

Chester Main Street Community Connectivity Plan

Draft Plan Appendix

February 2024

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Appendix A: Existing Conditions Technical Report

Chester Main Street (SR 36)

Community Connectivity Plan

Existing Conditions

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Introduction

The Chester Main Street Community Connectivity Plan (CCP) will provide a roadmap to fund and implement transportation infrastructure improvements along the Main Street (State Route 36) corridor through the Town of Chester in Plumas County. This Plan was initiated by Plumas County Transportation Commission (PCTC) and is funded by Caltrans' Sustainable Transportation Planning Grant Program.

The Plan will examine existing limitations to the highway's function as a vibrant Main Street and make recommendations to reconfigure the roadway to better utilize the existing right-of-way for pedestrian and bicycle facilities, transit stops, and public spaces for community activity. The goal of this plan is to develop a corridor improvement concept to better fit the needs of the community while working with Caltrans to develop a fundable and implementable plan. Consistent with Caltrans' planning guidance, this Plan will use Complete Streets design elements to provide safer and more comfortable mobility options for people of all ages and abilities.

This technical memorandum provides documentation and assessment of existing transportation conditions on Main Street related to infrastructure, traffic volumes, crash data, and multimodal facilities. Based on these assessments and informed by public input received to date, this memorandum also includes a discussion of key corridor issues. The purpose of this memorandum is to inform the ongoing Main Street corridor concept development and improvement recommendations for the CCP.

Study Area

The Town of Chester is a Census Designated Place (CDP) in northern Plumas County at the northwest edge of Lake Almanor (see Figure 1). The population of Chester is approximately 2,000 with approximately 900 households within the town's boundary (Source: 2020 U.S. Census data). The town is bisected by Main Street to the east and west, and by the Feather River to the north and south, with the majority of the residential neighborhoods located southeast of the corridor. The town's schools are also located southeast of the corridor, with Chester High School centrally located with roadway access via First Avenue and First Street. Public services, including the post office, library, and Sherriff office, are located at the northern end of town just south of the Feather River Bridge.

Regional Context

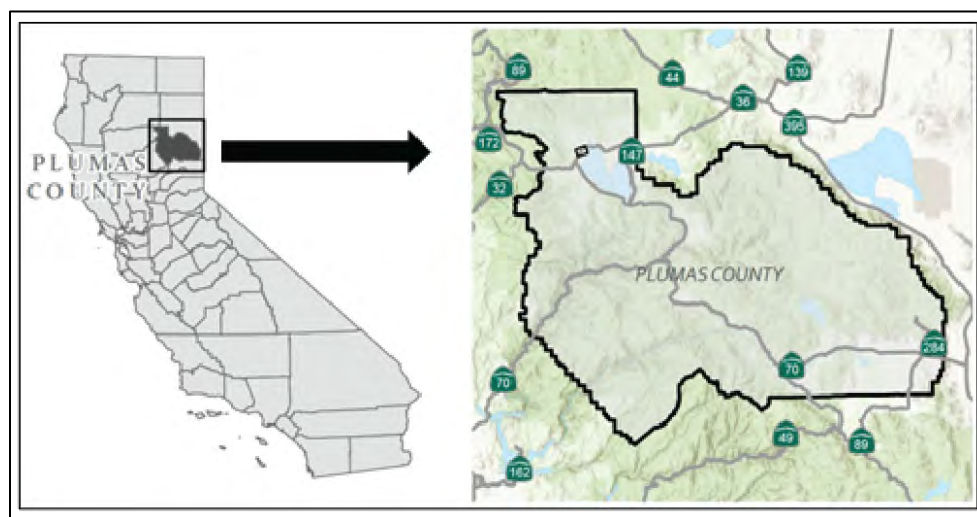
State Route (SR) 36 is an east-west highway which connects Lassen County in the east to Humboldt County in the west. Within Plumas County, SR 36 connects to Butte County via SR 32 and Sierra and Shasta counties via SR 89. In northern Plumas County, SR 36 runs north-south through the Town of Chester, serving a mix of regional and local mobility patterns. Figure 2 shows the regional context of Plumas County.

Figure 1: Town of Chester - CDP Boundary



Image source: Google (2022)

Figure 2: Regional Context

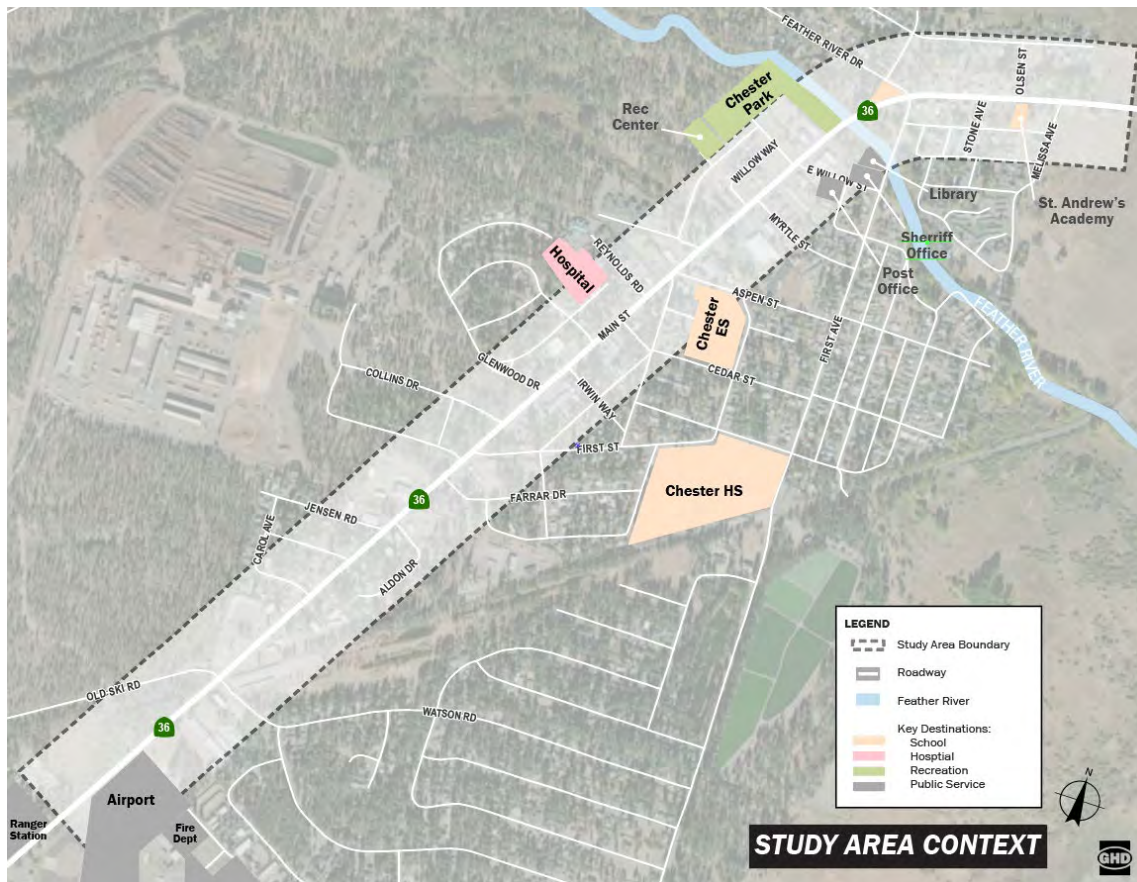


Data source: Imagery: Maxar; parcels, roads, Plumas County, 2022.

Study Corridor

The Main Street (SR 36) corridor through the Town of Chester serves as the community's primary commercial corridor, providing access to key destinations including public facilities, schools, and activity and recreation centers. The study area extends approximately 2 miles along the Main Street corridor from the southern and northern gateways into Town, near Chester Airport Road and Melissa Avenue, and is illustrated in Figure 3.

Figure 3: Study Area

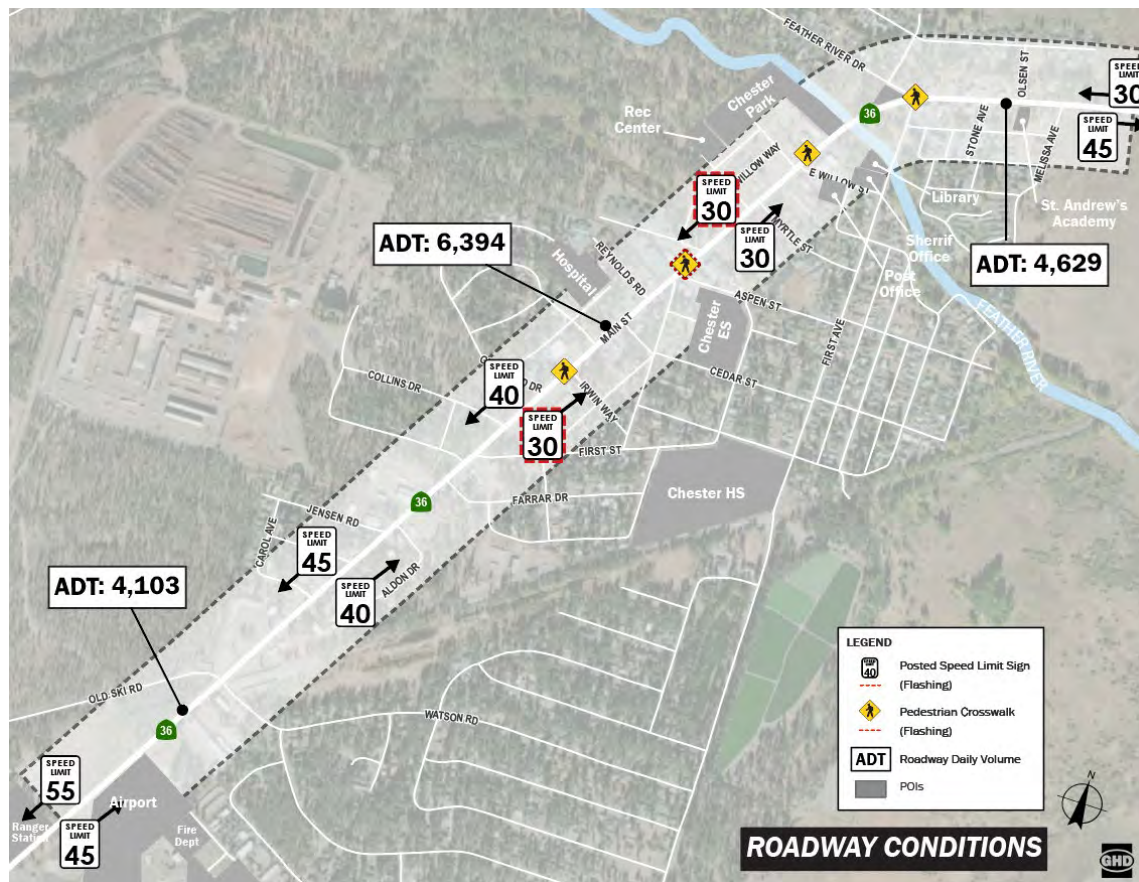


Data source: Imagery: Maxar; parcels, roads, Plumas County, 2022.

Roadway Conditions

The Main Street corridor transitions from a two-lane, high speed, rural highway to a community main street at the southern and eastern gateways into the Town of Chester. Posted speed limit signs decrease to 30 miles per hour approaching Irwin Way from the south and Melissa Avenue from the east. The number of travel lanes increase upon entering town just south of Irwin Way and at Melissa Avenue. Slower posted speed limits and additional travel lanes correspond with increased community activity in the center of town. Within this area, there are marked four pedestrian crossings, one of which is supplemented with a flashing beacon. A detailed discussion of roadway conditions and vehicular operations along the corridor is provided below. Figure 4 provides an overview of the corridor conditions to supplement to the following discussions.

Figure 4: Roadway Conditions



Data source: Imagery: Maxar; parcels, roads, Plumas County, 2022.

Travel Lanes & Speed Limits

The Caltrans right-of-way (ROW) along Main Street (SR 36) through the study area is 120-feet west of Feather River and 80-feet east of Feather River. South of Irwin Way, Main Street is a two-lane undivided highway with a posted speed limit of 45 mph for north/eastbound vehicular travelers into Town. From Irwin Way to the Feather River bridge, Main Street has four lanes with a speed limit of 30 mph. East of the Feather River bridge to Melissa Ave, Main Street has two-travel lanes with a two-way-left-turn lane (TWLTL) and a speed limit of 30 mph. East of Melissa Ave, the roadway is a two-lane undivided highway with a posted speed limit of 45 mph for eastbound vehicular travelers leaving Town.

Roadway Cross-sections

Due to the changes in number of vehicle travel lanes and ROW along the corridor, a summary of existing roadway conditions is provided for three distinct segments of Main Street as follows:

- ◇ Western: Chester Airport to Glenwood Drive (see Image 1)
- ◇ Middle: Glenwood Drive to Feather River Bridge (see Image 2 & Image 3)
- ◇ Eastern: Feather River Bridge to east of Melissa Avenue (see Image 4)

The follow images show existing cross-section dimensions at several locations along the corridor. Table 1 presents a summary of travel lanes, speed limits, and cross-section dimensions.

Image 1: Western Segment Cross-section, north of Carol Avenue

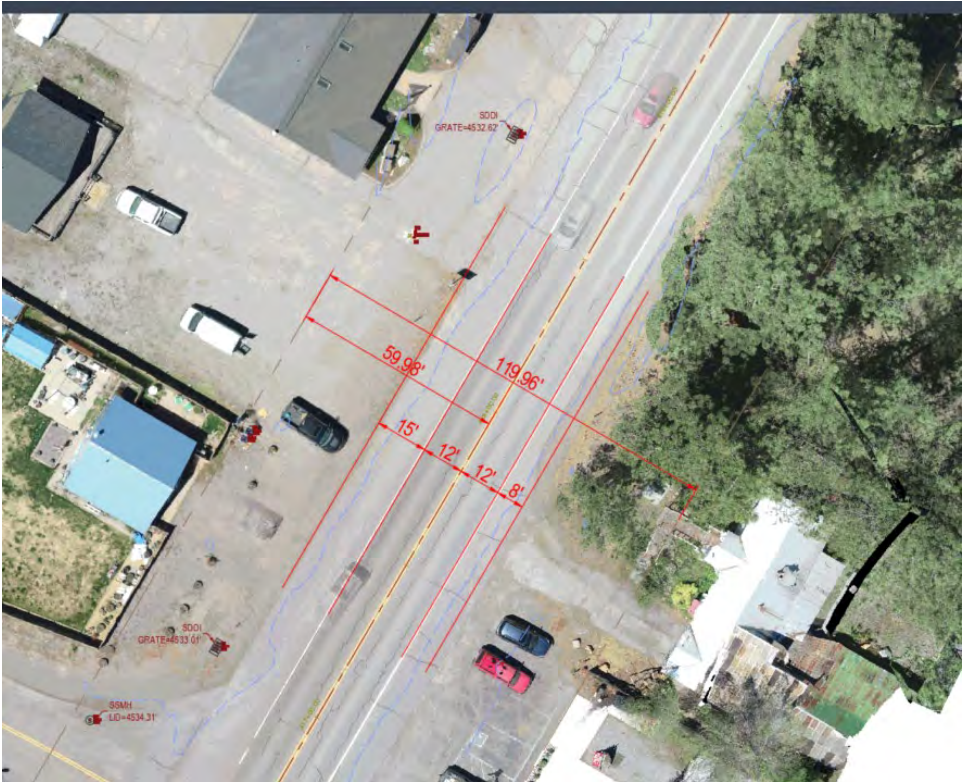


Image 2: Middle Segment Cross-section (A), north of Irwin Way

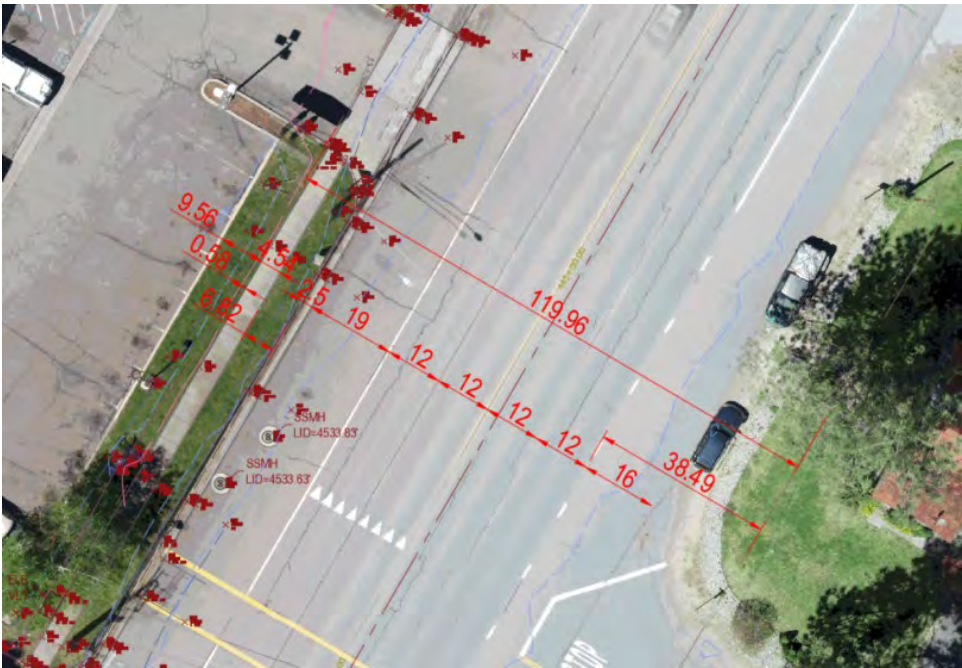


Image 3: Middle Segment Cross-section (B), north of Willow Way

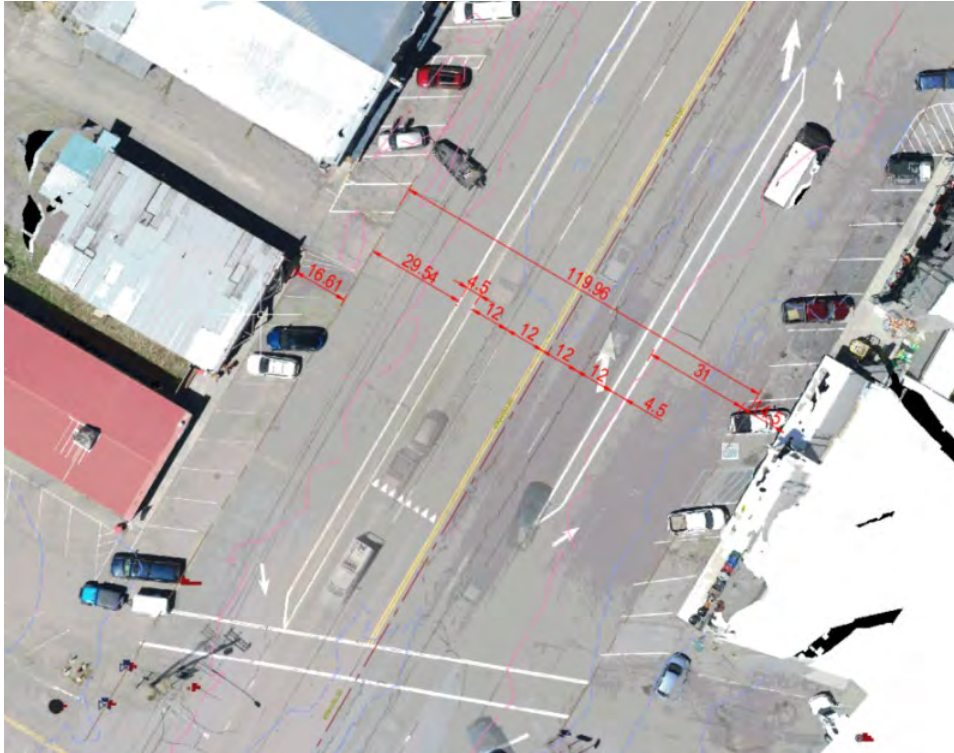


Image 4: Eastern Segment Cross-section, east of First Avenue

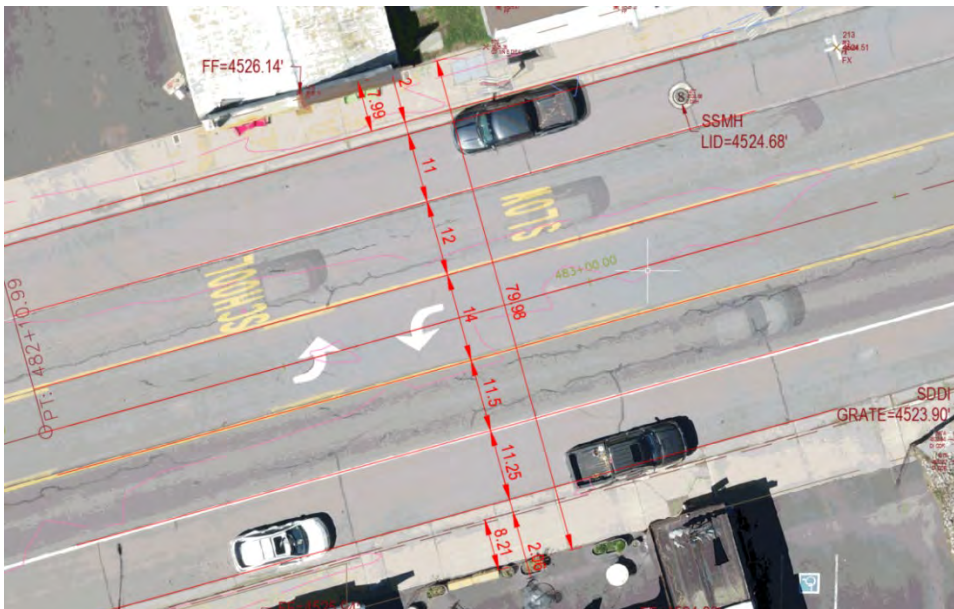


Table 1: Existing Roadway Conditions Summary

	Western Segment	Middle Segment	Eastern Segment
ROADWAY CONDITIONS			
Length (mile)	~ 1	~ 0.65	~0.35
Posted Speed Limit (mph)	40-45	30	30
Lanes (per direction)	1	2	1 (+ center lane)
Right-of-Way (ROW) (feet)	120	120	80
Pedestrian Crossing Distance (feet) (Approximate paved area width between sidewalk or building frontage)	~120	~ 95 to 150	~64

Vehicular Volume & Operations

Existing traffic data was collected at roadway segment locations and intersections along the study corridor on May 5, 2022. This traffic data was used to evaluate key intersections along the corridor to determine existing vehicular operations. Traffic data sheets are provided in the Appendix.

