

Taylor Whittingslow

From: PATRICK JOHNSON - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Tuesday, February 24, 2026 3:07 PM
To: Public Comments
Subject: Voicemail from PATRICK JOHNSON at [REDACTED] Feb 24 2026 3:05 PM
Attachments: 1771974358-00004711.mp3

GOTO

You received a new voicemail message



New voicemail message

Time: Tuesday, February 24 2026 3:05 PM

From: PATRICK JOHNSON [REDACTED]

Duration: 38 seconds

Voicemail box: 8880

Transcript: Hi, my name is Patrick Johnson. My address is 16714 Scott way in grass valley. I am just calling to share my support for the roundabout project and I would like to encourage all the members of the city council to vote for the plan. I think it looks great as someone who travels from Alta Sierra to grass valley. I have dealt with that crazy intersection before, and I feel like this new plan is going to make that route so much easier. So I encourage everyone to please vote yes. And thank you for listening to my comment.

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Taylor Whittingslow

From: Mark Reilly [REDACTED]
Sent: Tuesday, February 24, 2026 2:20 PM
To: Public Comments
Subject: Downtown Grass Valley Roundabout Project - Item #6

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Dear City Council Members,

As an architect and ten year resident of Grass Valley who walks downtown daily from my home south of the freeway, I wanted to share my thoughts on the proposed South Auburn/Neal/Colfax/Tinloy/Hansen/Highway 49 roundabout.

The freeway divided our town in half when it was built, and the two-lane highway feeder streets on either side of it have only furthered that division. Rethinking this intersection allows us the opportunity to reweave the urban fabric of this area and rethink what is best for the residents of and visitors to Grass Valley.

As you consider this car-centric roundabout proposal and/or further develop it, I hope you consider the following:

Pedestrian Safety and Access: Pedestrian safety and access should be the key component of whatever changes are made at this intersection. The existing East Main roundabout is at the intersection of two streets (East Main and Idaho Maryland) and a freeway on/off ramp, and it is *not* pedestrian friendly. Fortunately, there aren't many residents that live around it or need to walk through it. On the other hand, the proposed roundabout is at the intersection of *five* streets and a freeway on/off ramp, and is directly adjacent to major residential neighborhoods, a school, and our pedestrian focused downtown. How will the proposed roundabout be more pedestrian friendly than the existing roundabout on East Main?

Bicycle Safety and Access: There doesn't appear to be any safe/separate path of travel for bicycles in the plan, and it should be taken into consideration and included. Doing it now means not having to redo it later. Having a safe bike lane that connects through this intersection to the future Wolf Creek Trail is essential. Connecting downtown to the Empire Mine State Park with a bike lane also makes perfect long-term sense. Have bicycle access and safety been considered in the proposed plan?

Citywide Traffic Patterns: The impact on existing traffic patterns should also be considered. With the proposed southbound change at the South Auburn/Neal intersection, people who currently access the freeway from West Main to South Auburn would instead have to take residential streets to Neal to South Auburn or take East Main to East Bennett to Tinloy. This would impact all of these streets and neighborhoods. Further, the historic southern entry/exit to downtown via South Auburn would be sadly obliterated by the proposed design and put more burden on Neal. Has the impact on citywide traffic patterns been included in the traffic studies?

Impact on Merchants: The proposed roundabout physically and psychologically steers arriving residents and visitors away from downtown Grass Valley when they exit the freeway at South Auburn.

Clear and easy access to downtown shops and parking from the freeway should be an essential component of the plan to help maintain a thriving downtown.

Highway 49 Off Ramp: The freeway off ramp at South Auburn was not included in the drawing, but is a critical component of this intersection. The off ramp has been the site of numerous accidents and an auto related pedestrian fatality. How will this exit be integrated into the proposed plan and how will it improve pedestrian safety here?

Grass Valley Charter School: The Grass Valley Charter School was also left off the plans, yet it generates substantial back-ups twice a day on South Auburn and Colfax and is a hub of pedestrian activity. Has its impact been taken into account?

Wolf Creek and Future Wolf Creek Trail: Wolf Creek is an asset to our downtown. Making the downtown section of Wolf Creek more pedestrian friendly, parklike, and accessible should be a goal of the plan or a future master plan. Access of the Wolf Creek Trail through this intersection is also critical, but it's not clear if it was considered in the plan.

