.

WATER CANNON

Currently located in a median at the intersection of Depot Street and North Main Street, the water cannon or "monitor" was used in hydraulic mining at nearby Lassen County and stands as a monument to the City's historical connection to area gold mining. To improve safety for all roadway users, this Plan has proposed reconfiguring this intersection with a roundabout. While the preferred local alternative is to site the water cannon inside the roundabout, spatial and safety constraints may make this infeasible. To accommodate this redesign, the water cannon would need to be moved to a new location, either temporarily or permanently. Further community input will be sought to determine the preferred new location for the water cannon. Any considerations for relocation should still celebrate the water cannon and local history and should place it in a prominent location.



Water Cannon at the intersection of Depot Street and North Main Street. Source: Google Maps

RAILCAR

Located at the northeast corner of North Main Street and Grass Valley Street, right in the heart of the Historic Downtown, Roy Toms Plaza hosts a historic Northwestern Pacific caboose railcar as well as a gazebo. To increase safety for all roadway users by improving sight lines and visibility at this intersection, this Plan recommends reconfiguring the locations of these two major plaza elements, swapping the location of the railcar with the location of the gazebo. Moving the caboose railcar in particular will provide additional pedestrian benefit, creating a larger opening in front of the gazebo and contributing to an enhanced public gathering space within the plaza.



Gazebo and Railcar in Roy Toms Plaza. Source: Google Maps

Emerging Technology Recommendations

Electric Vehicle Charging

The City is committed to introducing electric vehicle charging stations (EVCS) within the Historic Downtown, encouraging their usage for greater accessibility, efficiency, and to potentially boost tourism. By expanding refueling offerings and alternatives beyond that only of typical gas stations, the City hopes to attract a greater diversity in vehicle types, with the goal of encouraging more visitors to Downtown Colfax, increasing foot traffic, the amount of time spent, as well as the economic benefits in the City while refueling.

Electric vehicle is an expansive term that can also include other alternative mobility options, including electric bikes. With the growing popularity of electric bikes for both touring and transportation, additional consideration should be paid to the potential future demand for electric bike charging stations in Colfax and their possible colocation with typical EV charging.

AB 1236 requires cities and counties to adopt an ordinance that creates an expedited, streamlined permitting process for EVCS. The Governor's Office of Business and Economic Development (GO-Biz) provides a scorecard listing the AB 1236 criteria that must be included in a jurisdiction's ordinance.¹⁰ This Plan recommends following established best practices and adopting EVCS permitting streamlining, in conformance with State law.

Broadband

Connecting Downtown Colfax with broadband internet access may provide a boost to the local economy, increasing internet access for businesses, residents, and visitors and help to further establish the Historic

¹⁰ <https://business.ca.gov/wp-content/uploads/2020/01/Permitting-Electric-Vehicle-Charging-Stations-Scorecard.pdf>

Downtown as a destination area within the region. In addition to the benefits of improving internet access for existing businesses and residents, with the increased ability of today’s office workers to “work from anywhere,” creating a downtown where it is easy and convenient to access high-speed broadband internet could become a competitive advantage and economic engine for the City.

Non-Infrastructure Recommendations

As described earlier in the Plans, Policies, Projects, and Programs chapter, non-infrastructure recommendations are guided by the five E’s of **Education** (safety skills training for people walking/bicycling), **Encouragement** (building excitement for walking/bicycling), **Engineering** (pre-engineering changes to the built environment, like demonstration projects), **Evaluation** (measuring program effectiveness), and **Equity** (prioritizing disadvantaged communities). From behavior change strategies to Safe Routes to School programs, non-infrastructure recommendations address the “how” of getting more visitors and community members to utilize active travel modes and to do so safely. Non-infrastructure programs help to strengthen grant applications, with tactics recommended below used as planning and engagement strategies within funding opportunities. Each component of this section serves as a recommendation and may be pursued based on staff availability and funding.

Behavior Change Strategies and Educational Programs



Street Smarts “STREET SMARTS” CAMPAIGN

“Street Smarts” campaigns are effective educational programs using print and digital media, radio, and television to educate the community about safe driving, bicycling, and walking behavior to encourage the adoption of new attitudes and behaviors that will make streets safer for all road users.

This Plan recommends initiating a Street Smarts campaign targeting community-identified behaviors that create challenges for people walking and biking in Colfax, such as speeding, sharing the road with bicyclists, or how to properly navigate roundabouts and traffic circles. For successful implementation of a new Street Smarts campaign, begin by:

- ◆ Determining the implementing agency or organization to run the campaign (organizations may also include local community organizations like Colfax Garden Club or area schools)
- ◆ Selecting community-identified behaviors as campaign focus areas.
- ◆ Creating messages that target these specific behaviors.
- ◆ Selecting “hot spot” locations where these behaviors frequently occur.
- ◆ Investing in campaign materials that make sense for Colfax, like street pole banners in Downtown.

