



City of Colfax

Downtown Connectivity and Main Street Improvement Plan

Appendix

MARCH 2024



FINAL

Appendix A: Stakeholder Engagement Documentation

Table of Contents

Outreach Materials	2
Advisory Group Meetings	35
February 13, 2023	35
May 11, 2023	35
August 17, 2023.....	35
December 6, 2023.....	35
Workshops and Stakeholder Meetings	54
June 7, 2023	55
June 8, 2023	67
June 9, 2023	67
July 3, 2023	76
Ad Hoc Committee.....	93
Website	96
Interactive Map.....	99
Comments by Type	118
Online Survey.....	120

Outreach Materials

A collection of outreach materials was created to provide information about the project, introduce potential design elements for improving walking, bicycling, placemaking, and connectivity, and facilitate conversation among the community. The initial materials included three boards:

- 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 2.
- **Potential Design Element Boards** that highlighted pedestrian, bicycle, and placemaking infrastructure design options. See Figures 2 and 3.

Informational fact sheets, survey handouts, an outreach presentation and a flip book with information found in the boards was developed for people to take home were also developed.

Figure 1 Information Board

Colfax Downtown Connectivity and Main Street Improvement Plan



Project Objective

The project study area encompasses the greater Downtown area, bounded by North Main Street off the SR 174 exit to the north, Tokayana Way at the intersection of Rising Sun Road to the west, South Auburn Street to the east, and Whitcomb Avenue to the south. The Plan aims to provide policy recommendations and design concepts that support revitalization of Downtown Colfax while preserving the character of Main Street and the historic downtown business district. The Plan will serve the needs of people of **all ages and abilities, particularly Colfax residents and visitors, who travel to and from downtown.**

Project Goals

Provide a safe and connected pedestrian and bicycle network in the City of Colfax.

Build upon recent planning efforts including the Colfax Bikeway Master Plan and the Parks and Recreation Master Plan.

Improve access to amenities and destinations in the downtown area.

The Main Street Improvement Plan will build on the existing pedestrian and bicycle networks shown below:



FIGURE X
CITY OF COLFAX DOWNTOWN MAIN STREET CONNECTIVITY PLAN
Project No. 12582137
Revision No. 1
Date: Mar 2023

FIGURE X
CITY OF COLFAX DOWNTOWN MAIN STREET CONNECTIVITY PLAN
Project No. 12582137
Revision No. 1
Date: Mar 2023



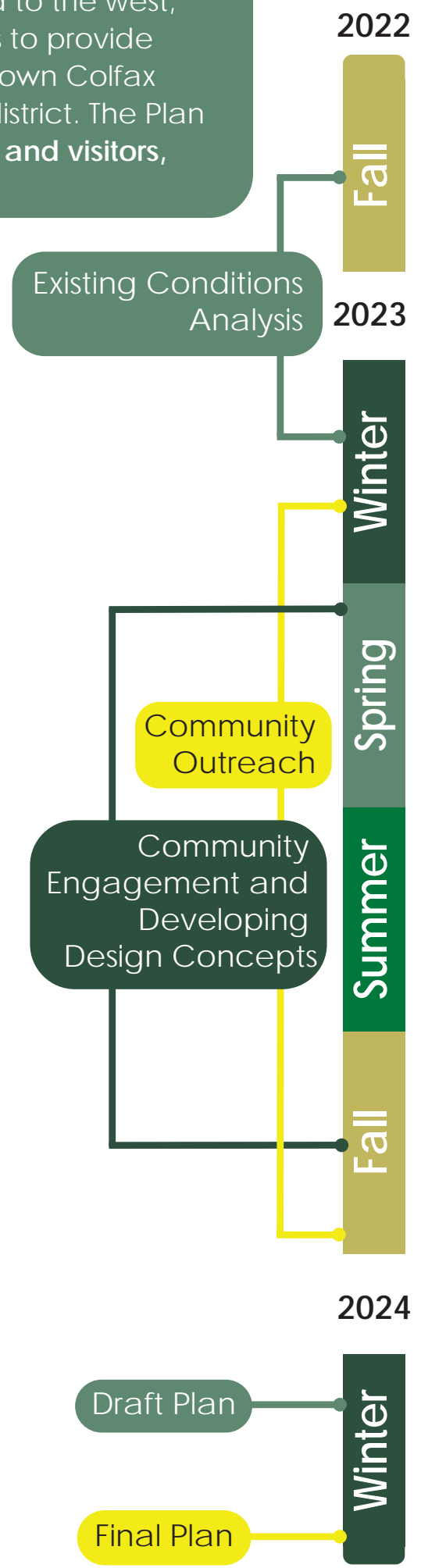
Grass Valley Street Bike Lane



Auburn Street Roundabout Crossing



Grass Valley and Main Street Intersection: Crosswalks and Curb Bulb Out



For more information visit the project website: mainstreetcolfax.com



Pedestrian and Placemaking Infrastructure Options



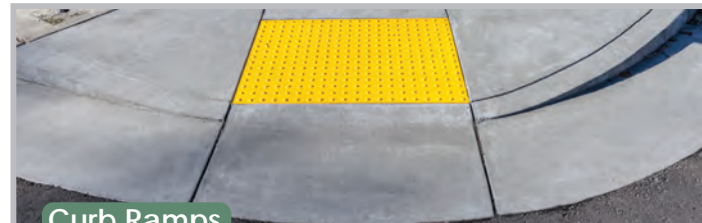
Pedestrian Infrastructure Options

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.



Curb Ramps

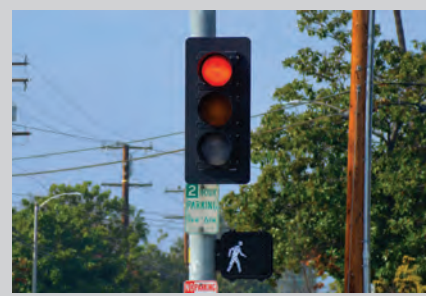
Provide accessibility at pedestrian crossings, specifically for people in wheelchairs, with wheeled devices, and for those with vision impairments.

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.



High Visibility Crosswalk

Increase yielding behavior by motorists and increases pedestrian safety.

Advanced Stop Bar and Yield Markings

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

Median and Pedestrian Refuges

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



Placemaking Infrastructure Options

Placemaking is a way to transform underutilized areas into spaces where residents can connect with one another and celebrate a sense of community pride. Placemaking can be done through public art, landscaping, seating and eating areas, using streets and open spaces for events, vending, gatherings, and more.



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.

Bicycle Infrastructure Options

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.


Figure 3 Bicycle Infrastructure Options

Class I




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

Class II




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.

Class III



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

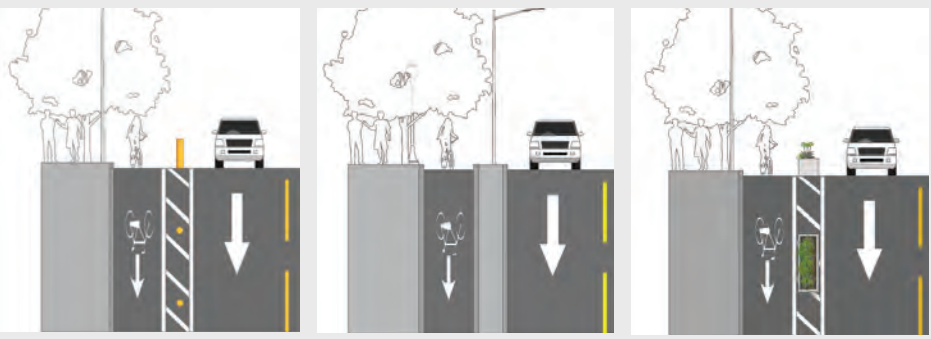
Class IV



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


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**

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



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



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

COLFAX DOWNTOWN CONNECTIVITY AND MAIN STREET IMPROVEMENT PLAN



GOALS

- Build upon recent planning efforts including the Colfax Bikeway Master Plan, Parks and the Recreation Master Plan.
- Improve access to amenities and destinations in the downtown area.
- Provide a safe and connected pedestrian and bicycle network in the City of Colfax.

MORE INFORMATION



Click 'Get Involved' to stay-up-to-date on the project!

For questions about the project, contact Summer Lopez, or visit the project website

- 916 245 4204
- summer.lopez@ghd.com
- www.mainstreetcolfax.com

ABOUT THE PROJECT

The City of Colfax, in partnership with a local nonprofit, CivicWell, and GHD Inc. will prepare a plan that will include policy recommendations and design 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 will address the needs of people of all ages and abilities, particularly Colfax residents and visitors, who travel to and from the historic downtown business district. The plan will support revitalization while preserving the character of Main Street and the historic downtown business district. The project study area generally encompasses the greater Downtown area, bounded by North Main off SR 174 to the north, Whitcomb to the south, Rising Sun/Tokayana to the west, and South Auburn to the east

TIMELINE

The project is currently underway! We are engaging a small group of key stakeholders known as 'Advisory Group Members' now through Fall 2023, and hosting a series of community engagement events in early Summer 2023, followed by the development of a Draft Plan for public input in Fall 2023.

We expect that the Plan will be adopted no later than early 2024.



City of Colfax Downtown Connectivity and Main Street Improvement Plan

Project Overview and Advisory Group Roles and Responsibilities

Project Overview & Objectives

The City of Colfax is preparing a Downtown Connectivity and Main Street Improvement Plan (Plan), to identify and develop design concepts and policy recommendations to revitalize downtown Colfax. The Plan will envision a Downtown Colfax where residents and visitors can safely and comfortably walk, bike, and roll to and from their homes, local businesses, and other nearby destinations. The Plan will address issues and opportunities and provide a long-term vision of the downtown area that will be achievable and action-oriented including a toolkit of improvements that include short-term priority projects and longer-term improvements.

This project is funded through a Caltrans Sustainable Transportation Planning Grant awarded to the City of Colfax, and CivicWell, a local non-profit organization. CivicWell will assist with project management and lead a robust community outreach and engagement process. GHG Inc. was selected through a competitive bid process as the technical consultant team to conduct technical analysis, documentation mapping, and evaluation for the project.



Advisory Group Responsibilities

The Advisory Group will help identify important sensitivities to consider and relevant information about the conditions, history, and needs of the community. It will help determine strategies for engaging and maximizing participation at public events. Members should act as ambassadors of the project and help promote it to employees, coworkers, clients, and community members.

Milestone	From
Analysis of Plans, Policies, Conditions	November 2022-February 2023
Project Advisory Group Meeting #1	February 2023, date TBD
Project Advisory Group Meeting #2	April 2023, date TBD
Community Planning Workshop	TBD, Likely week of July 3, 2023
Project Advisory Group Meeting #3	September 2023, date TBD
Draft Plan Development	August 2023 - January 2024
Community Workshop on Draft Plan	Fall/Winter 2023
Final Plan	Early 2024
City Council Review and Adoption	Early 2024

Advisory Group members are expected to:

- Help identify additional stakeholders to engage.
- Identify important sensitivities and topics to consider regarding the conditions, history, and needs of the community.
- Help refine community engagement strategies.
- Support outreach and promotion of engagement activities.
- Provide guidance on plan concepts and strategies for plan implementation.

Project Contacts

Cayla McDonell-Encina, CivicWell
 916.448.1198 ext 324
 (leave voicemail)
 cmcdonell@civicwell.org

Wes Heathcock, City of Colfax
 (530) 346-2313
 Wes.Heathcock@colfax-ca.gov

Visit the Project Website!

<http://www.mainstreetcolfax.com>



Figure 6 Survey Handout

COLFAX DOWNTOWN CONNECTIVITY AND MAIN STREET IMPROVEMENT PLAN

TAKE THE SURVEY!




<https://ghd.mysocialpinpoint.com/colfaxmainstreet/map>

Do you walk, bike, or roll along Main Street and nearby streets to get around? Have you found that there are issues or opportunities to make improvements?

Take our online survey which includes an online map to share your comments and ideas to make walking, bicycling, and rolling safer and more accessible in Colfax.

FOR MORE INFORMATION

Contact **Summer Lopez** or visit the project website.

 916.245.4204  summer.lopez@ghd.com  www.mainstreetcolfax.com



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Colfax Downtown Connectivity and Main Street Improvement Plan

Informational Flip Book

Examples of potential pedestrian, bicycle, and placemaking design options to rejuvenate downtown, maintain the historic character of Colfax, and improve connectivity and access for residents and visitors.



For more information visit the project website: mainstreetcolfax.com



Colfax Downtown Connectivity and Main Street Improvement Plan



Project Objective

The project study area encompasses the greater Downtown area, bounded by School Street to the north, Culver Street to the west, Oak Street to the south, and South Auburn Street to the east. The Plan aims to provide policy recommendations and design concepts that support revitalization of Downtown Colfax while preserving the character of Main Street and the historic downtown business district.

Project Goals

Provide a safe and connected pedestrian and bicycle network in the City of Colfax.

Improve access to amenities and destinations in the downtown area.

Build upon recent planning efforts including the Colfax Bikeway Master Plan, Parks and the Recreation Master Plan.

The Main Street Improvement Plan will build on the existing pedestrian and bicycle networks listed below:

Existing Bicycle Facilities

Class II

- Grass Valley Street, from Rising Sun Street to Auburn Street
- West Church Street from Rising Sun Street to Main Street
- South Auburn Street from the roundabout to 951 South Auburn Street
- Tokayana Way from Rising Sun Street to the City limit

Class III

- North Main Street, from SR-174 to Grass Valley Street

Class IV

- West Church Street from Rising Sun Street to Tokayana Way

Existing Pedestrian Facilities

Sidewalks, Crosswalks, and Curb Ramps

Grass Valley Street, Main Street, School Street, Railroad Street, Depot Street, Keeland Street, Church Street and Culver Street



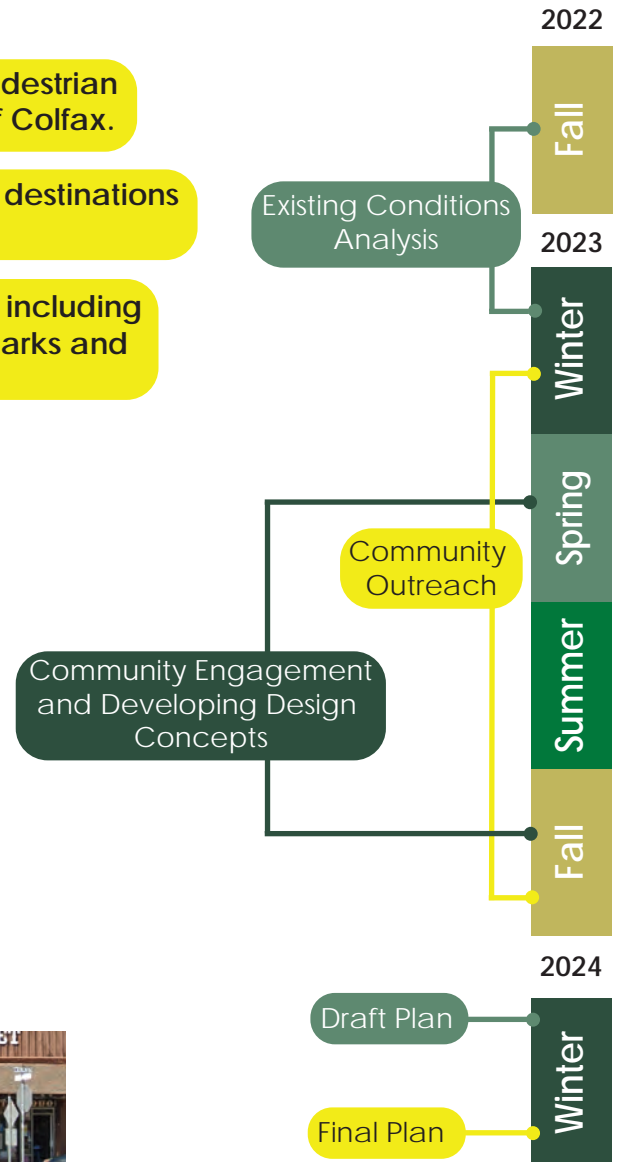
Grass Valley Street Bike Lane



Auburn Street Roundabout Crossing



Grass Valley and Main Street Intersection: Crosswalks and Curb Bulb Out



For more information visit the project website: mainstreetcolfax.com



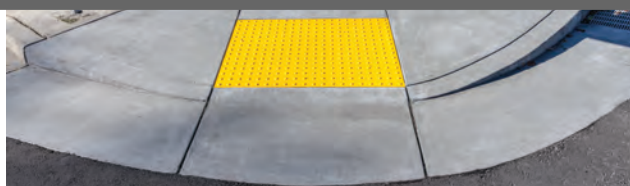
Pedestrian Infrastructure Options

Which pedestrian projects could be considered in Colfax?

Pedestrian infrastructure can help make Colfax's roadways safer, more connected, and more accessible for everyone, which encourages walking and bicycling and reduces car trips. A connected, accessible pedestrian network encourages travel via active transportation modes and increases engagement with downtown.



Sidewalks provide routes to key destinations, improve connectivity, and encourage walking by making it more accessible.



Curb ramps improve accessibility for wheelchair users, people with wheeled devices, and those with vision impairments at street crossings with grade changes.



Curb extensions are traffic calming measures that widen the sidewalk at roadway intersections into the parking lane, shortening the street width at crossings.



High visibility crosswalks are shown to increase yielding behavior by motorists, enhancing pedestrian safety. The types of high visibility crossings are transverse, ladder and continental.

Advance stop bar or yield markings include a bold white bar or triangular "shark's teeth" markings 6 to 8 feet in advance of a crosswalk. Controlled intersections (with signals and/or signage) utilize the stop bar while uncontrolled intersections utilize yield markings.



Medians and pedestrian refuges improve visibility and shorten crossing distances by allowing pedestrians to cross one direction of traffic at a time.



Leading Pedestrian Intervals (LPIs) are signalized intersections with a walk phase that precedes the green phase for motorists by a few seconds, allowing pedestrians to get a head start crossing the street.



Pedestrian wayfinding and streetscape signage provide directional information to key destinations nearby, including parks, transit stops, civic buildings, and other neighborhoods.



Rectangular Rapid Flashing Beacons (RRFBs) use human-activated flashing lights to provide additional visibility at unsignalized intersections and midblock crossings, where traffic volumes do not warrant a traffic signal or stop sign.

Bicycle Infrastructure Options

Which bikeway types could be considered in Colfax?

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 ride a bicycle rather than drive.

Class I



Separated bike paths provide a travel area for bicyclists, pedestrians, and other users separated from motor vehicles.

Class II



Buffered bike lanes provide a dedicated lane for bicyclists adjacent to motor vehicles, separated by a visual buffer.



Standard bike lanes provide a dedicated travel lane for bicyclists adjacent to motor vehicles.

Class III



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

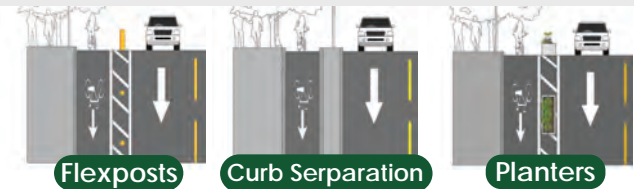
Class IV



Separated bikeways provide a dedicated lane for bicyclists, separated from motor vehicles by a vertical buffer.

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.



Bicycle Support Facilities



Bike signals are traffic signal heads that provide a designated period for bicycles to enter the intersection ahead of motor vehicles.



Bike loop and video detection are methods of identifying the presence of bicyclists at a bike crossing or traffic signal phase.

Bike loop and video detection

are methods of identifying the presence of bicyclists at a bike crossing or traffic signal phase.

Bicycle Wayfinding helps direct bicyclists to key routes and destinations. Decision Signs help inform bicyclists of the possible routes connecting to key destinations. Turn Signs signal when a bikeway turns from the current roadway onto another roadway. Confirmation Signs let bicyclists and others know that they are on a designated bikeway.

Placemaking Facility Options

What is Placemaking and how can it be used in Colfax?

Placemaking is a way to transform underutilized areas into spaces where residents can connect with one another and celebrate a sense of community pride. Placemaking can be done through public art, landscaping, seating and eating areas, using streets and open spaces for events, vending, gatherings, and more.



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.

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



Public Artwork

Community driven public art creates an opportunity to celebrate the community, foster city pride, and create social connections. Consider blank walls and areas where public art is already being created.



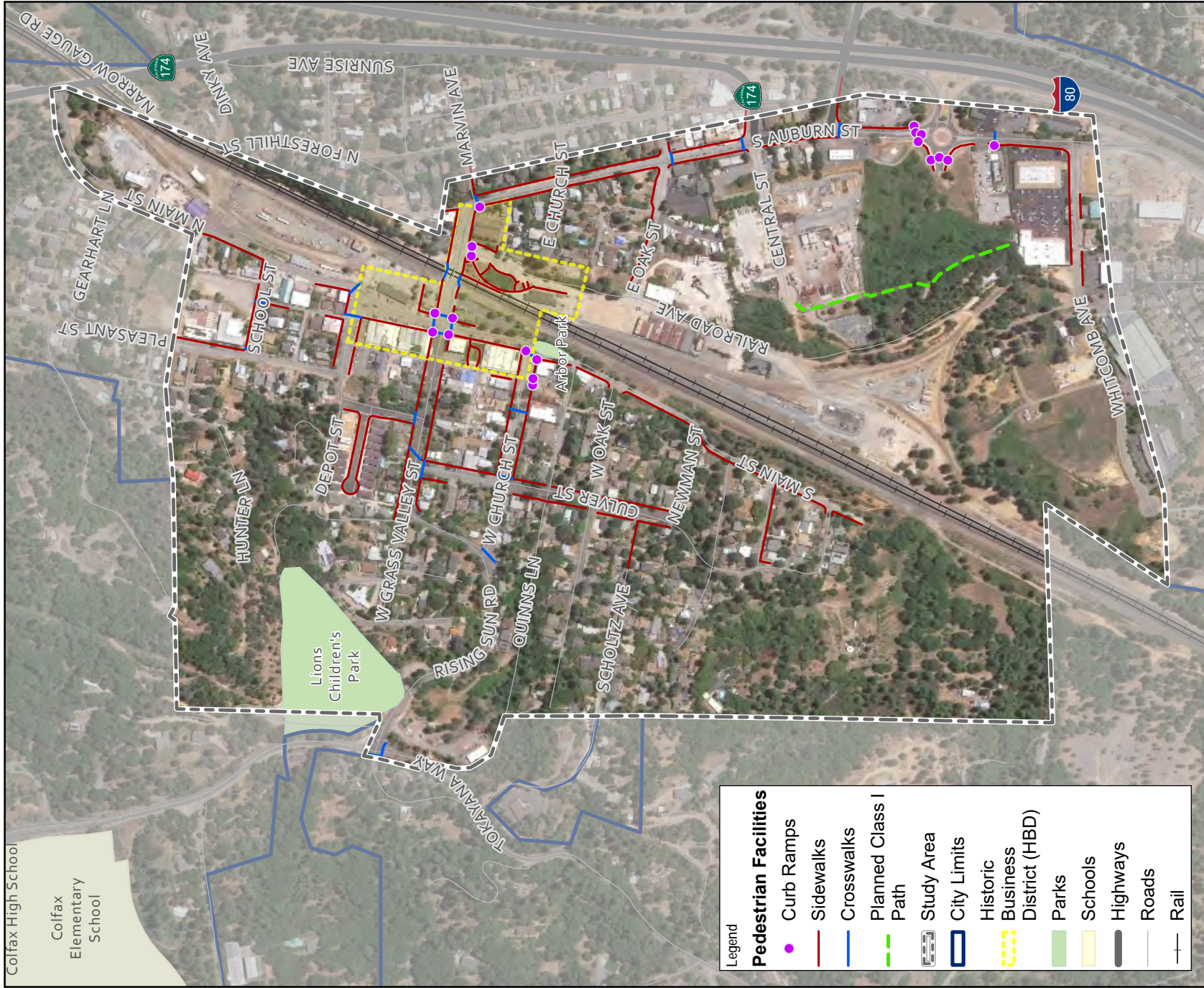
Landscaping

Green space can be created through landscaping that acts as a buffer between vehicle traffic and pedestrians/bicyclists. Cities are encouraged to utilize native plants when landscaping.



