

Taylor Whittingslow

From: WIRELESS CALLER - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Tuesday, June 10, 2025 6:19 PM
To: Public Comments
Subject: Voicemail from [REDACTED] on Jun 10 2025 6:15 PM
Attachments: 1749604559-00003119.mp3



You received a new voicemail message



New voicemail message

Time: Tuesday, June 10 2025 6:15 PM

From: [REDACTED]

Duration: 2 minutes 4 seconds

Voicemail box: 8880

Transcript:

Hello, this is Matthew Colter calling for public comment City Council meeting and I'm doing it while Robin's doing hers because she is just so vile to listen to her sales pitch for a commercial operation I'd like to start out with the Olympia Creek destruction there at the corner of Seton Way and Idaho, Maryland That road that wasn't even planned or designed was just kind of punched in there and drove the heavy equipment right through the creek This is violations of state and federal law for our waterways, and the city just doesn't really seem to care that much about it, and that's very, very disappointing because we all drink water as far as I know, I haven't met anyone that doesn't. Oh, and is the mayor doing her five days for her DUI right now, is that why she's not there? I'm just kind of curious. The illegal dumping along Wolf Creek at the corner of Railroad Avenue was new in the last two days. A big pile of

illegal material there. The projects that the city is doing, like the skate park, the masticating, the Sherwin Williams project, South Auburn Street, the dust is really unbearable. And being that we are basically living on top of the Superfund site, we should be very careful about what we put into the air. And as well as the work that's going on on South Auburn Street, a lot of raw materials going down the drains, washed down the drains, the concrete cutting and such. No new bike lanes on the new paved part of Bennett Street that Tim and Bjorn said when they did the paving they were going to put in some sharos and some bike lanes and stuff and the painting's done as far as I know and there's nothing there, bicycles or pedestrians or anything. Pretty bizarre. I'd like to take number four off the consent calendar and comment on that on a separate note. I'll call back separately on that. Thank you.

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From: WIRELESS CALLER - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Tuesday, June 10, 2025 7:02 PM
To: Public Comments
Subject: Voicemail from [REDACTED] on Jun 10 2025 6:58 PM
Attachments: 1749607116-0000313a.mp3



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New voicemail message

Time: Tuesday, June 10 2025 6:58 PM

From: [REDACTED]

Duration: 2 minutes 29 seconds

Voicemail box: 8880

Transcript:

Hi, this is Matthew Colter commenting of City Council meeting on the What are you calling at the capital improvement for project list and budgets? That was a bizarre presentation. It didn't mention Any of the six project areas, but I will speak to the peanut-shaped roundabout I was the only civilian in the meeting With Caltrans when I was first introduced the other person in the meeting was on actin from freed who now works for disabled advocate groups in Sacramento out of the state Capitol. Both Tim and Caltrans were baffled that people had questions about pedestrian access, which was super disappointing. I understand Caltrans, they deal with car stuff. They're not really into the bicycle and the walking stuff. They're trying to be more, they're putting more money into it, and that's surely because of the number of deaths. That's the only thing that's motivated them to change their attitudes towards

cyclists and pedestrians. Now the city needs to catch up with that attitude and realize that there's a lot of people walking around and more people would walk around. And when you walk around you have a lot better attitude about a city because you're able to see the idiosyncrasies of it, good, bad, indifferent, and see the different things that make that city what it is and unique. By driving through the city it's driving through any city. You're going to have to watch out for the traffic, you're going to have to watch out for the potholes, and you have to watch out for unfamiliar things. So you're really going to miss out on what you're trying to be there to see in the first place. So the more people we can get out on bicycles on foot would be really nice to see because with the electric bike movement, there are just so many people of all ages out on bicycles. Unfortunately, a 13-year-old girl was in Tahoe on an electric bike just a few days ago. And these things happen because our infrastructure isn't really set up for sharing our areas. It's basically the largest vehicle wins and that's how it works. Now for me to walk from my house to Safeway, which I do on a daily basis for groceries, with the current design I'll have to cross the Pnet five times. Right now I have three intersections to cross instead of five. So for pedestrians it's actually worse. Thank you.

