

City Council Meeting

COUNCIL CHAMBERS, 33 SOUTH MAIN STREET, COLFAX, CA

Mayor Kim Douglass · Mayor Pro Tem Sean Lomen
Councilmembers Caroline McCully · Larry Hillberg · Trinity Burruss

REGULAR MEETING AGENDA

March 13, 2024

Regular Session 6:00 PM

You may view the City Council meeting live by the following means:

ZOOM at

<https://us02web.zoom.us/j/84968570574>

Dial in by calling one of the numbers listed below and enter the Webinar ID:

849 6857 0574

1 669 900 6833 / 1 669 444 9171 / 1 719 359 4580 / 1 253 205 0468

View Only on Facebook Live on our City of Colfax page: City of Colfax, California. You may submit written comments to the City Clerk via email at city.clerk@colfax-ca.gov, via regular mail to P.O. Box 702, Colfax CA 95713, or by dropping them off at City Hall, 33 S. Main Street, Colfax CA 95713. Comments received will be submitted to Council and made a part of the record.

1 **CLOSED SESSION (None)**

2 **OPEN SESSION**

2A. **Call Open Session to Order**

2B. **Pledge of Allegiance**

2C. **Roll Call**

2D. **Approval of Agenda Order**

This is the time for changes to the agenda to be considered including removal, postponement, or change to the agenda sequence.

Recommended Action: By motion, accept the agenda as presented or amended.

2E. **Statement of Conflict of Interest**

3 **CONSENT CALENDAR**

Matters on the Consent Calendar are routine in nature and will be approved by one blanket motion with a Council vote. No discussion of these items ensues unless specific items are pulled for discussion and separate action. If you wish to have an item pulled from the Consent Agenda for discussion, please notify the Mayor.

Recommended Action: Approve Consent Calendar

3A. **Minutes**

Pages 5-10

Recommended Action: By Motion, approve the City Council minutes of 2/28/2024.

3B. **Railroad Days Event Donation**

Pages 11-12

Recommended Action: By Resolution, approve a \$3,000 donation to Colfax Railroad Days, Inc. to help fund the 2024 Railroad Days Event.



3C. Injury and Illness Prevention Program

Pages 13-32

Recommended Action: By Resolution, delegate the City Manager to approve and adopt in the Injury and Illness Prevention Program amendments as required by law and any future amendments.

*** End of Consent Calendar ***

4 AGENCY REPORTS

- 4A. Placer County Sheriff's Office**
- 4B. California Highway Patrol**
- 4C. Placer County Fire Department/CALFIRE**
- 4D. Non-Profits**

5 PRESENTATION (none)

6 PUBLIC HEARING (none)

7 PUBLIC COMMENT

Members of the public are permitted to address the Council orally or in writing on matters of concern to the public within the subject matter jurisdiction of the City that are not listed on this agenda. Please make your comments as succinct as possible. Oral comments made at the meeting may not exceed five (5) minutes per speaker. Written comments should not exceed 800 words. Written comments received before the close of an agenda item may be read into the record, with a maximum allowance of five (5) minutes in length. Council cannot act on items not listed on this agenda but may briefly respond to statements made or questions posed, request clarification, refer the matter to staff, or place the matter on a future agenda.

8 COUNCIL AND STAFF

The purpose of these reports is to provide information to the Council and public on projects, programs, and issues discussed at committee meetings and other items of Colfax related information. No decisions will be made on these issues. If a member of the Council prefers formal action be taken on any committee reports or other information, the issue will be placed on a future Council meeting agenda.

8A. Committee Reports and Colfax Informational Items – All Councilmembers

8B. City Operations Update – City Manager

9 COUNCIL BUSINESS

9A. Downtown Connectivity Study/Main Street Improvement Plan

Pages 33-258

Recommended Action: By Resolution, approves the Final Colfax Downtown Connectivity and Main Street Improvement Plan.



9B. Housing and General Plan Annual Progress Report

Pages 259-318

Recommended Action: By Resolution, accept the 2023 General Plan and Housing Element Annual Progress Reports and authorize staff to transmit the reports to the State's Office of Planning and Research and Department of Housing and Community Development.

10.GOOD OF THE ORDER

Informal statements, observation reports and inquiries regarding the business of the City may be presented by Councilmembers under this agenda item or requests for placement of items of interest on a future agenda. No action will be taken.

10A.Public Comment on Good of the Order

Members of the public are permitted to address the Council on matters that relate to general welfare of the City that have not been previously discussed on this agenda. Oral comments may not exceed five (5) minutes. Written comments should not exceed 800 words.

11 **ADJOURNMENT**

I, Amy Lind, Interim City Clerk for the City of Colfax, declare that this agenda was posted in accordance with the Brown Act at Colfax City Hall and Colfax Post Office. The agenda is also available on the City website at <http://colfax-ca.gov/>

Amy M. Lind

Amy Lind, Interim City Clerk

Administrative Remedies must be exhausted prior to action being initiated in a court of law. If you challenge City Council action in court, you may be limited to raising only those issues you or someone else raised at a public hearing described in this notice/agenda, or in written correspondence delivered to the City Clerk of the City of Colfax at, or prior to, said public hearing.

LEVINE ACT WARNING: In certain instances, parties, participants, and their agents before the City Council are subject to the campaign disclosure provisions detailed in Government Code Section 84308, California Code of Regulations Sections 18438.1 through 18438.8, and Fair Political Practices Commission Opinion 0-22-002. All parties, participants, and their agents are hereby directed to review these sections for compliance. If you believe that these provisions apply to you or a Council Member, please inform the City Clerk at the earliest possible opportunity.



(Page intentionally blank)



City Council Minutes

Wednesday, February 28, 2024

City Hall Council Chambers,
33 S Main Street, Colfax, CA

A Regular Meeting of the Colfax City Council was held at Colfax City Hall, 33 S Main Street, Colfax, CA on Wednesday, February 28, 2024 at 6:00 p.m. with Mayor Douglass presiding and Interim City Clerk Amy Lind recording the minutes.

PLEDGE OF ALLEGIANCE

CALL TO ORDER/ ROLL CALL

Council Members Present: Trinity Burruss, Larry Hillberg, Caroline McCully, Sean Lomen, Kim Douglass

Council Members Absent: None

1. NO CLOSED SESSION

2. OPEN SESSION:

APPROVAL OF AGENDA ORDER

The MOTION was made by Councilmember Lomen and seconded by Councilmember Burruss, and approved unanimously.

STATEMENT OF CONFLICT OF INTEREST – No conflicts were identified by the Council or the public.

3 CONSENT CALENDAR

Council Member Lomen removed item 3C from the consent calendar.

3A. Minutes

By Motion, approve the Colfax City Council minutes of 2/14/2024.

3B. SCI Consulting Group Two Year Contract Agreement

By Resolution 04-2024 ratify a two-year extension of the existing consultant contract with SCI Consulting Group and authorizing a two year contract extension through February 2026.

3C. Councilwoman Burruss Attending Capital to Capital (Cap to Cap)

Removed from the consent calendar; see item 3C following the end of the consent calendar.

- 3D. Update the Authorized Representative to sign agreements and funding requests for the State Water Resources Control Board Sewer Collection system and Wastewater Treatment Plant Improvements Grant**
Adopt Resolution 05-2024 authorizing the City Manager to sign and file agreements and funding requests for the State Water Resources Control Board Sewer Collection System and Wastewater Treatment Plant Improvements Grant.
- 3E. Cash Summary – January 2024**
Accept and File.
- 3F. Quarterly Investment Report – Quarter ended December 31, 2023**
Accept and File.
- 3G. City Engineering Consultant Services – GHD Budget Amendment**
By Resolution 06-2024, authorizing the City Manager to amend the GHD budget in the amount of \$76,000 to find additional time requested for the remaining term of the 2-year extension.

*****End of Consent Calendar*****

By MOTION, approve the consent calendar excluding item 3C.
The MOTION was made by Councilmember McCully, and seconded by Councilmember Lomen, and approved by the following vote:

AYES: Burruss, Hillberg, McCully, Lomen, Douglass

NOES:

ABSTAIN:

ABSENT:

- 3C. Councilwoman Burruss Attending Capital to Capital (Cap to Cap)**
Council Member Lomen recognized Council Member Burruss for representing at Cap to Cap.

By Motion, allocate funds for Councilmember Burruss to attend the annual Capital to Capital Program in Washington D.C. not to exceed \$5,306.00.

The MOTION was made by Councilmember Lomen, and seconded by Councilmember McCully, and approved by the following vote:

AYES: Burruss, Hillberg, McCully, Lomen, Douglass

NOES:

ABSTAIN:

ABSENT:

4. AGENCY REPORTS

Placer County Sheriff's Office – Sgt Griffiths spoke about winter storm preparedness this weekend and advanced officer training regarding mental health.

California Highway Patrol – Officer Lyman, Gold Run, spoke about the winter storm predicted this weekend and response. He also reviewed statistics from January 2024.

Placer County Fire Department/CALFIRE – Asst. Chief Counts spoke about the expected storm and the planned response. She spoke about hydrant testing in the area.

Non-Profits – n/a

5. PRESENTATION

Skate Park Project Update and Funding Request

Council Member Hillberg recused himself from the item due to proximity to his home; and left the dais.

Ty Conners, representing the Skate Park and Colfax Green Machine, provided the background and current status on this project. He spoke about potential locations, funding, expenses incurred, revised design plans, and next steps.

Carl Moore, City Engineer, estimated plan approval timeline.

Council questions followed regarding breaking ground timeline, alternative locations, recreational zoning, prevailing wage requirement, total cost of the project, redesign, security at park, balance in parks and recreation mitigation fund, previous pool location, health of fund balance and tax measure for a community pool.

Public comment: Robert Dugan, California Construction and Industrial Materials Association. Nick Dion, resident of Colfax. Tim Ryan, resident of Colfax.

Council comments followed regarding support of the project, ongoing maintenance, county involvement, and funds raised for this project.

By Resolution 07-2024:

Review and approve designs ensuring alignment with the budget;

Allocate \$75,000 towards the skate park project, with an additional \$25,000 for consideration of plan check;

Allocate \$25,000 for a good faith effort towards a feasibility study for the pool.

The MOTION was made by Councilmember Burruss, and seconded by Councilmember Lomen, and approved by the following vote:

AYES: Burruss, McCully, Lomen, Douglass

NOES:

ABSTAIN: Hillberg

ABSENT:

***** Council recessed for 5 minutes*****

5B. Sewer Rate Study Presentation

Cathrine Hansford, Hansford Consulting, presented this item (presentation available in record). Three fee increase levels were proposed (2%, 4% or 5.75%)

Council questions followed regarding past practice of sewer rate increases, alternatives, not-to-exceed adopted rates, sewer fund staff allocation, reserves and noticing.

Carl Moore, City Engineer reviewed current projects funded out of the sewer fund.

Public comment: None

Council comments followed regarding current state of the Wastewater Treatment Plant, desire for public workshop, and City Manager certification/ operator. Discussion followed regarding options on rate percentages.

By Motion, notice a not to exceed 4% sewer rate increase.

The MOTION was made by Councilmember Lomen, and seconded by Councilmember Hillberg, and approved by the following vote:

AYES: Hillberg, McCully, Lomen, Douglass

NOES: Burruss

ABSTAIN:

ABSENT:

By consensus, Council directed staff to come back with options for rates of 2%, 3%, or 4%.

By Motion, notice a public workshop for May.

The MOTION was made by Councilmember McCully, and seconded by Councilmember Lomen, and approved by the following vote:

AYES: Burruss, Hillberg, McCully, Lomen, Douglass

NOES:

ABSTAIN:

ABSENT:

***** Council recessed for 5 minutes*****

5C. Fiscal Year 2023-2024 Mid-Year Operating Budget Review

City Manager Ron walker presented this item (available in record).

By MOTION, Council reviewed fiscal year 2023-2024 mid-year budget report and approved budget amendments.

The MOTION was made by Councilmember Burruss, and seconded by Councilmember McCully, and approved by the following vote:

AYES: Burruss, Hillberg, McCully, Lomen, Douglass

NOES:

ABSTAIN:

ABSENT:

6. Public Hearing – None.

7. PUBLIC COMMENT

Nick Dion, resident of Colfax, spoke about keeping the tradition of the 3rd of July event.

Heidi Harvey and Dave Johnson, spoke about fundraising (gofundme) for a new sound system at CHS stadium. They asked for help with outreach and city support. By consensus, Council directed staff to agendaize this item for action.

April Doherty, Green Machine and parent, talked about the poor sound system at the high school and the need for replacement.

8. COUNCIL AND STAFF

Committee Reports and Colfax Informational Items

Council Member Hillberg reported on a Sierra Vista Center meeting.

Council Member McCully reported on the Sierra Vista meeting, SACOG, Placer Repertory Theater, Historical Society and the Chamber of Commerce.

Council Member Burruss reported on PCTPA.

Mayor Douglass reported on Placer County Economic Development Board, and LAFCO.

City Operations Update

City Manager Walker reported on new hires and thanked Shanna for her hard work. He reported on a meeting about Colfax Hotel, SCADA Project and an audit for business opportunities in Colfax.

9. COUNCIL BUSINESS

9a. Construction Contract Award for CDBG Road Rehabilitation Project

Carl, City Engineer, presented this item. He said the bid came in under estimate and the plan is to add Culver Street and Grass Valley crosswalk intersection to the project.

Adopt Resolution 08-2024 authorizing the City Manager to award a construction contract to Hansen Bros. Enterprises in the amount of \$1,729,104.00 with a 15% contingency for a total amount not to exceed \$1,988,470.00 for the CDBG Road Rehabilitation Project.

The MOTION was made by Councilmember Burruss, and seconded by Councilmember McCully and approved by the following vote:

AYES: Burruss, Hillberg, McCully, Lomen, Douglass

NOES:

ABSTAIN:

ABSENT:

GOOD OF THE ORDER/ PUBLIC COMMENT

Council Member Hillberg spoke about the Colfax Girls Basketball team and encouraged people to attend the games. He spoke about the online ticket purchase requirement.

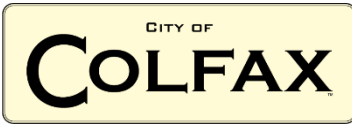
Council Member Burruss also spoke in support of the basketball team and reminded people you can stream the games as well. She reminded everyone of the Green Machine Crab Feed next weekend.

ADJOURNMENT

As there was no further business on the agenda, Mayor Douglass adjourned the meeting, by motion and without objection at 9:00 p.m.

Kim Douglass, Mayor

Amy Lind, Interim City Clerk



Staff Report to City Council

FOR THE MARCH 13, 2024 REGULAR CITY COUNCIL MEETING

From: Ron Walker, City Manager
Prepared by: Ron Walker, City Manager
Subject: Railroad Days Event Donation

Budget Impact Overview:

N/A:	Funded:	Un-funded:	Amount: \$3,000	Fund(s):
-------------	----------------	-------------------	------------------------	-----------------

RECOMMENDED ACTION: Adopt Resolution __-2024 Approving a \$3,000 donation to Colfax Railroad Days, Inc. to help fund the 2024 Railroad Days Event.

Summary/Background

At the City Council meeting held on February 14, Fred Abbott, representing Railroad Days, delivered a comprehensive update on the upcoming Railroad Days Event for the current year. Mr. Abbott highlighted key details regarding the event and its significance.

Additionally, Mr. Abbott sought the Council's support for the event and made a specific request for donations to fund the small train, which provides rides for visitors. The requested amount for the small train fund is \$3,000.

The funding will contribute to the success of the event and enhance the experience for attendees by supporting the operation of the small train.

Conclusions and Findings

During the City Council meeting, Council members reached a consensus to approve a donation amount of \$3,000. And instructed the City Manager to include this matter as an agenda item for discussion and formal approval at an upcoming city council meeting.

Fiscal Impacts

The fiscal impact to the city is \$3,000.00.

City of Colfax

City Council

Resolution № __-2024

Approve a \$3,000 donation to Colfax Railroad Days, Inc. to help fund the 2024 Railroad Day Event.

WHEREAS, February 14, 2024, Fred Abbott, representing Railroad Days, delivered a comprehensive update on the upcoming Railroad Days Event for the current year. Mr. Abbott highlighted key details regarding the event and its significance.; and,

WHEREAS, Mr. Abbott sought the Council's support for the event and made a specific request for donations to fund the small train, which provides rides for visitors. The requested amount for the small train fund is \$3,000.; and,

WHEREAS, the Colfax City Council established a job share agreement with the City of Auburn and Colfax on January 13, 2021 for part-time city clerk services through Resolution 06-2021. That agreement has since expired; and,

WHEREAS, the City of Colfax Council members reached a consensus to approve a donation amount of \$3,000.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Colfax approves a donation of \$3,000 to Colfax Railroad Days, Inc. to help fund the 2024 Railroad Days Event.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on March 13, 2024, by the following vote of the Council:

AYES:

NOES:

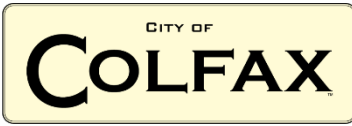
ABSTAIN:

ABSENT:

ATTEST:

Kim Douglass, Mayor

Amy Lind, Interim City Clerk



Staff Report to City Council

FOR THE MARCH 13, 2024 REGULAR CITY COUNCIL MEETING

From: Ron Walker, City Manager
Prepared by: Ron Walker, City Manager
Subject: Injury and Illness Prevention Program

Budget Impact Overview:

N/A:	Funded:	Un-funded:	Amount: \$0	Fund(s):
-------------	----------------	-------------------	--------------------	-----------------

RECOMMENDED ACTION: Adopt Resolution __-2024 delegating the City Manager to approve and adopt in the Injury and Illness Prevention Program amendments as required by law and any future amendments.

Summary/Background

The City of Colfax receives periodic updates to the Illness and Injury Prevention Program (IIPP) from Small Cities Organized Risk Effort (SCORE). Revisions to the IIPP are mandated by Cal OSHA, failure to comply with all elements may result in violations. Jurisdictions designate the City Manager to approve amendments to the safety programs so that they can be implemented on a needed basis. Although the IIPP has evolved since it was first presented there have been no major changes to the program. The IIPP consists of the same eight categories that were in the previous version. The eight categories in the program are as follows:

- Implementation of the IIPP by the Safety Administrator
- Ensuring that employees follow safety and health rules
- Frequent communication providing relevant and understandable safety information
- Workplace inspections
- Agency hazard correction plan
- Accident/injury, illness investigation
- Employee training
- Through documentation and record keeping

Conclusions and Findings

Staff recommends the City Council adopt a resolution delegating authority to the City Manager to approve and adopt the Injury and Illness Prevention Program amendments as required by law and any future amendments.

Fiscal Impacts

There is no fiscal impact to the City.

Attachments:

1. Resolution __-2024
2. IIPP Program Document

City of Colfax

City Council

Resolution № - 2024

AUTHORIZE AUTHORITY TO THE CITY MANAGER TO APPROVE THE WRITTEN INJURY AND ILLNESS PREVENTION PROGRAM AND ANY FUTURE AMENDMENTS

WHEREAS, The California Code of Regulations, Title 8, Sections 3202(a) Injury and Illness Prevention Program requires every employer to establish, implement and maintain an effective Injury and Illness Prevention Program; and,

WHEREAS, the purpose of the Injury and Illness Program is to promote the continual improvement of health and safety in City operations and to eliminate work-related injuries and illness; and,

WHEREAS, the updated Injury and Illness Prevention Program has been revised by the City Manager and is now ready for adoption and implementation; and,

NOW THEREFORE, BE IT RESOLVED the City Council of the City of Colfax hereby delegates to the City Manager authorization to approve and adopt the Injury and Illness Prevention Program amendments as required by law and as the safety needs of the City warrant further revisions.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on the 13th of March 2024 by the following vote of the Council:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Kim A. Douglass, Mayor

Amy Lind, Interim City Clerk

Table of Contents		
1.0	Management Approval	1
2.0	Purpose	1
3.0	Responsibility	2
4.0	Compliance	4
5.0	Communication	5
6.0	Hazard Assessments	7
7.0	Hazard Correction	7
8.0	Accidents/Injury/Illnesses	9
9.0	Training	9
10.0	Recordkeeping	10
Appendix A – Definitions & Terminology		11
Appendix B – Revision Log		12
Appendix C - Safety Meeting/Training Attendance Record		13
Appendix D - Report of Unsafe Condition or Practice		14
Appendix E – Safety Inspection Report Findings		15
Appendix F - Incident Data Gathering Form		16

1.0 Management Approval

1.1 Approving Authority

The City of Colfax Injury & Illness Prevention Plan will be reviewed and revised as necessary to ensure compliance with applicable regulations. All revisions are documented on Appendix B – Revision Log.

The Injury & Illness Prevention Safety Plan for the City of Colfax has been reviewed and approved by the Community Services Director:

Ron Walker, City Manager

Date

2.0 Purpose

The City of Colfax (Colfax) is committed to maintaining a workplace free from health and safety hazards; promoting safe working practices; and complying with all applicable federal, state and Colfax safety requirements. Employee and public safety is paramount to the City of Colfax.

This employee Injury and Illness Prevention Plan (IIPP) follows California Code of Regulations, Title 8, § 3203.

3.0 Responsibility

3.1 The Safety Administrator role, assigned to the Community Services Director, serves as a safety liaison between management, supervisors, and employees. The City of Colfax Safety Administrator has the authority and responsibility for implementing the Injury and Illness Prevention Plan (IIPP) provisions and the authority to revise, amend and supplement Colfax safety policies as needed to respond to changing workplace conditions and regulations. Additionally, the Safety Administrator takes responsibility for

- **General**
 - Developing, implementing, and maintaining an effective safety program including the IIPP to prevent accidents, injuries, and illnesses;
 - Reviewing, revising, and developing safety policies and procedures to keep the safety program in compliance with Cal/OSHA requirements;
 - Identifying working conditions and activities that require specific safety policies or programs; developing and implementing such as needed;
 - Ensuring policy and procedures are relevant, current, and effective.
 - Providing support regarding all safety related issues;
 - Monitoring the effectiveness of the program and making recommendations to reduce risks and eliminate or control unsafe conditions in the workplace;
 - Implementing systems (e.g., incentive systems) to encourage employee participation in the safety program.
- **Inspections & Safety Plan Effectiveness**
 - Regular hazard identification inspections are completed; findings are reviewed; and identified hazards mitigated.
 - Monitoring and tracking periodic safety inspections for compliance with safety program requirements.
- **Communication**
 - Coordinating with departments, management, supervisors, and employees to meet the IIPP and all other Colfax safety policy and directive requirements;
 - Establishing procedures for employees to report workplace hazards, accidents, injuries, illnesses, and general safety concerns;
 - Leading the Occupational Health and Safety Committee;
 - Implementing systems to encourage safety program participation.
- **Training**
 - Ensuring health and safety trainings are scheduled, tracked, and documented meeting Colfax and Cal/OSHA requirements;
 - Monitoring and coordinating safety training and events for compliance with the projected training schedule.

- **Accidents**
 - Investigating accidents, injuries, illnesses, and exposures; and ensuring appropriate corrections are implemented.
- **Recordkeeping**
 - Managing safety record keeping.

3.2 The Community Services Director is responsible for Colfax worker health and safety and has the overall authority and responsibility for assuring that all IIPP provisions are effectively implemented. Responsibilities include

- Provide active leadership and participation in the safety program;
- Holding management and supervisory positions accountable for safety;
- Ensure that the program targets losses and exposures, and follows applicable government standards;
- Completely fund the program in order to operate safely;
- Work with the safety administrator to develop safety policies as needed to respond to workplace conditions, applicable regulations, and operational best practices to create a safe work environment.

3.3 Supervising Employees

All Colfax supervising-employees (e.g., directors, managers, supervisors, and lead-persons, etc.), in addition to any other duties, must follow, implement, and enforce safe work practices. Supervising employees must

- **General**
 - Recognize employees who perform safe and healthful work practices;
 - Understand the safety and health hazards to which employees under their immediate direction and control may be exposed;
 - Provide the necessary personal protective equipment (*PPE*) to employees under their direct supervision and train them on its use.
 - Ensure employees are provided with safety resources and effective control measures;
- **Inspections & Safety Plan Effectiveness**
 - Evaluate worker safety performance;
 - Identify and correct unsafe conditions and practices;
 - Conduct and document safety inspections;
 - Conduct special safety inspections if new substances, job tasks, or equipment introduce new hazards to their employees;
 - Conduct accident/incident investigations.
- **Communicate**
 - Explain safety program provisions and how Colfax workers are affected;
 - Ensure that employees under their direct supervision know, understand, and follow established safety guidelines.

- **Training**
 - Ensure all employees within their work group are trained in and actively use all safety related protocols in daily work activities;
 - Host and document tailgate meetings as required;
 - Provide training to workers with deficient safety performance;
 - Coordinate with the Safety Administrator to schedule, develop, implement, and document all workgroup safety training.
- **Accidents**
 - Report and document any injuries, property damages, near misses, unsafe conditions and unsafe practices in accordance with this policy within 24-hours following the current published HR procedures;
 - Ensure employees receive prompt medical attention for all occupational injuries/illnesses.
- **Enforcement**
 - Discipline workers for not complying with safe and healthful work practices;
 - Understand and enforce safety related programs, policies, procedures; regulations and work practices within their responsibilities.
- **Recordkeeping**
 - Maintain records according to Colfax recordkeeping and retention policy.

3.4 Employees are responsible for using safe work practices, following applicable directives, laws, policies, and procedures, and for assisting in maintaining a safe work environment including reporting unsafe conditions or concerns to their supervisor or the safety administrator.

The current Colfax disciplinary process as maintained by the Colfax Human Resources Policy will be followed in the event safe work practices or specific rules found in agency safety policies are not followed.

Discipline may include:

- Retraining
- Verbal and written warnings
- Suspension
- Termination

4.0 Compliance

4.1 Agency Workers

All Colfax employees, contract employees and volunteers must follow the approved safe work practices, policies, directives, and regulatory requirements.

4.2 Anti-Reprisal Policy

Employees must not be discharged, transferred or discriminated against in any manner for reporting health and safety hazards and concerns. Managers and supervisors must inform employees of this policy and encourage reporting workplace hazards to management.

The Colfax human resources and legal departments must investigate all reprisal claims promptly and take appropriate corrective action and establish safeguards to prevent future similar reprisals.

4.3 Supporting Safety Programs

Colfax shall develop and implement any additional safety programs required by either regulation or by functional need, risk exposures, and other requirements.

5.0 Communication

Colfax communicates with employees frequently on safety related topics using methods that assure all employees are provided relevant, understandable safety information (including translation where needed). Such methods may include:

- Verbal (one-on-one, group, etc.);
- Written (e.g. electronic, online written material, video, interactive, etc.);
- Workplace safety and health training, meetings, and tailgate meetings;
- Regularly scheduled safety meetings;
- Online resources, and other methods.

5.1 Occupational Health and Safety Committee

The Colfax Occupational Health and Safety (OHS) Committee must include the Safety Administrator, department safety representatives and others. The committee

- Must meet regularly, but not less than quarterly, to
 - Review safety issues, hazard assessments/inspections, incidents, accidents, near miss and workplace hazard reports, and other topics;
 - To make appropriate recommendations to improve Colfax worker safety;
- Must take and maintain committee meeting records;
- May conduct safety/risk inspections and assist with remedial solutions.

5.2 Reporting workplace hazards

Colfax must provide several methods, including anonymous methods, for employees to report workplace hazards, acts, safety violations, and to make safety suggestions. Reporting procedures will be made available via the Colfax intranet site and must be published no less than annually in a form easily accessible to all employees.

Reporting methods must include procedures to assure anonymous reporting:

- Appendix D: Report of Unsafe Condition or Practice is used to report any unsafe conditions, practices, or near misses employees may have observed or experienced. Completed forms are given to their Supervisor or Safety Administrator. Employees may submit completed forms anonymously, if they so choose.
- The Safety Administrator must review all report notifications within 7 days and take prompt corrective action as appropriate;
- Safety suggestions must be addressed at the next safety committee meeting;
- The Safety Administrator may share hazard reports with the Safety Committee as appropriate, provided anonymity can be protected.

5.3 Safety Incentive Program

The Colfax safety incentive program shall be designed and implemented to encourage workers to report near-misses or hazards, and involvement in the safety and health management system. This may include incentives for identifying unsafe conditions in the workplace. The Colfax safety incentive program may be modified and revised as needed to encourage effective worker participation as part of its safety effort. The Colfax safety incentive program shall follow FedOSHA and Cal\OSHA requirements for such incentive programs and shall not be directly linked to reported injuries such that reporting may be discouraged.

5.4 Employee Access to the IIPP

Our employees – or their designated representatives - have the right to examine and receive a copy of our IIPP.

- Access is provided through a company server and the intranet, which allows an employee to review, print, and email the current version of the Program. Unobstructed access means that the employee, as part of their regular work duties, predictably and routinely uses the electronic means to communication with management or coworkers.
- Whenever an employee or designated representative requests a copy of the Program we will provide the requested a printed copy of the Program unless the employee or designated representative agrees to receive an electronic copy of the Program.
- One printed copy of the Program will be provided free of charge. If the employee or designated representative requests additional copies of the Program within one (1) year of the previous request and the Program has not been updated with new information since the prior copy was provided, we may charge reasonable, non-discriminatory reproduction costs for the additional copies.
- Access will be provided in a reasonable time, place, and manner, but in no event later than five (5) business days after the request for access is received from an employee or designated representative.
- Access to the Program will be part of the information trained during initial onboarding or when there are revisions to the Program.

- An employee must provide written authorization in order to make someone their “designated representative.” A recognized or certified collective bargaining agent will be treated automatically as a designated representative for the purpose of access to the company IIPP. The written authorization must include the following information:
 - The name and signature of the employee authorizing the designated representative.
 - The date of the request.
 - The name of the designated representative.
 - The date upon which the written authorization will expire (if less than 1 year).

6.0 Hazard Assessments

Periodic inspections must be completed to identify and evaluate workplace hazards. Inspections must be performed by an appropriately skilled person with the knowledge to understand what constitutes a hazardous condition.

6.1 Periodic hazard assessments must be performed

- At least annually and at a frequency appropriate for the hazard exposures;
- When new substances, processes, procedures or equipment are introduced that present potential new hazards;
- When new previously unidentified hazards are recognized;
- When occupational injuries and illnesses occur;
- When workplace conditions warrant an inspection;
- Upon request or at the Safety Administrator's discretion.

Hazard assessment findings

- May be recorded on the **Safety Inspection Report Findings** form (Appendix E);
- Findings must be provided to the Safety Administrator within 7 days of the inspection date.

7.0 Hazard Correction

Unsafe or unhealthy work conditions, practices or procedures must be corrected in a timely manner based on the hazard severity. Workplace hazards and unsafe work practices are to be corrected as soon as they are identified by the employee discovering them or their supervisor, to the extent feasible. If not corrected on the discovery date, a target date for correction will be established based upon the following criteria:

- ### 7.1 Exigent circumstances
- are those where a reasonable person with the same assigned job duties would believe that prompt action was necessary to execute the scope of their duties and that such actions may expose the worker or others to increased personal dangers. Example conditions may include *apprehending an armed suspect* and *entering a burning building for rescue*.

When exigent circumstances exist, Colfax emergency services workers may act within the scope of their job duties and training to manage the situation.

This exigent circumstance exception is intended for use by Colfax public safety services (Fire Department and Police Department) as needed when carrying out their official duties for the agency.

7.2 Imminent hazards are those conditions or practices posing an immediate threat to the life or health of employees, the public, or others who may be exposed. If not corrected, this activity or condition will likely cause a serious injury, serious illness, or fatality.

- If an imminent hazard is present, employees should stop activity, notify their supervisor, and take immediate corrective action as soon as possible.
- If unable or unsure what action to take, employees must notify their supervisor, who must take immediate corrective action.
- Report imminent hazards to the Safety Administrator on the Standard Report of Unsafe Condition or Practice form or other effective means.
- If it is necessary for employees to enter the area to correct the hazardous condition, they will be provided with the necessary protection and will be trained to perform these duties.
- If the imminent hazard cannot be corrected, the hazard area must be declared off-limits until the hazard is corrected. Barricades, signage, locks or other devices must be used to prevent access to the hazard area.

7.3 Serious hazards exist where a reasonable person would recognize a substantial probability that an employee or others will suffer physical harm.

- If a serious hazard is present, employees should stop activity, notify their supervisor, and take immediate corrective action as soon as possible.
- If unable or unsure what action to take, employees will notify their supervisor, who will take corrective action as soon as possible.
- All serious hazards unable to be corrected must be reported to the Safety Administrator using the Colfax standard Report of Unsafe Condition or Practice form or other effective means.
- If the serious hazard cannot be corrected, the hazard area must be declared off-limits until the hazard is corrected. Barricades, signage, locks or other devices must be used to prevent access to the hazard area.
- In cases where exigent circumstances are present or cause the hazard, relevant department policies and procedures shall be followed (e.g., fire department, police department)

7.4 General hazards are those that may affect employee safety and health.

- General Hazards unable to be corrected are brought to the supervisor's attention using Colfax standard Report of Unsafe Condition or Practice form.
- General Hazards will be corrected as appropriate as soon as possible.

- 7.5 Regulatory hazard/deficiency** pertains to permits, posting, record keeping, reporting requirements, or procedure deficiencies not directly affecting employee safety and health.
- Regulatory hazards/deficiencies are brought to the supervisor's attention using Colfax standard Report of Unsafe Condition or Practice form (Appendix D)
 - These hazards are corrected as appropriate in a reasonable time frame.

All Imminent and Serious hazards must be tracked by the Safety Administrator and Safety Committee until corrected or otherwise fully mitigated.

8.0 Accidents/Injury/Illnesses

Workplace accidents, injuries, illnesses, hazardous substance exposures and near miss events must be investigated at the Safety Administrator or HR department's discretion and whenever the outcome:

- **Likely could have been** a severe injury or death;
 - Results in a serious injury or a lost time of three or more days from work;
 - Has significant direct costs (medical expenses, property damage, or other).
- Incident/accident investigations should be documented on the Incident Data Gathering Form (Appendix F)

- 8.1 Workplace accidents, injuries, illnesses and hazardous substance exposures investigations** must be performed by persons with skills and knowledge appropriate to the incident being investigated. Such investigations must follow the current Colfax investigation and reporting procedures as directed by the Human Resources department.

All hazards identified during an investigation must be:

- Shared with the Safety Administrator as Hazard Assessment findings, and
- Corrected promptly.

- 8.2 Accidents, injuries and illnesses** must be recorded by the Human Resources department on the Cal/OSHA 300 log as required by California Code of Regulations, Title 8 Section 14300.7. Recordable criteria examples include:
- Loss of consciousness, injury or death;
 - Serious injury or lost time of three or more days from work;
 - Work related cases involving cancer, chronic irreversible disease, a fractured or cracked bone, or a punctured eardrum;
 - Has significant direct costs (medical expenses, property damage, or other).