Past and present examples of successful Street Smarts campaigns can be found on websites for the City of Davis¹¹ and Street Smarts Marin.¹²

¹¹ <https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/street-smarts/outreach-campaigns>

¹² <https://streetsmartsmarin.org/index.html>

ROUNABOUT EDUCATION PROGRAM

While roundabouts have become increasingly popular for their improved safety and reduced operational costs when compared to signalized intersections, some community members may still be less familiar with them. The Colfax community has had a roundabout at the intersection of the westbound off- and on-ramps of I-80 and South Auburn Street for some time, but with the implementation of this Plan's recommended roundabout concept for Downtown Colfax, there may still be a need to educate drivers, bicyclists, pedestrians about proper roundabout etiquette. This Plan recommends that the City consider publicizing roundabout navigational tips through appropriate channels – outdoor, print, online, social media – at all stages of roundabout delivery. Roundabout educational tips¹³ to consider promoting include:

- ◆ Slow down when approaching the intersection
- ◆ Yield to pedestrians and bicyclists crossing the roadway
- ◆ Enter the roundabout when there is a large enough gap in traffic
- ◆ Drive in a counterclockwise direction
- ◆ Do not stop or pass other vehicles
- ◆ Use turn signals when changing lanes or exiting the roundabout
- ◆ If you miss your exit, continue around until you return to your exit

BICYCLE SAFETY EDUCATION FOR ADULTS

Bicycle safety skills classes for adults are courses that are typically based on a curriculum from the League of American Bicyclists that focus on how bicyclists should behave so that they are safer, more predictable, and can be confident bicycling on streets both with and without dedicated bicycle facilities. This Plan recommends that the City support the establishment of a bike safety skills class or program that focuses on safe bicyclist behavior with advertising and/or by providing meeting space or other in-kind support.

BICYCLE SAFETY EDUCATION FOR CHILDREN & BIKE RODEOS

Bike Rodeos offer on-bike skills practice for students and are held either during school as part of an assembly or physical education, or after school. They are typically presented by the local police department or done in partnership with the California Highway Patrol and include bicycle and helmet inspections, bicycle safety demonstrations, and occasionally free helmet giveaways for students who need them.



Examples of Bicycle Rodeos

¹³ <https://dot.ca.gov/caltrans-near-me/district-3/d3-popular-links/d3-roundabouts>

BIKE HELMET SAFETY EDUCATION

Bike Helmet Safety Education includes information on the importance of wearing a helmet as well as proper fit and adjusting straps. Typically, either a standalone program or a component of a Safe Routes to School (SRTS) program, bike helmet safety education can be administered by or in collaboration with non-profits, public health departments, law enforcement, or other organizations, with most programs providing free helmets to students and other community members in need.

City Events Programming and Resources

PROVIDE OPEN STREETS EVENTS

Open Streets events are scheduled, temporary street closures that provide connected roadway segments of car-free streets for people to walk, jog, bicycle, skate, and socialize. Open Streets events encourage sustainable, active transportation as well as community connections, exploration, and play. Open Streets events can also provide economic development opportunities when events are layered with food vendors, live music, and other programming that can help bring foot traffic and spur activity in the adjacent area. While the City currently holds street festivals, including 3rd of July, Railroad Days, and Winterfest, promoting active transportation and community cohesion through open streets events can offer a new and different way for Colfax residents and visitors to socialize, exercise, and have a great time.

This Plan recommends that the City, in partnership with downtown businesses, pilot an annual Open Streets event through Downtown Colfax that encourages both economic activity and active transportation in lower stress environments, helping to foster connections between different areas while encouraging more people to stop and spend time (and money) in the heart of town. Open Streets events may also provide an opportunity for the City to temporarily pilot infrastructure improvements recommended in this plan before fully implementing them.

SUPPORT BICYCLE PARKING AT EVENTS

This Plan recommends that the City assess the need for bicycle parking at large events – festivals, street fairs, farmer’s markets – and consider providing secure, attended bicycle parking (sometimes called “bike valet”) if large crowds are expected.

MAINTAIN AN ACCURATE MAP/GUIDE OF WALKING AND BICYCLING ROUTES IN THE CITY

Maps and guides for walking and bicycling provide information about the City’s existing facilities, including bikeways and trails, as well as information on key destinations, routes, and distances between points. Making a map or guide available to the public as a PDF on the City website, in addition to printed copies, could also help to educate visitors as well as active transportation users and enthusiasts about preferred routes and publicize existing trails and facilities to new groups. Additionally, a mobile-friendly map or guide could improve its utility.

Safe Routes to School

SRTS programs educate students on pedestrian safety and encourage them to safely commute to school, whether by bicycle, scooter, walking, or riding the school bus. A student’s experience arriving to school can set the tone for the rest of their school day. Studies show that students who walk and bike to school are better prepared to start the school day, having higher levels of concentration, academic performance, and regular attendance. Walking and biking to school fills an average of 16 of the 60 minutes of physical activity recommended for school-aged children.

Nearby SRTS programs are provided by Placer County Public Health¹⁴ for public schools in Auburn. Participating schools include Rock Creek Elementary School, Auburn Elementary School, E.V. Cain Middle School, Maidu Virtual Charter Academy, Placer High School, and Confluence High School. This section provides recommendations for expanding or reconfiguring existing SRTS programs, in collaboration with Placer County Public Health, to schools in Colfax to increase adoption of active transportation and improve safety and comfort for students and families who walk and bike to school.

SAFE ROUTES TO SCHOOL PLANS

A Safe Routes to School Plan documents existing walking and bicycling routes located near a school and can increase walking and bicycling to school through additional project and program recommendations. This Plan recommends the City collaborate with Colfax Elementary School District, Placer Union High School District, and Placer County Public Health to develop a Safe Routes to School Plan, which includes a map of preferred walking and bicycling routes to both schools. The SRTS Plan should be made available to parents and students via digital or print media and should be updated regularly.

Typical SRTS plans include the 5 E's of encouragement, education, engineering, evaluation, and equity and feature, but not be limited to, some or all of the following components:

- ◆ Mapping of preferred walking and bicycling routes to each school
- ◆ Infrastructure recommendations (up to 30% design)
- ◆ Programming priorities
- ◆ Evaluation criteria
- ◆ Time schedule

Additional ideas for SRTS plans, including guides, toolkits, and curricula can be found on the Active Transportation Resource Center website¹⁵ or the Safe Routes National Partnership website.¹⁶

WALKING SCHOOL BUSES AND BIKE TRAINS

Walking school buses and bike trains create regular and ongoing opportunities for groups of parents and students who live near one another in neighborhoods to walk and bike together to and from school. Walking and biking as a group improves community connections, increases visibility, and can encourage wider adoption of active transportation.

