Title

City of Grass Valley

2025 ATP Large Infrastructure Application

ATP: Previously Submitted Applications

08/13/2024

Score	n/a
Has this project been submitted in a previous ATP cycle?	No
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	

ACTION REQUIRED: ATP Cycle 7 Project Application- 3-Grass Valley, City of-1

11/13/20

Score	n/a
Eligibility issue:	The City of Grass Valley acknowledges the grades as shown on the preliminary plans do not meet ADA standards; 5.7% running slope for the portion of segment 4 in question. The City fully intends to conform with current ADA design standards in the final design process, but at the present level of design, Engineering has yet to determine the most effective means to accomplish compliance for this segment. Resting landings at appropriate intervals in accordance with ADA standards is the most likely treatment, but alternate compliance options such as increased retaining wall height to lessen running slope, switchbacks, or a modified trail alignment will need to be further evaluated before settling on a final, compliant design.
Constructability/Deliverability issue:	Design changes for segment 4 were anticipated to achieve ADA compliance. As the measures needed for compliance are relatively minimal in the scope of the whole project; less than 1% reduction in running slope for approximately 450 feet of the 1.8 mile trail, they are not expected to significantly affect the overall project cost. Suitable contingencies should already be present in the project budget to cover additional costs related to ADA design revisions; however if necessary, the City would contribute additional local funds to cover any shortfalls.

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

11/14/2024

Score	n/a

REQUIRED: Update Funding Years and ATP Totals

C7.atp-adopted-funds-template.xlsx

Original Submission

06/17/2024

Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	City of Grass Valley
Implementing Agency's LOCODE	5023, Grass Valley
Implementing Agency's Address	125 East Main Street Grass Valley CA 95945 US 39.21915 -121.0612
Implementing Agency's Primary Contact Person	Bjorn Jones
Primary Contact Person's Title	City Engineer
Primary Contact Person's Phone Number	+15302744353
Primary Contact Person's Email Address	bjornj@cityofgrassvalley.com
Implementing Agency's Secondary Contact Person	Tim Kiser
Secondary Contact Person's Title	City Manger

Secondary Contact Person's Phone Number	+15302744312
Secondary Contact Person's Email Address	timk@cityofgrassvalley.com
Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	03-5023S21
Implementing Agency's State Caltrans Master Agreement Number	
Does this project have a Project Partnering Agency?	No
	Part A2: General Project Information
Project Name:	Wolf Creek Community and Connectivity Project

Summary of Project Scope:	The Wolf Creek Community and Connectivity Project augments an existing trail network in Grass Valley by adding approximately 1.75 miles to the existing 1.2-mile trail . Grass Valley, founded in 1851 and significantly influenced by its Gold Rush history, has infrastructure that has struggled to keep pace with modern transportation needs. Narrow roadways designed for horse and carriages often provide limited bicycling facilities and a disjointed sidewalk network built up over time contains missing segments and lacks direct connectivity to key destinations. This Project will effectively link the downtown core with residential and commercial areas, promoting accessibility and connectivity across the community, while integrating responsibly with Grass Valley's treasured natural resource, Wolf Creek. Spanning three disadvantaged community census tracts, characterized by an average median household incomes less than 60% of statewide median; the project targets areas where such infrastructure enhancements are particularly beneficial and presently lacking. By providing a safe and welcoming alternative to the existing vehicle centric transportation system, the expanded trail network encourages active transportation, contributing to the overall well-being and accessibility of residents. Notably the Project facilitates connectivity to a number of educational institutions, fostering safer and healthier commuting options for students. Moreover, the creation of convenient access to essential downtown amenities such as shopping, parks, the public library, a park and ride lot and the Tinloy Transit Station, supports sustainable transportation options. The project terminates at a planned City park at the Idaho Maryland and Sutton intersection, connecting with a new major residential development, Loma Rica Ranch and its recently completed internal trail system; enhancing accessibility and promoting community cohesion. Overall, the Wolf Creek Community and Connectivity Project represents a transformation step towards creating a more inclusive and interconnected urban environment, aligning with the broader goals of enhancing community well-being and fostering equitable access to resources.
Summary of Outcomes/Outputs:	Constructing 9170 feet of shared use paths, one foot bridge, enhanced pedestrian and bicycle crossings at six intersections and other site amenities and improvements that will enhance safety and comfort for all active transportation users.
Federal Transportation Improvement Program (FTIP) Project Description:	PA&ED, R/W, PS&E, CON funding for 9,170 feet of shared use paths, a foot bridge, curb ramps, crosswalks, intersection improvements, and other site amenities and safety enhancements
Project Location:	Spanning the City of Grass Valley; beginning at the Mill St parking lot, proceeding northwest roughly following Wolf Creek to the intersection of Idaho Maryland Road and Sutton Way

Attach a project location map

WCCC_Project_Layout_Map_v6.jpg

List all cities that the project will affect. All cities must be located within the State of California.

Cities.xlsx

Infrastructure Project Coordinates - Latitude	39.217492
Infrastructure Project Coordinates – Longitude	-121.059148
Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)?	No

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXX) for each census tract that the project benefits.

2010 Census Tracts.xlsx

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXX) for each census tract that the project benefits.

2020 Census Tracts.xlsx

Caltrans District:	3
Congressional Districts (Select all that apply):	3
State Senate Districts (Select all that apply):	1
State Assembly Districts (Select all that apply):	1 53
County	Nevada
Metropolitan Planning Organization (MPO)	Caltrans
Regional Transportation Planning Agency (RTPA)	Nevada CTC
Urbanized Zone Area (UZA) Population:	Project is located outside of one of the large MPOs in UZA with pop >50,000 & <=200,000

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?	Yes

Please list the projects below:

Previous Projects.xlsx

	Part A3: Project Type
Select the plans your agency currently has (select all that apply):	Other Bicycle Plan Pedestrian Plan Active Transportation Plan
List other plans that include bicycle and/or pedestrian improvements:	Regional Transportation Plan, and currently working on an updated Regional Transportation Plan.
Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Trails (Multi-Use and Recreational) Bicycle Transportation Pedestrian Transportation
Bicycle Transportation - % of Project	100
Pedestrian Transportation - % of Project	100
Do you feel a portion of your project is eligible for federal Recreational Trail funding?	No
	Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:	Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.) Multi-Use Trail Improvements (including bridges and undercrossings)
	Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional "Other Improvements" fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000' of Class II bike lanes — of which 2,000' is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter "Class II buffered bike lane: 2000 linear feet" in the Other Bike Improvements field.
	Multi-Use Trail Improvements
Please complete the table below: **MU Improvements.xlsx**	
	Crossing and Intersection Improvements
Please complete the table below: **Crossing Improvements.xlsx**	
	Other Amenities
Please complete the table below: **Other Amenities.xlsx**	
	Right-of-Way (R/W) Impacts
Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?	No
Select all that apply:	Project will likely encroach into Caltrans R/W, requiring easements, encroachment permits, and/or other approvals.
	Project will encroach Caltrans R/W:
Is Caltrans the implementing agency?	No
The applicant must attach the approved and signed State Highway Project Impact Assessment Form for ATP projects impacting Caltrans R/W: **Grass_Valley-SHSPPIA-Signed.pdf**	