Welcome Miner Sign: As side note and additional consideration, Grass Valley residents love the "Welcome" miner sign that was at the intersection of South Auburn and Main Street circa 1900, and it would be great to bring him back and place him at this intersection as public art that welcomes everyone to our town. Hopefully this will be taken into consideration too.

Is the proposed, somewhat heavy handed, car-centric roundabout the answer to addressing these issues? Or is a simpler pedestrian focused solution (eliminate stop lights? add stop signs? make Tinloy and Hansen one lane? eliminate the Tinloy extension between Neal and South Auburn?...) a better and more appropriate solution? As most city planners, architects, and engineers say, "less is more".

Thank you for your consideration of these items in your vote today, and in moving forward with any future plans.

Sincerely,

Mark Reilly

Grass Valley Home Owner, Resident, Pedestrian, Biker, and Architect

Taylor Whittingslow

From: JOHNSON SEAN - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Tuesday, February 24, 2026 1:00 PM
To: Public Comments
Subject: Voicemail from JOHNSON SEAN at [REDACTED] on Feb 24 2026 12:56 PM
Attachments: 1771966592-00004389.mp3

GOTO

You received a new voicemail message



New voicemail message

Time: Tuesday, February 24 2026 12:56 PM

From: JOHNSON SEAN [REDACTED]

Duration: 1 minute 47 seconds

Voicemail box: 8880

Transcript: Hi, my name is Sean Johnson, and I'm calling from Grass Valley, California. And I am calling to address the roundabout that I know is coming up for a vote, I believe at tonight's meeting. And I just want to put my support in for the plan that the committee selected a few months back. I think it's a really great plan. I like the streamlined approach. I like that there's no stoplights or stop signs interrupting the flow of the traffic. And while it could be confusing at first, I believe that very quickly the community members will adapt to this roundabout. And one thing they'll adapt to for sure is the flow of traffic that this roundabout will help. Because as we all know, this is a very troublesome intersection. And for a community of our size, it's sort of silly to have such a troublesome intersection. Also, comma, I would like to encourage the City Council to keep in mind that this is going to be the front door to our

community for community members and for guests visiting. And I want to make sure that it is well landscaped, it is pedestrian friendly, it is wheelchair accessible, it is safe. And I would encourage them to think about the roundabouts we already have in our community, the roundabouts that are in Truckee, and think about public art to make them beautiful. Thank you.

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Taylor Whittingslow

From: Amber Cubitt [REDACTED]
Sent: Tuesday, February 24, 2026 11:09 AM
To: Public Comments
Subject: Regarding the proposed round about.

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Members of the City Council,

I am writing to express my opposition to the proposed roundabout project. Based on the information provided, the plan does not appear to be a practical or cost-effective solution for our community.

The projected expense is significant, and it is unclear whether the roundabout will meaningfully improve traffic flow or safety. Given the financial impact and unanswered concerns, I respectfully urge the Council to reconsider this proposal and explore more feasible alternatives that better serve residents.

Thank you for your time and consideration.

Sincerely,

Taylor Whittingslow

From: Lynn Dell [REDACTED]
Sent: Tuesday, February 24, 2026 10:29 AM
To: Public Comments
Subject: Re: Roundabout

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On 02/23/2026 8:43 PM PST Lynn Dell [REDACTED] wrote:

Creating a roundabout that will bring more traffic along the side of the GV Charter school and TK playground seems unnecessarily dangerous.

What will be done to mitigate the demolition and construction noise, hazardous dust, etc so it will not impact the young children trying to learn and play within yards of this project? What will be installed to protect the students from the increased traffic?

Where is the data to support this project? What studies have been done to show the need? You might have more public support if you show this information. And if not, why not? Where is the data?

The way this project seems to be being pushed through is why the council, city manager and others have gotten such a poor reputation of late.

Taylor Whittingslow

From: KEETH AARON - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Monday, February 23, 2026 9:46 PM
To: Public Comments
Subject: Voicemail from KEETH AARON at [REDACTED] on Feb 23 2026 9:45 PM
Attachments: 1771911914-00003acb.mp3

GOTO

You received a new voicemail message



New voicemail message

Time: Monday, February 23 2026 9:45 PM

From: KEETH AARON [REDACTED]

Duration: 14 seconds

Voicemail box: 8880

Transcript: Laura Lewis, 10140 Gold Drive, Grass Valley, California. And I would say no more roundabouts, please. Thank you.