This Plan recommends collaboration between the Colfax Elementary School District, Placer Union High School District, Placer County Public Health, school parent organizations, and the City (as needed) to implement regular walking school buses and/or bike train programming, with route and schedule information added to both school district websites.

¹⁴ <https://www.placer.ca.gov/SafeRoutes>

¹⁵ https://caatpresources.org/resources_ni_srts.html

¹⁶ <https://www.saferoutespartnership.org/>

ADDRESS WALKING AND BIKING IN ARRIVAL AND DISMISSAL PROCEDURES

Arrival and dismissal can be a challenge for students and parents traveling by any mode, whether it be walking or biking, taking the bus, or riding in the car. When developing a school arrival and dismissal program, some key principles should address pedestrians and bicyclists specifically:

- ◆ Assess needs through walk and bike audits
- ◆ Prioritize the safety and comfort of students walking and biking
- ◆ Use multiple strategies that incorporate the Es of SRTS: Engineering, Education, Encouragement, Evaluation, and Equity
- ◆ Separate buses and vehicles from pedestrians and bicyclists and reduce conflict points and areas between them
- ◆ Clearly demarcate and enforce the appropriate channels for vehicles, bicyclists and pedestrians with signs, pavement markings, and educational materials and events

The Safe Routes National Partnership published an infobrief for implementing these strategies, called *Keep Calm and Carry on to School: Improving Arrival and Dismissal for Walking and Biking*. The guide and other guidance for implementing SRTS strategies can be found on the Safe Routes National Partnership website.¹⁷

¹⁷ <https://www.saferoutespartnership.org/resources/fact-sheet/keep-calm-and-carry>

IMPLEMENTATION PLAN

This Plan provides updated recommendations for projects, programs, and policy changes intended to make Colfax a more walkable, bikeable, and economically vibrant community. Implementation of this Plan will require community support, political leadership, and significant funding.

This chapter provides a strategy for implementation of the infrastructure projects that reflects a systematic approach to select each project's community benefit that is realistic, fundable, and sustainable. This chapter includes analysis of the cost of the projects proposed in this Plan, a funding source matrix with summaries of funding programs for prioritized improvements, maintenance, and programming.

Unit Cost Assumptions

Table 8 presents planning-level unit cost assumptions that may be used to develop project construction cost estimates. City staff, or those responsible for developing grant applications, can utilize this table to develop project construction cost estimates for future grant applications or other funding sources. To develop these estimates, the unit cost is multiplied, as appropriate, for each improvement. Estimates are based on recent, similar projects and include assumed costs for mobilization, traffic control, earthwork, signs, pavement delineation and markings, utility coordination, grading, and erosion control. In addition, estimates include 30 percent soft costs including engineering design (15 percent), administration (3 percent), and construction management (12 percent). There is also a 15 percent contingency.

At the planning level, cost assumptions do not consider project-specific or location-specific factors that may affect actual costs, including acquisition of right-of-way or road widening, additional infrastructure, or equipment.



Table 8: Unit Cost Assumptions

Improvement	Unit	Estimated Unit Cost	Notes
Sidewalk	LF	\$100	Assumes 6' wide sidewalk with curb and gutter
Short Term Bicycle Parking	EA	\$300	Per individual rack
Transverse Marked Crosswalk	EA	\$500	White or yellow
Signs and Pavement Markings	EA	\$600	
Lamp Post Banners	EA	\$700	Does not include lamp post
Advance Stop or Yield Line	EA	\$750	Includes sign and pavement marking
High Visibility Marked Crosswalk	EA	\$1,000	White or yellow
Wayfinding Signage	EA	\$1,500	Serving both vehicle and pedestrians; Requires special fabrication
Class III Bike Route	EA	\$1,500	Estimated per block
Reconfiguration and enhancement of ADA parking	EA	\$2,500	Includes sign and pavement markings
Curb Extension	EA	\$5,000	Includes each side of crosswalk
Decorative Crosswalk	EA	\$5,000	
Railway Warning Signs	EA	\$15,000	Assumes electronic extinguishable message sign (solar powered)
Pedestrian-Scale Lighting	EA	\$15,000	Includes one light
Curb Ramp	EA	\$15,000	
Painted Intersection	EA	\$20,000	Assumes intricate design
Raised Crosswalk	EA	\$30,000	
Class II Bicycle Lanes	MI	\$50,000	Both sides of street
Class II Buffered Bicycle Lanes	MI	\$75,000	Both sides of street
Arched Gateway	EA	\$100,000	Dependent on improvements selected and complexity of reconstruction
Class I Shared Use Path	MI	\$2,000,000	Assumes 10' wide path and minor grading
Bucket Truck (For banner/sign installation, tree trimming, etc.)	EA	Varies	Dependent on condition (new or used), can be \$120,000-\$350,000.
Roundabout	EA	Varies	Dependent on complexity of approaches and number of lanes
Intersection Improvements: turn lanes, adjusted lane widths, new pavement striping and marking, reconfiguring intersection corners, repaving	EA	Varies	Dependent on improvements selected and complexity of reconstruction
Shade Structure	EA	Varies	Dependent on size and location
Plaza/Public Gathering Space	EA	Varies	Dependent on size, features, location, etc.

Key – EA: Each; MI: Mile; LF: Lineal Foot

Implementation Strategy

This section presents a strategy to implement the improvement concepts and recommended projects outlined in the Recommendations chapter. The last section of this chapter details the federal, state, regional, and local programs that may fund implementation efforts.