Percentage of the project (by area) within Caltrans R/W:	30
Total construction costs within Caltrans R/W:	4800000
Level of Caltrans project development oversite has been determined to be needed by Caltrans:	Standard Project Delivery Quality Assessment
Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project?	Capital
Has the project schedule been developed to account for the additional time needed for Caltrans to complete its required oversight responsibilities?	Yes
	Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.
	Project Approval & Environmental Document (PA&ED) Project Delivery Phase:
Will ATP funds be used in the PA&ED phase of the project?	Yes
Proposed CTC PA&ED allocation date:	7/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:	8/30/2025
Expected or past start date for PA&ED activities:	9/1/2025
Number of months to complete CEQA and NEPA studies and approval:	16
Expected or past completion date for the PA&ED phase:	12/23/2026

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Wolf_Creek_Trail_NOC.pdf

	Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:
Will ATP funds be used in the PS&E phase of the project?	Yes
Proposed CTC PS&E allocation date:	12/24/2026
Notice to Proceed with Federally Reimbursable ATP Work:	2/22/2027
Expected or Past Start Date for PS&E Activities:	2/23/2027
Number of months to complete PS&E:	14
Expected or past completion date for the PS&E phase:	4/19/2028
	Right-of-Way (R/W) Project Delivery Phase:
Will ATP funds be used in the R/W phase of the project?	Yes

Proposed CTC R/W allocation date:	12/24/2026
Notice to Proceed with Federally Reimbursable ATP Work:	2/22/2027
Expected or past start date for R/W activities:	2/23/2027
Number of months to complete the R/W engineering, acquisition, and utilities:	18
Expected or past completion date for the R/W phase:	8/17/2028
Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:	
	Construction (CON) Project Delivery Phase:
Will ATP funds be used in the CON phase of the project?	Yes
Proposed CTC CON Allocation Date:	8/18/2028
Notice to Proceed with Federally Reimbursable ATP Work:	10/17/2028
Expected start date for construction activities:	10/18/2028
Number of months needed to complete construction activities:	18

Expected completion date for the CON phase:	4/10/2030
	Part A6: Project Funding
Total Project Cost	16300
Total ATP Request	12990

Please complete the table below in thousands:

Funding Table.xlsx

	ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of $1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.
Do you believe your project warrants receiving state-only funding?	No
	ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

exhibit-25i-ppr.pdf

	Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.
Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?	Yes
Why the project is not considered fully funded?	The project received initial funding to complete the environmental studies work and preliminary engineering in 2020. That work has now been completed and the associated funding fully expended. A recent Program Amendment Modification was authorized to extend the Project End Date to 12/30/2028 in order to maintain federal eligibility for funding. However no funding source is currently identified to cover the significant final design and construction costs.

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?	No
Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements?	No
Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?	Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

A7_Pages_from_Nevada_County_RTP.pdf

Is the implementing agency Caltrans?	No
	Part B: Narrative Questions
	QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)
Does this project qualify as benefitting a Disadvantaged Community?	Yes
	A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

WCCC_Disadvantaged_Community_Map_Table_v6.jpg

	B. Identification of Disadvantaged Community (0 points)
Select one of the following tools to identify the disadvantaged community:	Median Household Income (MHI)
	Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey (<$73,524). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website.

Median Household Income (MHI)

MHI.xlsx

Lowest median household income from table above:	38,472
MHI for census tract(s) that the project benefits (cell B38 in table above):	54,793.08

Please attach copies of Tables B19013 and B01003 for all census tracts listed above. Attach all pages as one pdf.

CT_MHI_Pop_2022_Wolf_Creek_ATP.pdf

	C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.	This project meets an important community need by creating a continuous and safe 1.75-mile active transportation corridor adjacent to downtown Grass Valley. The Wolf Creek Community and Connectivity Project (Project) on its southern end links to the existing Class III bike route and sidewalks on Mill Street with connections to the shared use paths of segment 1 of the Wolf Creek Trail system. On the northern end the project would connect to the newly constructed recreational trail network of the Loma Rica Ranch subdivision, providing access to a multitude of key community destinations along the way, such as schools, social services, shopping centers, local businesses, public transit, and parks. For the many disadvantaged residents living in proximity to the Project area, safe active transportation facilities are wholly deficient. Pedestrians, bicyclists, those in wheelchairs, parents with strollers, and children traveling to school are all forced to come in close contact with speeding vehicles on narrow local streets and at multiple busy intersections. Bicycle facilities are limited to Mill Street (south of Neal Street) and a sparse network north of downtown including East Main Street and Idaho Maryland Road. This means bicyclists must share roads with drivers as they navigate a combination of traffic signals, stop signs, and uncontrolled intersections while trying to avoid conflicts with turning vehicles or people pulling out of driveways. Sidewalks are present along much of the Project-adjacent streets; however they are narrow and multiple gaps exist. Basic crosswalks are marked, but they are often not highly visible and are missing from many key crossing locations. Highly concerning, the current transportation system is not conducive to active transportation users with limited mobility, those with small children, or anyone without high confidence in their ability to move with high speed vehicular traffic. This lack of continuous facilities severely limits the ability of disadvantaged community members to utilize alternative forms of transportation in Grass Valley and forces single passenger vehicle use for those who are able. This Project addresses these deficiencies in three ways: first, the Project develops a continuous separated shared use path, enabling active transportation users to move throughout the community without constant conflict with motor vehicles; second, the Project provides high-visibility ADA-compliant crosswalks where the Project crosses existing roadways, and third, the Project creates a scenic path accessible to all users, regardless of mobility, age, and ability. The Project also connects to the roundabout and active transportation project at the intersection of State Route 49/20, approved and funded in the Cycle 6 ATP, which acts as a critical bicycle and pedestrian linkage between the two sides of the highway in downtown Grass Valley. This project meets an important community need because the four Census tracts in the project area are all severely economically disadvantaged by income and residents are more reliant on active transportation than other areas in Nevada County and the state. This project directly advances active transportation equity for the residents of Grass Valley and supports safe walking, biking, and rolling within a disadvantaged community.