9.0 Training

All Colfax employees must be provided training and instruction on general and job-specific safety and health practices. Training and instruction are provided according to the following schedule:

- To all new employees and any employees given job assignments for which training has not previously been provided;

- When new substances, processes, procedures, or equipment are introduced and present a hazard or otherwise change the hazard profile;
- When anyone is made aware of a new or previously unrecognized hazard;
- To supervisors to familiarize them with the safety and health hazards to which employees under their immediate direction and control may be exposed;
- To all employees about the hazards specific to each employee's job assignment.
- All employees that participate in construction work as defined by Title 8 CCR Section 1502 (“...*construction, alteration, painting, repairing, construction maintenance, renovation, removal, or wrecking of any fixed structure or its parts.*”) are required to participate in refresher training and frequent tailgate topic trainings at least every ten working days.

Employees must not participate in any high-risk activities prior to receiving safe work practice training for the tasks and conditions involved in such activities.

10.0 Recordkeeping

- Hazard assessment findings must be kept in accordance with the Colfax record retention policy, but in no case retained for less than 3 years;
- Employee training records must be kept in accordance with the Colfax record retention policy, but in no case retained for less than 3 years;
- Safety committee meeting records must be kept in accordance with the Colfax record retention policy, but in no case retained for less than 3 years;

Appendix A – Definitions & Terminology

Abbreviations

- **HR** – Human Resources Department
- **OHS** - Occupational Health and Safety Committee

Terminology

- **Must** - Imposes an obligation, indicates a necessity to act.
- **Shall** - Imposes an obligation, indicates a necessity to act.
- **Should** - Denotes a recommendation.
- **May** - Denotes a permission; neither a requirement nor a recommendation.
- **Will** - Denotes that something is required or mandatory but allows the responsible employee or party some discretion as to when, where and how.

Hazard Definitions

- **Imminent** - a condition or practice that poses an immediate threat to the life or health of employees or others who may be exposed. If not corrected, this activity or condition will likely cause a serious injury, serious illness, or fatality.
- **Serious** - a condition where there is a substantial probability that an employee or others will suffer physical harm.
- **General** - a condition that may negatively affect the safety and health of an employee or others.
- **Regulatory** - pertaining to permits, posting, record keeping, reporting, or procedure deficiencies not directly affecting employee safety and health.

General Definitions

- **Occupational Health and Safety Program** - includes the IIPP, and support plans, programs, policies, procedures, regulations, and practices that serve to promote Colfax safety efforts. Safety Program elements may include occupational safety, facility safety, public safety, environmental health and safety, emergency preparedness, health and wellness promotion.
- **Program Administrator** - The Human Resources Director classification must serve as the Program Administrator for the Colfax Safety Program.
- **Safety Administrator** - A management level classification that serves as the Safety Officer for the Colfax Safety Program.
- **Department Heads** - Senior management role for the major City departments.
- **Managers** - Second and third line management classifications within each department charged with divisions and/or specific work groups oversight within the department.
- **Supervisors** - All classifications charged with employee supervision. Note: for safety purposes, the term supervisor may include individual workers who direct other workers during work activities.
- **Safety Representatives** - Department-specific Safety Committee members.

[illegible]

Appendix C - Safety Meeting/Training Attendance Record

Training Topic: _____
Location: _____
Trainer: _____
Training Summary
(attach training handouts, fliers, etc): _____

Date: _____

Print: _____

Sign: _____

Name (please print)	Signature
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	

Appendix D - Report of Unsafe Condition or Practice

Describe below the unsafe working condition, work practice, activity or equipment that you feel may result in injury or illness, workflow interruption or property damage. Forward the completed report to the Safety Administrator or HR. Please keep a copy for your records.

_____ Check here if you believe immediate action is required.

Name of Person Submitting This Report: (Optional)	Date:
Location of Concern:	Building/Room:
Description of Unsafe Condition or Practice (If an injury, illness or work-flow interruption has resulted from this, please include details.):	
Diagram of Situation (if applicable):	
Suggested Remedial Action:	
<input type="checkbox"/> Received from: _____	Date:
<input type="checkbox"/> Received anonymously	
Reviewed by _____ <input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
Referred to for remedial action (Name):	Date:
Remedial Action Taken:	
When completed Route to the Safety Administrator or HR	

Appendix E – Safety Inspection Report Findings
(Use additional pages, as necessary)

Date of Inspection: _____
 Inspection Type: ☐ Monthly ☐ Quarterly ☐ Annual ☐ Other _____

Inspector(s): _____

Location: _____

Hazard	Work Area	Classification	Corrected (Y/N)	Date

Hazard Classification Key:

I = Imminent (Imminent hazards are those conditions or practices that pose an immediate threat to the life or health of employees, public, or others who may be exposed. If not corrected, this activity or condition will likely cause a serious injury, serious illness, or fatality. If an imminent hazard is present, employees should stop activity and take immediate corrective action. If employees are unable or unsure what action to take, they will notify their supervisor who will take immediate corrective action, if possible. If the imminent hazard cannot be corrected, the hazard area shall be declared "off-limits" until the hazard is corrected.)

S = Serious (Serious hazards are hazards that indicate substantial probability that an employee, public, or others will suffer physical harm. If a serious hazard is present, employees should stop activity and notify their supervisor. Serious hazards shall be corrected as soon as possible or shall be declared off limits until the hazard is corrected.)

G = General (General hazards are those that may affect the safety and health of employees.)

R = Regulatory (A regulatory hazard pertains to permits, posting, record keeping, reporting requirements, or procedure deficiencies not directly affecting the safety and health of the employees.)

Safety Administrator Post Inspection Procedures:

- List and prioritize all unsafe conditions (not immediately corrected) noted during the safety inspection. Use this form to keep an ongoing list and to track when these items were resolved;
- Review safety completed inspections and complete the Unsafe Condition Exception Report;
- Review all OPEN items at the next scheduled OHS meeting;
- Record date when each condition is corrected and file the form when all findings have been resolved.

Appendix F - Incident Data Gathering Form

Completed by: _____ Date: _____

Purpose: The City of Colfax evaluates and documents all occupational injury and illness incidents using the Employee Incident Report and the Supervisor’s Incident Report. For occupational incidents that result in fatalities, significant injuries or third-party injuries or property damages caused by Colfax vehicles or equipment, the Incident Data Gathering form will be used. This form is intended to help identify the root cause and any contributing factors so that a preventive action plan can be developed and implemented to prevent re-occurring incidents.

Step 1: Incident Information

- Incident Date: _____
- Employee Name(s): _____

Step 2: Gather Additional Information:

- Take photographs if appropriate and attach to this report
- Get witness statements if appropriate and attach to this report
- Attach a copy of the Supervisor’s Incident Report form to this report
- Attach a copy of the Employee’s Incident Report form to this report

Step 3: Identify Contributing Factors:

- Identify what you consider to be contributing factor(s) to this incident. Use the list on page 18 for possible contributing factors.

Step 4: Summarize the root cause that contributed most significantly to this incident.

Step 5: Corrective Actions:

Taken:

Planned:

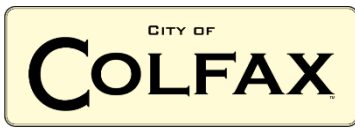
Step 6: Routing: Route completed incident review and investigation package to the Safety Administrator for processing.

Step 7: The Safety Administrator will process the incident investigation

Incident Investigation Report Form (page 3)

Identifying Contributing Factors

<p>A. Equipment & Tools Considerations:</p> <ol style="list-style-type: none"> 1. Was the required safety equipment being used properly? 2. Was the employee using the correct tools and using them properly? 3. Did the equipment and tools function as designed? 4. Was employee operating equipment without authority? 5. Failure to secure equipment? 6. Were all guards in place? 7. Did employee ignore equipment defects or bypass safety controls? 8. Was equipment or tools unsafe to use due to poor maintenance and improper care? 9. Did Incorrect equipment labeling or identification contribute? <p>B. Personal Protection Equipment Considerations:</p> <ol style="list-style-type: none"> 1. Was the employee wearing the appropriate level of PPE? 2. Was PPE inadequate (i.e. a higher level needed than required) 3. Did the PPE malfunction? 4. Was PPE damaged/poorly maintained? <p>C. Procedural Considerations:</p> <ol style="list-style-type: none"> 1. Is there a written procedure for performing this job? 2. Was the procedure being followed? 3. Is the procedure insufficient (not technically correct or impractical to implement)? 4. Inconsistency between the written procedure and actual practices? 5. Did employee have adequate hands-on experience with this procedure? <p>D. Training Considerations:</p> <ol style="list-style-type: none"> 1. Was the employee trained on this task or procedure? 2. Should this activity or procedure require training (or additional training) for employees who perform it? 3. Was the employee performing this task according to received training? 4. Is additional training needed for this employee on this job task? 	<p>E. Did Employee's Physical Conditions Contribute?</p> <ol style="list-style-type: none"> 1. Emotional stress 2. Fatigue 3. Medication or a medical condition 4. Task exceeded the employee's physical capabilities 5. Physical limitation (e.g. hearing, sight) <p>F. Did Environmental Considerations Contribute?</p> <ol style="list-style-type: none"> 1. Temperature (cold or heat) or hazardous weather conditions 2. Slippery or wet conditions 3. The work area/task had a design issue 4. Defective raw materials 5. Poor lighting or ventilation 6. Noise or poor communications 7. Congestion 8. Hot surfaces 9. Poor storage practices 10. Soil conditions <p>G. Other Considerations:</p> <ol style="list-style-type: none"> 1. Failure to warn co-workers 2. Risk taking behaviors (e.g. driving at high speeds) 3. In a hurry/ deadline pressures 4. Distracted/inattention 5. Suspected substance use or abuse 6. Horseplay 7. Peer pressure 8. Lack of pre-job briefing or inspection 9. Lack of supervision 10. Inadequate management of this task 11. Previously identified hazard was not abated or interim safety measures not implemented <p>Other: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
---	--



Staff Report to City Council

FOR THE MARCH 13, 2024 REGULAR CITY COUNCIL MEETING

From: Ron Walker, City Manager
Prepared by: Kathy Pease, ACIP, Planning Consultant
Subject: Downtown Connectivity Study/Main Street Improvement Plan
Budget Impact Overview:

N/A:	Funded: ✓	Un-funded:	Amount:	Fund(s):
-------------	------------------	-------------------	----------------	-----------------

RECOMMENDED ACTION: Approve the Final Colfax Downtown Connectivity/Main Street Improvement Plan

Summary/Background

Since 2022, the City of Colfax has engaged the planning and outreach consulting services of GHD Inc., through the non-profit CivicWell, to assist in the development of the Colfax Downtown Connectivity and Main Street Improvement Plan. The Plan developed a framework which will be used to implement projects that enhance multimodal access for Colfax residents and visitors to and from the historic downtown business district, supporting revitalization while preserving the character of Main Street. Contracted services include assessment and documentation of existing conditions, interactive community engagement and outreach, and plan development.

CivicWell provided an overview of the Project at a workshop at the City Council meeting on January 24, 2024, meeting. The Plan is intended to provide an achievable action plan for future improvements to the transportation network and private and public spaces, to attract visitors to the Downtown.

The plan documents existing conditions, details existing local and regional plans, policies, and programs, provided extension public participation, and provides a series of recommendations to enhance economic development.

The final report is attached and is presented to the City Council for approval. A copy of the Plan can be found in Attachment 2 and a copy of the outreach plan is included as an Appendix to the Connectivity Plan as Attachment 3.

Fiscal Impacts

The Project was funded through a grant, from Fund 100, which is reimbursable from the Caltrans Sustainable Grant and Fund 217 (Downtown Parking Mitigation Fees) in an amount not to exceed \$238,371.

Attachments:

1. Downtown Connectivity Resolution
2. Downtown Connectivity and Main Street Improvement Plan, March 2024
3. Appendix A: Stakeholder Engagement Documentation

City of Colfax

City Council

Resolution № __-2024

APPROVAL OF THE COLFAX DOWNTOWN CONNECTIVITY AND MAIN STREET IMPROVEMENT PLAN

WHEREAS, in 2021, the City Council authorized the City Manager to receive a Caltrans Sustainable Transportation Planning Grant for \$211,030 to prepare a Downtown Connectivity and Main Street Improvement Plan with a required match of 11.47% (\$27,341); and,

WHEREAS, since 2022, the City of Colfax has engaged the planning and outreach consulting services of GHD Inc., through the non-profit CivicWell, to develop the Colfax Downtown Connectivity and Main Street Improvement Plan; and,

WHEREAS, extensive public outreach occurred including: a steering committee made up of interested residents, businesses, the Colfax Area Chamber of Commerce, the Historic Society, local artists, and public safety representatives, as well as numerous opportunities for the public to provide feedback throughout the process; and,

WHEREAS, the City Council conducted a Public Workshop at its regular meeting on January 24, 2024, at which it received and considered comments and suggestions on the Downtown Connectivity and Main Street Improvement Plan from members of the public and other interested parties; and,

WHEREAS, the City Council finds and determines that approving the Colfax Downtown Connectivity and Main Street Improvement Plan is in the best interest of the City and its residents; and,

NOW THEREFORE, BE IT RESOLVED the City Council of the City of Colfax approves the Colfax Downtown Connectivity and Main Street Improvement Plan.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on the 13th of March 2024 by the following vote of the Council:

AYES:

NOES:

ABSTAIN:

ABSENT:

Kim Douglass, Mayor

ATTEST:

Amy Lind, Interim City Clerk



City of Colfax

Downtown Connectivity and Main Street Improvement Plan

MARCH 2024

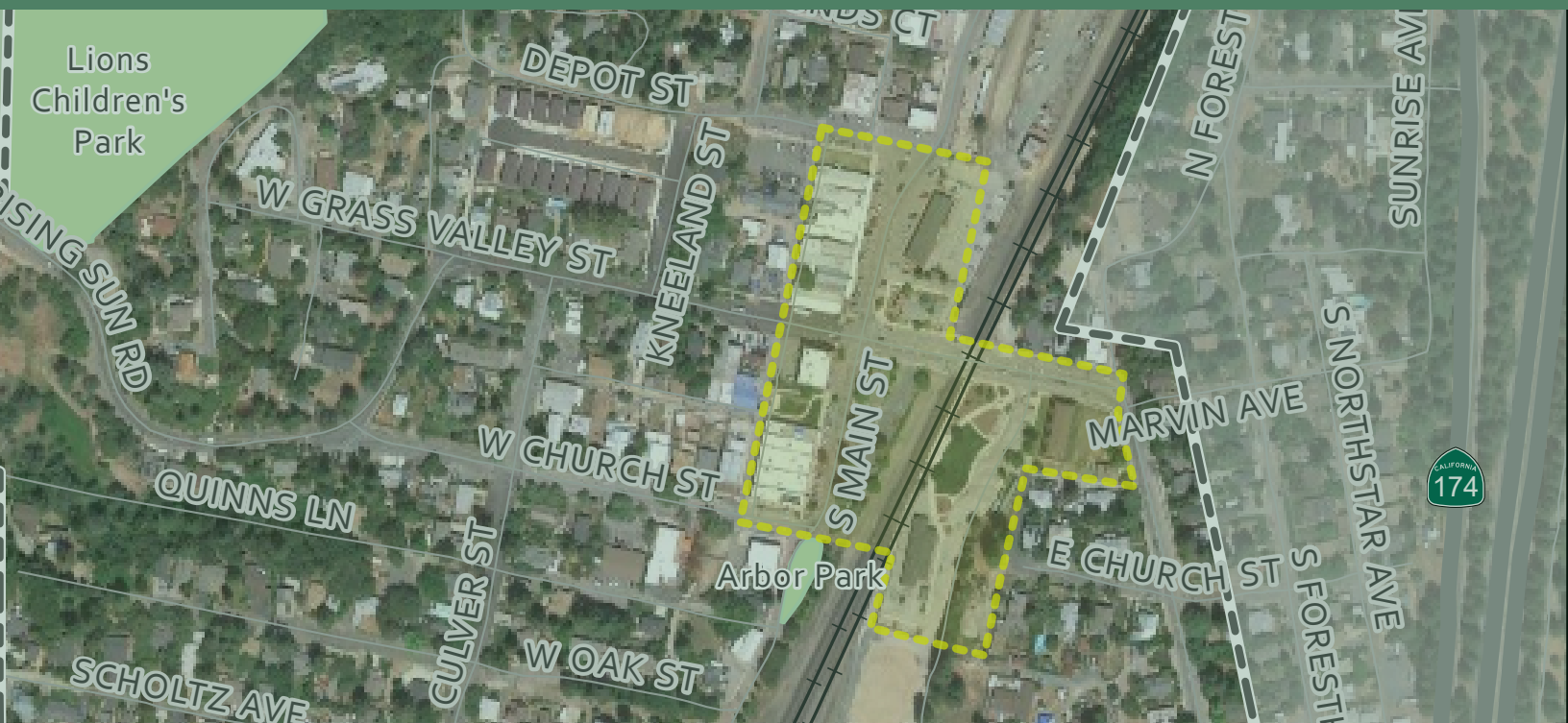


TABLE OF CONTENTS

Acknowledgements	v
Introduction	1
Organization of this Plan.....	1
Existing Conditions.....	2
Destinations, Land Use, and Trip Generators.....	2
Demographic Information	6
Existing Traffic	6
Existing Connectivity via SR 174 and I-80.....	8
Tourism and Connectivity into Historic Downtown.....	9
Transit Routes and Stops	10
Existing Bicycling Facilities	12
Pedestrian Facilities.....	16
Active Transportation Support Facilities	20
Collisions	21
Plans, Policies, Projects, and Programs.....	28
Relationship to Other Documents	28
Plans and Policies	28
Programs	39
Stakeholder Engagement	40
Advisory Group Meetings	40
Workshops and Stakeholder Meetings	41
Ad Hoc Committee.....	45
City Council Presentation	48
Website.....	48
Recommendations.....	50
Economic Development.....	53
Bicycle Facility Recommendations	53
Pedestrian Facility Recommendations.....	56
Connectivity Recommendations	61
Motor Vehicle Traffic Safety Recommendations.....	63

Amenities and Other Recommendations68

Emerging Technology Recommendations71

Non-Infrastructure Recommendations72

Implementation Plan77

Unit Cost Assumptions77

Implementation Strategy79

Funding.....84

Additional Considerations92

TABLE OF FIGURES

Figure 1: City of Colfax Vicinity Map	3
Figure 2: City of Colfax Study Area	4
Figure 3: Destinations and Trip Generators	5
Figure 4: Transit	11
Figure 5: Bicycle Facilities.....	15
Figure 6: Pedestrian Facilities.....	19
Figure 7: Collision Density Map.....	22
Figure 8: Collisions by Severity and Year	23
Figure 9: Collision Severity Map.....	24
Figure 10: Collision Types as Percentage of Total Collisions.....	25
Figure 11: Primary Collision Factors.....	26
Figure 12: Recommended Focus Areas and Corridors	33
Figure 13: Planned Bikeway Facilities – Central Placer County.....	33
Figure 14: Sacramento Region Trail Network	34
Figure 15: Information Board	46
Figure 16: Bicycle Facilities Board	47
Figure 17: Pedestrian and Placemaking Facilities Board.....	47
Figure 18: Interactive Map	48
Figure 19: Comments by Category	49
Figure 20: Recommendations - Entire Study Area	51
Figure 21: Recommendations - Downtown.....	52
Figure 22: Roundabout Concept and Recommendations	67

TABLE OF TABLES

Table 1: Age of Colfax Residents 6

Table 2: 2020 General Plan Traffic Volumes 7

Table 3: Collision Severity 23

Table 4: Location-Based Needs 35

Table 5: Needs Prioritization..... 35

Table 6: Bikeway Facilities Mileage by Class* 36

Table 7: City of Colfax Proposed Bikeways 38

Table 8: Unit Cost Assumptions 78

Table 9: Recommendations Evaluation 82

Table 10: Funding Source Matrix 84

ACKNOWLEDGEMENTS

City Council

Mayor Trinity Burruss

Mayor Pro Tem Kim A. Douglass

Caroline McCully

Sean Lomen

Larry Hillberg

City Staff

Emmanuel Ursu

Caltrans

Alex Padilla

Gaby Wentz

Sukhi Johal

Advisory Group

Victoria Cacciatore, SACOG

Kevin Griffiths, Placer County

Bob Counts, Placer County

John Schwarz, Amtrak

Francisco Castillo, Union Pacific

Lauriana Cecchi, Colfax Area COC

Analyn Dyer, Colfax Elementary School Dist.

Andrew Giannini, Colfax Elementary School Dist.

Annette Udall, Colfax Elementary School Dist.

Doreen Hawkins, Garden Club

Gail Adams, Garden Club

Linda Hartman, Garden Club

Nancy Hagman, Historical Society

Roger Staab, Placer Sierra Railroad Society

Paul Raj, Colfax Market

Jayme Jackson

Suzanne Roberts

Jan Swift

Ad Hoc Committee

Sean Lomen

Larry Hillberg

Consulting Team

CIVIC WELL

Josh Meyer

Cayla McDonell-Encina

Diana Voss-Gonzalez

GHD, INC.

Heather Anderson

Summer Lopez

Paige Peel

Patrick Lewis

Holly Murphy

This Plan was made possible with funding provided by the California Department of Transportation Sustainable Communities Grant Program.

INTRODUCTION

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

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

Organization of this Plan

This Plan is organized into the following chapters:

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

In addition, an appendix provides detailed data and documentation:

- ◆ *Appendix A: Stakeholder Engagement Documentation*

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



EXISTING CONDITIONS

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

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

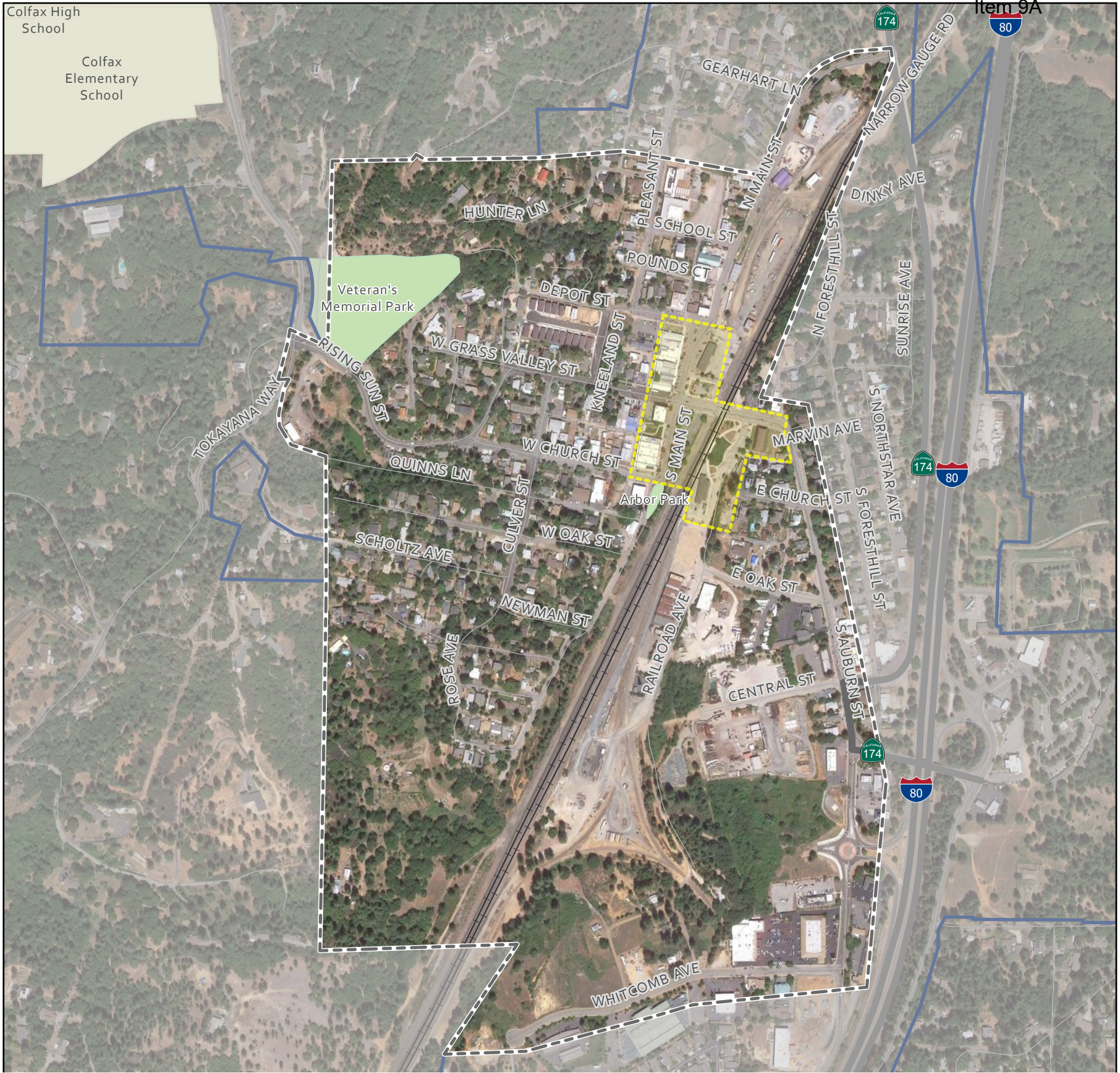
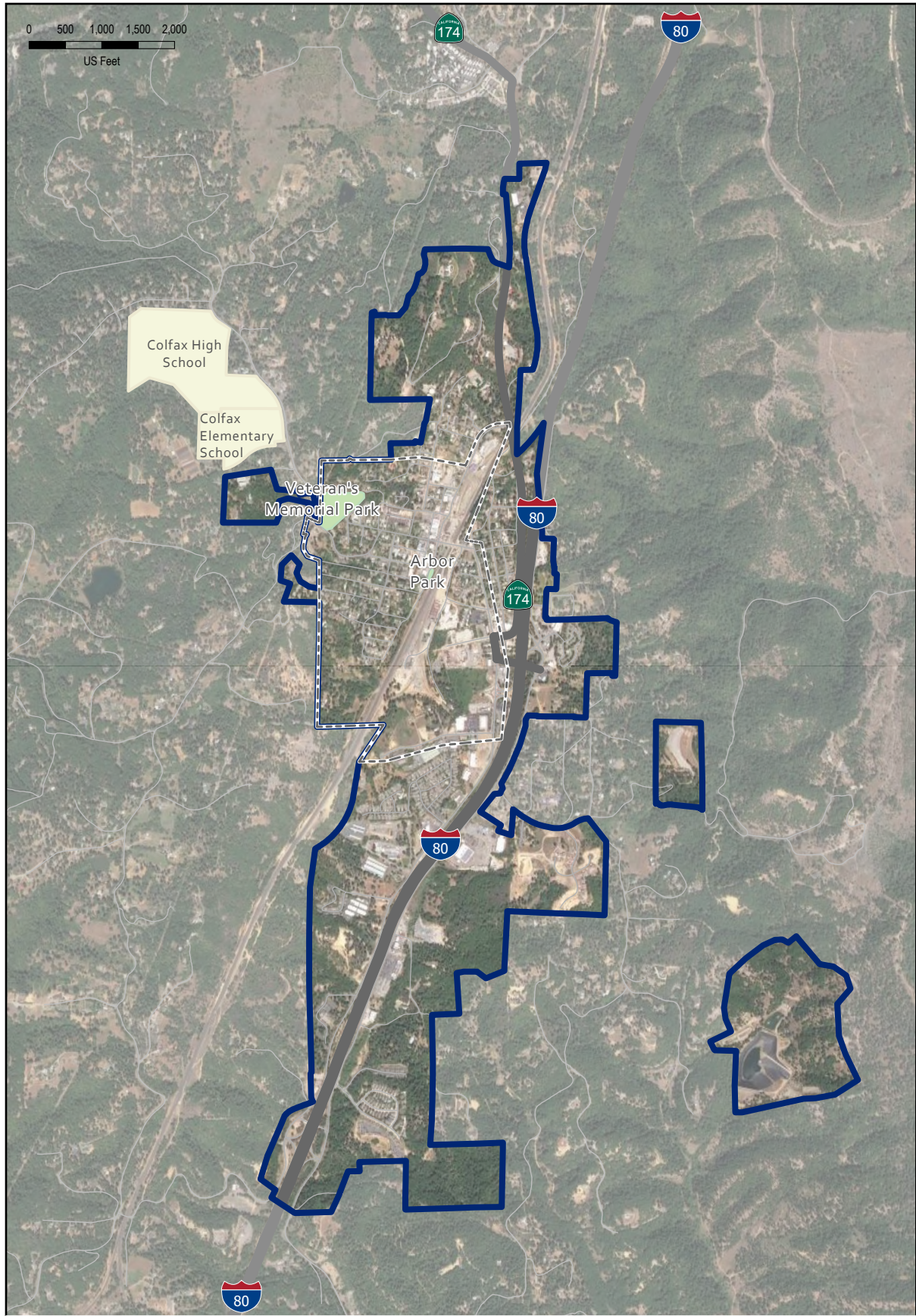
Destinations, Land Use, and Trip Generators

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

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

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

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



Legend

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

Paper Size ANSI B

0 175 350

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**

**CITY OF COLFAX
VICINITY MAP**

Project No. **12582137**
Revision No. -
Date **Dec 2023**

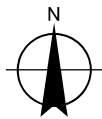
\\ghdnet\ghd\US\Sacramento - 2200 21st\Projects\56112582137\GIS\Maps\Deliverables\12582137_ExistingConditions\12582137_ExistingConditions.aprx
Print date: 08 Dec 2023 - 10:20

Data source: Google Maps Sat; © OpenStreetMap (and) contributors, CC-BY-SA; Roads: Placer County, 2021; Highways: I-80, 2021. Created by: ppeel

FIGURE 1
43



Paper Size ANSI A
0 175 350
US Feet



CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

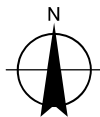
Project No. 12582137
Revision No. -
Date Oct 2023

CITY OF COLFAX
STUDY AREA

FIGURE 2



Paper Size ANSI A
0 175 350
US Feet



**CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN**

Project No. 12582137
Revision No. -
Date Dec 2023

**DESTINATIONS &
TRIP GENERATORS**

FIGURE 3

Demographic Information

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

Population

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

Age

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

Table 1: Age of Colfax Residents

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

American Community Survey 2020 5-year estimates

Income

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

Existing Traffic

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

Table 2: 2020 General Plan Traffic Volumes¹

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

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

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

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

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

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

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

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

Existing Connectivity via SR 174 and I-80

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



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

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

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

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

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

Tourism and Connectivity into Historic Downtown

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

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

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



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



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

Transit Routes and Stops

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

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

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

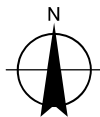
PCT also operates both ADA paratransit services and Dial-A-Ride services.



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



Paper Size ANSI A
0 175 350
US Feet



**CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN**

Project No. 12582137
Revision No. -
Date Oct 2023

TRANSIT

FIGURE 4

Existing Bicycling Facilities

Bicycle Facilities

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

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

CLASS I SHARED USE PATHS

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



Examples of Class I shared use paths

CLASS II BICYCLE LANES

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



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

CLASS III BICYCLE ROUTES

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

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



Example of a Class III bicycle route with sharrow markings

CLASS IV SEPARATED BIKEWAYS

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



Examples of Class IV separated bikeway

WITHIN THE STUDY AREA

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

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



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



Item 9A

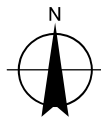
Legend

Bike Facilities

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

Paper Size ANSI A

0 175 350
US Feet



CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

Project No. 12582137
Revision No. -
Date Oct 2023

BICYCLE FACILITIES

FIGURE 5

Pedestrian Facilities

Sidewalks

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



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

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

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



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

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

Crossings

CROSSWALKS

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

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

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



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



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

CURB RAMPS

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

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

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



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





Active Transportation Support Facilities

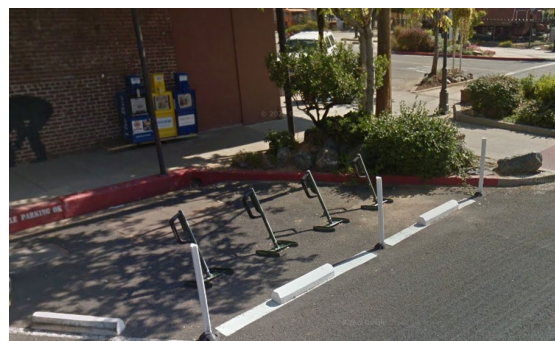
In addition to a network of bikeways, support facilities are also needed to provide comfortable and safe facilities for bicyclists to use throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or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



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

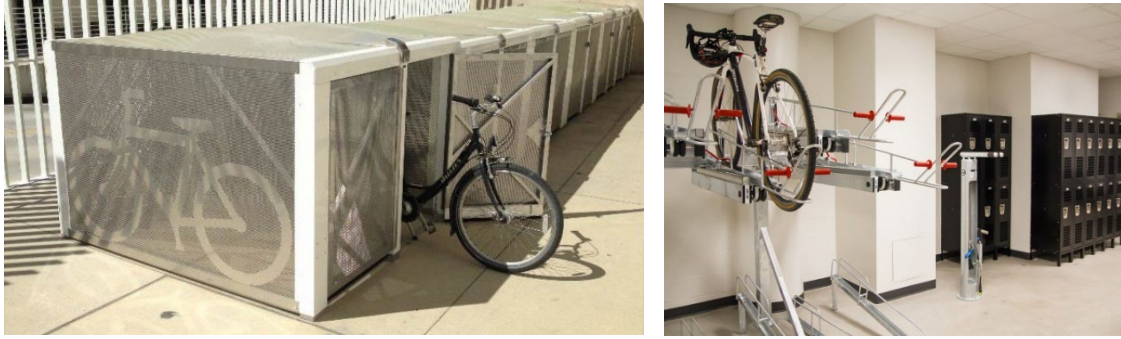
Secure bicycle parking is a critical part of a complete bicycle network. Bicycle parking is typically divided into two categories serving different purposes: short-term convenient bicycle racks and longer-term, higher-security parking.