Implementation Methods

Not all infrastructure is implemented in the same way. This section covers usual methods and techniques that the City can use to build out downtown connectivity enhancements in Colfax. While recommendations in this Plan were developed based on local roadway features, the specific details for how each bicycle and pedestrian project will be implemented are determined by the City and relevant partners. Additional analysis (e.g., community engagement, traffic studies) may be necessary before implementation of any project recommended in this Plan and recommendations may be subject to change.

RESURFACING AND RESTRIPIING

Implementing new on-street bikeway projects as part of planned roadway resurfacing is a common way that cities and jurisdictions grow their active transportation networks. Once a roadway is resurfaced – an existing street section is paved, either completely or partially – new bicycle facilities can be added through striping or restriping. Restriping removes and replaces existing striping to reconfigure the roadway to accommodate new or upgraded bicycle facilities. Upgrading would entail replacing an existing Class II bicycle lane with either a Class II buffered bicycle lane or Class IV bikeway. Common roadway reconfiguration tactics to allow for new or upgraded on-street bicycle facilities include:

- ◆ Narrowing travel lanes
- ◆ Reallocating travel lanes
- ◆ Reallocating parking lanes
- ◆ Reallocating turn lanes

RECONSTRUCTION

Pertaining to much more substantial maintenance issues at a greater roadway depth than resurfacing, reconstruction projects are also frequently paired with active transportation facility implementation. During roadway reconstruction, in addition to the reconfiguration tactics listed above, more significant changes to allow for new bikeways or traffic calming treatments can take place, including:

- ◆ Adding/moving curbs
- ◆ Curb extensions
- ◆ Tighter curb radii
- ◆ Speed humps/cushions
- ◆ Raised crosswalks

Many on-street active transportation projects recommended in this Plan do not require the acquisition of additional right-of-way, but where it is required would be considered reconstruction, instead of resurfacing and restriping.

CONSTRUCTION

Construction refers to individual projects outside of the roadway, including new Class I Multi-Use Paths, bridges, and underpasses. New construction, if minor, may also include roadway widening to allow for

bicycle lanes or shoulders, either along the full length of the bicycle facility or at select locations to better support safe travel for non-motorized users.

Upgrading Existing Class II Bicycle Lanes

There are existing bicycle lanes in Colfax that this Plan recommends be upgraded with treatments that better consider active transportation safety and comfort concerns. When streets that contain existing bicycle lanes are resurfaced, the City should consider incorporating treatments that include appropriate placement of bicycle lanes with respect to turn lanes, adding green paint to mark conflict areas, and extending bicycle lanes through intersections to clearly indicate the path of travel for bicyclists.

Potential Challenges and Constraints

RIGHT-OF-WAY

On-street and off-street connectivity projects that cannot be realized without acquisition of additional rights-of-way have greater complexity and longer completion times than projects entirely within existing rights-of-way.

Acquisition and/or condemnation to acquire the property rights required to construct and maintain the mobility network may be required prior to the funding and construction (or reconstruction) of specific projects. Right-of-way acquisition, including any financial negotiation or legal proceedings, may be necessary to complete pedestrian or bicycle projects and close mobility network gaps, however it may also impact the overall project timeline and budget significantly. Most project recommendations in this Plan do not require or recommend acquisition or condemnation.

FUNDING

While many funding opportunities are available at all levels of governance and beyond to improve our connectivity, some typical transportation project funding challenges remain, including:

- ◆ Grant funding cycles
- ◆ Application writing
- ◆ Funding availability and capacity
- ◆ Competitiveness of grant applicant pool
- ◆ Project eligibility and planning preparation
- ◆ Performance tracking and measurement
- ◆ Competing local priorities

Specific funding details can be found in the Funding section below.

ACCESS FOR ALL ROADWAY USERS

Another potential challenge the City should carefully consider is the provision of access for all roadway users to the proposed facilities. Prioritizing the quicker implementation of bikeways through cost effective methods (like restriping lane configurations during planned resurfacing) should not come at the expense of ensuring access to or across those new facilities via new ADA accessible curb ramps.

Not all bikeway users are “bicyclists.” Improving connectivity for visitors and residents of Colfax must ensure new facilities are comfortable and accessible for people of all ages and abilities and that new and upgraded facilities consider the needs of all people using that infrastructure, including those using mobility devices such as:

- ◆ Wheelchairs
- ◆ Scooters
- ◆ Skateboards
- ◆ Tricycles
- ◆ Hand bikes
- ◆ Recumbent bikes
- ◆ Cargo bikes
- ◆ Electric bikes

ENVIRONMENTAL REQUIREMENTS

The City must consider and prepare for the project approval and environmental document phase (PA&ED) for any active transportation infrastructure project for which state or federal grant funding is desired, including from the Active Transportation Program (ATP). This requirement of environmental clearance of a given project includes completed environmental documents and filed notices by the lead agency, pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), if required. Bicycle and pedestrian projects, especially those constructed through restriping that remain entirely within the existing roadway section, often qualify for categorical exemptions and an expedited environmental clearance.

Typical grant funding bodies will not allocate funding for any planning, design, right-of-way acquisition, or construction work for an infrastructure project without prior documentation of environmental clearance through CEQA (and NEPA for federally funded projects).