C2. Explain how disadvantaged community residents will have physical access to the project.	The project is located fully within a disadvantaged community: all four census tracts in the project area have median household incomes well below 80% of the statewide median. Census tract 6.01 is only 42% of statewide median household income, while the majority of the project passes through tracts 5.04 and 6.02, with household incomes at 55% and 65% of statewide medians, respectively. Census Tract 6.01 and 6.02 meet the Federal definitions for an Area of Persistent Poverty (APP) and Historically Disadvantaged Community (HDC). In addition to all adjacent project census tracts meeting the median household income thresholds for a disadvantaged community, other factors demonstrate that the project will directly impact the residents of these disadvantaged communities in the immediate area. The 2022 American Community Survey 5-Year Estimate data shows that three of the four census tracts encompassing the project have significantly higher rates of zero-vehicle households than the state of California (Attachment K, page 1). A full 25.6% of households in Census Tract 6.01 do not have a vehicle available to them compared to 6.9% statewide. This is a staggering figure that highlights the importance of investment in active transportation infrastructure for safe walking, biking, and rolling. The project boundary, traversing from southwest of downtown Grass Valley to the northeast terminus at Idaho Maryland Rd and Sutton Way, is in close proximity to elementary, junior high and high schools, social services, shopping centers, local businesses, public transit stops, a park a ride facility and numerous parks, making it a critical priority for improvements to support the local disadvantaged community. The Project creates a safe continuous route for anyone moving from downtown to multiple residential neighborhoods and reduces the stress and complexity of being a non-motorized user for the many disadvantaged residents that utilize non-motorized modes of transportation to reach school, jobs, social and essential services, and recreation around downtown Grass Valley.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.	Disadvantaged residents have had multiple opportunities to impact the development of this project. At its onset, the Project was developed due to input received from disadvantaged community members during the Regional Transportation Plan and Active Transportation Plan updates. This Project directly addresses safety and non-motorized facility disconnection concerns of residents. Public events have been held in Grass Valley in varying formats and venues to reach the greatest audience possible, especially the disadvantaged community who can often be underrepresented in planning processes. Public workshops and live and virtual meetings were incorporated throughout the Project development process to provide updates to the wider community and stakeholders and gather input at critical decision points. The first, held in 2021, presented the project at a project development team meeting that was open to the public virtually, as was commonplace at the height of the COVID pandemic. The meeting was advertised to community groups via email and social media. The second event, held in 2022, was a pop-up tabling event at the Grass Valley downtown market, where maps and banners presented information on the proposed project and elicited feedback from community members. A third event, held in 2024, was an advertised public workshop where the final alignment and status of the project was presented to residents and stakeholders. This community workshop was advertised via a virtual flyer posted on social media and the City's website, email noticing, public postings at City Hall and a public announcement at a regular City Council meeting. The meeting was scheduled for the end of the day when disadvantaged community members would more likely be able to attend. Additionally, the Project was presented at two different City Council meetings during the first part of 2023 that were publicly noticed and held in an ADA-accessible venue. The first meeting presented the concept to the Council, reviewed the 30% design level engineering plans and requested public input and comments. The Initial Study completed as part of the environmental review process was approved at the second meeting where public comment was again encouraged. Feedback received in all the events was generally overwhelmingly positive. Input and suggestions received at these numerous well attended public events helped guide the design process and final preferred routing of the trail through the City. Community members offered valuable insight into key access points and suggested added site amenities and improvements that would make the pathway more useful and accessible for the surrounding disadvantaged users. Displacement is not expected to occur due to this Project as the project does not require removal of any residential units or businesses.

Attach documentation to show disadvantaged community support:

Outreach_attachment.pdf

D. Project Location (0-2 Points)

Select the option that best describes the project location:	Project is fully in a disadvantaged community
	D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.
	QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-38 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.
	A. Statement of Project Need (0-19 points)
Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?	Grass Valley is a thriving small city nestled in the foothills of the Sierra Nevada with a historic downtown center surrounded by residential neighborhoods, open space, and commercial businesses. Grass Valley is bisected by SR 49/20. The Project would add a critical component to the active transportation network, connecting to existing bike routes and provide access to key community destinations. Four nearby schools include Grass Valley Charter School at Hennessy (located immediately adjacent to the project), Bell Hill Academy and Grass Valley Charter Preschool (located in close proximity to the southern terminus), and Silver Springs Continuation High School (located south of the Project). The Project passes to the southeast of downtown Grass Valley which is a dense hub of entertainment and businesses. Businesses adjacent to the project area include Safeway, Domino’s Pizza, Thirsty Barrel Taphouse and Grille, Area 13-Electric Bikes, Panache Aveda Concept Salon, Booktown Books, BackPorch Market, Diego’s Restaurant, Simply Country Feed & Supply, Sierra Timberline, FedEx Shipping, Brewbilt Brewing, and For the Love of Pets Veterinary Hospital, among others. Community services readily accessible from the Project corridor include City Hall, Police Department, Fire Department, Post Office, Public Library, Park and Ride and the Tinloy Street Transit Center. The transit center is the hub for all seven bus routes in western Nevada County connecting residents to destinations in Grass Valley, Nevada City, and Auburn. The pedestrian-only Mill Street Pedestrian Plaza shopping corridor at the heart of downtown is within 500 feet of the Project and is easily accessible. This street serves as a vibrant community location attracting residents from nearby neighborhoods and tourists alike. A Park and Ride lot with 52 spaces, along with multiple smaller public parking areas are located near the Project. A bridge across Wolf Creek will connect the Project directly to the new (currently under construction) public parking area on Mill Street south of Safeway. A robust park system across the City includes the Empire Mine State Historic Park offering 856 acres of hiking, biking and equestrian trails along with historic grounds and exhibits, while the City's 80 acre Condon Park contains trails, a 27 hole disc golf course and other more developed park facilities and ball fields. These prized park sites, along with the City's smaller Memorial Park, Dow Alexander Park and Elisabeth Daniels Park are all within easy walking and biking distance of the project area.

These are all important destinations for the community—children must get to school daily, Safeway and other markets provide food and essential items for households, and transit access is important for disadvantaged residents without access to a car, including older residents and those with disabilities, who may have few other options for transportation.

Currently, a disconnected network of sidewalks, bike lanes, and intersection crossings serves active transportation users in Grass Valley. School-aged children must contend with busy streets and intersections to get to school; bicyclists traveling from residential areas along Idaho Maryland Road to the downtown core are required to brave the narrow and busy East Main Street corridor devoid of bike lanes; and residents looking for a safe recreational outing must often drive to a destination on the outskirts of Grass Valley.

This lack of safe mobility options and lack of facility connectivity for people walking and bicycling is particularly concerning due to low household access to vehicles within the project area. On average, 16.5% of households within project area census tracts have no access to a vehicle, compared to 6.9% statewide (2022 American Community Survey 5-Year Estimates). For Census Tract 6.01, that figure is an astounding 25.6%. These residents are likely to depend on walking, bicycling, and public transit for their daily transportation needs. The California Healthy Places Index (HPI) scores the four project-area census tracts well below the average for Nevada County and the state in the overall health indicators score. HPI reports scores as percentiles, where a lower number indicates a more disadvantaged community. Project area census tracts scored between 38.9 and 40.0 (compared to 73.2 for Nevada County), indicating they are only healthier than about one third of California census tracts and significantly less healthy than the County as a whole (Attachment K, page 4).

This project develops an alternative route that addresses critical safety concerns for users of all abilities and ages, vastly improves active transportation connectivity between community destinations all the way from southwest to northeast Grass Valley, and creates valuable open space access to Wolf Creek for a severely disadvantaged community.

The California Active Transportation Benefit-Cost Tool (Attachment K, page 223) was used to estimate the Project's projected increase in active modes of transportation. The tool shows an increase in biking by 38 miles per day and an increase in walking by 254 miles per day. The project is likely to have additional usage that are not included in this tool such a recreational uses.

Active transportation connectivity will benefit students at the four nearby schools listed above and is likely to result in increased walking and bicycling to school. Creating a safe corridor for students to walk, bike, and roll to school will increase student and parent comfort, greatly improve student safety, support public health and promote better learning.

Lastly, the Project will create a safe and accessible scenic corridor for non-motorized recreation for users of all ages and abilities where anyone can come and enjoy the natural beauty of Wolf Creek in the heart of Grass Valley.

	B. Describe how the proposed project will address the active transportation need: (0-19 points)
Does the proposed project close a gap?	No
Does this project create new routes?	Yes

Please provide a map of the new route location:

WCCC_New_Route_Location_Map_v6.jpg

Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate.	Currently, a disconnected network of sidewalks, bike lanes, and varying intersection crossings serves active transportation users in Grass Valley. As shown in Figures 19 and 20 of the Active Transportation Plan (Attachment K, 36), connectivity of safe active transportation facilities, bikeways in particular, is severely lacking around and through downtown. Not only are non-motorized users forced to contend with busy city streets and intersections to get to school, shopping, and community destinations downtown, there is no continuous active transportation route allowing users to traverse across Grass Valley. Bicyclists wishing to travel from residential areas along Idaho Maryland Road to the existing Wolf Creek Trail or Empire Mine State Park on the south side of downtown are required to brave the narrow and busy East Main St corridor devoid of bike lanes (shown in Attachment E). This patchwork of route segments has negative safety implications and discourages use of existing infrastructure.

Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including, but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destination must be identified.	At its southern end, the Project connects to Mill Street bikeways and sidewalks and the existing segment 1 of the Wolf Creek Trail. On the northern end, links are established to Loma Rica Ranch subdivision and its recently constructed trail network. Throughout its alignment the project connects to housing developments including the Mill Street Apartments, Crown Point Apartments. Valley View Apartments, Hilltop Commons, Grass Valley Terrace Apartments, Creekside Apartments and Grass Valley Senior Center Apartments. Active transportation connections are created with the Project to key community destinations, including: Mill St shopping district, City Hall and public services, the Tinloy Street Transit Center, public parking lots and numerous parks including Empire Mine, Condon, Dow Alexander Memorial, Memorial. Students and staff at the nearby schools of Grass Valley Charter, Bell Hill Academy, Grass Valley Preschool, and Silver Springs High, would all be encouraged to use active transportation modes to access their destinations.
Does this project remove a barrier to mobility?	No
Does this project add improvements to other existing routes?	Yes

Please provide a map of the new improvement location:

WCCC_Improvements_Map_v6.pdf

Explain the improvement:	Attachment E shows that the existing bike lanes along Idaho Maryland Road are inadequate due to inconsistent widths, uneven road surfaces and obstacles. Speeding is also an issue (Attachment K, page 216). The Project vastly improves safety along this existing route by creating a separated shared use path along 0.75 miles of the roadway. Closer to the heart of downtown, the Project creates separation from vehicles for non-motorized users along Hanson Way (where there currently is none) and creates an alternative route to the Mill Street/Neal Street intersection, a high-traffic area. Finally, this Project directly connects to and integrates with the approved and funded Cycle 6 of the Active Transportation Program project the Entryway Roundabout and Active Transportation Safety project, at the intersection of SR 174/49/20, which acts as a critical bicycle and pedestrian linkage between the two bisected sides of the highway in downtown Grass Valley.
Describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, inducing but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail system, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.	At its southern end, the Project connects to Mill Street bikeways and sidewalks and the existing segment 1 of the Wolf Creek Trail. On the northern end, links are established to Loma Rica Ranch subdivision and its recently constructed trail network. Throughout its alignment the project connects to housing developments including the Mill Street Apartments, Crown Point Apartments. Valley View Apartments, Hilltop Commons, Grass Valley Terrace Apartments, Creekside Apartments and Grass Valley Senior Center Apartments. Active transportation connections are created with the Project to key community destinations, including: Mill St shopping district, City Hall and public services, the Tinloy Street Transit Center, public parking lots and numerous parks including Empire Mine, Condon, Dow Alexander Memorial, Memorial. Students and staff at the nearby schools of Grass Valley Charter, Bell Hill Academy, Grass Valley Preschool, and Silver Springs High, would all be encouraged to use active transportation modes to access their destinations.
	QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

	A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-10 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.
1. For applicants using the TIMS ATP tool, attach the items listed below:	**TIMS_ATP_Nevada_Grass_Valley_2024_05_21.pdf**
2a. For applicants using another data source, attach relevant documents below:	
2b. Data and corresponding methodologies in written form can be included here (optional):	
3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:	**Collision Summary.xlsx**
4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.	This project was developed as a direct response to safety concerns raised by the community and planning professionals during the 2015 Nevada County Regional Transportation Plan (RTP) and 2019 Active Transportation Plan (ATP) updates. Community-identified safety concerns center on two major issues that this project will address: feeling unsafe bicycling on local roads due to lack of bike lanes and/or high vehicle speeds on roads and incomplete facilities for active transportation in the project area. Figure 33 and 36 of the 2019 ATP show that this Project addresses multiple planned improvements to the bicycle and pedestrian network in Grass Valley. Of particular note, this Project addresses the following projects identified in the appendices of the ATP: Class I Bike Path on Wolf Creek/Idaho Maryland Rd from SR 20 ramps to Sutton Way (Table E-3), Class I Bike Path at Loma Rica new development from Sutton Way to Wolf Creek (Table E-3), and Sidewalk on Hansen Way from Colfax Ave to Bennett St (Table E-4). Furthermore, it may alleviate the need for portions of other priority projects in the future; as more users choose an active transportation mode of travel rather than driving, the strain on the transportation system is moderated and prioritization of future transportation projects may change based on this evolution of travel patterns. The project-specific crash map (attached above) shows that multiple bicycle and pedestrian accidents have occurred within close proximity to the Project area within the last 10 years. Especially for the most vulnerable non-

motorized users that may not be as comfortable coming in close contact with vehicle traffic, such as children, seniors, or those with disabilities or limited mobility, this Project provides a safe, and clearly very necessary, alternative to walking or biking on many of these local roadways where injuries and fatalities have occurred. Users of all ages and abilities will be able to move through Grass Valley on a lower-stress route without constant fear of turning vehicles and being forced to bike in the vehicle travel lane.

Limiting interactions between non-motorized users and vehicles significantly reduces the potential for injuries and fatalities. The extremely limited number and inadequacy of bike lanes within the project area requires that bicyclists ride with traffic, especially dangerous for vulnerable non-motorized users. The large number of intersections, driveways, blind corners, and parked cars in the project area means there are numerous opportunities for turning vehicles to not see a bicyclist in the roadway.

Sidewalks are present in the project area (ATP, Figure 20), however there are notable gaps and community input as part of the 2019 ATP update identified that existing sidewalks are commonly inaccessible or not up to modern standards. By creating a safe and accessible alternative route for non-motorized users, the potential for injuries and fatalities is reduced simply by reducing conflict with vehicles. Additionally, where trail crossings are required, high-visibility ADA-compliant crosswalks will be installed to improve safety and reduce the potential for injuries or fatalities.

The City is bisected by both State Route 20 and State Route 49/20, limiting active transportation connections from one side of the freeway to the other. Additionally the existing routes that would need to utilized to access key destinations frequently intersect with freeway on and off ramps. Due to the merging traffic, turning movements, higher speeds and lack of modernized crossings and facilities, these intersections are often the most dangerous segments of a person's commute and correspond to the locations of a number of past collisions and incidents. By offering an alternate protected and separated route to either side of the freeway and away from freeway ramps, the Project greatly reduces these high risk vehicle to pedestrian or cyclist conflicts and addresses these ongoing safety concerns for active transportation users.

This project will improve safety for people walking and bicycling and provide a connected active transportation route through the project area. The Project will offer an off-street option for bicyclists who prefer not to ride in the roadway and pedestrians that cannot safely navigate the disconnected network of sidewalks through the project area. These improvements create a safer and more comfortable experience for people walking and bicycling, which removes the many barriers currently discouraging active transportation in the area.