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Sent: Tuesday, June 10, 2025 6:39 PM
To: Public Comments
Subject: Voicemail from [REDACTED] on Jun 10 2025 6:35 PM
Attachments: 1749605755-0000312b.mp3



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Time: Tuesday, June 10 2025 6:35 PM

From: [REDACTED]

Duration: 1 minute 7 seconds

Voicemail box: 8880

Transcript: Hi, this is Matthew Coulter commenting on the downtown association presentation for the city of grass valley and I understand that the downtown association meetings are Brown Act governed meetings and I'm wondering what the zoom link is that I may participate at these meetings because obviously I Researched it and there's really not no way for the public to participate with the meeting unless they physically go there and sit in the meeting which I'm not allowed to do because Robin is literally afraid to death and in fear for her life her words and needs an escort to her car because I'm a bad person and she's afraid of me or something I don't know exactly what she said in her restraining order as well as her staff member there next to her so yeah like to know how I can participate in those meetings since They are

governed meetings, regulated by our California laws, which you guys don't seem to follow at all. Thank you.

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Sent: Tuesday, June 10, 2025 6:31 PM
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Time: Tuesday, June 10 2025 6:30 PM

From: [REDACTED]

Duration: 26 seconds

Voicemail box: 8880

Transcript: Hello, this is Matthew Coulter trying to finish my public comment because I got cut off and I just wanted to mention that Two weeks ago at the skate park meeting at the very end of the meeting my public comment wasn't played It came in in plenty of time So I really don't appreciate you and you're violating the Brown Act by not playing my public comments that come in in plenty of time There's no reason for you not to play them. Thank you

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Sent: Tuesday, June 10, 2025 6:29 PM
To: Public Comments
Subject: Voicemail from [REDACTED] on Jun 10 2025 6:25 PM
Attachments: 1749605145-00003120.mp3



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New voicemail message

Time: Tuesday, June 10 2025 6:25 PM

From: [REDACTED]

Duration: 1 minute 42 seconds

Voicemail box: 8880

Transcript:

Yes, I don't support Howard and Peggy. Peg's been gone for quite a while. Howard remarried and he's a total fake and phony. That's my opinion of Howard and what I know of him. I'm calling on the number four, the landscaping assessment. And I would like the city council to drive up whispering pines, for example, look at the medium in the street that we're Charging folks for this landscaping and see the dead trees now these trees have been dead this year last year the year before they've been dead for as like Five ten years and they're still there and you're charging people for this dead tree landscaping so I Don't really get how you can even pull it off. I guess it's because people don't come to the meetings. They just Keep getting their taxes raised But the landscaping that the city does or lack of or just complete ignoring it is super visible in so many areas with dead landscaping, broken water systems,

abandoned landscaping. I mean, if it's not done with a weed eater or a blower, it's not done, which just mutilates any ornamental vegetation. We really need to teach the public works how to use clippers and shears and a broom and a rake and things like that for our more delicate areas instead of just hacking them with motorized equipment. But that's where I'm coming back on that because you guys really need to look at it. It's a major fire hazard as well as the fact that it shouldn't be paid for. You should be giving these folks a refund. Thank you. Thank you.

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Taylor Whittingslow

From: Ted Bibby [REDACTED]
Sent: Tuesday, June 10, 2025 1:40 PM
To: Public Comments
Subject: Public comment, GV Council 5/10/25
Attachments: Reimagining SR 174.pdf

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Greetings,

Please see attached letter and additional materials for public comment on a non-agenda item for today's meeting.

Duplicated below for your reference.

Thanks!

-Ted

Grass Valley City Council, Public Comment (6/10/2025), Ted Bibby
Public Comment for Grass Valley City Council – SR 174/20 Intersection Project

Good evening Council Members,

Thank you for the opportunity to speak. I'm a parent, local resident, and daily pedestrian near the SR 174 and 20 intersection. I appreciate the progress being made to improve traffic flow and safety in this area, especially through the proposed roundabout.

As the project moves forward, I respectfully ask that we place more emphasis on pedestrian safety and walkability, especially since we're still in the early design stages. Let's focus on reconnecting our downtown, parks and neighborhoods that are separated by the freeway.

The current design alternatives and traffic modeling are heavily focused on vehicle operations—Level of Service, queue lengths, and delay times. These are important metrics, but they don't tell us how safe or intuitive it feels to walk or bike through the intersection—especially for kids walking to Grass Valley Charter, families heading downtown, or seniors trying to cross South Auburn.