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



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

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



Bicycle lockers (left) and bicycle room (right)

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

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

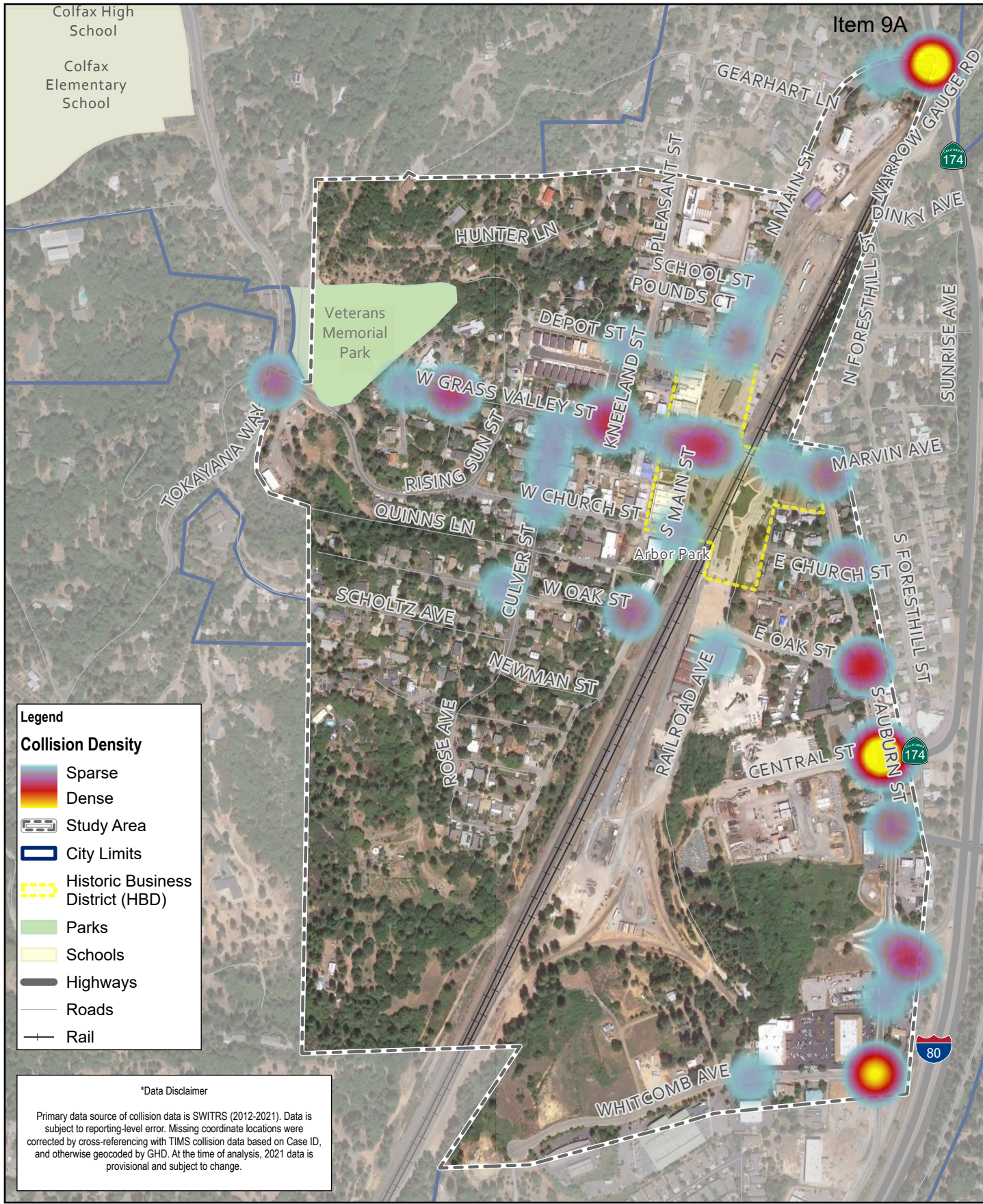
Collisions

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

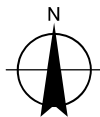
Study Area Collisions

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

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



Paper Size ANSI A
0 175 350
US Feet



CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

Project No. 12582137
Revision No. -
Date Oct 2023

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

FIGURE 7

62

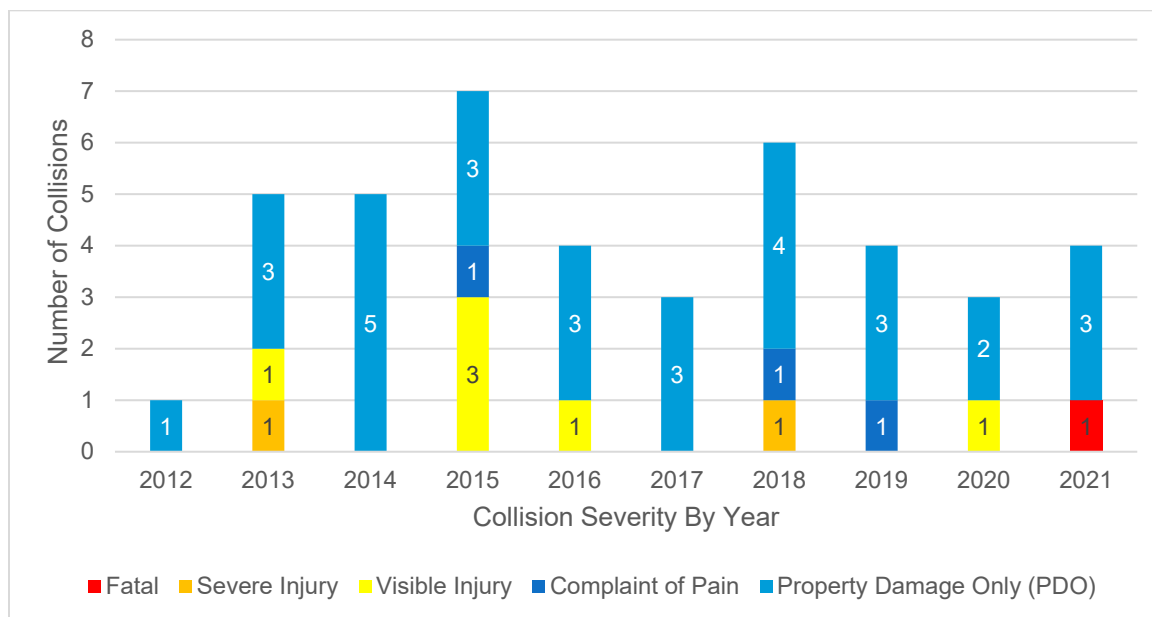
Collision Severity

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

Table 3: Collision Severity

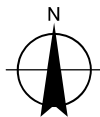
Collision Severity	Number of Collisions	Percent of Total Collisions
<i>Fatal Injury</i>	1	2%
<i>Severe Injury</i>	2	5%
<i>Visible Injury</i>	7	16%
<i>Complaint of Pain</i>	3	7%
<i>Property Damage Only</i>	31	70%
Total Collisions	44	100%

Figure 8: Collisions by Severity and Year





Paper Size ANSI A
0 175 350
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**

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

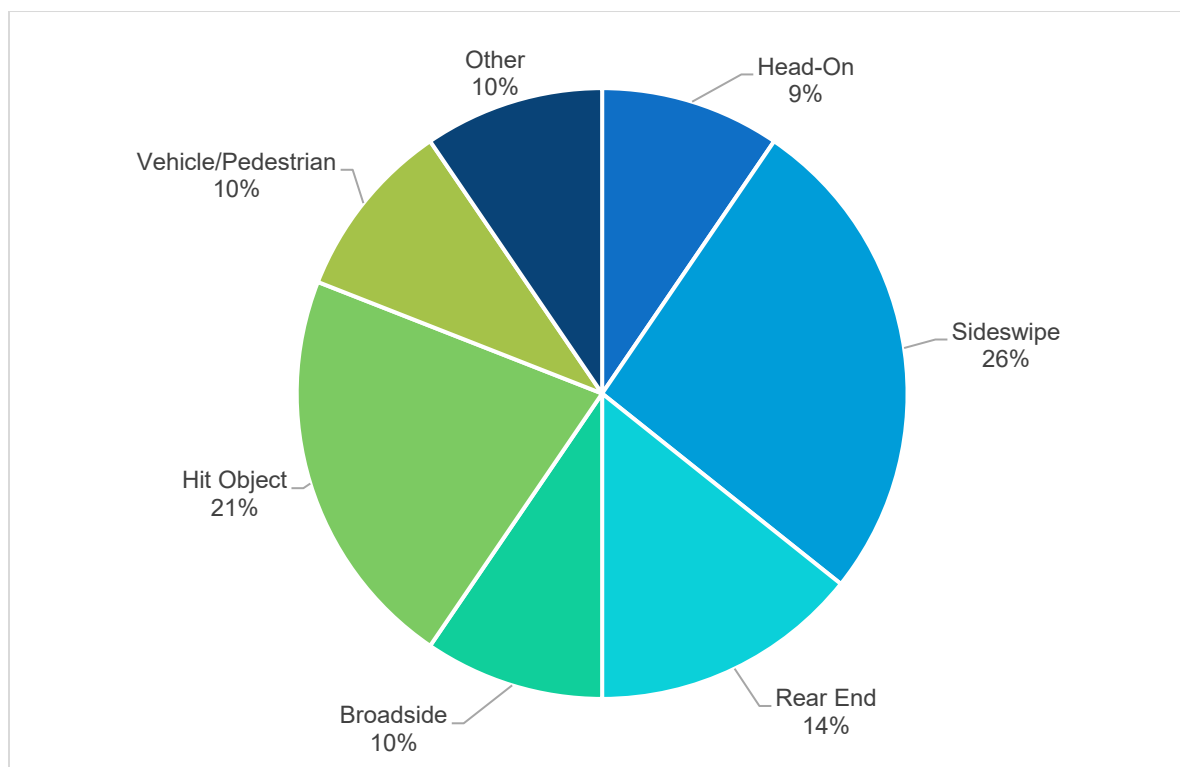
Project No. 12582137
Revision No. -
Date Oct 2023

FIGURE 9

Collision Type

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

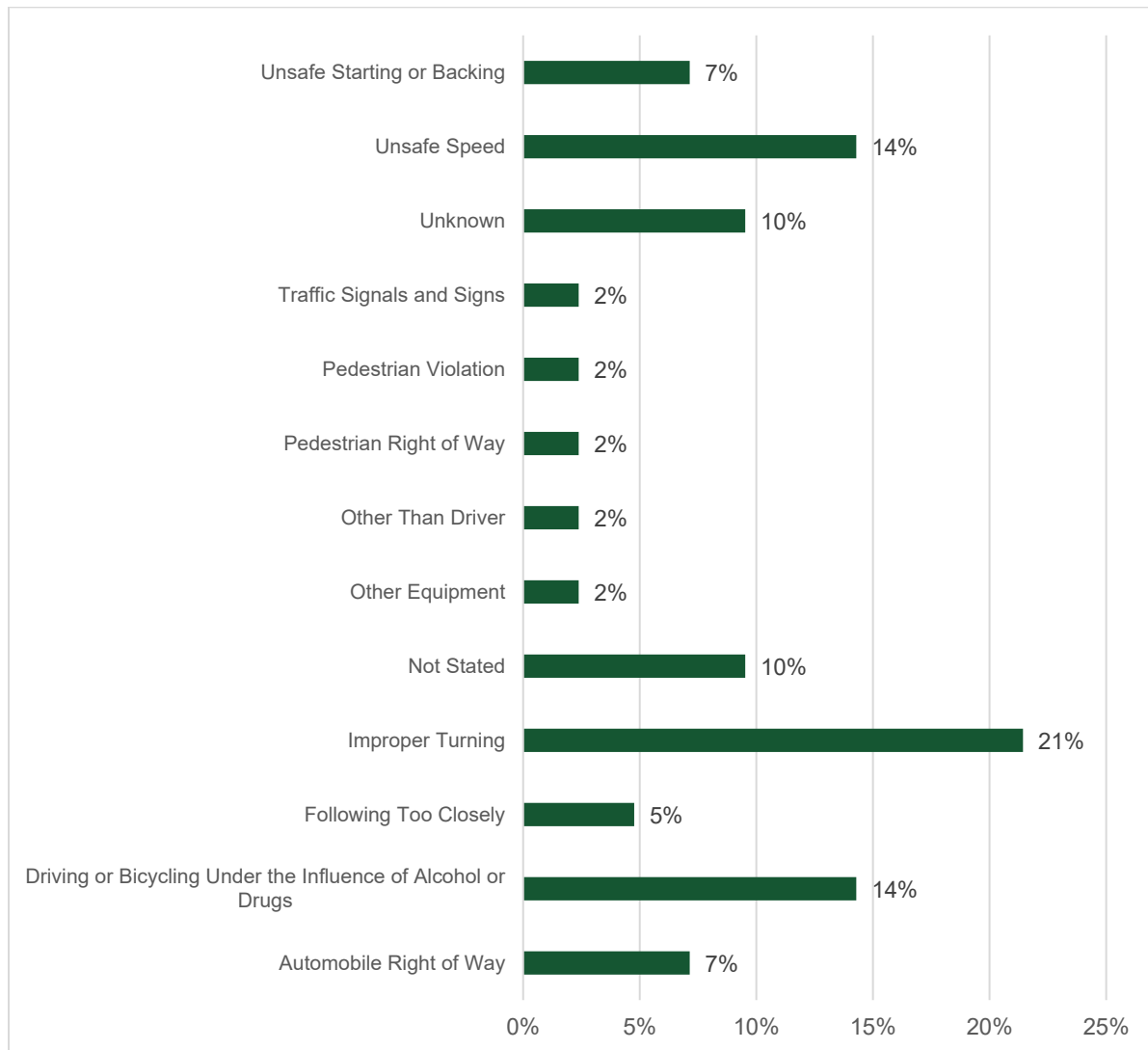
Figure 10: Collision Types as Percentage of Total Collisions



Primary Collision Factors

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

Figure 11: Primary Collision Factors



Additional Factors

TIME OF DAY

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

WEATHER

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

ROAD SURFACE AND CONDITION

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



Source: Google Earth

PLANS, POLICIES, PROJECTS, AND PROGRAMS

Relationship to Other Documents

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

Plans and Policies

Colfax

CITY OF COLFAX BIKEWAY MASTER PLAN (2003)

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

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

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

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

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

CITY OF COLFAX GENERAL PLAN 2020 (1998)

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

Circulation Element

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

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

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

Community Design Element

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

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

Housing Element Update (2021)

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

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

HISTORIC DISTRICT DESIGN MASTER PLAN (2009)

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

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

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

Regional

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

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

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

PLACER COUNTY REGIONAL TRANSPORTATION PLAN 2040 (2019)

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

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

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

PLACER COUNTY REGIONAL BIKEWAY PLAN (2018)

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

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

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

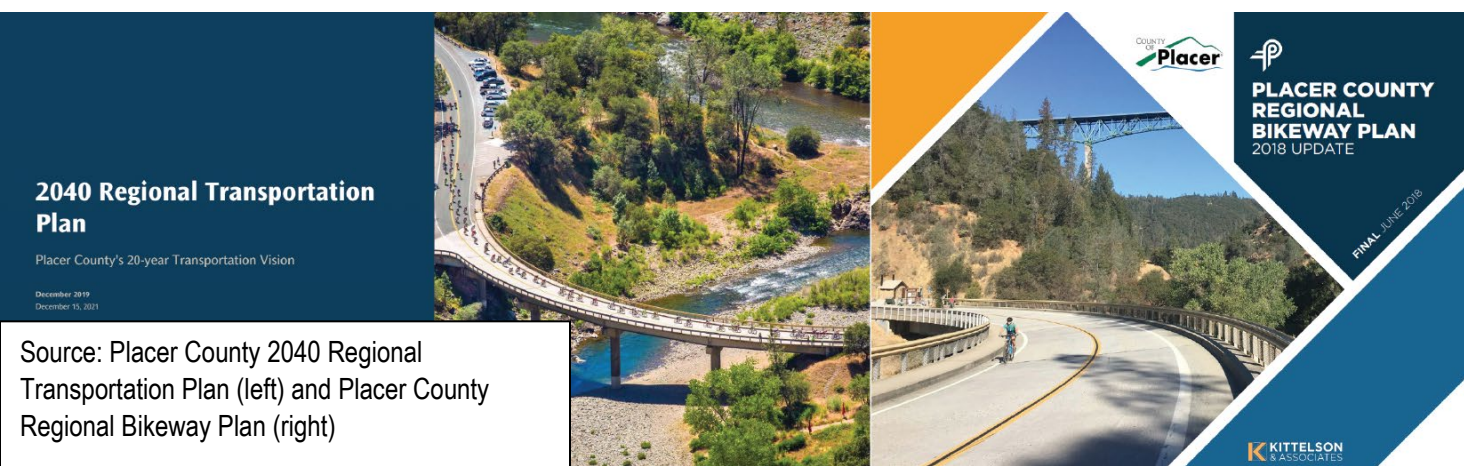
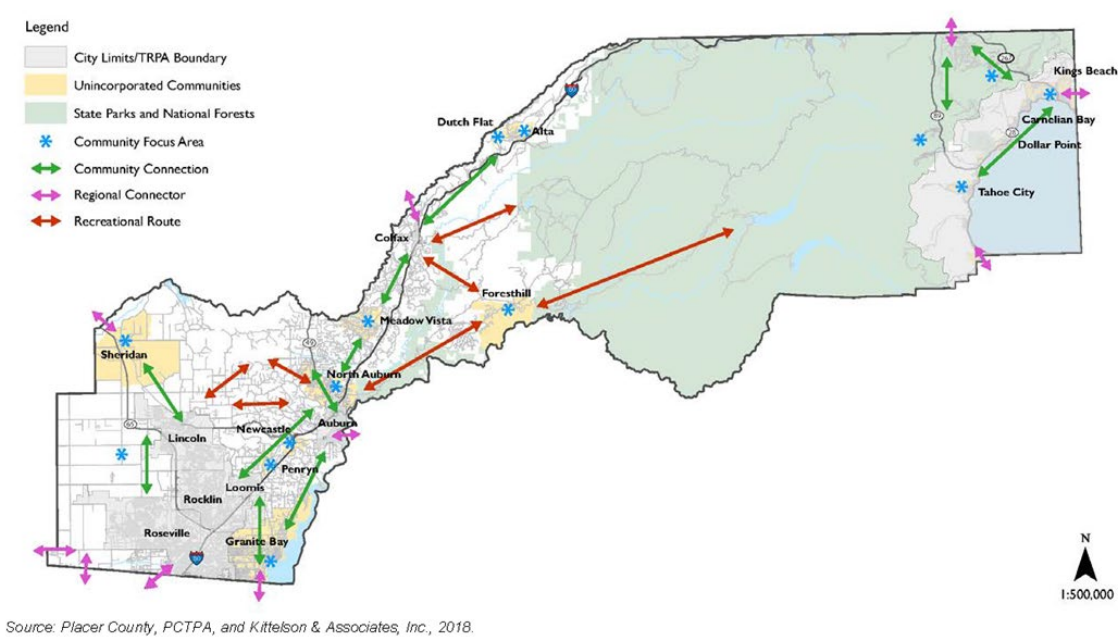
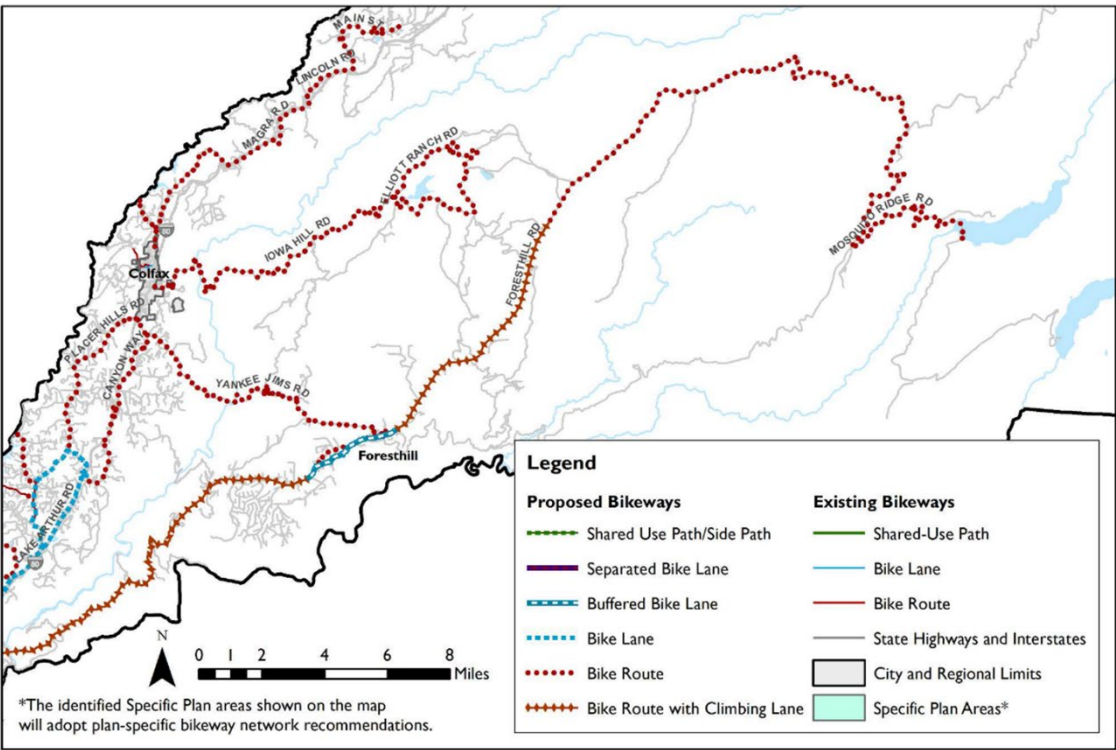


Figure 12: Recommended Focus Areas and Corridors



Source: Placer County Regional Bikeway Plan (2018)

Figure 13: Planned Bikeway Facilities – Central Placer County

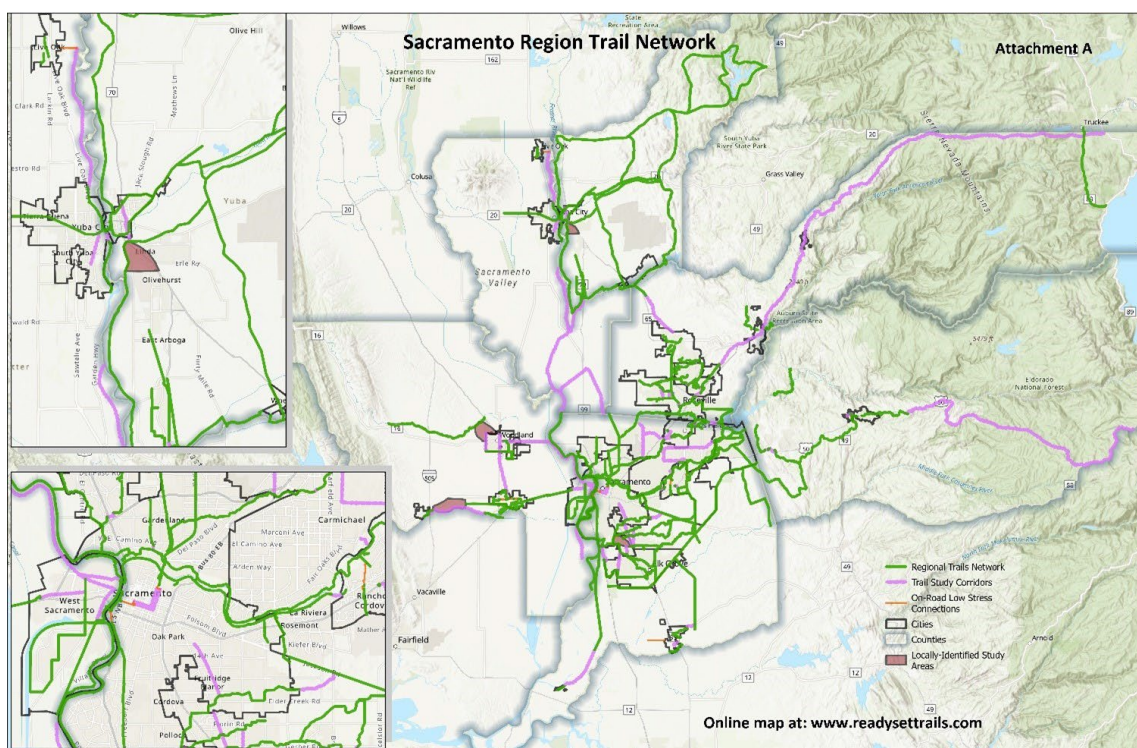


Source: Placer County Regional Bikeway Plan (2018)

SACRAMENTO REGION TRAIL NETWORK ACTION PLAN (2022)

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

Figure 14: Sacramento Region Trail Network



Source: Sacramento Region Trail Network Action Plan (2022)

State

TOWARD AN ACTIVE CALIFORNIA (2017)

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

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

CALTRANS DISTRICT 3 ACTIVE TRANSPORTATION PLAN (2022)

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

Table 4: Location-Based Needs

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

Source: Caltrans District 3 Active Transportation Plan (2022)

Table 5: Needs Prioritization

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

Source: Caltrans District 3 Active Transportation Plan (2022)

Projects

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

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

Existing Bikeway Facilities

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

Table 6: Bikeway Facilities Mileage by Class*

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

Source: Placer County Regional Bikeway Plan (2018)

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

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



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

NORTH MAIN STREET BIKE ROUTE PROJECT

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

Proposed Projects

TIER TRAIL STUDY CORRIDOR

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

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

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG) ROAD REHABILITATION PROJECT

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

UNION PACIFIC

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

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

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

Table 7: City of Colfax Proposed Bikeways

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

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

Programs

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

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

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

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

Bicycle Safety and Education Program

PLACER COUNTY SHERIFF/CALIFORNIA HIGHWAY PATROL

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



STAKEHOLDER ENGAGEMENT

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

The public was engaged with the project using multiple methods:

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

Advisory Group Meetings

FEBRUARY 13, 2023

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

MAY 11, 2023

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

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

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

AUGUST 17, 2023

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

DECEMBER 6, 2023

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

Workshops and Stakeholder Meetings

JUNE 7, 2023

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

JUNE 8, 2023

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

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

JUNE 9, 2023

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

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

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

JULY 3, 2023

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

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

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

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

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



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

SEPTEMBER 16, 2023

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

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

DECEMBER 9, 2023

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

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

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



Ad Hoc Committee

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

AUGUST 8, 2023

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

NOVEMBER 7, 2023

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



Figure 15: Information Board

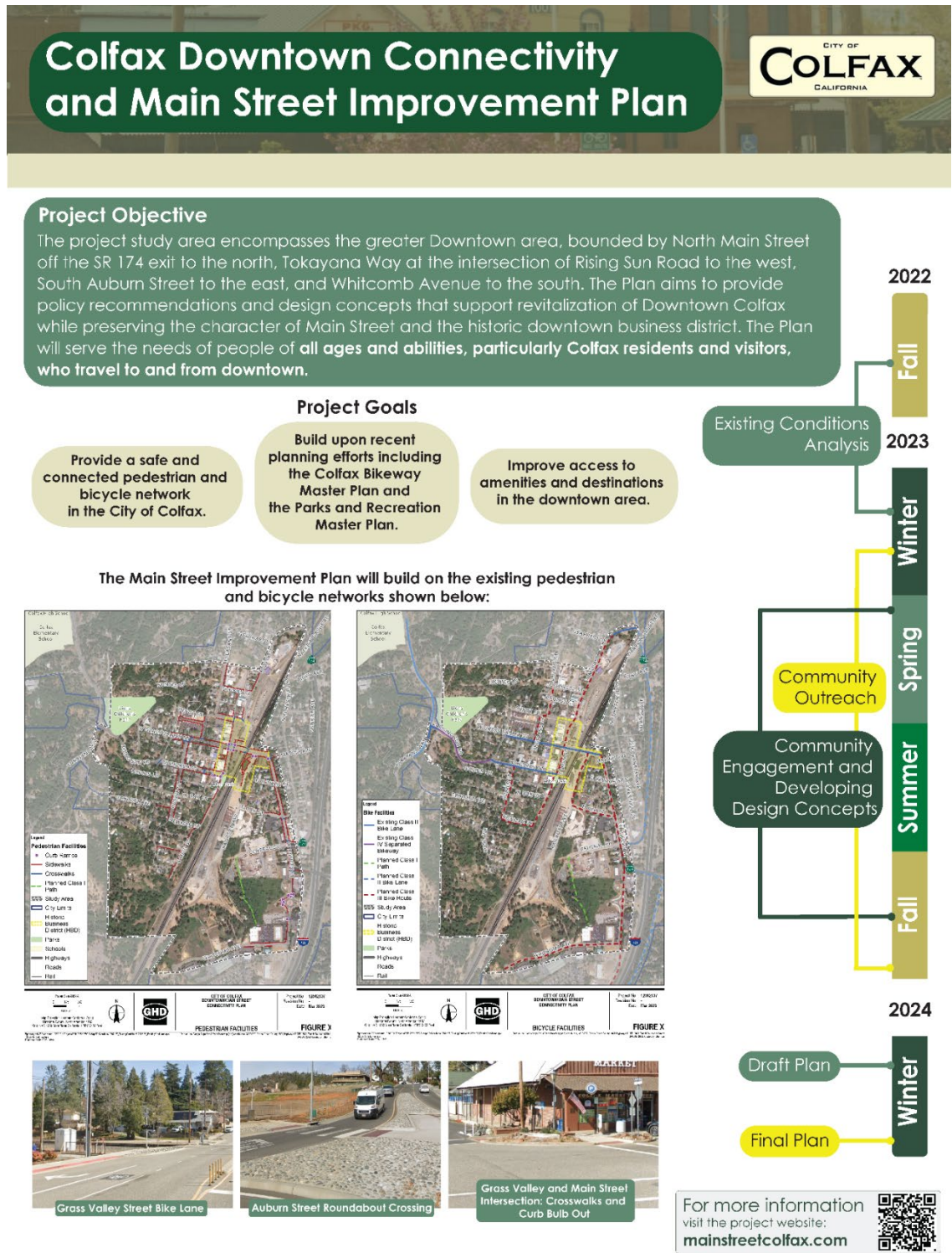


Figure 16: Bicycle Facilities Board

Bicycle Infrastructure Options

CITY OF COLFAX CALIFORNIA

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

Class I

Separated Bikeways

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

Class II

Buffered Bike Lanes

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

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.

Figure 17: Pedestrian and Placemaking Facilities Board

Pedestrian and Placemaking Infrastructure Options

CITY OF COLFAX CALIFORNIA

Pedestrian Infrastructure Options

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

Sidewalks

Provide pedestrian routes, increase accessibility, and encourage walking.

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.

Advanced Stop Bar and Yield Markings

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

High Visibility Crosswalk

Increase yielding behavior by motorists and increases pedestrian safety.

Median and Pedestrian Refuges

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

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.