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Taylor Whittingslow

From: Lynn Dell [REDACTED]
Sent: Monday, February 23, 2026 8:43 PM
To: Public Comments
Subject: Roundabout

You don't often get email from [REDACTED] [Learn why this is important](#)

Creating a roundabout that will bring more traffic along the side of the GV Charter school and TK playground seems unnecessarily dangerous.

What will be done to mitigate the demolition and construction noise, hazardous dust, etc so it will not impact the young children trying to learn and play within yards of this project? What will be installed to protect the students from the increased traffic?

Where is the data to support this project? What studies have been done to show the need? You might have more public support if you show this information. And if not, why not? Where is the data?

The way this project seems to be being pushed through is why the council, city manager and others have gotten such a poor reputation of late.

Taylor Whittingslow

From: Emma Westrope [REDACTED]
Sent: Monday, February 23, 2026 5:26 PM
To: Public Comments
Subject: Proposed Roundabout

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Dear Members of the City Council,

I am writing to express my opposition to the proposed roundabout project. Based on the information provided, the plan does not appear to be a practical or cost-effective solution for our community.

The projected expense is significant, and it is unclear whether the roundabout will meaningfully improve traffic flow or safety. Given the financial impact and unanswered concerns, I respectfully urge the Council to reconsider this proposal and explore more feasible alternatives that better serve residents.

Thank you for your time and consideration.

Sincerely,
Emma Westrope

Taylor Whittingslow

From: Not Christina [REDACTED]
Sent: Monday, February 23, 2026 5:26 PM
To: Public Comments
Subject: Opposition to Proposed Roundabout Project

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Members of the City Council,

I am writing to express my opposition to the proposed roundabout project. Based on the information provided, the plan does not appear to be a practical or cost-effective solution for our community.

The projected expense is significant, and it is unclear whether the roundabout will meaningfully improve traffic flow or safety. Given the financial impact and unanswered concerns, I respectfully urge the Council to reconsider this proposal and explore more feasible alternatives that better serve residents.

Thank you for your time and consideration.

Sincerely,


Christina Westrope

Taylor Whittingslow

From: HICKS TRACIE - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Monday, February 23, 2026 4:22 PM
To: Public Comments
Subject: Voicemail from HICKS TRACIE at [REDACTED] on Feb 23 2026 4:20 PM
Attachments: 1771892400-0000398b.mp3



You received a new voicemail message

 New voicemail message

Time: Monday, February 23 2026 4:20 PM

From: HICKS TRACIE [REDACTED]

Duration: 21 seconds

Voicemail box: 8880

Transcript: Hi, this is Tracy Hicks. I'm at 210 Sutton Way, and I'm calling about this ridiculous roundabout on South Auburn Street It's dangerous. It takes away and deters from our historical value of our town It's a cockamamie idea and it needs to be stopped

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Taylor Whittingslow

From: WIRELESS CALLER - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Monday, February 23, 2026 4:11 PM
To: Public Comments
Subject: Voicemail from WIRELESS CALLER at [REDACTED] on Feb 23 2026 4:09 PM
Attachments: 1771891790-00003950.mp3

GOTO

You received a new voicemail message



New voicemail message

Time: Monday, February 23 2026 4:09 PM

From: WIRELESS CALLER [REDACTED]

Duration: 29 seconds

Voicemail box: 8880

Transcript: Hi, my name is Kayla and my address is 1449 Begsworth way number 14 grass Valley, California nine five nine four five and I'm calling in to Public comment about the roundabout and downtown grass valley And I would like to comment that I don't think that we should have that in our town And I was born and raised here and I feel like it looks catastrophic. So I'm saying no to the roundabout. Thank you

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Taylor Whittingslow

From: Janet Malone [REDACTED]
Sent: Monday, February 23, 2026 3:16 PM
To: Public Comments
Subject: Roundabouts

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I would like to express my displeasure and concern regarding the proposed roundabouts scheduled to go in on So. Auburn St. I feel it is unnecessary and going to create many problems.