This project area has incomplete sidewalks, reported bike and pedestrian collisions, and—according to Census data—nearly 10% of our city's commuters walk to work, over three times the county average. Yet no pedestrian level of service analysis was included, and there's no pedestrian demand forecast like there is for vehicle traffic.

So I'm asking the City to consider the following:

1. Include a pedestrian and bicycle Level of Service (PLOS) analysis—this helps us measure comfort, delay, and exposure risk, not just traffic flow.
2. Add pedestrian-specific safety design features—like raised crosswalks, tighter curb radii, or Dutch-style protected crossings. Consider recent guidelines by NCHRP to make roundabout pedestrian friendly. Specifically providing separate paths for pedestrians and cyclists and cars.
3. Reconnect with active transportation stakeholders—especially local schools, seniors, and bike-ped groups—before moving into 30% design.
4. Integrate the vision from the Wolf Creek Parkway Plan, which proposed a trailhead plaza and shared-use paths in this exact area.
5. Consider modifications to include the 3 intersections just outside the roundabout. These areas appear to remain unchanged despite proximity to the project.

If we're going to invest in a major gateway into downtown, let's make sure it works for people walking and biking—not just cars. Safer crossings, direct walking routes, and intuitive design are what will actually get more people out of cars and onto sidewalks.

This is a rare opportunity to build something not just functional—but people-centered. Thank you for considering these requests.

Sincerely,
-Ted Bibby,
Grass Valley resident.

Grass Valley City Council, Public Comment (6/10/2025), Ted Bibby
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Sincerely,

-Ted Bibby,

Grass Valley resident.

Grass Valley City Council, Public Comment (6/10/2025), Ted Bibby

Reimagining SR 174/20: Resources for a People-Centered Design

As we consider infrastructure investments, let's ensure the design supports people walking and biking-not just vehicles. Below are key resources and proven design strategies:

Key Requests:

- Consider more pedestrian and bicycle focused service (possible Pedestrian Level of Service (PLOS) analysis?)
- Consider separating pedestrians from bicyclists.
- Evaluate pedestrian and bicycle-specific design options like protected crossings and direct sidewalk access, separated bike path as recommended in latest guidelines (see below)
- Reconnect with local schools and walk/bike advocates before 30% design.
- Reconsider plans for better integration of the Wolf Creek Trail vision into final plans.
- Utilize latest guidance documents (NCHRP Research Report 1043: Guide for Roundabouts (2023))

Examining the GHD Report: Vehicles significantly prioritized over pedestrians

Category	Vehicles	Bicycles & Pedestrians
Modeling	Extensive (Synchro, VISSIM)	None
LOS Analysis	Yes	No
Traffic Forecasts	Yes (2012–2035)	No
Safety Assessment	Detailed with collision data	Only qualitative mentions, 4 bike crashes
Design Integration	Full LOS/queue modeling	General features (crosswalks, paths)

The report **acknowledges** the need for improved pedestrian and bicycle access and includes **some design features** in the preferred alternative,

BUT: analysis, modeling, and conclusions are centered on vehicle traffic performance. There was **no quantitative modeling or detailed evaluation of pedestrian or bicycle use or safety**

Additional Resources:

National Cooperative Highway Research Program: Research Report 1043: Guide for Roundabouts.

<https://nap.nationalacademies.org/catalog/27069/guide-for-roundabouts#:~:text=The%20TRB%20National%20Cooperative%20Highway%20Research%20Program%27s%20NCHRP,the%20research%20for%20and%20development%20of%20the%20guide.>



It is a research program managed by the Transportation Research Board (TRB) of the National Academies of Sciences, Engineering, and Medicine, and sponsored by the American Association of State Highway and Transportation Officials (AASHTO) in cooperation with the Federal Highway Administration (FHWA).

Video with new roundabout guidelines as example.

<https://www.kittelson.com/ideas/new-guidance-paves-the-way-for-better-bicyclist-experiences-at-roundabouts/>



Grass Valley City Council, Public Comment (6/10/2025), Ted Bibby

Request: Conduct a Pedestrian Level of Service (PLOS) Analysis

Why: The current report models vehicular LOS but not pedestrian comfort, delay, or route clarity.

Ask: Request that the City require a Pedestrian Level of Service (PLOS) or Multi-Modal LOS (MMLOS) analysis per Highway Capacity Manual (HCM) 6th Edition or NACTO guidelines. This would help identify whether crossings, signal timing, and path continuity support safe, efficient walking.