Parklets

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

Public Artwork

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

Public Gathering Spaces/Plazas

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

Landscaping

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

City Council Presentation

JANUARY 24, 2024

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

Website

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

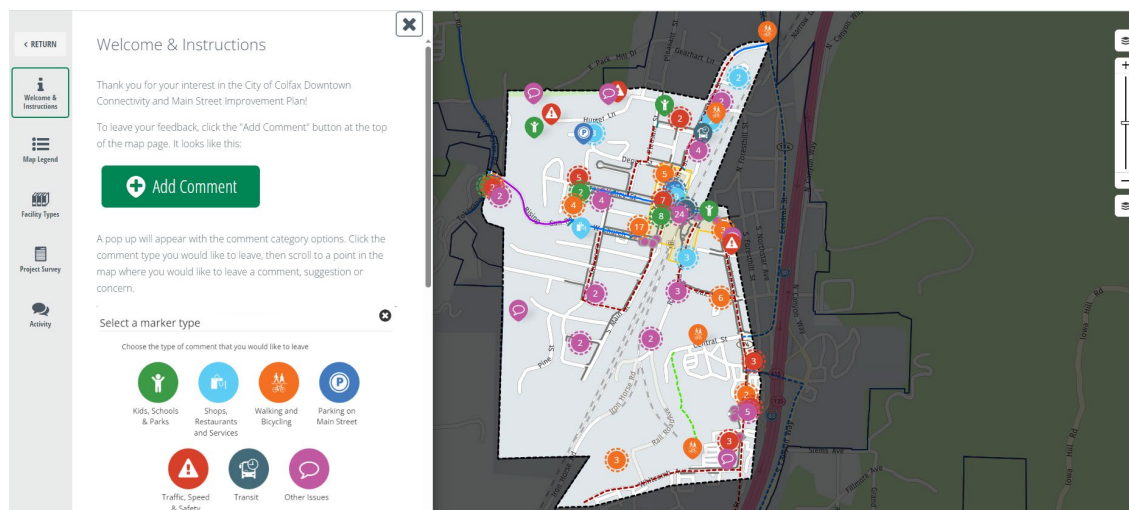
Interactive Map

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

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

Screenshots from the interactive map are displayed below:

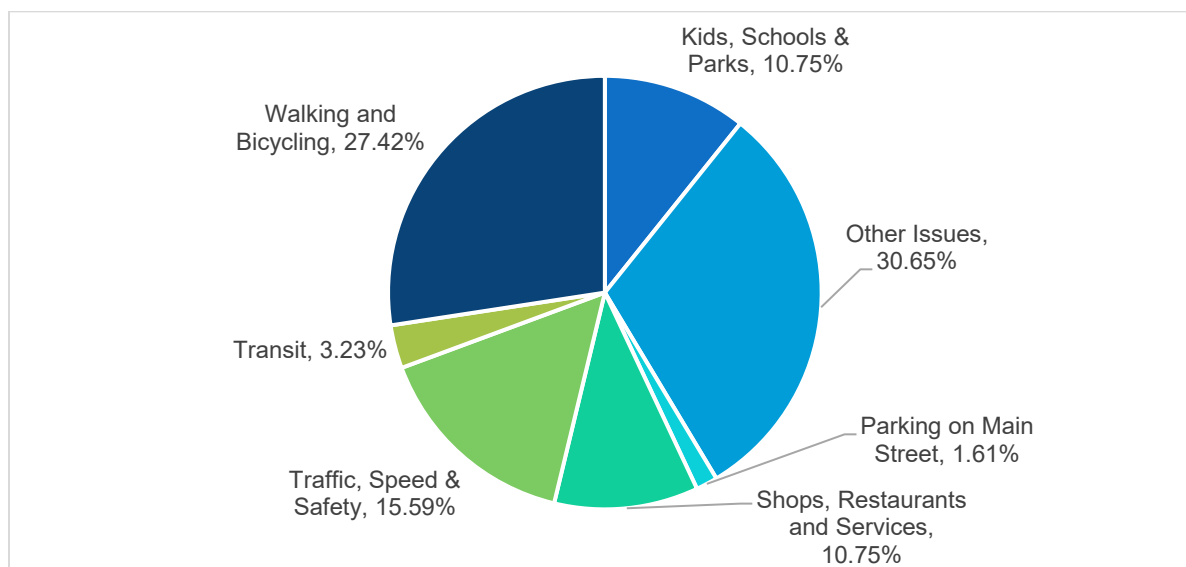
Figure 18: Interactive Map



Comments by Type

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

Figure 19: Comments by Category



Online Survey

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

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

RECOMMENDATIONS

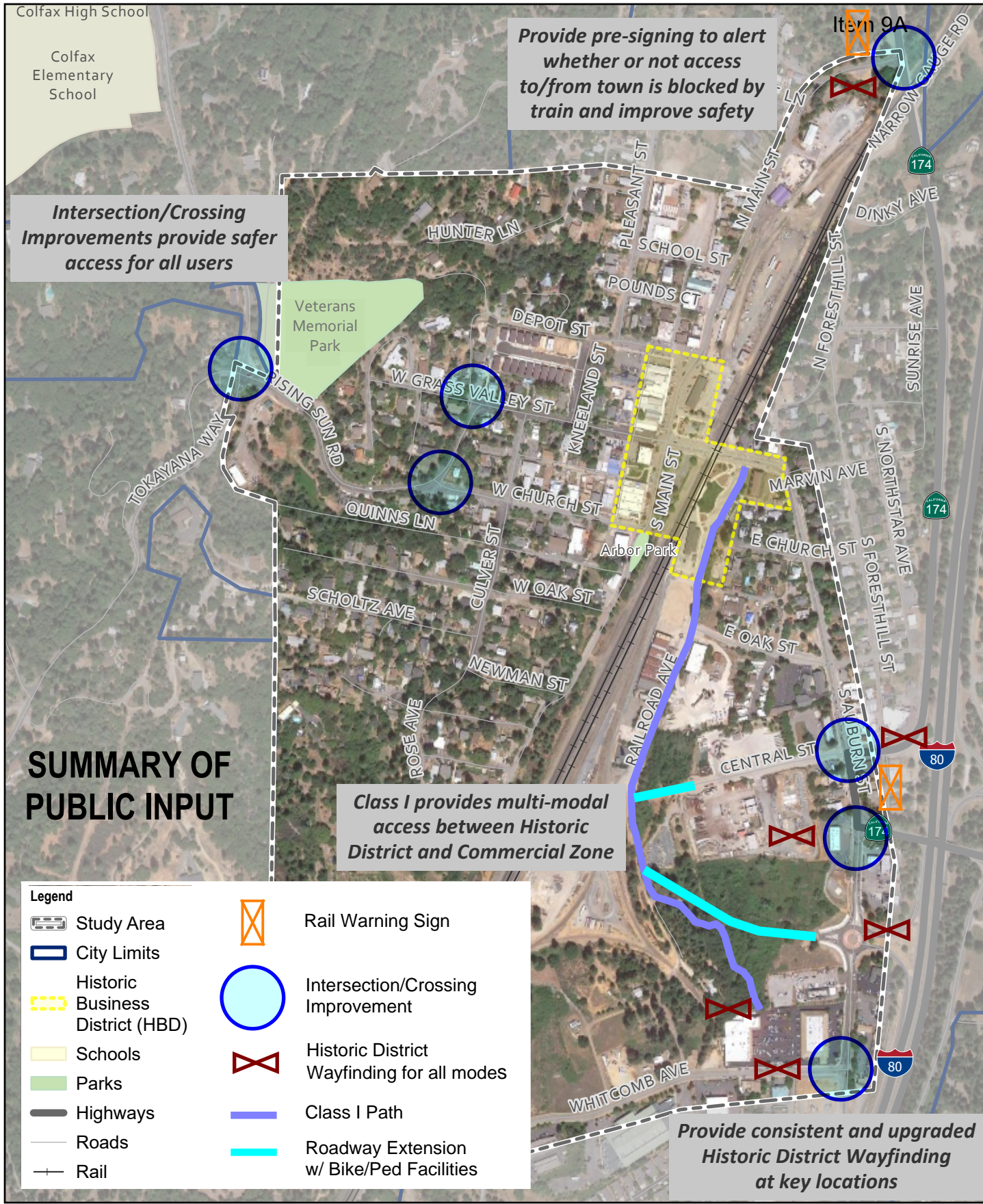
Recommendations within this Plan have been developed based on public feedback, traffic safety, collision data analyses, recommendations from previous plans, circulation and connectivity considerations, and economic benefits. There are constraints surrounding many of these recommendations and most all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

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

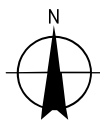
This chapter discusses the following recommendation categories:

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

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



Paper Size ANSI A
0 175 350
US Feet



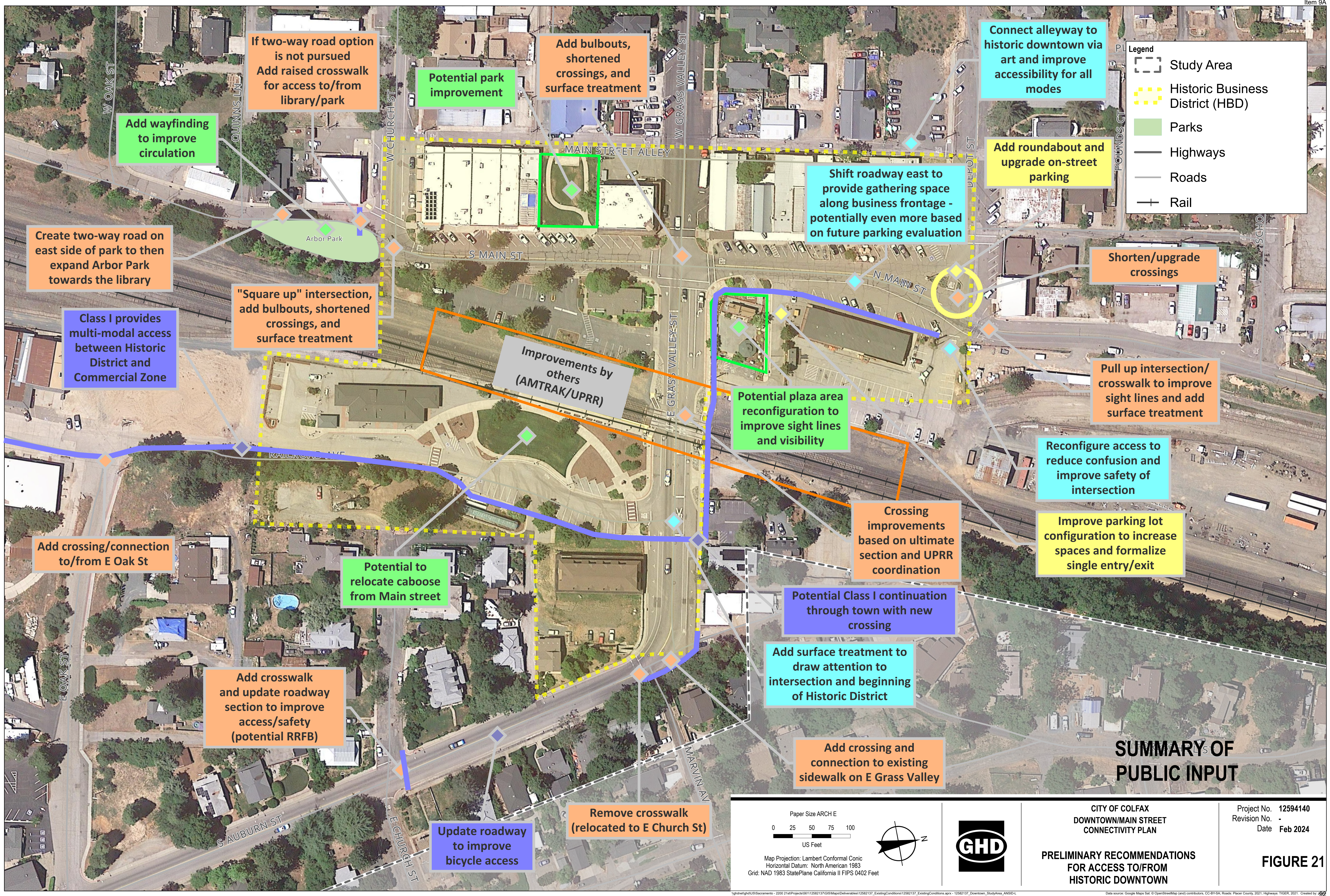
Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

**PRELIMINARY RECOMMENDATIONS
FOR ACCESS TO/FROM
HISTORIC DOWNTOWN**

Project No. 12582137
Revision No. -
Date Feb 2024

FIGURE 20



Legend

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

SUMMARY OF PUBLIC INPUT

0 25 50 75 100
US Feet

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

CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

**PRELIMINARY RECOMMENDATIONS
FOR ACCESS TO/FROM
HISTORIC DOWNTOWN**

Project No. 12594140
Revision No. -
Date Feb 2024

FIGURE 21

Economic Development

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

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

Bicycle Facility Recommendations

Off-Street Facilities

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



Examples of Class I Paths

PATH ALONG RAILROAD STREET CONNECTING COLFAX MALL TO HISTORIC DOWNTOWN

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

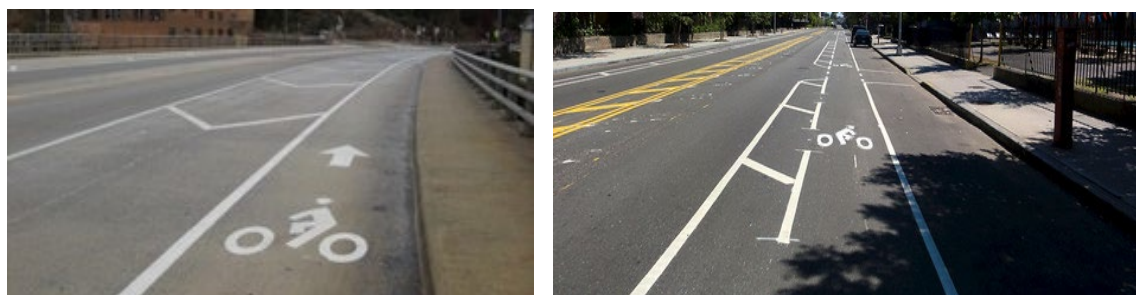
While Railroad Street currently experiences low traffic volumes, the formalized trail that this Plan recommends should consider fully separating pedestrians and bicycles from motor vehicles along this corridor in the future. In addition, further economic benefits to the Colfax community may also be realized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

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

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

On-Street Facilities

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

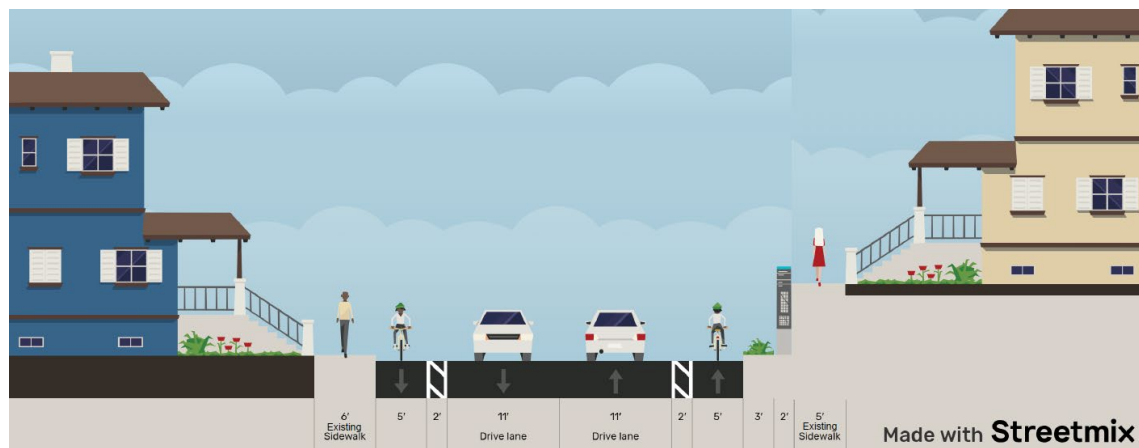


Examples of buffered bicycle lanes

SOUTH AUBURN STREET BUFFERED BICYCLE LANES

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

Class II bicycle facilities are shown in Figure 22



South Auburn Street Design Concept

Bicycle Parking

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

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

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



Examples of recommended bicycle racks

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

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

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

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

⁶ <https://www.apbp.org/Publications>

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

Pedestrian Facility Recommendations

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

Crosswalks

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

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



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



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

New or upgraded crosswalks are recommended at the following locations:

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

New or upgraded crosswalk locations are shown in Figure 22.

Raised Crosswalks

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



Raised crosswalk at school crossing

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

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

Curb Extensions

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



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

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

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

Curb extension locations are shown in Figure 22.

Plaza/Public Gathering Space

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

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

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



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

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

Parklets

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

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



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

Sidewalks

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

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

American with Disabilities Act (ADA) Compliant Curb Ramps

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

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



ADA Curb Ramp

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

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

New ADA curb ramp locations are shown in Figure 22.



Connectivity Recommendations

Historic District Wayfinding and Branding

BEST PRACTICES AND RECOMMENDED LOCATIONS

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

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

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



Example wayfinding signage

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

ESTABLISH AND PROMOTE THE DOWNTOWN COLFAX BRAND

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

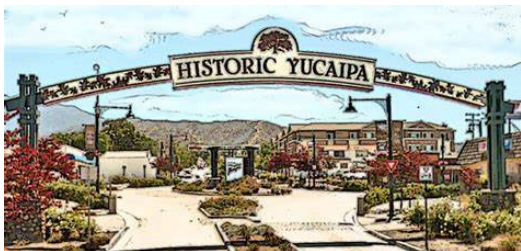


Example downtown light pole banners

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

Arched Gateway

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



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

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

Motor Vehicle Traffic Safety Recommendations

Intersection Improvements

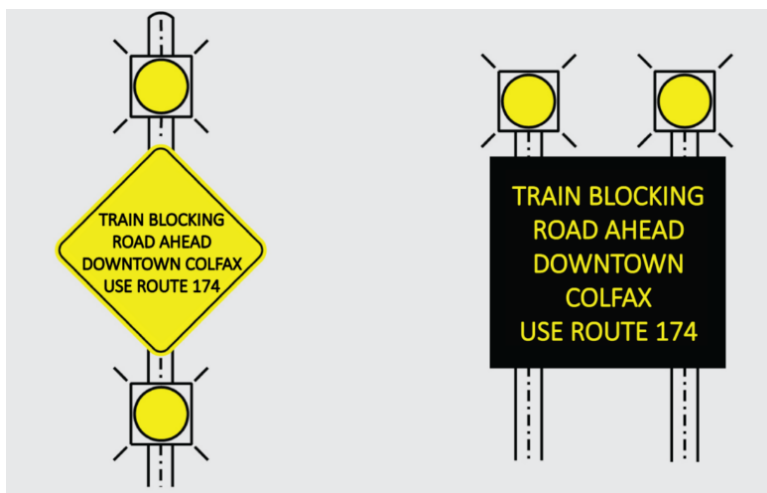
Intersection improvements involve operational and safety modifications for targeted intersections. Modifications can include adding turn lanes, adjusting lane widths, installing new pavement striping and markings, squaring intersection corners, and repaving. Intersection improvement recommendations are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

Parking

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

Rail Warning Signs

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



Example of potential rail warning signs

Surface Treatments

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

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

Surface treatments are recommended at the following locations:

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



Example Crosswalk Surface Treatment



Example Intersection Surface Treatment

Roundabouts

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

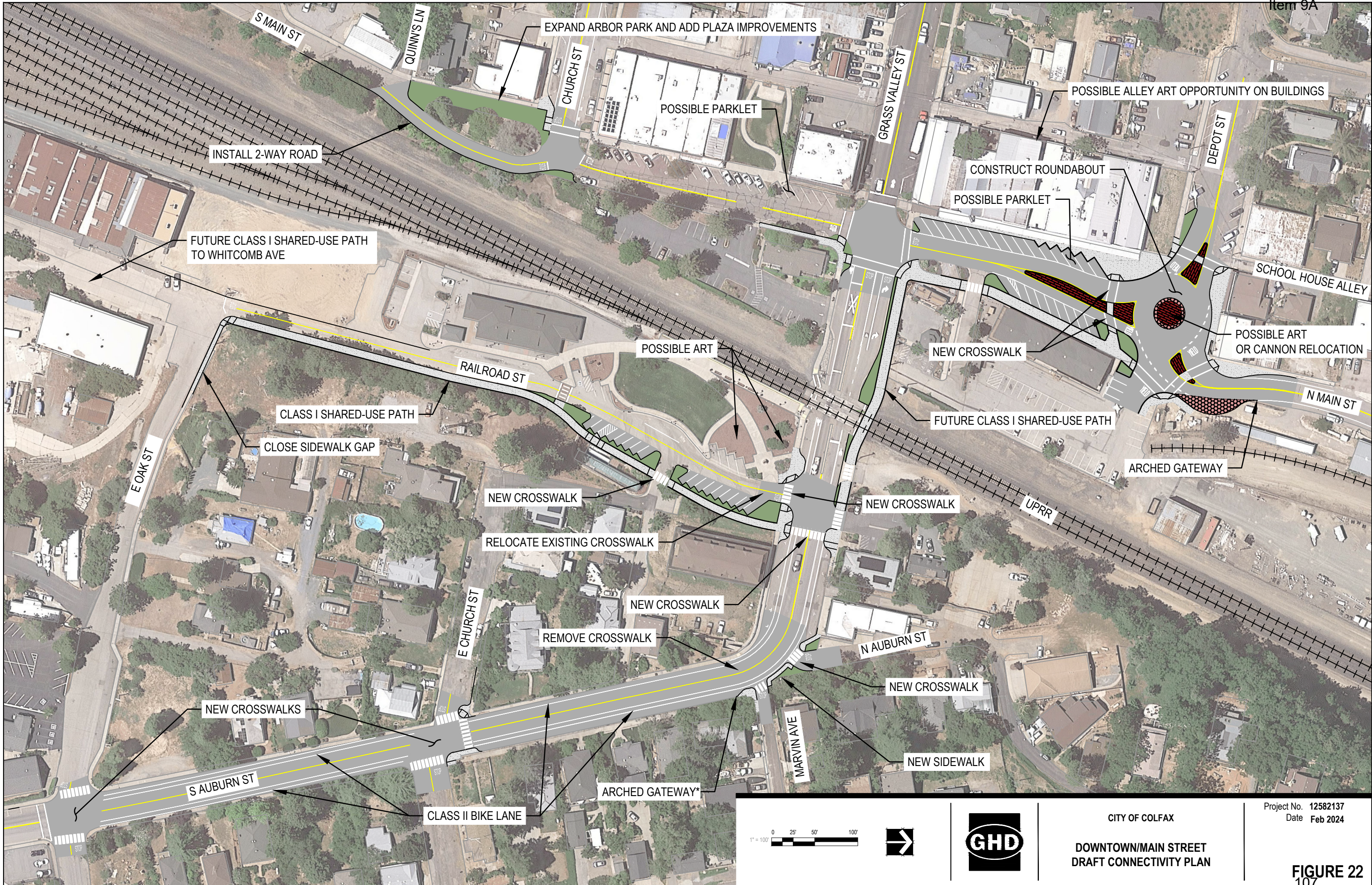
This Plan recommends implementing a new roundabout at the complex intersection of Depot Street and North Main Street, as well as potentially at other locations in the city, pending further study. While existing adjacent parking spaces may be impacted by the implementation of the roundabout, no net loss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

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



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

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



*Arched gateway location shown in Figure 22 is only a recommendation. Alternative locations may be explored when considering implementation.

Amenities and Other Recommendations

Park Improvements

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



Example Shading Devices

Public Art

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

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

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

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

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



Existing public art and artistic signage in Colfax

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



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

Historic Preservation

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

WATER CANNON

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



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

RAILCAR

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



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

Emerging Technology Recommendations

Electric Vehicle Charging

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

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

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

Broadband

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

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

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

Non-Infrastructure Recommendations

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

Behavior Change Strategies and Educational Programs



"STREET SMARTS" CAMPAIGN

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

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

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

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

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

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

ROUNABOUT EDUCATION PROGRAM

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

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

BICYCLE SAFETY EDUCATION FOR ADULTS

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

BICYCLE SAFETY EDUCATION FOR CHILDREN & BIKE RODEOS

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



Examples of Bicycle Rodeos

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

BIKE HELMET SAFETY EDUCATION

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

City Events Programming and Resources

PROVIDE OPEN STREETS EVENTS

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

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

SUPPORT BICYCLE PARKING AT EVENTS

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

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

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

Safe Routes to School

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

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

SAFE ROUTES TO SCHOOL PLANS

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

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

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

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

WALKING SCHOOL BUSES AND BIKE TRAINS

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

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

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

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

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

ADDRESS WALKING AND BIKING IN ARRIVAL AND DISMISSAL PROCEDURES

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

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

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

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

IMPLEMENTATION PLAN

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

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

Unit Cost Assumptions

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

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



Table 8: Unit Cost Assumptions

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

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

Implementation Strategy

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

Implementation Methods

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

RESURFACING AND RESTRIPIING

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

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

RECONSTRUCTION

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

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

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

CONSTRUCTION

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

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

Upgrading Existing Class II Bicycle Lanes

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

Potential Challenges and Constraints

RIGHT-OF-WAY

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

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

FUNDING

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

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

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

ACCESS FOR ALL ROADWAY USERS

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

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

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

ENVIRONMENTAL REQUIREMENTS

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

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

Complexity and Recommendation Source

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

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

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

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

Table 9: Recommendations Evaluation

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

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



Funding

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

Table 10: Funding Source Matrix

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

¹⁸ Notice of Funding Availability

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

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

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

Local and Regional Programs

LOCAL TRANSPORTATION FUNDS – BICYCLES AND PEDESTRIANS

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

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

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

State and Federal Programs

ACTIVE TRANSPORTATION PROGRAM (ATP)

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

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

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

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

SB 1 – ROAD REPAIR AND ACCOUNTABILITY ACT

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

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

HIGHWAY SAFETY IMPROVEMENT PROGRAM

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

LOCAL ROAD SAFETY PLAN

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

LOCAL HIGHWAY BRIDGE PROGRAM

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

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

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

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS

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

CONGESTION MANAGEMENT AND AIR QUALITY IMPROVEMENT PROGRAM

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

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

CARBON REDUCTION PROGRAM

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

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS

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

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

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

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

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

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

OUR TOWN GRANTS

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

CLEAN CALIFORNIA LOCAL GRANTS PROGRAM

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

PAUL BRUHN HISTORIC REVITALIZATION GRANTS PROGRAM

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

Private/Nonprofit Programs

T-MOBILE HOMETOWN GRANTS

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

RAILS-TO-TRAILS CONSERVANCY TRAIL GRANTS PROGRAM

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

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

AARP COMMUNITY CHALLENGE

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

Additional Considerations

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

Transportation and Parking

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

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

PROGRAMMATIC INVESTIGATION OF DELIVERY RESTRICTIONS

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

Economic Activation

CONSIDER A TEMPORARY STOREFRONT ART PROGRAM

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

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

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

ALLOW POP-UPS ON VACANT SITES

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

INTRODUCE NEW USES AND ACTIVITIES WHILE RETAINING CHERISHED LOCAL BUSINESSES

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

Quality of Life and Public Realm

ENHANCE THE CONTINUITY OF THE TREE CANOPY

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

LANDSCAPING SELECTION & MAINTENANCE

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

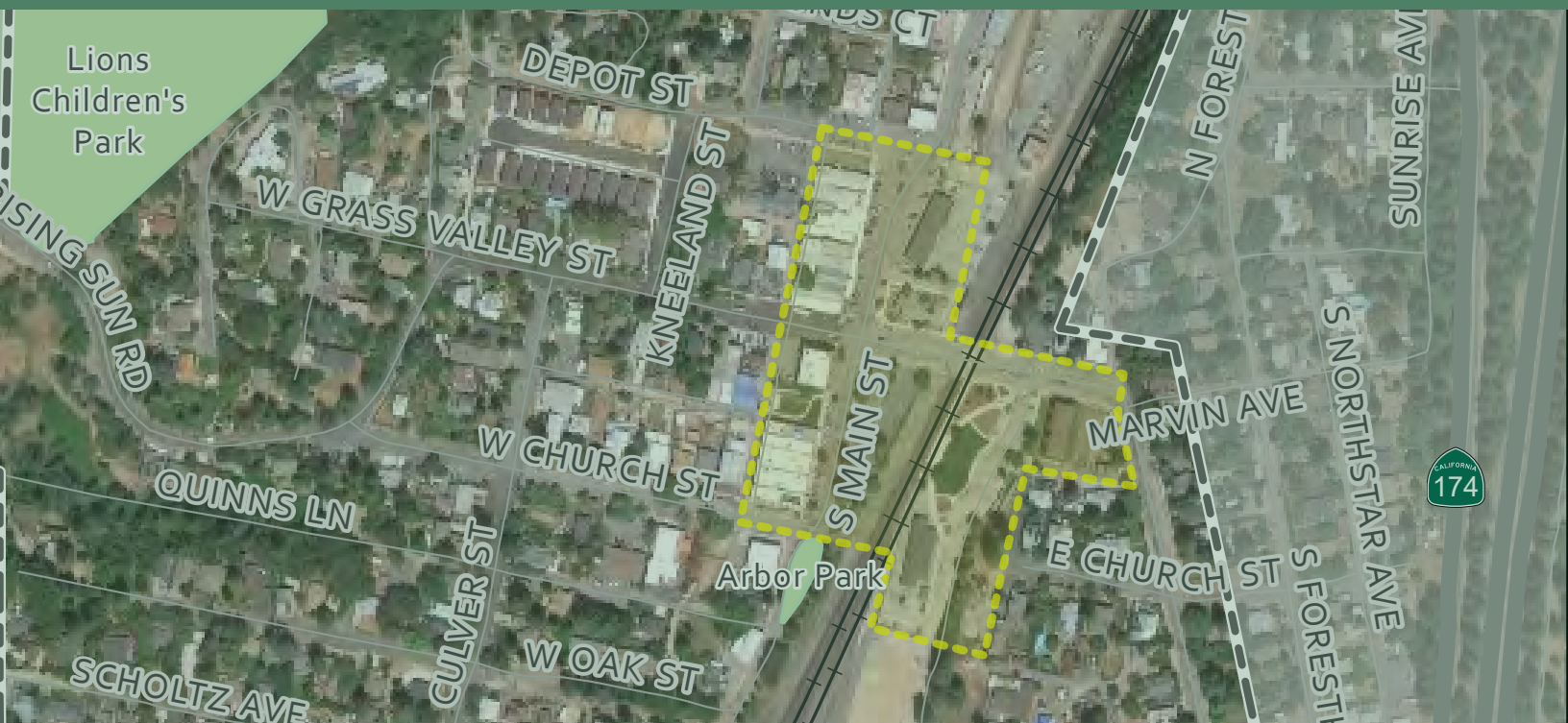




City of Colfax

Downtown Connectivity and Main Street Improvement Plan Appendix

MARCH 2024



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:



Page Size: ANSI A
Scale: 1" = 100'
Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 5402 Feet
Project No. 12582137
Revision No. 1
Date: Mar 2023
CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN
PEDESTRIAN FACILITIES
FIGURE X



Page Size: ANSI A
Scale: 1" = 100'
Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 5402 Feet
Project No. 12582137
Revision No. 1
Date: Mar 2023
CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN
BICYCLE FACILITIES
FIGURE X



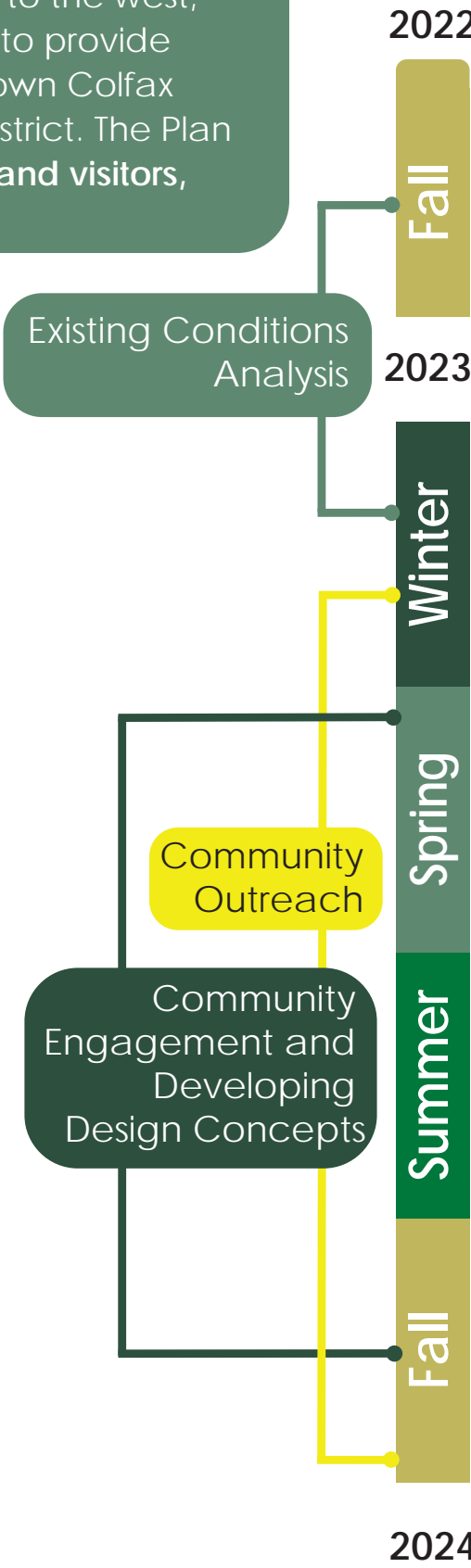
Grass Valley Street Bike Lane



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

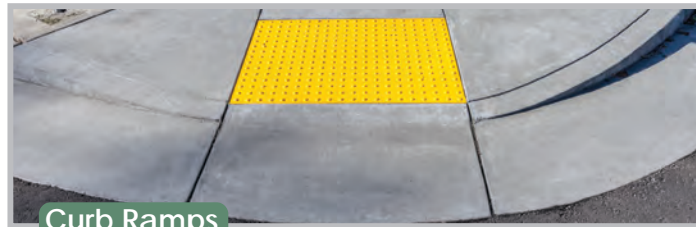
Pedestrian Infrastructure Options

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.



Advanced Stop Bar and Yield Markings

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

High Visibility Crosswalk

Increase yielding behavior by motorists and increases pedestrian safety.

Median and Pedestrian Refuges

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



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.

Figure 3 Bicycle Infrastructure Options

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.

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.



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

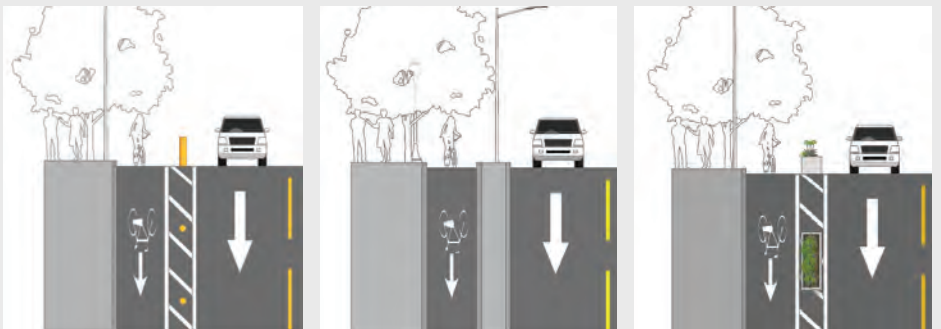


Separated Bikeways

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

A - 5

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.

Figure 4 Fact Sheet

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 Steet 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



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





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.



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 Downton 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

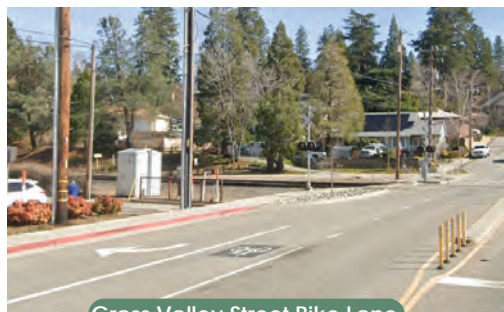
Class IV

- 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

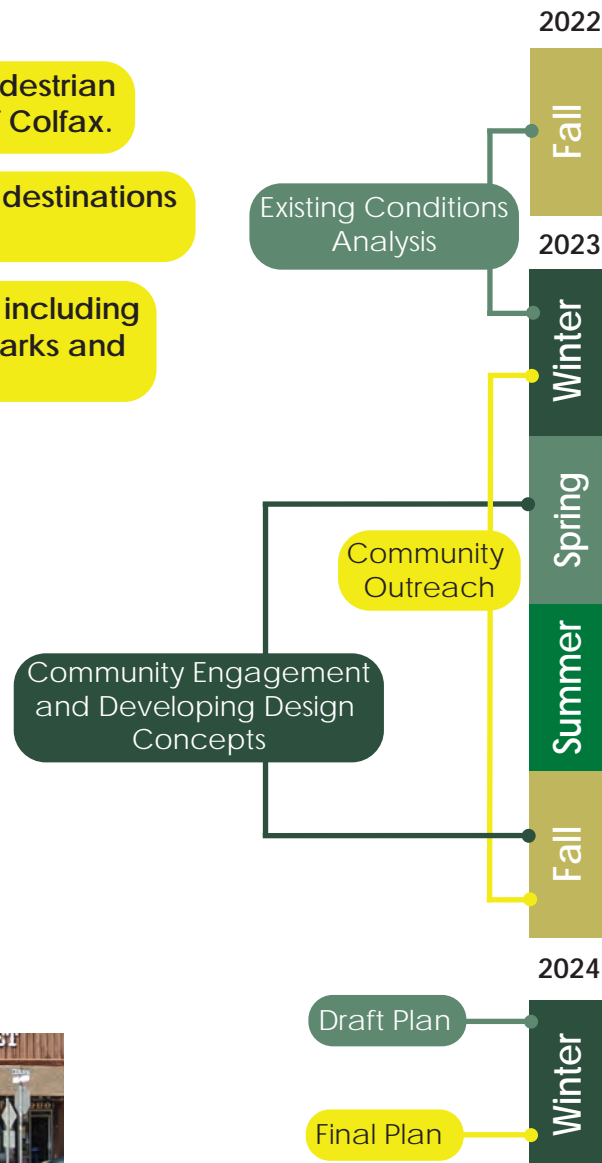


Auburn Street Roundabout Crossing



A - 10

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 wheel chair 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.

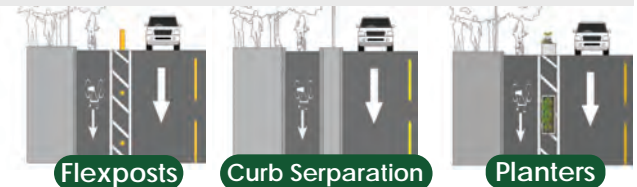
Class IV



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 and initiate a green light or 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.



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.



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. Consider blank walls and areas where public art is already being created.