Public Gathering Spaces/Plazas

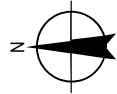
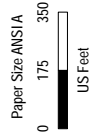
By repurposing traffic lanes and vacant lots, cities and towns can create designated places where the community can gather and hold events like farmers markets, music events, holiday celebrations, etc. Community gathering spaces attract residents and visitors downtown.



Legend

Pedestrian Facilities

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



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



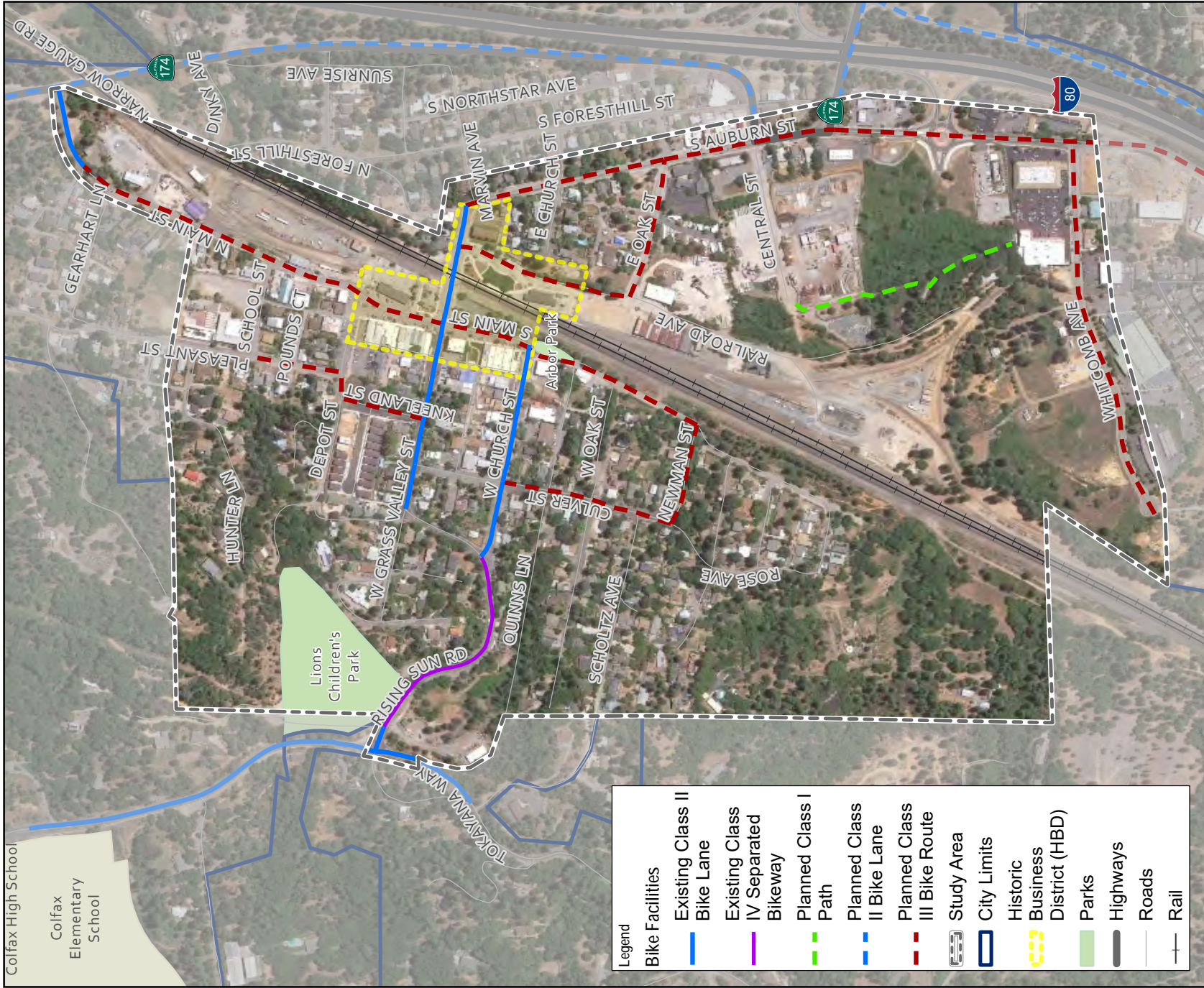
CITY OF COLFAX
 DOWNTOWN/MAIN STREET
 CONNECTIVITY PLAN

Project No. 12582137
 Revision No. -
 Date Mar 2023

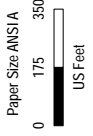
PEDESTRIAN FACILITIES

FIGURE X

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 Data source: Google Maps Sat. © OpenStreetMap (and) contributors, CC-BY-SA, Roads: Pleacer County, 2021; Highways: TIGER, 2021; Lateral Routes and Signs: SACOG, 2021. Created by: phormion
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Legend	
Bike Facilities	
Existing Class II Bike Lane	
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
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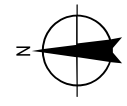
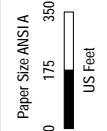
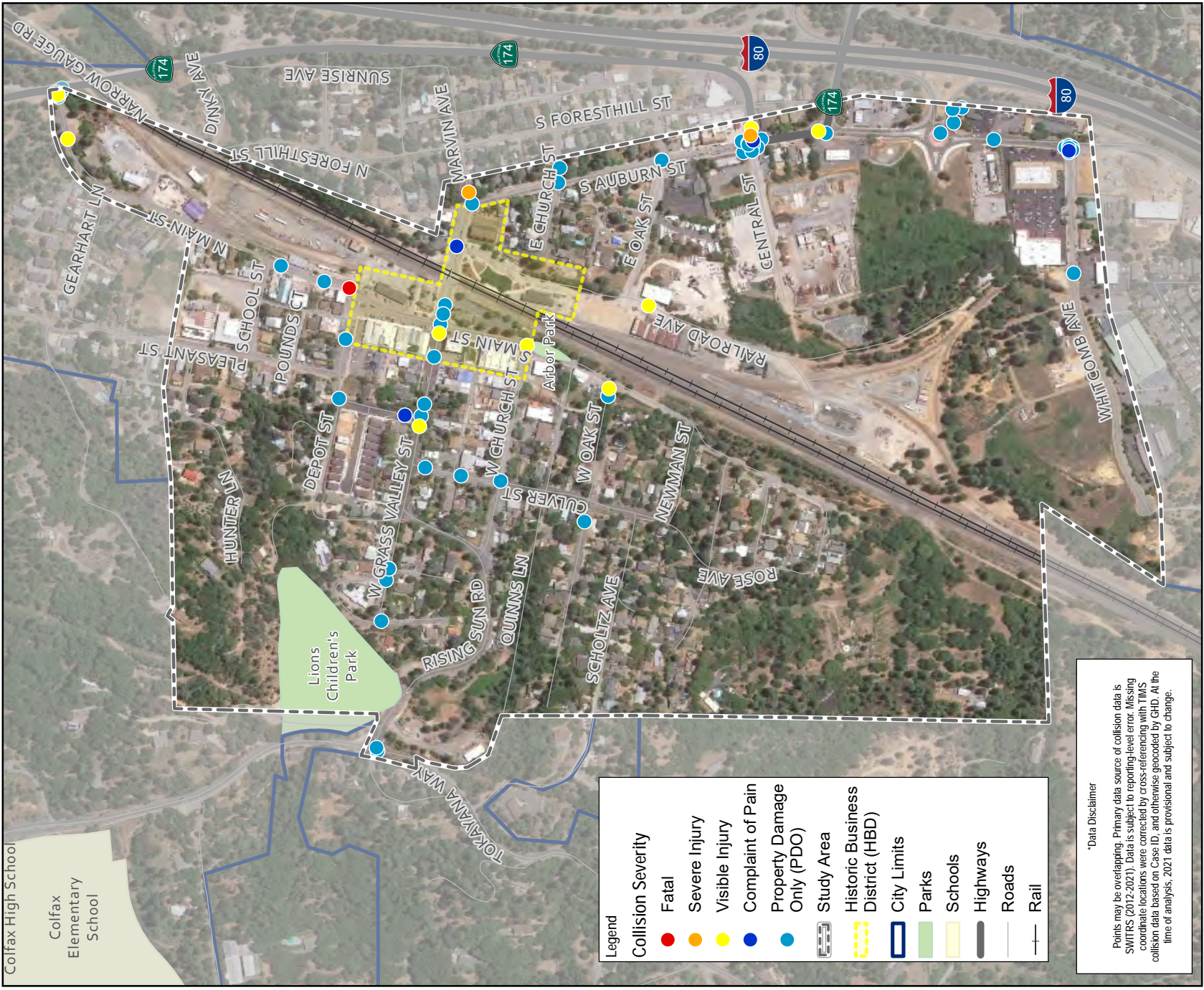
CITY OF COLFAX
 DOWNTOWN MAIN STREET
 CONNECTIVITY PLAN

BICYCLE FACILITIES

Project No. 12582137
 Revision No. -
 Date Mar 2023

FIGURE X

Data source: Google Maps, Sat. © OpenStreetMap (and) contributors, CC-BY-SA, Roads: Placer County, 2021; Highways: TIGER, 2021; Transit Routes and Stops: SAGCO, 2021. © Created by: phanton



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

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

Project No. 12582137
Revision No. -
Date Mar 2023

FIGURE 3

\\pedlight\GIS\Sacramento - 2000\21st\Projects\56112582137\GIS\Maps\StatePlane\12582137_E_UsingConditions.aprx - Data source: Google Maps Sat - OpenStreetMap (ano) contributors, CC-BY-SA, Roads: Place County, 2021; Highways: TIGER, 2021; Collisions: SWITRS, 2012-2021.
12582137_Figure 3 Collision Severity
Print date: 21 Mar 2023 - 15:46
Created by: phthomson

Notes



Figure 8

Outreach Presentation

→ **Summer Lopez**
Senior Active Transportation Planner

City of Colfax
Downtown Connectivity and
Main Street Improvement Plan

Welcome

About the Plan

- Identifies and develops concepts for a revitalized downtown Colfax
- Baseline understanding and supporting policies and programs
- Focused, achievable action plan for improvements to bicycling and walking facilities



Existing Conditions

Study Area



Bikeway Classification Examples

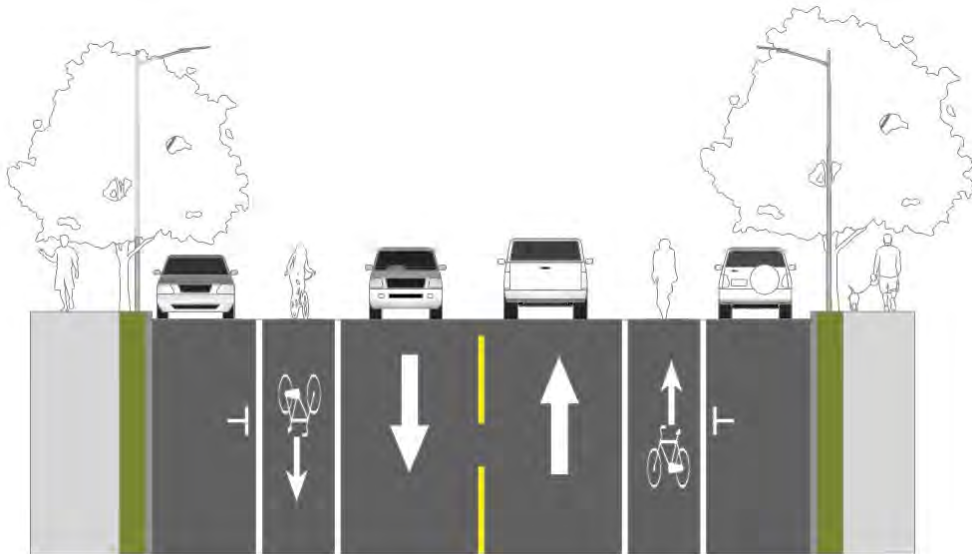


Class I – Shared Use Path

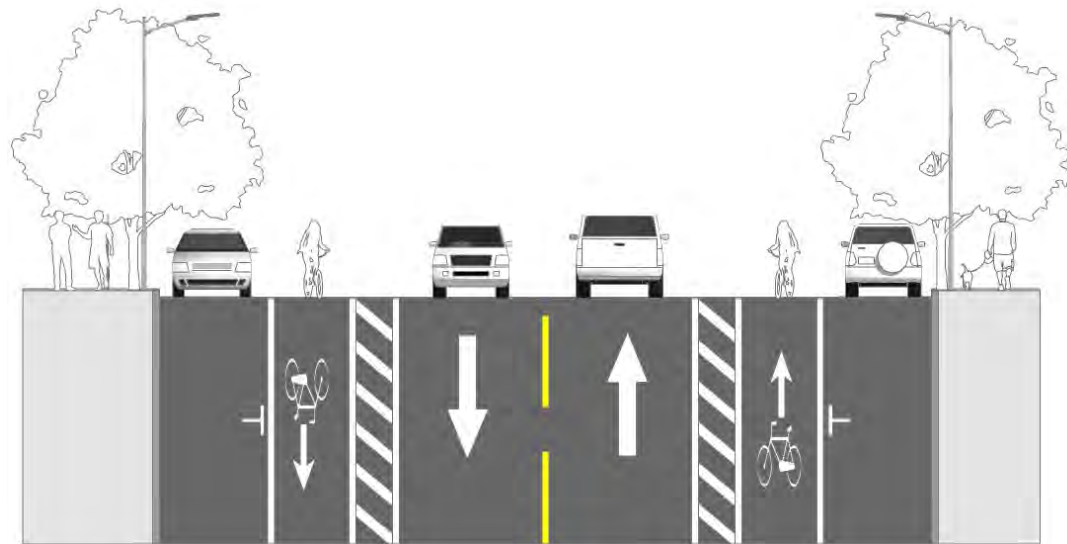
DEFINITIONS:

Class I – Bicyclists and Pedestrians share a fully separated pathway.

Class II – “Classic” bike lane that runs alongside vehicles.



Class II – Bike Lane



Class II^{A-21} – Buffered Bike Lane

Bikeway Classification Examples

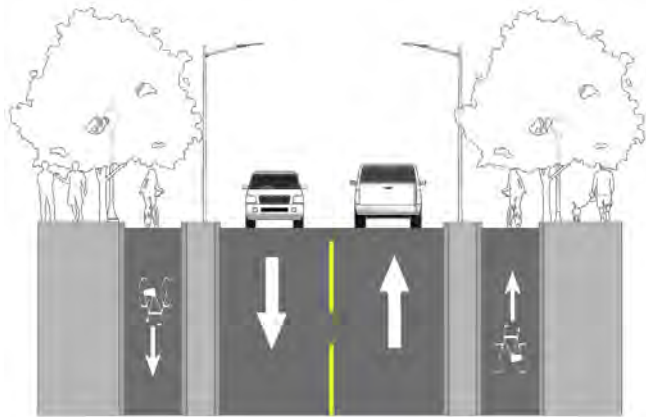


Class III – Shared lane

DEFINITIONS:

Class III – Bicyclists share the lane with vehicles.

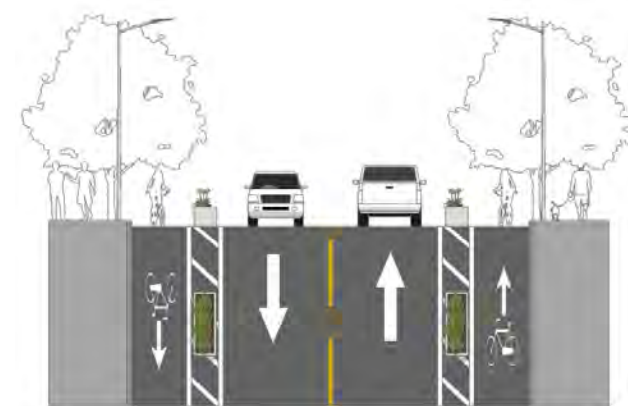
Class IV – Separated bikeway via a buffer.



Class IV – Separated bikeway



Flex Posts



Buffered with Planter

Pedestrian Facility Examples



Curb ramps and crosswalk



Rectangular Rapid Flashing Beacon



Midblock crosswalk and Sidewalk



Advance Stop Bar/Yield Markings



Crossing Improvements

Existing Conditions – Bicycle & Pedestrian Facilities



Existing Conditions

Bicycle Facilities

Bicycle Facilities

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



Existing Conditions

Pedestrian Facilities

Pedestrian Facilities

- Sidewalks, Crosswalks, and Curb Ramps
- Grass Valley Street, Main Street, School Street, Railroad Street, Depot Street, Keeland Street, Church Street and Culver Street