Recommendation: Evaluate Protected Crossings and Direct Routes for All Ages

Why: The current plan assumes shared paths and marked crosswalks are sufficient. For families, older adults, and disabled pedestrians, **design quality matters more than just presence**.

Ask: Recommend evaluating the feasibility of:

- **Dutch-style protected intersections**
- **Raised crosswalks** or **tight curb radii**
- **Shorter crossing distances**

Direct sidewalk connections to local destinations (e.g., school, grocery, transit)

Request: Forecast Pedestrian Demand and Induced Use

Why: The report forecasts vehicle demand to 2035 but omits projected pedestrian or bicycle volumes, despite Grass Valley's high walking rate (9.3%).

Ask: Request the use of **forecast models or trip-generation tools** to estimate **latent pedestrian demand** (e.g., from Grass Valley Charter, downtown businesses, and neighborhoods) if high-quality pedestrian infrastructure were provided.

Request: Early Coordination with Active Transportation Stakeholders

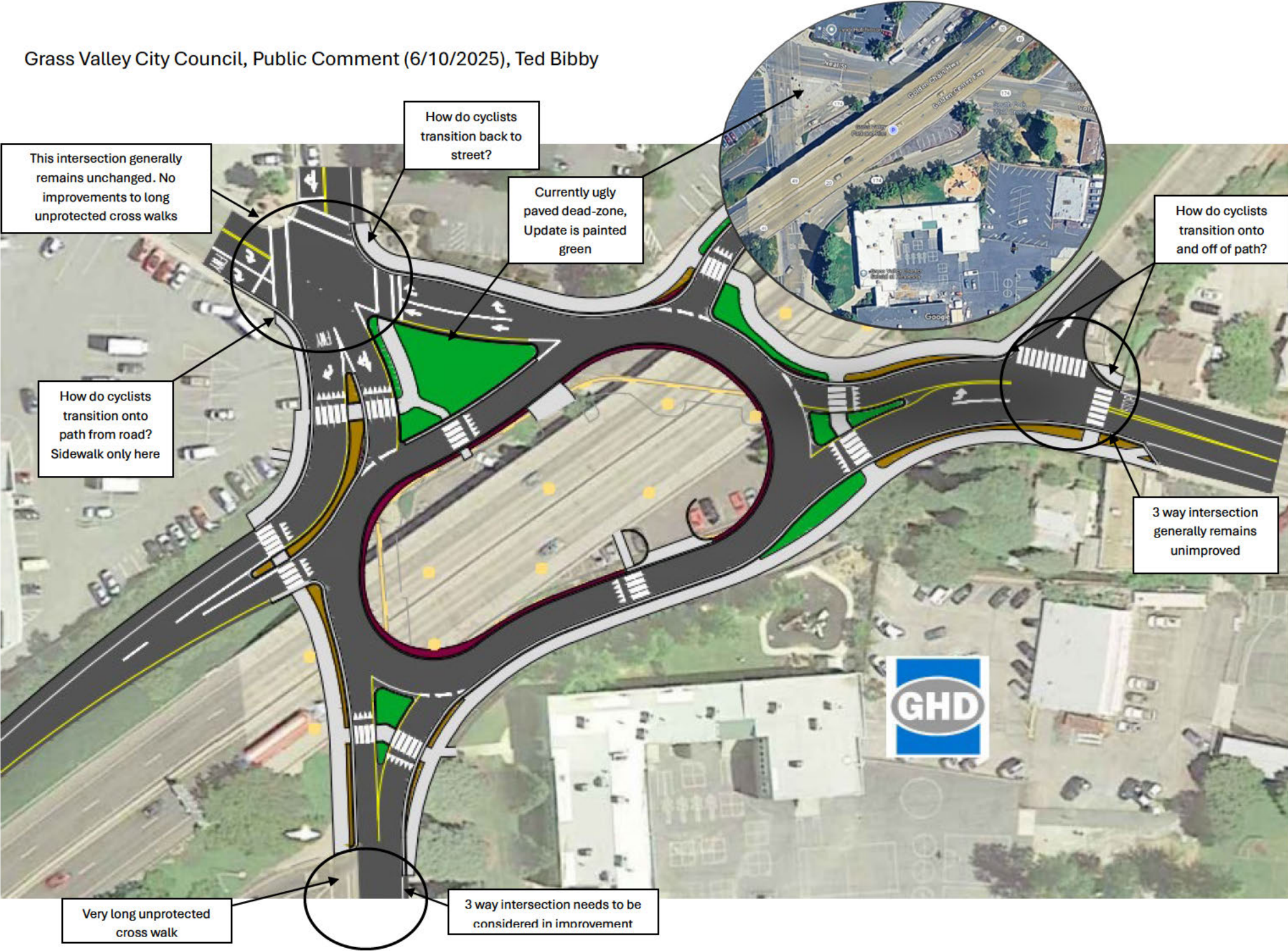
Why: A handful of people attended the public workshop. The record shows one daily bicyclist gave input.