Landscaping

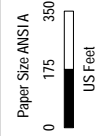
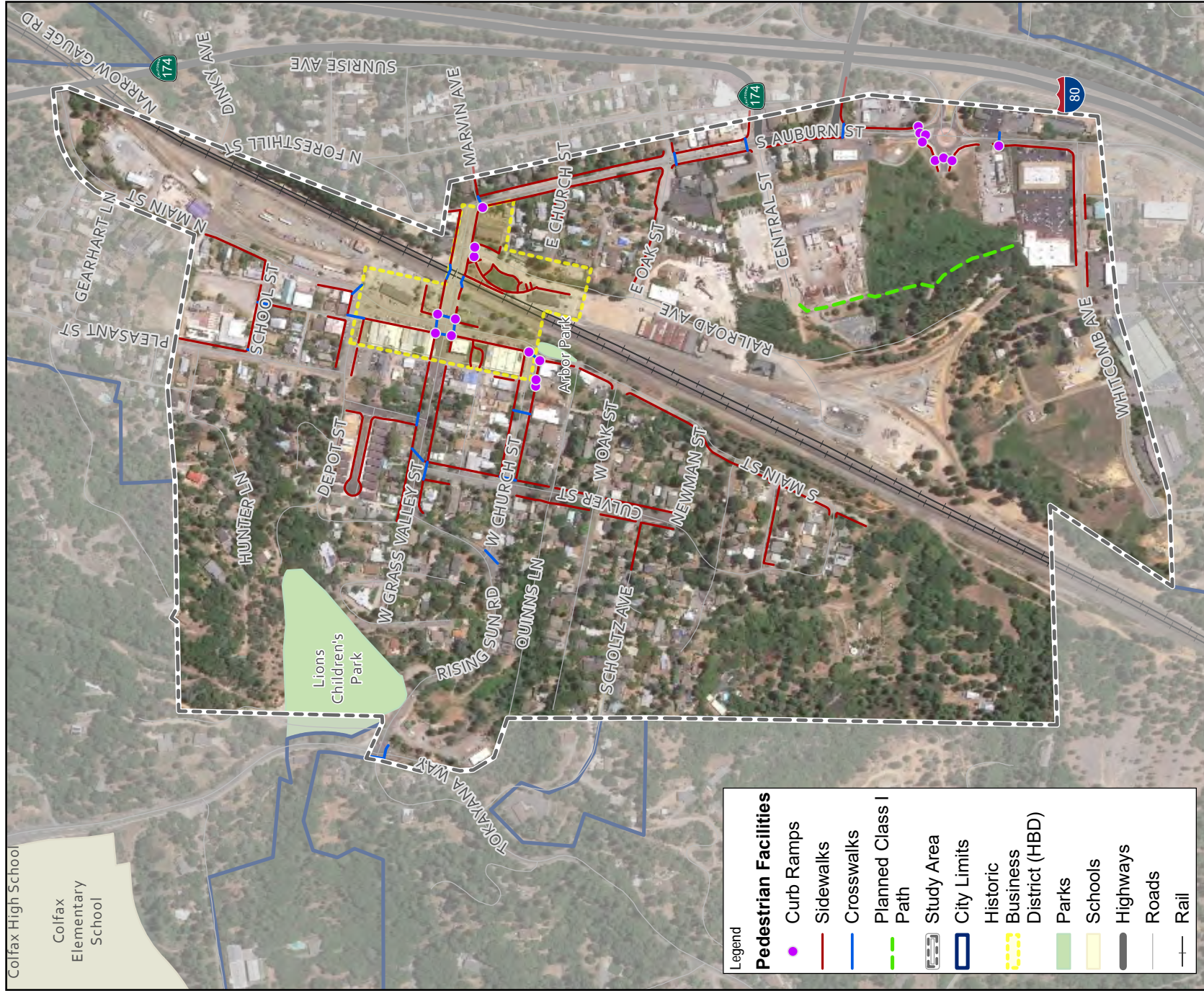
Green space can be created through landscaping that acts as a buffer between vehicle traffic and pedestrians/bicyclists. Cities are encouraged to utilize native plants when landscaping.



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.





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



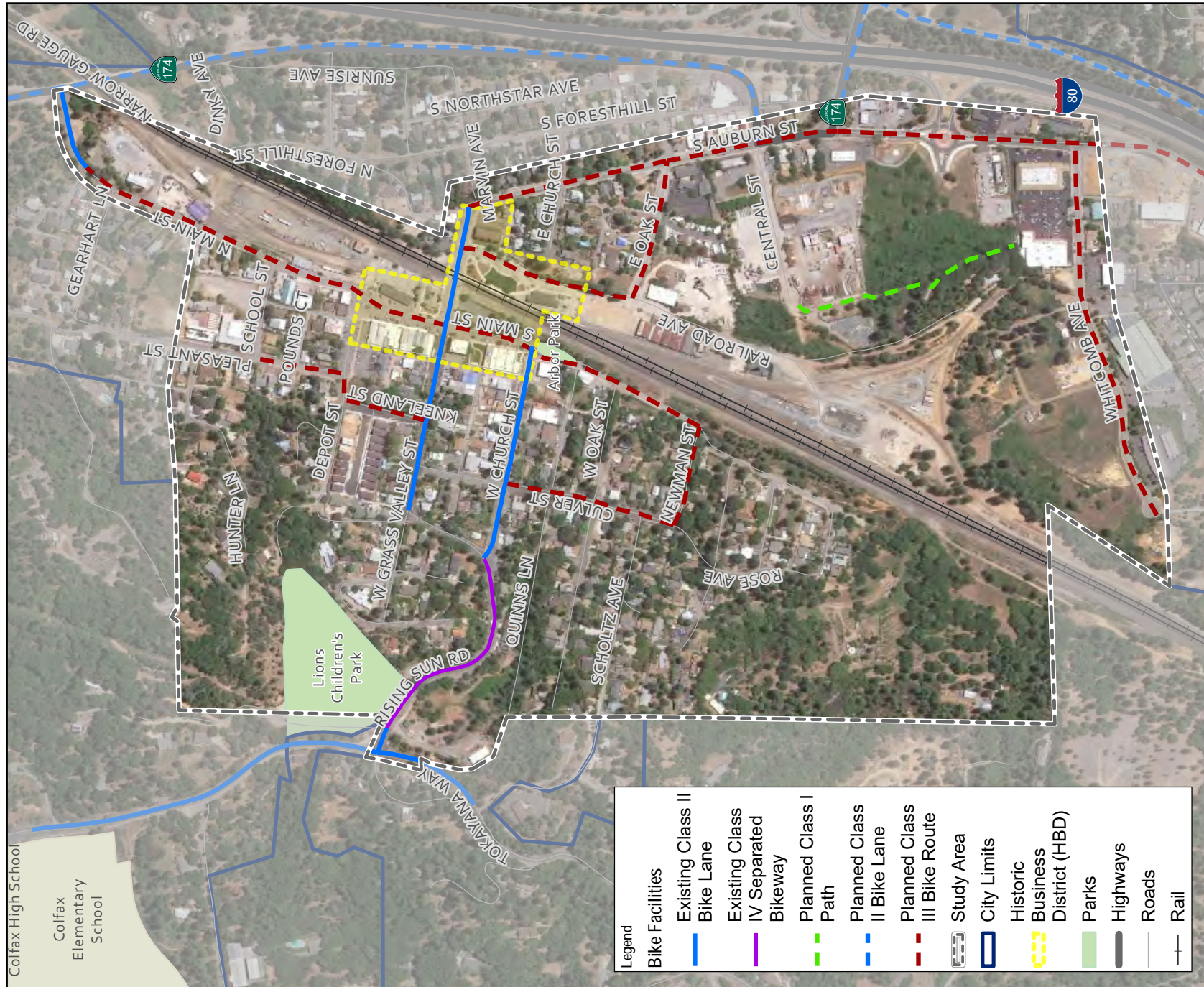
CITY OF COLFAX
DOWNTOWN/MAIN STREET
CONNECTIVITY PLAN

Project No. 12582137
Revision No. -
Date Mar 2023

PEDESTRIAN FACILITIES

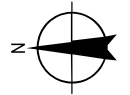
FIGURE X

\\ndw\gdp\US\Sacramento - 2200 71st\Project\556112582137\GIS\Map\04\deliverables\12582137_ExistingConditions.aprx
12582137_Ped Facilities
Print date: 21 Mar 2023 - 15:44
Data source: Google Maps, Sat © OpenStreetMap (and) contributors, CC-BY-SA, Roads: Placeur County, 2021, Highways: TIGER, 2021, Trunk Routes and Signs: SACOG, 2021, Created by: phormion



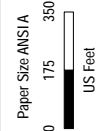
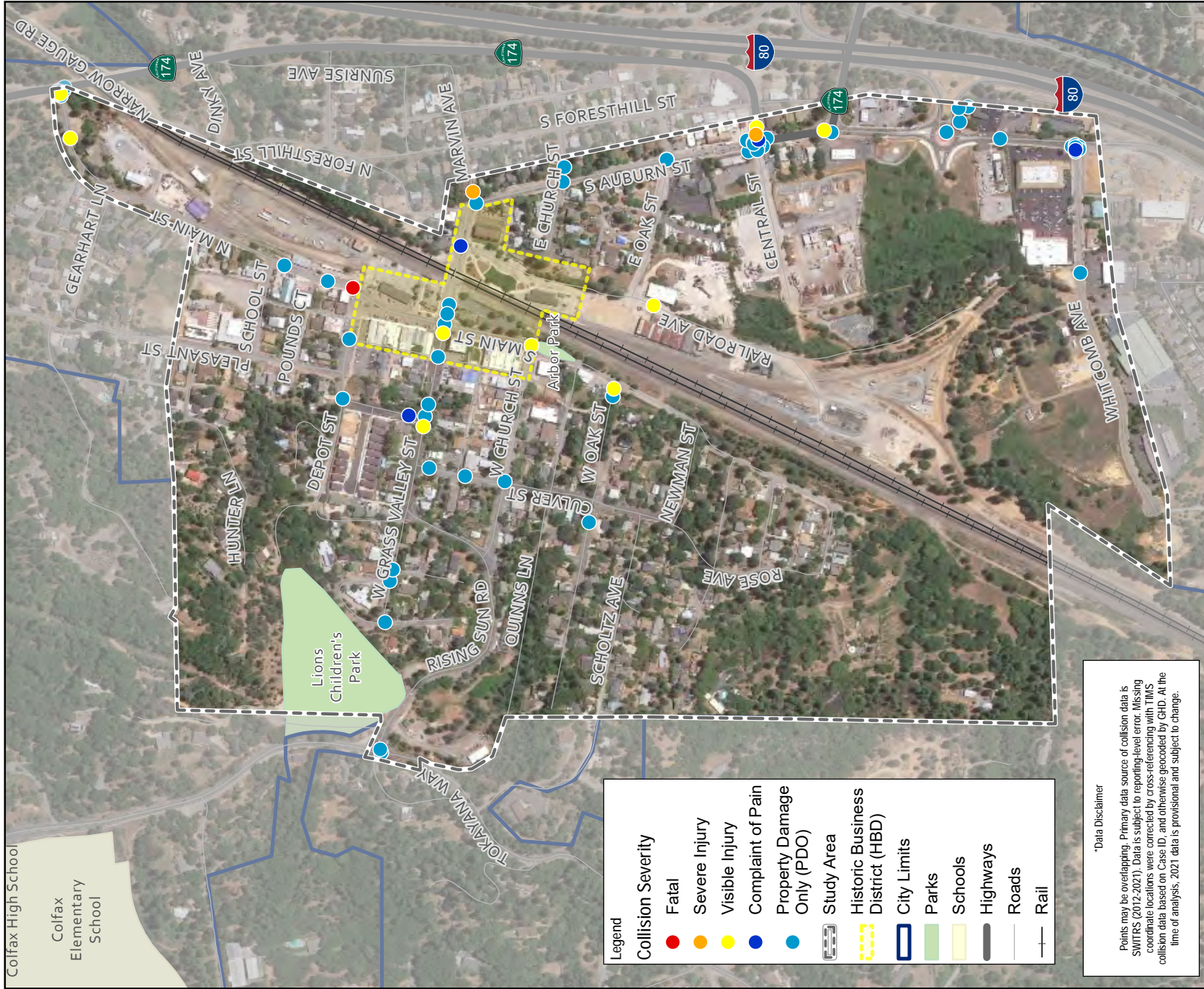
Project No. 12582137
Revision No. -
Date Mar 2023

CITY OF COLFAX
DOWNTOWN/MAN STREET
CONNECTIVITY PLAN



Paper Size ANSI A
0 175 350
US Feet

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

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

Project No. 12582137
Revision No. -
Date Mar 2023

FIGURE 3

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

Updated: 10/11/2023 - Sacramento - 2000 21st Project: 12582137/GS/Maps/Districts/12582137_EasingConditions.aprx -
12582137_Figure 3 Collision Severity
Print date: 21 Mar 2023 - 15:46

Data source: Google Maps Sat. © OpenStreetMap (and) contributors, CC-BY-SA, Roads: Placer County, 2021; Highways: TIGER, 2021; Collisions: SWTRIS, 2012-2021
Created by: phillipm



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

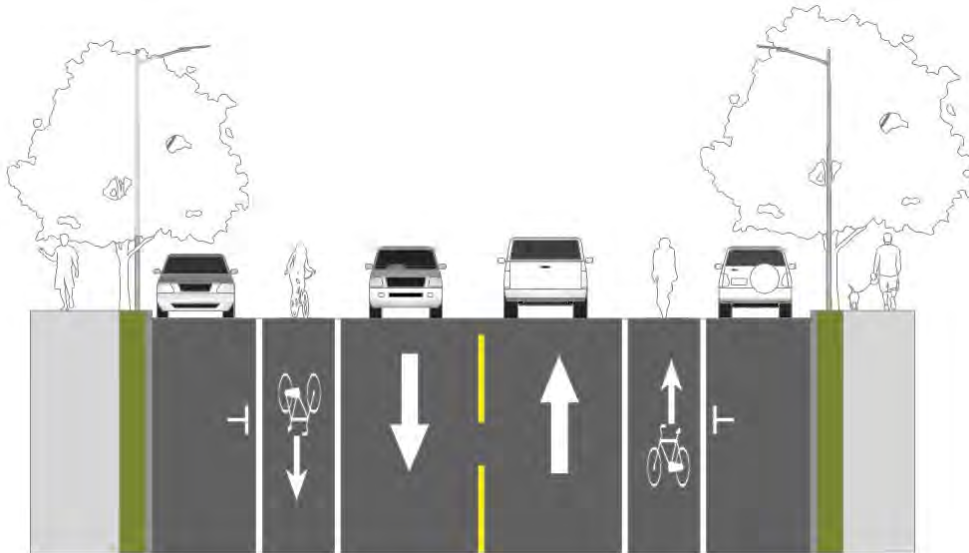


Class I – Shared Use Path

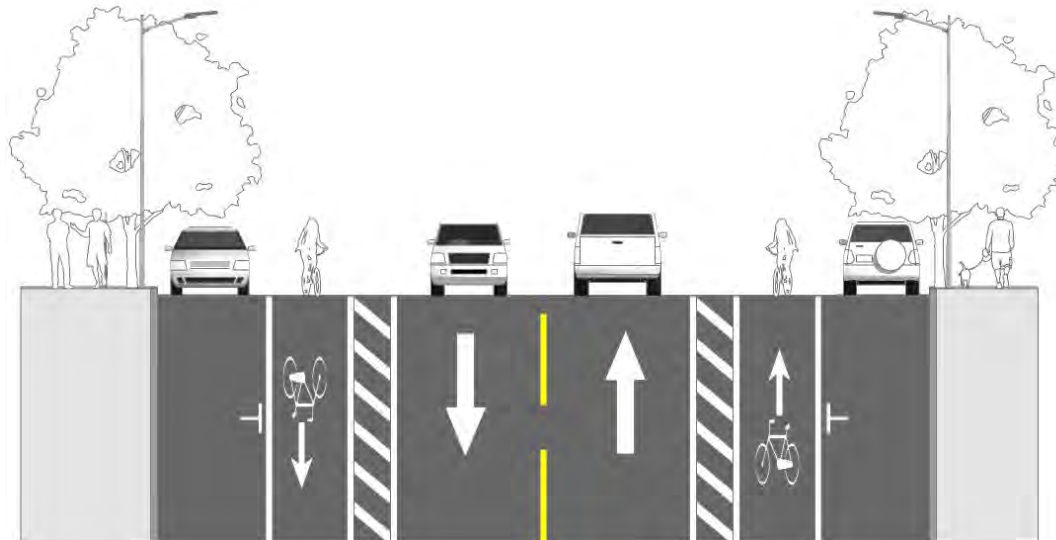
DEFINITIONS:

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 – Buffered Bike Lane

Bikeway Classification Examples

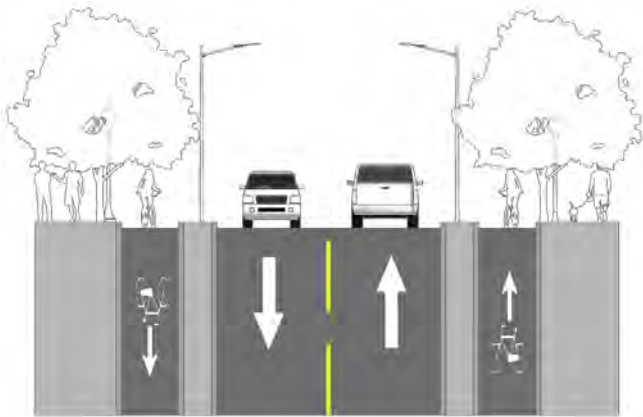


Class III – Shared lane

DEFINITIONS:

Class III – Bicyclists share the lane with vehicles.

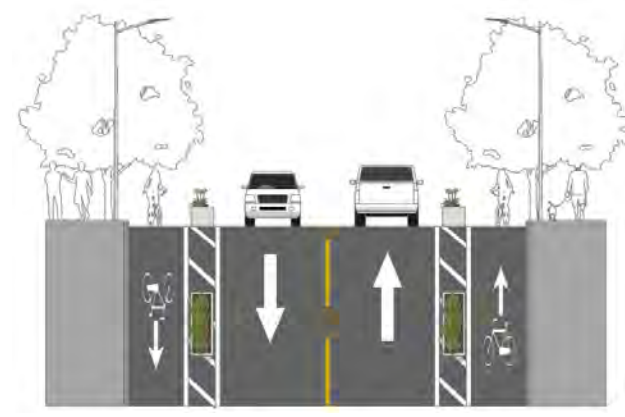
Class IV – Separated bikeway via a buffer.



Class IV – Separated bikeway



Flex Posts



Buffered with Planter

Pedestrian Facility Examples



Curb ramps and crosswalk



Midblock crosswalk and Sidewalk



Rectangular Rapid Flashing Beacon



Advance Stop Bar/Yield Markings



Crossing Improvements



Existing Conditions – Bicycle & Pedestrian Facilities

Item 9A

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

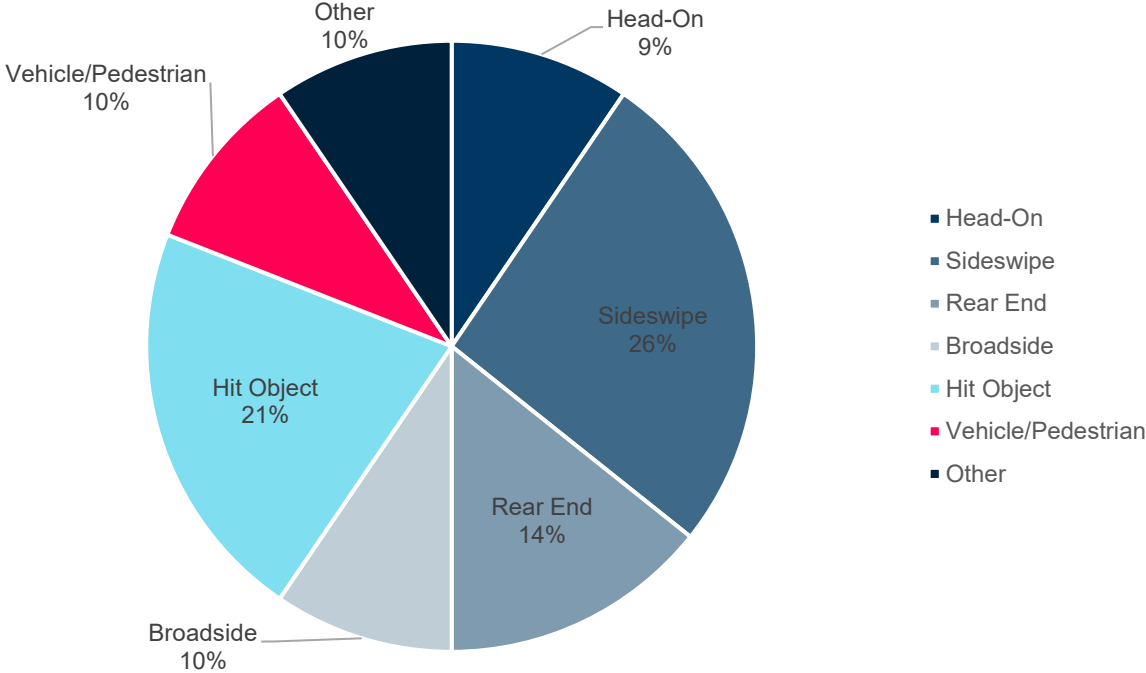


Existing Conditions

Trip Generators

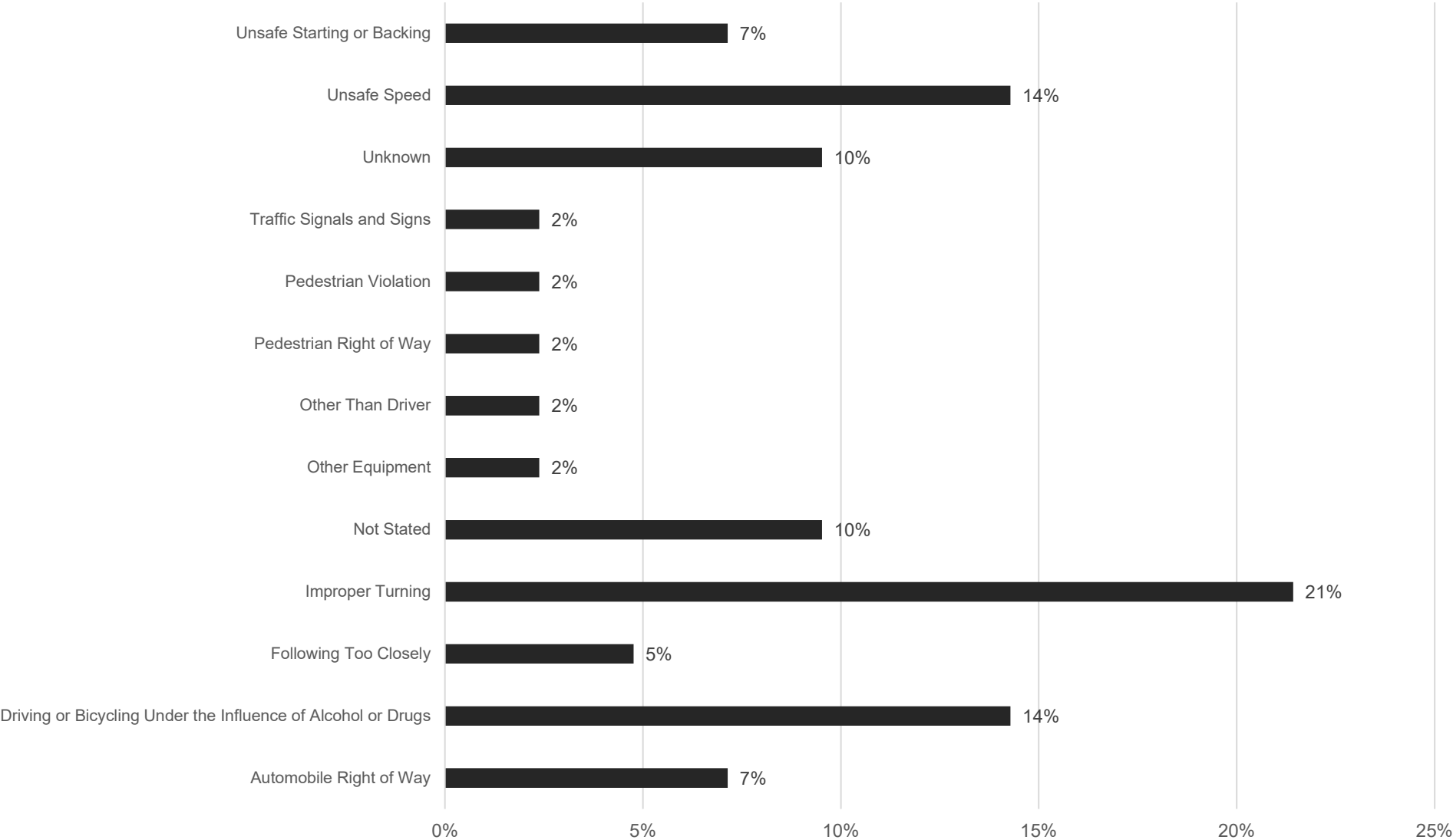


Existing Conditions – Collisions



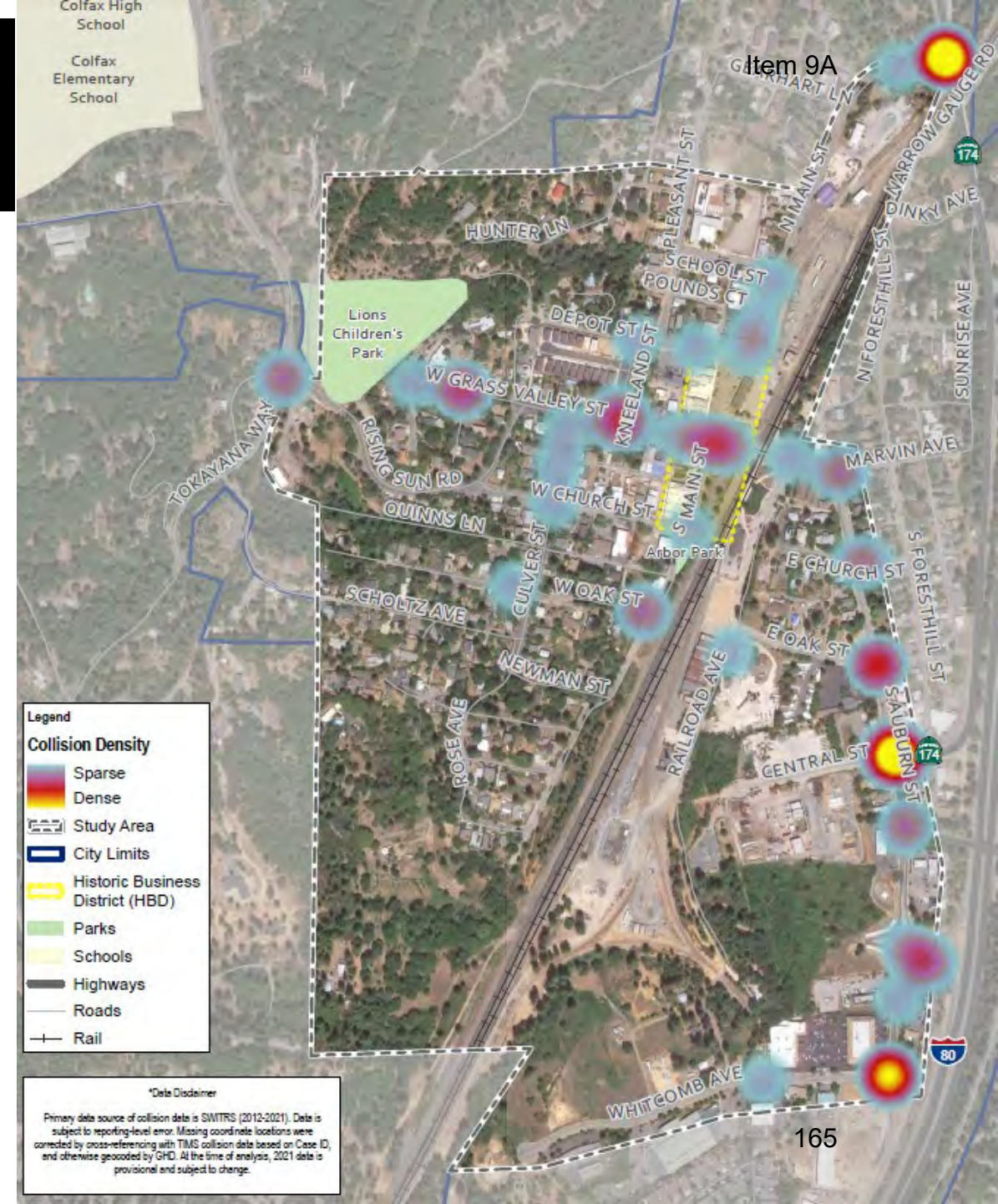
Collision Severity	Number of Collisions	Percent of Total Collisions
Fatal Injury	1	2%
Severe Injury	2	5%
Visible Injury	7	16%
Complaint of Pain	3	7%
Property Damage Only	31	70%
Total Collisions	44	100%

Existing Conditions – Collisions



Existing Conditions

Collisions



Plans, Policies, Projects, and Programs

Item 9A



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)



Plans, Policies, Projects, and Programs ^{Item 9A}

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?

Item 9A



- ◆ **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
Gail Adams	Colfax garden club / president Methodist church	stevengail@yahoo.com
Nancy Hagman	Colfax Area Historical Society	nhagman@yahoo.com
ROGER STANB	COLFAX HIST. SOCIETY + PSRHS	rsrr@exwire.com
Manpreet Arora	Caltrans D3 Manager	manpreet.arora@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 – 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



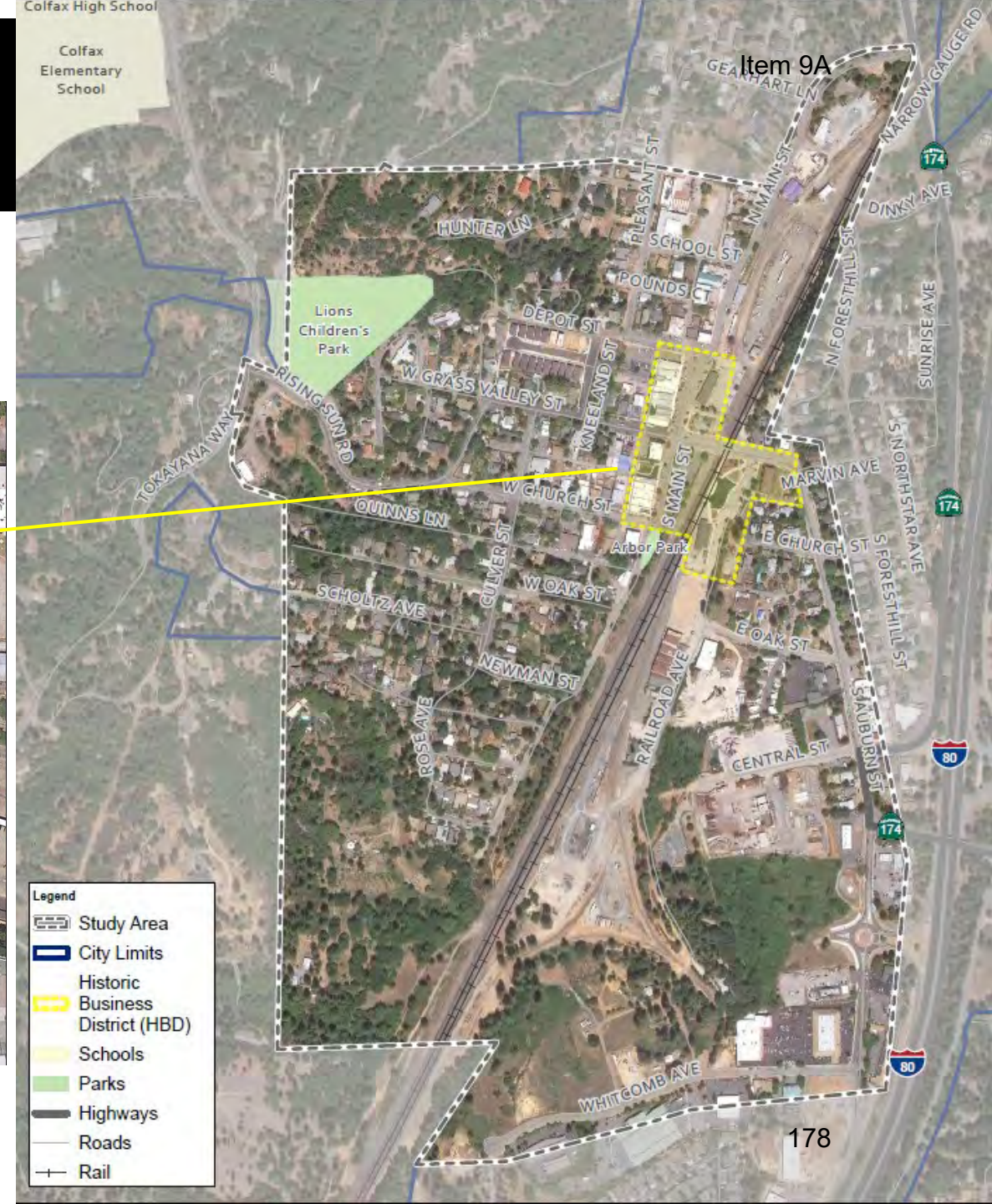
- Identifies and develops concepts for a revitalized downtown Colfax
- Baseline understanding and supporting policies and programs
- Focused, achievable action plan for improvements to bicycling and walking facilities

Existing Conditions

Study Area



A - 44



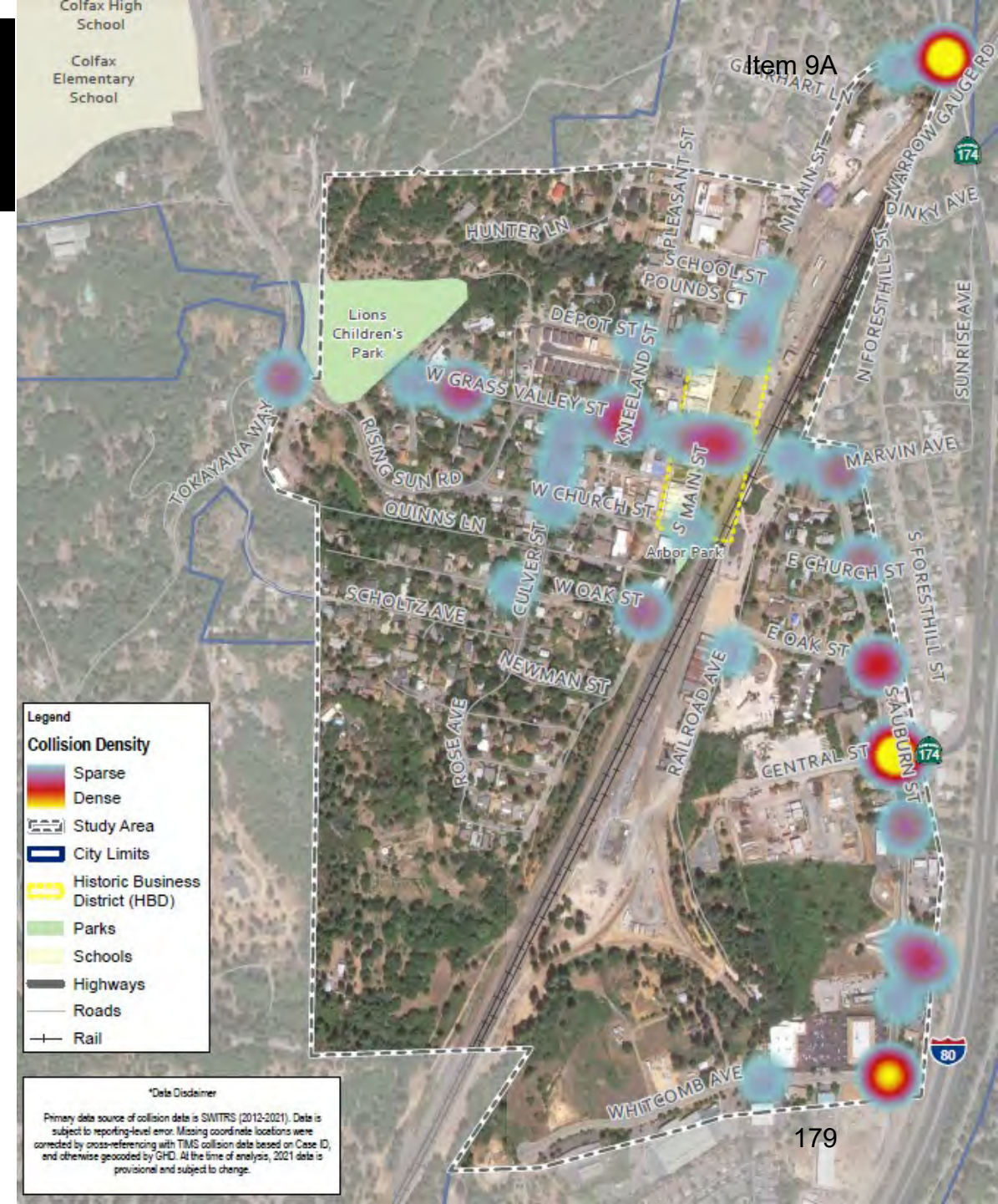
178

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





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

Item 9A



- **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

Item 9A



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 (green, purple, yellow) and a laptop is visible in the background.