B. Safety Countermeasures (0-10 points) Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?	Yes
1a. Current speed and/or volume:	Annual average daily traffic (AADT) volume on SR 174 at SR 20 was 6,900 in 2022 (Attachment K, page 220) . Freeway ramp volumes show significant vehicle volume exiting onto local roadways or entering the highway within the project area. The highest applicable ramp volume in 2016 (most current data available) was SR 20 eastbound on-ramp from Bennett Street (6,700 vehicles daily), directly adjacent to the Project. Highway 20 ramps intersecting Idaho Maryland Rd had volumes around 5,000. Although non-motorized users are not using the ramps themselves, they cross ramp entrances and use local feeder streets. Attachment K, page 216 shows that vehicle speed data collected on roadways within the project area supports residents' concerns about high-vehicle speeds and indicates need for significant improvement of active transportation facilities. On Idaho Maryland Road, the 85th percentile speed was 40 miles per hour (mph), significantly higher than the posted limit of 30 mph. Almost 20% of vehicles surveyed on Idaho Maryland Road between Railroad Ave and Sutton Way were excessively speeding, or 15 miles per hour over the posted speed limit.
1b. Anticipated speed and/or volume after project completion :	With the creation of a Class I/IV continuous shared use corridor, non-motorized users will be physically separated from the current traffic volumes and speeding that is discussed above. Additionally, along existing high speed corridors such as the Hansen Way frontage road and Idaho Maryland Road, the project proposes to utilize a portion of the existing street travel way for construction of the new separated facilities. Narrowing of traffic lanes and creating obstacles adjacent to the roadway such as elevated pathways, medians and landscape zones has been shown to decrease typical vehicle speeds as motorists feel more constrained and cautious in their driving. A small reduction in traffic volume could also be expected, as more motorists may choose to cycle or walk to their destination rather than drive. The project will reduce the number of vehicle to pedestrian or bicyclist interactions by eliminating a number of intersection points and crossing conflicts. Where crossings are required, improved high-visibility ADA-compliant crosswalks will be installed. These improvements will increase safety for all user types and reduce the potential for injuries and fatalities in the project area.
2. Improves sight distance and visibility between motorized and non-motorized users?	No

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?	Yes
3a. Current conflict point description:	The project area has a large number of intersections, driveways, blind corners, and parked cars meaning there are numerous opportunities for turning vehicles to not see a bicyclist in the roadway or a pedestrian crossing the street. The multiple on/off ramps to state highways poses a particular concern as vehicles are quickly accelerating or decelerating and are not thinking about non-motorized users at crosswalks or on adjacent local streets. Combined, this creates a high-stress and very dangerous environment for non-motorized users, especially those with limited mobility or with small children.
3b. Improvement that addresses conflict point:	By creating separated Class I and Class IV shared use paths with high-visibility crossings where necessary, the potential for conflict is significantly and fundamentally reduced. One notable example of this exists in Segment 3, where multiple State Highway 49/20 on/off ramps, arterial roads of Colfax Avenue (Highway 174) South Auburn Street, Hansen Way and Bennett Street and intersections with local roads Bank Street and Neal Street exists without any active transportation facilities currently present. Significant safety concerns and conflict points between vehicles and pedestrians and bicyclists are created in this crowded corridor. It is not unreasonable to see non-motorized users in this vicinity however, given its centrality to downtown, residential neighborhoods and schools. By creating a separated path in this segment and removing non-motorized users from the roadway, many conflict points that exist in this very short Project segment are eliminated. The second example of conflict elimination is the Idaho Maryland Road corridor. Intersections where non-motorized users are currently forced to cross unsignaled SR 49/20, on/off ramps, multiple local streets, navigate a multilane underpass, and a roundabout with no bike facilities within a quarter mile. The Project eliminates this conflict point by proving an alternative route.
4. Improves compliance with local traffic laws for both motorized and non-motorized users?	No
5. Addresses inadequate vehicular traffic control devices?	No

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks, and/or sidewalks?	Yes
6a. List bicycle facilities, trails, crosswalks, and/or sidewalks that are inadequate:	The disconnected network of bikeways and sidewalks, coupled with unmarked pedestrian crossings provides inadequate safety for non-motorized users throughout the project area. The existing Class II bike lanes on Idaho Maryland Rd are wholly inadequate as the width and quality vary and 1 in 5 vehicles are traveling at least 40 miles per hour, which presents significant safety concerns for bicyclists sharing the roadway. Streets of note with no bike lanes or sidewalks include Hansen Way and Railroad Ave. East Main Steet between downtown and Idaho Maryland Rd is narrow, lacks bike facilities, and the sidewalks present are uneven, narrow, and not ADA-compliant in places before ending abruptly on the south side. The roundabout at East Main Street/Idaho Maryland Road does not have bike lanes. The Mill Street/Neal Street intersection and Neal Street corridor do not have bike facilities and exhibit narrow high-traffic streets, creating a significant gap in the bicycle network. The injury and fatality data collected in the project area shows that the demand for safe active transportation facilities exists and is lacking.
6b. How are they inadequate?	Where facilities do exist, they provide inadequate safety and connection. Bike lanes are inconsistent and unsafe pavement conditions exist in places, such as along Idaho Maryland Road. On Mill Street (a Class III bikeway), the street is narrow, winding and lined with parked cars and blind driveways, all contributing factors to unsafe bicycling conditions. Many sidewalks, where present, are uneven and not ADA-complaint (like part of the East Main Street linkage between downtown and the Idaho Maryland Rd roundabout). Pedestrian crossings are often unsigned.
6c. How does the project address the inadequacies?	This project provides an alternative route for non-motorized users, mitigating the hazards presently found on existing facilities by physically separating non-motorized users from vehicles and creating a new facility. A 10-foot-wide Class I/IV path provides ample room for users of many types to coexist together. Faster-moving commuters on bikes can safely pass walkers and joggers, children learning to ride bicycles can ride without parents fearing for their safety, those in wheelchairs or with limited mobility can cross main streets at high-visibility crosswalks with significantly lower risk of injury or death. Where the Project crosses roadways, such as the high-traffic area on SR 174 and Bennett Street, high visibility crosswalks will increase visibility of pedestrians and bicyclists for vehicle drivers and increase pedestrian/bicyclist view of vehicles approaching crossings/intersections. Overall, the increased connectivity of active transportation facilities that this Project brings addresses inadequacies in the non-motorized facility network throughout the community, connecting community destinations and neighborhoods with a safe separated route.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?	Yes
7a. List of behaviors:	The existing disconnected active transportation facilities force bicyclists and pedestrians to come in close contact with vehicles without proper infrastructure to ensure safety of crossing streets, bicycling along local roadways, and getting to where they need to go. Bicyclists share the lane of travel with vehicles, oftentimes traveling between moving vehicles and parked cars, where the potential for vehicles turning or doors opening is a constant possibility. Without proper facilities, turning vehicles pose a significant danger to bicyclists as they may not look prior to turning. With distracted driving on the rise, it is getting ever more dangerous to bike in the vehicle travel lane. Pedestrians are forced to cross busy streets or highway on/off ramps where vehicles have been shown to speed. In some areas, the lack of high-visibility crosswalks leads to pedestrians crossing at unmarked crosswalks. This is particularly dangerous for vulnerable non-motorized users, such as children, those with limited mobility, or with a disability as these individuals require more time to cross. Without proper infrastructure, drivers of vehicles are not attuned to those on bicycles and on foot and are less likely to slow down, increasing the potential for high-severity accidents.
7b. How will the project eliminate or reduce these behaviors?	The Project significantly reduces the potential for behaviors that lead to collisions in two ways: a separate Class I/IV route physically removes non-motorized users from vehicle travel lanes and proper signage and crossing infrastructure raises awareness for drivers of bicyclists and pedestrians in the vicinity. Physical separation created by a Class I/IV path eliminates the potential for vehicle/bike and pedestrian collisions. High-visibility crosswalks and signage significantly reduces the potential for collisions.
8. Does this project propose new or improved bike facilities?	Yes