Signed,
Janet Malone

[Yahoo Mail: Search, Organize, Conquer](#)

Taylor Whittingslow

From: Giovanni Di Fabio [REDACTED]
Sent: Monday, February 23, 2026 3:05 PM
To: Public Comments; Bjorn Jones
Subject: Liability Exposure of Option 5 (Diversion of S. Auburn St to Neal St)

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Dear Honorable Mayor, City Engineer and Members of the Grass Valley City Council,

As a transportation management professional and fan of roundabouts and safe streets, I am writing as a citizen to provide public comment regarding the proposed roundabout project, specifically Option 5, which would divert freeway access traffic from S. Auburn Street to Neal St.

The GHD technical report dated 2/6/26 to Bjorn Jones, City Engineer, does not address pedestrian safety concerns regarding the increased traffic being diverted onto Neal Street. The report simply states that the street can mostly handle the increased “storage” of traffic by admitting that it will be backing up past Safeway but without significantly backing up onto S. Auburn.

While I had limited time to fully review, the GHD report appears to assume S. Auburn traffic will divert and use the roundabout via Tinloy St. and ignores the fact that local drivers coming into downtown via Main and visitors leaving downtown west of Mill will overwhelmingly reroute to access the roundabout via the extremely dangerous intersection of Mill/Neal.

The report makes no mention of “Right-in” traffic that is highly likely to begin using the Safeway parking lot as a turnaround or pass-through. This is called “inverse condemnation” and Safeway is extremely litigious. The GHD report stating that traffic will backup past its driveway is solid evidence against the city when Safeway begins receiving an increase of rushing travelers unlawfully passing through the lot or a patron is injured or killed.

Forcing S. Auburn drivers onto Neal and Banks would prevent downtown drivers from directly accessing Highway 49 or continue south on S. Auburn. Assuming traffic will utilize Banks Street to Tinloy is quite optimistic. Banks Street has decent sight lines but is narrow and inconvenient to access from Downtown areas west of Mill Street. This means Option 5 will directly and indirectly divert a substantial volume of Downtown traffic onto both directions of Neal Street—a roadway that is already narrow, congested, and heavily pedestrian-utilized.

The intersection of Neal and Mill Streets is particularly concerning as it currently exists. It is a blind corner with restricted sightlines for both drivers and pedestrians. It is by far one of the most popular pedestrian crossings into the Mill Street shopping district. Turning movements are tight, sidewalks are narrowly constrained, and visibility of all parties is limited by existing building placement. Liability exposure is already high with so many children crossing to visit the library or get ice cream, and increasing vehicle congestion by making this location the primary access point for freeway and S. Auburn drivers leaving downtown materially elevates the risk of pedestrian-vehicle collisions.

Additionally, forcing southbound S. Auburn onto Neal will likely create unintended behavioral consequences. Drivers attempting to correct course will predictably begin using the Safeway parking lot as an informal turnaround or U-turn location in order to reorient themselves toward Highway 49. Congestion on westbound Neal is already causing occasional diversion into Safeway with drivers using the parking area as a roadway to access Mills Street more quickly. This would introduce higher-speed directional changes within a busy commercial parking lot designed for local circulation — not arterial redirection. Such maneuvering significantly increases the risk of vehicle collisions and pedestrian injuries in an area with frequent foot traffic.

Downtown Grass Valley's strength is its walkability and human scale. Concentrating additional vehicle traffic into its narrowest corridors is inconsistent with long-term safety and vitality. Grass Valley should be looking at ways to increase pedestrian safety on dangerous, narrow Neal Street and Option 5 is a dangerously scary scenario for pedestrians, library patrons and shoppers.

Conclusion: If an injury or fatality were to occur on Neal with its known safety hazards, or at Safeway as a foreseeable result of a known traffic diversion design, the City could face substantial liability exposure.