Existing Conditions – Connectivity

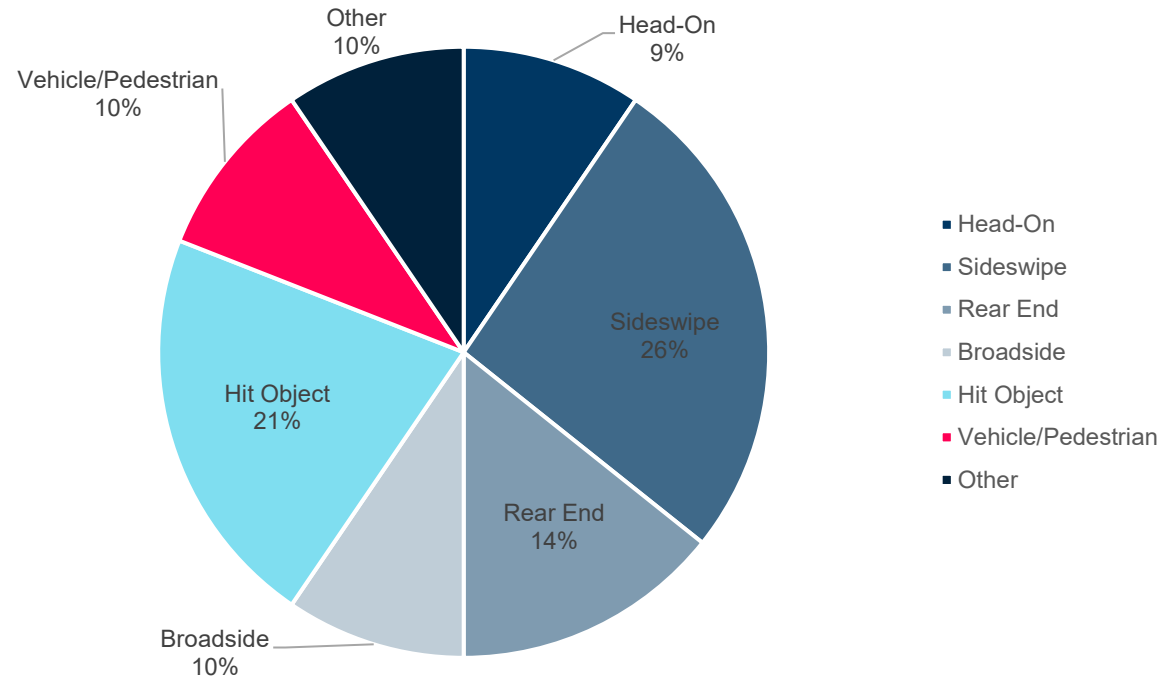


Existing Conditions

Trip Generators

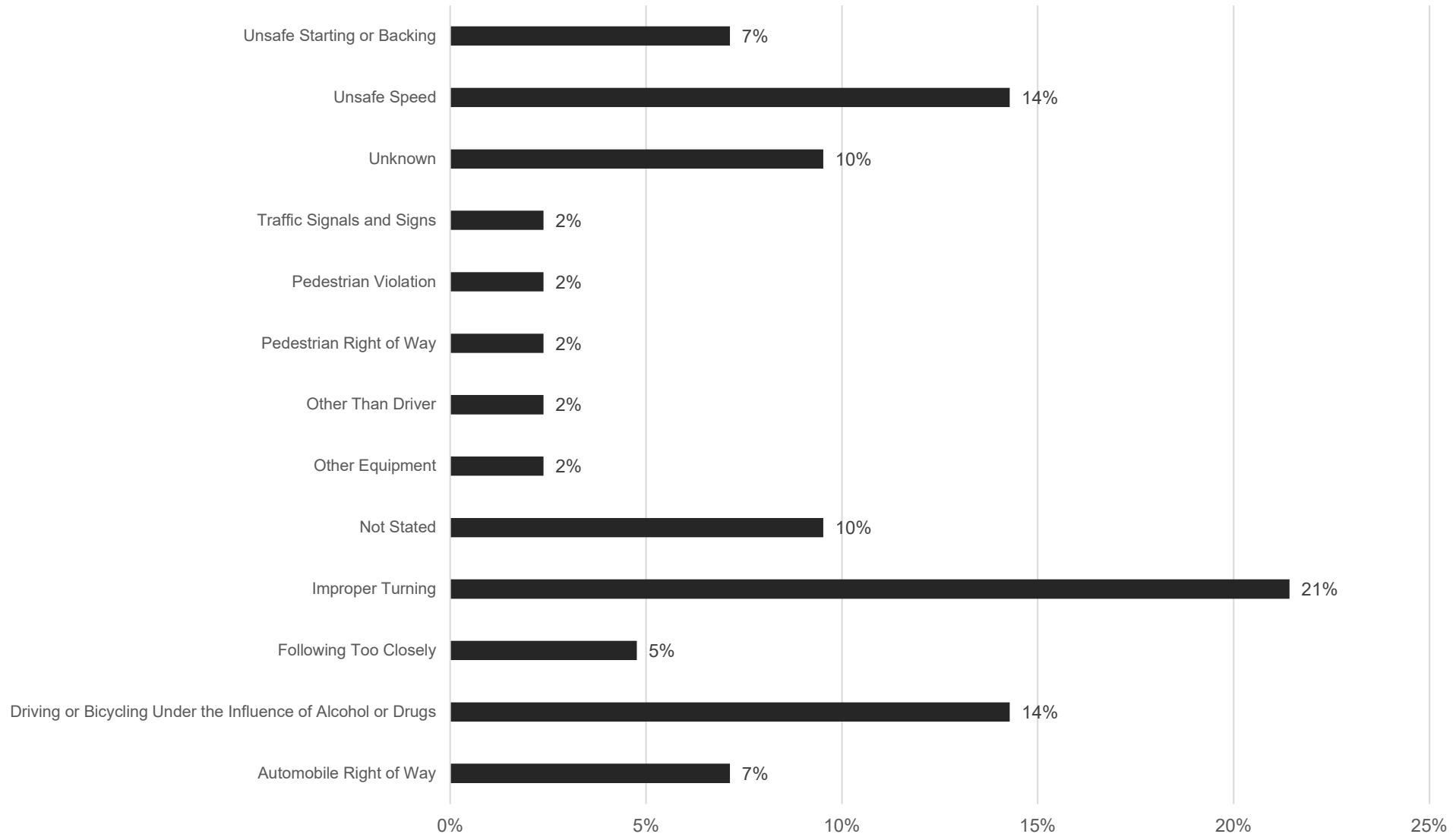


Existing Conditions – Collisions



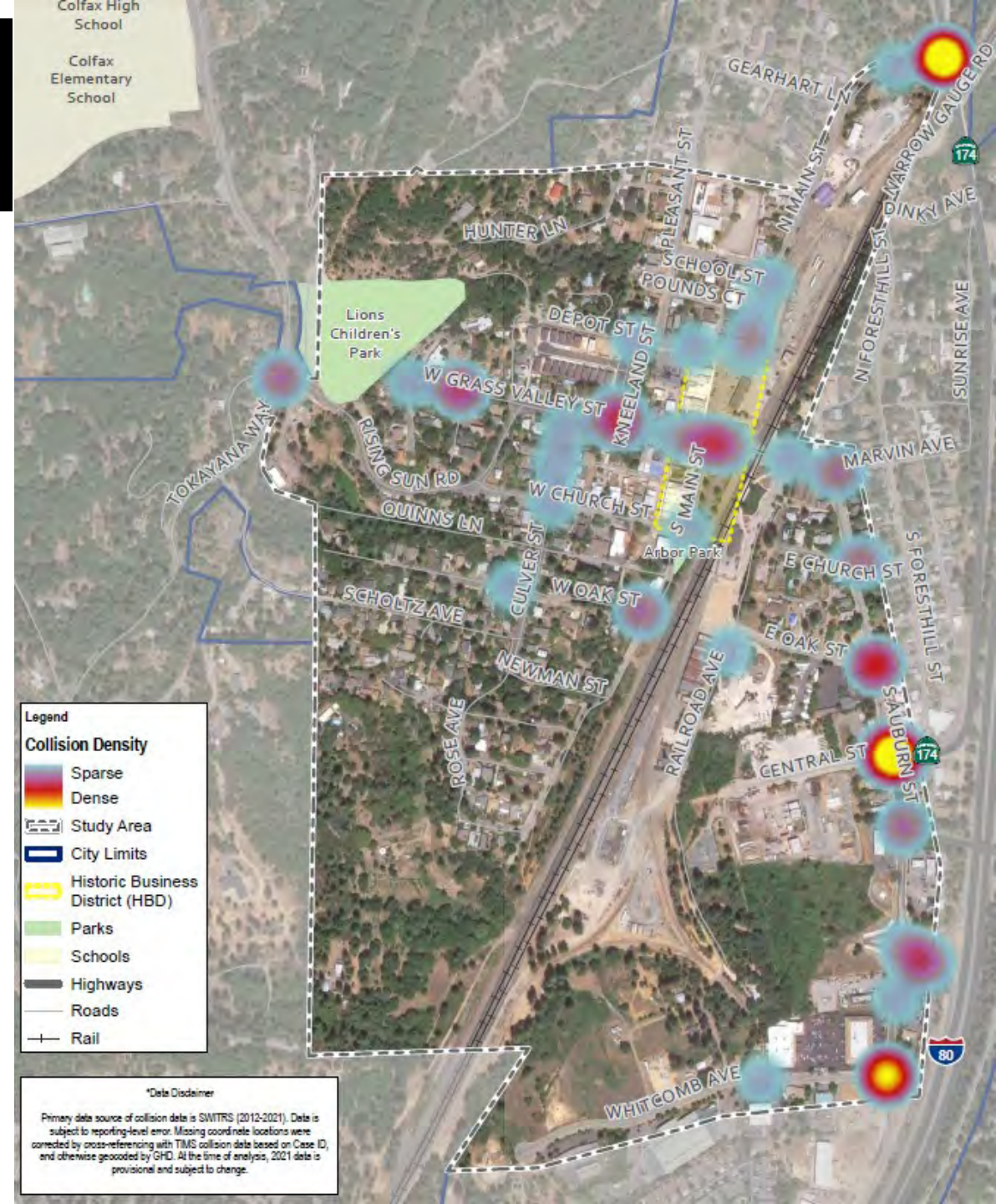
Collision Severity	Number of Collisions	Percent of Total Collisions
Fatal Injury	1	2%
Severe Injury	2	5%
Visible Injury	7	16%
Complaint of Pain	3	7%
Property Damage Only	31	70%
Total Collisions	44	100%

Existing Conditions – Collisions



Existing Conditions

Collisions



Plans, Policies, Projects, and Programs



Relationship to other documents:

- City of Colfax Bikeway Master Plan (2003)
- Colfax Area Parks and Recreation Master Plan 2007-2022 (2007)
- City of Colfax General Plan 2020 (1998)
 - ***Circulation Element***
 - ***Community Design Element***
 - ***Housing Element Update (2021)***
- Historic District Design Master Plan (2009)
- Placer County Local Hazard Mitigation Plan Update Annex B (2021)
- Placer County Regional Transportation Plan 2040 (2019)
- Placer County Regional Bikeway Plan (2018)
- Sacramento Region Trail Network Action Plan (2022)
- Caltrans District 3 Active Transportation Plan (2022)
- Toward an Active California (2017)

A close-up photograph of a person's hand holding a silver pen, writing on an orange sticky note attached to a whiteboard. The whiteboard also has other colorful sticky notes (purple, green, yellow) and a laptop is visible in the background.

Plans, Policies, Projects, and Programs

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
- Community Development Building Grants (CDBG) Road Rehabilitation Project
 - Utilize funds to rehabilitate the pavement on the following existing roadways: Culver Street, Depot Street, Pleasant Street, Forest Hill Street, and Pine Street.
- Union Pacific
 - Pedestrian improvements across Union Pacific railroad tracks to improve pedestrian safety and conditions for walking and bicycling

Existing Programs:

- Bicycle Safety and Education (*Placer County Sheriff/California Highway Patrol*)

What are Programs?



- ◆ **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.

Advisory Group Meetings

February 13, 2023

The first Advisory Group (AG) meeting was held in-person at the City Hall on Main Street. The group members consisted of locals including residents, XX, XX. 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, safe travels walking and bicycling from the hotels along South Auburn Street near Whitcomb Avenue into the Historic Business District and attracting and retaining visitors, tourists, and residents into 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 into 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, re-thinking the possibility 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 dismount 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
- 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

The third AG meeting was held on August 17, 2023, in-person at the City Hall. The purpose of this meeting was to discuss recommendations with the AG committee and garner feedback from the group to ensure the recommendations aligned with comments that had been provided. In general, there was support for the recommendations, though there was discussion surrounding an Arbor Park recommendation with a request to convert it to a two-way and expand the park next to the curb at the library.

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. The AG members were encouraged to assist in grant writing to supplement work done by City staff.

Advisory Group Meeting #2
Colfax Downtown Connectivity & Main Street Improvement Plan
 Thursday, May 11, 2023 • 1:00 p.m. – 2:30 p.m.
 33 South Main Street, Colfax, CA

Please sign in

First and Last Name	Place of Residence/Affiliation	Contact (Email/Phone)
Suzanne Roberts	Colfax	suzanneroberts@ymail.com
Bill Adams	Colfax president Colfax garden club/president Methodist church	stevengail@yahoo.com
Nancy Hagman	Colfax Area Historical Society	nhagman@yahoo.com
Roger Strub	Colfax HIST SOCIETY + PSRHS	rstrub@exwire.com
Marpree Ark	Caltrans D3 Marysville	marpree.ark@dot.ca.gov

Figure 9 Advisory Meeting 2 Sign in Sheet



Figure 10 Advisory Group 2 – Participants Gathering on Grass Valley Street near Railroad Tracks



Figure 11 Advisory Group 2 – Image of Flag Pole on Grass Valley Street



Figure 12 Advisory Group 2 – Image of Parking Lot near Main Street and Depot Street Intersection



Figure 13 Advisory Group 2 – Participants Gathering at Colfax Railroad Junction Building on Main Street



Figure 14 Advisory Group 2 -- Advisory Group 2 – Participants Gathering at Colfax Railroad Junction Building on Main Street

City of Colfax Downtown Connectivity and Main Street Improvement Plan

Advisory Group Meeting #3

August 17, 2023

Time: 5:00-7:00 pm (Pacific Time)

In-Person: 33 S. Main Street, Colfax

A conference number is available upon request

Objective: Review preliminary recommendations for feedback. Advisory group members will be asked to provide guidance on recommendations that will be included in the development of the draft plan.

15 Min: Welcome & Introductions

- Introductions (*City - TBD*)
- As necessary for new members - About the project (*TBD*)
- Meeting objective & feedback desired during this advisory group meeting

Remaining Time: Present Preliminary Recommendations for Feedback (*GHD - TBD*)

- Presentation
 - Feedback from advisory group members



→ Summer Lopez
Senior Active Transportation Planner

City of Colfax
Downtown Connectivity and
Main Street Improvement Plan

Welcome

About the Plan

- Identifies and develops concepts for a revitalized downtown Colfax
- Baseline understanding and supporting policies and programs
- Focused, achievable action plan for improvements to bicycling and walking facilities

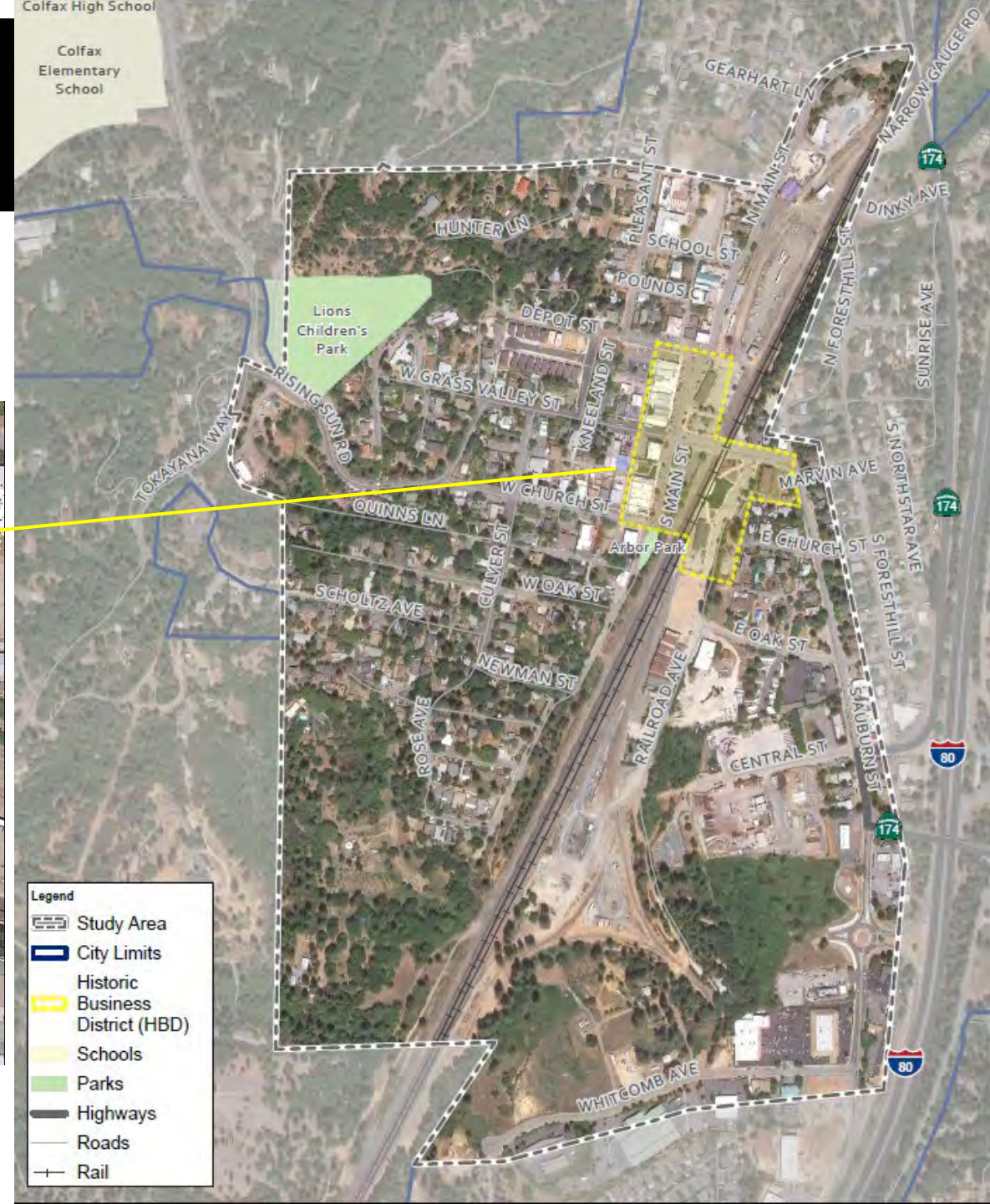


Existing Conditions

Study Area



A - 44

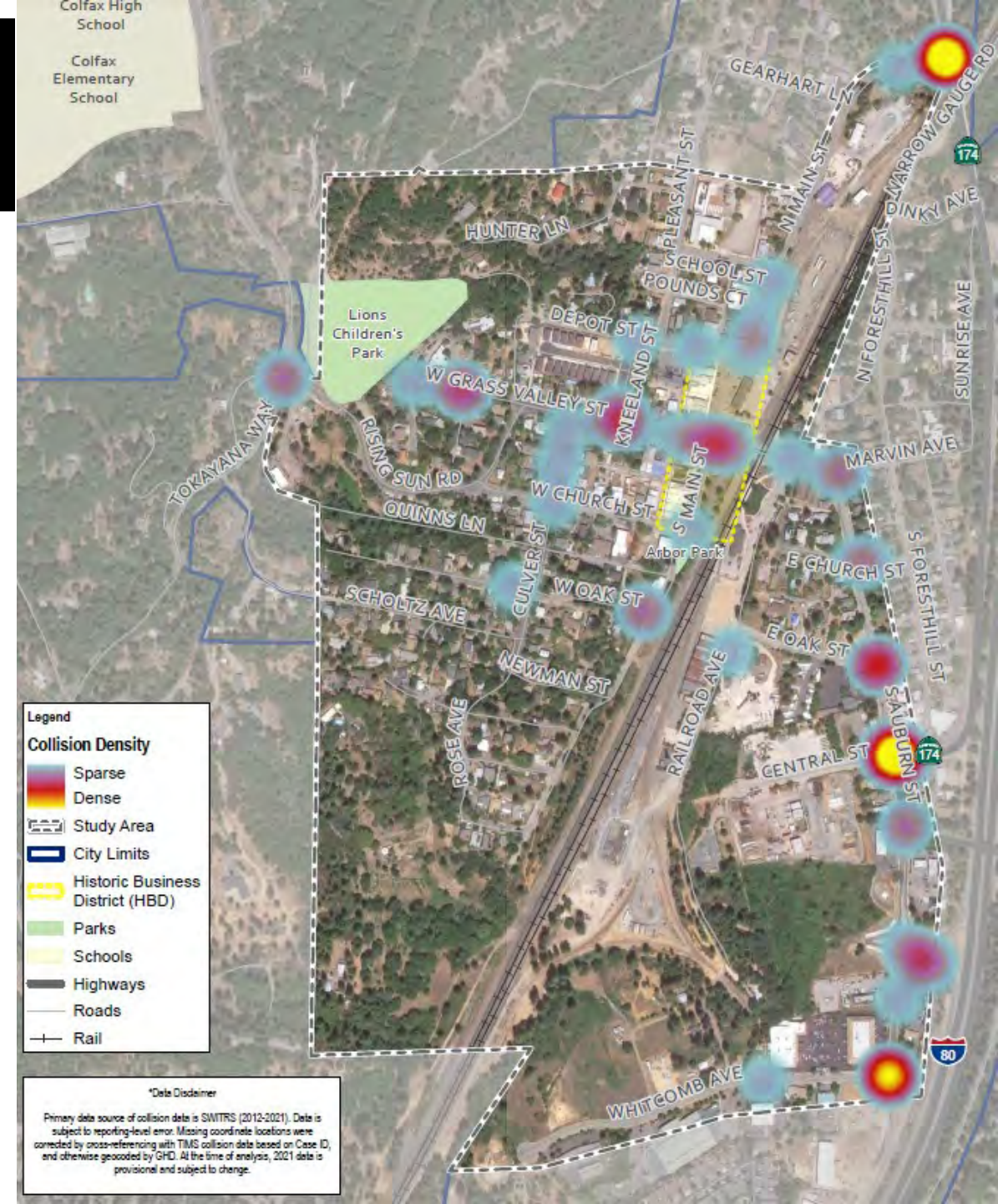


Existing Conditions

Collisions

Collision Hotspots

- South Auburn Street and along Grass Valley Street
- Exit at 174 and South Auburn
- Central Street
- East Oak Street
- North Main and 174
- Whitcomb and South Auburn Street



Existing Conditions

Bicycle Facilities

Bicycle Facilities

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



Existing Conditions

Pedestrian Facilities

Pedestrian Facilities

- Sidewalks, Crosswalks, and Curb Ramps
- Grass Valley Street, Main Street, School Street, Railroad Street, Depot Street, Keeland Street, Church Street and Culver Street



Existing Conditions

Trip Generators



Existing Conditions – Connectivity



Public Outreach



What did we hear?

- Better connections into downtown (especially from Colfax Mall area)
- Clearer and more effective wayfinding
- Safer connections and pathways for pedestrians
- Better flow of traffic throughout downtown
- More spaces for people to gather
- More amenities (benches, shade, art landscaping, destinations for youth, etc.)
- More events in downtown

Recommendations



- **Economic Development**
 - Tourism and destinations
- **Bicycle Facility Recommendations**
 - Connections for bicyclists from Whitcomb to Main Street
 - Safer bicycling facilities
- **Pedestrian Facility Recommendations**
 - ADA accessibility/Curb ramps
 - Sidewalks
 - Trail
 - Crosswalks
 - Plaza
- **Connectivity Recommendations**
 - Wayfinding
 - Arched Gateway
- **Motor Vehicle Traffic Safety Recommendations**
 - Surface treatments
 - Traffic flow on Main Street
- **Amenities and Other Recommendations**
 - Park enhancements
 - Shading
 - Landscaping
 - Art
 - Historic Preservation
- **Emerging Technology Recommendations**
 - EV Charging and locations
 - Broadband
- **Non-Infrastructure Recommendations**
 - Education and Encouragement
 - Safe Routes to School

Plans, Policies, Projects, and Programs



Relationship to other documents:

- City of Colfax Bikeway Master Plan (2003)
- Colfax Area Parks and Recreation Master Plan 2007-2022 (2007)
- City of Colfax General Plan 2020 (1998)
 - ***Circulation Element***
 - ***Community Design Element***
 - ***Housing Element Update (2021)***
- Historic District Design Master Plan (2009)
- Placer County Local Hazard Mitigation Plan Update Annex B (2021)
- Placer County Regional Transportation Plan 2040 (2019)
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Plans, Policies, Projects, and Programs

Projects:

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 - Pedestrian improvements across Union Pacific railroad tracks to improve pedestrian safety and conditions for walking and bicycling

Existing Programs:

- Bicycle Safety and Education (*Placer County Sheriff/California Highway Patrol*)

Workshops and Stakeholder Meetings

June 7, 2023

On June 7th, the project team meet 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.).



CIVICWELL

Transforming Local Vision into Action

Formerly Local Government Commission (LGC)

City of Colfax Downtown Connectivity and Main Street Improvement Plan

June 7, 2023

Project Goals & Objectives

- Engage residents, especially those who do not typically participate in City decision-making and planning processes.
- Improve multimodal access to amenities and destinations in the downtown area - including wayfinding connectivity from I-80/SR 174 to downtown.

Project Goals & Objectives... *continued*

- Identify transportation and connectivity challenges for residents and visitors and that impact business performance and development opportunities.
- Identify opportunities for application of green street concepts, such as trees, storm water planters, swales and other bio-retention areas, drought-tolerant landscaping, and permeable pavement.

Broad Approach to Project and Timeline



- Webpage: <http://www.mainstreetcolfax.com>
- Advisory Group Meetings (3): *April 2023 & Fall 2023*
- Distribution of Printed and Digital Outreach Materials
- Community Planning Events
 - Kick-off Community Planning Workshop
 - Walkability and/or Bicycling Assessments
 - Focus Group Meetings
 - Open Studio pop-ups
- Unveiling of Full Draft Concepts
 - Community Workshop
 - Online Survey

Project Goals & Objectives

- Engage residents, especially those who do not typically participate in City decision-making and planning processes.
- Improve multimodal access to amenities and destinations in the downtown area - including wayfinding connectivity from I-80/SR 174 to downtown.

Review Project Area Map

Review Bicycle & Pedestrian Treatments

Questions for Feedback

Review features in project area for feedback:

Mini loop at Arbor Park on Main St. south of City Hall and Water Cannon at Main St/ and Depot St.

What do you think of the existing roadway configuration?

Review treatment examples of walking and biking improvements:

What do you think of these improvements if we considered them along Main Street?

Elsewhere in the project area?

Review project area map:

What issues/concerns/ideas do you have utilizing roads for emergency services in the project area?

Also consider railroad crossings, schools ingress/egress, 174 and other truck routes



Thank you!

Cayla McDonell-Encina, AICP, MURP
Senior Project Manager, CivicWell

cmcdonell@civicwell.org

June 8, 2023

The first of two “design charette” 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 charette” 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 Art 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 Road and Tokayana Way was 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.