ROADWAY SEGMENTS

Traffic counts were taken over a twenty-four-hour period to develop average daily traffic (ADT) volume estimates at three locations along the Main Street corridor. The roadway segment locations, ADT, and the AM and PM peak hour volumes are provided below:

- ◇ Between Chester Airport Road and Watson Road: 4,103 ADT (AM: 300 / PM: 336)
- ◇ Between Riverwood Drive and Reynolds Road: 6,394 ADT (AM: 407 / PM: 550)
- ◇ Between the Feather River Bridge and Melissa Avenue: 4,629 ADT (AM: 352 / PM: 418)

INTERSECTIONS

All intersections along Main Street within the study area are side-street-stop-controlled (SSSC) with stop-control at the minor street approaches to Main Street. Intersection turning movement counts were collected at nine intersections along the Main Street (SR 36) corridor at the following locations:

- | | |
|-------------------------------|-----------------|
| 1. Melissa Avenue | 6. Irwin Way |
| 2. First Avenue/Feather Drive | 7. Collins Road |
| 3. Willow Way | 8. First Street |
| 4. Myrtle Street | 9. Watson Road |
| 5. Aspen Street | |

Vehicular operations at study intersection locations were quantified for AM and PM peak hour ¹periods through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway

¹ The AM peak hour is defined as the one-hour of peak traffic flow counted between 7:00 am and 9:00 am on a typical weekday. The PM peak hour is defined as the one hour of peak traffic flow counted between 4:00 pm and 6:00 pm on a typical weekday.

segment, representing progressively worsening traffic conditions. LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions. Levels of Service methodology is described in the Appendix. As shown in Table 3, the study intersections along Main Street (SR 36) operate acceptable with minimal vehicular delay.

Table 2: Intersection Level of Service

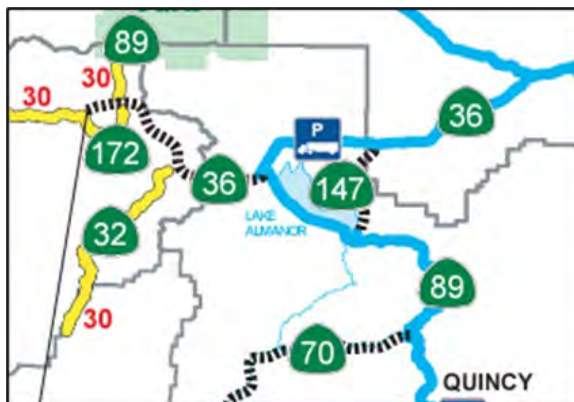
#	Intersection	Control Type ¹	Target LOS ²	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Main Street (SR 36) & Melissa Ave	TWSC	D	10.3	B	10.5	B
2	Main Street (SR 36) & First Ave/Feather River Dr	TWSC	D	12.1	B	12.0	B
3	Main St (SR 36) & Willow Way	TWSC	D	11.1	B	12.4	B
4	Main St (SR 36) & Myrtle St	TWSC	D	10.1	B	10.6	B
5	Main St (SR 36) & Aspen St	TWSC	D	11.9	B	11.0	B
6	Main St (SR 36) & Irwin Way	TWSC	D	9.9	A	9.6	A
7	Main St (SR 36) & Collins Rd	TWSC	D	10.1	B	11.5	B
8	Main St (SR 36) & First St	TWSC	D	11.0	B	11.5	B
9	Main St (SR 36) & Watson Rd	TWSC	D	10.5	B	11.3	B

Notes: 1. TWSC = Two-Way/Side-Street Stop Control 2. LOS = Delay based on worst minor street approach for TWSC intersections

HEAVY TRUCK VOLUME

SR 36 through the Town of Chester and east to Susanville is an STAA (Surface Transportation Assistance Act) route. SR 36 from Chester west towards SR 172 is a California Legal truck route.

Heavy truck volumes were collected at the study intersection locations described above. Heavy truck percentages of total vehicular volume at the intersections were highest during the AM peak hour, ranging from 25 percent at Watson Road, 17 percent at Irwin Way, and 15 percent at Melissa Avenue. Heavy truck percentages drop below 10 percent at most intersections along the corridor during the PM peak hour but remain above 10 percent at Watson Road. Note: High heavy truck percentages may be due in part to lumber logging efforts following the 2021 Dixie Fire.



Map Source: Caltrans District 2

Local Roadways

Chester's local collector roadways providing access to Main Street area are described below.

FIRST AVE

At its northern terminus, First Ave intersects Main Street and aligns with Feather River Drive to the north. Just south of Main Street, First Ave crosses over the Feather River. Between Main Street and Moody Meadow Road, First Ave is a two-lane, collector roadway with a speed limit of 25 mph. First Ave provides connection between Main Street to the north, several local, side-street roadway connections to the east and west, and Chester High School, located at the intersection of First Ave and Moody Meadow Road.

FIRST STREET

First Street is a two-lane collector roadway with speeds of 25 mph. First Street intersects with Main Street at the southwest end of the roadway and Moody Meadow Road at the northeast end, where Chester High School is located. In addition to providing access to the High School, the roadway provides connection to Main Street to the west, as well as several local roadway connections to residential neighborhoods.

FEATHER RIVER DRIVE

Feather River Drive is a two-lane collector roadway that intersects with Main Street and aligns with First Avenue to the south. The roadway has a speed limit of 25 mph speeds and Class II bicycle lanes. Feather River Drive provides access between the destinations on Main Street and the residential neighborhoods along the roadway.

Multimodal Conditions

Existing multimodal facilities and amenities are described below, illustrated in Figure 5, and summarized in Table 3.

Bicycle & Pedestrian Facilities

The following provides a summary of existing bicycle and pedestrian facilities within Chester.

Bicycle Lanes: There are few existing bicycle facilities within the Chester community. Class II bicycle facilities exist along portions of First Ave, Moody Meadow Road, Aspen Street, and Feather River Drive.

Shared Use Trail: The Almanor Rail Trail path is located along the former Almanor Railroad alignment and crosses the Main Street corridor just north of Jensen Road. The trail traverses the south-eastern boundary of the Town of Chester, connecting back to SR 36 approximately ½ mile east of Melissa Avenue.

Sidewalk: Within the Main Street study area, pedestrian infrastructure is largely proximal to the Old Town area between First Avenue and Melissa Avenue. However, even along this segment, sidewalk quality is not consistent and lacks American Disability Act (ADA) features. Sidewalk along the remainder of the corridor is minimal and disconnected, typically located at building frontages and/or bordering the edge of private parking lots. Overall, lighting is limited along pedestrian paths of travel.

Pedestrian Crosswalks: There are four marked crosswalks on Main Street, which are described in Table 4 in terms of location, crossing width, ADA compliance, and presence of flashing beacons.

Table 3: Multimodal Facilities

	Western Segment	Middle Segment	Eastern Segment
MULTIMODAL FACILITIES			
Sidewalk (Yes/No/Minimal)	No	Minimal	Yes
Bike Lanes (Yes/No/Minimal)	No	No	No
Marked Pedestrian Crossings (#)	0	3	1
Pedestrian Crossing Distance (feet) (Approximate paved area width between sidewalk or building frontage)	~120	~ 95 to 150	~64
Transit Stops within 1/4 mile (#)	1	3	2

Table 4: Marked Crosswalks

Marked Crosswalk Location	Length (feet)	ADA Compliant?	Flashing Beacon?
Irwin Way	100	No	No
Aspen Street	100	No	Yes
Willow Street	130	No	No
First Avenue / Feather River Drive	60	No	No

Transit

Transit service in Chester is provided by Plumas Transit Systems via the Chester/Greenville route, connecting the Town of Chester with the Town of Greenville via SR 36 to SR 89 along the eastern edge of Lake Almanor. The route continues south along SR 70 to the Town of Quincy. The transit stops within Chester are located along the Main Street corridor and within neighborhoods south-east of the corridor.

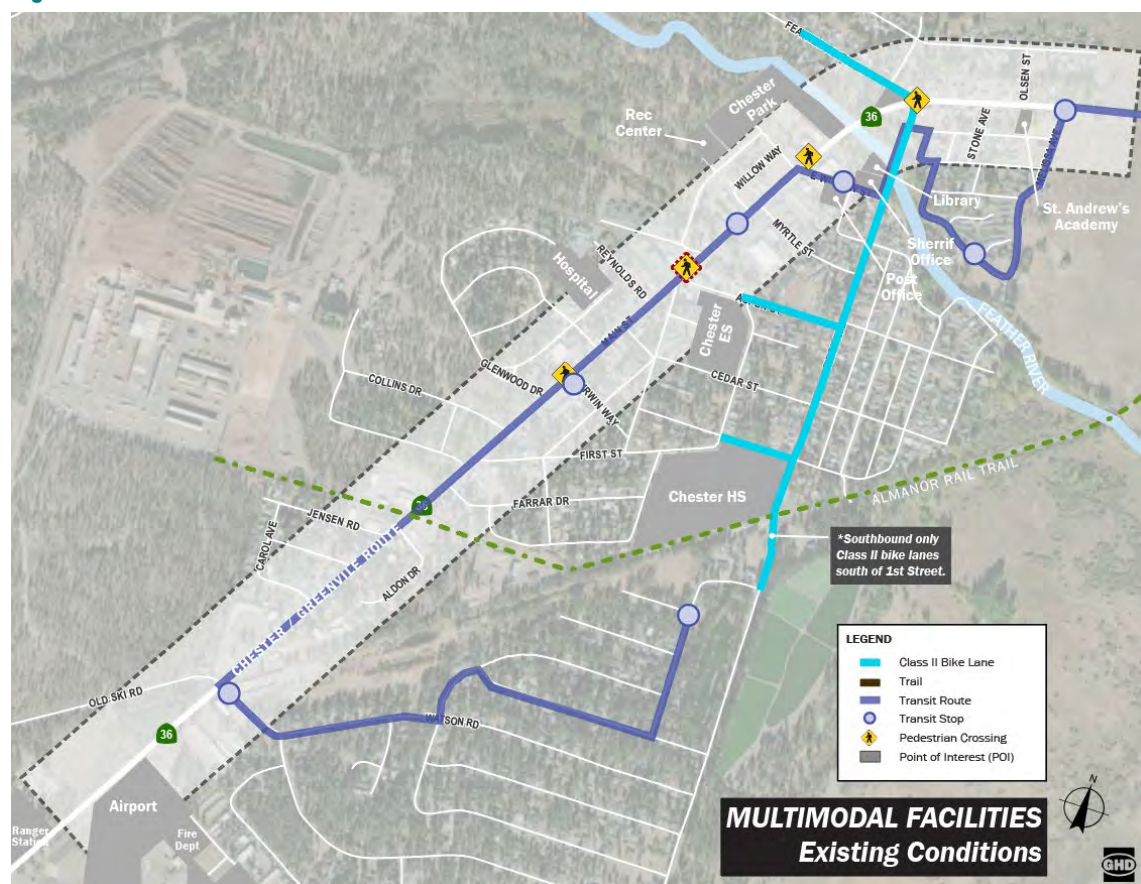
Rail

There is a railroad right-of-way owned by Collins Pine where the Almanor Railroad operated from the 1940s until it was dismantled in 2010. The Almanor Railroad was a Class III short-line railroad that transported primarily timber and lumber products. The 13-mile railway connected west from the BNSF Railway line at Clear Creek Junction in Lassen County to Collins Pine Mill in Chester.

In 2010, the Almanor Railroad was approved for abandonment by the U.S. Surface Transportation Board, and Collins Pine was granted Interim Trail Manager status. This allowed the Almanor Railroad to be “railbanked,” which permits an inactive rail corridor to be used as a trail until a railroad might need the corridor again in the future for rail service. While the right-of-way that formerly operated as the Almanor Railroad in Chester now operates as a rail trail, the trail material is known to be coarse, which makes walking and bicycling difficult for most users².

² Plumas County Active Transportation Program Pedestrian/Bicycle Plan, January 2018.

Figure 5: Multimodal Facilities



Data source: Imagery: Maxar; parcels, roads, Plumas County, 2022.

Multimodal Comfort & Accessibility

The Town of Chester has minimal infrastructure dedicated to multimodal travel, and with minimal sidewalks and no bicycle infrastructure provided on the Main Street corridor. However, residents and visitors alike still walk and bike within the Town and along Main Street, often using the wide shoulders or parking lanes as de-facto bicycle lanes or pedestrian paths. Specifically, the corridor's wide travel lanes, high vehicular speeds, and lack of visibility features results in an uncomfortable and often dangerous multimodal travel experience. Furthermore, these conditions could deter individuals from walking or bicycling altogether.

Level of Traffic Stress

Level of traffic stress (LTS) is a suitability rating system from the perspective of different subsets of the population, which measures the perceived comfort, safety, and accessibility associated with bicycling or walking adjacent to vehicular traffic. Studies have shown that 60 percent of the population will be deterred from bicycling or walking if an active transportation facility features high levels of traffic stress, and they will only choose the routes with the highest levels of perceived safety³. Therefore, the less stressful the experience, the more likely bicycling or walking is to appeal to a broader segment of the population. A

³ "Four Types of Transportation Cyclists in Portland," Geller, 2006

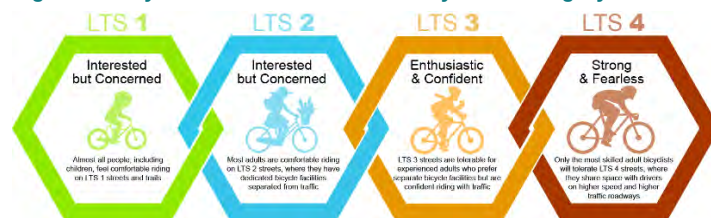
bicycle and pedestrian network will attract greater numbers of residents, employees and visitors of all ages and abilities if it is designed to reduce the level of stress associated with potential conflicts with motor vehicles and safely connect people to their destinations.

A score from 1 to 4 is assigned to roadways and intersections based on a variety of criteria and represents the degree of comfort or lack of comfort likely to be experienced by a bicyclist. In general, bicycle LTS methodology considers a variety of roadway infrastructure characteristics to determine the LTS score of a roadway or intersection, including:

- ◇ Level of separation from vehicular traffic
- ◇ Street width (number of vehicle lanes), daily traffic volumes and/or functional classification
- ◇ Presence and width of bike lanes, parking lanes, medians and turn lanes
- ◇ Speed limit or prevailing speed of adjacent street or streets being travelled along or crossed
- ◇ Intersection control type

LTS scores are governed by the worst-case principle for each segment or intersection, meaning that the highest stress score associated with analyzed criteria will determine the LTS score of the location, with LTS 1 being the lowest stress and LTS 4 being the highest stress, as illustrated in the following figure.

Figure 6: Bicycle Level of Traffic Stress by User Category



METHODOLOGY

The level of traffic stress (LTS) analysis presented herein considers the traffic stress associated with bicycling in the Town of Chester. Because pedestrian facilities are known to be generally lacking throughout the Chester community, Bicycle Level of Traffic Stress (BLTS) is used as a proxy for analyzing the traffic stress of travelling by foot or bike.

Bicycle LTS analysis employs the methodology described in the Oregon Department of Transportation (ODOT) "Analysis Procedures Manual Version 2, Chapter 14, Multimodal Analysis," (October 2020), which is based on the original methodology presented is based on the original paper, Low Stress Bicycling and Network Connectivity, Report 11-19, published by the Mineta Transportation Institute (MTI) (May 2012).

RESULTS

As shown in Figure 4, Main Street (SR 36) segments and crossings are both ascribed higher-stress scores of LTS 3 or LTS 4. This is the result of high speeds and/or the number of vehicle travel lanes along Main Street. Entering Chester from the west (travelling eastbound), the roadway is 2-lanes (1-lane per direction) and the posted speed limit ranges from 55 to 40 mph, which results in an LTS score of 4. Approaching Irwin Way and extending to Feather River Bridge, the posted speed limit lowers to 30 mph as the roadway widens to 4-lanes (2-lanes per direction), which results in an LTS score of 3. However, the total roadway width within this section of Main Street results in higher street (LTS 4) conditions that may not be adequately represented within the existing LTS criteria. The speed limit is 30 mph through the

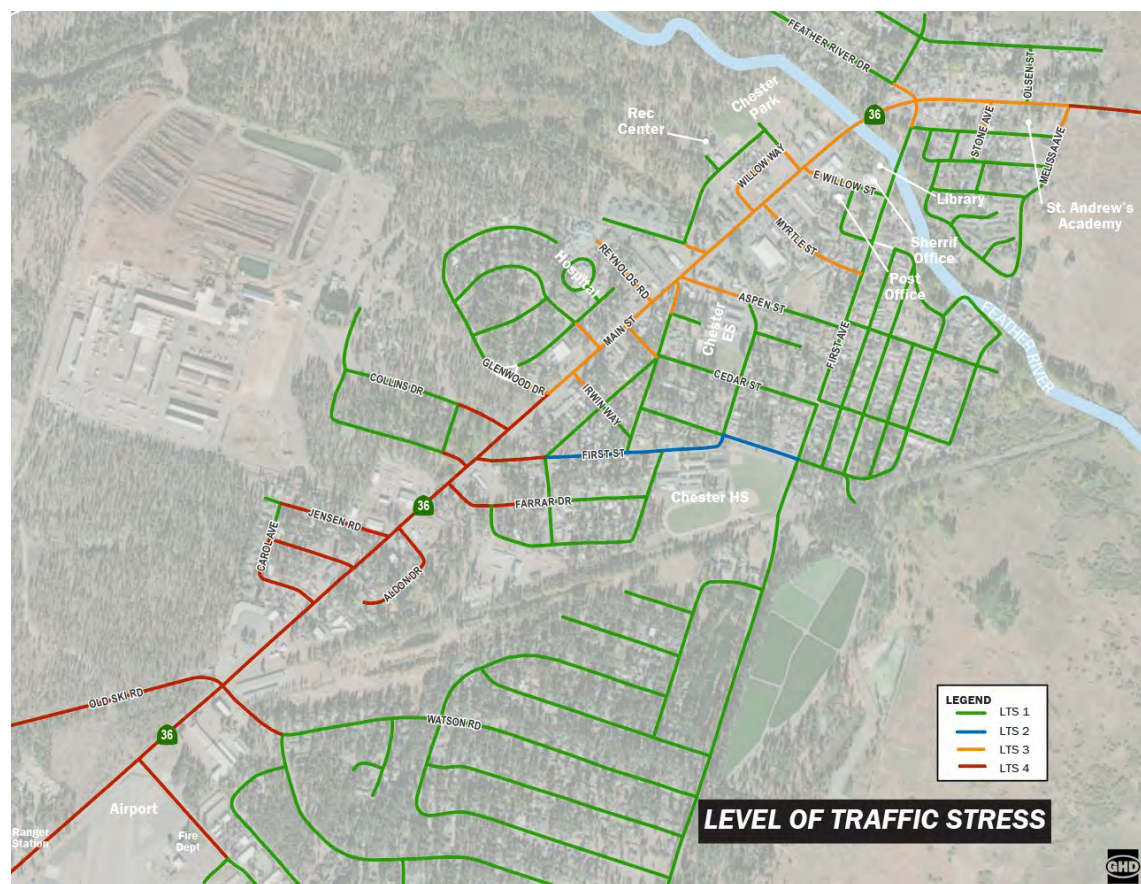
remainder of the corridor to Melissa Avenue, and the number of travel lanes reduces to 2 with a center turn lane between Feather River bridge and Melissa Avenue, which results in an LTS score of 3.

Local streets within Chester are primarily assigned LTS scores of 1 because they are low-speed streets with only 2-lanes. The only exception to this is First Street, which is assigned an LTS score of 2. While the speed along this roadway is low at 25 mph, the roadway serves slightly higher traffic volumes.

The experience of individuals biking or walking along or across Main Street may not be adequately represented using LTS criteria. Especially within the middle section of Main Street between Irwin Way and Feather River bridge, the observed vehicular speed throughout the corridor exceeds the posted speed limits of 30 mph (note: speed surveys were not conducted for this plan). As such, input received from the community and stakeholders involved in this plan should supplement the results of LTS analysis.

Since LTS is governed by the worst-case principle, the worst, or highest-stress, score of an analyzed segment and crossing it intersects with will dictate the overall stress of that segment, meaning that if a lower stress segment intersects with a higher-stress crossing, the “overall” traffic stress of the connecting segment will reflect that of the high-stress crossing. This effect can be seen in Figure 5, where the low stress roadway segments intersecting with the higher-stress Main Street crossing locations have taken on the higher score.

Figure 7: Level of Traffic Stress (LTS) Evaluation



Data source: Imagery: Maxar; parcels, roads, Plumas County, 2022.

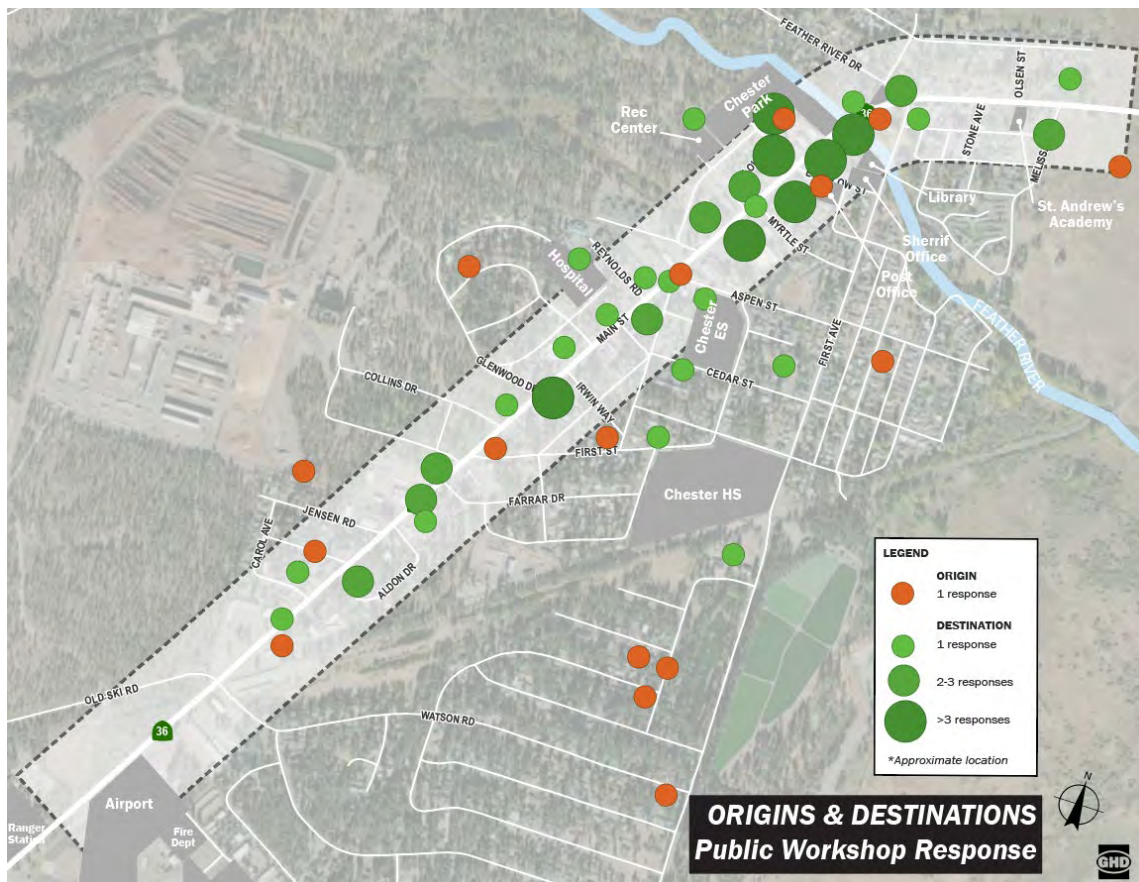
Mobility Trends

Community Destinations

Key destinations within the Town of Chester are concentrated along the Main Street corridor, primarily between First Street and First Avenue. Residential neighborhoods are located on either side of the corridor, with most homes southeast of the corridor. Due to the need to travel both along and across the corridor to reach destinations, community travel patterns help to inform the areas of increased activity that may require improvements to vehicular and multimodal access. Community travel pattern data was compiled during an exercise during the 1st Public Workshop held at the Almanor Recreation Center in June 2022, where attendees were asked to identify both their primary trip origins and destinations within Chester.

