



## City of Grass Valley City Council Agenda Action Sheet

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**Title:** Main St Sealing And Striping - Authorize Bidding and Approve Design

**CEQA:** Categorically Exempt - Section 15301 “Existing Facilities”

**Recommendation:** That Council 1) approve the findings that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA); 2) provide direction to Staff on several design proposals; and 3) authorize the advertisement for bids.

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**Prepared by:** Bjorn P. Jones, PE, City Engineer

**Council Meeting Date:** 08/22/2024

**Date Prepared:** 08/15/2024

**Agenda:** Administrative

**Background Information:** The Main Street Sealing and Striping Project primarily involves the pavement replacement, microsurfacing and restriping of Main Street between Bennett Street and Church St. Also included are associated roadway improvements such as utility cover adjustments, signage and curb painting.

The street improvements associated with this project are exempt from environmental review pursuant to Section 15301 “Existing Facilities” of the CEQA Guidelines.

Copies of the plans and specifications for the Main Street Sealing and Striping Project are available for review in the Engineering Division office at City Hall. The total project cost is estimated at \$325,000. The award of a construction contract is anticipated to occur in Fall 2024, with construction in early 2025, depending on weather.

A number of design concepts and Engineering proposals are incorporated into the project that Staff would like to bring to Council’s attention and gain direction on how to proceed. These proposals are discussed individually in the sections to follow.

**Mill @ Main Intersection:** Since the Mill St Pedestrian Plaza was completed the number of pedestrians in the downtown area has increased significantly and it is apparent that additional safety measures for pedestrians crossing the stop controlled intersection of Mill and Main Streets would be advantageous. Engineering Staff worked with design consultant Coastland Engineering to evaluate different treatments for the intersection, including options of enhanced signage and striping, eliminating one of the crossings, or eliminating both crossings and creating a single centralized crossing.

Since the last Council meeting Staff has discussed a modified design which would eliminate the easterly (downhill) cross walk across Main St. An intersection exhibit is attached that shows the proposed enhancements. This alternative was the recommended treatment of Coastland Engineering and after further review this

configuration achieves a number of benefits which Engineering agrees make this the preferred option. Removing this crossing forces pedestrians to use the safer westerly crosswalk and consolidates crossings to a single area; reducing pedestrian to vehicle conflict points and making it an easier decision for motorists and pedestrians to determine when it is safe to proceed. The added right of way also opens up space for a more contiguous loading zone on the south side and an expanded sidewalk zone on the north side which could be utilized for a curbside sitting area. It is estimated that removing this crosswalk adds \$20-25,000 to the contract for demolition and associated reconstruction costs.

Other safety enhancements include painted crosswalk markings to better identify the crossing zones in place of the faded stamped concrete areas. Added lane lines and loading zones both serve to neck down the travel lanes (traffic calming), shorten the crossing distances for pedestrians and provide a convenient area for Mill St delivery vehicles. Median islands on the westerly crossing further restrict the travel lane widths and provide a small mid-block refuge area and a location for in street pedestrian crossing signs. Pedestrian activated rectangular rapid flashing beacons are proposed to provide heightened awareness of pedestrians entering the crosswalk similar to the very effective assemblies at Church and School Streets.

**South Auburn @ Main Intersection Crosswalk:** Coastland Engineering also evaluated the S Auburn and Main Street intersection due to safety concerns of the westerly crossing of Main Street. As the left/through lane coming from S Auburn St is signalized and does not have any oncoming traffic to contend with, motorists are not always acutely alert for pedestrians using the westerly crossing, leading to potential conflicts.

Coastland's recommendation was to eliminate this crosswalk in entirety and Engineering Staff agrees that this is the preferred alternative. Pedestrians may have slightly increased crossing times/distances depending on their destination, but this is a small tradeoff for the enhanced pedestrian safety, as well as increased efficiency for S Auburn St traffic turning onto Main St.

