

Outreach Documentation

- Flyer for public workshop held November 20, 2019
- Summary of November 20 workshop from SR 174/20 Intersection Analysis report
- Project website advertising public meetings held May 21, 2020
- Summary of attendees and comments from May 21 virtual meetings



Community Open House

State Route 174/State Route 20
Intersection Analysis

Wednesday, November 20th

4:30 - 5:30 pm

Council Chambers
125 East Main Street
Grass Valley, CA 95945

Join us!

At the community open house for the SR 174/SR 20 Intersection Analysis project.

The open house will have exhibits of improvement alternatives and a 3D micro-simulation model.

About the Project

The intent of the study is to analyze and recommend improvements for the intersection of SR 174 and SR 20 in Grass Valley.

The intersection is a difficult and congested mix of city arterial streets. The "Triangle" has seen little improvement since its construction in the late 1960s, while traffic levels have grown dramatically. The Grass Valley Police Department responded to 15 collisions in the past 10 years, seven of which were injury collisions and four of which involving bicycles.



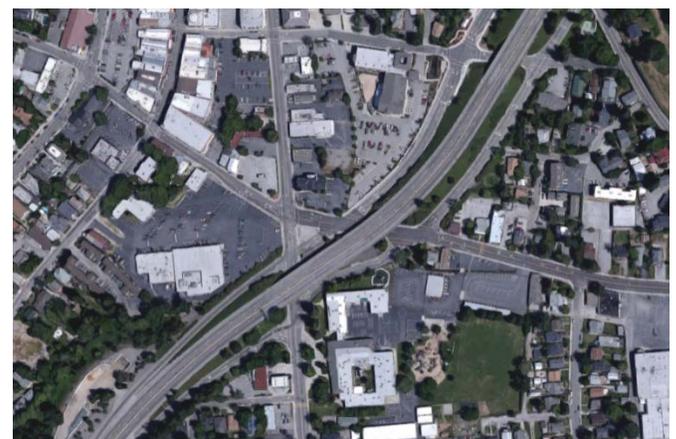
Workshop Agenda

Project team staff Introductions, purpose and workshop format, brief presentation about the study followed by question and answers.

Project Limits

The study area includes several local streets that intersect with or pass under the two state routes known as "the Triangle" due to the shape formed by these streets. These includes:

- South Auburn Street and Neal Street
- Local Highway (SR 174/Colfax Avenue)
- Highway Frontage Roads (Tinloy Street and Hansen Way)
- Highway Access Ramps (SR 49/SR 20 on-ramps and off-ramps)





1.3 Community Engagement

1.3.1 Public Workshop

An Open House was held on Wednesday, November 20, 2019 at Grass Valley City Hall from 4:30 to 5:30 PM. The Open House provided an opportunity to present the improvement alternatives and a three dimensional micro-simulation model to the public for feedback. A handful of stakeholders attended, including a Planning Commissioner, a business owner whose property is within the project area, and a person who bicycles for transportation purposes on a daily basis. The feedback gathered was positive; attendees were happy to see additional facilities for bicyclists and pedestrians, connections to other local facilities, and improved crossings. Attendees were also pleased that the operations appear simplified from the existing state, that use of property from adjacent landowners is small, and that the Park and Ride lot under the freeway is maintained.

2. Existing Conditions

2.1 Study Area Roadways

Roadways that provide the primary vehicle circulation within the study area are South Auburn Street, Tinloy Street, Neal Street, State Route 174, State Route 20/49, Hansen Way, and Bank Street. The following are brief descriptions of the study area roadways.

South Auburn Street is a two-lane arterial that runs north-south through the study area. It forms the north and south legs of three of the study intersections.

Tinloy Street is a local road that runs parallel to SR 20/49. The street is a two-lane, one-way street that connects the off and on ramps along SR 20/49. Tinloy Street runs through two of the study intersections.

Neal Street is a two-lane arterial that runs east/west through the study area. Neal Street turns into SR 174 at S Auburn Street. Neal Street runs through three study intersections.

State Route 174, also known as Colfax Highway, is a two-lane arterial that runs east/west through the study area. SR 174 starts at S Auburn Street and continues east through Grass Valley. The speed limit is 25 mph through the study area. SR 174 connect commuters within Grass Valley as well as regionally to Peardale and Colfax.

State Route 20/49 is a freeway that runs over the study area. SR 20/49 has two ramps within the study area that are the east legs of two of the study intersections. The speed limit through the study

- ▶ SR 49 CSMP
- ▶ SR 174 Safety Improvement Project
- ▶ STIP Projects
- ▶ RTMF CIP
- ▶ Nevada County Active Transportation Plan
- ▶ Completed G.V. & County Projects
- ▶ Completed Truckee Projects

SR 174/20 Intersection

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PUBLIC OUTREACH WORKSHOPS

Thursday, May 21, 2020

2:00-3:00 P.M and 6:00-7:00 P.M.