Ask: **Re-convene stakeholders** (Walk Nevada County, school reps, disability advocates) before moving into 30% design. This supports SB 743 compliance and Caltrans' Complete Streets policy.

Recommendation: Preserve and Integrate the Wolf Creek Parkway Trail Vision

Why: The 2006 Wolf Creek Parkway Plan envisioned a daylighted creek and trailhead plaza—ignored in current design.

Ask: Recommend **integrating this vision into the current project** by preserving trail alignment and enhancing trail-user visibility at crossings.



Taylor Whittingslow

From: Kiya Gornik [REDACTED] >
Sent: Tuesday, June 10, 2025 8:04 AM
To: Public Comments
Subject: Public comment GV Council June 10 2025
Attachments: Kiya Bibby 174_20 GV Council public comment _ June 9 2025.pdf

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Good Morning,

Please find an attached letter for public comment at today's GV Council meeting on a non-agenda item.

Thank you!

-Kiya

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Kiya Bibby

Monday, June 9, 2025

Honorable Mayor, Vice Mayor, and Grass Valley City Councilmembers,

My name is Kiya and I am a resident of Grass Valley. I would like to express my strong support for improvements to the Highway 174/20/South Auburn Street intersection, particularly the inclusion of a roundabout. Our family of four regularly enjoys walking to our (lovely) downtown but we actively avoid walking under the 20 overpass because it is unpleasant and feels unsafe for children. The redesign is a wonderful opportunity to address this issue and build a City that is connected by foot and by bike.

As you continue the design, I respectfully urge you to prioritize and optimize bike and pedestrian safety, especially given the proximity of Grass Valley Charter (GVC) School, where I am a parent of a current student. Please consider the following aspects in your planning:

1. **Bike Commuting to GVC School:** Many students and residents bike to and from the School and through this intersection. In my child's classroom of ~ 20 students, 3 families bike commute, including our family. There are 19 other classrooms at GVC School. The design should include dedicated, safe, and intuitive bike lanes and/or crossings that encourage cycling.
2. **Safe Pedestrian Pathway From GVC School to Downtown:** GVC School organizes walking field trips to downtown Grass Valley, including for the holiday food drive and the Wild & Scenic Film Festival. The intersection improvements must facilitate safe and easy pedestrian access for very large groups of children as young as 4 years old, allowing them to cross from the School on S. Auburn Street, up Neal Street, and to the downtown promenade. Older students walking through the intersection to downtown after school may also be a concern.
3. **GVC School Pickup and Drop-off:** Ensure the design safely accommodates the significant volume of vehicle, bike, and pedestrian traffic during school pickup and drop-off times. In particular, the parking lot under the freeway and the crosswalk from the parking lot to the school near South Auburn Street & Eastbound Off-Ramp/Hansen Way are highly trafficked. Clear, protected pathways and crossing points are essential.
4. **Walkability/Bikeability between East/West Grass Valley:** This is an important junction for downtown area connectivity across Highway 20 for residents between the City's parks, schools, and businesses. There is no other feasible walking or biking route between public spaces east of 20 (downtown, Minnie & Condon Parks, Lymon Gilmore, Scotten & Bell Hill Schools), and west of 20 (Memorial Park, GVC School, S. Auburn & Colfax Ave businesses). This is a vital opportunity to enhance bike and pedestrian connections between these parts of town, benefiting families, businesses, and residents.

Finally, I'd like to encourage continued consultation between the City and/or design team and the Grass Valley Charter School to discuss safety and how their students, staff, and parents use this space.

Thank you for your time and consideration, and thank you to the City staff and design team for their efforts.

Sincerely,

Kiya Bibby
Grass Valley Resident, Grass Valley Charter School Parent