Plans, Policies, Projects, and Programs^{Item 9A}

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*)

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.).



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

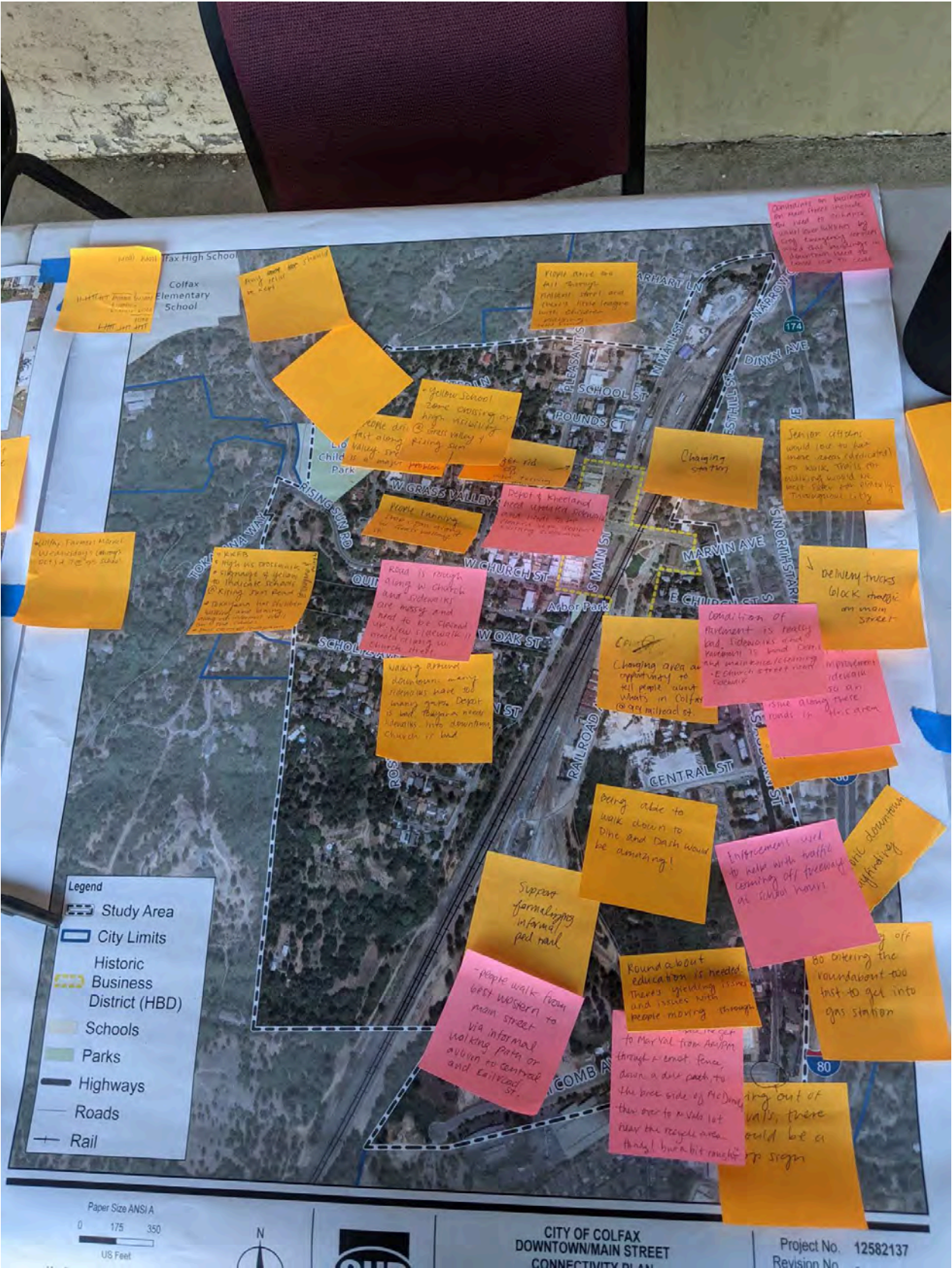


Figure 20 June Design Charette – Study Area Comment Map



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

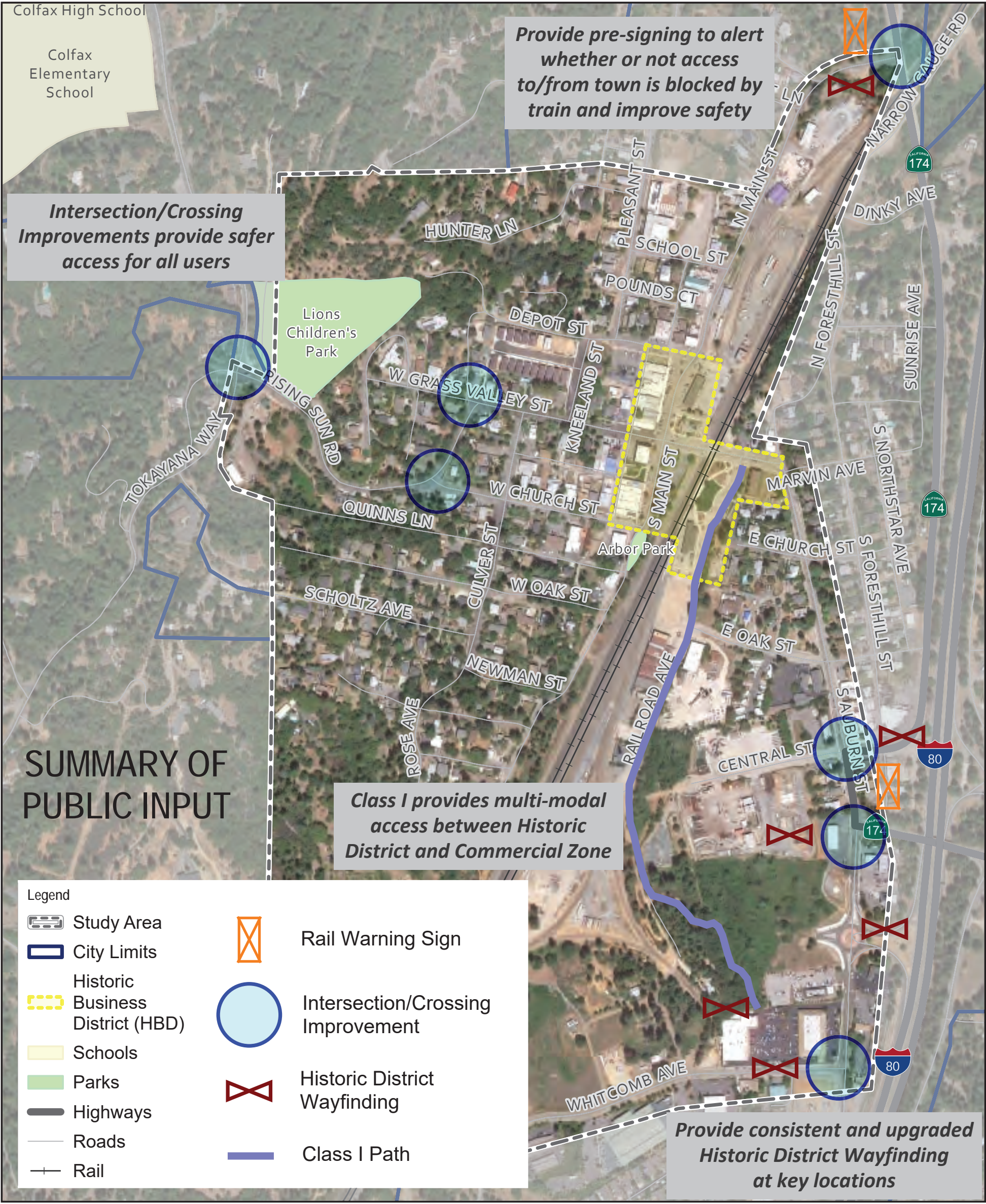


Figure 25 Preliminary Recommendations Map -- Downtown

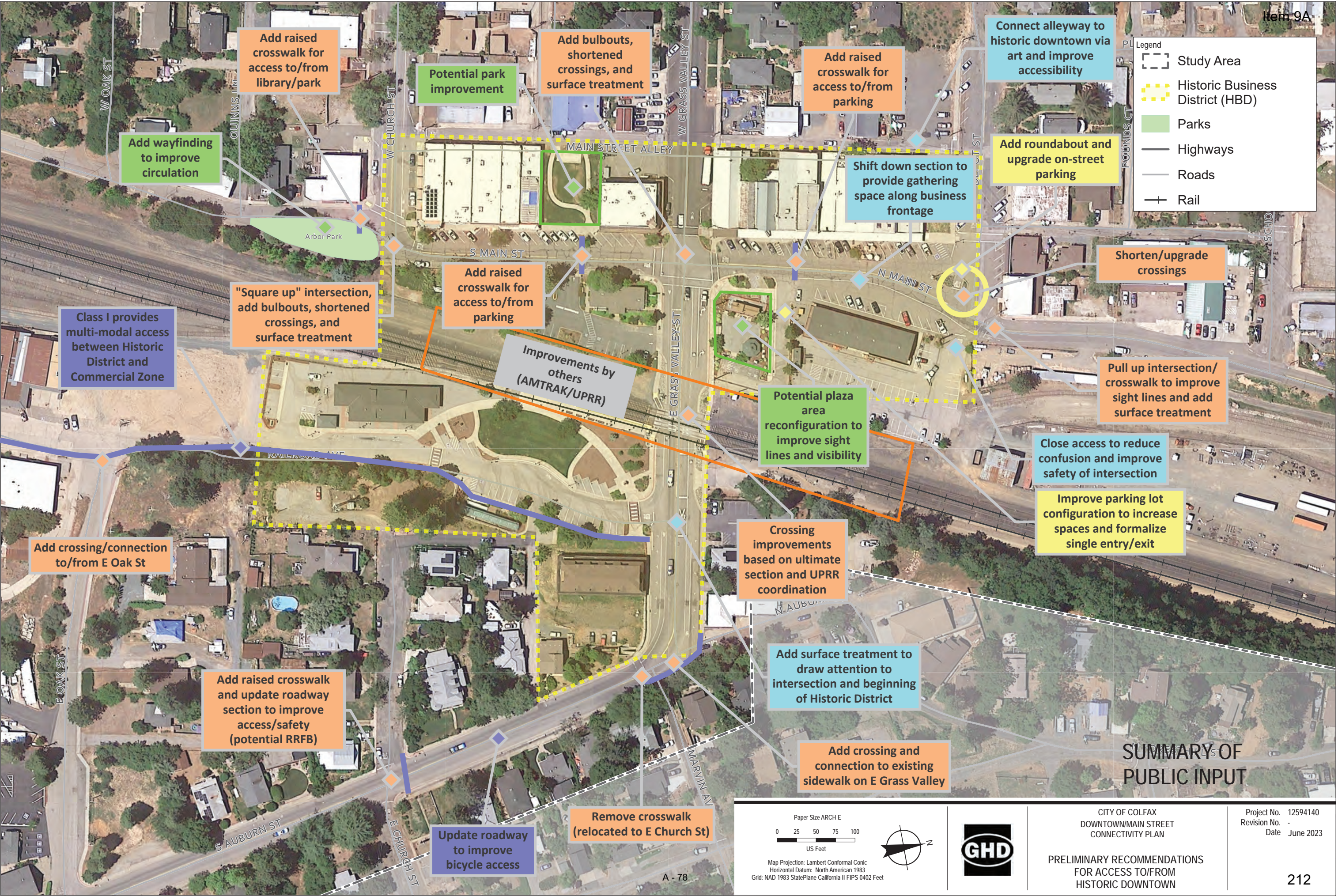
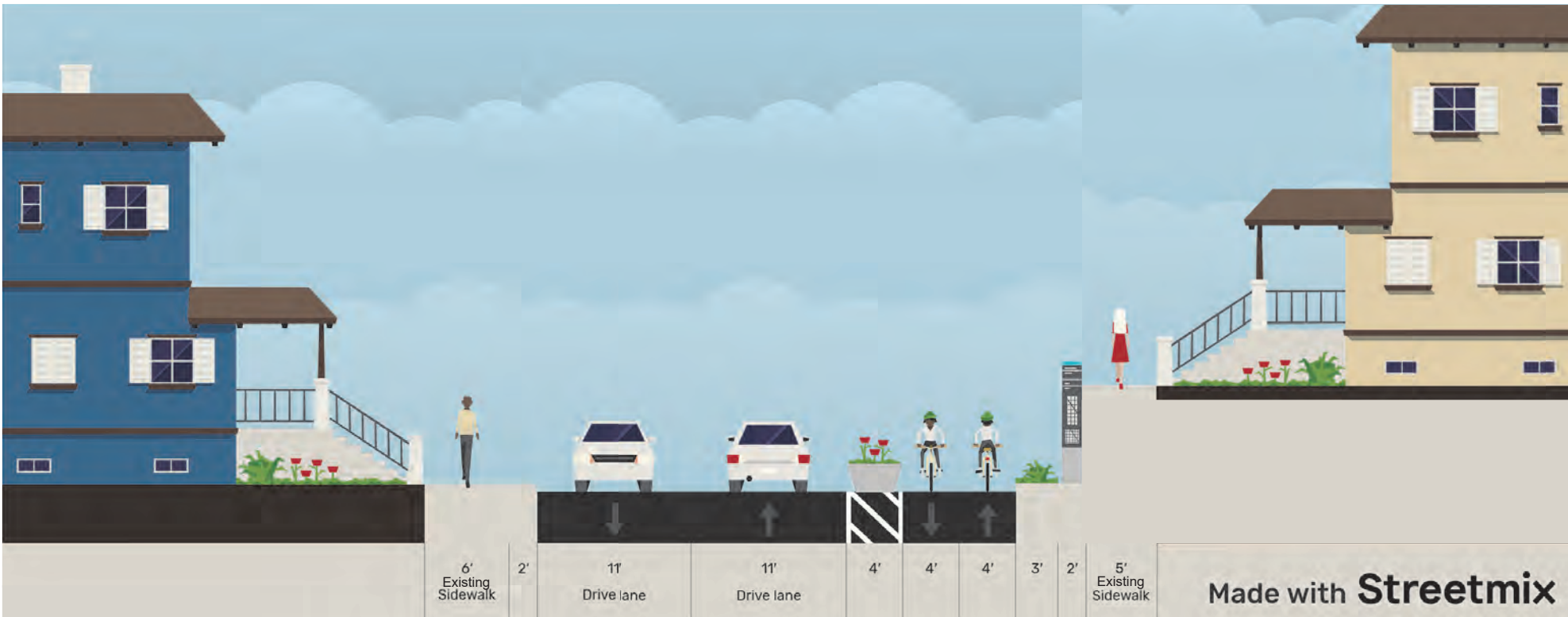
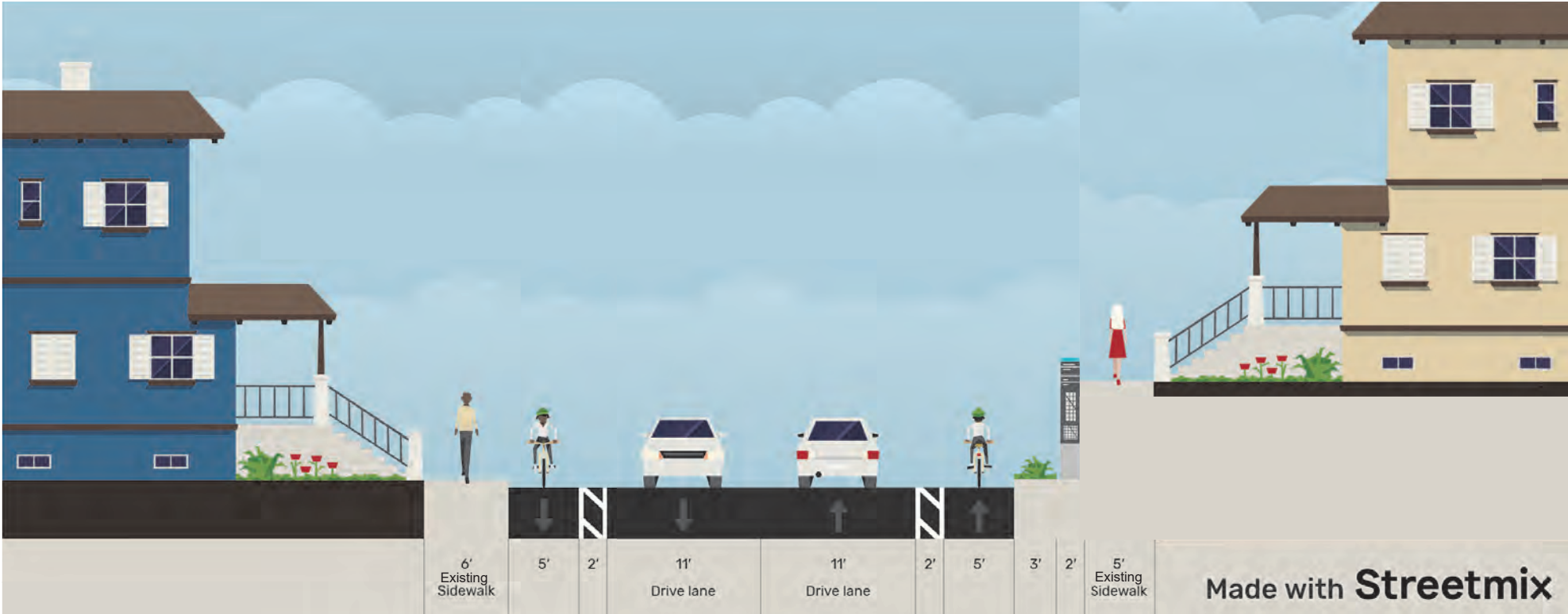