8a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).	Vehicle speed, traffic volume, street network complexity, and developmental constraints were all weighed against cost-effectiveness and project feasibility to conclude that a Class I/IV shared used path was the best solution. The historic character of downtown Grass Valley defines the street network and development footprint of the downtown. Streets (such as Mill Street and East Main Street) are narrow with extensive parallel street parking and limited space between the edge of the roadway and the buildings. With the exception of Hanson Way, all streets in the project area are two way and only have two lanes. Given these constraints, Class II bike lanes are not realistically feasible on most streets in downtown. Class III bikeways were considered for portions of the Project, however they would have lacked the safety and separation offered by a separated path. The Wolf Creek corridor presents a unique geographic opportunity for the development of a separated Class I shared use path that maximizes user safety, comfort, and recreational value. And unlike Class II or Class III bikeways, pedestrians are able to safely enjoy and benefit from a Class I or IV shared use path. For this reason, this was the preferred option. Along the Idaho Maryland Road segment, however a Class I path was determined unfeasible due to right-of-way and roadway width constraints. Here, a Class IV grade-separated path was chosen as the best option due to high vehicular speeds balanced with building constraints.
	QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS) Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (0-3 points)	In preparing for the future needs of users of this trails project, the City and its consultants undertook a comprehensive and iterative process that involved stakeholder engagement, rigorous needs assessment, and strategic goal setting. Stakeholders, including our local community, businesses, schools, and environmental groups, were consulted through various public workshops and outreach events to ensure that diverse perspectives were heard and incorporated. Over the last few years, multiple community workshops and outreach events have been held to gather input and build consensus. Project development team members conducted a thorough evaluation of the current infrastructure, analyzing usage patterns, demographic trends, and economic forecasts to anticipate future demand. This informed the development of a vision and goal, focusing on accessibility, sustainability, safety, and community excitement. A design policy framework emphasized compliance with regulatory standards and integration of best practices in design and technology. The project successfully went through the California Environmental Quality Act (CEQA) process, ensuring that environmental considerations and potential alternatives were thoroughly addressed. Investment decisions were guided by cost-benefit analyses to maximize societal benefits. Three different alignments were developed and evaluated to enhance non-motorized safety and improve connectivity of active transportation facilities in the project area. After extensive review of implementation feasibility, right-of-way constraints, and public feedback, a preferred alignment was selected. This preferred alignment was further refined in consultation with Caltrans, stakeholders and community members to become the final alignment proposed in this application. The final alignment offers connections between the Project and the existing Wolf Creek Trail to the south and to the extensive Loma Rica Ranch trail system to the north. It minimizes roadway crossings and reduces the extent to which users must share the roadway with vehicles, both essential factors in selecting the safest and most effective option.
B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe any unique engagement	A Wolf Creek Trail project has been in development for over a decade and takes its roots from prior efforts when a Wolf Creek Parkway Conceptual Master Plan was adopted in 2005. With construction of segment 1 of the trail in 2019, support from the Grass Valley community for further active transportation facilities has skyrocketed and public calls have increased to address the long-standing need for improved pedestrian and bicyclist facilities across the City. Outreach and engagement has been ongoing for the last several years during the preliminary engineering and environmental studies work for the project beginning in 2020. The COVID-19 pandemic impacted the feasibility of in-person events in the early stages of this process, but significant efforts have been made to engage the community and gather input throughout the project's development. The project involved a diverse array of stakeholders, including the Sierra Express Bike Club, Wolf Creek Community Alliance, CEA Foundation, Grass Valley Chamber/Grass Valley Downtown Association, Native American Tribal Representatives (NAHC and Nevada City

challenges that the community faced and how they were addressed. (0-3 points)	Rancheria), Bear Yuba Land Trust, Caltrans District 3, Grass Valley Charter School, Bicyclists of Nevada County, Nevada County Transportation Commission, and local residents. These stakeholders were identified based on their direct impact, interest in the project's outcomes, and their roles in the community. Stakeholder engagement involved several community outreach events and open houses designed to gather input and address concerns in varied settings. These activities were strategically planned to maximize participation and ensure comprehensive feedback. Key events included a meeting and open house at Grass Valley City Hall in February 2021, tabling at the Grass Valley Downtown Farmer's Market in November 2021, a workshop at Grass Valley City Hall in May 2022, and an open house and presentation at Grass Valley City Hall on May 29, 2024. Each event lasted between one to three hours, providing ample time for stakeholders to ask questions, express concerns, and offer suggestions. The feedback collected highlighted concerns about safety, particularly for pedestrians and bicyclists navigating downtown Grass Valley. Participants were overwhelmingly supportive of the proposed trail, recognizing its tremendous benefits for non-motorized transportation, enhanced connectivity, and improved safety. To support the engagement process, detailed documentation has been maintained, including meeting minutes, attendance sheets, survey results, workshop summaries, photographs of events, and public comments and feedback forms. This documentation serves as a record of the extensive outreach and engagement efforts and demonstrates the project's responsiveness to community input. The community faced several unique challenges during the engagement process. The COVID-19 pandemic limited the feasibility of in-person events, necessitating a shift to virtual engagement strategies where possible. Concerns about pedestrian and bicyclist safety in downtown Grass Valley required addressing specific safety improvements in project plans. Additionally, balancing the varying needs and priorities of diverse stakeholders, including local residents, bicyclists, environmental groups, and Native American Tribal advocates, presented a challenge. These issues were addressed through adaptive engagement strategies, such as hosting smaller, socially-distanced in-person events as restrictions allowed, utilizing online platforms for information dissemination and feedback collection, incorporating safety improvements and suggestions from stakeholders into the project design, and regularly communicating updates and progress to maintain transparency and trust. By addressing these challenges proactively, the project team ensured that stakeholder engagement was inclusive, effective, and reflective of the community's needs and aspirations. This comprehensive approach to stakeholder engagement underscores the Grass Valley project's commitment to community involvement and responsiveness, ensuring the development of a project that benefits and is supported by all relevant parties.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (0-2 points)	During the extensive stakeholder engagement process for the Grass Valley project, valuable feedback was gathered, significantly enhancing the project's effectiveness in meeting the purpose and goals of the Active Transportation Program (ATP). Stakeholders expressed a strong interest in improving safety for pedestrians and bicyclists, particularly in navigating downtown Grass Valley. Attendees of community outreach events highlighted the need for safer crossings and additional facilities for non-motorized transportation. Almost all the feedback was exceedingly positive, with community members, business owners, and residents expressing a desire for more access and connectivity through the proposed trail. The planning process has undergone several iterations, integrating this extensive feedback to refine and improve the project. The initial study conducted under the California Environmental Quality Act (CEQA) since 2020 provided ample opportunities for public input and participation. This iterative process allowed the project team to address concerns and suggestions promptly, ensuring that the project remained aligned with community needs. For instance, safety improvements were incorporated into the project design based on direct feedback from stakeholders, enhancing the project's overall safety features. The structured and transparent public participation process has made the project more responsive and adaptive. Regular community meetings, workshops, and open houses facilitated continuous dialogue between the project team and stakeholders, ensuring that the community's voice was integral to the project development. This ongoing engagement not only fostered a sense of ownership and support among stakeholders but also ensured that the project's objectives were closely aligned with the community's expectations and needs. By incorporating feedback and adapting plans based on public input, the project has become more effective in achieving the goals of the Active Transportation Program. It promotes safe, accessible, and connected transportation options, reflecting the community's priorities and enhancing overall project success. The extensive stakeholder engagement and planning process have been crucial in refining the project to better serve the Grass Valley community, ensuring it meets its intended goals efficiently and effectively. The public participation and planning attachments highlight some examples.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (0-1 points)	In the implementation phase of the Grass Valley project, stakeholders will remain actively engaged through regular updates, feedback mechanisms, collaborative events, and transparent communication. The project team will provide consistent updates via newsletters, social media, and a dedicated project website, ensuring stakeholders are informed about progress and changes. Ongoing feedback will be collected through online surveys, suggestion boxes, and regular feedback sessions. Periodic community meetings, workshops, and open houses will offer direct interaction opportunities, scheduled to maximize participation. A Stakeholder Advisory Group, comprising representatives from key organizations and community groups, will meet regularly to review progress, provide input, and address emerging issues, ensuring the project aligns with community needs. Transparency will be maintained through public reports and updates on the project's website, including meeting minutes and progress reports. This fosters trust and demonstrates accountability. The project team will remain responsive to new challenges, adapting plans based on stakeholder feedback to meet the community's needs. Educational sessions will explain project goals, benefits, and progress, encouraging community involvement. These strategies ensure continuous stakeholder engagement, helping the project achieve its objectives while retaining community support and enthusiasm.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan. (0-1 points)	This project is listed in the Nevada County Active Transportation Plan (ATP), which was adopted in July 2019. The ATP is a comprehensive strategy aimed at enhancing non-motorized transportation options, such as walking and bicycling, to promote health, economic, environmental, and social benefits. Active transportation helps families reach schools, parks, workplaces, shopping areas, restaurants, and bus stops. It improves health by reducing the incidence of disease and obesity, decreases air pollution and greenhouse gas emissions, and saves money on gas and car maintenance. This area, with its historic compact neighborhoods and numerous parks and recreational areas, already sees significant use of bicycling and walking by both residents and visitors. Tourists often stroll through Gold Rush-era downtowns and enjoy walking, hiking, and biking in the county's scenic areas. However, the county faces challenges such as a reliance on automobiles, widely scattered populations, varied topography, and limited funding for transportation improvements. The development of the ATP involved extensive public participation to ensure the plan reflected the community's needs and priorities. Input from residents was crucial in identifying recommended improvements to bicycling and walking facilities and setting project priorities. Public participation was solicited through various means, including three outreach events in June 2018 at Grass Valley Thursday Night Market, Nevada City Farmers Market, and Truckee Thursdays. An online crowdsourced interactive map allowed the public to recommend and vote on improvements. Additionally, a website hosted by the Nevada County Transportation Commission (NCTC) provided information about the planning process. Two public meetings were held in October 2018 at Grass Valley City Hall and Truckee City Hall to review and comment on the recommended bicycle and pedestrian improvements. These meetings, along with other engagement activities, ensured that the community had ample opportunities to contribute to the plan.