The results of this exercise were digitized and are presented in Figure 8. As shown, areas along Main Street that were identified as destinations were concentrated between First Street and First Avenue, consistent with locations of key destinations such as schools, the hospital, public services, and recreational areas including the Almanor Recreation Center and Chester Park.

Figure 8: Origins & Destinations



Data source: Imagery: Maxar; parcels, roads, Plumas County, 2022.

Pedestrian Activity

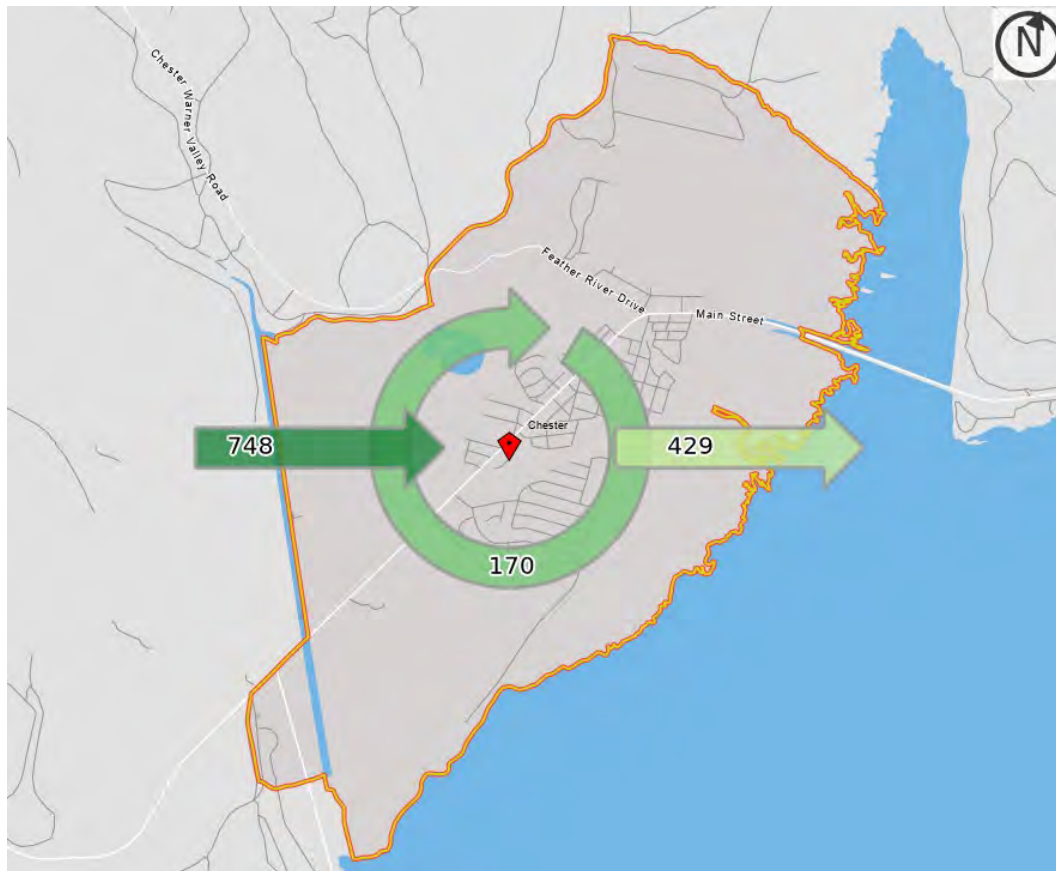
To be provided by Green DOT.

Employment Travel Patterns

According to 2019 Census data, there were 918 jobs within the Town of Chester boundary. Of those jobs, 170 (18 percent) were held by individuals who also reside within the Town and 748 (82 percent) were held by individuals who reside outside the town boundary. There were 429 residents of Chester who were employed outside of the town boundary. This inflow/outflow analysis is illustrated in Figure 9 and is sourced from 2019 LEHD (Longitudinal Employer-Household Dynamics) data via OnTheMap. As shown, there is more employment travel into Chester than out of Chester.

Individuals employed within Chester who do not reside within the town boundary primarily drive in from other areas in Plumas County (33 percent), Lassen County to the east (9 percent), Butte County to the west (9 percent), Washoe County (Nevada) to the east (6 percent), and Shasta County to the north (5 percent). Residents of Chester who are employed outside of the town boundary are primarily employed within Plumas County (12 percent), Butte County to the west (7 percent), Lassen County to the east (6 percent), Washoe County (Nevada) to the east (6 percent), and Sacramento County to the south (6 percent).

Figure 9: Employment Inflow / Outflow Travel



Employment travel distances for both those who reside in Chester and/or work in Chester range from relatively short to very long distances, with approximately 1/3 of these trips having distances of less than 10 miles and approximately 2/3 of these trips having distances of greater than 25 miles. The breakdown of employment travel distances is shown in Table 5.

Table 5: Employment Travel Distances

Distance	Reside in Chester	Employed in Chester
< 10 miles	35.2%	30.3%
10 to 24 miles	1.3%	7.1%
25 to 50 miles	14.2 %	24.7%
> 50 miles	49.2%	37.9%

Source: LEHD OnTheMap, Census 2019

Due to the distances that many Chester residents travel to their place of employment, the majority (93.3 percent) travel to work via car, approximately 1 percent travel via bicycle, and less than 1 percent use public transit or walk to work. The following table shows the breakdown of travel mode for employment trips made by residents of Chester. This data is based on 2020 estimates of 1,032 employed residents of Chester.

Table 6: Employment Travel Mode (Residents of Chester)

Employment Travel Mode	% of Total (1,032)
Car (Drove alone)	84.3%
Car (Carpooled)	9.0%
Worked from home	5.6%
Bicycle	1.1%
Public transit	< 1.0%
Walked	< 1.0%

Source: ACS 5-Year Estimates, 2020

Corridor Safety

As a regional highway that transitions to a local community street, the Main Street corridor faces challenges of competing mobility needs. In addition, community activity is highly concentrated along the four-lane segment of Main Street. Existing roadway conditions with multiple travel lanes, wide shoulders, and minimal or non-existent multimodal infrastructure prioritize vehicular travel over more non-vehicular modes of travel (walking, biking, and transit). The current roadway was designed to serve considerably higher volumes of traffic than the corridor actual experiences.

A comprehensive safety assessment is forthcoming and will be provided in a separate memorandum.

Corridor Conditions Summary

The following table provides a summary of the existing roadway and multimodal conditions on Main Street (SR 36). Due to the changes in roadway conditions along the corridor, a summary is provided for three distinct segments of Main Street as follows:

- ◇ Western: Chester Airport to Glenwood Drive
- ◇ Middle: Glenwood Drive to Feather River Bridge
- ◇ Eastern: Feather River Bridge to east of Melissa Avenue

Table 7: Existing Corridor Conditions Summary

	Western Segment	Middle Segment	Eastern Segment
ROADWAY CONDITIONS			
Length (mile)	~ 1	~ 0.65	~0.35
Posted Speed Limit (mph)	40-45	30	30
Lanes (per direction)	1	2	1 (+ center lane)
Right-of-Way (ROW) (feet)	120	120	80
Pedestrian Crossing Distance (feet) (Approximate paved area width between sidewalk or building frontage)	~120	~ 95 to 150	~64
VOLUME & OPERATIONS			
Roadway Volume (Daily)	4,103	6,394	4,629
Roadway Volume (AM Peak)	300	407	352
Roadway Volume (PM Peak)	336	550	418
Intersection Operations	Acceptable	Acceptable	Acceptable
Heavy Vehicle Percentage	25%	17%	15%
MULTIMODAL FACILITIES			
Sidewalk (Yes/No/Minimal)	No	Minimal	Yes
Bike Lanes (Yes/No/Minimal)	No	No	No
Marked Pedestrian Crossings (#)	0	3	1
Transit Stops within 1/4 mile (#)	1	3	2

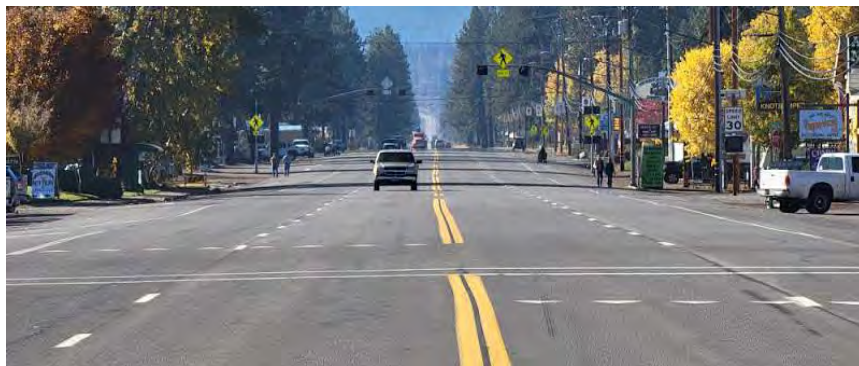
Key Issues

The following key issues on the Main Street corridor related specifically to vehicular and multimodal mobility and access have been identified through data collection efforts, walk audits, and public input to date:

- ◇ Wide Roadway
- ◇ High-vehicular speeds
- ◇ Unsafe pedestrian crossings
- ◇ Lack of multimodal connectivity
 - Minimal sidewalk
 - No bicycle facilities
 - Minimal transit amenities
 - Minimal lighting and advance warning
- ◇ Increased safety risk due to roadway design
- ◇ Lack of aesthetic continuity and community sense of place

WIDE ROADWAY

Main Street through the Middle Segment between Glenwood Drive and the Feather River Bridge is 4-lanes without a center turn lane. Daily traffic volumes of approximately 6,400 could be accommodated within a 2-lane facility. In addition, given the high access point density along the corridor, the lack of a center turn lane creates the potential for turn conflicts on to/off the corridor. The wide travel-way bounded by 20 to 30-foot shoulders on either side, resulting in a total paved cross-section of over 90-feet up to 150-feet.



Main Street Southbound Facing near Myrtle Street

HIGH-VEHICULAR SPEEDS

The excessive width of the Main Street corridor, especially within the Middle Segment, Concern over high vehicular speeds along the entirety of the corridor has been unanimously reported by the public and members of the Technical Advisory Committee (TAC). Although the posted speed limit through areas of increased community activity (i.e., near shopping, schools, and public services) lowers to 30 miles per hour, the excessively wide paved cross-section of Main Street contributes to vehicular comfort at higher speeds.



PEDESTRIAN CROSSINGS

There are four marked crosswalks on Main Street, included one flashing beacon just north of Aspen Street. Crosswalk distances range from approximately 60 to 150-feet and typically do not align with existing sidewalk. If sidewalk is present at the crosswalk, there is a lack ADA features such as curb ramps. In addition, many individuals cross Main Street at unmarked locations.



Pedestrian Crossing Main Street

MULTIMODAL FACILITIES

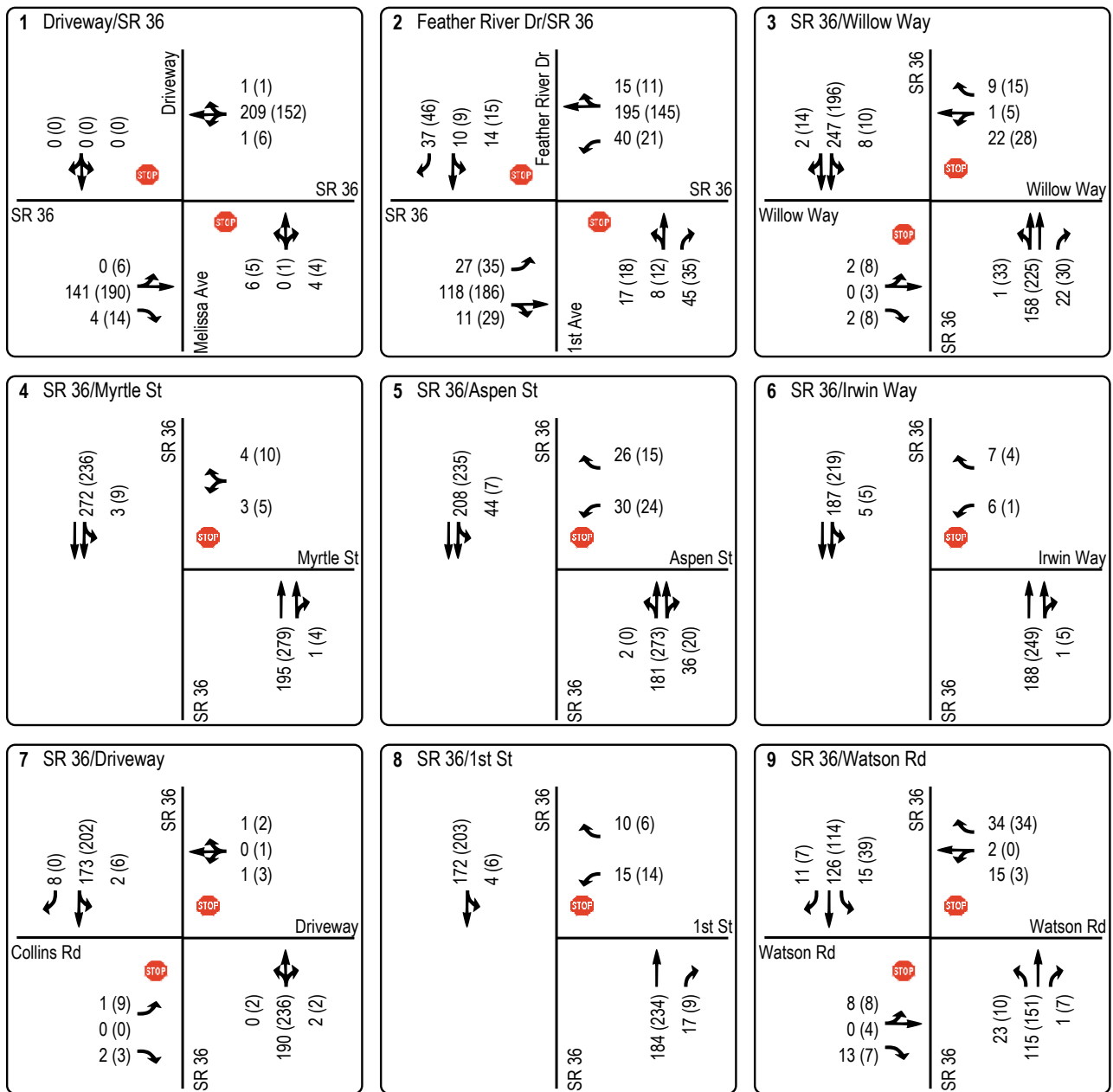
Within the Main Street study area, pedestrian infrastructure is largely proximal to the Old Town area (the Northern Segment). However, even along this segment, sidewalk quality is not consistent and lacks American Disability Act (ADA) features. Sidewalk width in this area of the corridor is approximately 8-feet.

Along the remainder of the corridor, sidewalk infrastructure is limited or non-existent, as shown in the following image.



Lack of sidewalk, curbs, and crosswalks

Appendix B: Existing Traffic Volumes



Legend

XX (YY) AM (PM) Peak Hour Volumes



Turn Lane



Stop Sign



Traffic Signal



Roundabout



PCTC
Chester Main Street Community
Connectivity Plan
Existing Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. 12565522

Report No. 001

Date 9/28/22

FIGURE 1.1

Appendix C: Level of Service Methodology

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle	
				Signalized/ Roundabout	Side-Street/All-Way Stop
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	<10.0	<10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and <20.0	>10.0 and <15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and <35.0	>15.0 and <25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and <55.0	>25.0 and <35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and <80.0	>35.0 and <50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	>80.0	>50.0

Table X
Level-Of-Service (LOS) Criteria for Roadways

Intersection Type	Average Daily Traffic (ADT) – Total of Both Directions				
	A	B	C	D	E
Signal	10	20	35	55	80
TWSC	10	15	25	35	50
RNDBT	10	20	35	55	80
AWSC	10	15	25	35	50

Notes:

1. Based on *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Transportation Research Board, 2016
2. All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange.

SCENARIO NAME HERE

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour		PM Peak Hour		LOS Criteria				
				Delay	LOS	Delay	LOS	A	B	C	D	E
1	Main Street (SR 36) & Melissa Ave	TWSC	D	10.3	B	10.5	B	10	15	25	35	50
2	Main Street (SR 36) & 1st	TWSC	D	12.1	B	12.0	B	10	15	25	35	50
3	Main Street (SR 36) & Willow Way	TWSC	D	11.1	B	12.4	B	10	15	25	35	50
4	Main Street (SR 36) & Mrytle St	TWSC	D	10.1	B	10.6	B	10	15	25	35	50
5	Main Street (SR 36) & Aspen St	TWSC	D	11.9	B	11.0	B	10	15	25	35	50
6	Main Street (SR 36) & Irwin Way	TWSC	D	9.9	A	9.6	A	10	15	25	35	50
7	Main Street (SR 36) & Collins Rd	TWSC	D	10.1	B	11.5	B	10	15	25	35	50
8	Main Street (SR 36) & 1st St	TWSC	D	11.0	B	11.5	B	10	15	25	35	50
9	Main Street (SR 36) & Watson Rd	TWSC	D	10.5	B	11.3	B	10	15	25	35	50

Notes:

1. TWSC = Two-Way/Side-Street Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds

*Modify Footnotes as Necessary

Note for workbook: **BOLD** text will go away when "Target LOS" column is filled in.

Appendix D: Outreach

OUTREACH SUMMARY

There have been seven outreach events conducted by the project team to engage with the Chester community to encourage participation in the planning process of the Chester Main Street Community Connectivity Plan (CCP). Engagement opportunities are important ways of allowing Chester residents to provide input that is beneficial to project development. Over multiple days of outreach, the project team solicited feedback on areas of concern and recommended improvements for residents. Various methods were utilized to receive the most equitable engagement including community meetings, individual stakeholder communications, a project specific website, questionnaire and an emphasis on social media advertisement. All outreach events are open to all County residents regardless of the community they live in.

The project team conducted five outreach meetings and two pop-up events during the planning phase of the project. The following table summarizes the outreach events for the first round of outreach events for the Chester Main Street CCP:

Chester Main Street Community Connectivity Plan Outreach Events			
Event Type	Location	Date	Time
<i>Community Meeting</i>	Almanor Rec Center	April 26, 2022	5:30 PM - 7:00 PM
<i>Pop-Up</i>	Chester July 4 Parade	July 4, 2022	11:00 AM - 1:00 PM
<i>Community Meeting</i>	Almanor Rec Center	July 20, 2022	5:30 PM - 7:00 PM
<i>Community Meeting</i>	Almanor Rec Center	November 29, 2022	5:30 PM - 7:00 PM
<i>Town Hall Meeting</i>	Mt. Lassen Theater	February 27, 2023	5:15 PM
<i>Pop-Up</i>	Chester Farmers Market	July 27, 2023	4:00 PM - 8:00 PM
<i>Community Meeting</i>	Almanor Rec Center	August 1, 2023	5:30 PM - 7:00 PM
<i>Community Meeting</i>	Almanor Rec Center	November 28, 2023	5:30 PM - 7:00 PM

STAKEHOLDERS

Key stakeholders involved in the Chester Main Street Community Connectivity Plan included personnel from the Plumas County Transportation Commission (PCTC), District Supervisors, County staff, officers from the California Highway Patrol (CHP), and representatives from Caltrans District 3. Their involvement was instrumental in providing expert insights and facilitating comprehensive discussions on transportation challenges and solutions.

COMMUNITY MEETINGS

The PCTC and its project team organized a series of five community meetings and participated in two pop-up events to promote the Chester Main Street Community Connectivity Plan and solicit valuable feedback from local residents. These events were extensively advertised to maximize community engagement and participation. Each session began with a detailed presentation about the plan, outlining its objectives, the outreach strategy, funding considerations, and the specific needs of the community.

Following the presentation, attendees were encouraged to voice their concerns and opinions regarding the plan and broader community issues. This direct interaction allowed for a meaningful exchange of ideas and identification of key concerns by community members. To further facilitate comprehensive feedback, various tools such as sign-in sheets, interactive maps, questionnaires, and comment cards were made available at each event, ensuring diverse avenues for community input.

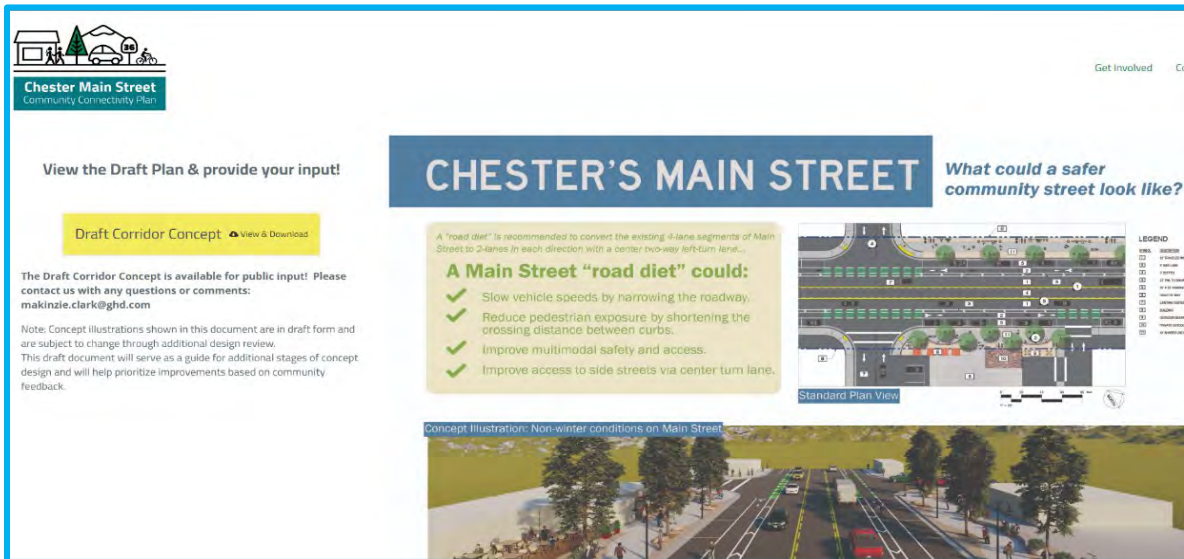
ONLINE ENGAGEMENT

In addition to in-person meetings, the project team also implemented an online engagement strategy to reach a broader audience.

