

City of Grass Valley

City Council Regular Meeting, Capital Improvements Authority and Redevelopment
“Successor Agency”

Tuesday, April 8, 2025

Comments on Agenda Item 6 (Measure E Street Rehabilitation Project) and item 16,
Downtown Street Rehab Project

Comments from-Katherine Thompson, kathompson111@gmail.com, 916-835.1541

- President, Sierra Express Bicycle Club of Nevada County (Sierra Express), sierraexpress.org
- Bicycle commuter between Grass Valley and Nevada City-for appointments, errands, and shopping
- Grandchildren that go to school and play sports in Grass Valley.
- Sierra Express performed a street survey related to bike safety in late 2024 and provided specific recommendations for improving bike safety on streets in Grass Valley including East Main Street, Brunswick, and Sutton Way. The recommendations were provided to the Nevada County Transportation Commission and the city.
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- Sierra Express would like to see a bike friendly “town-to-town” route from Grass Valley to Nevada City that is safe for recreational cyclists, visitors, commuters, and youth. ..Perhaps something like bike route #1 from the Fairgrounds to Nevada City. A safe cycling route between towns likely includes Main Street, Nevada City Highway, Brunswick and Sutton Streets in addition to the designated route on Church Street.
- We acknowledge that much of the proposed route does have bike lanes but then the bike lanes disappear and usually at the most dangerous areas. We need to address these dangerous areas as part of these projects.
- Town-to-town routes for both recreation and transportation are a priority of the new Nevada County Recreation and Resiliency Master Plan.

- Given our 2024 survey and current MUTCD (Manual on Uniform Traffic Control Devices), we are concerned that the planned projects appear to largely perpetuate the unsafe cycling conditions on East Main Street and high traffic intersections (Dorsey/Sierra College, Brunswick, Sutton). In several cases, the striping plans appear to not meet MUTCD standards. Examples: Sharrows too close to cars, bicycle lane in a right turn lane, and busy intersections without any traffic control for bicycles.
- Additionally, signage needs to be added such as “bikes may use full lane,” “begin right turn, yield to bikes,” and so on. In some cases, bike lanes are not 48” wide.
- The MUTCD prescribes ways to make these intersections much safer and should be used to address dangerous areas.
- We want to emphasize the safety changes the Manual recommends can be accomplished with paint and signage.
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- The proliferation of e-bikes has made it easier to transverse Grass Valley. Visitors are coming to Grass Valley with e-bikes to explore the area. More residents, parents with children, and youth are getting e-bikes to use as transportation.
- In the long run, our goal should be separate bikeways that we all feel safe using. We need to explore creative solutions, look outside of the box.

Document: SEBC-GVRoad rehab comments 8 April 2025

Taylor Whittingslow

From: Susan Rogers [REDACTED]
Sent: Sunday, April 6, 2025 9:46 PM
To: Public Comments
Subject: Comment on Consent Item #8

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Hello, this is a request to remove Item 8 from the Consent Calendar so that Councilmembers can discuss it separately: "Community Engagement Specialist Position."

I think the concept of having a "Community Engagement Specialist Position" is a good one and it sounds like you have an existing qualified employee. My issue is how this affects the City's staffing budget, because my neighbor and I were told recently that there are now only two (2) employees on your Public Works street maintenance crew.

If we misunderstood, and there are still three (3) people on the crew (as we were told a few months ago in our neighborhood by your lead street maintenance man), that is still far less than the six people he said he used to have.

If you have only two or three people, I respectfully suggest that is not enough, and that serious attention needs to be paid to the staffing in that department. You are all aware of the repeated complaints that residents make about City streets. Has there ever been an analysis of our Public Works department staffing levels compared to similar rural cities and towns, looking at, for example, **the ratio of street maintenance people to how many miles of streets need to be maintained? The average age of the streets should also be part of the analysis, since a city with much newer roads will not need as much road repair.** Please ask staff if this type of analysis has ever been done.

If we heard correctly that you now have only two people doing street maintenance, any reasonable person can see that's a real problem, both for your overworked, stressed-out street repair people as well as the residents who have to drive on disintegrating roads.

So while I think someone focusing on Community Engagement is a great idea, I'd say it's **not** a great idea of that means there is not enough staff budget to replace -- or ideally increase -- the staffing in your road maintenance department.

Please, take this off the Consent Calendar so it can be discussed in the context of the City staff budget and the number of street maintenance people you currently have on staff.

Thank you,

Susan Rogers
640 Charlene Lane

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Susan Rogers

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