Attach the applicable plan page with the project highlighted:

NevadaCountyATP_select_pages.pdf

Attach any applicable public participation & planning documents:

Public_Participation_and_Planning_Attachments.pdf

	QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)
A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?	A separated and continuous shared use path with high visibility crossings that uses the Wolf Creek corridor as a geographic anchoring point represents the best solution to address community concerns about safety and the lack of active transportation access in the project area. Separated shared use paths are the recognized best solution to improve non-motorized user safety particularly in the context of high-stress areas. Grass Valley is anchored around a historic Gold Rush era downtown that is characterized by narrow and winding local streets, on-street parking, and

dense residential and commercial development, all set on steep and variable topography. SR 49/20 bisects the city, creating a major barrier to development of new active transportation routes and constraining development within the corridor. Residential neighborhoods are dispersed around downtown and on either side of the highway corridor. There is very little undeveloped land in the heart of Grass Valley. SR 49/20 and Idaho Maryland Road generally follow Wolf Creek through the project area, creating a narrow open space buffer between backyards and the roadway where the creek is above ground. By following the alignment of Wolf Creek for the Project, the project team was able to create the most continuous and seamless separated route possible without compromising the historical small-town feel of downtown.

Three different alignments were developed and considered to improve non-motorized safety and improve connectivity of active transportation facilities in the project area. A preferred alignment was chosen after extensive review of implementation feasibility, right-of-way constraints, and public engagement results. The preferred alignment was then refined after consultation with Caltrans to become the final alignment proposed in this application. The final alignment provides the groundwork for future connections to be made between the Project and the existing Wolf Creek Trail to the south. The final alignment limits roadway crossings and the degree to which users are required to share the roadway with vehicles, both critical components in choosing the safest and best option.

While posted speed limits did not immediately necessitate a separate facility, speed data shows that vehicles commonly travel well above the posted speed limit on Idaho Maryland Road, making Class II bike lanes inadequate to address safety concerns for cyclists.

A 10-foot-wide separated shared use path maximizes user comfort and safety, providing ample opportunity for safe passing, various user speeds, and users of all abilities to be comfortable. A separated Class I/Class IV path is also the best solution to accommodate planned future residential development and an increase in residents biking, walking, and rolling from their homes to community destinations downtown.

This project represents a significant contribution to a future lower-stress pedestrian and bicycle environment for Grass Valley. As captured in the 2019 Nevada County Active Transportation Plan, this Project acts as a fundamental link in future bike facility expansions planned for downtown Grass Valley and directly supports the approved and funded roundabout and active transportation safety project at the intersection of SR 174/49/20, that will establish a safe non-motorized linkage between the two sides of the highway.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.	Elements that were considered but not selected include Class II bike lanes and project extension to connect the southern end of the Project to the existing Wolf Creek Trail. Class II bike lanes were rejected in favor of a separated Class I/Class IV shared use path due to extremely limited width of local streets coupled with high vehicle volume. The Project was originally designed to connect to the existing Wolf Creek Trail near the SR 20 and SR 49 interchange utilizing a retaining wall, sound barrier, and slope modification to create a Class I path that traversed under the SR 20 overpass and then narrowly fit between the Creek and the Caltrans right-of-way. This innovative option was ultimately not selected due to feasibility concerns around completing the required Caltrans planning and approval process within the timeframe required by this grant. Previous proposals for the trail alignment necessitated complex structures and improvements, including a proposed tunnel under State Route 20/49 and cantilevered walkways along the sensitive creek corridor. Additionally more scenic or creek side alignments were proposed, but right of way conflicts with private land owners were avoided in order to stay within existing public right of ways. Overall the preferred alignment was driven by a desire to be efficient, realistically buildable and avoid stakeholder conflicts, while not compromising the primary goals and objectives of the project. The final alignment provides a direct and scenic connection between the public parking lot nearing completion on Mill Street and the Wolf Creek corridor, an option that is creative and innovative on its own. Ultimately, the Project as presented is the most cost-effective and feasible option considered while providing the most significant safety and network improvements for non-motorized users in Grass Valley.
	QUESTION #6: TRANSFORMATIVE PROJECTS (0-5 POINTS)
A. Describe how your project will transform the non-motorized environment:	The Wolf Creek Community and Connectivity Project seeks to establish a 1.75-mile shared use trail through the City of Grass Valley, offering a safe and separated path for pedestrians and cyclists away from busy streets and speeding cars. Grass Valley, founded in 1851 and significantly influenced by its Gold Rush history, has infrastructure that has struggled to keep pace with modern transportation needs. Narrow roadways designed for horse and carriages often provide limited bicycling facilities and a disjointed sidewalk network built up over time contains missing segments and lacks direct connectivity to key destinations. The proposed trail will be a pioneering effort for the City, providing a convenient, dedicated route that connects residential areas to essential downtown amenities such as shopping, parks, schools and transit facilities. The primary goal of the Wolf Creek Community and Connectivity Project is to enhance the non-motorized environment by offering a safe, accessible, and scenic trail that promotes walking and cycling. By creating a separate path, the project will significantly improve protections for pedestrians and cyclists, fostering safer, healthier, and more sustainable transportation options. Currently, only the most confident of cyclists or able bodied pedestrians would choose to navigate the existing vehicle centric transportation system. By offering a viable active transportation alternative, the project can transform the way people think about getting to their

destination and greatly increase the number of people that might choose to walk or cycle instead of drive.