QUESTIONNAIRE

A user-friendly travel behavior questionnaire was developed to capture insights into the community's transportation habits and concerns, particularly focusing on SR-36. The questionnaire aimed to identify critical areas needing improvement and to understand the community's transportation preferences. This questionnaire was accessible online via SurveyMonkey, linked on the project website, and was also available in print at all outreach events, offering a convenient way for residents to participate and share their views.

WEBSITE



Chester Main Street Community Connectivity Plan

View the Draft Plan & provide your input!

Draft Corridor Concept [View & Download](#)

The Draft Corridor Concept is available for public input! Please contact us with any questions or comments: makinzie.clark@ghd.com

Note: Concept illustrations shown in this document are in draft form and are subject to change through additional design review. This draft document will serve as a guide for additional stages of concept design and will help prioritize improvements based on community feedback.

CHESTER'S MAIN STREET What could a safer community street look like?

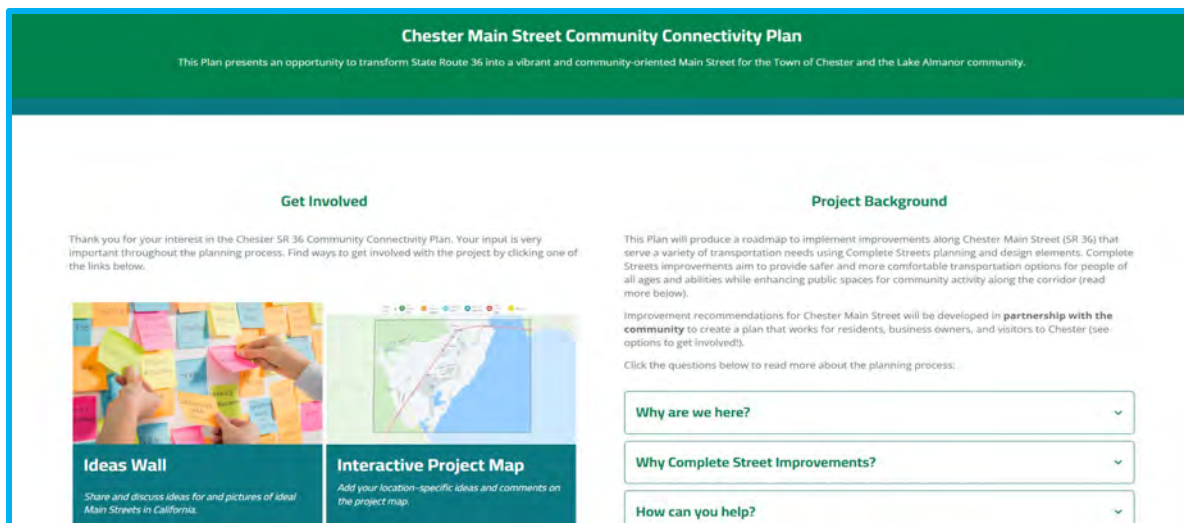
A "road diet" is recommended to convert the existing 4-lane segments of Main Street to 2-lanes in each direction with a center two-way left-turn lane...

A Main Street "road diet" could:

- ✓ Slow vehicle speeds by narrowing the roadway.
- ✓ Reduce pedestrian exposure by shortening the crossing distance between curbs.
- ✓ Improve multimodal safety and access.
- ✓ Improve access to side streets via center turn lane.

Standard Plan View

Concept Illustration: Non-winter conditions on Main Street



Chester Main Street Community Connectivity Plan

This Plan presents an opportunity to transform State Route 36 into a vibrant and community-oriented Main Street for the Town of Chester and the Lake Almanor community.

Get Involved

Thank you for your interest in the Chester SR 36 Community Connectivity Plan. Your input is very important throughout the planning process. Find ways to get involved with the project by clicking one of the links below.

Ideas Wall
Share and discuss ideas for and pictures of ideal Main Streets in California.

Interactive Project Map
Add your location-specific ideas and comments on the project map.

Project Background

This Plan will produce a roadmap to implement improvements along Chester Main Street (SR 36) that serve a variety of transportation needs using Complete Streets planning and design elements. Complete Streets improvements aim to provide safer and more comfortable transportation options for people of all ages and abilities while enhancing public spaces for community activity along the corridor (read more below).

Improvement recommendations for Chester Main Street will be developed in **partnership with the community** to create a plan that works for residents, business owners, and visitors to Chester (see options to get involved).

Click the questions below to read more about the planning process:

- [Why are we here?](#)
- [Why Complete Street Improvements?](#)
- [How can you help?](#)

A project website was developed to display pertinent project information, project planning process, community outreach meetings, an interactive feedback map, agency and project team information, and a link to the online questionnaire. The website consisted of plan development information, a direct feedback form, questionnaire link, and meeting information. The project website can be found at www.chestermainstreet.com.

ADVERTISEMENTS

The project team effectively disseminated information through a well-coordinated mix of digital and traditional methods. Digital outreach included targeted social media campaigns on Facebook and Instagram, using a specific project profile and shares on community event pages. These posts highlighted key project details, including upcoming community meetings, the project website, and social media links. Complementing this, flyers were strategically placed at key locations within meeting communities, ensuring comprehensive engagement and awareness among diverse stakeholders.



COMMUNITY INPUT SUMMARY

This section compiles the valuable feedback provided by the residents of Chester concerning the Chester Main Street Community Connectivity Plan. The comments reflect a diverse range of perspectives and concerns regarding transportation issues in the area. Key topics include traffic safety, parking, pedestrian and cyclist amenities, and the overall impact of transportation infrastructure on local businesses and the community's quality of life. The comments highlight specific areas of concern, such as the drainage issue near ACE Hardware, speed regulation challenges on 1st Avenue/Feather River, and the need for improved bicycle lanes and parking. Additionally, there are suggestions for traffic calming measures, roundabouts at strategic locations, and enhanced pedestrian signals to ensure safety and convenience for all road users. This input from the community is crucial in shaping a more connected, safe, and user-friendly transportation network in Chester.

Comments and Discussion Table

There is a drainage issue at ACE Hardware store. The owner dug out a ditch and added rocks, which has seemed to help mitigate the issue.

Concern for dealing with the now berm in the center turn lane, which could be a visual impairment.

Request to not have Class I trail cross in front of the business just east of Glenwood Drive near Dollar General.

Request to not have landscaping obscure businesses.

People speed up going eastbound at 1st Avenue/Feather River leaving town.

Parking requirements for businesses in Chester's new vs. old town are very different. The street is narrower in the old town and businesses don't have as much room for parking as it is.

Once drivers see the causeway leaving town east, they mentally think it's time to speed up when they're still in the old town. Need some sort of deterrent to slow cars right at the end as they're leaving and revving up to go fast!

We don't really have any parking problems ever in Chester. Well, maybe a bit on the 4th of July, but that still seems to work out just fine when parking is restricted for the parade on Main Street.

Would like more bike lanes in front of all the businesses, especially in front of the Dollar General store. Would ride bike more, but do not feel safe without bike lanes, for instance, would want to go to Ayoobs, but there's no bike lanes.

Also, more businesses need bike rack facilities. Only a few have them currently, like Holiday Market.

Traffic circle would work good at Willow and Main and at Myrtle and Main.

When there is a sign out that specifically says CHP ahead, that works really well, rather than just stating the speed limit and the radar.

Close off Martin Way at Main Street completely

Support for lane reduction, but there is concern for ability to find "gaps" in traffic to turn onto/off-of Main Street due to reduction to one-lane.

Support for roundabout potential at a few locations:

Willow Way
1st Street/Feather River
Watson Road

Support for pedestrian signals (red flashing lights) at a few locations:

Aspen
Fire Station
Willow Way
Dollar General

Support for bike parking at a few locations:

Dollar General
Ayoobs

1st and Feather River is a bad intersection, I've lived here for 15 years and have almost been hit. A kid got hit on a skateboard that was a hit and run and another kid got hit crossing the street.

Some accidents could not be reported, a lot of people drive at unsafe speeds. I stopped riding my bike because of people driving fast.

A Main Street for all transportation types is needed to provide equity and all transportation types to feel safe.

Lack of landscaping or trees make people think they are still on a freeway instead of entering a town.

I will not ride my bike because it is unsafe and could be fatal.

It's a major hazard walking on Main St.

U.S. Census didn't have enough data from Chester of people who walk, and safety concerns are a reason why.

SR-36 could become a main throughfare and there could be a problem with the influx of semitrucks causing traffic issues because they are not accustomed to driving in winter conditions in Chester.

Is SR-36 being considered as a STA route. Freight trucks cause a lot of accidents and commercial traffic increase.

This section encapsulates the diverse views and ideas from Chester residents on the Main Street Community Connectivity Plan. Key concerns were identified like improved traffic safety and the need for better pedestrian and cycling amenities, reflecting the community's commitment to a safer, more inclusive transportation environment in Chester.

SCHOOL OUTREACH

As part of the comprehensive community engagement for the Chester Main Street Community Connectivity Plan, a focused school outreach strategy was implemented. This initiative targeted key educational institutions in Chester, including Chester Elementary School, Chester High School, Plumas Charter School, and St. Andrew's Academy. The outreach involved tailored in-class surveys designed to capture the unique perspectives and travel behaviors of students. These insights are critical, as they reflect the views of a younger demographic directly affected by the plan's proposed changes. The collected data, along with feedback from broader community members, such as concerns about traffic safety, parking, and the need for enhanced pedestrian and cycling infrastructure, provide a holistic view of the community's transportation needs and aspirations. This school outreach not only fosters civic engagement among young residents but also ensures their voices are integral to shaping a safe, accessible, and vibrant Main Street in Chester.

While surveying students and parents for the Chester Main Street Community Connectivity Plan, a significant 75% expressed concerns about speeding near schools, echoing broader community issues. About 60% showed interest in cycling more with safer bike lanes, yet notably, none of the surveyed individuals used public transportation. Additionally, pedestrian safety was a concern for half of the respondents, and a substantial 80% were in favor of constructing roundabouts at key intersections, aligning with suggestions from community meetings held throughout the project.

The school outreach component of the Chester Main Street Community Connectivity Plan has effectively integrated the voices of young residents and their parents. This engagement, extending across key educational institutions, has highlighted concerns about traffic safety and the need for better cycling infrastructure. The feedback, especially regarding pedestrian safety and support for roundabouts, aligns with broader community insights, ensuring that future developments on Main Street consider the needs of all age groups, contributing to a safer, more user-friendly environment.








Chester Student Survey

Students, please answer the following questions to the best of your ability.

1. How old are you? _____

2. What grade are you in?

3. How do you normally get to/from school? (circle one)



4. From your house, how long does it take you to get to/from school?

- a. Less than 5 minutes
- b. 5-10 minutes
- c. 10-15 minutes
- d. More than 15 minutes
- e. Not sure

Figure 1 – Survey Excerpt/Example

OUTREACH PHOTOS



Figure 2 – November, 29, 2022, Community Workshop



Figure 3 - Fourth of July Pop-Up / Flyer Handout



Figure 4 – April 22, 2022, Community Workshop



Figure 5 – August 1, 2023, Community Meeting



Figure 6 – April 22, 2022, Community Workshop

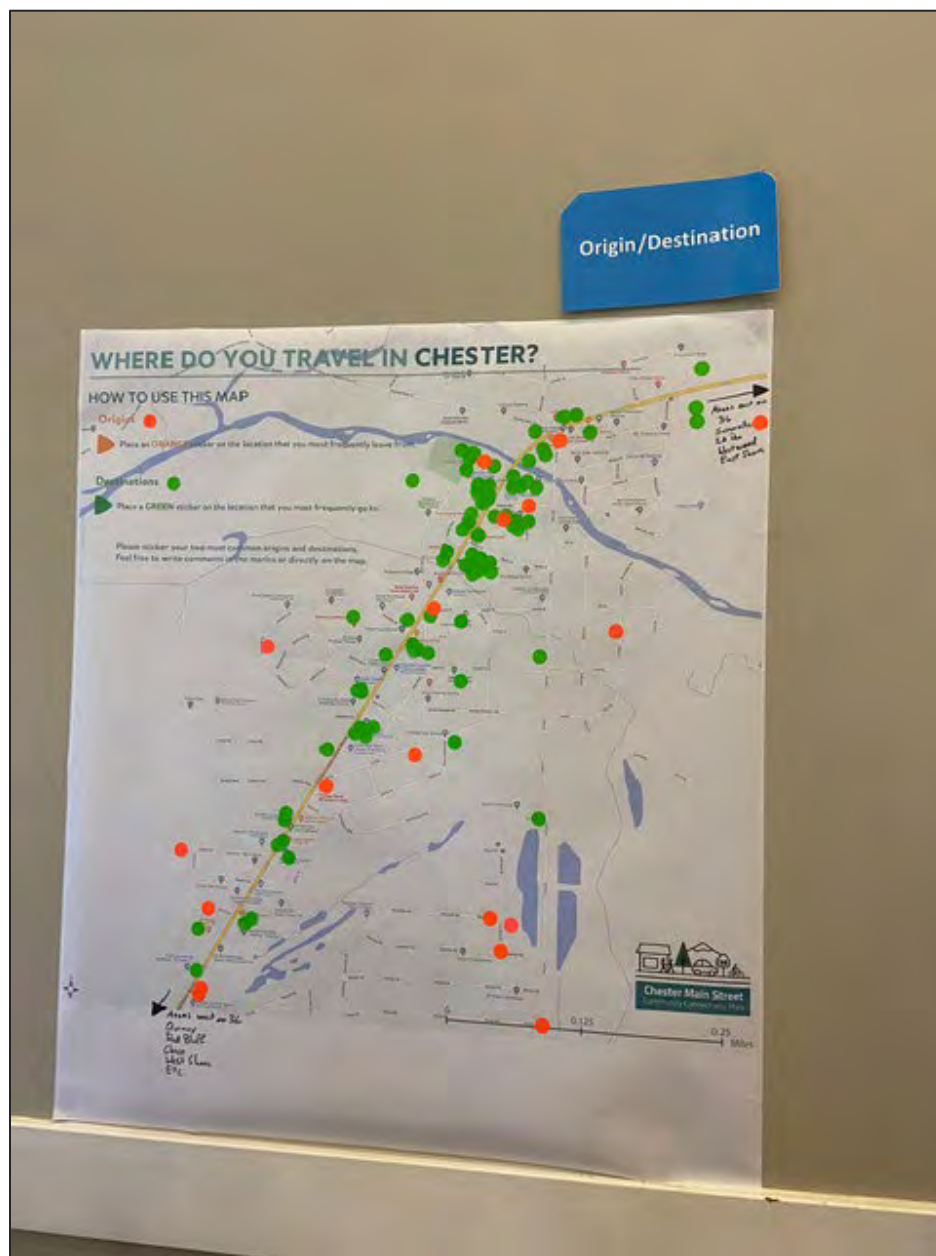








Figure 7 – April 22, 2022, Community Workshop

Appendix E: Crossing Analysis

CROSSING EXAMPLES

Location	Road	Speed Limit (mph)	# Vehicle Lanes	Average Spacing (Estimated*)	Note	Example
Bridgeport	SR 395	30	2 + 1	315'	3 crosswalks within 0.35 mile; continental -1 Flashing beacon	
Lee Vining	SR 395	30	4 + 1	525'	3 crosswalks within 0.4 mile -2 RRFBs with advance warning sign and "SLOW SCHOOL XING" pavement markings ~530' ahead at curve from the south and ~645' ahead from the north	
Kings Beach	SR 28	25	2 + 1	580'	9 crosswalks within 1 mile; primarily continental (many have faded) -Median refuges at 2 roundabout approaches -1 signalized intersection	
<p>* Estimated based on the observed number of crosswalks along the "main street" segment of the corridor. Lee Vining image taken by Makinzie Clark on 2/5/23. Other images sourced via Google Earth, 2022.</p>						

CROSSING EXAMPLES

Location	Road	Speed Limit (mph)	# Vehicle Lanes	Average Spacing (Estimated*)	Note	Example
Truckee	Donner Pass Rd	25-35	2 + 1	260'	<p>12 crosswalks within 1.25 mile; mix of medians and continental</p> <p>-5 Median refuges with pavers and flashing beacons ~550' apart</p> <p>-2 signalized intersections</p>	
Quincy	SR 70 (EB)	25	2 (couplet)	260'	12 crosswalks within 0.55 mile (All transverse)	
Weaverville	SR 3	25	2	230'	6 crosswalks within 0.35 mile (All decorative crosswalks)	





*Estimated based on the observed number of crosswalks along the “main street” segment of the corridor. Images sourced via Google Earth, 2022.

Appendix F: Curb Analysis

CURB EXAMPLES

Location	Road	Speed Limit (mph)	# Vehicle Lanes	Example
Kings Beach	SR 28	25	2 + 1	
				
Truckee	Donner Pass Rd	25-35	2 + 1	
				

CURB EXAMPLES



Location	Road	Speed Limit (mph)	# Vehicle Lanes	Example
Quincy	SR 70 - EB	25	2 (couplet)	
Greenville	SR 89	25	2	  

Appendix G: Lighting Analysis

LIGHTING POLE EXAMPLES

Location	Road	Speed Limit (mph)	# Vehicle Lanes	Average Spacing between Poles*	# Poles within Observed Segment*	Example
Bridgeport	SR 395	30	2 + 1	175'	11 poles within 0.33 mile	
Lee Vining	SR 395	30	4 + 1	200'	11 poles within 0.36 mile	
Kings Beach	SR 28	25	2 + 1	110'	16 poles within 0.31 mile	
*Based on observed areas along the corridors. Images sourced via Google Earth, 2022.						

LIGHTING POLE EXAMPLES

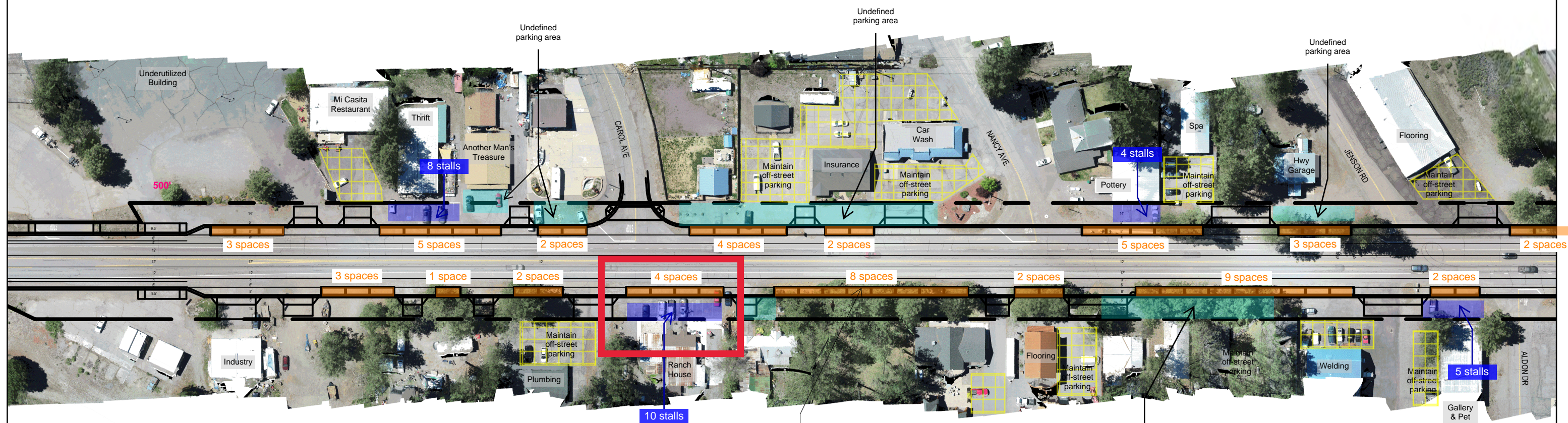
Location	Road	Speed Limit (mph)	# Vehicle Lanes	Average Spacing between Poles*	# Poles within Observed Segment*	Example
Truckee	Donner Pass Rd	25-35	2 + 1	600'	5 poles within 0.45 mile *Located at midblock crossings	
Quincy	SR 70 (EB)	25	2 (couplet)	90'	9 poles within 0.14 mile	
Weaverville	SR 3	25	2	180'	7 poles within 0.21 mile	
*Estimated based on number of poles observed within various segment lengths (not consistent with “main street” segment lengths shown on the crossing examples document). Images sourced via Google Earth, 2022.						

Appendix H: Parking Analysis



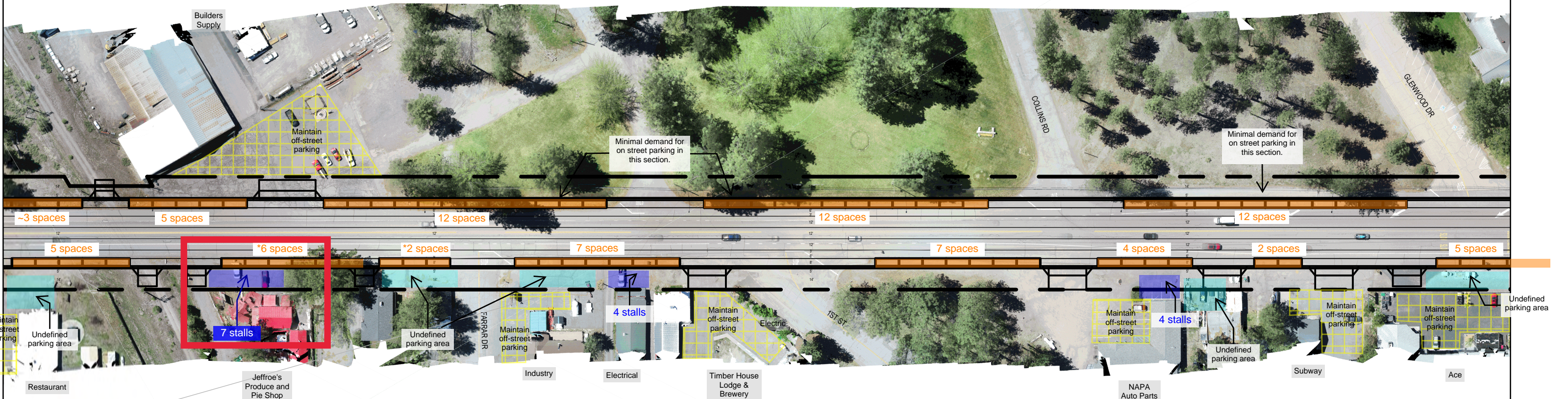
Red rectangle over locations
where diagonal parking is recommended.