Figure 16 June Design Charette – People walking and bicycle on Grass Valley Street and Main Street



Figure 17 June Design Charette – Image of Non-ADA-Compliant Curb Ramp



Figure 18 June Design Charette – Curb Ramp and Crosswalk

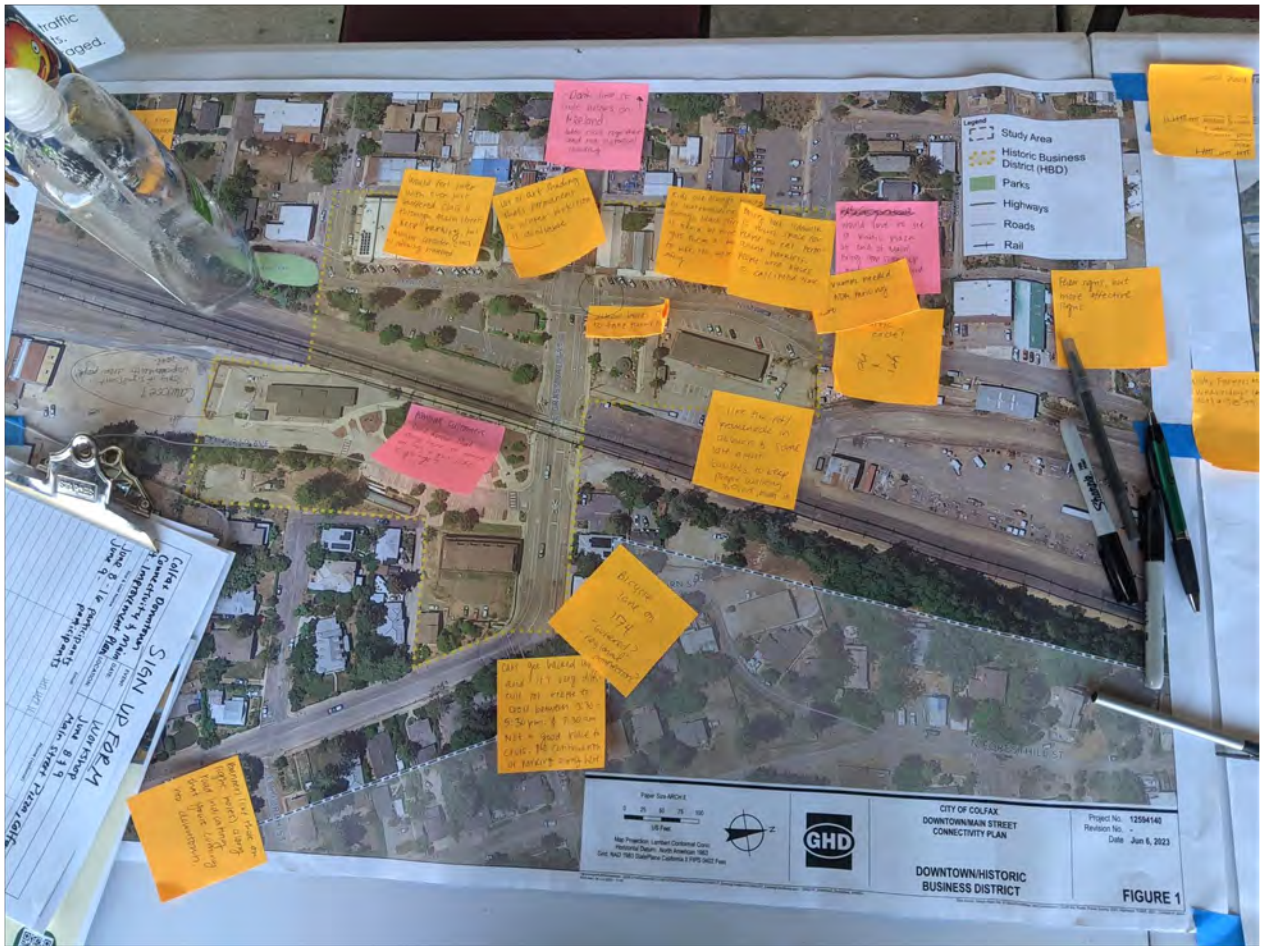


Figure 19 June Design Charette – Downtown Comment Map

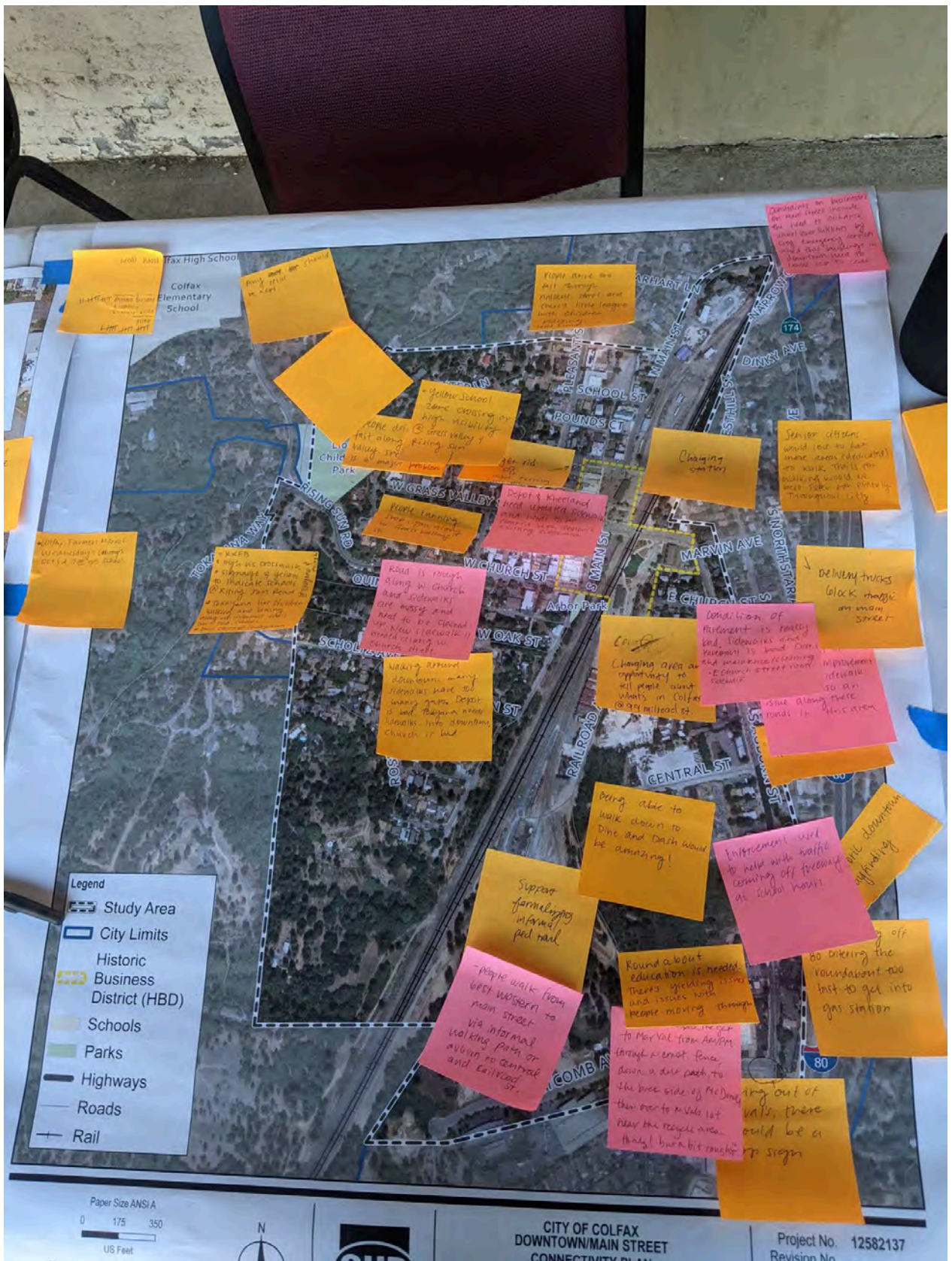


Figure 20 June Design Charette – Study Area Comment Map



Figure 21 June Design Charette – Image of Alleyway



Figure 22 June Design Charette – Image of Road Shoulder and Class I Path



Figure 23 June Design Charette – Image of Road Shoulder

July 3, 2023

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

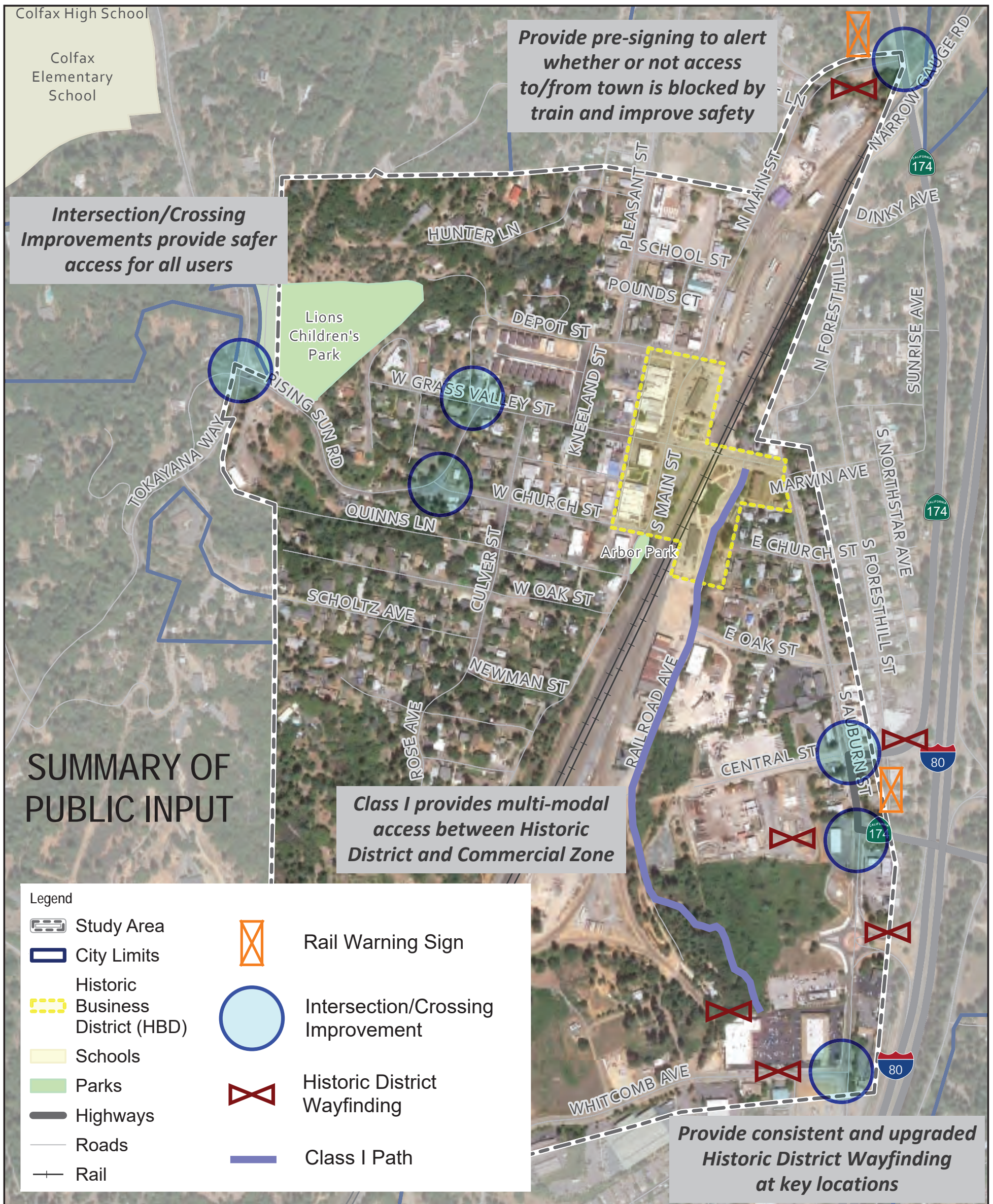
The pop-up gathered feedback from about 30 people. In addition to the project area map, the information board, and the potential design elements boards, two more engagement boards were developed for the recommendations pop-up:

- A **Preliminary Recommendations Map** where people reviewed and commented on draft recommendations.
- A **Cross Section Diagram** that illustrated design options for South Auburn Street, including travel lanes, parking, and sidewalk and bicycle lane options.

The community highlighted safety concerns about the state of damaged roads, showed 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 St. before Rail Road Ave.; 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 St.; 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

Figure 24 Preliminary Recommendations Map -- Study Area



SUMMARY OF PUBLIC INPUT

Legend

- Study Area
- City Limits
- Historic Business District (HBD)
- Schools
- Parks
- Highways
- Roads
- Rail
- Rail Warning Sign
- Intersection/Crossing Improvement
- Historic District Wayfinding
- Class I Path

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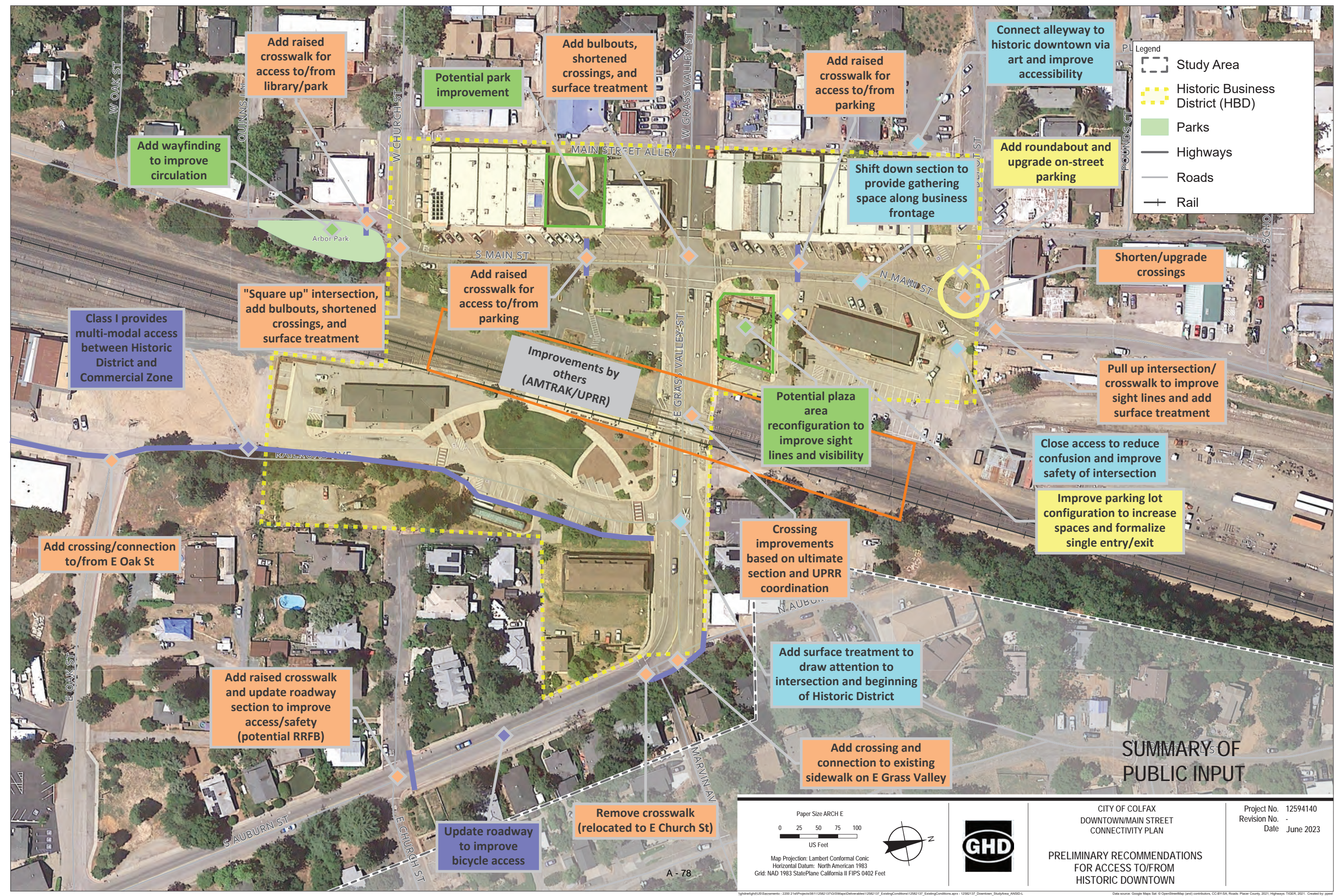
CITY OF COLFAX
 DOWNTOWN/MAIN STREET
 CONNECTIVITY PLAN
**PRELIMINARY RECOMMENDATIONS
 FOR ACCESS TO/FROM
 HISTORIC DOWNTOWN**

Project No. 12582137
 Revision No. -
 Date June 2023

FIGURE 24

\\ghdnet\ghd\US\Sacramento - 2200 21st\Projects\1561\12582137\GIS\Maps\Deliverables\12582137_ExistingConditions.aprx - 12582137_Study Area
 Print date: 21 Mar 2023 - 15:42
 Data source: Google Maps Sat: © OpenStreetMap (and) contributors, CC-BY-SA; Roads: Placer County, 2021; Highways: TIGER, 2021. Created by: pthornton

Figure 25 Preliminary Recommendations Map -- Downtown



Legend

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

Paper Size ARCH E

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US Feet

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



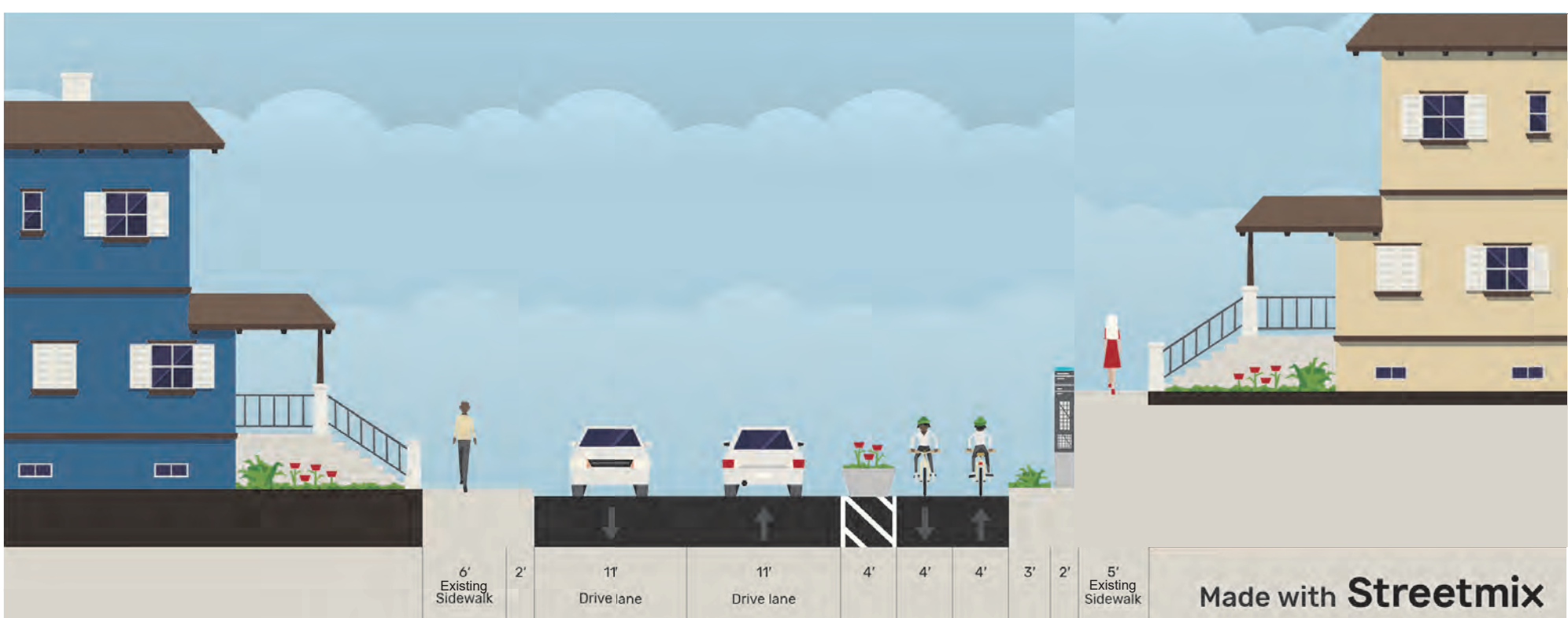
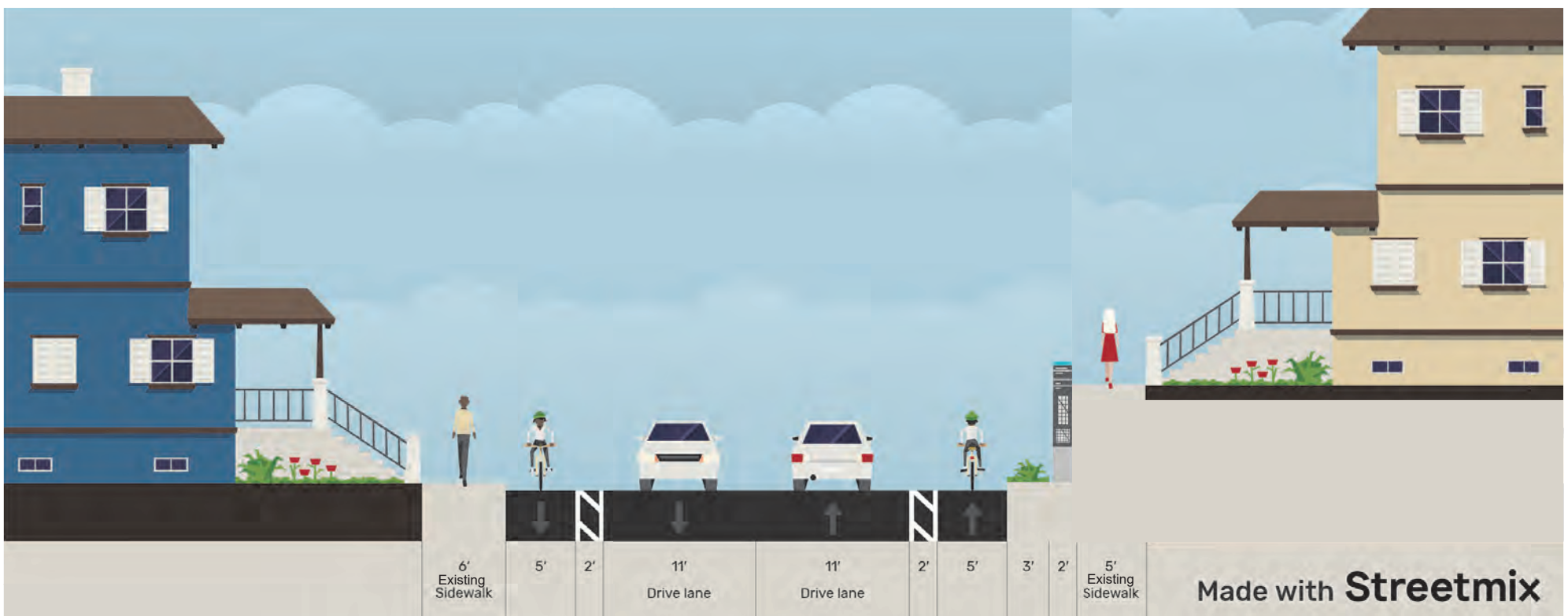
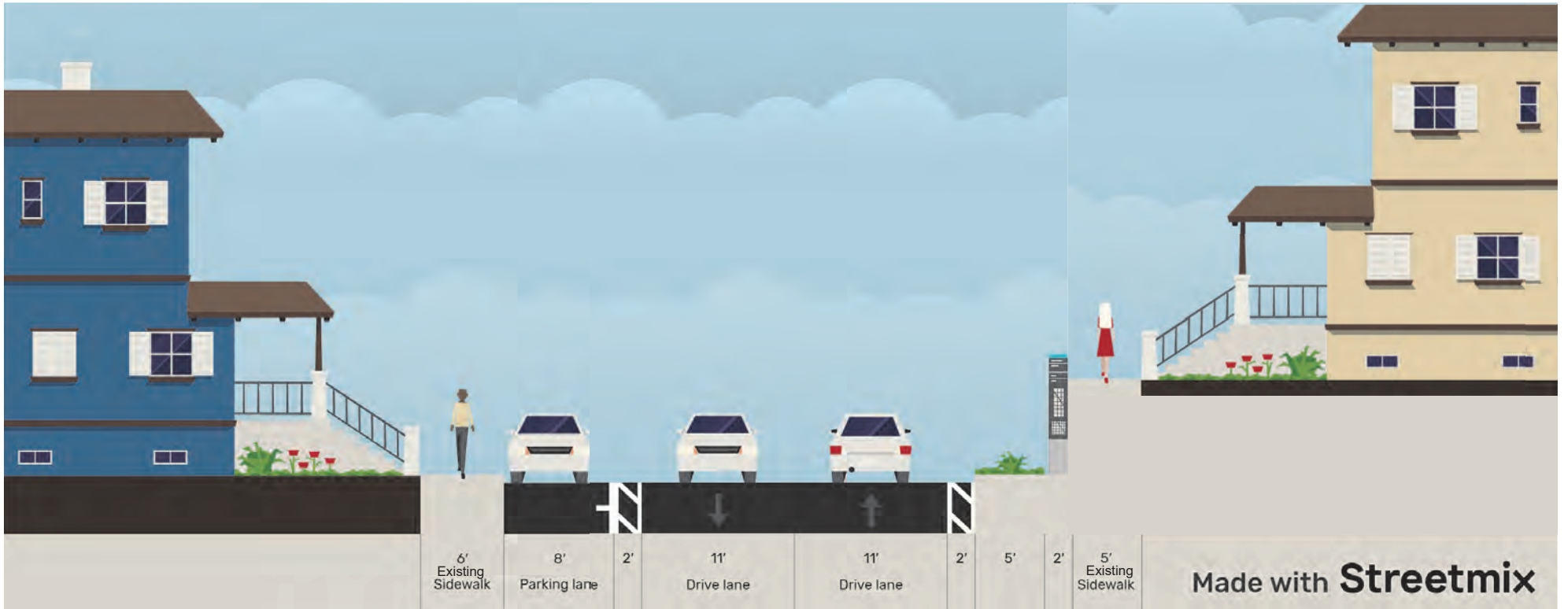
CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