Complexity and Recommendation Source

Each of these recommendations have been developed based on Pedestrian Safety, Bicyclist Safety, Motorist Safety, Gap Closure, Connectivity, Public Comment, and Placemaking. The following are explanations of how these recommendation source categories were defined and utilized:

- ◆ **Pedestrian Safety:** Improvements are based on data shown in the Existing Conditions chapter that illustrates locations and severity of crashes. Safety also addresses areas that are determined to be in need of improvements based on vehicle speeds, comments received on particularly challenging areas or areas that are identified as feeling “unsafe” by the public, connecting facilities for safety purposes (to help reduce the interaction of cars and pedestrians), and identifying routes to common destinations like parks, downtown, schools, civic facilities, restaurants, etc.
- ◆ **Bicyclist Safety:** Improvements are based on data shown in the Existing Conditions chapter that illustrates locations and severity of crashes. Safety also addresses areas that are determined to be in need of improvements based on vehicle speeds, comments received on particularly challenging areas or areas that are identified as feeling “unsafe” by the public, connecting facilities for safety purposes (to help reduce the interaction of cars and bicycles), and identifying routes to common destinations like parks, downtown, schools, civic facilities, restaurants, etc.

- ◆ **Motorist Safety:** Improvements to enhance the safety of motorists and the efficiency of moving vehicles through or around Colfax.
- ◆ **Gap Closure:** Improvements based on closing gaps in any existing or proposed bicycle or pedestrian facilities.
- ◆ **Connectivity:** Improvements based on connectivity into Downtown Colfax, local amenities, school, or other destinations.
- ◆ **Public Comment:** Improvements based on feedback received from the community during the outreach and engagement phase.
- ◆ **Placemaking:** Improvements based on enhancing the area to create a destination for residents and visitors. These features generally improve quality of life, provide opportunities for pause, encourage enjoyment, and create a space where people want to be.

Projects are rated on a scale of 1-4 to demonstrate the level of complexity to implement. A score of 1 indicates a lower level of complexity and something that could be implemented in the short-term future. A score of 4 is the maximum level of complexity to implement. This is based on actual complexity of implementation, but also cost, design, and time to complete. Projects with a score of 4 could take five or more years to implement once the City has pursued and been successfully awarded funding to complete. Table 9 illustrates the complexity score and recommendation source for each improvement recommendation.

Table 9: Recommendations Evaluation

Improvement	Complexity	Recommendation Source
Short Term Bicycle Parking	1	Connectivity; Public Comment
Transverse Marked Crosswalk	1	Pedestrian Safety; Gap Closure
Signs and Pavement Markings	1	Pedestrian and Bicyclist Safety
Lamp Post Banners	1	Public Comment
Advance Stop or Yield Line	1	Pedestrian, Bicyclist, and Motorist Safety
High Visibility Marked Crosswalk	1	Pedestrian Safety; Gap Closure
Wayfinding Signage	1	Public Comment; Connectivity
Class III Bike Route	2	Bicyclist Safety; Gap Closure; Connectivity
Reconfiguration and enhancement of ADA parking	2	Pedestrian Safety; Public Comment
Curb Ramp	2	Pedestrian Safety; Public Comment
Electric Vehicle Charging	2	Placemaking
Sidewalk	3	Pedestrian Safety; Gap Closure; Public Comment
Curb Extension	3	Pedestrian and Bicyclist Safety
Decorative Crosswalk	3	Pedestrian Safety; Public Comment
Railway Warning Signs	3	Motorist Safety; Connectivity; Public Comment
Pedestrian-Scale Lighting	3	Pedestrian and Bicyclist Safety; Public Comment

Improvement	Complexity	Recommendation Source
Class II Bicycle Lanes	3	Bicyclist Safety; Gap Closure; Connectivity
Bucket Truck	3	
Shade Structure	3	Public Comment
Public Art	3	Public Comment; Placemaking
Painted Intersection	4	Pedestrian and Bicyclist Safety; Public Comment
Raised Crosswalk	4	Pedestrian Safety; Gap Closure; Connectivity
Class II Buffered Bicycle Lanes	4	Bicyclist Safety; Gap Closure; Connectivity
Arched Gateway	4	Public Comment
Intersection Improvements: turn lanes, adjusted lane widths, new pavement striping and marking, reconfiguring intersection corners, repaving	4	Pedestrian, Bicyclist, and Motorist Safety; Public Comment
Plaza/Public Gathering Space	4	Pedestrian Safety; Public Comment; Placemaking



Funding

A variety of existing transportation funding sources as well as those more specifically aligned with bicycle and pedestrian uses exist. Many are limited to new construction, though some may also offer funds for maintenance of existing facilities. Capital projects for bicycle and pedestrian facilities are typically funded through a combination of sources and not one single source.

Table 10: Funding Source Matrix

Source	Source Type	Funding Type	Project Type	Timing	Match Requirements
<i>Local Transportation Funds (LTF)</i>	Local & Regional	Transportation	<i>Planning, Transit Operations, Construction, Maintenance</i>	Annually	No
<i>Community Development Block Grant Program (CDBG)</i>	Local & Regional	Community Development, Economic Development	Acquisition, relocation, demolition, rehabilitation, construction, public services, energy conservation, job creation, planning and technical assistance (PTA)	Semi-Annually; Typical Timeline: NOFA ¹⁸ (Apr), Community Development Competitive Programs Application (Jun), Economic Development Application (Jul), Applications with non-federally recognized tribes (Aug)	No
<i>Active Transportation Program (ATP)</i>	State & Regional	Transportation	Plan, Non-Infrastructure, Infrastructure (Small, Medium, Large)	Every 2 years, typically spring/summer. 2025 ATP (Cycle 7)	No (though possible for large MPO competitive process)