LEGEND



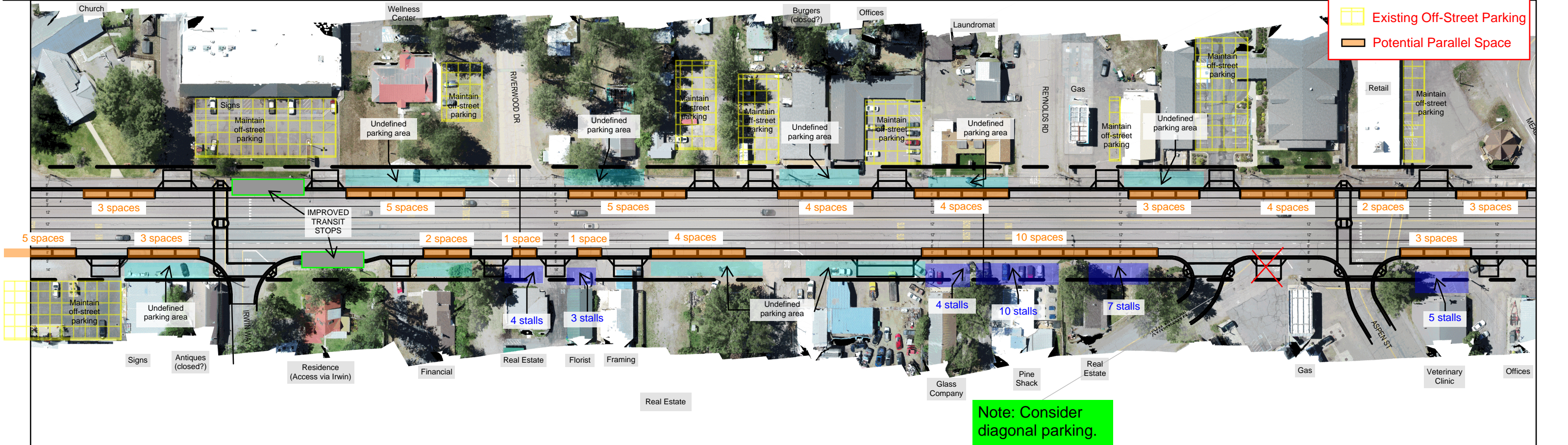
Note: Consider diagonal parking.

SR 36 / MAIN STREET PARKING ASSESSMENT

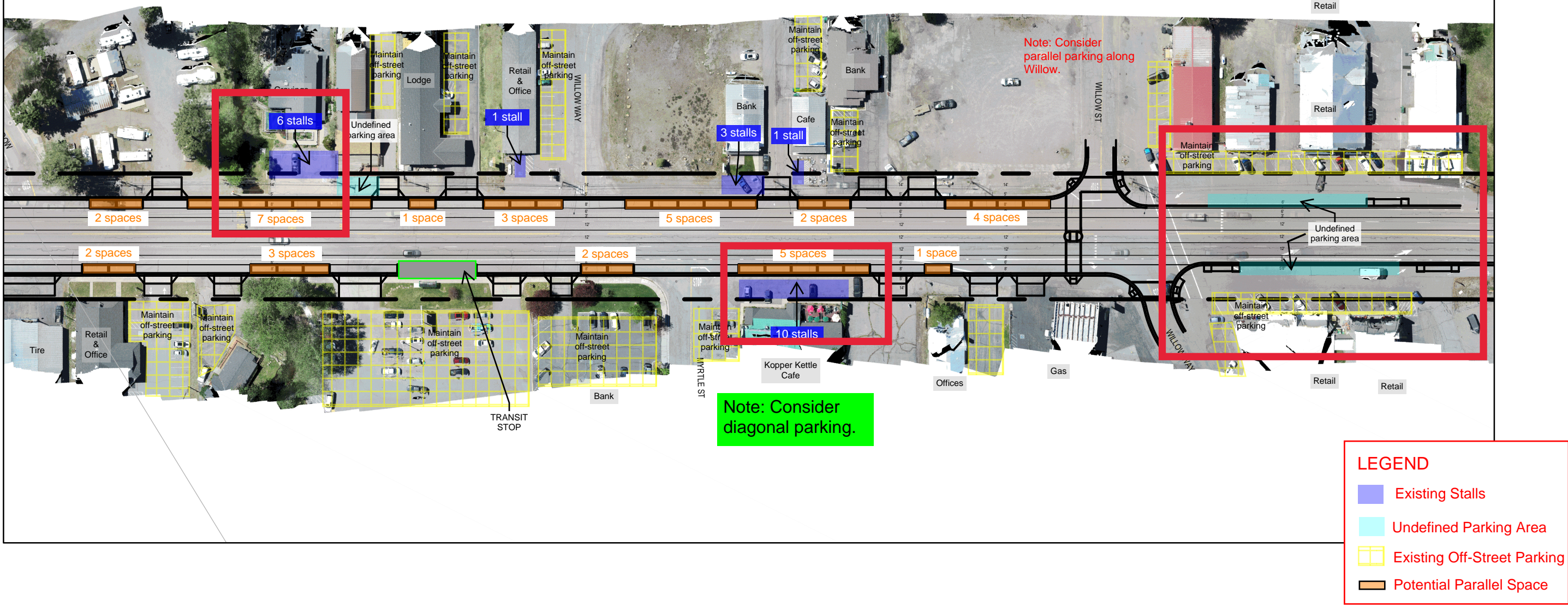


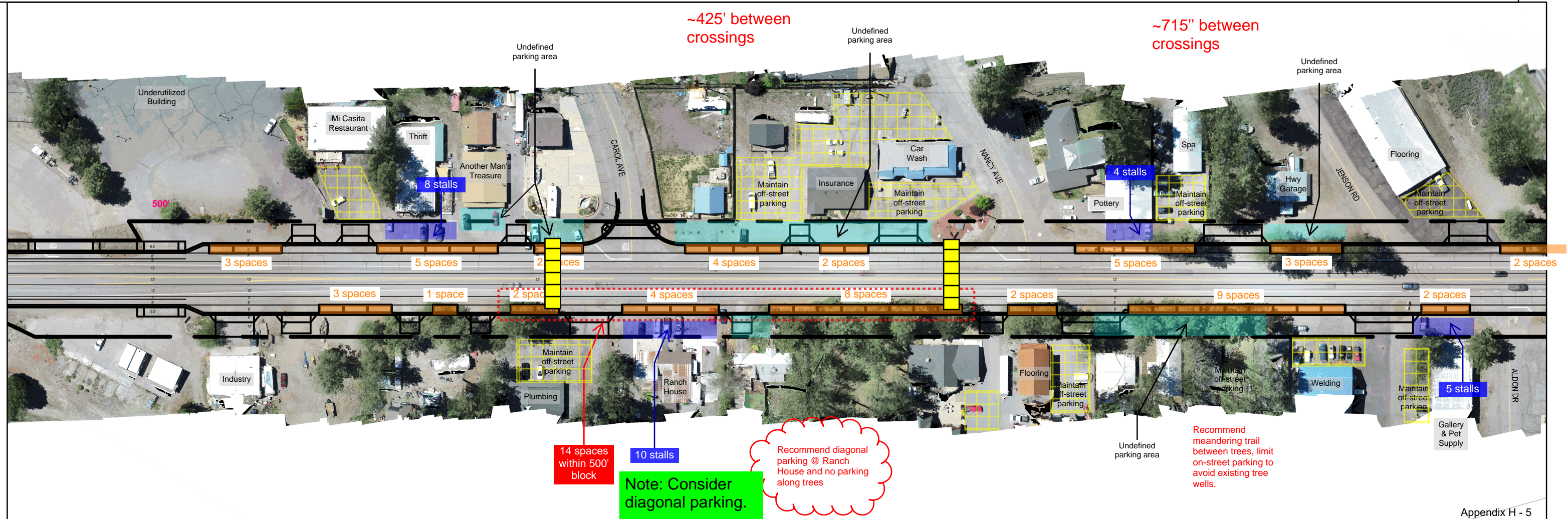
LEGEND

- Existing Stalls
- Undefined Parking Area
- Existing Off-Street Parking
- Potential Parallel Space

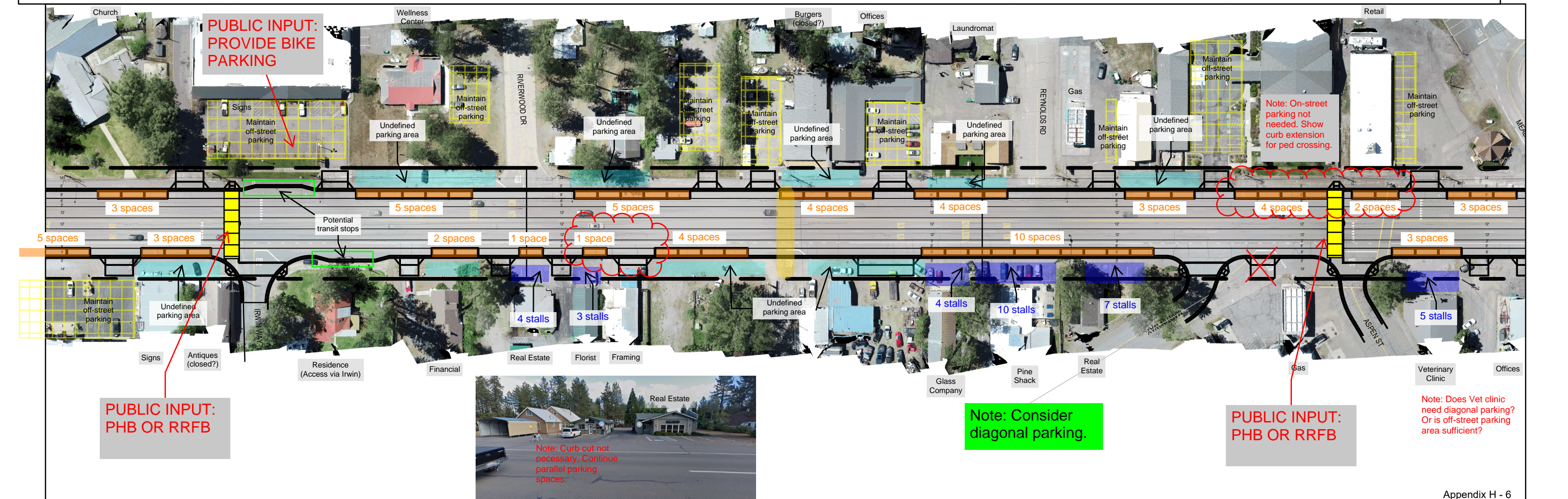
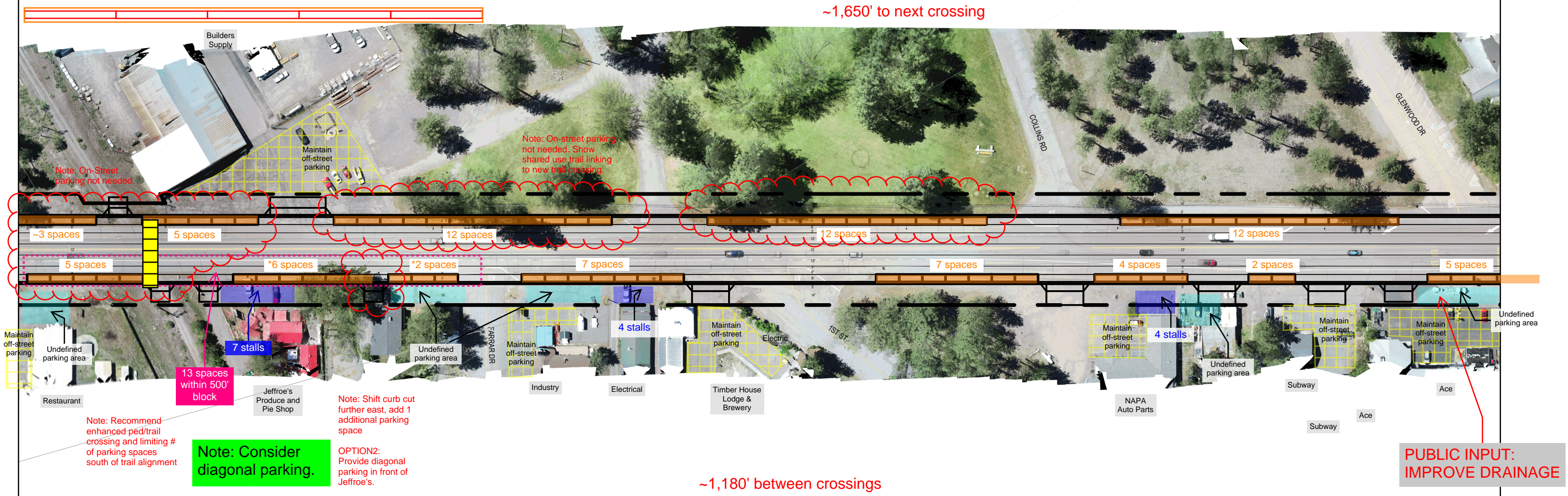


**SR 36 / MAIN STREET
PARKING ASSESSMENT**





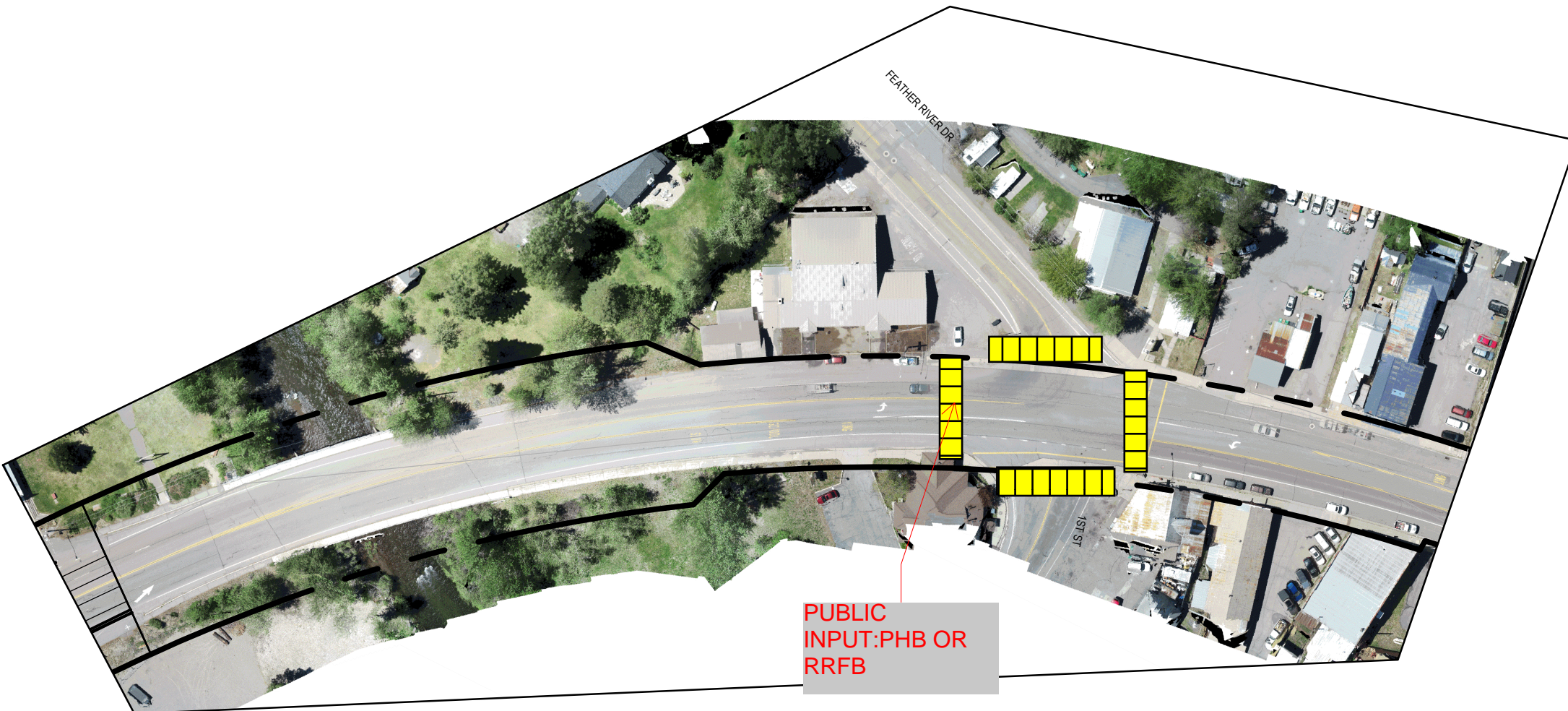
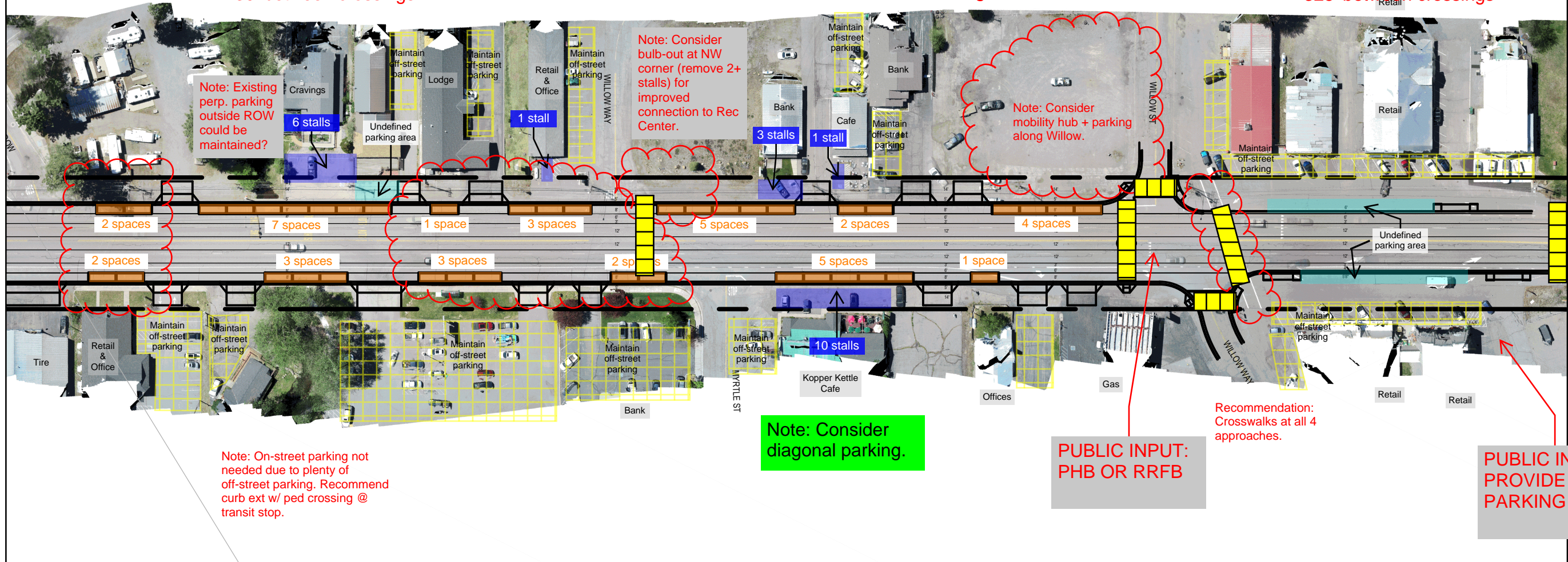
~1,650' to next crossing