PRELIMINARY RECOMMENDATIONS
FOR ACCESS TO/FROM
HISTORIC DOWNTOWN

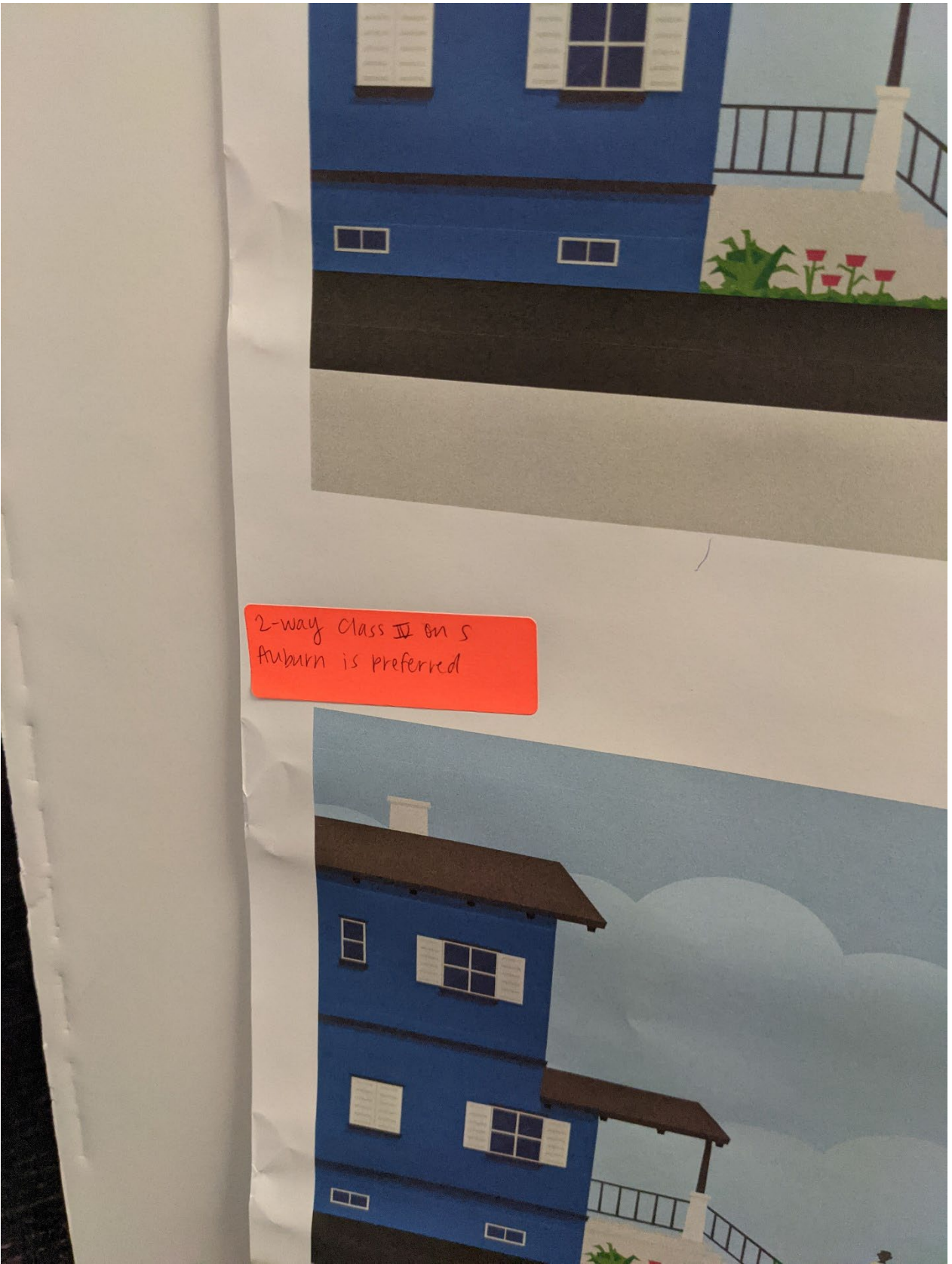
Project No. 12594140
Revision No. -
Date June 2023

**SUMMARY OF
PUBLIC INPUT**

Figure 26 – Auburn Street Cross Section



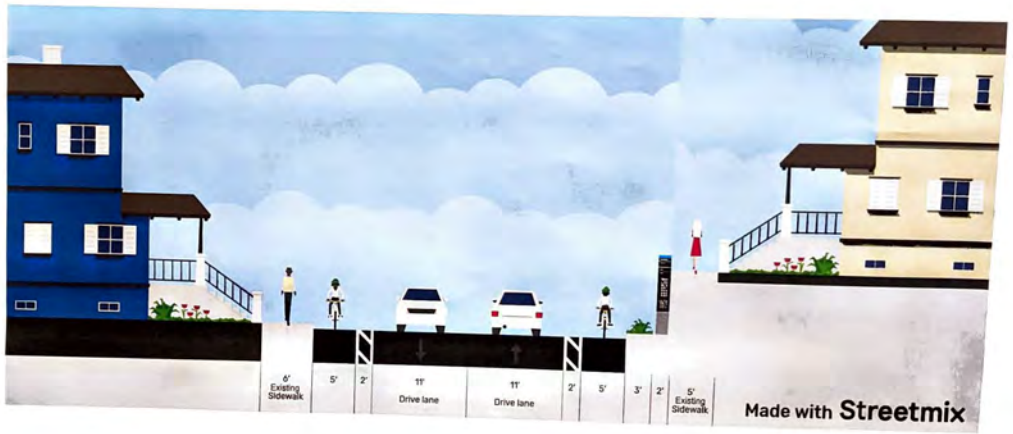
Possible Cross Section Options for S Auburn Street



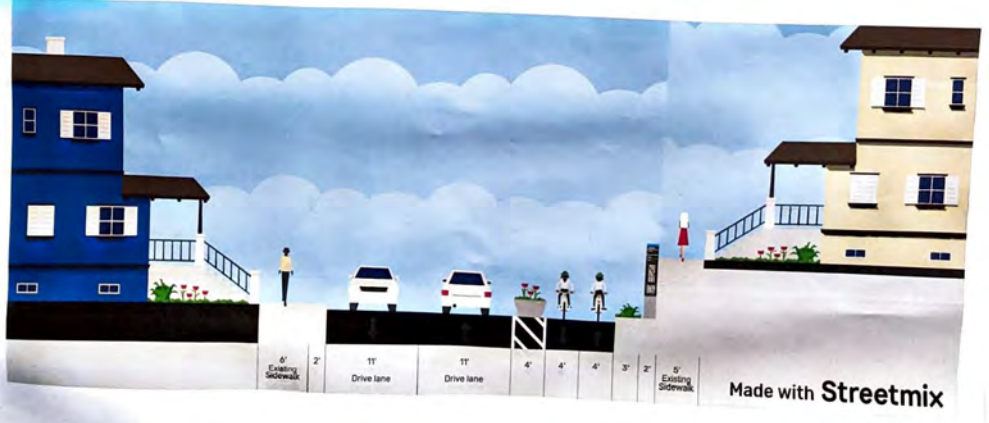
2-way Class II on S
Auburn is preferred

Figure 27 July 3rd Workshop – Comment on Cross Section Board

6' Existing Sidewalk
 8' Parking lane
 2'
 11' Drive lane
 11' Drive lane
 2'
 5'
 2'
 5' Existing Sidewalk