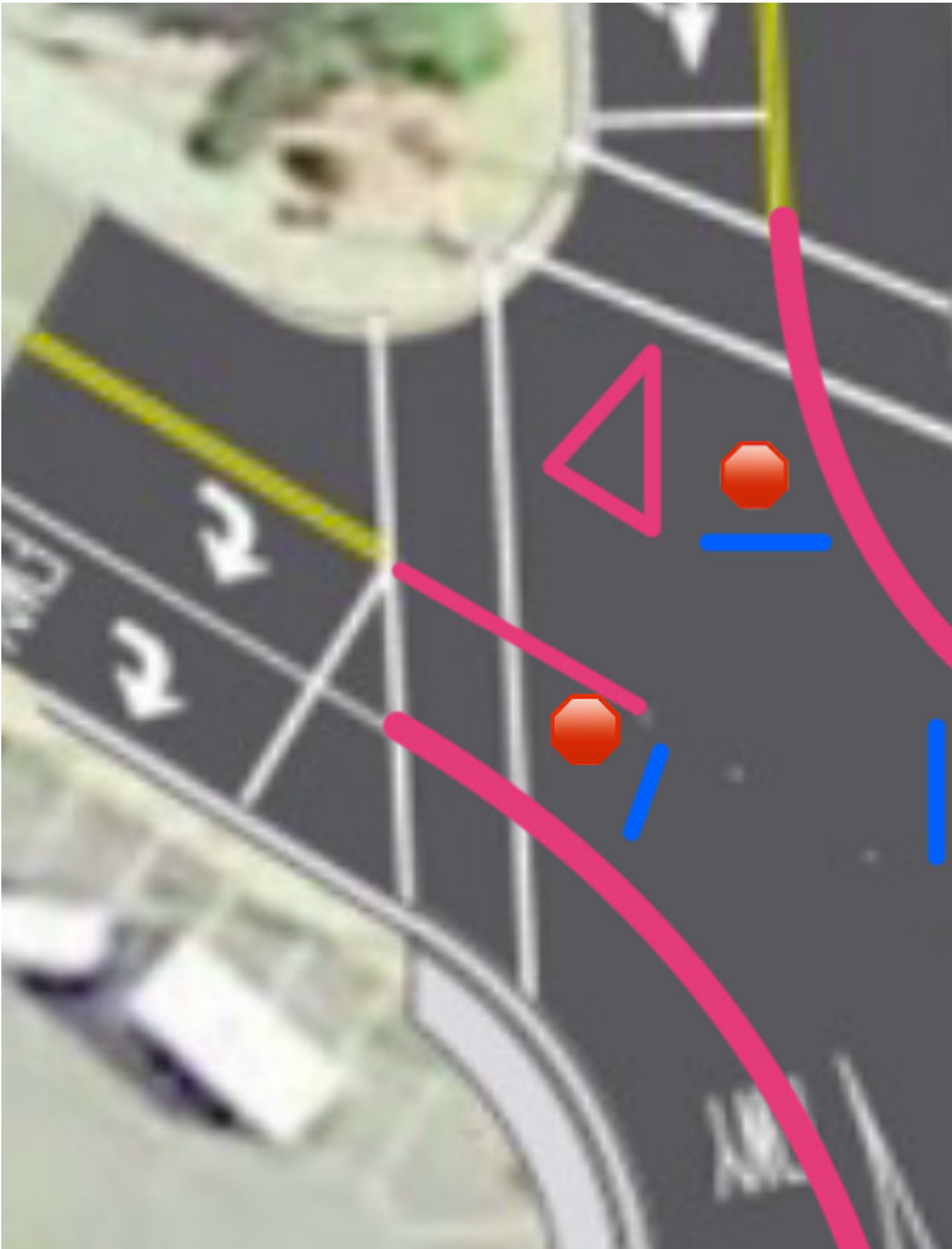
Additional thought: I don't submit this comment as just a warning, I also submit it with a solution. With very minimal striping (blue) and curb redesign (pink), you'll be able to retain access for through traffic in all directions without the need for complicated signals or construction. My solution would reduce traffic on Neal by retaining freeway access to drivers on S. Auburn St. I would also like to propose that the city work on additional solutions to improve pedestrian safety on Neal and reduce Mill Street traffic from speeding through the Safeway parking lot to access the freeway. Thank you for your time and thoughtful consideration.