**South Auburn @ Main Intersection Signal:** Another concept that has been considered previously is converting the signal at S Auburn and Main Streets to a all way stop controlled intersection. In the past this intersection has reverted to stop control (flashing red) after daytime hours and on the weekends. The signal functions effectively as such a majority of the time.

Converting to full time stop control would lessen undesirable delays for motorists when signalized control is not necessary, likely more than 75% of the time. Traffic through the intersection would be more metered along the Main St corridor instead of letting a stream of vehicles through at one time. Stop control would also reduce maintenance costs of the traffic signal and could allow for future removal of some of the unsightly and obtrusive signal equipment.

Drawbacks could include slightly longer delays/queuing during peak periods; mainly school drop off and pickup times. Somewhat less protection for pedestrian crossings would also be experienced as the dedicated crossing cycles would no longer be functional in an all way stop control arrangement.

Staff proposes a trial period of placing the signal in flashing red, possibly through the

month of September, to evaluate functionality of all way stop control. The trial could always be cut short if issues arise.

**Parking Space Adjustments:** After pavement rehabilitation, the roadway will be restriped and parking marking “L’s” and “T’s” placed to define parking spaces, as well as painting curbs. Now is the time to make any parking area adjustments.

After an extensive evaluation of the parking space dimensions and layouts along the entire Main St corridor, Engineering Staff has developed a layout that would gain ten additional defined parking spaces over what exists today. Several adjustments are proposed to accommodate this substantial increase in available parking, as follows:

- Shorten loading zone near Holbrooke Hotel approximately 10 feet. Over 32 feet would remain.
- Eliminate loading zone near Kaido restaurant. New loading zone through the Mill St intersection to act as replacement.
- Shorten loading zone near Book Seller approximately 10 feet. New loading zone through the Mill St intersection to act as replacement.
- Shorten loading zone near Country Wood approximately 10 feet. Over 32 feet would remain.
- Shorten loading zone near Nevada Club approximately 10 feet. Approximately 22 feet of loading zone. This loading zone is not ideal due to the alignment of travel lanes from E Main St and use by larger delivery trucks should be discouraged.
- Eliminate motorcycle parking zone in front of Wolf Mountain Spa. Rarely used currently.
- Relocate loading zone from in front of Enrique’s Lounge, to the front of Wolf Mountain Spa, approximately 40 feet away. The new location would eliminate vehicles having to execute a parallel parking maneuver to enter the space and would free up more room (when loading is not in use) approaching the S Auburn St intersection for vehicle storage and maneuvering into the through/right turn travel lane.
- Eliminate green zone in front of PGE. With the PGE office closed, short term parking zones are no longer warranted.
- In several locations change the standard parking space length to 20 feet. Currently central spaces in a parallel aisle have a minimum 22 foot length. Reducing the standard to 20 feet makes it more difficult to accommodate larger vehicles executing a parallel parking maneuver. Other jurisdictions have allowed up to 75% of parallel parking to be “Intermediate” or “Compact” spaces with lengths down to 19’ in their downtown areas. As proposed, 14 out of the 46 spaces along the Main St corridor would be 20’ long central spaces, or approximately 30% of the total, an appropriate sum for the urban environment.

Staff requests that Council provide any direction on the described proposals at the Council meeting for the Main St Sealing And Striping Project. After consideration, Engineering will finalize the design and contract documents in order to release the project for bidding. The requested Council motion is to approve the findings that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) and authorize the advertisement for bids.

**Council Goals/Objectives:** The Main St Sealing And Striping executes portions of work tasks towards achieving/maintaining Strategic Plan Goal - City Infrastructure Investment

**Fiscal Impact:** The project is fully funded in the 2024/25 CIP Budget with Measure E funding.

**Funds Available:** Yes

**Account #:** 300-406-63850

**Reviewed by:** City Manager

**Attachments:** Main St @ Mill Exhibit  
Coastland Engineering Technical Report