Adding 4' (11' S.M.)
 Shoulder is preferred



Possible Cross Section Options for S Auburn Street

July 2023

Figure 28 July 3rd Workshop – Comments on Cross Section Board

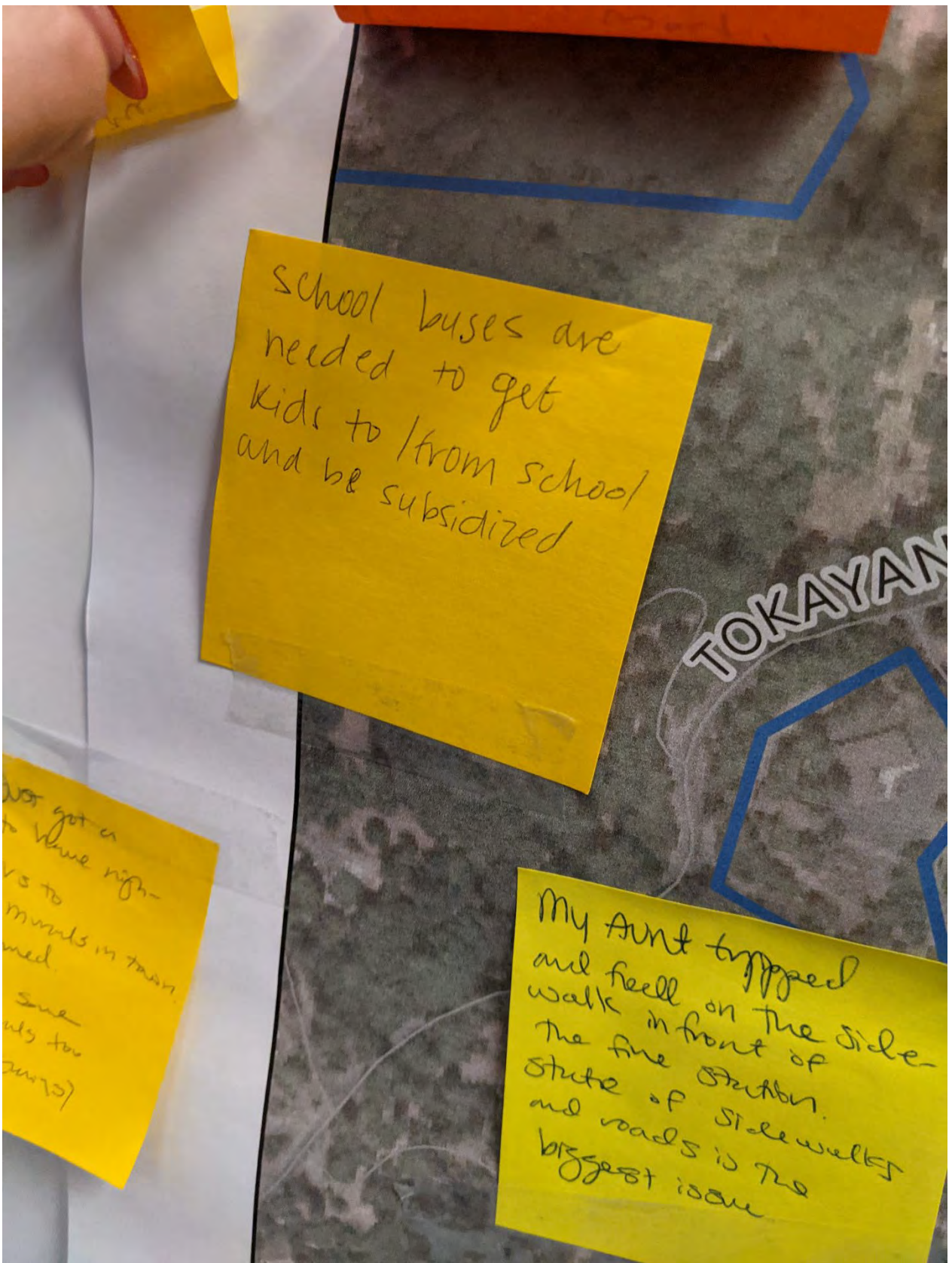


Figure 29 July 3rd Workshop – Study Area Comment Board



Figure 30 July 3rd Workshop – Study Area Comment Board

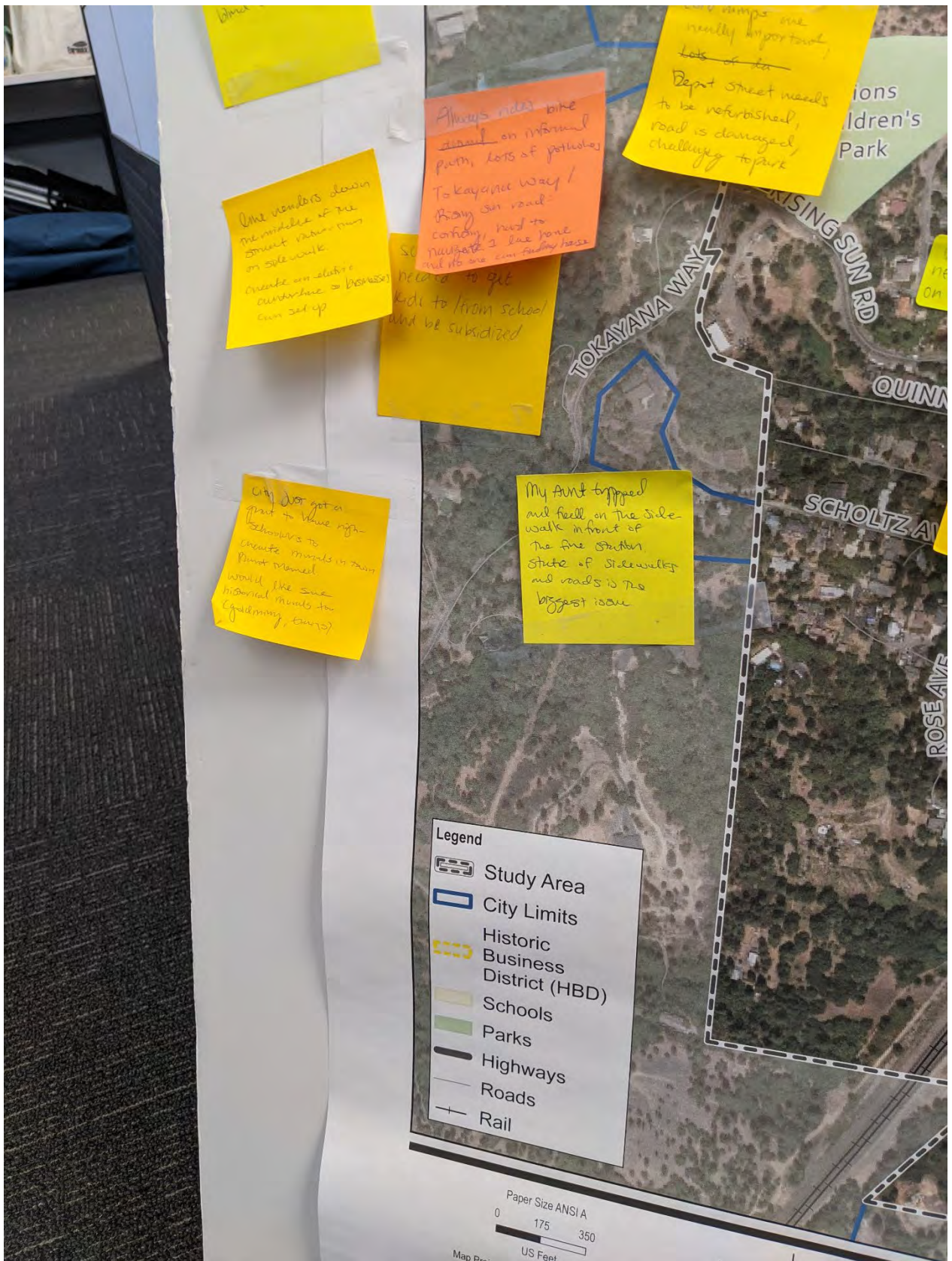


Figure 31 July 3rd Workshop – Study Area Comment Board

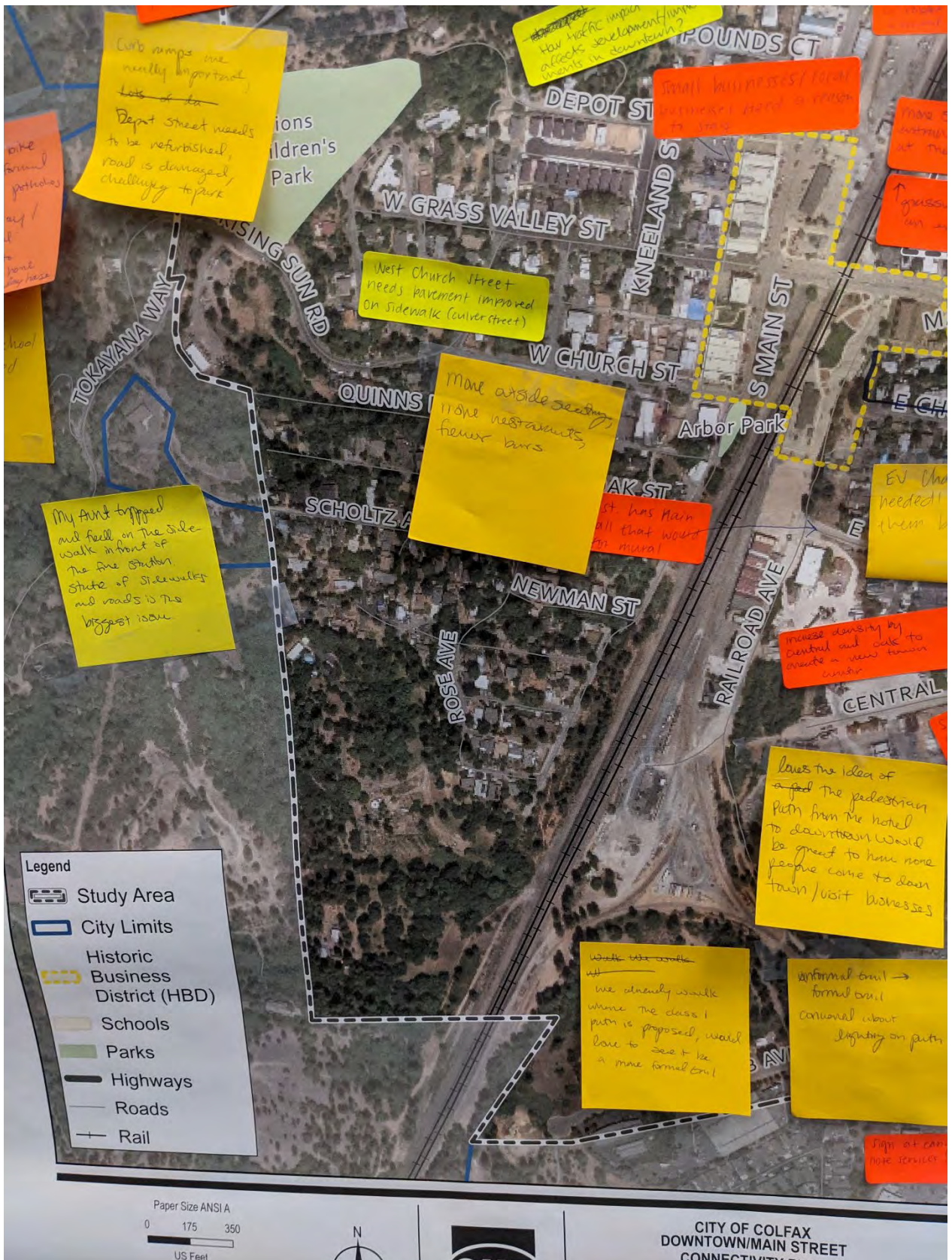


Figure 32 July 3rd Workshop – Study Area Comment Board

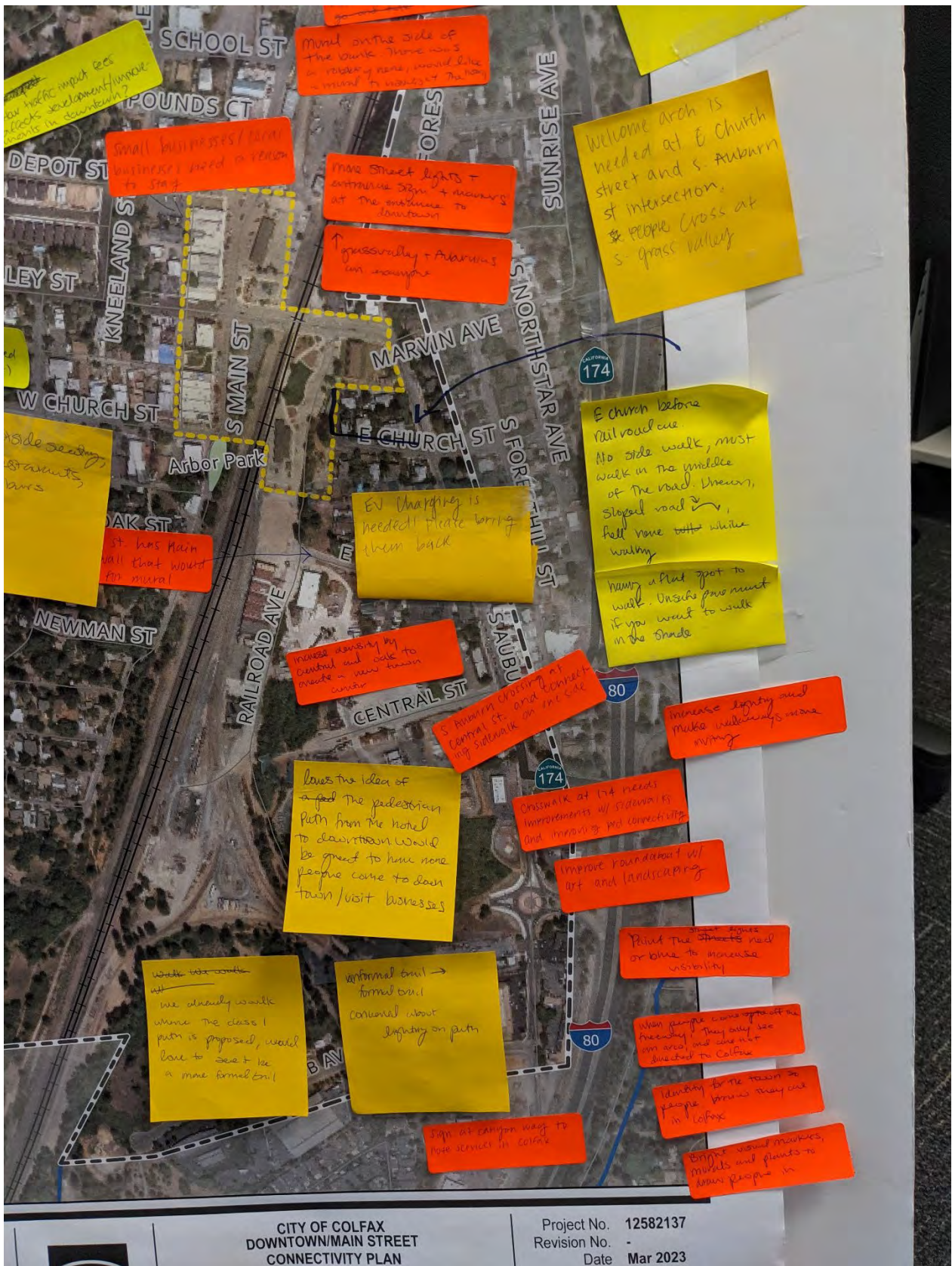


Figure 33 July 3rd Workshop – Study Area Comment Board

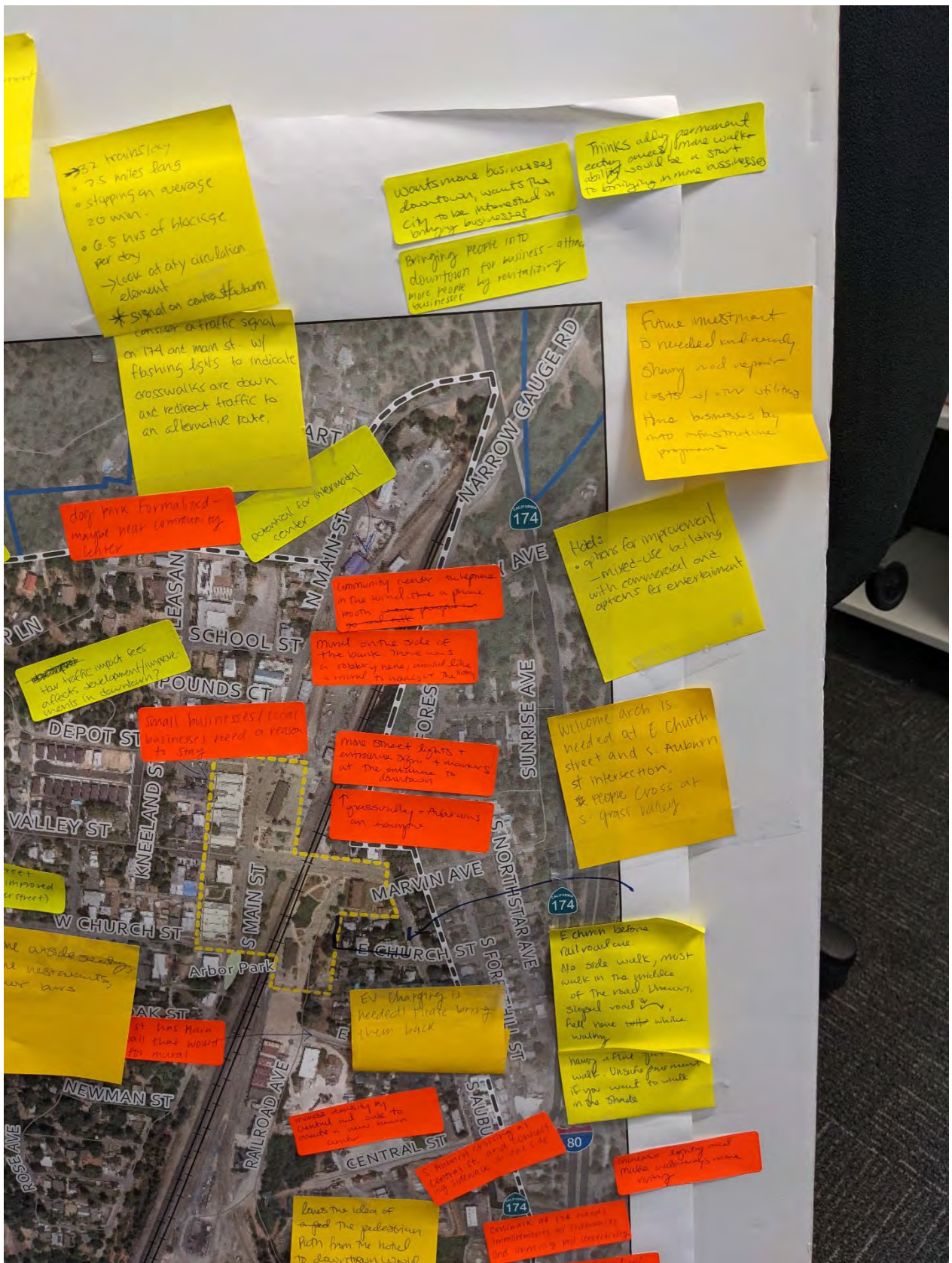


Figure 34 July 3rd Workshop – Study Area Comment Board

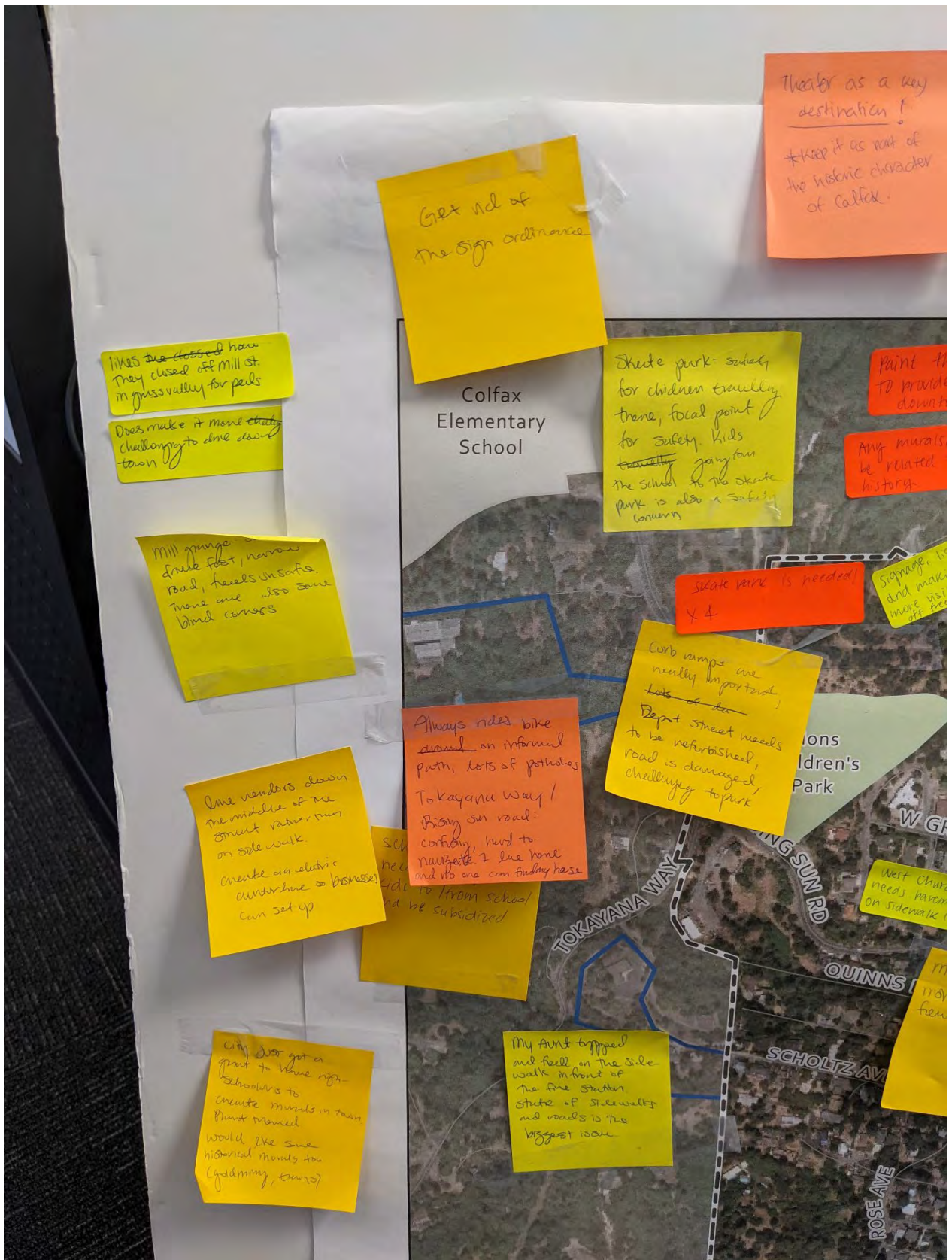


Figure 36 July 3rd Workshop – Study Area Comment Board



Figure 37 July 3rd Workshop – Participants Discussing Informational Board



Figure 38 July 3rd Workshop – Participants Discussing Draft Recommendations

September 16, 2023

The third pop-up workshop was held in person at the Colfax Railroad Days Celebration from 10 am to 3 pm. The purpose of the pop-up was to continue spreading information about the draft recommendations, possible design ideas, and to educate the public on the project.

The pop-up gathered feedback from about 12 people using the information board, the project area board, and the preliminary recommendations board.

The community brought up concerns about existing and potential roundabouts, areas that need to be repaved, and showed interest in way finding and Class I improvements.



Figure 39 September 16th Workshop – Participants Discussing Draft Recommendations

Comments on Recommendations by Ad Hoc Committee

08/08/2023 –

- Alignments along potential class one needs to be studied for feasibility. Potentially connect when coming off the roundabout near the grocery store alternative roadway grant through PCTPA preliminary design on railroad street
- Wayfinding should be directional and remind people what is available
- Would love to see branding introduced into downtown
- Suggestions for branding downtown could include colors, murals, views of buildings, it would be perfect to do signage that shows the outline of buildings
- There are currently wayfinding arrows below the Colfax sign on the roundabout, but people don't really see it
- When considering colors and branding for downtown, perhaps we could consider lampposts that are the same color, consistent flowers, daffodils used to be in the roundabout
- Currently, a lot of the streets are not pedestrian friendly. It would be great to have colors, murals, and other branding
- City noted that the budgets are small so it can be difficult to implement. Would like to see options for requesting funds for implementation in the plan
- City requested that the plan show low complexity or low cost projects
- Would be good to recommend partnerships with local businesses, artists, various committees, the chamber, etc.
- Do not like or support the proposed mid-block crossings at either location. Would like to request that the mid block crossings be removed. The city noted that mid-block crossings could be extremely dangerous, committee members requested that crosswalks have prominent paint to show where to cross.
- In the new roundabout, at Depot St. there is a light on the flagpole that needs to be relocated, or moved.
- There are no signs approaching Main St. and the street is not very intuitive as it is
- Committee member mentioned loving roundabouts, although it takes time to get used to them
- Would like to see opportunities to encourage people to be on their feet when walking through downtown we should find ways for people to walk and slow down in their cars so they get out and walk.
- Would like to see shade through Railroad St.

Comments on Administrative Draft by Ad Hoc Committee

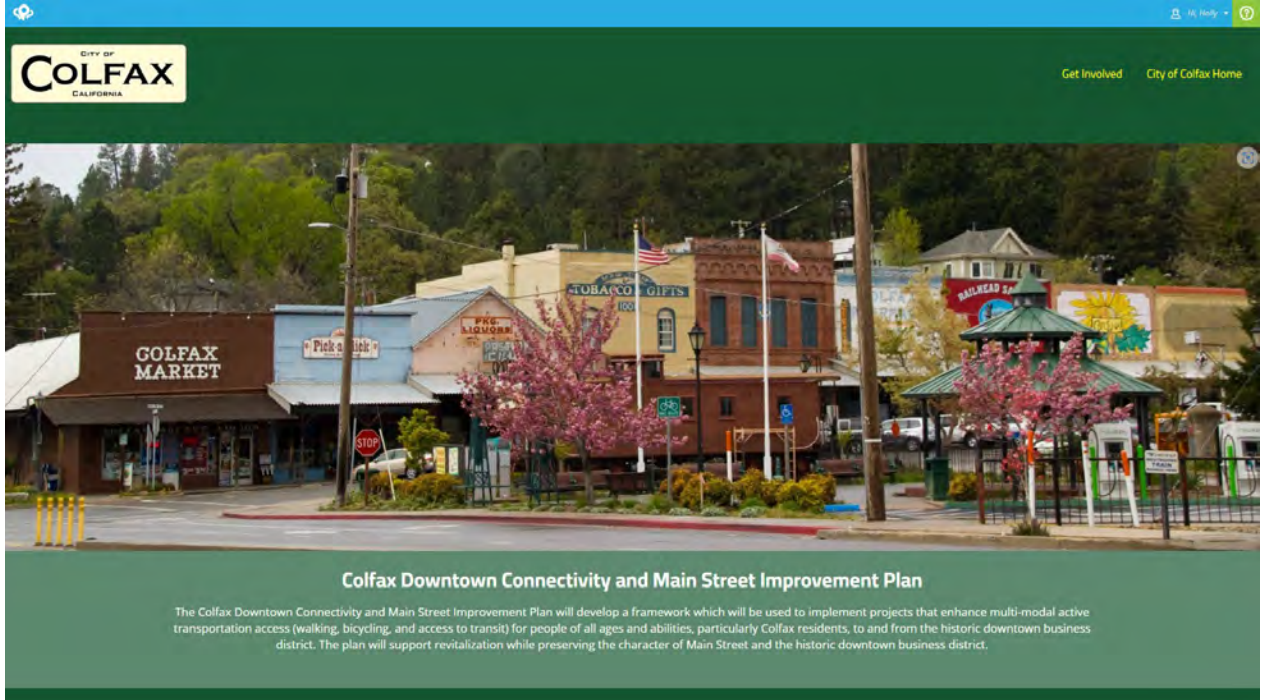
11/07/2023 –

- Add acknowledgement page, including Caltrans, civic well, council, AG, Ad hoc.
- Add information about E Oak Street sidewalk. Add improved sidewalk to recommendations.
- Add meeting dates, 11/7/2023 (and other ad hoc meeting dates) and add summary of comments.
- Add blue bubble signifying intersection/crossing improvement at Grass Valley Street and Kneeland Street on Figure 20.
- City is planning on creating a two lane road that extends from the west exit of the existing roundabout that connect with Railroad Street. On figure 20, add a different color line to signify that a road is planned here.
- "additional economic development considerations are found in the implementation Plan Chapter"
- Discuss economic benefit of RR St. Class I. The zoning has recently change from industrial land use to mixed use. If Railroad Street develops commercially in the future, the Class I will be helpful for economic development.
- Call out specifically on Colfax signage, imagery, historic Colfax, etc.
- Add textured asphalt pavers to surface treatment recommendations. Ad Hoc Committee is concerned with maintenance of painted crosswalks and if they would be confusing for road users. Take out painted crosswalk picture
- Enhance existing illustrated concept of what Colfax signage/logo might look like. Add colors, add "Historic Colfax". Could look like the sky line. Important to include colors that reflect Colfax (color of the buildings, potentially including building signage, blue sky and trees, etc.)
- Add roundabout education program.
- Change complexity scale from 1-5 to 1-4.
- Placer school has existing school buses. Remove section that states school buses are needed.
- Caboose historical society – suggested to be moved as it would create a nice large opening in front of gazebo. A valuable space for a plaza
- Support for mini roundabout
- Flag pole can be moved and could be placed within the center of the roundabout as an art piece. There's a light that illuminates the flag pole that shines into the drivers coming down depot. This should be reconsidered in the future.
- Like the idea of alley ways being activated. If the Sierra Vista Center were to become viable again, it would be nice to include art on alleyways near there.
- Love the idea of murals and art; Statue of Chinese railroad workers would be a great addition to the downtown art scene (was last seen at RR days)
- Good idea to have a trail; really like the idea of the trail. This area may become developed in the future.
- I like the curve in North Street. People don't hurry/take their time on curved paths.
- Roundabout could work if it was pulled further away from depot to keep the parking. Maybe there should be a stop sign at the entrance of the roundabout, but unsure.
- Colfax directional signage doesn't currently say anything, doesn't direct people into downtown, you're just facing the fast food joints when you're driving in the roundabout. Pointing towards Starbucks, there's a crosswalk and signage, but the signage doesn't stand out. New signage: Signs are more to remind and not to advise. Sign should have the skyline, color, some of the words on buildings.
- Potential bike share by the hotel. Walk to downtown from hotel is kind of far.

- Walk from grass valley and 174 to TJs is challenging. One crossing where people are coming off the freeway, where people turn off to the Starbucks is dangerous. Don't like having to go back and forth across the street. Should add a sidewalk near the Arco, TJs Roadhouse, and the eye doctor.
- Sidewalk on one side and bike lane on other on South Auburn is a good idea.
- Do not like raised speed bumps (raised crosswalks).
- Huge big rigs parking downtown, by Paul's market. Trucks shouldn't use Main Street instead of 174. There is a penalty for trucks using non-truck routes.
- Historic district signage: in Caltrans right of way at current locations. A few additional locations in Colfax right of way: by Whitcomb. Additional arched gateway options closer to main street.
- Like hanging banners/light poles rather than an archway. Note that specific light poles may be needed to hang banners. Light poles should be painted all the same color, one that is consistent with Colfax branding. For the archway option, hanging banners from an archway would be cheaper.
- Colfax could use an icon or a saying. Something that could be seen from the freeway. Pick an official flower of Colfax
- Amtrak and freight trains will stop on Main Street. Response: flashing message to tell drivers that the gates are down would help drivers navigate around traintracks.
- 30 kids walk to school, most kids don't walk and take the bus instead. Some cross the Grass Valley crosswalk. Is there a way to go up through the park towards first base. Kids go up Depot Street and onto an unofficial trail to get to school. People use their dirt bikes in this area, which has been a problem in the past.
- Stop sign by police station and Rising Sun Road. People take this route on the way to the Post Office
- Is there a way to thin out the median on main to gain feet for the sidewalk? Response: Probably not, median needs to be 6 feet wide at the crossing
- Equal opportunity on either side of Main for businesses
- Add language on figure 20 and figure 21 to describe that these are part of the public comment process.
- Implementation Plan: talk more about establishing the Colfax brand, more concrete suggestions.
- Bus stop would work better if it was on the other side of Railroad Street.
- Maybe add information about the existing roundabout on page 63. Discuss that this is Caltrans right of way and improving current signage, landscaping, etc. will involve working with Caltrans.
- Safe routes to school: one official way in and out. Emergency access to White Oak. What about a bridge at the bottom of Ben Taylor?
- Bucket truck: to put up banners and signs and tree trimming.
- For final Plan, two council meetings, one to view the draft plan, one to approve
- Depot to School Street: a few residents would have to go around the round about to get to their homes on school. Depot is kind of a dead end, so there probably aren't that many people taking that route, and residents are not greatly inconvenienced by driving around the roundabout. Drivers might cut over Depot to School Street, causing a safety concern for pedestrians.
- Overall, impressive and thorough plan

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.



Get Involved


Thank you for your interest in the Colfax Downtown Connectivity and Main Street Improvement Plan. Your input is very important throughout the planning process.

Please be sure to check back for future opportunities to get involved.



Sign up for Project Updates!

Get Involved



Interactive Project Map

Add your location-specific ideas and comments on the project map.