Figure 26 -- Auburn Street Cross Section



Possible Cross Section Options for S Auburn Street

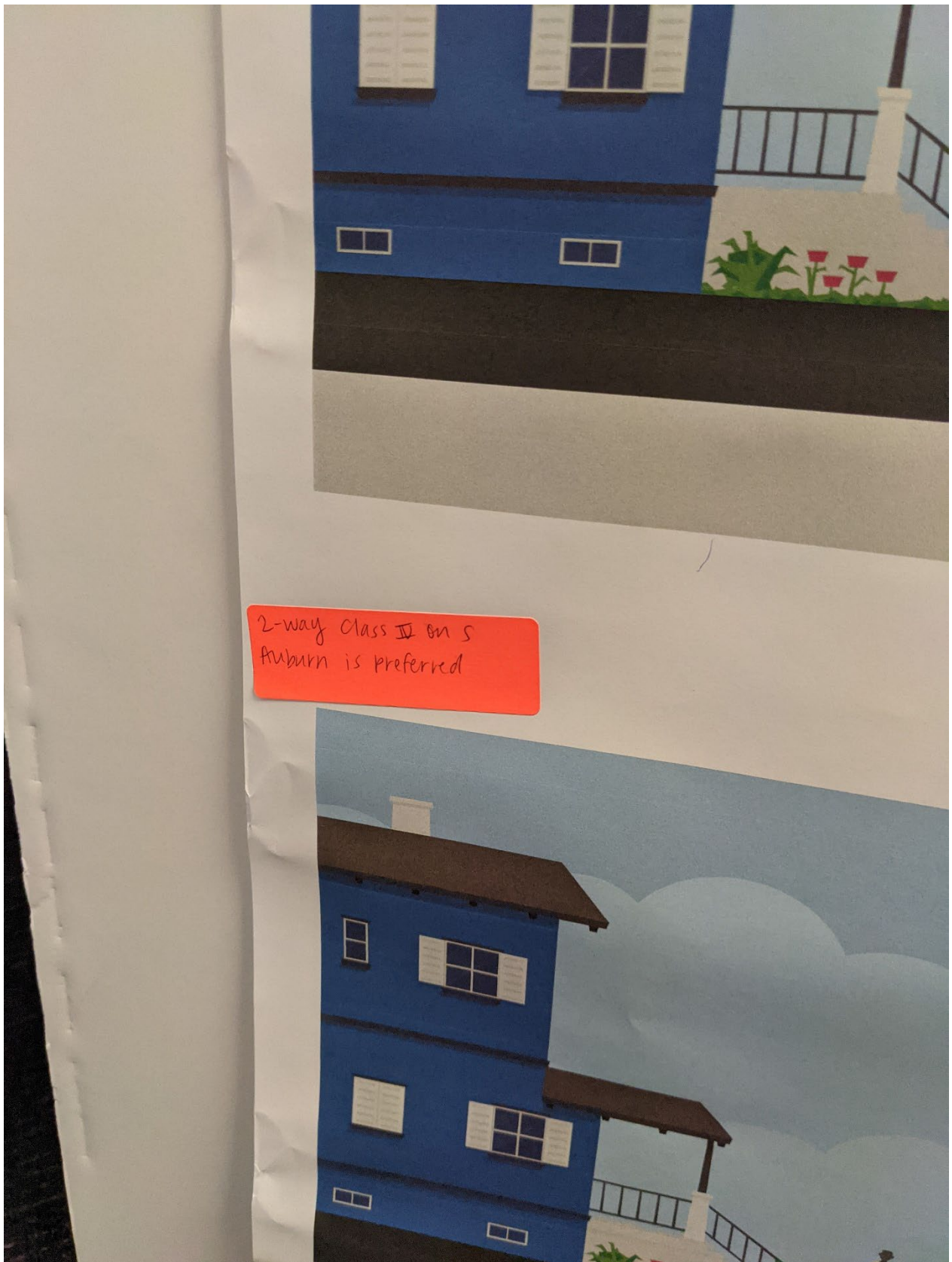


Figure 27 July 3rd Workshop – Comment on Cross Section Board

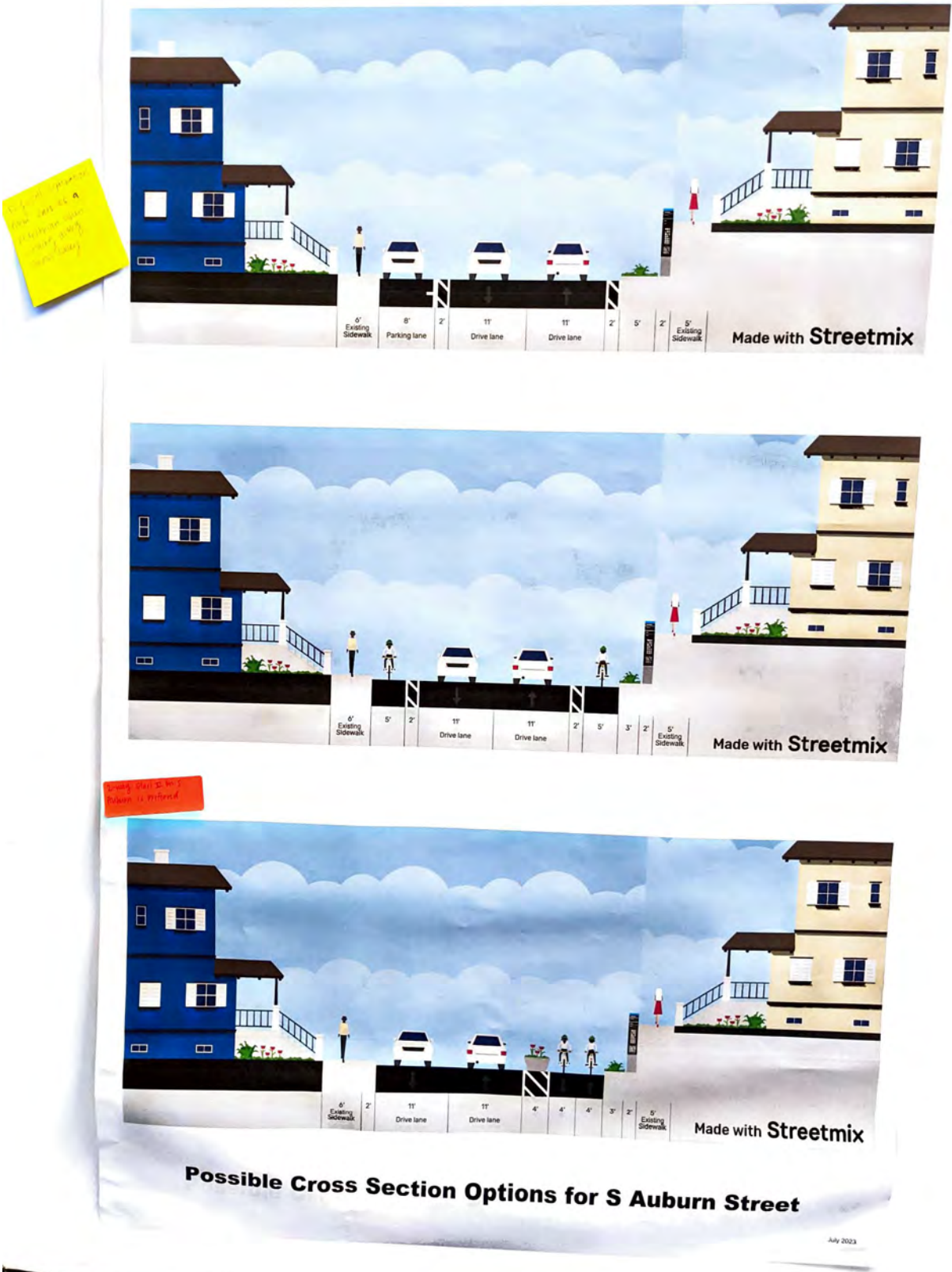


Figure 28 July 3rd Workshop – Comments on Cross Section Board

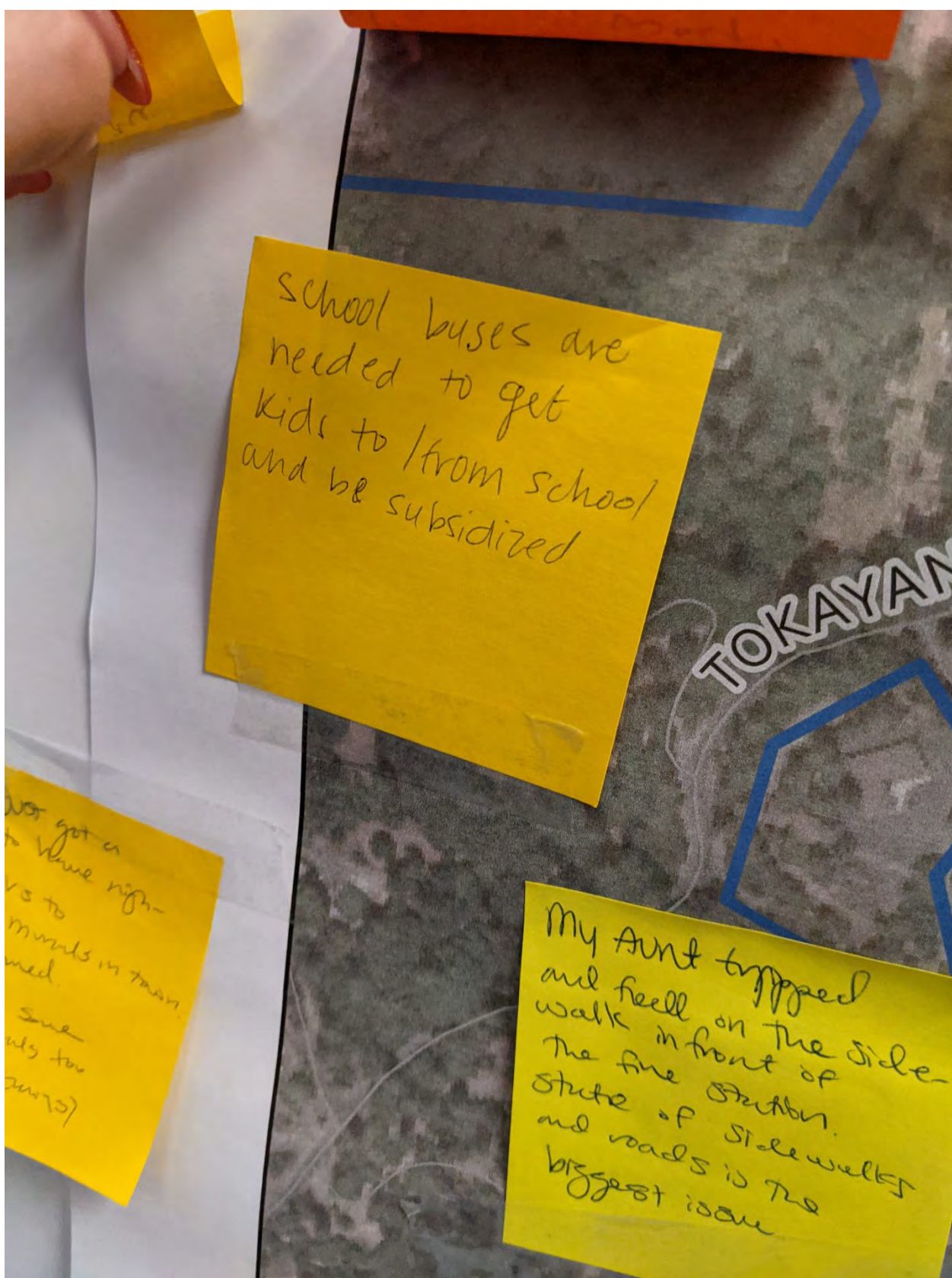


Figure 29 July 3rd Workshop – Study Area Comment Board

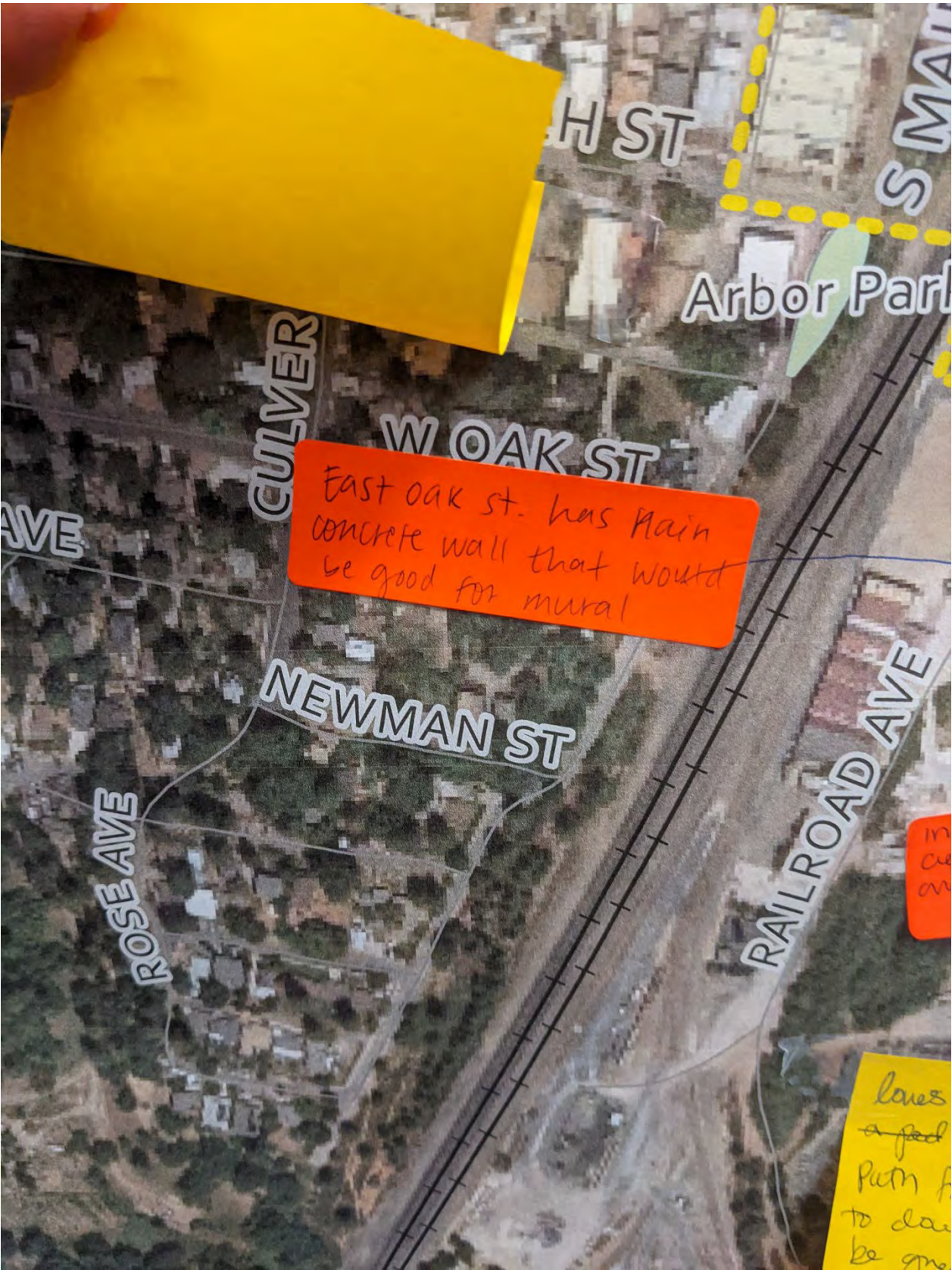


Figure 30 July 3rd Workshop – Study Area Comment Board

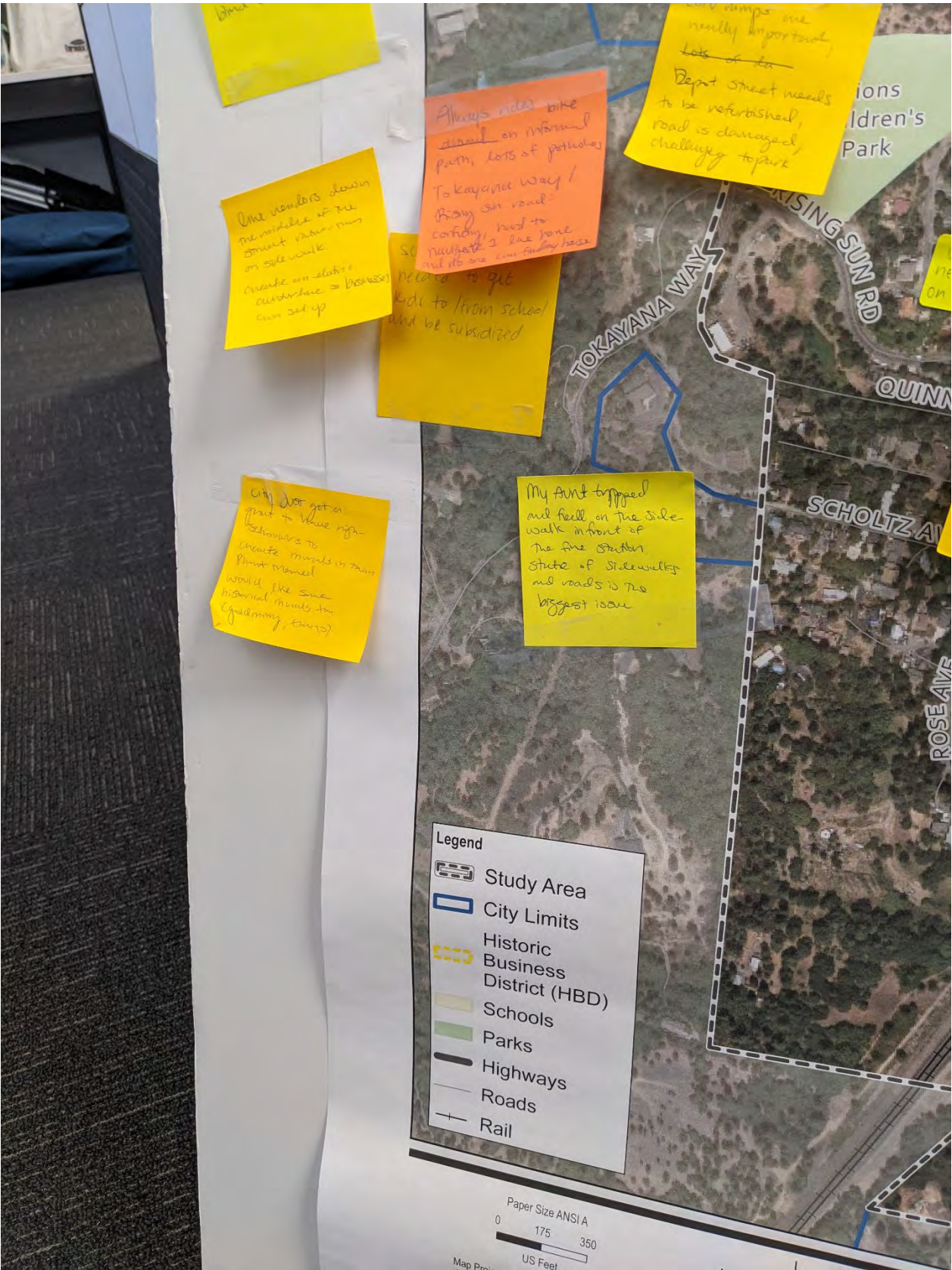


Figure 31 July 3rd Workshop – Study Area Comment Board

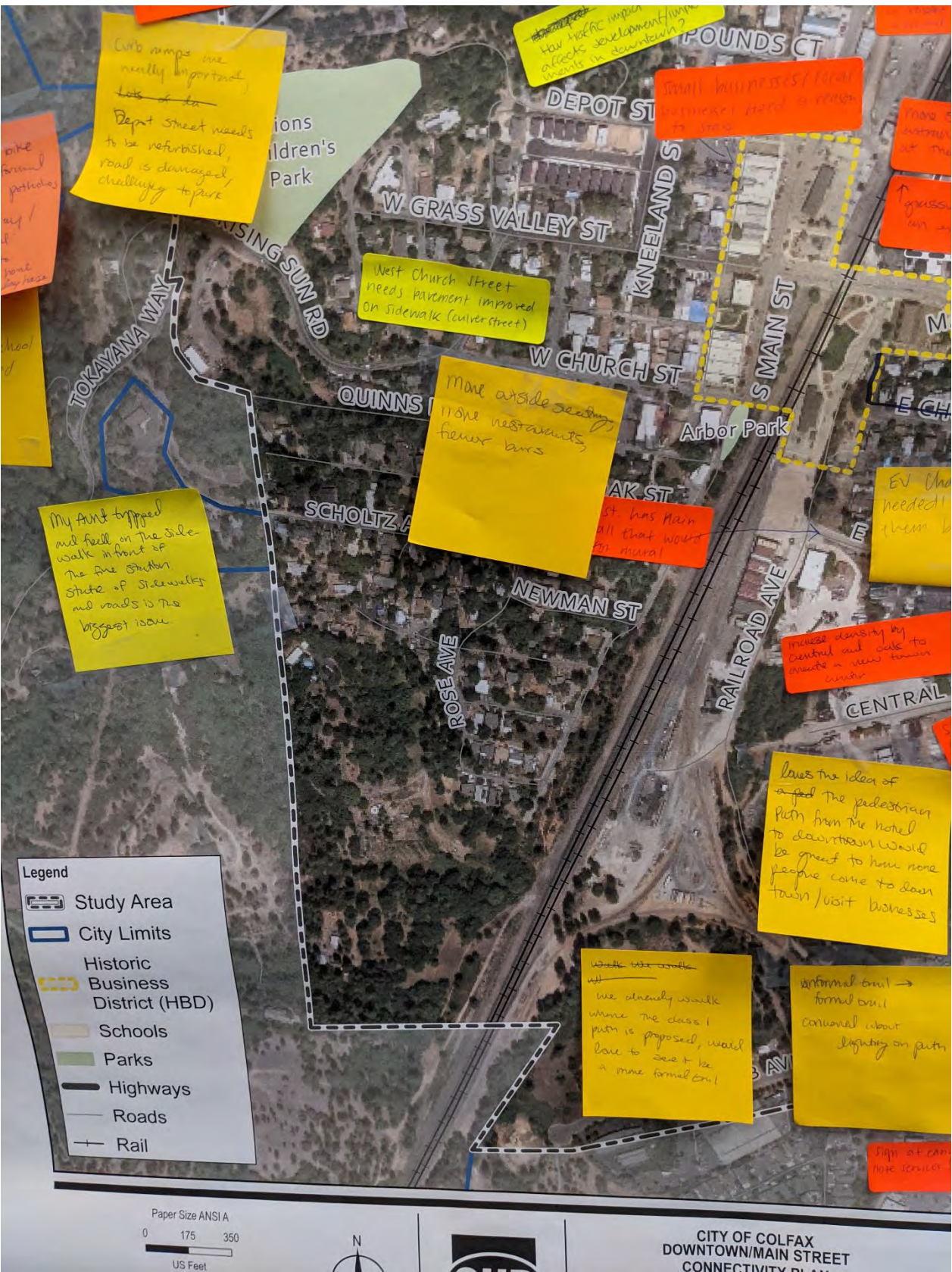


Figure 32 July 3rd Workshop – Study Area Comment Board

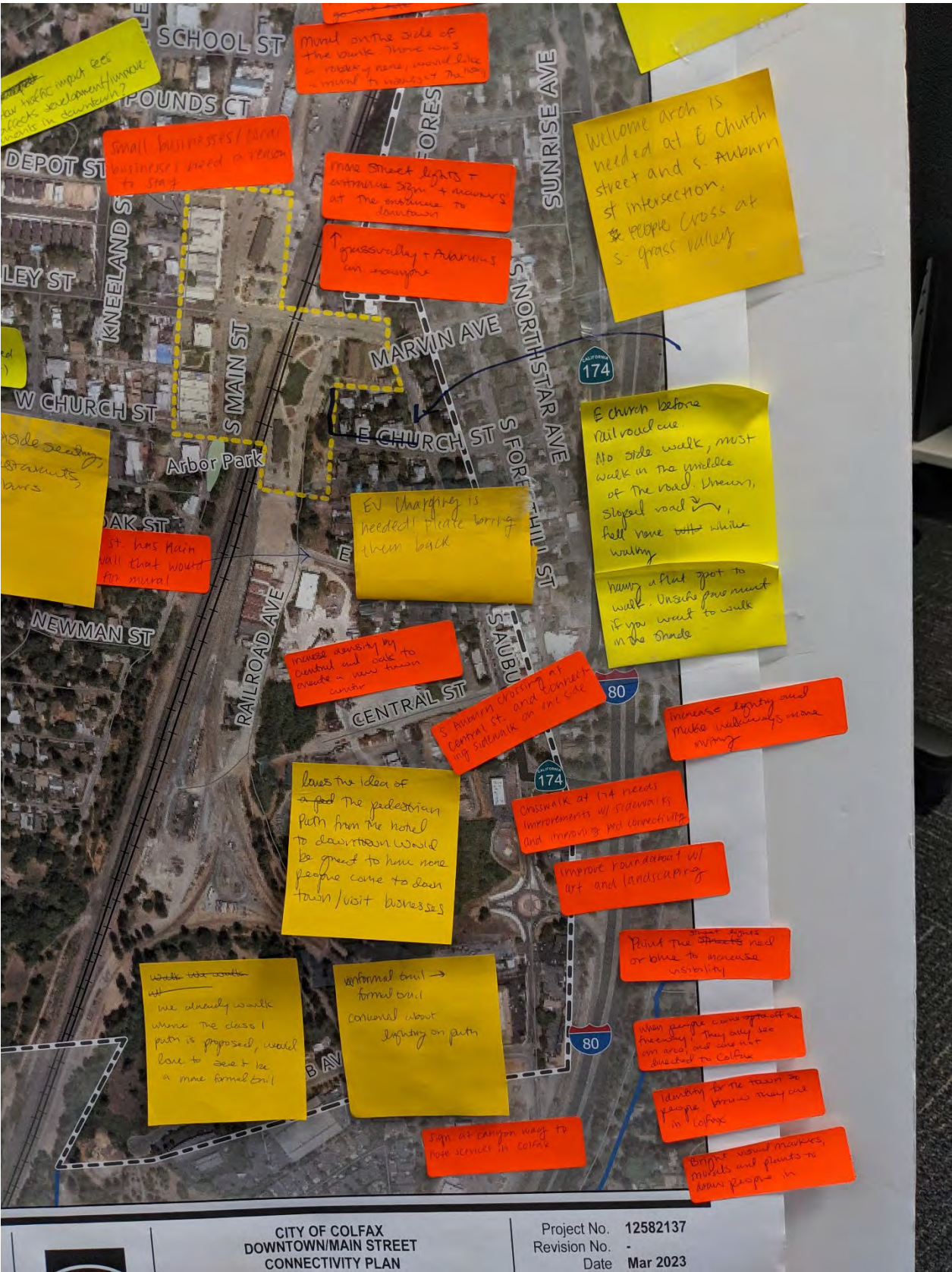


Figure 33 July 3rd Workshop – Study Area Comment Board

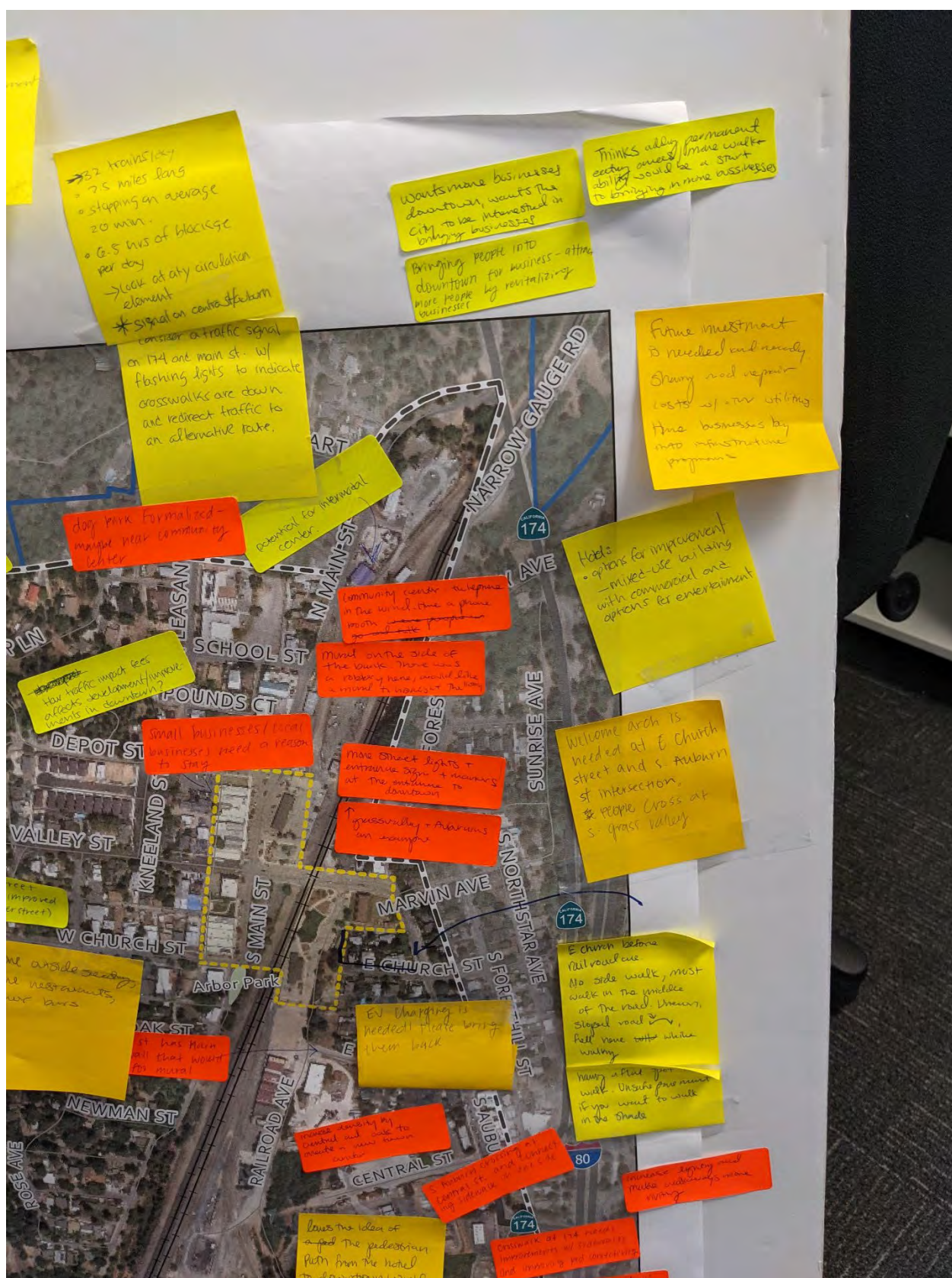


Figure 34 July 3rd Workshop – Study Area Comment Board

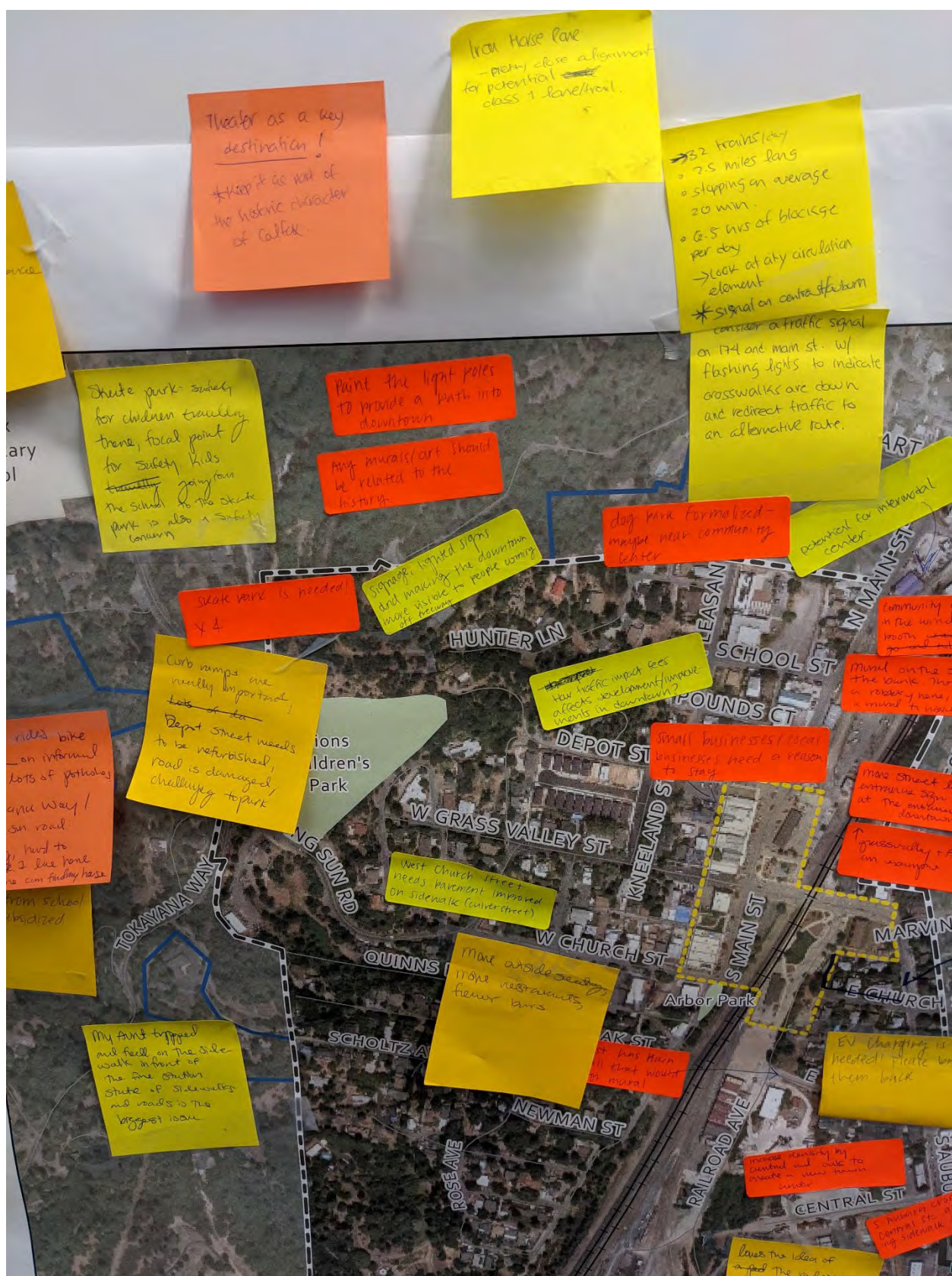


Figure 35 July 3rd Workshop – Study Area Comment Board

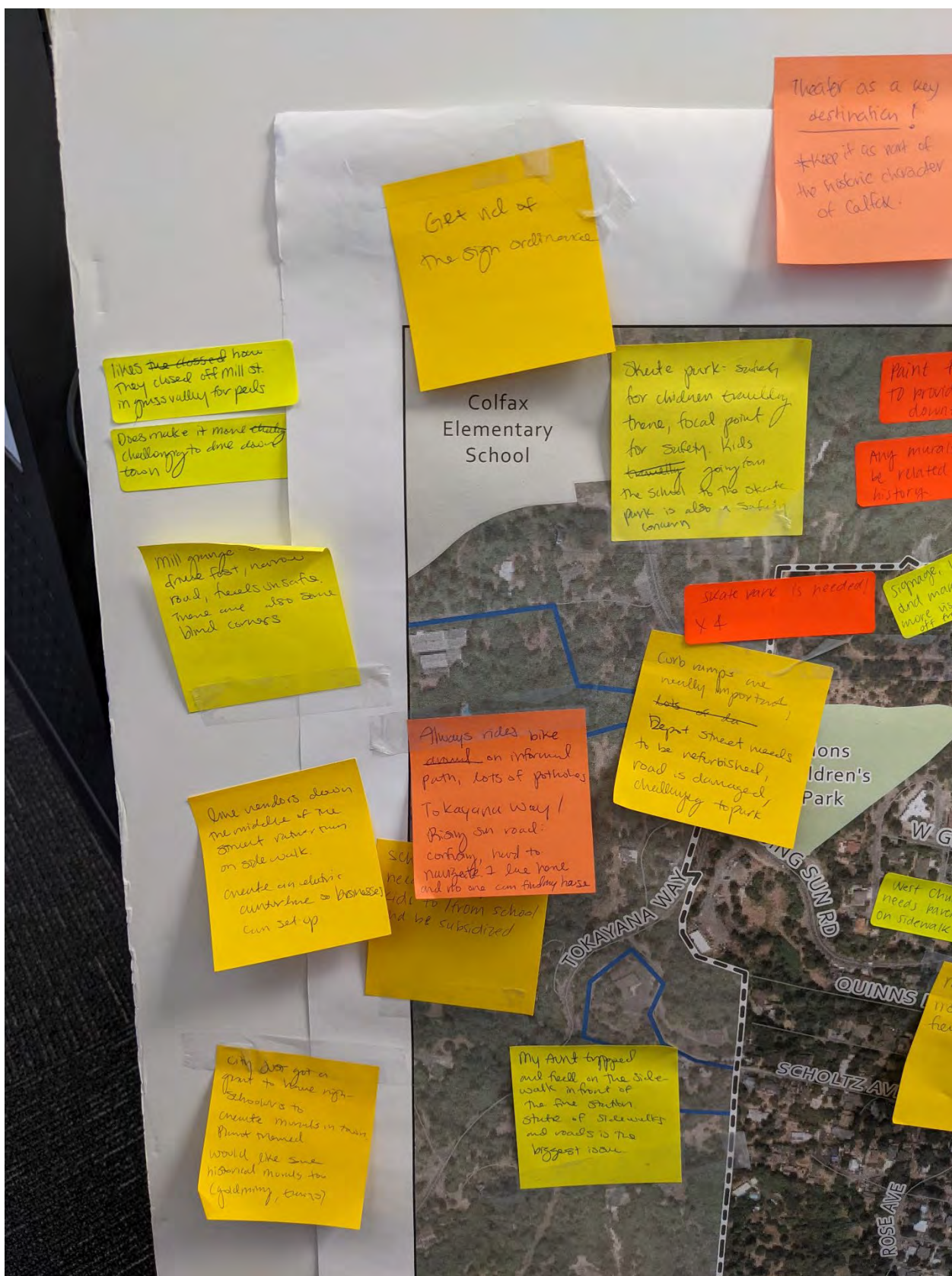


Figure 36 July 3rd Workshop – Study Area Comment Board



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

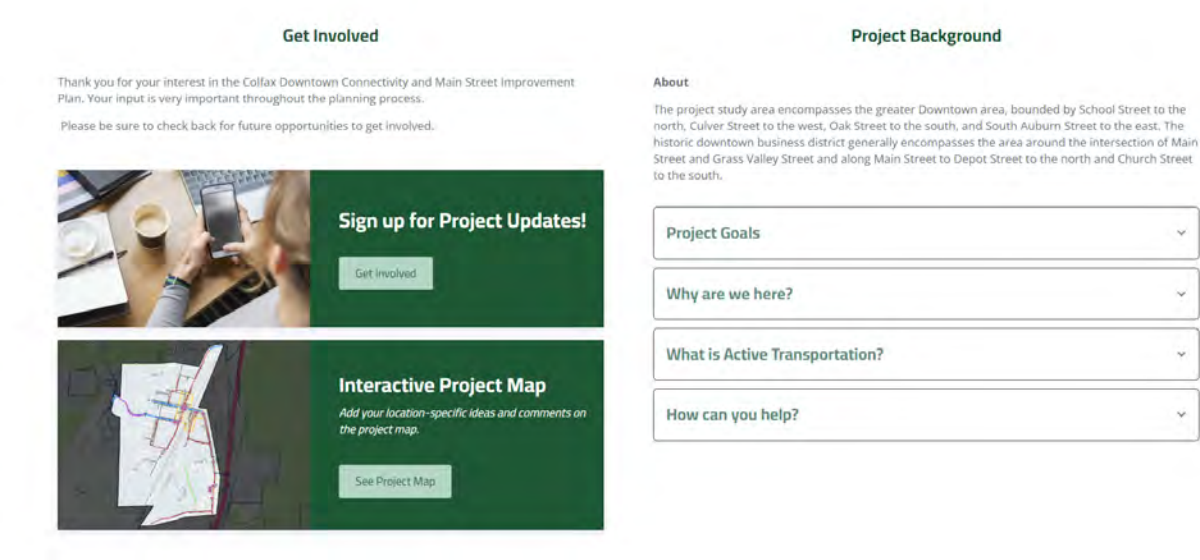
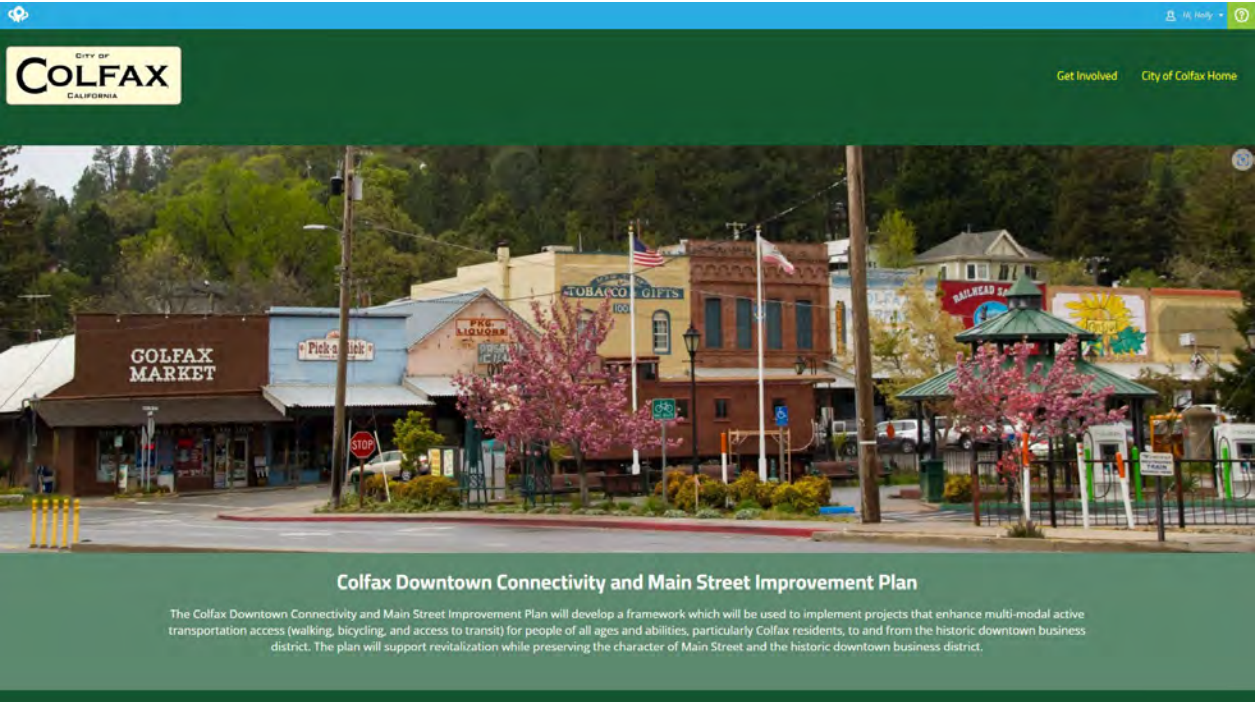
11/07/2023 –

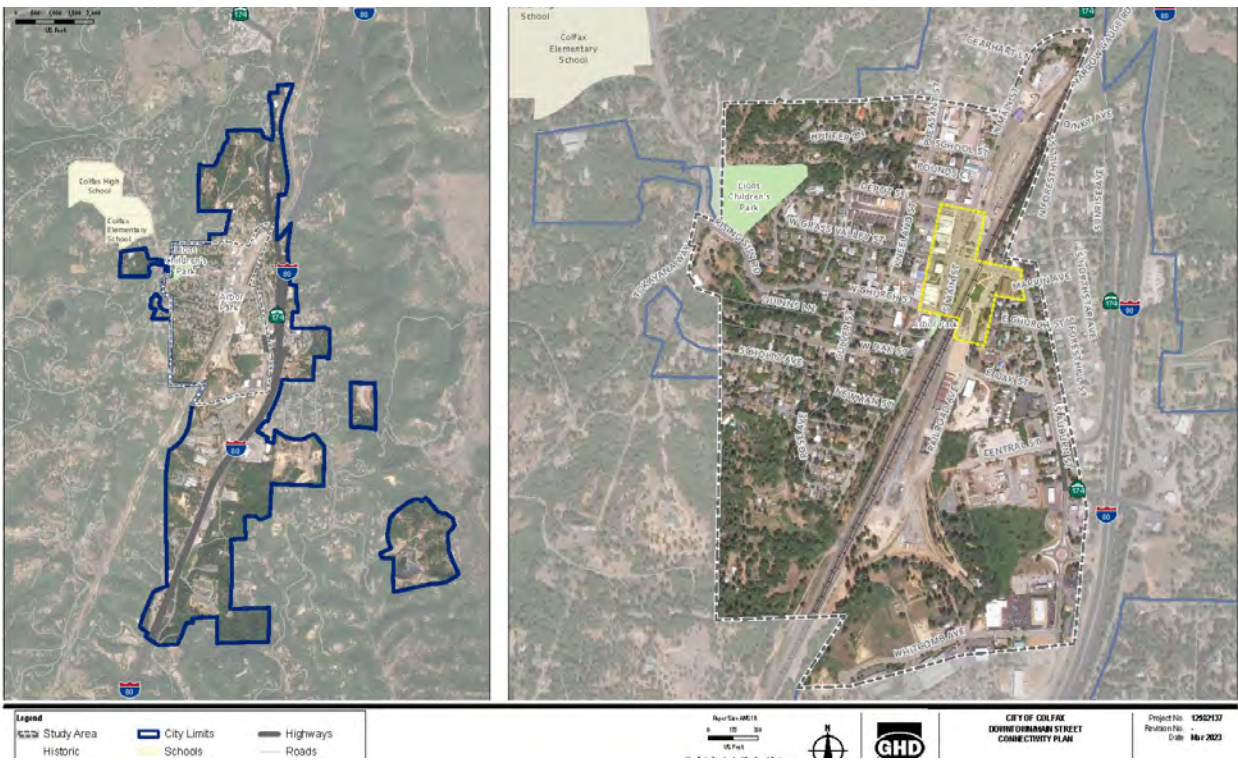
- Add acknowledgement page, including Caltrans, civic well, council, AG, Ad hoc.
- Add information about E Oak Street sidewalk. Add improved sidewalk to recommendations.
- Add meeting dates, 11/7/2023 (and other ad hoc meeting dates) and add summary of comments.
- Add blue bubble signifying intersection/crossing 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.





Examples of Potential Improvements



Pedestrian crossing with Rectangular Rapid Flashing Beacon (RRFB)



Upcoming Public Events

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

16

SEPTEMBER

2023

to

17

SEPTEMBER

2023

Railroad Days

Details coming soon

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

CITY OF

COLFAX

CALIFORNIA

CONTACT US

Summer Lanza summer.lanza@colfax.ca.gov

CIVICWELL

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.