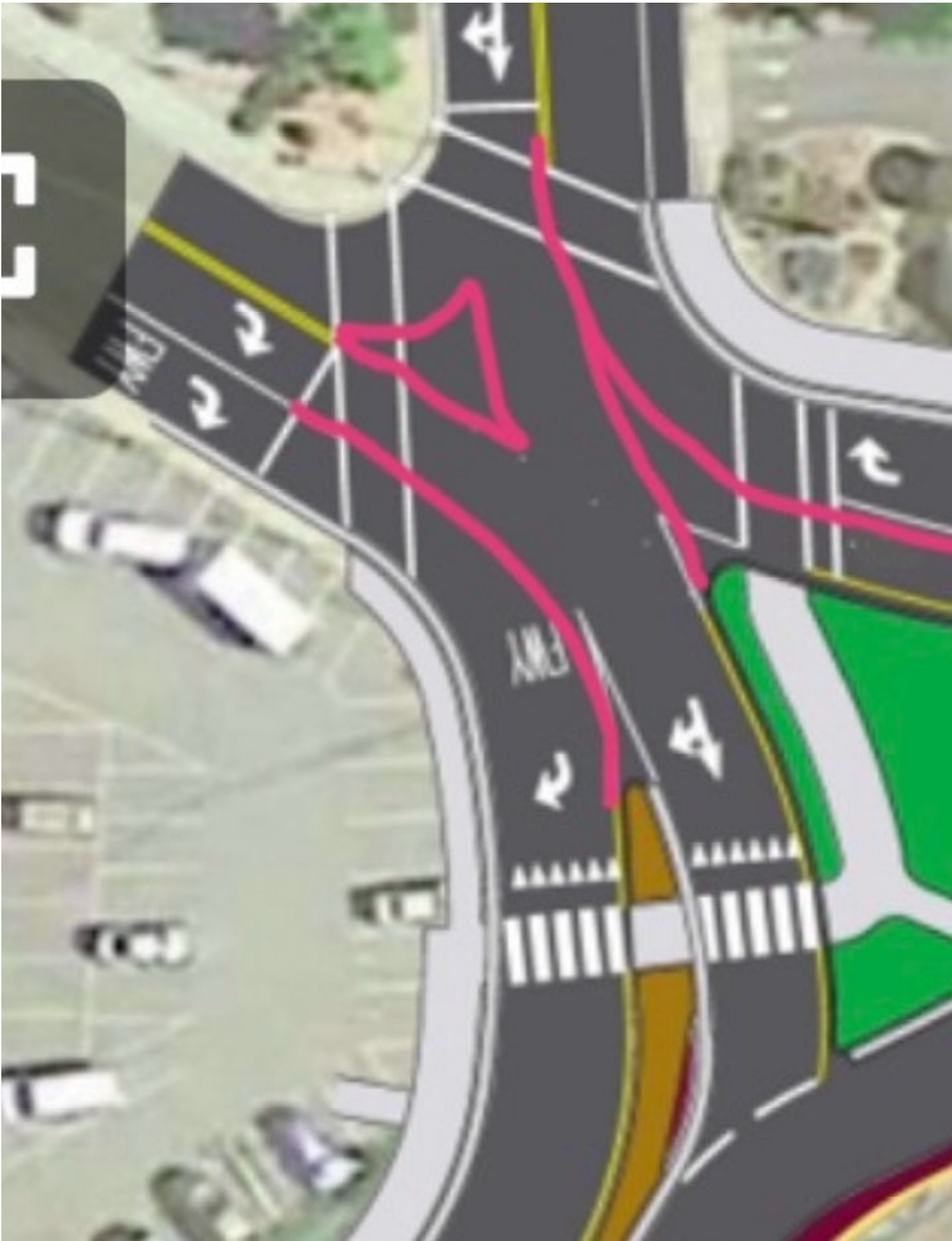
Option #1: Original oblong roundabout

Option 1 but with a 3-way stop would be accomplished with minimal infrastructure. Crosswalk would

need to be setback into dedicated area. The southbound S.Auburn stop sign could be optional.



This is an additional option requires no stop signs and allow southbound traffic to pass but does restrict access onto westbound Neal from the freeway, which isn't ideal for Safeway access.



These are rough overlays are drawn onto the Option 1 sketch for clarity, but both versions could be easily incorporated into the Option 5 sketch.

Respectfully,

Gio DiFabio
Master of Science, Transportation Management
Grass Valley, California
628-213-5101

Taylor Whittingslow

From: John Pettitt [REDACTED]
Sent: Monday, February 23, 2026 1:13 PM
To: Public Comments
Subject: The proposed roundabout study is insufficient.

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I read the traffic engineering reports and was surprised to find no discussion of how rerouting traffic from S Auburn will affect traffic flow on nearby streets, particularly Main to Church to Neal, Main to S Auburn to Bank, and Main to E Bennet to Tinloy. All of those will carry the traffic formerly routed down South Auburn. Yes there is no discussion in the document. The Neal Street route involves an awkward intersection at Mill Street. S Auburn to Bank route would add a left turn across traffic heading north. The Main to Bennet option adds distance and increases congestion at the light, which is already a mess with traffic exiting the gas station and post office.