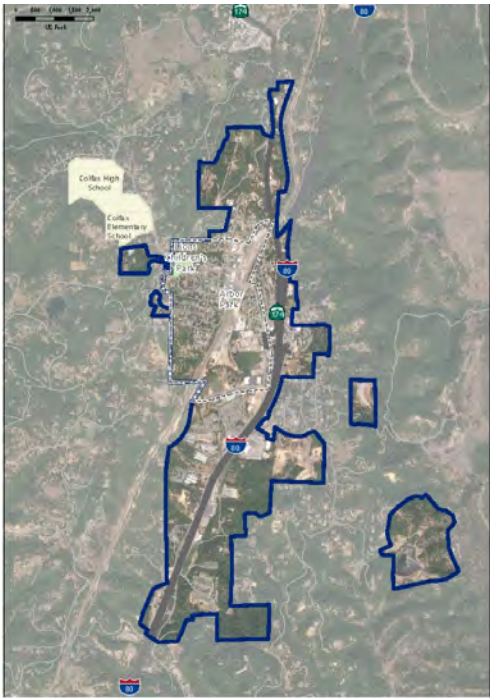
See Project Map

Project Background

About

The project study area encompasses the greater Downtown area, bounded by School Street to the north, Culver Street to the west, Oak Street to the south, and South Auburn Street to the east. The historic downtown business district generally encompasses the area around the intersection of Main Street and Grass Valley Street and along Main Street to Depot Street to the north and Church Street to the south.

- Project Goals
- Why are we here?
- What is Active Transportation?
- How can you help?



Legend		
	Study Area	
	Historic	
	City Limits	
	Schools	
	Highways	
	Roads	

North Arrow
Scale: 0 10 20 30 Feet
GHD

CITY OF COLFAX
DORNE CHIMMAN STREET
CONNECTIVITY PLAN
Project No: 1292137
Revision No: -
Date: May 2023

Examples of Potential Improvements



Pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFBs)



Upcoming Public Events

Information on upcoming public workshops and events is coming soon. Dates will be posted on this website as they are scheduled.



Project Timeline

- Fall 2022: Project Kick-Off**
The project was initiated in September 2022.
- Fall 2022 - Winter 2023: Data Collection & Analysis**
Data collection and development of the existing conditions report established a baseline for analyzing improvement options for the Colfax Downtown Connectivity and Main Street Improvement Plan. The team took an inventory of policies, plans, projects, and programs and will summarize these findings in an Existing Conditions Report.
- Current Phase**
Spring - Fall 2023: Community Engagement and Public Workshops
In-person outreach events will include two Community Workshops as well as multiple online opportunities to provide feedback and review project recommendations. Dates for these events will be posted on this website as they are scheduled. The public is also encouraged to provide ongoing feedback online. When proposed improvements are developed, the Draft ATP document will be made available for public review and comment.
- Fall - Winter 2023: Plan Development**
Active transportation improvement options for will be developed based on an extensive evaluation of existing transportation conditions, public feedback, and analysis of data. An implementation plan will be developed as part of the Plan, including funding options for infrastructure improvements.

A Draft Plan will be developed and brought to the public for review and comment opportunities.
- Winter 2023/2024: Plan Adoption**
Once the Plan is complete, the City Council will consider for adoption. Once adopted, the City can then seek outside funding to assist with implementation and pursue projects as external and local funds allow.

Project Documents

This section provides details on findings as project documents are completed. Please click the box with the information you'd like to view and download:

Project Fact Sheet [View & Download](#)

Sign Up for Project Updates!

[Click here to Sign Up](#)



This plan is funded by a Caltrans Sustainable Communities Planning grant awarded to the City of Colfax in 2021. The grant application was developed in partnership with CivicWell (formerly Local Government Commission), a local non-profit and with support from the Sacramento Area Council of Governments (SACOG). The City of Colfax, CivicWell, and GHD will lead development of the plan.

Contact Us

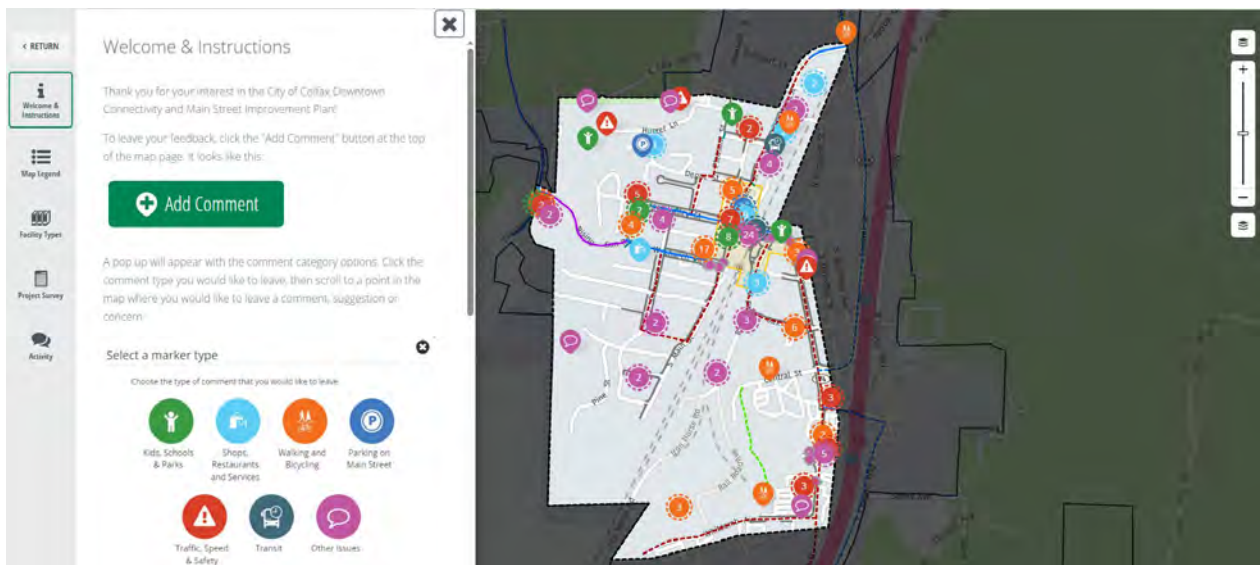
Summer.Lake@colfax.ca.gov

Interactive Map

An interactive map was created to allow participants to make location-specific comments on a map of the project study area. Comments were inputted by website users and from in person engagements. 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:



All comments from the Social Pinpoint Interactive Map can be found in Table 1 below.

Figure 40 Interactive Map Comments

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
5/30/2023 10:05	Kids, Schools & Parks	The school bus picks up and drops off kids right in front of Ambrose Auto Body. I have seen many cars speed past them multiple times and it is not safe. The city needs to either make it an official marked bus stop or have the school pick them up at the designated crosswalk 300 feet down.	1	0	39.100613	-120.954108
5/30/2023 20:13	Kids, Schools & Parks	Main street needs a kids playground. With so many family functions on mainstreet, it would be nice to have a place the kids could swing and slide.	0	0	39.101277	-120.953348
6/8/2023 20:35	Kids, Schools & Parks	Bring back the swimming pool!!	0	0	39.102169	-120.958185
6/19/2023 18:05	Kids, Schools & Parks	Yellow school zone crossing or high visibility at grass valley and rising sun.	0	0	39.100888	-120.95622
6/21/2023 10:51	Kids, Schools & Parks	Want permanent shade structure w/ backing over the grassy areas near city hall that still allows eyes on the park to discourage. Focus Group 6/9.	0	0	39.100139	-120.953654
6/21/2023 11:20	Kids, Schools & Parks	Like public plaza idea where caboose and canopy are at the moment – LOTS OF SUPPORT. Focus Group 6/9.	0	0	39.099897	-120.952024
6/21/2023 11:26	Kids, Schools & Parks	Want cuckoo clock at arbor park. Focus group 6/9.	0	0	39.099527	-120.953809
6/21/2023 11:34	Kids, Schools & Parks	Clock near the Mexican restaurant. Focus Group 6/9.	0	0	39.100216	-120.953777
6/21/2023 11:55	Kids, Schools & Parks	In 2023/2024: Elementary school planning bicycle safety event in coordination with the high school <ul style="list-style-type: none"> - Get CHP and placer sheriff involved - Kids go to different stations such as obstacle course - Long-term: Safetyville program/obstacle course – can be funded through NI funding. Resurface a small portion of parking lot for a safetyville Focus Group 6/9.	0	0	39.10131	-120.95974

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/21/2023 12:06	Kids, Schools & Parks	Lots of kids walk on Tokyanna from Milk Ranch Road since buses aren't allowed to have stops within ¾ mile - Show county recommendations before putting in plan - SRTS and walking school bus so that kids walk in safer groups - Colorized DG or sidewalk - Stop signs - Is this a truck route? There are 12 foot lanes. Could add 4+ foot sidewalk/buffer - Add clear crossing path at Tokyanna and rising sun Focus group 6/9.	0	0	39.100832	-120.959872
6/21/2023 12:09	Kids, Schools & Parks	Lots of kids walk from elementary school down ben taylor to high school, but no sidewalk and need crosswalks at entrances. Focus Group 6/9.	0	0	39.100921	-120.959851
6/21/2023 12:15	Kids, Schools & Parks	Need crosswalk at first entrance (not main entrance) on the left near side parking lot/soccer field – lots of kids walk here. Focus group 6/9.	0	0	39.100884	-120.959921
6/21/2023 12:16	Kids, Schools & Parks	Kids cross through high school - consider recommending that schools should allow this at designated places and times as a safe path of crossing. Focus group 6/9.	0	0	39.100884	-120.959921
6/21/2023 12:17	Kids, Schools & Parks	Add signage that there is a school zone along tokyanna and rising sun. Focus group 6/9.	0	0	39.101125	-120.959591
6/21/2023 13:16	Kids, Schools & Parks	Want skate park downtown. Focus group 6/9.	0	0	39.099828	-120.953159
6/21/2023 13:18	Kids, Schools & Parks	Play area for kids, play structure in Arbor Park. Focus group 6/9.	0	0	39.100134	-120.953644
7/13/2023 8:12	Kids, Schools & Parks	Skate park is needed! x4	0	0	39.100705	-120.956849
7/13/2023 8:41	Kids, Schools & Parks	Dog park formalized - maybe near community center.	0	0	39.10277	-120.953599
7/13/2023 11:11	Kids, Schools & Parks	School bus needs to get kids to and from school and be subsidized.	0	0	39.100727	-120.959643

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/18/2023 9:18	Kids, Schools & Parks	Students walk/bike/scooter here. Kids don't have locks and need secure parking. Lots of kids walk to library.	0	0	39.099444	-120.954085
5/30/2023 19:15	Other Issues	The road has crumbled to the point where dirt is seeping through. A non paved dirt road would be better.	1	0	39.100497	-120.955604
5/31/2023 6:25	Other Issues	The roads on Walnut, T Bird, Rose, Washington, etc need repavement desperately!	2	0	39.096371	-120.956613
6/1/2023 21:03	Other Issues	I second this comment.	0	0	39.096371	-120.956613
6/1/2023 21:06	Other Issues	Ask the trains not to idle here. The diesel smoke comes up the hill and permeates the Falconer's Addition neighborhood.	0	1	39.096765	-120.954763
6/1/2023 21:09	Other Issues	The roads in the Falconer's Addition neighborhood desperately need repaving. Huge pot holes, dirt coming through, crumbling asphalt. Dangerous for a neighbor who uses a mobility scooter to get around, and damaging to vehicles, a danger for walking, if you aren't paying attention.	1	0	39.096993	-120.956511
6/12/2023 20:44	Other Issues	The roads in the neighborhoods surrounding downtown are in desperate need of repaving. It is crucial for the city to find the necessary funding to not only repave the roads but also to implement a regular sealing program every few years. By revamping the streets and sidewalks, I firmly believe that the city can significantly enhance real estate values and attract more visitors. Investing in the infrastructure of these neighborhoods will undoubtedly have a positive impact on development.	0	0	39.097847	-120.95641
6/19/2023 16:13	Other Issues	For any art, keep consistent with character and history (RRS and mining). Workshop Comment 6/8-6/9	0	0	39.0997	-120.953428

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/19/2023 16:15	Other Issues	Banners like those on light poles along road indicating that you're coming into downtown. Workshop Comment 6/8-6/9	0	0	39.099162	-120.951221
6/19/2023 16:23	Other Issues	Lot of art shading that's permanent so winter protection is available. Workshop Comment 6/8-6/9.	0	0	39.100115	-120.953728
6/19/2023 16:27	Other Issues	Don't like SF style houses on Kneeland. Too close together and not historical looking. Workshop Comment 6/8-6/9.	0	0	39.100956	-120.954667
6/19/2023 16:48	Other Issues	Would love to see a public plaza at end of Main! Bring stop sign up and fix the weird intersection. Workshop Comment 6/8-6/9.	0	0	39.101667	-120.953077
6/19/2023 16:49	Other Issues	Fewer signs, but more effective signs.	0	0	39.102429	-120.952661
6/19/2023 16:59	Other Issues	Historic downtown wayfinding. Workshop Comment 6/8-6/9.	0	0	39.09496	-120.950291
6/19/2023 18:26	Other Issues	Any relics should be kept. Workshop Comment 6/8-6/9.	0	0	39.1031	-120.958202
6/21/2023 10:42	Other Issues	Fewer signs but more effective signage everywhere, especially as a gateway to the historic downtown. Focus Group 6/9.	0	0	39.100468	-120.953242
6/21/2023 10:42	Other Issues	Destroyed flowerbeds. Focus Group 6/9.	0	0	39.100426	-120.952862
6/21/2023 10:43	Other Issues	like colorized pavement as you enter downtown/historic Colfax. Focus Group 6/9.	0	0	39.100405	-120.952856
6/21/2023 10:44	Other Issues	Like gateway signage. Focus Group 6/9.	0	0	39.100484	-120.953157
6/21/2023 10:44	Other Issues	Like clearer, larger signage with art/branding. Focus Group 6/9.	0	0	39.100197	-120.952969
6/21/2023 10:46	Other Issues	put anti-skateboard and anti-skating protectors on artistic amenities. Focus Group 6/9.	0	0	39.100126	-120.953006

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/21/2023 10:52	Other Issues	Branding in Colfax main street – outline of the historic business storefronts w/LED lighting – change color w/holidays – LOTS	0	0	39.100586	-120.953361
6/21/2023 11:10	Other Issues	Like moving caboose to see downtown better – LOTS OF SUPPORT. Move caboose near depot building -LOTS OF SUPPORT. Focus group 6/9.	0	0	39.100151	-120.952208
6/21/2023 11:11	Other Issues	Part of prioritization plan – identify local CBOs to help implement priority improvements. Focus Group 6/9.	0	0	39.099887	-120.952036
6/21/2023 11:15	Other Issues	Roundabout: add windmill with LED lighting or other artistic representation of historic Colfax. Focus group 6/9.	0	0	39.094713	-120.950816
6/21/2023 11:38	Other Issues	If relocating water cannon, replant existing plants. Focus group 6/9.	0	0	39.100592	-120.9532
6/21/2023 11:42	Other Issues	Consistent murals – railroad or gold panning/gold mining with color - Locations: Alleyway, charging stations, trash cans, and utility boxes - Railroad street buildings (fruit exchange and railroad museum - Mural tour in historic area - Make it interactive – selfies, etc Focus group 6/9.	0	0	39.100026	-120.952211
6/21/2023 11:42	Other Issues	Colorized bricks/pavement – cobbles, earth colors, natural - Like fort brag city hall look. - Like tile and railroad/mining theme Focus Group 6/9.	0	0	39.100037	-120.953109
6/21/2023 13:28	Other Issues	Will require redesign: Rising Sun and West Church -- if coming from north, will have to cross tokyanna. Focus group 6/9.	0	0	39.100028	-120.956793
6/21/2023 13:31	Other Issues	Redesign of Rising Sun and Grass Valley. Focus 6/9.	0	0	39.10084	-120.956152
6/21/2023 13:33	Other Issues	Redesign of Rising Sun and Grass Valley. Focus group 6/9.	0	0	39.101273	-120.959749

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/10/2023 16:40	Other Issues	I think the connectivity project needs to be seriously looked at. Colfax needs to spend money on getting downtown revitalized and help support and draw business in. It's a bit like putting the cart before the horse. I think money could be much better spent right now.	0	0	39.098194	-120.95561
7/10/2023 16:46	Other Issues	Let's work on helping small businesses be welcomed and get established. Once you actually have a draw downtown your ultimate plan for the space may change. There is also a chance of losing the old town charm with a project like this. Please pump the brakes on this project.	0	0	39.098194	-120.95561
7/12/2023 15:37	Other Issues	Get rid of the sign ordinance	0	0	39.100124	-120.959025
7/13/2023 8:23	Other Issues	Paint the light poles to provide a path into downtown.	0	0	39.100961	-120.952979
7/13/2023 8:24	Other Issues	Any murals/art should be related to the history.	0	0	39.103092	-120.955565
7/13/2023 8:25	Other Issues	Signage, lighted signs and making the downtown more visible to people coming off freeway.	0	0	39.100744	-120.953043
7/13/2023 8:27	Other Issues	How traffic impact fees affects development/improvements in downtown?	0	0	39.100765	-120.953049
7/13/2023 8:32	Other Issues	Increase density by Central and Oak to create a new town center.	0	0	39.096818	-120.95336
7/13/2023 8:39	Other Issues	32 trains/day, 2.5 miles long, stopping an average 20 mins, 6.5 hrs of blockage per day (Look at city circulation element), signal on Central st./ Auburn.	0	0	39.103319	-120.951667
7/13/2023 8:40	Other Issues	Consider a traffic signal on 174 and Main st. w/ flashing lights to indicate crosswalks are down and redirect traffic to an alternative route.	0	0	39.103219	-120.951485
7/13/2023 8:49	Other Issues	Community center. Telephone in The wind. Have a phone booth.	0	0	39.101506	-120.951863

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/13/2023 8:51	Other Issues	Mural on the side of the bank. There was a robbery here, would like a mural to highlight the history.	0	0	39.102139	-120.951944
7/13/2023 8:53	Other Issues	More streetlights + entrance sign + markers at the entrance to downtown.	0	0	39.100719	-120.952689
7/13/2023 8:54	Other Issues	Grassvalley + Auburn as an example	0	0	39.100695	-120.952688
7/13/2023 8:57	Other Issues	Welcome arch is needed at E Church Street and S. Auburn st. intersection. People cross at S. Grass Valley.	0	0	39.098846	-120.952148
7/13/2023 9:06	Other Issues	Improve roundabout w/ art and landscaping.	0	0	39.097926	-120.952915
7/13/2023 9:07	Other Issues	Paint the streetlights red or blue to increase visibility.	0	0	39.097827	-120.953013
7/13/2023 9:10	Other Issues	When people come off the freeway, they only see an arco, and are not directed to Colfax.	0	0	39.095024	-120.951064
7/13/2023 9:11	Other Issues	Identity for the town so people know they are in Colfax.	0	0	39.094799	-120.950463
7/13/2023 9:12	Other Issues	Bright visual markers, murals and plants to draw people in.	0	0	39.094521	-120.950604
7/13/2023 9:13	Other Issues	Sign at Canyon Way to note services in Colfax.	0	0	39.093114	-120.95139
7/13/2023 10:11	Other Issues	City just got a grant to have high schoolers to create murals in town. Plant themed. Would like some historical murals too (gold mining, trains).	0	0	39.097183	-120.958738
7/13/2023 11:13	Other Issues	East Oak st. has plain concrete wall that would be good for mural.	0	0	39.098509	-120.953424
7/18/2023 9:04	Other Issues	Not enough public parking near library. Spaces across the street always occupied.	0	0	39.099438	-120.954091
7/18/2023 9:05	Other Issues	Church is terrible (near Main Street and Library)	0	0	39.099474	-120.953918
7/18/2023 9:11	Other Issues	No markings showing parking allowed.	0	0	39.099416	-120.953914

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/18/2023 9:33	Other Issues	Relocating Caboose: High pressure gas line by railroad street -- where there are possible areas to relocate it. For maintenance, may not be able to relocate it on top of high pressure line.	0	0	39.100475	-120.953316
6/19/2023 16:41	Parking on Main Street	Curb ramps needed for ADA parking here	0	0	39.101411	-120.953051
7/12/2023 16:19	Parking on Main Street	Curb ramps are really important, Depot Street needs to be refurbished, road is damaged, challenging to park.	0	0	39.102006	-120.956439
7/18/2023 9:15	Parking on Main Street	Who is allowed to park in bank parking lot? Would benefit from being able to park in that lot w/ stairs/access up slope.	0	0	39.100292	-120.953388
6/1/2023 8:36	Shops, Restaurants and Services	I'd like to see HISTORIC Colfax remain HISTORIC. This City was started because of the railroad and that should be our theme, including a train that blows it's whistle!! It should not be allowed to turn into a Bay Area Suburb ~ ever!!	0	0	39.102541	-120.956383
6/17/2023 14:52	Shops, Restaurants and Services	During Events, vendors put the rear of their booths and all their misc. junk on the sidewalk side in front of existing businesses. This impacts foot traffic to existing shops. A simple switch placing the booths back to back with the backs aligned with the center of Main St. and their fronts either facing the shops along the west side of main st or the railroad building on the east side would open up this foot traffic tremendously.	0	0	39.101188	-120.9532
6/19/2023 16:38	Shops, Restaurants and Services	Bring out sidewalk so there's a space for people to eat. Permanent parklets. People need places to eat/spend time.	0	0	39.101345	-120.953157
6/19/2023 16:46	Shops, Restaurants and Services	Workshop Comment 6/8-6/9. Like the pit/promenade in Auburn and some late-night businesses to keep people walking around main street. Workshop Comment 6/8-6/9.	0	0	39.101001	-120.953031

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/19/2023 17:24	Shops, Restaurants and Services	Charging area and opportunity to tell people about what's in Colfax @ 99 Railroad Street. Workshop Comment 6/8-6/9.	0	0	39.099132	-120.952658
6/19/2023 17:27	Shops, Restaurants and Services	Charging station. Workshop Comment 6/8-6/9.	0	0	39.100272	-120.95328
6/19/2023 18:04	Shops, Restaurants and Services	Constraints on businesses on main street include the need to enhance water/sewage facilities by City. Emergency services notes that buildings in downtown need to come up to code. Workshop Comment 6/8-6/9.	0	0	39.100184	-120.953093
6/19/2023 18:17	Shops, Restaurants and Services	Colfax farmers market Wednesdays (through October) 4-7 at 55 school!Workshop Comment 6/8-6/9.	0	0	39.102655	-120.95259
6/21/2023 13:16	Shops, Restaurants and Services	Operational theater, more night life. Focus group 6/9.	0	0	39.100178	-120.953628
7/12/2023 16:14	Shops, Restaurants and Services	Theater as a key destination! Keep it as part of the historic character of Calfax.	0	0	39.103028	-120.955948
7/13/2023 8:28	Shops, Restaurants and Services	Small businesses/local businesses need a reason to stay.	0	0	39.10166	-120.955919
7/13/2023 8:31	Shops, Restaurants and Services	More outside seating, more restaurants, fewer bars.	0	0	39.09942	-120.95653
7/13/2023 8:44	Shops, Restaurants and Services	Wants more businesses downtown, wants the city to be interested in bringing businesses.	0	0	39.100815	-120.952689
7/13/2023 8:45	Shops, Restaurants and Services	Bringing people into downtown for business attracting more people by revitalizing businesses.	0	0	39.101114	-120.952911
7/13/2023 8:58	Shops, Restaurants and Services	EV charging is needed! Please bring them back.	0	0	39.098788	-120.952534
7/13/2023 9:18	Shops, Restaurants and Services	Loves the idea of the pedestrian path from the hotel to downtown. Would be great to have more people come to downtown/visit businesses.	0	0	39.099118	-120.953235
7/13/2023 11:16	Shops, Restaurants and Services	Thinks adding permanent eating areas/make walkability would be a start to bringing in more businesses.	0	0	39.104271	-120.951103