A - 98

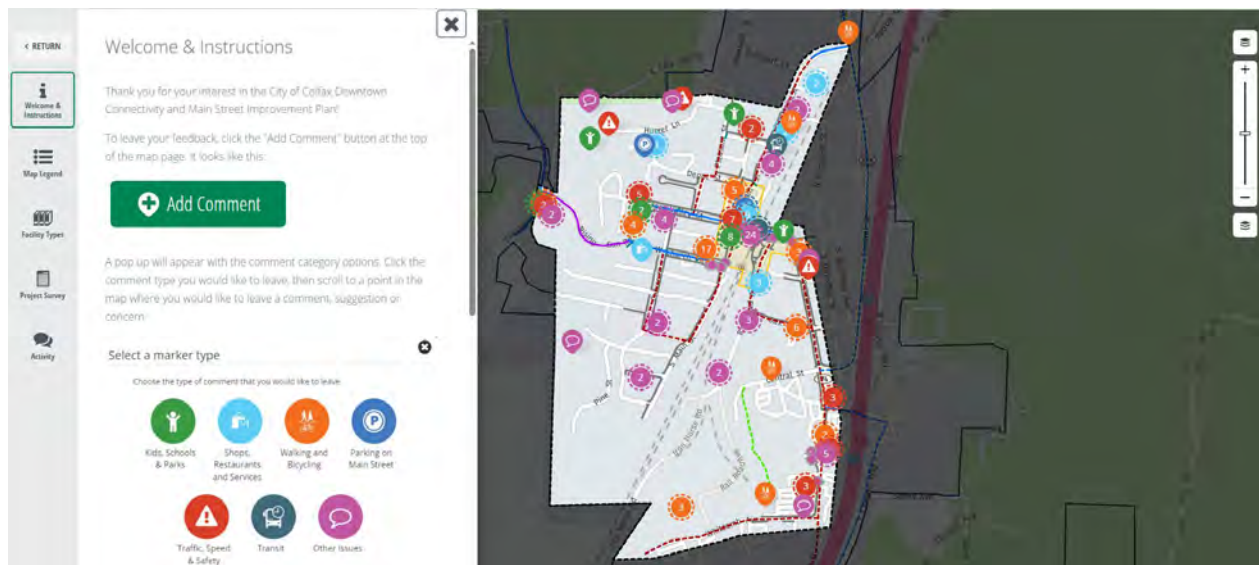
232

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

Item 9A

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 - 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	<p>Lots of kids walk on Tokyanna from Milk Ranch Road since buses aren't allowed to have stops within ¾ mile</p> <ul style="list-style-type: none"> - 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 <p>Focus group 6/9.</p>	0	0	39.100832	-120.959872
6/21/2023 12:09	Kids, Schools & Parks	<p>Lots of kids walk from elementary school down ben taylor to high school, but no sidewalk and need crosswalks at entrances.</p> <p>Focus Group 6/9.</p>	0	0	39.100921	-120.959851
6/21/2023 12:15	Kids, Schools & Parks	<p>Need crosswalk at first entrance (not main entrance) on the left near side parking lot/soccer field – lots of kids walk here.</p> <p>Focus group 6/9.</p>	0	0	39.100884	-120.959921
6/21/2023 12:16	Kids, Schools & Parks	<p>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.</p>	0	0	39.100884	-120.959921
6/21/2023 12:17	Kids, Schools & Parks	<p>Add signage that there is a school zone along tokyanna and rising sun. Focus group 6/9.</p>	0	0	39.101125	-120.959591
6/21/2023 13:16	Kids, Schools & Parks	<p>Want skate park downtown. Focus group 6/9.</p>	0	0	39.099828	-120.953159
6/21/2023 13:18	Kids, Schools & Parks	<p>Play area for kids, play structure in Arbor Park. Focus group 6/9.</p>	0	0	39.100134	-120.953644
7/13/2023 8:12	Kids, Schools & Parks	<p>Skate park is needed! x4</p>	0	0	39.100705	-120.956849
7/13/2023 8:41	Kids, Schools & Parks	<p>Dog park formalized - maybe near community center.</p>	0	0	39.10277	-120.953599
7/13/2023 11:11	Kids, Schools & Parks	<p>School bus needs to get kids to and from school and be subsidized.</p>	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
		Coming out of Marval's, there should be a stop sign.				
6/19/2023 16:51	Traffic, Speed & Safety	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	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.	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	I agree! I don't understand why they stopped the sidewalk on the other side.	0	0	39.094841	-120.950635
6/19/2023 16:18	Walking and Bicycling	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	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.	0	0	39.10085	-120.953416
6/19/2023 16:47	Walking and Bicycling	Workshop Comment 6/8-6/9.	0	0	39.101131	-120.952721
6/19/2023 16:56	Walking and Bicycling	ADA ramps are difficult for senior citizens to gain balance with walking sticks.	0	0	39.093002	-120.955223
6/19/2023 16:57	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	39.094096	-120.954971
6/19/2023 17:02	Walking and Bicycling	Support formalizing informal trail. Workshop Comment 6/8-6/9.	0	0	39.096512	-120.952404
6/19/2023 17:20	Walking and Bicycling	Being able to walk down to Dine and Dash would be amazing! Workshop Comment 6/8-6/9.	0	0	39.099052	-120.951382
6/19/2023 17:26	Walking and Bicycling	E Church Street needs sidewalk. Workshop Comment 6/8-6/9.	0	0	39.102582	-120.951769
6/19/2023 17:30	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	39.101594	-120.954547
6/19/2023 17:55	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	39.101166	-120.959745
6/19/2023 17:58	Walking and Bicycling	Tokayana needs sidewalks into downtown. 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%).

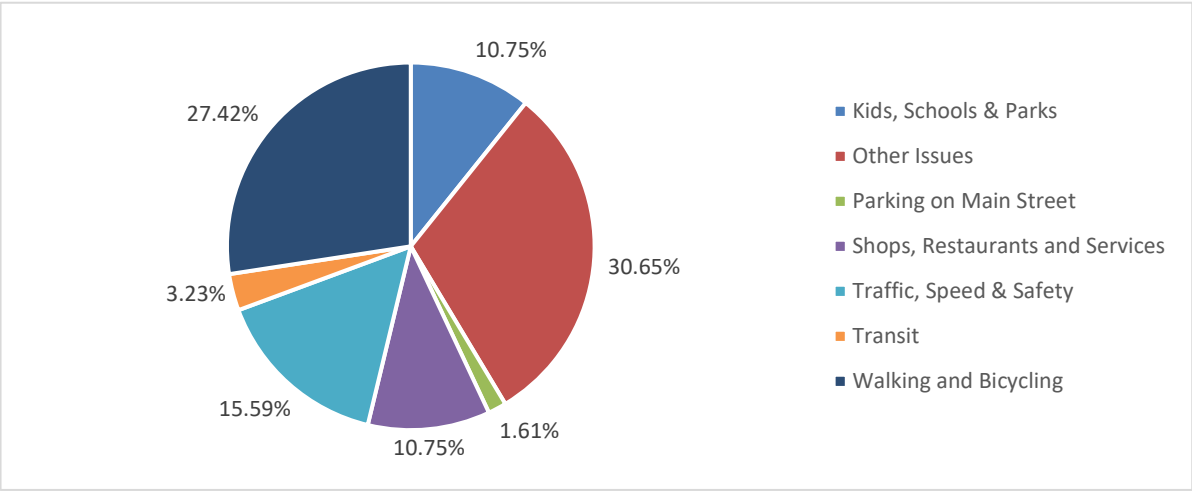


Figure 41 Comments by Category


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.

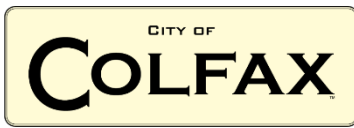
- ☐ Safety for all people (all modes, all situations, all facilities)
- ☐ Improved vehicle access (easier crossings, easier to get on/off the highway, more intersections, can get to destination quicker)
- ☐ Improving multi-modal facilities (more transit, facilities for walking, bicycling, and rolling)
- ☐ 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



Staff Report to City Council

FOR THE MARCH 13, 2024, REGULAR CITY COUNCIL MEETING

From: Ron Walker, City Manager
Prepared by: Kathy Pease, AICP, Planning Consultant
Subject: Housing and General Plan Annual Progress Report
Budget Impact Overview:

N/A:	Funded:	Un-funded: ✓	Amount:	Fund(s):
-------------	----------------	---------------------	----------------	-----------------

RECOMMENDED ACTION: Adopt Resolution __-2024 accepting the 2023 General Plan and Housing Element Annual Progress Reports and authorize staff to transmit the reports to the State's Office of Planning and Research and Department of Housing and Community Development.

BACKGROUND

Pursuant to California Government Code Section 65400, every local government jurisdiction is required to submit its General Plan and Housing Element Annual Progress Report to HCD and OPR by April 1 of each year covering the previous calendar year. The reports are required to be submitted to the City Council and adopted by resolution.

Discussion & Analysis:

The attached General Plan and Housing Element Annual Progress Report covers calendar year 2023 (January 1, to December 31st). The reports require reporting on the construction of new residential units and document the City's progress in meeting its Regional Housing Needs Assessment (RHNA) requirement. Additionally, the report provides a summary of policies found within the City's Housing Element and the City's progress in meeting requirements. Both of which are mandatory reporting requirements for the Housing Element portion of the Annual Progress Report. For the City, a major accomplishment included the approval of General Plan update including the certification of the Environmental Impact Report and adoption of a comprehensive Zoning Code update.

For 2023, there were no new residential structures built. Therefore, there is no change to the City's Regional Housing Needs Allocation (RHNA). In order to meet the allocation, approximately 97 (17-very low, 11- Low-, 21-moderate and 48-above moderate affordability) new units would need to be constructed by the end of this Housing Element cycle (2029).

Environmental Review:

The General Plan and Housing Element Annual Progress Reports are informational in nature and are not considered a project under Section 15378 of the California Environmental Quality Act (CEQA) guidelines. Therefore, no further environmental analysis is required.

Fiscal Impact:

There is no direct fiscal impact in preparing the annual progress report. However, many funding programs require up-to-date submissions of Housing Elements and Annual General Plan Progress Reports. Failure to submit the Housing Element Annual Progress Report will negatively impact the City of Colfax's ability to apply for and receive grants such as CDBG and SB2 (Building Homes and Jobs Act) funds.

Attachments:

1. Resolution
2. 2023 General Plan Annual Progress Report
3. Excel Housing Annual Progress Data

City of Colfax

City Council

Resolution №__-2024

ACCEPTING THE UPDATE OF THE 2023 ANNUAL HOUSING ELEMENT PROGRESS REPORT AND GENERAL PLAN ANNUAL PROGRESS REPORT AND AUTHORIZING STAFF TO SEND THE REPORTS TO THE STATE

WHEREAS, California Government Code Section 65400(a)(2) requires the planning agency to provide an annual report to the City Council, and the State Department of Housing and Community Development (HCD) regarding progress toward implementation of the Housing Element of the General Plan, and submit a report regarding the implementation of the General Plan to the Governor's Office of Planning and Research; and

WHEREAS, planning staff has prepared an annual progress report for the calendar year 2023, utilizing the prescribed forms and instructions provided by the California Department of Housing and Community Development; and

WHEREAS, the City Council has reviewed all written evidence and oral testimony presented to date.

NOW THEREFORE, BE IT RESOLVED the City Council of the City of Colfax accepts the update on the 2023 Annual Housing Element Progress Report and General Plan Annual Progress Report and authorizes staff to transmit the reports to the State's Office of Planning and Research and Department of Housing and Community Development.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on the 13th day of March, 2024 by the following vote of the Council:

AYES:

NOES:

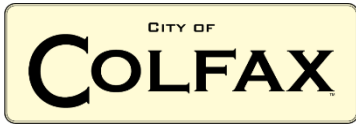
ABSTAIN:

ABSENT:

Kim Douglass, Mayor

ATTEST:

Amy Lind, Interim City Clerk



General Plan Annual Progress Report 2023

March 2024

Table of Contents

	Page
I. Introduction.....	2
II. Plans and Projects	2
III. General Plan Elements.....	3
IV. Involvement/Participation.....	6
V. Conclusion	6

I. Introduction

This report has been prepared pursuant to the requirements of Government Code Section 65400. Guidance for preparation of the report is provided by the Governor's Office of Planning and Research (OPR).

The purpose of the document is to report on the City of Colfax's progress in implementing its General Plan. Therefore, staff will submit the Housing Element and General Plan Annual Progress Report to the state to meet the April 1, 2024 deadline. The General Plan and Housing Element Annual Progress Report will be presented to the City Council on March 13, 2024. If the City Council has comments or revisions the revisions will be made before submission to the state.

Background

The City adopted a comprehensive update to the General Plan in December 2023.

Informational Document

This document is a reporting document and does not create or alter policy. The content is provided for informational purposes only and is exempt from the requirements of the California Environmental Quality Act (CEQA) per Guidelines Section 15306 (Information Collection).

Organization

After this Introduction, a summary of projects over last year is provided, and then each General Plan element is addressed. The Annual Progress Report for Housing was submitted to OPR on March 17, 2023, separately.

II. Plans and Projects

During 2023 the city completed the following large programs. This list is not intended to be exhaustive.

- General Plan Update (2040 Horizon Year).
- Completed the Draft Downtown Connectivity Plan
- Zoning Code Update and Objective Design Standards
- Environmental Impact Report to cover General Plan Update, and Zoning Code Update.

In order to be consistent with recent state law the City completed a comprehensive Zoning Code Update.

III. General Plan Elements

The General Plan details the City's guiding principles for a variety of planning topics and is the constitution for future development. California Government Code Section 65300 et seq. provides direction and specifications for the content of the General Plan. The following seven elements are required:

- Land Use
- Circulation
- Conservation
- Open Space
- Noise
- Safety
- Housing

The elements may be combined or renamed, but basic requirements must be included. An agency may adopt any type of optional element, such as an Economic Element, at its discretion. Only the Housing Element must be certified by another agency (i.e., HCD).

The City of Colfax General Plan consists of the following Elements:

- Land Use
- Conservation and Open Space
- Circulation
- Community Design
- Safety
- Noise
- Housing
- Economic Development

The following sections address implementation for each of the City's General Plan Elements.

Land Use Element

The Land Use Element guides the City's land use policy and ensures that appropriate development takes place, with adequate provision of public services and utilities. Land use designations are specified, defined, and mapped in the Land Use Diagrams. The land use designations roughly correspond to the City's zoning districts. Summary City Goals found within the Land Use Element are as follows:

- To designate, protect, and provide land to ensure sufficient **residential** development to meet community needs.
- To retain and renew existing **commercial** land uses and designate sufficient new commercial areas to meet future city needs.
- To provide sufficient land designated for **industrial** uses that are compatible

with the existing community.

Potential impacts from new development are assessed under CEQA. Additional conditions of approval and mitigation may be required for individual specific projects if deemed necessary to provide for issues such as screening, parking, and noise-reduction, or otherwise address issues per the General Plan's direction.

Community Design

Although not a required element, the Community Design Element is intended to address the built character, design and relationship to the natural environment.

- Foster good design, provide a feeling of civic pride, encourage investment and to improve the area's economic vitality.

Conservation and Open Space

The Conservation and Open Space Element works to provide a description of the land and waters that are unimproved and are to be devoted to natural uses through land use designation; a description of conservation efforts that will protect and maintain natural resources; and a description of existing and planning recreation sites and facilities. The summary City Goal found within the Open Space, Conservation, and Recreation Element is as follows:

- To designate, protect, and conserve the natural resources, open space, and recreation lands in the City; and provide opportunities for recreation activities to meet citizen needs.

Circulation

The general well-being of a modern-day City is dependent upon its ability to efficiently and safely transport people and goods within, and through the area. The Circulation element provides a plan of how the City will coordinate transportation and circulation activities, promote efficient travel, and make efficient use of existing and proposed facilities and public utilities transporting goods and people. The summary City Goal found within the Circulation is as follows:

- To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

Safety

The Community Safety and Seismic Safety Element provide a description of activities and services which provide protection from natural and manmade hazards. The summary City Goal found within the Community Safety and Seismic Safety Element is as follows:

- To minimize the danger of natural and manmade hazards and to protect residents and visitors from the dangers of earthquake, fire, flood, or other disaster.

The state requires the Safety Element be updated at the time the Housing Element is updated.

Noise

The Noise Element provides an analysis of community noise and the exposure to noise by its citizens. The purpose of the Noise Element is to protect citizens from noise that could jeopardize their health and welfare. The summary City Goal found within the Noise Element is as follows:

- To protect residents from health hazards and annoyance associated with excessive noise levels.

Housing Element

The Housing Element works to provide housing for all of the community and addresses the needs of specified populations. The current Housing Element covers the period 2021 to 2029.

The City continues to work with service providers to provide for the needs of lower-income households, the disabled, and other special needs populations, per the direction provided by the Housing Element. Summary City Goals found within the Housing Element are as follows:

- Accommodate the City's share of Regional Housing Needs for all income groups.
- Encourage the provision of affordable housing.
- Improve/Conserve the existing supply of housing.
- To conserve existing affordable housing.
- Ensure equal housing opportunity.
- To promote energy conservation.
- Promote the preservation of Historic Resources.

Economic Development

Although not a required element, the Economic Development Element is intended to provide a framework to encourage a year-round economy and economic growth.

- Provide a broad range of economic opportunities for all Colfax residents and reflect the City's commitment to maintaining a balance mix of economic sectors, encourage high-wage jobs, and support businesses and commercial activities. .

IV. Involvement/Participation

To achieve the summary goals listed above, the City has continued dialogue with local, regional, State, and federal agencies on a variety of projects, thereby continuing previous coordination efforts with other agencies and facilitating new opportunities.

Several General Plan Update public workshops occurred in conjunction with the community and the City Council (to solicit feedback.

V. Conclusion

The General Plan is the City's roadmap and guiding vision. Due to the world's ever-changing nature, upkeep and maintenance of the General Plan should be a continuous process. The City implements the General Plan's vision on a day-to-day basis in its many planning projects and strives to include the public in the decision-making process.

Please Start Here

General Information	
Jurisdiction Name	Colfax
Reporting Calendar Year	2023
Contact Information	
First Name	Kathy
Last Name	Pease
Title	Planning Consultant
Email	planning@colfax-ca.gov
Phone	5303462313
Mailing Address	
Street Address	33 S. Main St
City	Colfax
Zipcode	95713

Optional: Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated. If a project is no longer has any reportable activity, you may delete the project by selecting a cell in the row and typing ctrl + d.

[Click here to download APR Instructions](#)

Click here to add rows to a table. If you add too many rows, you may select a cell in the row you wish to remove and type ctrl + d.

v_2_15_24

Optional: This runs a macro which checks to ensure all required fields are filled out. The macro will create two files saved in the same directory this APR file is saved in. One file will be a copy of the APR with highlighted cells which require information. The other file will be list of the problematic cells, along with a description of the nature of the error.

Optional: Save before running. This copies data on Table A2, and creates another workbook with the table split across 4 tabs, each of which can fit onto a single page for easier printing. Running this macro will remove the comments on the column headers, which contain the instructions. Do not save the APR file after running in order to preserve comments once it is reopened.

Optional: This macro identifies dates entered that occurred outside of the reporting year. RHNA credit is only given for building permits issued during the reporting year.

Link to the online system: <https://apr.hcd.ca.gov/APR/login.do>

Toggles formatting that turns cells green/yellow/red based on data validation rules.

Submittal Instructions

Please save your file as Jurisdictionname2023 (no spaces). Example: the city of San Luis Obispo would save their file as SanLuisObispo2023

Housing Element Annual Progress Reports (APRs) forms and tables must be submitted to HCD and the Governor's Office of Planning and Research (OPR) on or before April 1 of each year for the prior calendar year; submit separate reports directly to both HCD and OPR pursuant to Government Code section 65400. There are two options for submitting APRs:

1. Online Annual Progress Reporting System - Please see the link to the online system to the left. This allows you to upload the completed APR form into directly into HCD's database limiting the risk of errors. If you would like to use the online system, email APR@hcd.ca.gov and HCD will send you the login information for your jurisdiction. *Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.*

2. Email - If you prefer to submit via email, you can complete the excel Annual Progress Report forms and submit to HCD at APR@hcd.ca.gov and to OPR at opr.apr@opr.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.

Jurisdiction	Colfax	
Reporting Year	2023	(Jan. 1 - Dec. 31)
Housing Element Planning Period	6th Cycle	05/15/2021 - 05/15/2029

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		0
		0
Total Units		0

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	Entitled	Permitted	Completed
Single-family Attached	0	0	0
Single-family Detached	0	0	0
2 to 4 units per structure	0	0	0
5+ units per structure	0	0	0
Accessory Dwelling Unit	0	0	0
Mobile/Manufactured Home	0	0	0
Total	0	0	0

Infill Housing Developments and Infill Units Permitted	# of Projects	Units
Indicated as Infill	0	0
Not Indicated as Infill	0	0

Housing Applications Summary	
Total Housing Applications Submitted:	0
Number of Proposed Units in All Applications Received:	0
Total Housing Units Approved:	0
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions - Applications	
Number of SB 35 Streamlining Applications	0
Number of SB 35 Streamlining Applications Approved	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Streamlining Provisions Used - Permitted Units	# of Projects	Units
SB 9 (2021) - Duplex in SF Zone	0	0
SB 9 (2021) - Residential Lot Split	0	0
AB 2011 (2022)	0	0
SB 6 (2022)	0	0
SB 35 (2017)	0	0

Ministerial and Discretionary Applications	# of Applications	Units
Ministerial	0	0
Discretionary	0	0

Density Bonus Applications and Units Permitted	
Number of Applications Submitted Requesting a Density Bonus	0
Number of Units in Applications Submitted Requesting a Density Bonus	0
Number of Projects Permitted with a Density Bonus	0
Number of Units in Projects Permitted with a Density Bonus	0

Housing Element Programs Implemented and Sites Rezoned	Count
Programs Implemented	19
Sites Rezoned to Accommodate the RHNA	0

Cells in grey contain auto-calculation formulas

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Jurisdiction	Colfax	
Reporting Year	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	05/15/2021 - 05/15/2029

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
		1		2								3	4	
Income Level		RHNA Allocation by Income Level	Projection Period - 06/30/2021-05/14/2021	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	17	-	-	-	-	-	-	-	-	-	-	-	17
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
Low	Deed Restricted	11	-	-	-	-	-	-	-	-	-	-	-	11
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
Moderate	Deed Restricted	21	-	-	-	-	-	-	-	-	-	-	-	21
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
Above Moderate		48	-	-	-	-	-	-	-	-	-	-	-	48
Total RHNA		97												
Total Units			-	-	-	-	-	-	-	-	-	-	-	97
Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).														
		5										6	7	
		Extremely low-income Need		2021	2022	2023	2024	2025	2026	2027	2028	2029	Total Units to Date	Total Units Remaining
Extremely Low-Income Units*		9		-	-	-	-	-	-	-	-	-	-	9

*Extremely low-income housing need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th

cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact

HCD staff at apr@hcd.ca.gov.

VLI Deed Restricted

VLI Non Deed Restricted

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Jurisdiction		Colfax	
Reporting Year		2023 (Jan. 1 - Dec. 31)	
Table D			
Program Implementation Status pursuant to GC Section 65583			
<div>Housing Programs Progress Report</div> <div>Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.</div>			
1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
6.1 Provide housing opportunities and accessibility for all community residents	Support Affordable Housing Development. The City shall work with housing developers to expand opportunities for affordable lower-income housing and special needs groups including seniors, persons with disabilities, persons with developmental disabilities, extremely low-income households, female headed households, male-headed households, farmworkers, and homeless persons, by creating partnerships, providing incentives, and pursuing funding opportunities.	Annually reach out to housing developers	Completed for 2022. City produced a list of potential housing sites, met with developers to inform them of the development review process. Met with developers interested in producing senior housing. Explored potential development sites and provided expedited processing as incentive. Waiving parking for development in the historic downtown and within ½ mile of the historic downtown

<p>6.2 Remove constraints that discourage the production of affordable housing</p>	<p>Permit Streamlining and Priority Processing. Continue to monitor and improve, as needed, the design review and processing times to ensure they do not constrain the development of housing. To further promote this, the City will continue to allow developers to file concurrent applications (e.g., rezones, tentative tract maps, conditional use permits, variance requests, etc.). If multiple approvals are required, and if consistent with applicable processing requirements, the City will coordinate review processes between departments to reduce processing times and minimize delay.</p>	<p>Twice by 2029</p>	<p>Initiated streamlining of the development review process</p>
	<p>Incentives for the Development of Affordable Housing. Allow flexibility in development standards to facilitate affordable housing development by offering fast-track/priority processing, density bonuses, flexibility in development standards, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to extremely low-income households, low-income households, farmworkers, seniors, and persons with disabilities, persons with developmental disabilities, and female- or male- headed households.</p>	<p>9/1/2022</p>	<p>Zoning Code Update completed in December 2023</p>

	Density Bonus. Amend the Zoning Ordinance to comply with State density bonus law (Government Code Section 65915, as revised). Promote the density bonus through informational brochures that will be displayed at the City's Planning Department	5/1/2023	Zoning Code Update completed in December 2023
	Low-Barrier Navigation Centers. Amend the Zoning Ordinance and make revisions, if necessary, to allow low-barrier navigation centers for the homeless, per Government Code Section 65662.	9/1/2022	Zoning Code Update completed in December 2023
	Supportive Housing. Amend the Zoning Ordinance to allow for the approval of 100 percent affordable developments that include a percentage of supportive housing units, either 25 percent or 12 units, whichever is greater, to be allowed without a conditional use permit or other discretionary review in all zoning districts where multifamily and mixed-use development is permitted, consistent with Government Code Section 65651.	9/1/2022	In process

	<p>Housing for Extremely Low-Income Households. Amend the Zoning Ordinance to define and allow single-room occupancy units (SRO) in the R-M zone with a conditional use permit. In addition, to help meet the needs of extremely low-income households, the City will prioritize funding and/or offer financial incentives or regulatory concessions to encourage the development of housing types affordable to extremely low-income households, such as SROs, multifamily units, and supportive housing, to reduce their displacement risk.</p>	<p>Code amendment by Sept. 2022 Incentives - Ongoing</p>	<p>Implementing Government Code section 65852.2 and zoning code update completed in December 2023</p>
	<p>Accessory Dwelling Units (ADUs). ADUs are a mechanism through which smaller, more affordable housing units can be added to the housing stock to reduce displacement risk for low-income households, seniors, and other special needs groups. The City will amend the Zoning Ordinance to comply with Government Code Section 65852.2, concerning ADUs. The City shall also incentivize and encourage ADUs through public education, development fee reductions and/or waivers, and construction resource tools with an emphasis on promoting ADU construction in areas of high opportunity to encourage housing mobility options.</p>	<p>Code amendment by Sept. 2022 Incentives - Ongoing</p>	<p>Implementing State law as it pertains to residential care facilities and zoning code update approved in december 2023</p>

	<p>Residential Care Facilities. Amend the Zoning Ordinance to establish a ministerial permit process for residential care facilities for seven or more persons and ensure these facilities are only subject to those restrictions that apply to other residential uses of the same type in the same zone. The City will also remove the 12- person maximum capacity requirement and ensure all requirements are consistent with State Law. Residential care facilities are still subject to state licensing requirements.</p>	9/1/2022	Pending
	<p>Parking Standards. The City will review and revise as needed, current requirements for parking requirements for emergency shelters to ensure that parking standards are sufficient to accommodate all staff, provided standards do not require more parking for emergency shelters than other residential or commercial uses.</p>	12/1/2023	Pending
6.3 Provide and maintain an adequate supply of sites for the development of new affordable housing	<p>Housing Inventory. Annually monitor the City's housing sites inventory to ensure there is adequate land to meet the City's Regional Housing Needs Allocation (RHNA).</p>	Annually in April	Completed. Adequate housing sites to meet the City's RHNA remain available for development

	<p>Wastewater Priority. The City will develop and adopt written policies and procedures that grant a priority for service hook-ups to developments that help meet the community's share of the regional need for lower-income housing. Additionally, the City shall provide a copy of the adopted Housing Element to the Placer County Water Agency.</p>	12/1/2022	Pending
	<p>Zoning and General Plan Consistency. To ensure maximum General Plan Land Use densities are obtainable, the City will review and revise the land area per unit requirement to be 3,000 square feet in the RM-1 zone and 1,500 square feet in the RM-2 zone.</p>	9/1/2022	Comprehensive zoning code update approved in December 2023. GP density standards are being implemented.
6.4 Preserve, rehabilitate, and enhance existing housing and neighborhoods	<p>Housing Rehabilitation Program. The City will annually apply for rehabilitation funds to provide housing rehabilitation services and weatherization services to very low- and low-income households and facilitate place-based revitalization in areas of targeted rehabilitation need. To improve effectiveness of this program, the City will advertise rehabilitation and weatherization programs on the City's website and provide brochures available at City Hall.</p>	Annually as NOFAs are released	Pending

	<p>Code Enforcement. The City will continue proactive code enforcement of health and safety matters to ensure compliance with health and safety code violations. The City will also develop an enforcement program to prevent displacement or mitigate through assistance with relocation costs for lower-income households as funding is available.</p>	Ongoing	Health and safety code violations monitored and enforced by Building Dept.
	<p>Monitor At-Risk Units. Maintain and update the City's affordable housing database as a mechanism to monitor and identify units at risk of losing their affordability subsidies or requirements. For complexes at risk of converting to market rate, the City may: Contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. Reach out to agencies interested in purchasing and/or managing at-risk units. Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.</p>	Annually	Affordabililty restrictions were recently renewed for the BMR units at 205 Canyon Ct.

6.5 Promote and affirmatively further fair housing opportunities throughout the community for all persons regardless of age, race, religion, color, ancestry, national origin, sex, marital status, disability, familial status, or sexual orientation	Develop a Plan to Affirmatively Further Fair Housing (AFFH). The AFFH Plan shall take actions to address significant disparities in housing needs and in access to opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8, commencing with Section 12900, of Division 3 of Title 2), Section 65008, and any other State and federal fair housing and planning law.	Create Plan by June 2022	Pending
	Environmental Justice. Each time a housing project is proposed that may have an effect on a particular group or neighborhood, the City will make efforts to distribute information on the project to ensure that the group or neighborhood is made aware of the project and the process and has the opportunity to respond.	As projects are proposed	Being implemented as projects are proposed through public outreach
6.6 Encourage energy efficiency and conservation into residential development	Energy Conservation. Attempt to make residents aware of the benefits of incorporating energy-saving measures into residential construction. Information will be made available on the City's website.	Ongoing, as programs are available	Information provided at City Hall regarding weatherization programs.

General Comments			

Jurisdiction	Colfax	
Reporting Period	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	05/15/2021 - 05/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table F									
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)									
Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.									
Activity Type	Units that Do Not Count Towards RHNA ⁺ Listed for Informational Purposes Only				Units that Count Towards RHNA ⁺ Note - Because the statutory requirements severely limit what can be counted, please contact HCD at apr@hcd.ca.gov and we will unlock the form which enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 ⁺ . For detailed reporting requirements, see the ckcklist here: https://www.hcd.ca.gov/community-development/docs/adequate-sites-checklist.pdf
	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	
Rehabilitation Activity			2	2					
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income			2	2					

Jurisdiction	Colfax	
Reporting Period	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	05/15/2021 - 05/15/2029

For up to 25 percent of a jurisdiction's moderate-income regional housing need allocation, the p			
Project Identifier			
1			
Prior APN ⁺	Current APN	Street Address	Project Name ⁺
Summary Row: Start Data Entry Below			

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain

Table F2

Above Moderate Income Units Converted to Moderate Income Pursuant to

Planning agency may include the number of units in an existing multifamily building that were converted to this table, please ensure housing developments meet the requirements described in the table.

[illegible]

auto-calculation formulas

ant to Government Code section 65400.2

deed-restricted rental housing for moderate-income households by the imposition of affordability covenan
cribed in Government Code 65400.2(b).

Household Incomes After Conversion				Units credited toward Income RHN
4				5
Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Total Moderate Income Units Converted from Above Moderate
0	0	0	0	0

ts and restrictions for the unit. Before adding information to

[illegible]

Jurisdiction	Collax	<p>NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.</p> <p>Note: "*" indicates an optional field</p> <p>Cells in grey contain auto-calculation formulas</p>
Reporting Period	2023 (Jan. 1 - Dec. 31)	
Planning Period	8th Cycle 05/15/2021 - 05/15/2029	

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

[illegible]

Jurisdiction	Colfax	NOTE: This table surplus/excess is
Reporting Period	2023 (Jan. 1 - Dec. 31)	

ANNUAL ELEMENT PROGRESS

Housing Element Implementer

For Placer County jurisdictions, please format the APN's

[illegible]

[illegible]

[illegible]

[illegible]

must contain an inventory of ALL
lands the reporting jurisdiction owns

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

S REPORT

rotation

as follows:999-999-999-999

es

[illegible]

[illegible]

[illegible]

[illegible]

Jurisdiction	Colfax	
Reporting Period	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	05/15/2021 - 05/15/2029

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code 65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Notes
Cells in green

Table J												
Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 65915												
Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved						
1				2	3	4						
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SH - Student Housing)	Date	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income
Summary Row: Start Data Entry Below												

ANNUAL

Jurisdiction	Colfax	
Reporting Period	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	05/15/2021 - 05/15/2029

Local governments are required to inform HCD about any local tenant preference ordinance the local government has adopted. Effective January 1, 2023, local governments adopting a tenant preference are required to create a v

Does the Jurisdiction have a local tenant preference policy?	No	
If the jurisdiction has a local tenant preference policy, provide a link to the jurisdiction's webpage on their internet website containing authorizing local ordinance and supporting materials.		
Notes		

AL ELEMENT PROG

Table 1
Tenent Preferen
rnment maintains when the jurisdic
webpage on their internet website



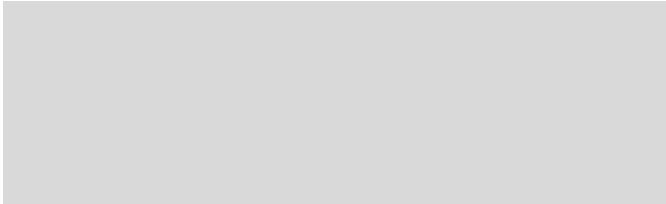
GRESS REPORT

K
nce Policy
ction submits their annual progress report on housing approvals and production, pe
containing authorizing local ordinance and supporting materials, no more than 90 c



No

er Government Code 7061 (SB 649, 2022, Cortese).
days after the ordinance becomes operational



Jurisdiction	Colfax
Reporting Year	2023 (Jan. 1 - Dec. 31)

Please update the status of the proposed uses listed in the entity's application for funding a or 50515.03, as applicable.

Total Award Amount	\$	
Task	\$ Amount Awarded	\$ Cumulative Reimbursement Requested
Start-up, Admin and Public Outreach	\$17,000.00	\$17,000.00
Prepare Policy Documents	\$33,000.00	\$33,000.00
Final Review and Adoption	\$15,000.00	\$15,000.00

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Tak

Completed Entitlement Issued by Affordability Summary	
Income Level	
Very Low	Deed Restricted
	Non-Deed Restricted
Low	Deed Restricted
	Non-Deed Restricted
Moderate	Deed Restricted
	Non-Deed Restricted
Above Moderate	
Total Units	

Building Permits Issued by Affordability Summary	
Income Level	
Very Low	Deed Restricted

Very Low	Non-Deed Restricted
Low	Deed Restricted
	Non-Deed Restricted
Moderate	Deed Restricted
	Non-Deed Restricted
Above Moderate	
Total Units	

Certificate of Occupancy Issued by Affordability Summary	
Income Level	
Very Low	Deed Restricted
	Non-Deed Restricted
Low	Deed Restricted
	Non-Deed Restricted
Moderate	Deed Restricted
	Non-Deed Restricted
Above Moderate	
Total Units	

ANNUAL ELEMENT PROGRESS REPORT

Local Early Action Planning (LEAP) Reporting

(CCR Title 25 §6202)

and the corresponding impact on housing within the region or jurisdiction, as applicable, categori

65,000.00

Total award amount is auto-populated based on amounts entered in rows 15-26.

Task Status
Completed
Completed
Completed

ple A2)

Current Year
0
0
0
0
0
0
0
0
0

Current Year
0

0
0
0
0
0
0
0
0

Current Year
0
0
0
0
0
0
0
0

ized based on the eligible uses specified in Section 50515.02

Other Funding	Notes
Other	REAP, SB2 and local general funds also used
Other	
Other	Zoning Code update completed 2023