We are seeking Public Comment/Input/Support for an Active Transportation Program Grant Application for the Hwy 174/20 Intersection in Grass Valley, CA

The Nevada County Transportation Commission (NCTC) invites members of the public to provide input on a potential Active Transportation Program (ATP) funding grant that NCTC is pursuing to improve the area near the intersection of SR 174 and SR 49/20 in Grass Valley, making it safer for people walking, bicycling, and driving.

The purpose of the Active Transportation Program funding grant would be to provide an easier and/or safer pedestrian/bicycle route along the streets included in the Hwy 174/20 intersection project. This ATP grant could provide funding to sidewalks, crosswalks, signs, lighting, etc. and would address some of the following:

School: Concerns of students and families about the ability to safely walk and bike to school

Business: Safety issues experienced by business owners, and giving customers easier access to businesses

Community: Improve the transportation options of the community as a whole

(Reduce near-misses of accidents and/or incidents involving vehicles and pedestrians and/or bicyclists)

The outreach event will be held Thursday, May 21, 2020, at two separate times (2:00 P.M. and 6:00 P.M.), using an online Zoom Webinar platform. The Webinar will be conducted by NCTC staff and GHD, the consultant hired to submit an ATP grant application. Those who are unable to attend the outreach event or would like to learn

more, are encouraged to submit comments/input by email to nctc@nccn.net.

- [**Click here for the SR 174/20 Public Outreach 2pm meeting recording**](#)

- [**Click here for SR 174/SR 20 Intersection Analysis Report**](#)

- [**SR 174/20 Intersection Recommended Improvement Concept**](#)

As part of the regional transportation planning process, the Nevada County Transportation Commission (NCTC) has been coordinating efforts with the City of Grass Valley, Caltrans and a transportation consulting firm, GHD, to perform a complete Intersection Control Evaluation (ICE) for the intersection of South Auburn Street, State Routes 174 and 20, Neal Street, and frontage roads Tinloy Street and Hansen Way (The "Triangle"). The Triangle has seen little improvement since its construction in the late 1960's, while traffic levels have grown dramatically. The complicated layout of three closely spaced signalized intersections leads to unnecessary delays and unsafe movements, as well as severely outdated pedestrian and bicycle facilities. An ICE is a Caltrans specified process that analyzes the entire project location to determine optimum traffic control treatments and intersection geometry based on an objective analysis considering technical, financial, environmental, aesthetic and political impacts for the existing conditions and future needs.

Following a lengthy analysis and development process, GHD has completed a recommended improvement plan and is preparing a Draft ICE Report. GHD's presentation will include a review of the recommended intersection improvements. As shown in the attached graphic, the recommended modifications include a large roundabout which would eliminate two signalized legs and modifications to the geometry and operation of the existing South Auburn Street/ Neal Street leg to improve capacity and efficiency. During the meeting GHD will show a video simulation of the intersection operation. NCTC, Grass Valley, and Caltrans staff believe the recommended solution is an innovative and modern control alternative, that better manages and expedites traffic flow through the whole Triangle, while greatly improving the overall level of safety for all users, especially pedestrians and bicyclists.

Click the link below for a video simulation of the recommended concept:

[**SR 174/20 Intersection Finalized Alternative**](#)

Finalized Alternative



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NEVADA COUNTY TRANSPORTATION COMMISSION

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Virtual Public Meeting Notes – May 21, 2020

Afternoon Session – 2:00-3:00 PM

Attendees¹: Bjorn Jones, City of Grass Valley
Jim Day, Caltrans
Taran Dhugga, Caltrans
Marty Earles, Caltrans
Ray Bryars, Caltrans
Fallon Cox, Caltrans
Matthew Coulter, resident

Comments: Crossings near Grass Valley Charter School should have a beacon or light of some kind. Lots of children will be crossing there to reach the school.

Need to ensure roundabout is designed to accommodate large trucks and avoid drivers 'clipping' the edges. Application should highlight that it can accommodate a 40' trailer.

Speeding has been a concern in the community, which the roundabout will address by requiring lower speeds through the area.

The area is currently one of the most unsafe-feeling in town for pedestrians. Improvements are needed as soon as possible, before someone is seriously injured.

Evening Session – 6:00-7:00 PM

Attendees¹: Bjorn Jones, City of Grass Valley
Matthew Coulter, resident
Ana Acton, resident and representative of FREED Center for Independent Living
Garnet Holden, resident

Comments: Resident noted they currently avoid the area on bike, have occasionally walked through but mostly drive. Supportive of the concept, thinks improvements are a great idea.

Need for pedestrian push-button or other enhancement to support visually impaired pedestrians crossing safely.

Safety for school children is a priority, especially for Grass Valley Charter School located immediately adjacent to the project area.

Current onramp configurations feel unsafe as a person bicycling or walking, because drivers see a green light and proceed at high speed without always being aware of other road users in the area.

Pedestrian crossings in the area are currently long, especially the marked crosswalk across the offramp at S Auburn Street. Reducing the length of these crossings or providing a median to break them into smaller crossings would be great.

¹ Attendees were asked to verbally introduce themselves during the virtual meeting. Names of attendees were recorded by the project sponsor as accurately as possible, but may contain errors.