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/13/2023 11:24	Shops, Restaurants and Services	Hotel: Options for improvement - mixed-use building with commercial and options for entertainment.	0	0	39.103579	-120.950855
7/13/2023 11:37	Shops, Restaurants and Services	(For big events) Line vendors down the middle of the street rather than on the sidewalk. Create an electric centerline so businesses can set up.	0	0	39.099911	-120.953498
7/13/2023 11:40	Shops, Restaurants and Services	Future investment is needed. Businesses should share responsibilities for road repairs.	0	0	39.102829	-120.951274
5/30/2023 13:16	Traffic, Speed & Safety	Parking on the street- making it difficult to get through especially during snow	0	0	39.100881	-120.956391
6/1/2023 21:13	Traffic, Speed & Safety	Roundabout, or something needed here to improve traffic flow, especially needed when the high school lets out, cars have backed up onto the east bound freeway at that time.	1	0	39.095969	-120.950643
6/8/2023 14:59	Traffic, Speed & Safety	Main st. between Depot st. and 174 is HORRIBLE. So many large potholes. It looks sad, is hard to drive and walk, and does not promote the image of a vibrant mountain town.	2	0	39.102513	-120.952266
6/8/2023 15:02	Traffic, Speed & Safety	Sidewalk should be added from 307 So Auburn to Whitman Sts on Same side of street as Mountain Realty - Then fewer people will cross street on I-80 exit side of rotary.	0	0	39.095969	-120.950643
6/8/2023 15:19	Traffic, Speed & Safety	Any way to get the commuter train to stop adjacent to the platform, rather than across the middle of the street holding up traffic?	0	0	39.10034	-120.953465
6/8/2023 15:41	Traffic, Speed & Safety	Walking on either side of N. Main St from 174 to Depot St is unsafe. Sidewalks are uneven or damaged. Trees close to Gearhardt overhang sidewalk about 4 feet above existing sidewalk.	0	0	39.102513	-120.952266
6/19/2023 16:42	Traffic, Speed & Safety	Traffic circle? Yes.	0	0	39.101432	-120.952963
6/19/2023 16:42	Traffic, Speed & Safety	Traffic circle? No.	0	0	39.101413	-120.952969

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/19/2023 16:51	Traffic, Speed & Safety	Coming out of Marval's, there should be a stop sign. Workshop Comment 6/8-6/9.	0	0	39.093203	-120.950921
6/19/2023 16:58	Traffic, Speed & Safety	Roundabout education is needed. There's yielding issues and issues with people moving through. Workshop Comment 6/8-6/9.	0	0	39.094382	-120.951353
6/19/2023 16:59	Traffic, Speed & Safety	People speeding off 80 entering the roundabout too fast to get into gas station. Workshop Comment 6/8-6/9.	0	0	39.094622	-120.950301
6/19/2023 17:00	Traffic, Speed & Safety	Enforcement used to help with traffic coming off freeway at school hours. Workshop Comment 6/8-6/9.	0	0	39.09525	-120.95074
6/19/2023 17:11	Traffic, Speed & Safety	Potholes coming off 80 onto 174. Workshop Comment 6/8-6/9.	0	0	39.095971	-120.950377
6/19/2023 17:12	Traffic, Speed & Safety	S. Foresthill Street could use improvements on street and sidewalk. Debris is also an issue along these roads in this area. Workshop Comment 6/8-6/9.	0	0	39.096615	-120.950269
6/19/2023 17:15	Traffic, Speed & Safety	Delivery trucks block traffic on main street. Workshop Comment 6/8-6/9.	0	0	39.100058	-120.953334
6/19/2023 17:21	Traffic, Speed & Safety	Condition of pavement is really bad. Sidewalks and pavement is bad. Debris and maintenance cleaning. Workshop Comment 6/8-6/9.	0	0	39.09899	-120.951233
6/19/2023 17:32	Traffic, Speed & Safety	Get rid of odd turning lane near cannon, Workshop Comment 6/8-6/9.	0	0	39.101427	-120.953881
6/19/2023 18:02	Traffic, Speed & Safety	People running stop signs along W. Grass Valley St. Workshop Comment 6/8-6/9.	0	0	39.100793	-120.955816
6/19/2023 18:03	Traffic, Speed & Safety	People drive too fast through pleasant street and there's little league with children playing. Speed hump? Workshop Comment 6/8-6/9.	0	0	39.103091	-120.953797
6/19/2023 18:12	Traffic, Speed & Safety	People driving so fast along W, Grass Valley. Speeding is a major problem. Workshop Comment 6/8-6/9.	0	0	39.100955	-120.956643

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/21/2023 11:51	Traffic, Speed & Safety	Lights on ben taylor for evening – difficult to see at night or better reflective pavement for visibility. Focus Group 6/9.	0	0	39.10134	-120.959722
7/12/2023 15:43	Traffic, Speed & Safety	Likes how they closed off mill st. in grass valley for peds	0	0	39.101702	-120.957169
7/12/2023 16:07	Traffic, Speed & Safety	Does make it more challenging to drive downtown.	0	0	39.101635	-120.956986
7/12/2023 16:16	Traffic, Speed & Safety	Skate park: safety for children travelling there, focal point for safety. Kids going from the school to the skate park is also a safety concern.	0	0	39.102547	-120.957582
7/13/2023 8:14	Traffic, Speed & Safety	My Aunt tripped and fell on the sidewalk in front of the fire station. State of sidewalks and roads is the biggest issue.	0	0	39.099997	-120.955079
7/13/2023 8:21	Traffic, Speed & Safety	Iron Horse Lane - pretty close alignment for potential class 1 lane/trail.	0	0	39.10315	-120.955248
7/13/2023 9:15	Traffic, Speed & Safety	Informal trail. Formal trail concerned about lighting on path.	0	0	39.09439	-120.951642
7/13/2023 10:08	Traffic, Speed & Safety	Mill grange: drivers drive fast, narrow road, feels unsafe. There are also some blind corners.	0	0	39.10051	-120.959581
7/18/2023 9:11	Traffic, Speed & Safety	Mail truck drivers on wrong street near library. roundabout or arrows showing directions.	0	0	39.099361	-120.953804
6/19/2023 16:19	Transit	Amtrak customers don't know that they need to board on the right side. Signage? Workshop Comment 6/8-6/9.	0	0	39.100141	-120.952736
6/19/2023 16:28	Transit	School buses struggle to take turns here. Workshop Comment 6/8-6/9.	0	0	39.100462	-120.953404
7/13/2023 8:34	Transit	Potential for intermodal center.	0	0	39.102012	-120.952247
7/18/2023 9:00	Transit	Add signs @ greyhounds or amtrack stop or charging stations that indicate what is nearby to visit.	0	0	39.100366	-120.952726
7/18/2023 9:01	Transit	Unclear what side of tracks to be on to go north or south.	0	0	39.100352	-120.952665

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/18/2023 9:01	Transit	Regional connections (buses, etc.) when arrive via amtrack in Colfax.	0	0	39.100356	-120.952587
5/30/2023 9:04	Walking and Bicycling	Sidewalk needs to be replaced. Very hard to push a stroller or wheelchair over the large bumps and cracks. In between Library and Post office.	1	0	39.099468	-120.954527
5/30/2023 9:11	Walking and Bicycling	Intersection needs better crossing for wheelchair and strollers. High curbs at the corners make me have to push my stroller	1	0	39.097782	-120.951147
5/30/2023 19:17	Walking and Bicycling	The sidewalk needs to be replaced in front of 52 and 48 Grass valley street. It is dangerous pushing my child's stroller over the sidewalks that the city trees have damaged.	3	0	39.100688	-120.955008
5/30/2023 19:17	Walking and Bicycling	The sidewalk here needs to be replaced. It is destroyed!	1	0	39.099699	-120.955628
5/31/2023 13:30	Walking and Bicycling	Bikes are allowed to use streets with or without a marked path. A walking path / sidewalk is needed from I-80 overpass to the bridge that travels over the tracks on Hwy 174 and would connect two already foot traveled paths. Bikes cannot safely use badly paved roads, and grandma doesn't ride a bike. Need sidewalks leading up to the schools, better yet start the sidewalk at the school then you will know where the bike lane goes.	1	0	39.100176	-120.955353
6/8/2023 15:06	Walking and Bicycling	Agree - Sidewalk on each side of Church Street is dangerous for pedestrians and those getting in/out of cars to access businesses & post office. About 1/2 needs replacement.	0	0	39.099468	-120.954527
6/8/2023 15:09	Walking and Bicycling	Sidewalk on Culver from Oak Street to W. Grass Valley - Dangerous to pedestrians near every tree. Replacement needed due to tree roots that lifts concrete sidewalks that grew since 1938.	0	0	39.099129	-120.955339

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/8/2023 15:18	Walking and Bicycling	Unsafe sidewalks due to damage (primarily from trees) on Culver between W Oak & W Grass Valley Streets and on Church between W Oak and Main St.	0	0	39.099699	-120.955628
6/8/2023 15:25	Walking and Bicycling	Putting a sidewalk between W Grass Valley and on Rising Sun (going along west & south sides of Rising Sun) and up to Ben Taylor and paving W. Church sidewalk from Rising Sun to Ben Taylor would increase safer access to the schools & Ball park by pedestrians.	0	0	39.100176	-120.955353
6/8/2023 15:48	Walking and Bicycling	Sidewalks on east side of Culver between W. Oak & W. Grass Valley need replacement. Probably means the trees whose roots are causing damages need removal, too.	0	0	39.098892	-120.955924
6/8/2023 15:54	Walking and Bicycling	<p>Sidewalks on North side of Depot street needs repairs. Sidewalks would be useful on the other side of the road from Kneeland to Main St would be welcome.</p> <p>Trimming the weeds & clearing trash from the empty lot at Kneeland and Depot would eliminate a fire hazard & eyesore.</p> <p>Is that a public or private parking lot at Depot & Depot Alley???</p>	0	0	39.10151	-120.954116

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/8/2023 16:03	Walking and Bicycling	<p>Sidewalk repairs needed at 303 So Auburn St(hole)</p> <p>Adding sidewalks on So Main St between McDonalds (501) and 301 So Auburn would make a big difference for pedestrians to safely shop & access Hotels without disrupting the traffic exiting and entering I-80 at The Rotary / Roundabout. Add a "flashing" pedestrian-activated lighted crosswalk at Central and So Auburn May help traffic flow & pedestrian/bike safety.</p>	0	0	39.095694	-120.950769
6/8/2023 16:12	Walking and Bicycling	<p>Poor location for crosswalk due to traffic exiting from I-80. Put a sidewalk on the opposite side of So Auburn, with Clearly Marked (perhaps a pedestrian activated flashing light?) crossing added near the 76 station.</p>	0	0	39.094841	-120.950635
6/8/2023 16:18	Walking and Bicycling	<p>Add sidewalk on East side of Rising Sun between W Grass Valley and where RS meets Church St.</p> <p>Pave the sidewalk on Rising Sun from Ben Taylor to Culver. Mark "Pedestrian Crossing" at Church & Rising Sun.</p>	0	0	39.10018	-120.956549
6/9/2023 18:15	Walking and Bicycling	<p>I agree! I don't understand why they stopped the sidewalk on the other side.</p>	0	0	39.094841	-120.950635
6/19/2023 16:18	Walking and Bicycling	<p>Would feel safer with even just buffered class II through main street. Keep parking, but maybe consider class IV parking protected. Workshop Comment 6/8-6/9</p>	0	0	39.100199	-120.953685
6/19/2023 16:21	Walking and Bicycling	<p>Cars get backed up and its very difficult for people to cross between 3:30 and 5:30 PM. And 7:30 AM. Not a good place to cross. No continuation of parking along here.</p> <p>Workshop Comment 6/8-6/9.</p>	0	0	39.099847	-120.951443

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/19/2023 16:22	Walking and Bicycling	Bicycle lane on 174. Buffered? Regional Connection?	0	0	39.100368	-120.951687
6/19/2023 16:32	Walking and Bicycling	Kids are always biking and skateboarding through main street. It would be nice to give them a place to bike, roll, walk, play safely. Workshop Comment 6/8-6/9.	0	0	39.10085	-120.953416
6/19/2023 16:47	Walking and Bicycling	ADA ramps are difficult for senior citizens to gain balance with walking sticks.	0	0	39.101131	-120.952721
6/19/2023 16:56	Walking and Bicycling	People walk from best western to Main Street via informal walking path or Auburn to Central and Railroad Street. Workshop Comment 6/8-6/9.	0	0	39.093002	-120.955223
6/19/2023 16:57	Walking and Bicycling	Support formalizing informal trail. Workshop Comment 6/8-6/9.	0	0	39.094096	-120.954971
6/19/2023 17:02	Walking and Bicycling	Being able to walk down to Dine and Dash would be amazing! Workshop Comment 6/8-6/9.	0	0	39.096512	-120.952404
6/19/2023 17:20	Walking and Bicycling	E Church Street needs sidewalk. Workshop Comment 6/8-6/9.	0	0	39.099052	-120.951382
6/19/2023 17:26	Walking and Bicycling	Senior citizens would love to have more areas (dedicated) to walk. Trails for walking would be best. Safer for elderly throughout city. Workshop Comment 6/8-6/9.	0	0	39.102582	-120.951769
6/19/2023 17:30	Walking and Bicycling	Depot and Kneeland need updated sidewalk and needs to be cleaned up. Connect existing sidewalk. Workshop Comment 6/8-6/9.	0	0	39.101594	-120.954547
6/19/2023 17:55	Walking and Bicycling	Tokayana needs sidewalks into downtown. Workshop Comment 6/8-6/9.	0	0	39.101166	-120.959745
6/19/2023 17:58	Walking and Bicycling	Walking around downtown, many sidewalks here have too many gaps. Depot is bad. Church is bad. Workshop Comment 6/8-6/9.	0	0	39.101029	-120.956114

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
6/19/2023 18:00	Walking and Bicycling	Walking around downtown, many sidewalks here have too many gaps. Depot is bad. Church is bad. Workshop Comment 6/8-6/9.	0	0	39.100417	-120.954254
6/19/2023 18:01	Walking and Bicycling	Road is rough along W. Church and sidewalks are messy and need to be cleaned up. New sidewalk is needed along W. Church Street. Workshop Comment 6/8-6/9.	0	0	39.099659	-120.955116
6/19/2023 18:13	Walking and Bicycling	RRFB, high-vis crosswalk, signage and yellow to indicate schools at Rising Sun Road. Tokayana has children walking and biking along an informal trail on the canal. Bus stops at Tokayana.	0	0	39.100979	-120.959791
6/19/2023 18:15	Walking and Bicycling	Some kids helped me get to Marval from AM/PM through a fence, down a dirt path, to back side of McDonalds there over to Marval's lot near the recycle area. Handy! But a bit rough. Workshop Comment 6/8-6/9.	0	0	39.093423	-120.952611
6/21/2023 11:52	Walking and Bicycling	Want bikes to stop at stop signs. Focus group 6/9.	0	0	39.100347	-120.954468
7/13/2023 8:30	Walking and Bicycling	West Church Street needs pavement improved on sidewalk (Culver Street).	0	0	39.099408	-120.956273
7/13/2023 9:01	Walking and Bicycling	S. Auburn crossing at Central st. and connecting sidewalk on one side.	0	0	39.098151	-120.951579
7/13/2023 9:03	Walking and Bicycling	Increase lighting and make walkways more inviting.	0	0	39.098367	-120.952679
7/13/2023 9:05	Walking and Bicycling	Crosswalk at 174 needs improvements w/ sidewalks and improving ped connectivity.	0	0	39.098455	-120.951536
7/13/2023 9:27	Walking and Bicycling	We already walk where the class 1 path is proposed, would love to see it be a more formal trail.	0	0	39.093368	-120.955606
7/13/2023 11:09	Walking and Bicycling	Always rides bike on informal path, lots of potholes. Tokayana Way/ Rising Sun Road: confusing, hard to navigate. I live here and no one can find my house.	0	0	39.100807	-120.9594

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
7/13/2023 11:20	Walking and Bicycling	E Church before Rail Road Ave. No sidewalk, must walk in the middle of the road. Uneven, sloped road, fell here while walking.	0	0	39.097365	-120.95136
7/13/2023 11:22	Walking and Bicycling	Having a flat spot to walk. Unsafe pavement if you want to walk in the shade.	0	0	39.097307	-120.951325
7/13/2023 11:27	Walking and Bicycling	2-way Class 4 on S. Auburn is preferred.	0	0	39.099441	-120.957694
7/13/2023 11:30	Walking and Bicycling	Physical separation from cars as a pedestrian when walking along Grass Valley.	0	0	39.101127	-120.956841
7/18/2023 9:10	Walking and Bicycling	Phasing performance will make sidewalk improvements at depot and main (near the blue building) only after Main Street Improvements are done.	0	0	39.101415	-120.953016
7/18/2023 9:14	Walking and Bicycling	High visibility crosswalk @ library -- people roll through stop sign.	0	0	39.099462	-120.953787
7/18/2023 9:17	Walking and Bicycling	Lots of people cross railroad tracks and jump fence into bank parking lot (near main stop sign)	0	0	39.100237	-120.952948
7/18/2023 9:18	Walking and Bicycling	Missing crosswalks at Church Street and library.	0	0	39.099482	-120.953959
7/18/2023 9:20	Walking and Bicycling	No crosswalks to mini park near library and no lighting.	0	0	39.099203	-120.953879
7/18/2023 9:25	Walking and Bicycling	Peds get hit up at North Main Street and 174.	0	0	39.104792	-120.949976
7/18/2023 9:31	Walking and Bicycling	Don't like RRFBs - crossing isn't an issue.	0	0	39.100431	-120.953101
7/18/2023 9:35	Walking and Bicycling	City owns fence around railroad tracks (land leased by RR) could make it taller to prevent people from jumping fences onto RR tracks.	0	0	39.100523	-120.952742

Comments by Type

Figure 28 shows the percentage of comments by category. Aside from the category “other issues”, “walking and bicycling” had the highest percentage of comments (27.42%) and “traffic, speed and safety” had the second highest (15.59%).

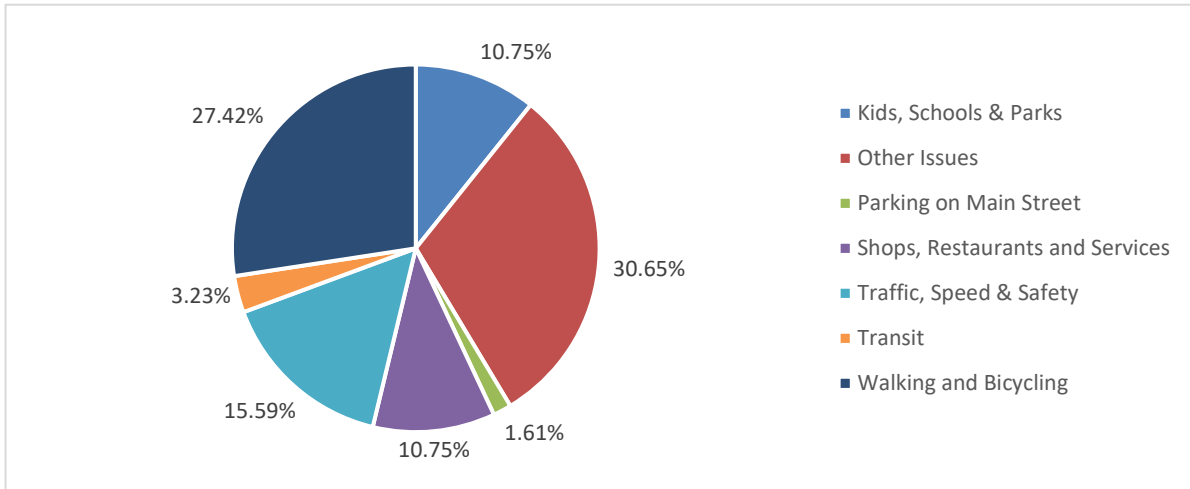


Figure 41 Comments by Category

Online Survey

To gather community feedback for the Colfax Downtown Connectivity and Main Street Improvement plan, an online survey was launched to understand the community’s perspective around active transportation, connectivity, and Main Street in the City of Colfax. The survey did not receive any responses. Screenshots of the online survey are displayed below.

Get Involved

Thank you for your interest in the Colfax Downtown Connectivity and Main Street Improvement Plan. Your input is very important throughout the planning process.

Please be sure to check back for future opportunities to get involved.



Sign up for Project Updates!

[Get Involved](#)



Interactive Project Map

Add your location-specific ideas and comments on the project map.

[See Project Map](#)

Project Survey

Submit your feedback in the survey questions below.

How should Downtown Colfax (along and nearby Main Street) ideally look to you? Select all that apply.

- Somewhere I could walk, ride my bicycle, or roll comfortably / Somewhere others could walk, ride their bicycle, or roll comfortably
- Somewhere I or others could take a trip (for a day or overnight)
- A place where I or others frequent local businesses for needs, services, or other resources
- Other (describe)

What would make more people (residents, people from other local communities, visitors) want to come to Downtown Colfax and view it as a destination? Select all that apply.

- Easier access to existing businesses and hotels (i.e. options to walk, ride a bicycle, take the bus, not have to drive)
- Driving convenience – easier to drive and park
- Variety in business types – more restaurants and food options, shops, or places to sit and relax
- More local events (farmer’s markets, open street events, music, or other local events)
- Other (describe)

What improvements are missing that would help support local businesses, tourists and residents who visit Downtown Colfax? Select all that apply.

- Transit options to get in and out of town
- More ways for me or others to walk, ride a bicycle, or roll more safely
- More lighting
- More green space and spaces to pause, sit or relax (with/without shopping)
- Other (describe)

What are your priorities for Colfax and connecting downtown to the greater community? Select your top three priorities.

Safety for all people (all modes, all situations, all facilities)

Improved vehicle access (easier crossings, easier to get on/off the highway, more intersections, can get to destination quicker)

Improving multi-modal facilities (more transit, facilities for walking, bicycling, and rolling)

Quality of life (greenery, shade, roadside aesthetics)

Other (describe)

Other considerations (optional)

What parts of downtown do you enjoy? What parts of downtown would you change?

Agree to [terms and conditions](#) *

Submit