Health and environmental benefits are core features of the trail project by encouraging a transformation away from the predominantly motorized environment that exists today. By providing a safe and inviting environment for walking and cycling with improved connectivity, residents will experience a reduced reliance on cars. A shift towards more active transportation modes of travel provides the health benefits of not only increased physical activity but also improved air quality through a decrease in traffic congestion, overall vehicle use and lowered associated carbon emissions. The trail will be designed to integrate responsibly with Grass Valley's treasured natural resource, Wolf Creek. Incorporating modern bio-retention gardens and stormwater treatment measures along with integrated green spaces, the project will enhance urban biodiversity and provide a natural, scenic route following the creek through the city.

Inclusivity and accessibility are also key considerations and benefits of the project. The trail will feature wide paths, ramps, clear signage, and resting areas to ensure that people of all ages and abilities, including those with disabilities, can use it comfortably. As a foothill town, Grass Valley has steep and varied topography ranging from approximately 2400 feet elevation to 2600 feet elevation at either end of the project limits. Existing walkways and bikeways typically follow the lay of the land, which, when combined with outdated transitions and missing connections, can make non-motorized travel a challenging option. By designing a new shared pathway built to modern standards, the project aims to create a welcoming and accessible environment for all residents and visitors.

Local residents, organizations, and businesses will all benefit from the creation of this trail. Letters of support included with this application show the broad support from community advocacy groups, schools, transportation agencies and business groups; who all attest to the transformative nature the Wolf Creek Community and Connectivity Project would have on the City. This proposed trail also ties into the new housing development on the north side of the project, which includes affordable housing elements. The success of the project will be measured by increased usage of the trail by pedestrians and cyclists, reduced traffic accidents involving non-motorized travelers, and improved access to downtown amenities. Data collection will include usage counts, surveys, and accident reports, which will be analyzed to assess the project's impact and inform future improvements.

The Wolf Creek Community and Connectivity Project has the potential to transform Grass Valley into a model of sustainable, non-motorized transportation. By investing in this trail, we are investing in the long-term health, safety, and prosperity of our community, creating a legacy of connectivity and well-being for generations to come.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will contribute to the transformative nature of this project.	The City of Grass Valley recently completed construction of a major Downtown Streetscapes Improvements Project in March of 2024. The primary feature of this project was to close Grass Valley's main thoroughfare and shopping district, two blocks of Mill Street, to vehicle traffic. Renamed as the Mill St Pedestrian Plaza, the project transformed a busy two way vehicular way into a pedestrian friendly, town square atmosphere, allowing restaurants and retail businesses to expand operations into the City right of way. In the initial stages of the project the outcry was intense that losing the ability to drive down Mill St or park in front of a shopping destination would lead to reduced visits and sales. In fact, the opposite has happened as businesses have seen their numbers increase and visitors have enjoyed wandering on foot and spending more time in the plaza rather than making a targeted purchase at one destination. The Wolf Creek Community and Connectivity Project begins at the Mill St Parking Lot, another recently constructed effort, which is slated to be completed in July 2024. The parking area offers access to the nearby Mill St Pedestrian Plaza as well as providing a proposed trailhead to travel the creek side trail. Currently, most visitors to the plaza will likely drive their vehicle to the Mill St Parking Lot or other parking in the downtown area, as walking or cycling into downtown is not a desirable or even realistic option. A similar change in thinking is envisioned to the Downtown Streetscapes Improvements Project with this trail project. As users who might currently assert that they would never choose to walk to their destination, begin to see the benefits and ease of use of a new trail system, their habits start to change, and non-motorized travel is transformed into a more conventional alternative. Another project that coordinates with the proposed trail is the City's Entryway Roundabout and Active Transportation Safety Project. Fully funded through a Cycle 6 ATP grant administered in cooperation with the Nevada County Transportation Commission, the project is the beginning design phases and is scheduled for construction in fiscal year 2026/27. This project will improve safety and comfort for people walking and bicycling by simplifying a high-stress cluster of multiple intersections with an oblong single-lane roundabout that includes high-visibility crossings and a shared-use path around its perimeter. The new oblong roundabout will consolidate four intersections, offering safety improvements for all modes of transportation. A new shared-use path will be constructed around the roundabout, offering a safe path of travel for people walking and bicycling that is completely separated from motor vehicle traffic. The Wolf Creek Community and Connectivity Project would directly connect to the shared-use paths on either side of the new roundabout, providing a contiguous non-motorized route through this busy corridor and continuing throughout the City. The new roundabout and active transportation improvements proposed with both projects will make it safer and more comfortable for Grass Valley residents to access the library, schools, jobs, and other essential daily destinations.

Please attach documentation that supports the transformative nature of the project:

Transformative_attachments.pdf

	QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-7 POINTS)
	The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer’s Checklist and cost effectiveness Complete project schedule
	QUESTION #8: LEVERAGING FUNDS (0-5 POINTS)
A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?	No
B. Does the applicant have any leveraging funds?	Yes

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding:

Leveraging 1.xlsx

D. Please complete the table below:

Leveraging 2.xlsx

Leveraging Letter of Commitment

L240613_Leveraging.pdf

Other leveraging documentation (optional)

013.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

	QUESTION #9: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS) Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.
	Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website
Please select one of the following:	Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

calcc_ccc_email_documentation.pdf

Attach submittal email, response email, and any attachment(s) from the CALCC:

CALCC_email_confirmation_06162024.pdf

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):	
	Step 2: Use of Corps
The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:	The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)
How will the Corps participate?	The CCC Placer Center has reviewed the project and determined that it is feasible for CCC services to be used. Corpsmembers can assist with a small portion of trail construction and maintenance. And, the Sacramento Regional Conservation Corps has reviewed your project and determined that it is feasible for corps services to be used.

	QUESTION #10: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.
	Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

Attachment_Signature_page.pdf

Attachment B: Engineer's Checklist

attachment-b-engr-checklist_signed.pdf

Attachment C: Project Location Map

WCCC_Project_Layout_Map_v6.jpg

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

2024.06.03_WLF_DRAFT_ATP_PLANS.pdf

Attachment E: Photos of Existing Conditions

2024.06.11_Photos_of_Existing_Conditions.pdf

Attachment F: Project Estimate

attachment-f-project-estimate.pdf

Attachment G: Non-Infrastructure Work Plan	Not applicable to this application type.
Attachment H: Plan Scope of Work	Not applicable to this application type.

Attachment I: Letters of Support (10 maximum) and Support Documentation

Letters_of_Support_Wolf_Creek_Community_and_Connectivity.pdf

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments

Attachment_K_v2.pdf

Internal Form

Score	n/a
CTC Application ID	3-Grass Valley, City of-1