~730' between crossings

~520' between crossings

~325' between crossings





Total Parking
Stalls On This
Sheet: **147**



Appendix H - 9

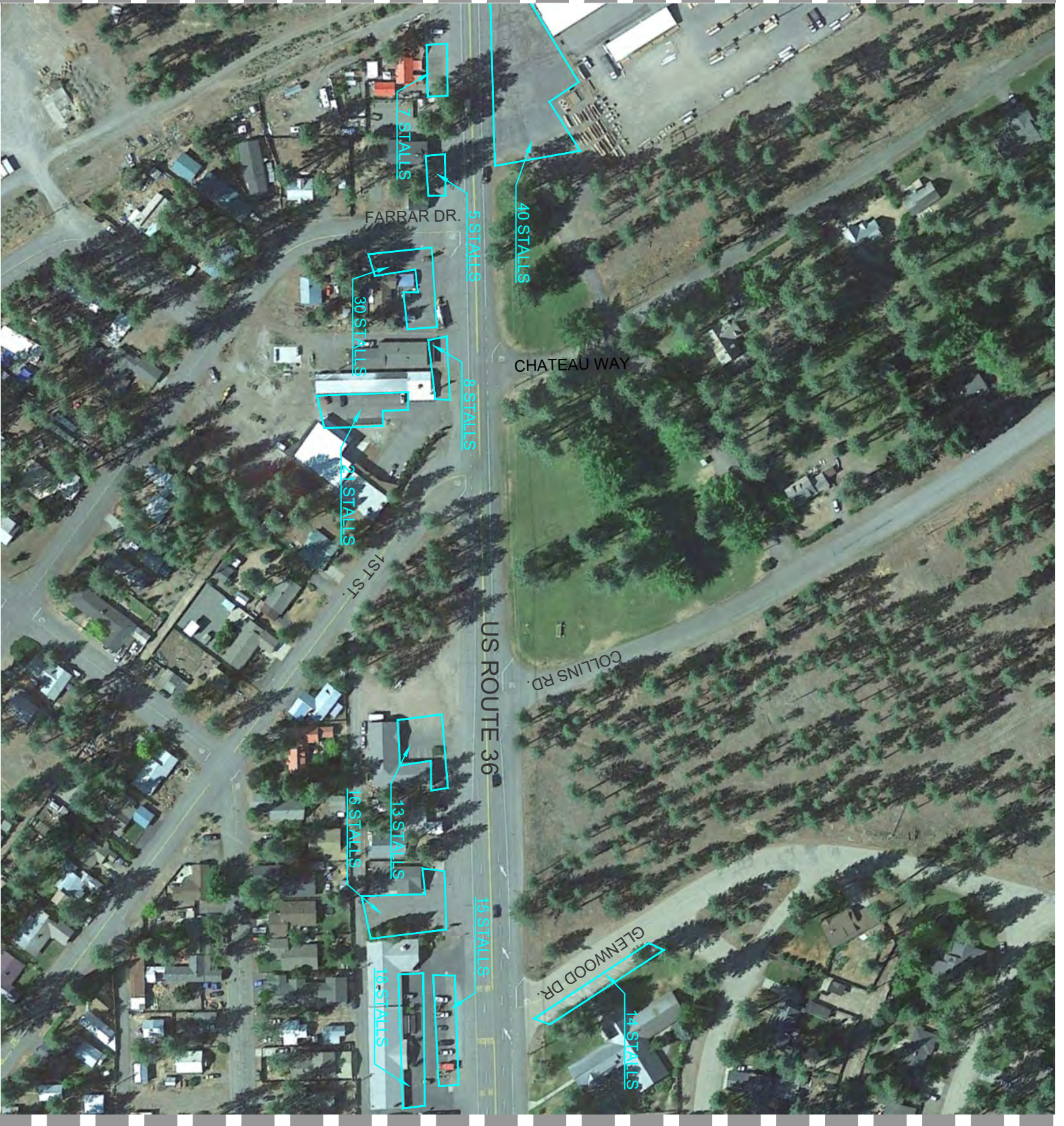
MATCHLINE SEE SHEET 4



MATCHLINE SEE SHEET 2

Total Parking
Stalls On This
Sheet: **355**

MATCHLINE SEE SHEET 5



MATCHLINE SEE SHEET 3

Total Parking
Stalls On This
Sheet: **187**



MATCHLINE SEE SHEET 4

Total Parking
Stalls On This
Sheet: 124

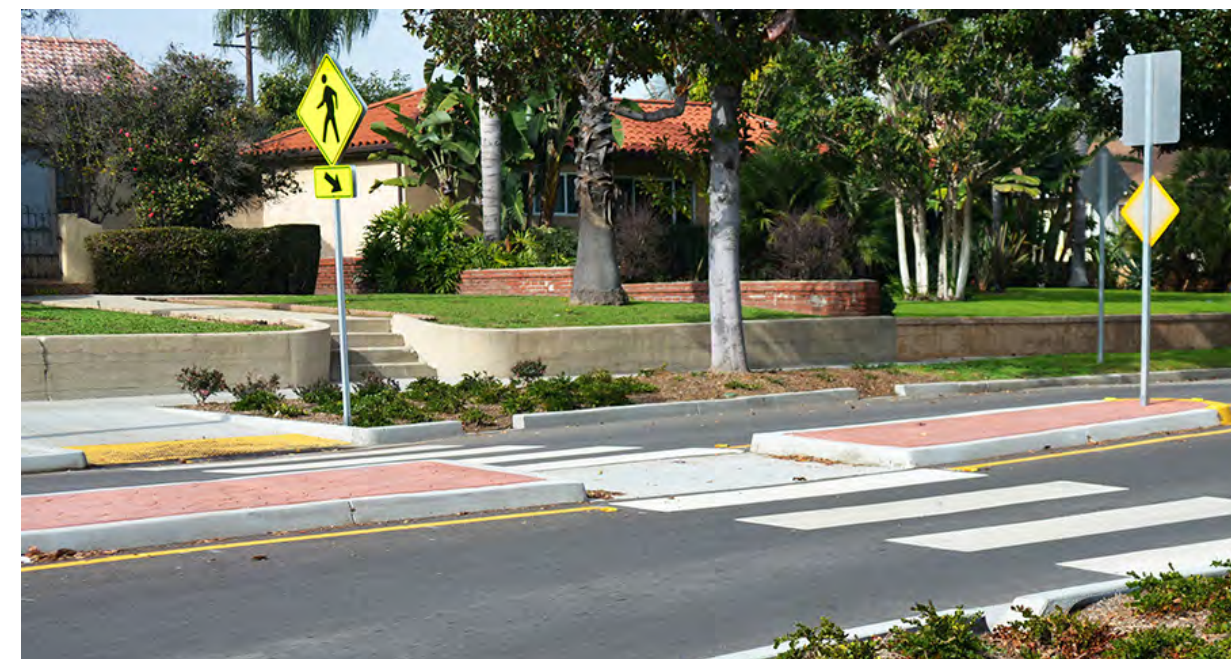
Appendix I: Streetscaping Options

INTERSECTIONS

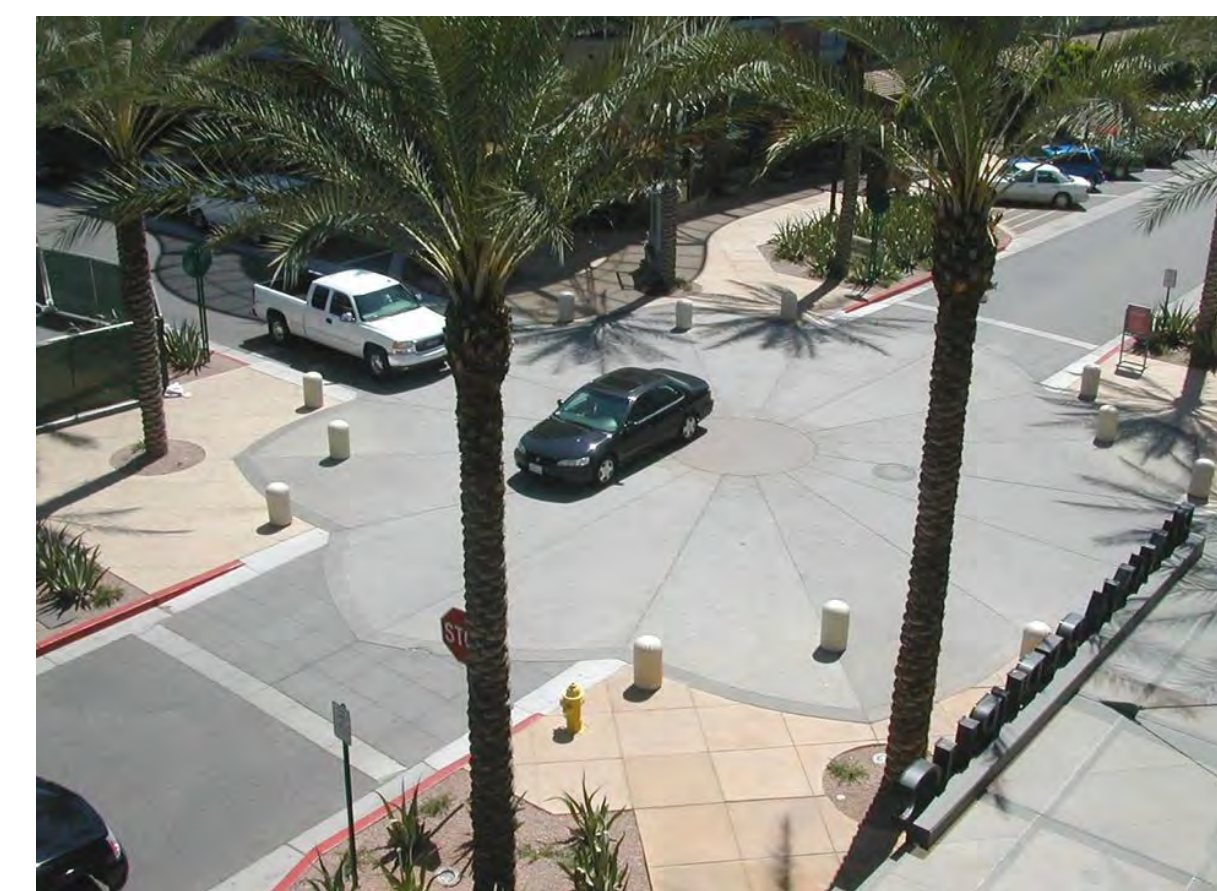
DECORATIVE PAVING CROSSWALKS EXAMPLE IMAGES