¹⁸ Notice of Funding Availability

Source	Source Type	Funding Type	Project Type	Timing	Match Requirements
<i>Affordable Housing and Sustainable Communities Program (AHSC)</i>	State	Land use, housing, transportation, land preservation	<i>Feasibility Study, Design, Environmental Clearance, Construction, Maintenance</i>	Annually, Typical Timeline: Guidelines (Dec), NOFA (Jan), Application (Mar/Apr), Awards (Aug)	No
<i>Highway Safety Improvement Program (HSIP)</i>	Federal	Transportation	Preliminary Engineering, Right of Way (<10% construction), Construction	Every one to two years	Max reimbursement: 100%, 90% or 50% as defined in the LRSM.
<i>Local Highway Bridge Program (HBP)</i>	Federal	Transportation	Replacement, Rehabilitation, Painting, Scour Countermeasures, Preventative Maintenance	Semi-Annually, project(s) to be programmed in FTIP/FSTIP	Yes, 20% local match for on-federal aid system projects, 11.47% local match for off-federal aid system projects
<i>Sustainable Transportation Planning Grants</i>	Federal	Transportation	Planning, Study, Design	Annually; Typical Timeline: Call For Applications & Application Workshops (Jan), Application (Mar), Grant Announcements (Summer)	Yes, 11.47% local match

Source	Source Type	Funding Type	Project Type	Timing	Match Requirements
<i>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants</i>	Federal	Transportation, Sustainability	Planning, Preparation, Design; Construction; Equipment and Materials; Technical Assistance, Workforce Developing, and Training	Annually, Application (Feb)	Possible, up to 20%
<i>Congestion Management and Air Quality Improvement Program (CMAQ)</i>	Federal	Transportation, Air Quality	Infrastructure, Non-Infrastructure	Annually, determined by PCTPA	Possible, federal share payable up to 100%
<i>Carbon Reduction Program (CRP)</i>	Federal	Air Quality	Planning, Preparation, Design, Construction, Infrastructure, Non-Infrastructure	Annually	Up to 20%
<i>Safe Streets and Roads for All (SS4A) Grants</i>	Federal	Transportation	Planning, Non-Infrastructure, Infrastructure	Annually	20% non-federal match
<i>Reconnecting Communities Pilot Program (RCP) – Planning Grants and Capital Construction Grants</i>	Federal	Transportation	Planning & Technical Assistance, Construction	Most recent cycle: FY2022	Yes, 20% non-federal match

Source	Source Type	Funding Type	Project Type	Timing	Match Requirements
<i>Local Transportation Climate Adaptation Program (LTCAP) / Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grants</i>	State & Federal	Transportation	PA&ED, PS&E, ROW, Construction	Most recent (2023) cycle: Guidelines/Call for Projects (May), Project Nominations Due (Jul), Staff Recommendations (Nov), Program of Projects Adoption (Dec)	Yes, 20% non-federal match
<i>Our Town Grants</i>	Federal	Public art, Placemaking	Design, Preparation, Installation, Planning	Annually in late summer/early fall	Yes, 100% minimum non-federal match
<i>Clean California Local Grant Program</i>	State	Transportation, parks, health	Infrastructure, Non-Infrastructure	Semi-Annually (State budget dependent): Call for Projects (Feb), Application (Apr), Awards (Aug)	Possible, 0% to 50%
<i>T-Mobile Hometown Grants</i>	Private	Technology, Placemaking, Public Art	Infrastructure	Quarterly:	No
<i>Paul Bruhn Historic Revitalization Grants Program</i>	Federal	Historic Preservation, Economic Development	Architectural and engineering services	Annually	No
<i>Rails-To-Trails Conservancy Trail Grant Program</i>	Nonprofit	Transportation	Infrastructure, Non-Infrastructure	Annually	No
<i>AARP Community Challenge</i>	Nonprofit	Transportation, Placemaking	Infrastructure, Non-Infrastructure	Annually	No

Local and Regional Programs

LOCAL TRANSPORTATION FUNDS – BICYCLES AND PEDESTRIANS

Colfax is allocated Local Transportation Funds (LTF) from the Placer County Transportation Planning Agency's Local Transportation Fund. The LTF is funded through a one quarter (1/4) cent portion of the sales taxes collected in Placer County and proceeds are allocated to cities via a population-based formula. Two percent of this allocation is to be used for bicycle and pedestrian improvements, with the remainder to be spent on public transit services.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

The Community Development Block Grant (CDBG) Program is a flexible federal funding program that provides communities with resources to address a wide range of unique community needs. These funds are provided through the U.S. Department of Housing and Urban Development (HUD). These funds are allocated to the State annually and can be used for capital projects that remove barriers to accessibility.

State and Federal Programs

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP was created by SB 99 to encourage increased use of active modes of transportation, such as walking and biking. ATP consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. Senate Bill 1 (SB 1) directed an additional \$100 million annually to the ATP (see SB 1 – Road Repair and Accountability Act, below). The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Application cycles occur approximately every two years, typically in late spring or summer. Funding is awarded at both the state level through the Californian Transportation Commission (CTC) and at the regional level through the Sacramento Area Council of Governments (SACOG).

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The Affordable Housing Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions. The program assists project areas by providing grants and/or loans, or any combination thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking. The three Project Area types include:

- ◆ Transit Oriented Development Project Areas
- ◆ Integrated Connectivity Project Areas
- ◆ Rural Innovation Project Areas

SB 1 – ROAD REPAIR AND ACCOUNTABILITY ACT

The "Road Repair and Accountability Act" of 2017 (SB 1) invests \$54 billion over a decade to repair roads, improve traffic safety, and expand public transit systems across California, with funds split equally between state and local investments. SB 1 directs \$100 million annually to the ATP to fund infrastructure projects, program implementation, and plan development to increase bicycling and walking. SB1 funds come to the

City either directly or through one of several competitive programs. SB1 also created the Local Partnership Program (LPP), which continuously appropriates \$200 million annually from the Road maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements, to improve active transportation, aging infrastructure, road conditions, and other benefits.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

LOCAL ROAD SAFETY PLAN

A Local Road Safety Plan (LRSP) identifies and analyzes systemic safety problems and makes recommendations for safety improvements. The process of preparing an LRSP facilitates the development of local agency partnerships and results in a prioritized list of improvements and actions that can be used to apply for federal and State funds. Since 2022, an LRSP or equivalent document is required for an agency to be eligible for HSIP funds.