In my experience as former Vice Chair of the Sausalito Planning Commission, this plan needs to be comprehensive and provide analysis of the impact on the whole downtown circulation. As such it's inadequate as written and should be rejected.

John Pettitt

Taylor Whittingslow

From: Janet Goodban [REDACTED]
Sent: Monday, February 23, 2026 11:23 AM
To: Public Comments
Subject: South Auburn-Neal Street Roundabout

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I vehemently oppose this plan. Downtown is congested enough without creating more chaos by building this roundabout. There are other places in GV that would be better suited. There must be other better less intrusive options.

Please do NOT pass this plan!


- Janet Goodban
Grass Valley resident

Taylor Whittingslow

From: ECKERLING G. - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Monday, February 23, 2026 12:29 AM
To: Public Comments
Subject: Voicemail from ECKERLING G. at [REDACTED] 7 on Feb 23 2026 12:27 AM
Attachments: 1771835230-00002a09.mp3

GOTO

You received a new voicemail message

 New voicemail message

Time: Monday, February 23 2026 12:27 AM

From: ECKERLING G. [REDACTED]

Duration: 35 seconds

Voicemail box: 8880

Transcript: Hi, this is Garrett Eckerling 1-1-9-5-3, Alta Sierra Drive, Grass Valley. I think that changing the traffic pattern on the South Auburn Street interchange that you guys are working on is a really bad idea. I'm not sure what the problem is that you're trying to fix, but it doesn't look like it would be very efficient doing it this way. don't make any changes. Thanks.

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Taylor Whittingslow

From: Mark DeMartini [REDACTED]
Sent: Sunday, February 22, 2026 8:28 PM
To: COGV General Voicemail
Subject: Roundabout Design

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am a retired licensed Civil Engineer that used to work for Caltrans. I do not agree the proposed roundabout design would be good for our city!!! It would be better to leave the area alone than to mess up the southbound traffic on South Auburn Street as proposed!!!

Mark DeMartini

Sent from my iPhone

Taylor Whittingslow

From: COGV General Voicemail
Sent: Sunday, February 22, 2026 8:24 PM
To: COGV General Voicemail
Subject: Form submission from: Contact us



GRASS VALLEY
A PLACE TO LIVE AND THRIVE

02/22/2026 - 8:24pm

City of Grass Valley »

WEBFORM SUBMISSION

Submitted by anonymous user:
[2600:1010:b358:7142:28d0:6eb9:761f:94f5]

Your name:
Mark DeMartini

Your e-mail:

[REDACTED]

Your Phone Number:

[REDACTED]

Message:

I am a retired licensed Civil Engineer that used to work for Caltrans. I do not agree the proposed roundabout design would be good for our city!!! It would be better to leave the area alone than to mess up the southbound traffic on South Auburn Street as proposed!!!

Attachment(s) (if applicable):

CONTEXT INFORMATION

Profile contacted:
[Contact us](#)

[View results](#)[Download results](#)

Taylor Whittingslow

From: Mark DeMartini [REDACTED]
Sent: Sunday, February 22, 2026 8:20 PM
To: Public Comments
Subject: Bad Roundabout Design

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am a retired licensed Civil Engineer that used to work for Caltrans. I do not agree the proposed roundabout design would be good for our city!!! It would be better to leave the area alone than to mess up the southbound traffic on South Auburn Street as proposed!!!

Mark DeMartini
5309134901


Sent from my iPhone

Taylor Whittingslow

From: CARMAN STEVEN - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Sunday, February 22, 2026 7:15 PM
To: Public Comments
Subject: Voicemail from CARMAN STEVEN at [REDACTED] on Feb 22 2026 7:14 PM
Attachments: 1771816444-000029e4.mp3

GOTO

You received a new voicemail message

 New voicemail message

Time: Sunday, February 22 2026 7:14 PM

From: CARMAN STEVEN [REDACTED]

Duration: 58 seconds

Voicemail box: 8880

Transcript: Hello, my name is Steve Carmen. My address is 10258 Cary Drive, Grass Valley. My comment is that I think the suggested change for the traffic pattern in downtown Grass Valley would be an absolute disaster. I see no reason why the changes suggested have to be made. I don't think there is a high enough risk that would cause this to be required and it seems like an absolute waste of money, time, and that the solution proposed makes little to no sense and makes the situation worse than it is now.

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★★★★★