SPLITTER MEDIAN EXAMPLE IMAGES



RAISED INTERSECTIONS EXAMPLE IMAGES



BULBOUTS WITH LANDSCAPING EXAMPLE IMAGES



CHESTER MAIN STREET COMMUNITY CONNECTIVITY PLAN

Chester, California

Proposed By: PLUMAS COUNTY
TRANSPORTATION COMMISSION

LA-4



943 Reserve Drive, Suite 100
Roseville, CA 95678 USA
T 1 916 782 8688



CITY MONUMENTATION

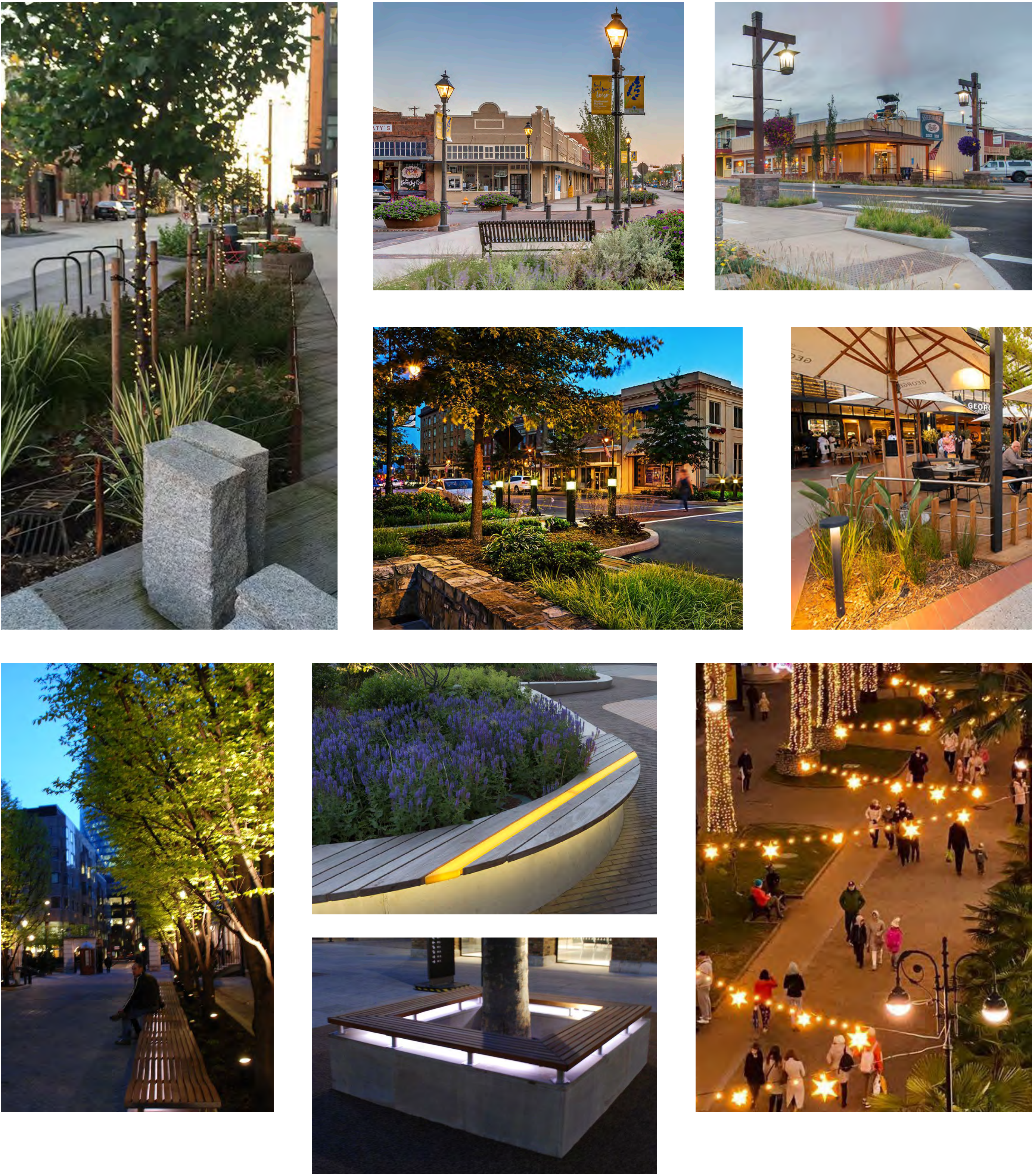
MEDIAN MONUMENT SIGN EXAMPLE IMAGES



SIDEWALK PLANTER MONUMENT SIGN EXAMPLE IMAGES



LIGHTING
EXAMPLE IMAGES



BENCH
EXAMPLE IMAGES



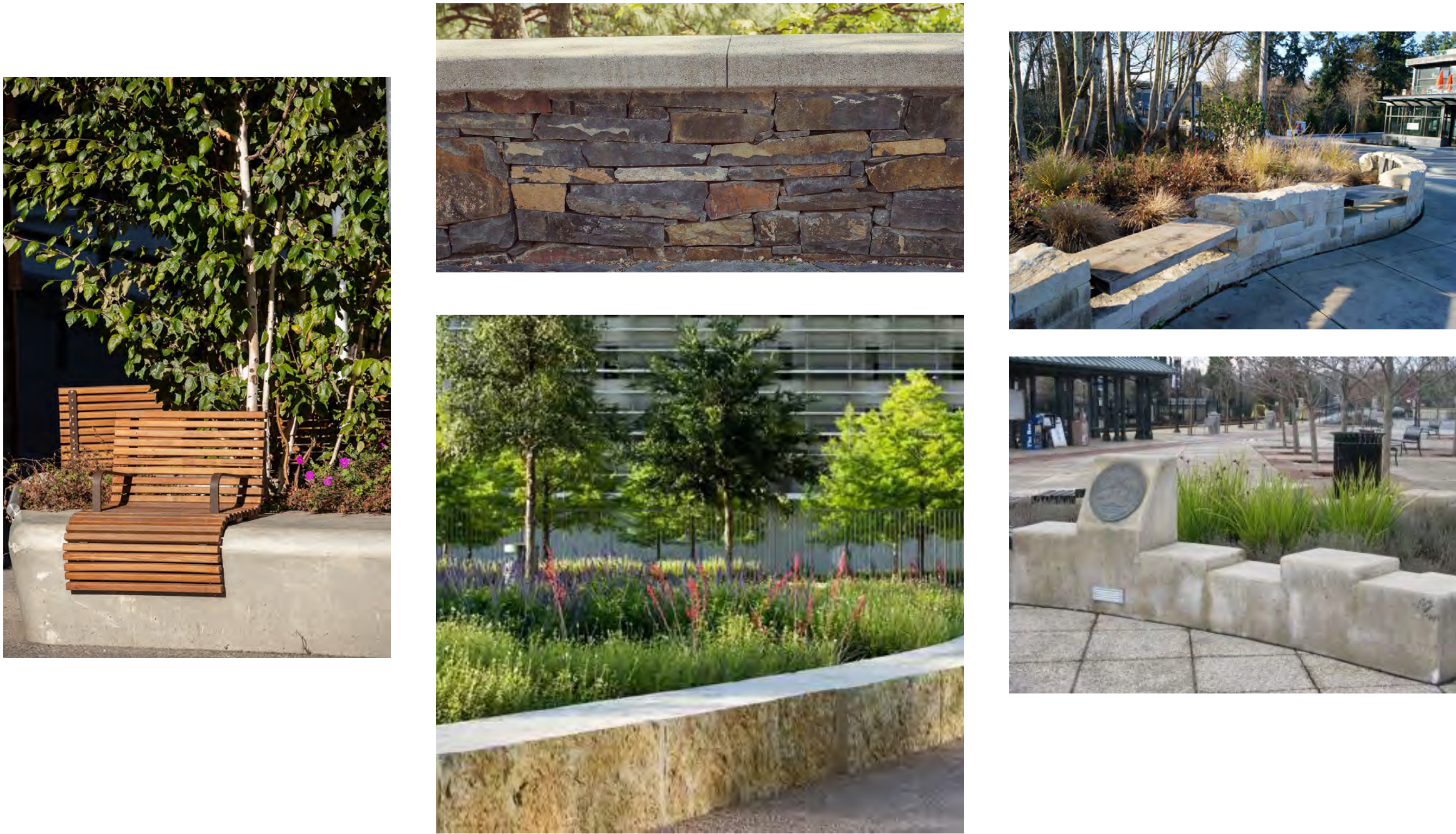
BIKE RACKS
EXAMPLE IMAGES



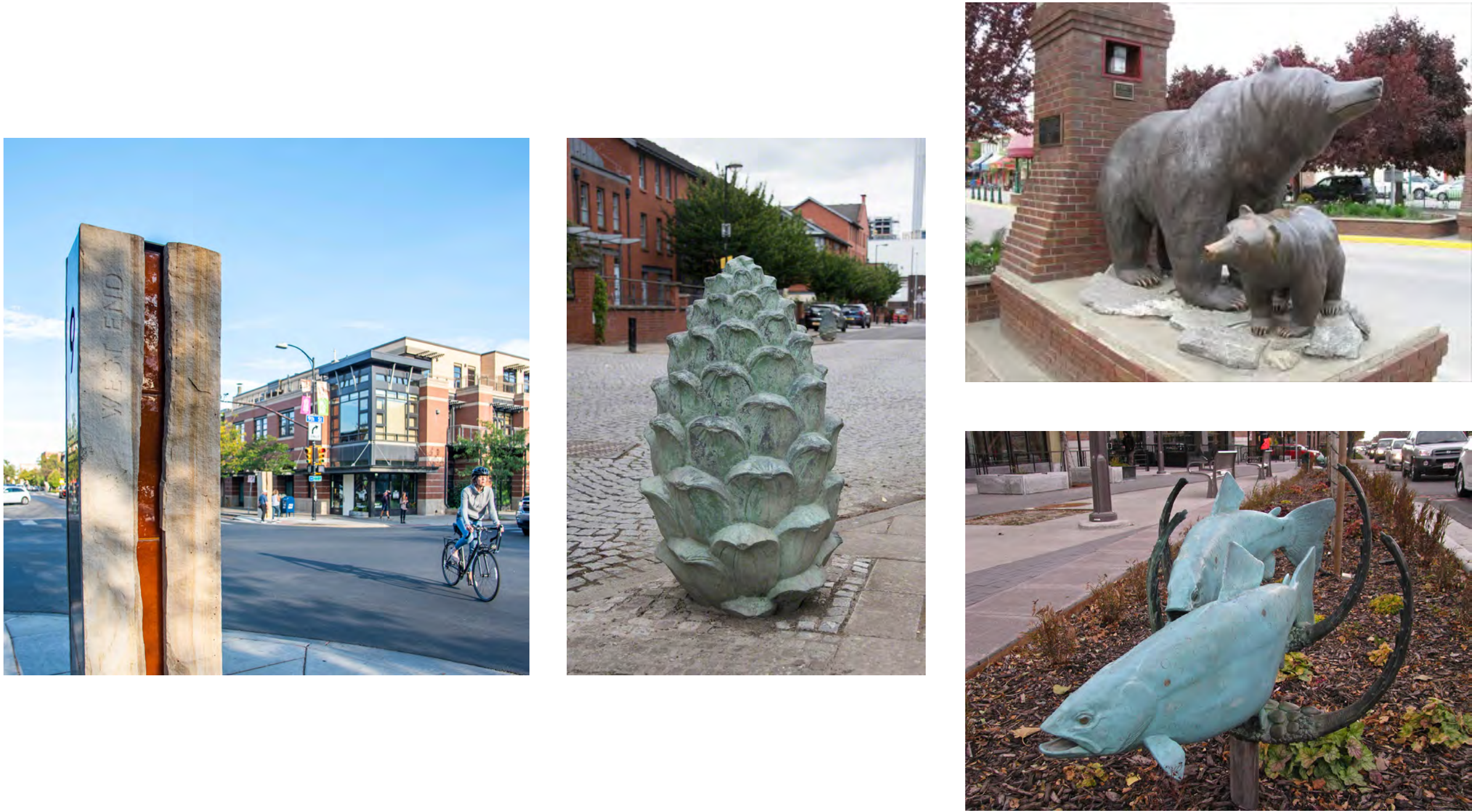
PLANT CONTAINERS
EXAMPLE IMAGES



SEAT WALLS
EXAMPLE IMAGES



ARTWORK / SCULPTURES
EXAMPLE IMAGES

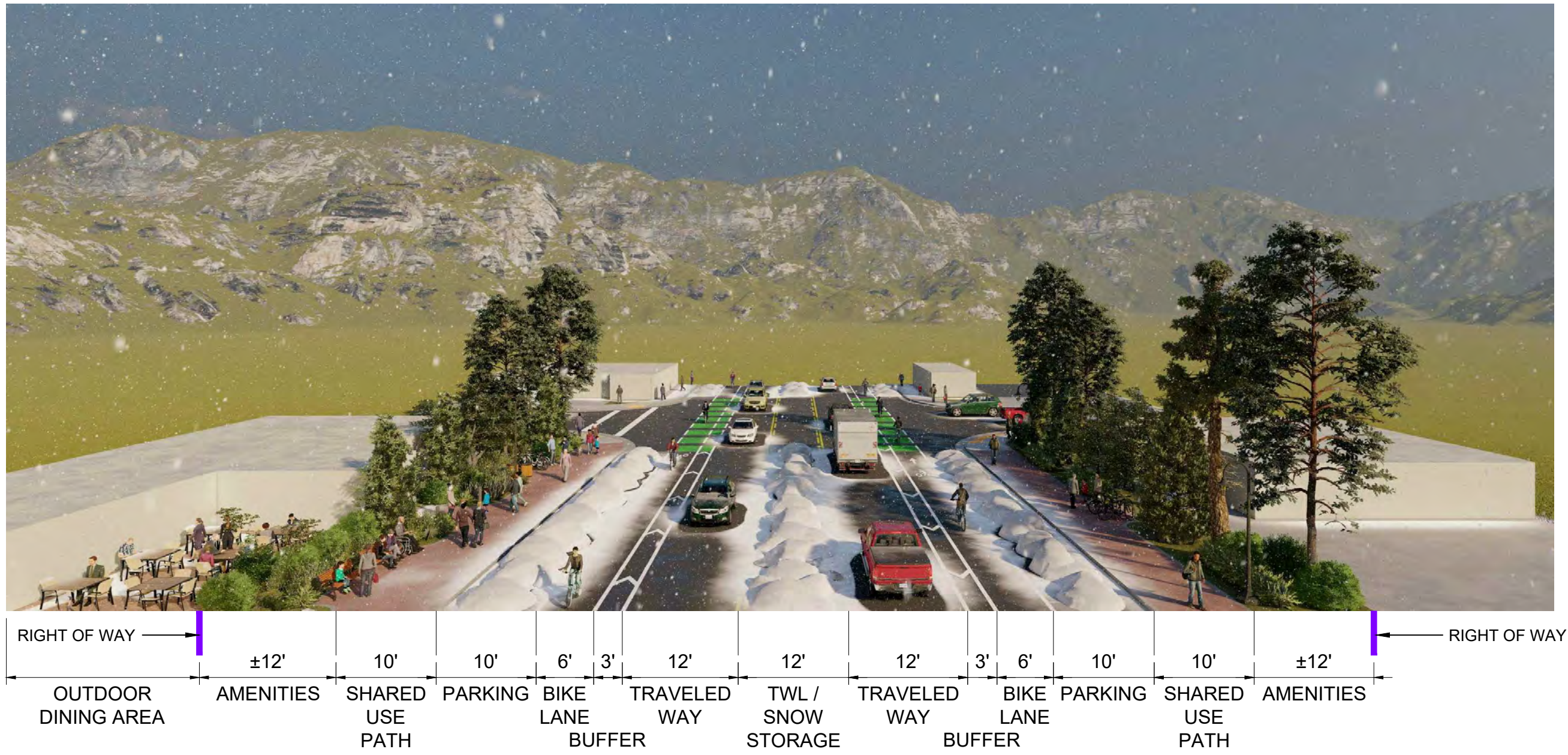
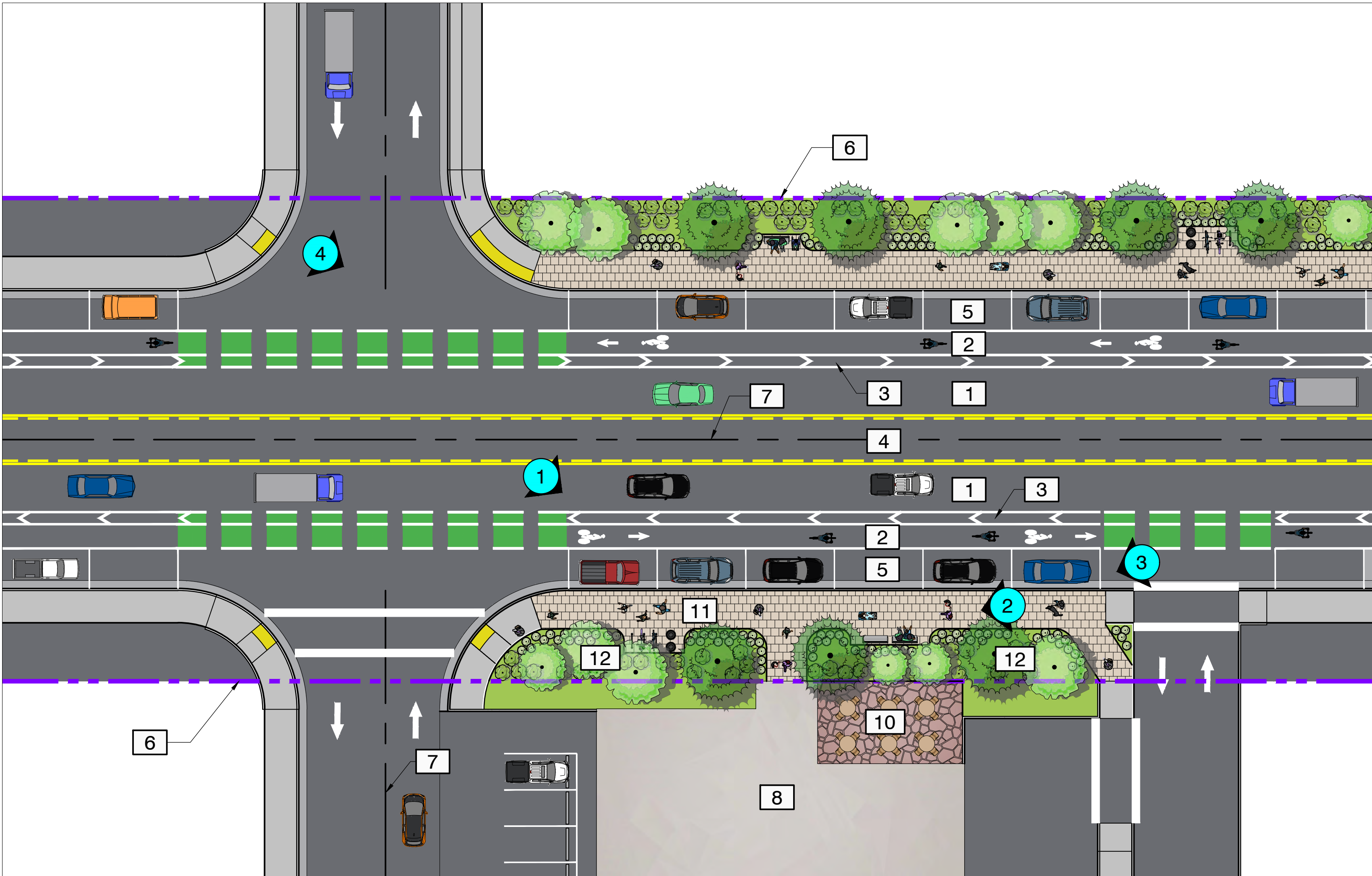


BOULDERS
EXAMPLE IMAGES



Appendix J: Corridor Plan Design Priority Alternatives

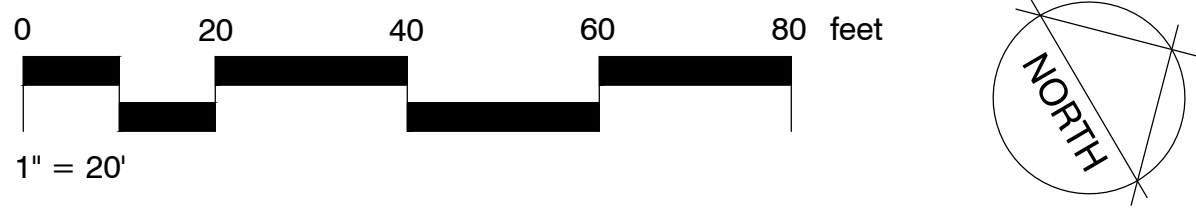
OPTION 1: LANDSCAPING PRIORITY



LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
1	12' TRAVELED WAY	7	EXISTING CENTERLINE
2	6' BIKE LANE	8	BUILDING
3	3' BUFFER	10	PRIVATE OUTDOOR AREA
4	12' TWL / SNOW STORAGE	11	10' SHARED USE PATH
5	10' X 22' PARKING	12	LANDSCAPING
6	RIGHT OF WAY		

PLAN



VIEW 1



VIEW 2



VIEW 3




VIEW 4

CHESTER MAIN STREET COMMUNITY CONNECTIVITY PLAN

Chester, California

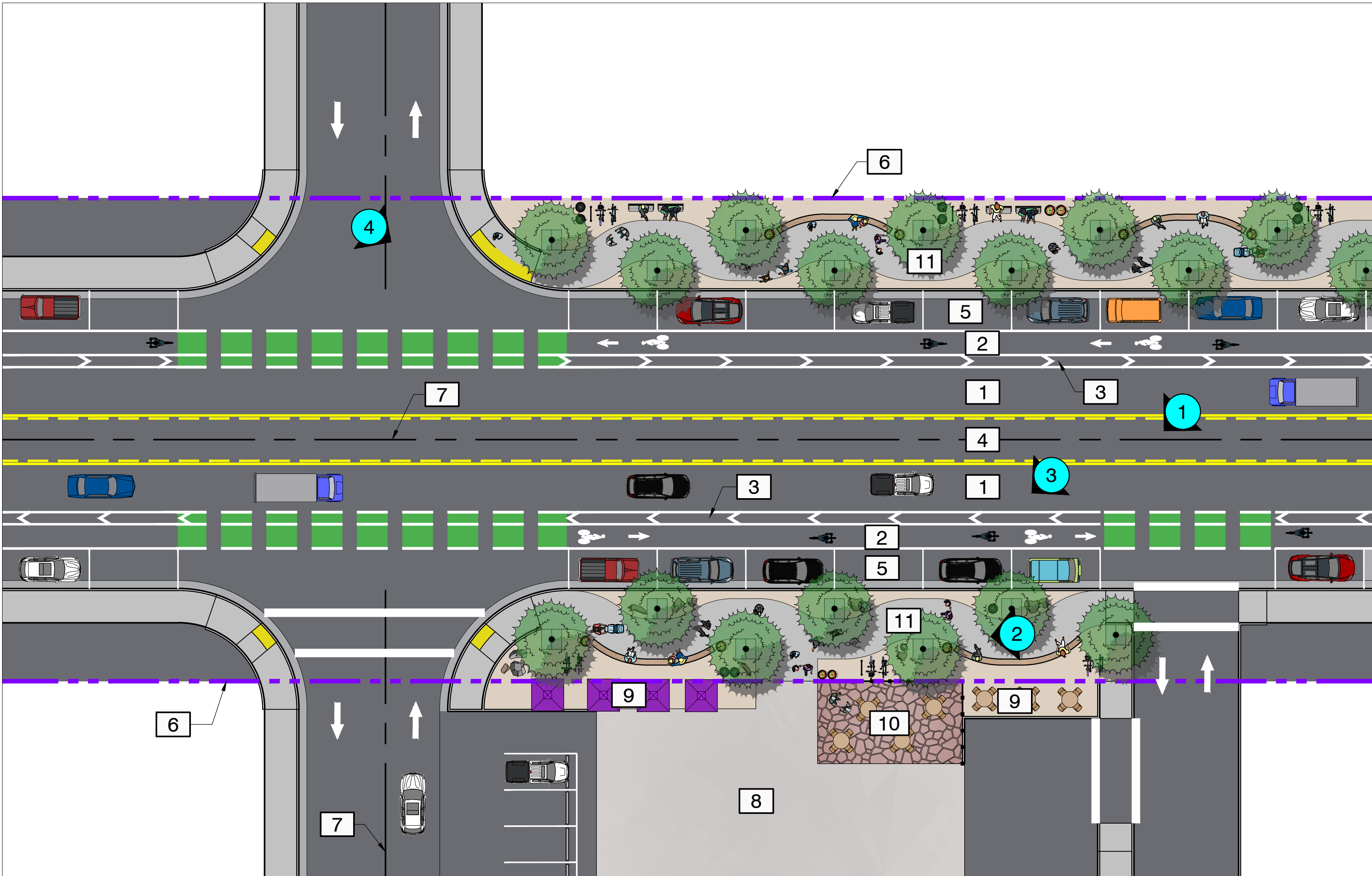
Proposed By: PLUMAS COUNTY TRANSPORTATION COMMISSION

LA-1



943 Reserve Drive, Suite 100
Roseville, CA 95678 USA
T 1 916 762 8688
www.ghd.com

OPTION 2: PEDESTRIAN PRIORITY



PLAN



LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
1	12' TRAVELED WAY	7	EXISTING CENTERLINE
2	6' BIKE LANE	8	BUILDING
3	3' BUFFER	9	OUTDOOR SEATING AREA
4	12' TWL TL / SNOW STORAGE	10	PRIVATE OUTDOOR AREA
5	10' X 22' PARKING	11	10' SHARED USE PATH
6	RIGHT OF WAY		



VIEW 1



VIEW 2



VIEW 3



VIEW 4

CHESTER MAIN STREET COMMUNITY CONNECTIVITY PLAN


Chester, California

Proposed By: PLUMAS COUNTY
TRANSPORTATION COMMISSION

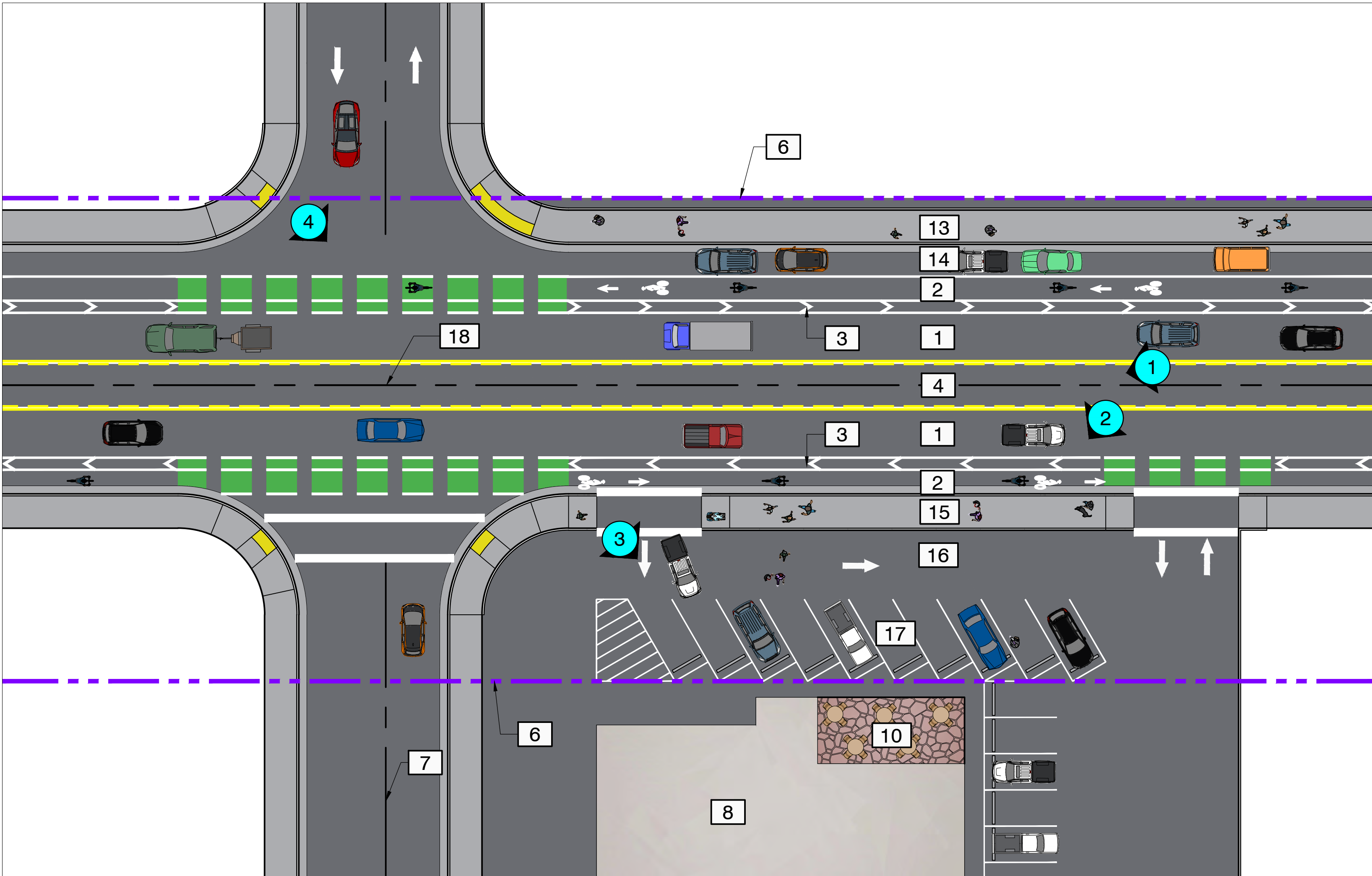
LA-2



943 Reserve Drive, Suite 100
Roseville, CA 95678 USA
T 1 916 782 8688
www.ghd.com



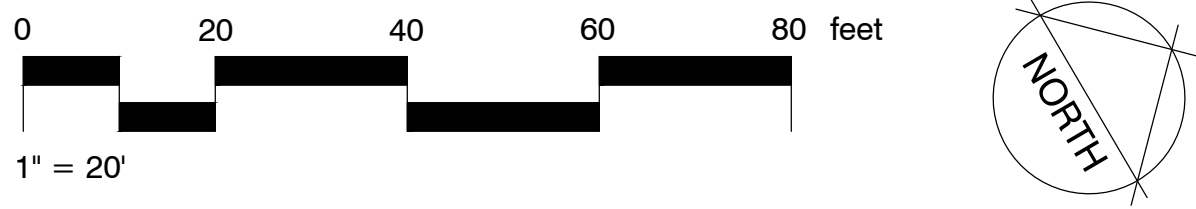
OPTION 3: PARKING PRIORITY



LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
1	12' TRAVELED WAY	10	PRIVATE OUTDOOR AREA
2	6' BIKE LANE	13	11' SIDEWALK
3	3' BUFFER	14	8' PARKING
4	12' TWL TL/ SNOW STORAGE	15	8' SIDEWALK
6	RIGHT OF WAY	16	17' BACKUP AISLE
7	EXISTING CENTERLINE	17	9' X 18' STALLS (60 degrees)
8	BUILDING	18	PROPOSED 13.5' CENTRELINE SHIFT

PLAN



VIEW 1



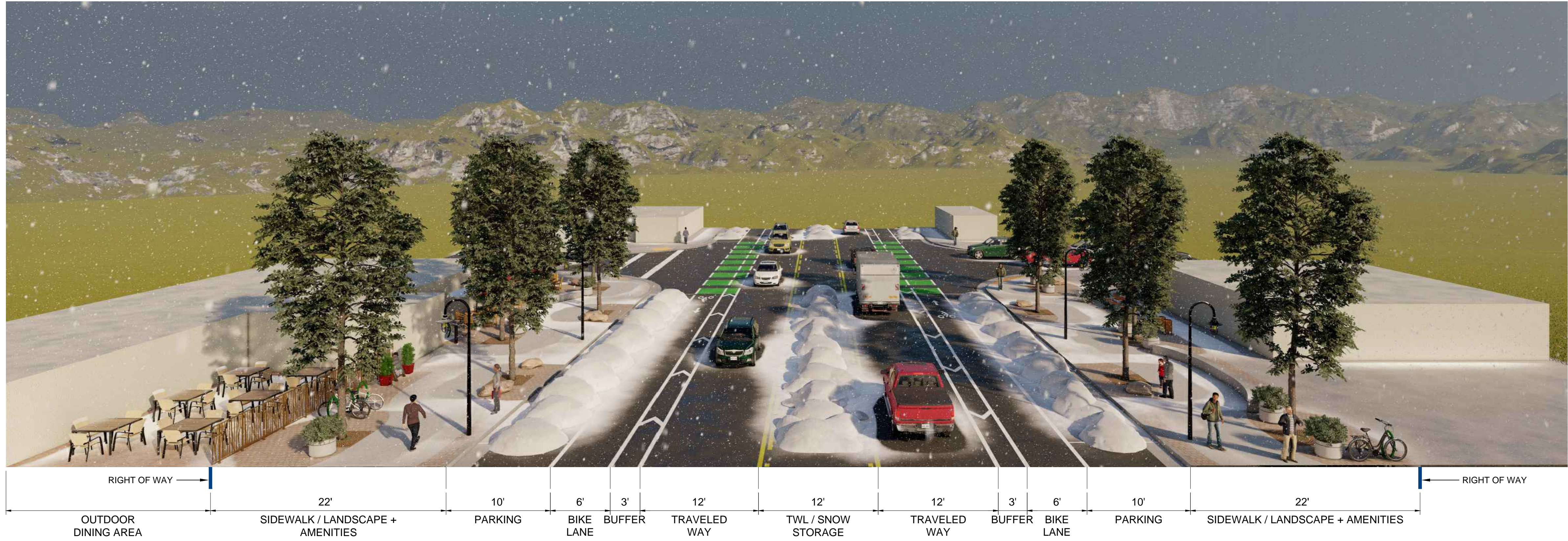
VIEW 2



VIEW 3



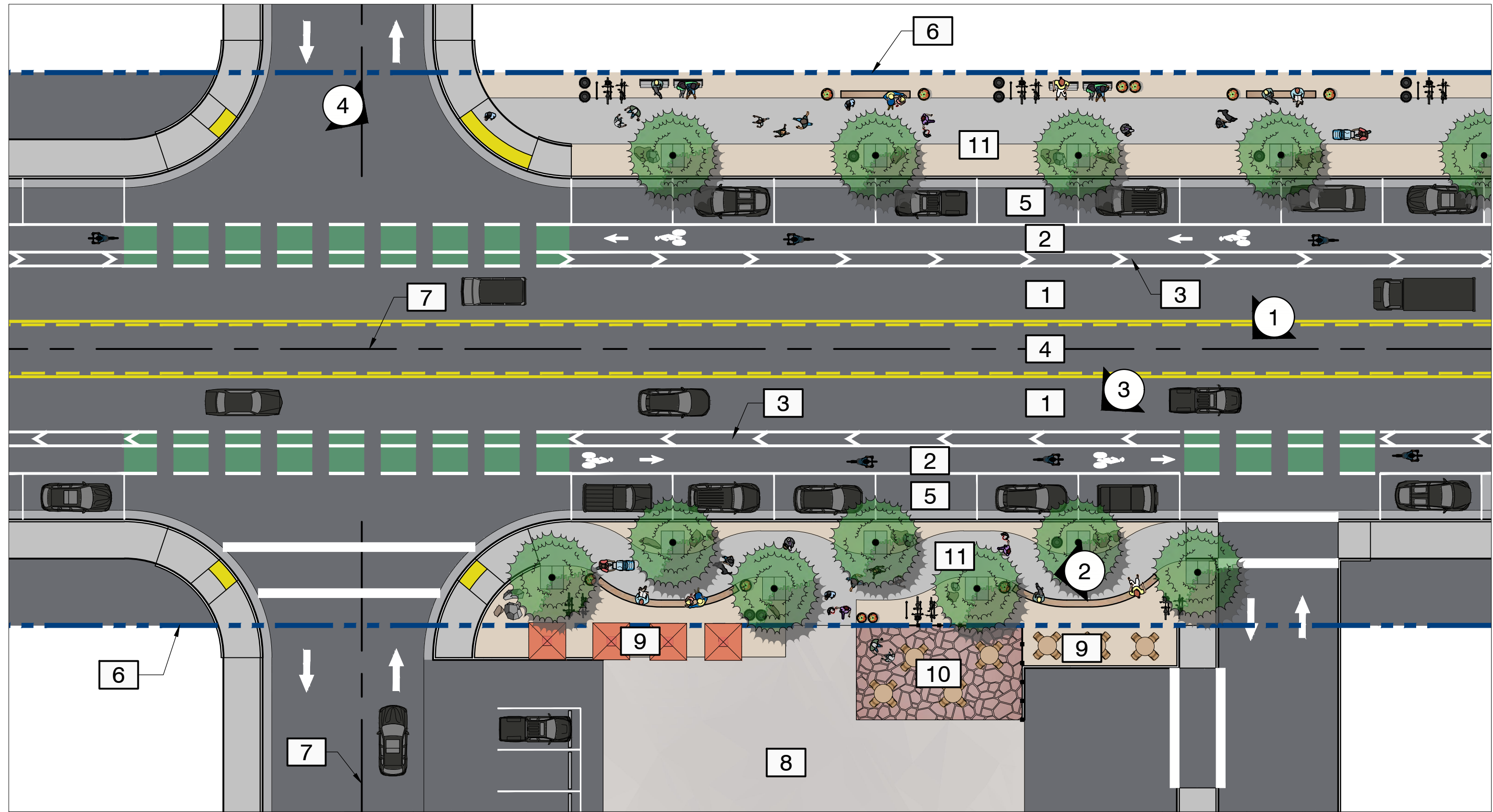
VIEW 4



VIEW 1



VIEW 2



LEGEND

SYMBOL	DESCRIPTION
1	12' TRAVELED WAY
2	6' BIKE LANE
3	3' BUFFER
4	12' TWL TL/ SNOW STORAGE
5	10' X 22' PARKING
6	RIGHT OF WAY
7	EXISTING CENTERLINE
8	BUILDING
9	OUTDOOR SEATING AREA
10	PRIVATE OUTDOOR AREA
11	10' SHARED USE PATH