LOCAL HIGHWAY BRIDGE PROGRAM

The Local Highway Bridge Program (HBP) replaces or rehabilitates public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration (FHWA) determine that a bridge is significantly important and qualifies under the HBP program guidelines. Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasures, and preventative maintenance activities.

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or improving pilot projects. Communities are typically required to provide an 11.47 percent local match, with staff time or in-kind donations eligible to be used towards the match.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS

RAISE Grants are awarded on a competitive basis by the US Department of Transportation (USDOT) for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL). Eligible grantees include public or government agencies or authorities, units of local government, special purpose districts, transit agencies, federally recognized Indian Tribes, and multi-state or multijurisdictional groups of entities. The Federal share grant may fund up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area, a historically disadvantaged community, or an area of persistent poverty.

CONGESTION MANAGEMENT AND AIR QUALITY IMPROVEMENT PROGRAM

The Congestion Management and Air-Quality Improvement Program (CMAQ), with funding through the BIL, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion

and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

CARBON REDUCTION PROGRAM

The Carbon Reduction Program (CRP), established by the BIL, provides federal funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. CRP funds may be used for transportation alternative projects including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. CRP funding is apportioned to regions and local agencies based on population, using the 2020 U.S. Census. California's share of the CRP is \$106,704,653.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS

The SS4A funding program was established following the passage of the BIL in 2021, with the first competitive application cycle in 2022. Local government agencies may directly apply to the program, with funding being provided in three categories: Action Plans, Supplemental Planning, and Implementation Grants. Applications for all three categories must be focused on implementing complete streets which will ultimately reduce serious injuries and fatalities for roadway users. Action Plan grants fund development of a qualifying Plan to support complete streets and reduction of roadway fatalities/serious injuries. Supplemental Planning activities include follow-up efforts to further the existing Action Plans. Implementation Grants, which implement activities from existing action plans, including constructing roadway safety treatments, systemic safety fixes, complete streets facilities such as walking and bicycling facilities, and non-infrastructure program activities to support the infrastructure investments.

RECONNECTING COMMUNITIES PILOT PROGRAM (RCP) – PLANNING GRANTS AND CAPITAL CONSTRUCTION GRANTS

The BIL established the new Reconnecting Communities Pilot Program (RCP) discretionary grant program, funded with \$1 billion over the next five years. This Federal program is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities, including active transportation improvements.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) GRANTS

The BIL included \$8.7 billion to create the PROTECT discretionary grant program with the purpose of helping local agencies improve the resiliency of their on-system transportation infrastructure. The program provides Federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides funds to plan transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise. PROTECT grants include resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.

The PROTECT program funds are distributed Federally and by formula and competitive grants.

OUR TOWN GRANTS

A creative placemaking grant program established by the National Endowment for the Arts (a federal agency) the Our Town grant program funds projects that combine arts, culture, and design into local efforts to strengthen a community long term. Projects should be context sensitive, unique, and center equity. Grants range between \$25,000 and \$150,000 and must be met with a non-federal match equal to the amount of the grant (CDBG and NSP funds are not match eligible). Applicants must identify at least one partner organization, so that each applicant/partner pair includes a minimum of one (1) local government (or quasi-government entity) and one (1) nonprofit organization, where one of the partners possesses the necessary arts, culture, and/or design expertise to lead the project or activities in the proposal. Applicants must also have completed a three-year history of programming prior to the application deadline.

CLEAN CALIFORNIA LOCAL GRANTS PROGRAM

The Clean California Local Grants Program from Caltrans helps local communities enhance and revamp local roads, parks, paths, tribal lands, and transit centers with public art and litter removal, improving these public spaces for walking, bicycling, and other forms of recreation. The Clean California Program provides funding for infrastructure and non-infrastructure projects and is dependent on state budget appropriation.

PAUL BRUHN HISTORIC REVITALIZATION GRANTS PROGRAM

The Paul Bruhn Historic Revitalization Grants Program is a federal program through the National Parks Service that seeks to support subgrant programs that rehabilitate rural historic properties at the national, state, and local level of significance as well as rehabilitate, protect, and foster economic development of rural (non-urban) communities with populations less than 50,000. The program provides recipients (“prime grantees”) with a single grant that is then regranted in smaller amounts to individual projects (“subgrants”). State Historic Preservation Offices, Tribal Historic Preservation Offices, Certified Local Governments, and non-profits can apply for funding that will in turn be subgranted to specific projects in rural communities in their jurisdictions. Eligible costs for this program include architectural/engineering services (not to exceed 20% of the subgrant) and physical preservation projects. This program is anticipated to run annually, depending on Congressional appropriation, with applications opening in the summer and due in the fall.

Private/Nonprofit Programs

T-MOBILE HOMETOWN GRANTS

T-Mobile has partnered with non-profits SmartGrowth America and Main Street America to provide small grants to rural cities and towns in support of placemaking, technology improvements, outdoor spaces, and public art projects that contribute to strong communities through 2026. Grants of up to \$50,000 are awarded quarterly based on community need; community impact; feasibility; partners, engagement, and resources; and alignment with T-Mobile’s small-town strategy. Eligible applicants must be city/town/tribal government staff, elected officials, or non-profit organizations in communities of 50,000 people or fewer with a project that can be completed within 12 months of receipt of funds. Applications can be submitted online at [T-Mobile.com/HometownGrants](https://www.t-mobile.com/hometowngrants).

RAILS-TO-TRAILS CONSERVANCY TRAIL GRANTS PROGRAM

Rails-To-Trails Conservancy (RTC) is a nonprofit organization based in Washington, D.C whose mission is to build a nation connected by trails by reimagining public spaces to create safe ways for everyone to walk, bike and be active outdoors. Through RTC’s Trail Grants Program, eligible entities – nonprofits, state/regional/local/tribal governments, other organizations – can apply for grant funding to support shared use trail or greenway projects that serve or plan to serve multiple use types, including bicycling, walking,

hiking, or horseback riding. Projects must support one of RTC's strategies from their *TrailNation Playbook*.¹⁹ Grant applications typically open at the end of June, close at the end of July, with awards announced in the fall. Grant amounts range from \$5,000 to \$25,000.

AARP COMMUNITY CHALLENGE

The AARP Community Challenge offers small grants to fund quick-action projects to help communities become more livable for people of all ages.²⁰ Applications are accepted across three different grant opportunities. Flagship Grants benefit residents (especially those 50 or older) and support projects that create vibrant public spaces, expand transportation and mobility options, increase digital connections, and more. Capacity-Building Microgrants combine with other AARP resources to support walkability and community gardens. Demonstration grants aid projects that support transportation systems change and other endeavors. Grant applications typically open in January, close in March, with awards publicly announced in June. Grant amounts range from \$500 to \$50,000.

Additional Considerations

This section identifies additional considerations, including non-infrastructure projects, programs, and policies, that may also be considered as part of any future actions to implement this Plan.

Transportation and Parking

SUPPORT ECONOMICALLY FEASIBLE PARKING AND TRANSPORTATION SOLUTIONS THAT ARE MANAGED ACCORDING TO DEMAND

Consider initiating fixed route or on-demand transit shuttle service between Downtown and planned visitor lodging, in partnership with Placer County or another entity, while pursuing "park once" opportunities that reduce congestion, VMT, and parking demand and improve downtown walkability. Incorporate transit infrastructure options that reflect the character of the area and seasonality. Account for the possibility of growth in innovative transportation options, including e-scooters, e-bikes, and other micromobility devices.

PROGRAMMATIC INVESTIGATION OF DELIVERY RESTRICTIONS

With increasing home and business delivery, freight and logistics considerations for Downtown Colfax may require further programmatic investigation. This may include analysis of programs administering curb management or loading zones, time of day delivery restrictions, vehicle size/weight/emissions restrictions, and other methods aimed at improving access to downtown for residents and visitors while also removing barriers to growth for area businesses.

Economic Activation

CONSIDER A TEMPORARY STOREFRONT ART PROGRAM

Temporary and/or seasonal storefront art programs can encourage economic growth by providing engaging holiday displays, showcasing local artists, educating visitors about local history, and/or providing placemaking opportunities.

¹⁹ <https://www.railstotrails.org/our-work/trailnation/playbook/>

²⁰ <https://www.aarp.org/livable-communities/community-challenge/>

ALLOW POP-UPS ON VACANT SITES

Encourage the filling of gaps in Downtown Colfax's store frontage, particularly during expected periods of increased tourism, like holiday weekends and seasonal activity. Undeveloped lots and vacant storefronts, particularly those occurring between open businesses, discourage shoppers and diners from strolling further and create an unappealing void in the downtown area. Pop-up shops or restaurants fill these gaps temporarily, creating a more vibrant atmosphere while also providing a lower cost opportunity for local entrepreneurs to test out new retail or restaurant concepts before signing on to expensive, long-term leases.

INTRODUCE NEW USES AND ACTIVITIES WHILE RETAINING CHERISHED LOCAL BUSINESSES

Expand the appeal of Downtown Colfax as an authentic and attractive destination by identifying and introducing new uses and activities that draw new visitors while complementing the established businesses that make the City what it is today. Supporting existing businesses can take many forms, including encouraging near-term improvements for buildings along the downtown corridor. Interim fixes, like façade updates or lighting enhancements, can help to maintain the district's established charm while drawing in new ideas, uses, and visitors.

Quality of Life and Public Realm

ENHANCE THE CONTINUITY OF THE TREE CANOPY

The City's tree canopy along roads, paths, and bikeways provides significant benefits for residents and visitors alike. Trees lower air temperature through shade, encourage economic stability by attracting businesses and tourists, reduce noise pollution, improve feelings of relaxation, and even increase property values. While the planting of new street trees will enhance quality of life in and around Downtown Colfax, care should be taken to maintain the historic character of the downtown area and implementation should be accomplished in collaboration or consultation with the Colfax Garden Club as well as the immediately adjacent property and/or business owners, as appropriate.

LANDSCAPING SELECTION & MAINTENANCE

Overgrown or unsightly vegetation can present challenges to motorists, bicyclists, and pedestrians. Native vegetation and landscaping should be maintained so that sightlines are clear and passage through bikeways and walkways remains unhindered. Careful consideration should be given to the placement and height of plantings located near crosswalks and trail entrances so that views of approaching pedestrians are unobstructed, particularly for motorists. Similarly, when implementing new infrastructure, like roundabouts or curb extensions, encourage the use of native plants and visually appealing landscaping, in collaboration or consultation with the Colfax Garden Club, as appropriate, to enhance the beauty of the downtown area and the City. Landscape selection may also present an opportunity to pilot new programs that bring in visitors to Colfax. This may include utilizing vegetation that helps to establish status as a "bird sanctuary" or benefits other outdoor opportunities. Further research may be needed to identify best practices and untapped key differentiators in civic landscaping.