VIEW 3



VIEW 4

CHESTER MAIN STREET COMMUNITY CONNECTIVITY PLAN

Chester, California

Proposed By: PLUMAS COUNTY
TRANSPORTATION COMMISSION

Appendix K: Full Corridor 30% Design Concepts

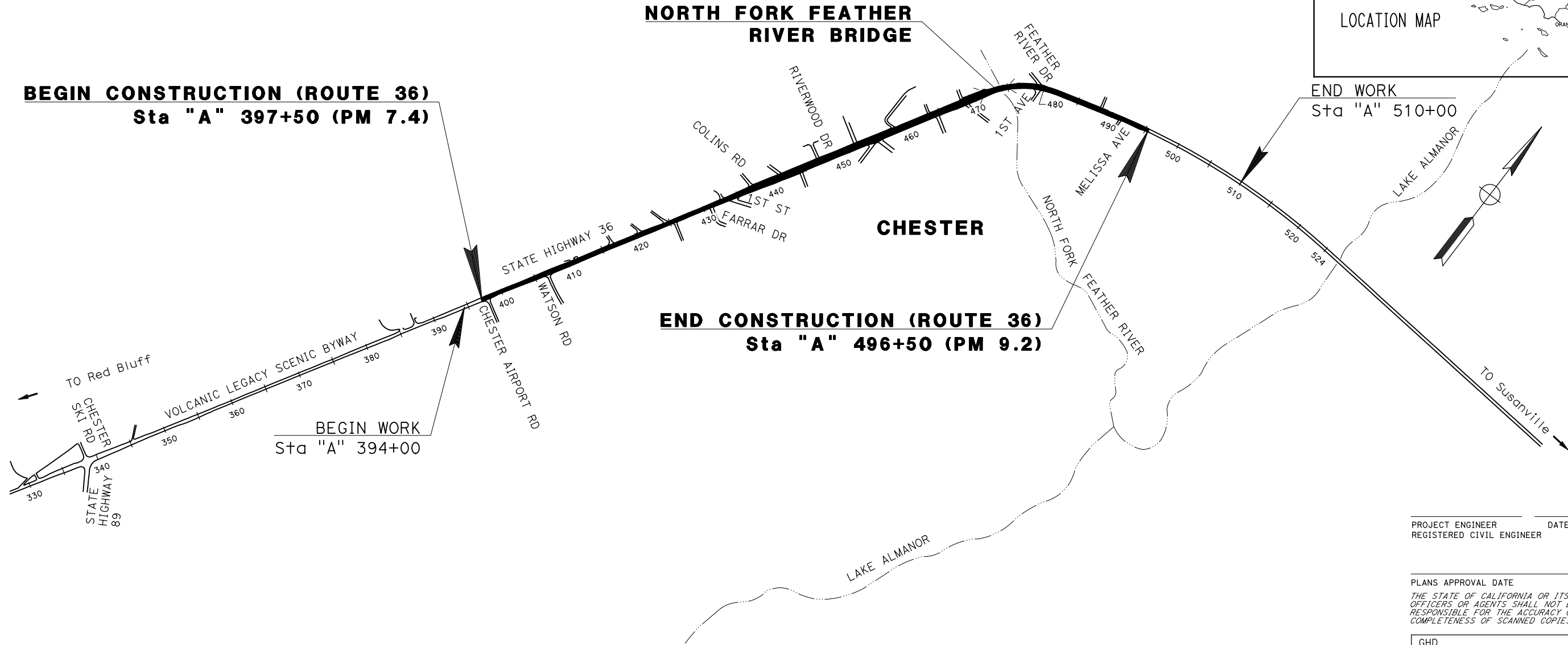
\\GHDNET\GHD\US\SACRAMENTO - 2200 21ST\PROJECTS\561\12565522\DIGITAL_DESIGN\ACAD\SHEETS\12565522-TITLE SHEET.DWG

CONSULTANT DESIGN MANAGER	CALTRANS DESIGN OVERSIGHT APPROVAL	REGISTRATION No.	LICENSE Exp DATE	DATE SIGNED

INDEX OF PLANS	
SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	KEY MAP AND LINE INDEX
3-4	TYPICAL CROSS SECTIONS
5-22	LAYOUTS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN PLUMAS COUNTY
IN CHESTER
FROM CHESTER AIRPORT DR TO MELISSA AVE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

RELATIVE BORDER SCALE IS IN INCHES



USERNAME =>ogood
DGN FILE =>12565522-TITLE SHEET.DWG

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE



PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

GHD
330 HARTNELL AVE.
SUITE B, REDDING CA
96002
1834 EAST MAIN STREET
QUINCY, CA 95971

CONTRACT No.

PROJECT ID

BORDER LAST REVISED 8/1/2016

CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

UNIT

PROJECT NUMBER & PHASE Appendix K - 2

LAST REVISION
DATE PLOTTED => 2023-10-16
TIME PLOTTED => 12:18 PM

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XX			XX		
PLANS APPROVAL DATE			XX		
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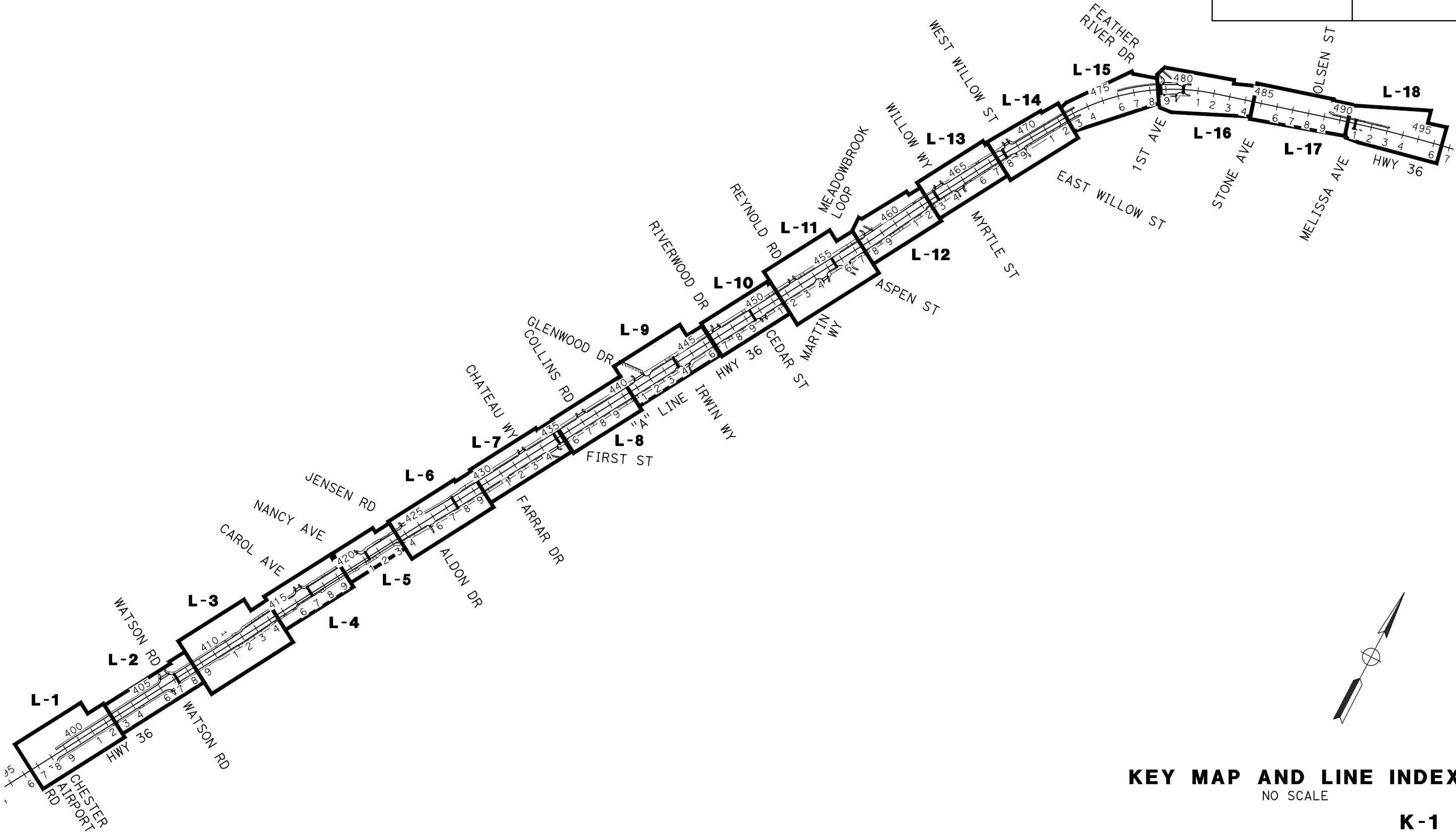
REGISTERED PROFESSIONAL ENGINEER

MEGHAN E. SIGLER

No. 88235

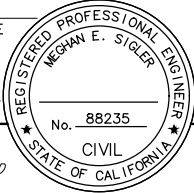
CIVIL

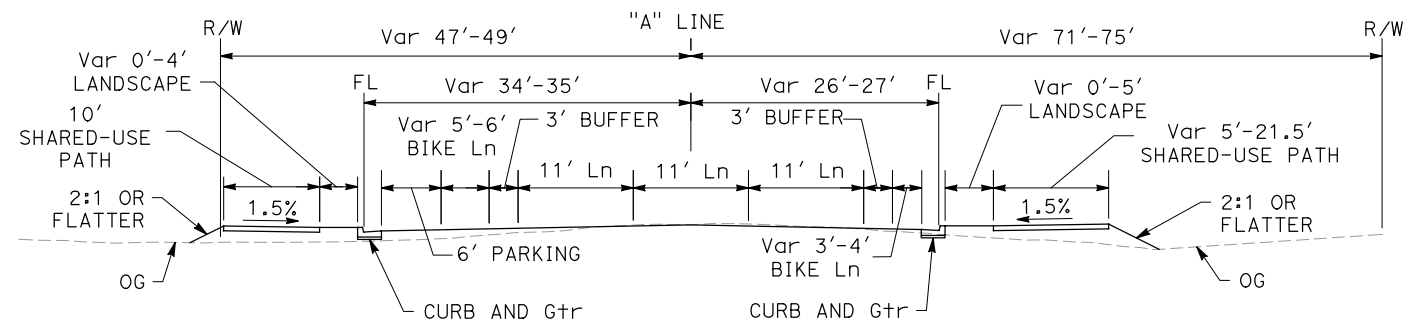
STATE OF CALIFORNIA



KEY MAP AND LINE INDEX
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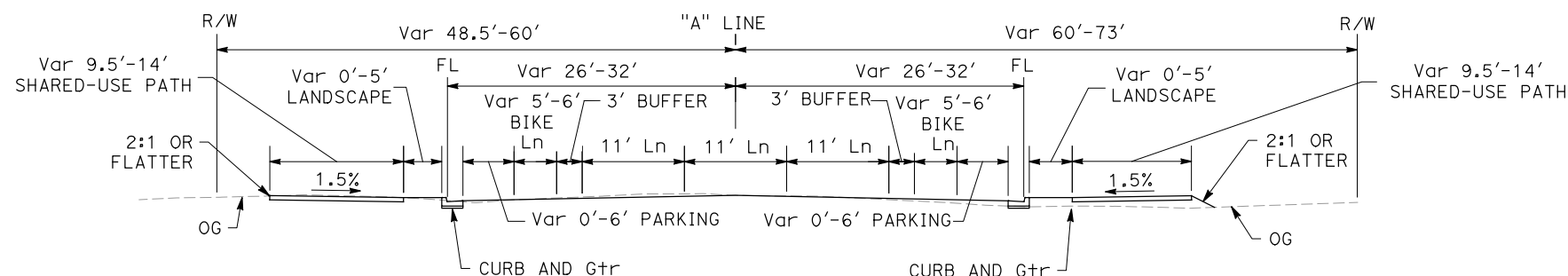
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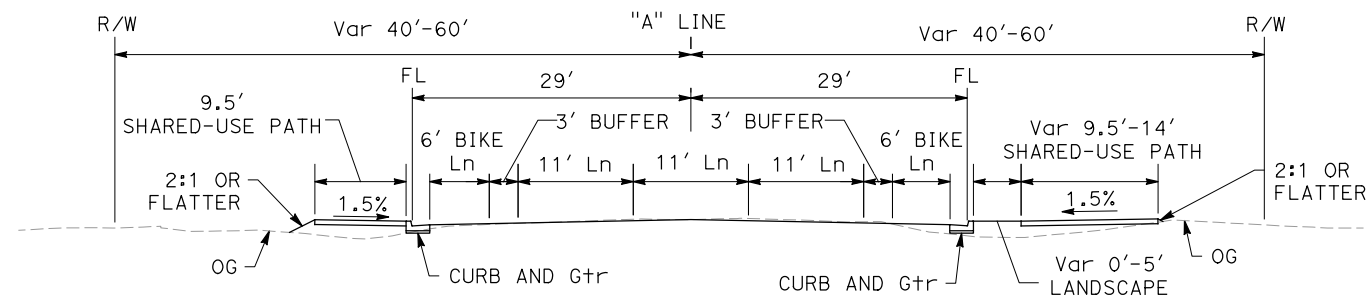


"A" STA 416+00 to 423+25
 "A" STA 462+00 to 468+50
 SCALE: 1"=10'

PAVEMENT CLIMATE REGION: HIGH MOUNTAIN



"A" STA 411+50 to 416+00
 "A" STA 423+25 to 462+00
 SCALE: 1"=10'



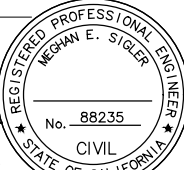
"A" STA 398+50 to 411+50
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TYPICAL SECTIONS

SCALE: Horiz AS SHOWN
Vert N/A

X-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	5	22

REGISTERED CIVIL ENGINEER	DATE	
XX		
PLANS APPROVAL DATE		

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NOTES:

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LEGEND:



REMOVE TREE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT	FUNCTIONAL SUPERVISOR
et caltrans®		XX

Subaru®
STATE OF CALIFORNIA

BORDER LAST REVISED 7/2/2010

```

USERNAME =>cosullivan2
DGN FILE =>12565522-HWY36_L1.DWG

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RELATIVE BORDER SCALE
IS IN INCHES



UNIT XX

PROJECT NUMBER & PHASE

XX

Appendix K - 6

LAYOUT
SCALE: 1" = 2'

SCALE: 1" = 20'

L-1

DATE PLOTTED => 2023-10-16	LAST REVISION
TIME PLOTTED => 12:22 PM	10-16-23

\\GHDNET\GHD\US\SACRAMENTO - 2200 21ST\PROJECTS\561\12565522\DIGITAL\DESIGN\ACAD\SHEETS\12565522-HWY36_L1.DWG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION CONSULTANT FUNCTIONAL SUPERVISOR



CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-
DESIGNED BY

REVISD BY

DATE

XX

CHECKED BY

XXXX

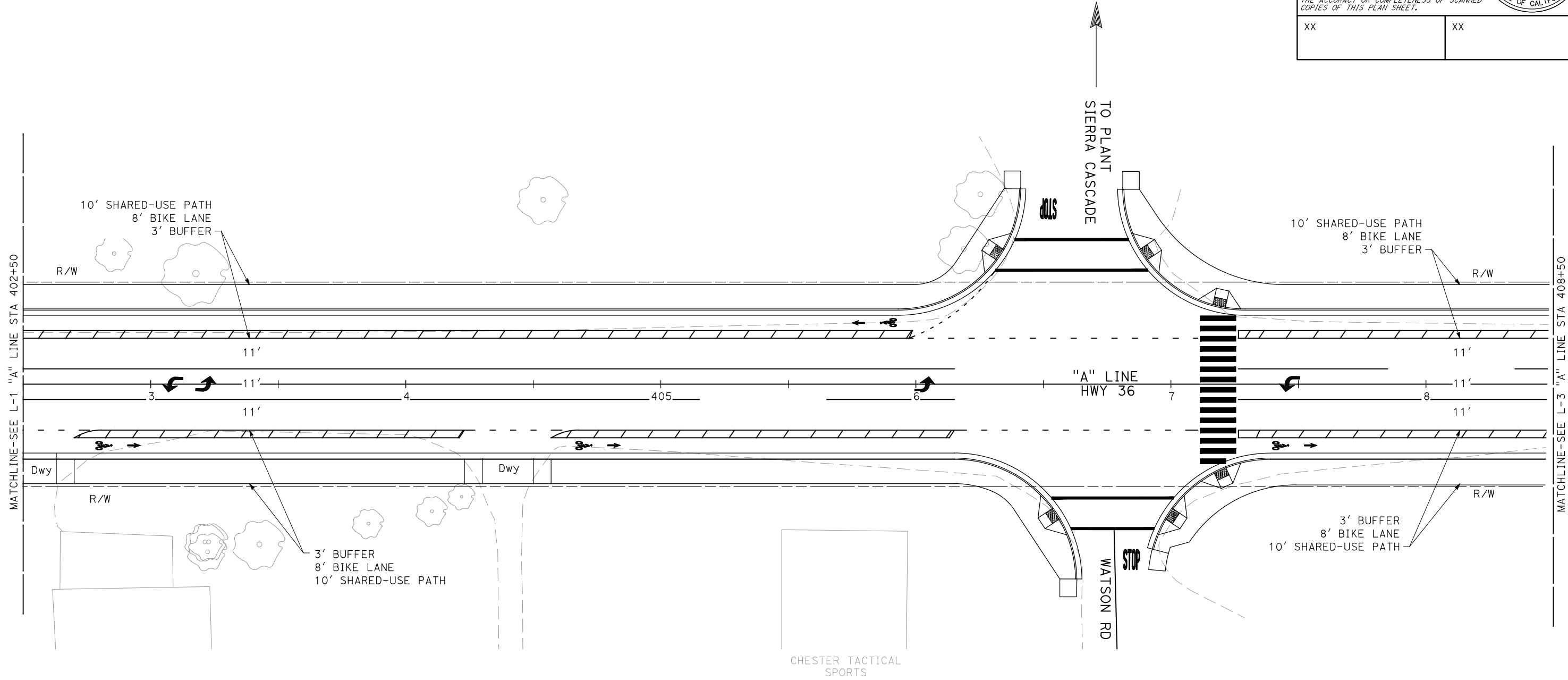
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REVISD

DATE

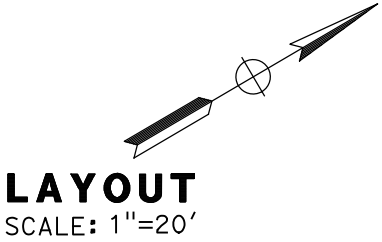
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PLANS APPROVAL DATE			No. 88235		
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REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA



LAYOUT
SCALE: 1"=20'

L-2

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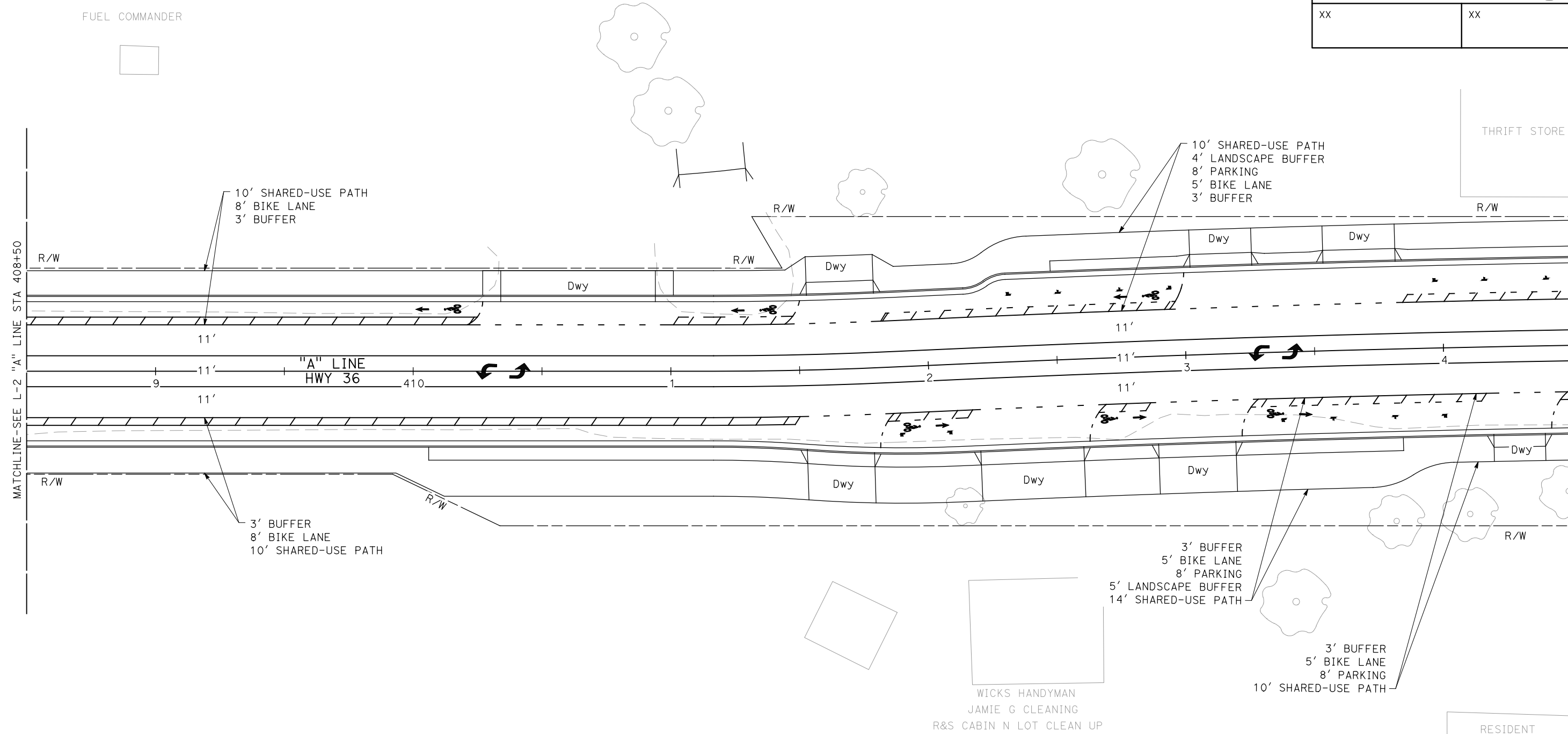
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DATE

REVISED

MATCHLINE-SEE L-2 "A" LINE STA 408+50

MATCHLINE-SEE L-4 "A" LINE STA 414+50



NOTES:


1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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PLANS APPROVAL DATE			XX		
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REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA

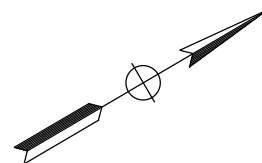
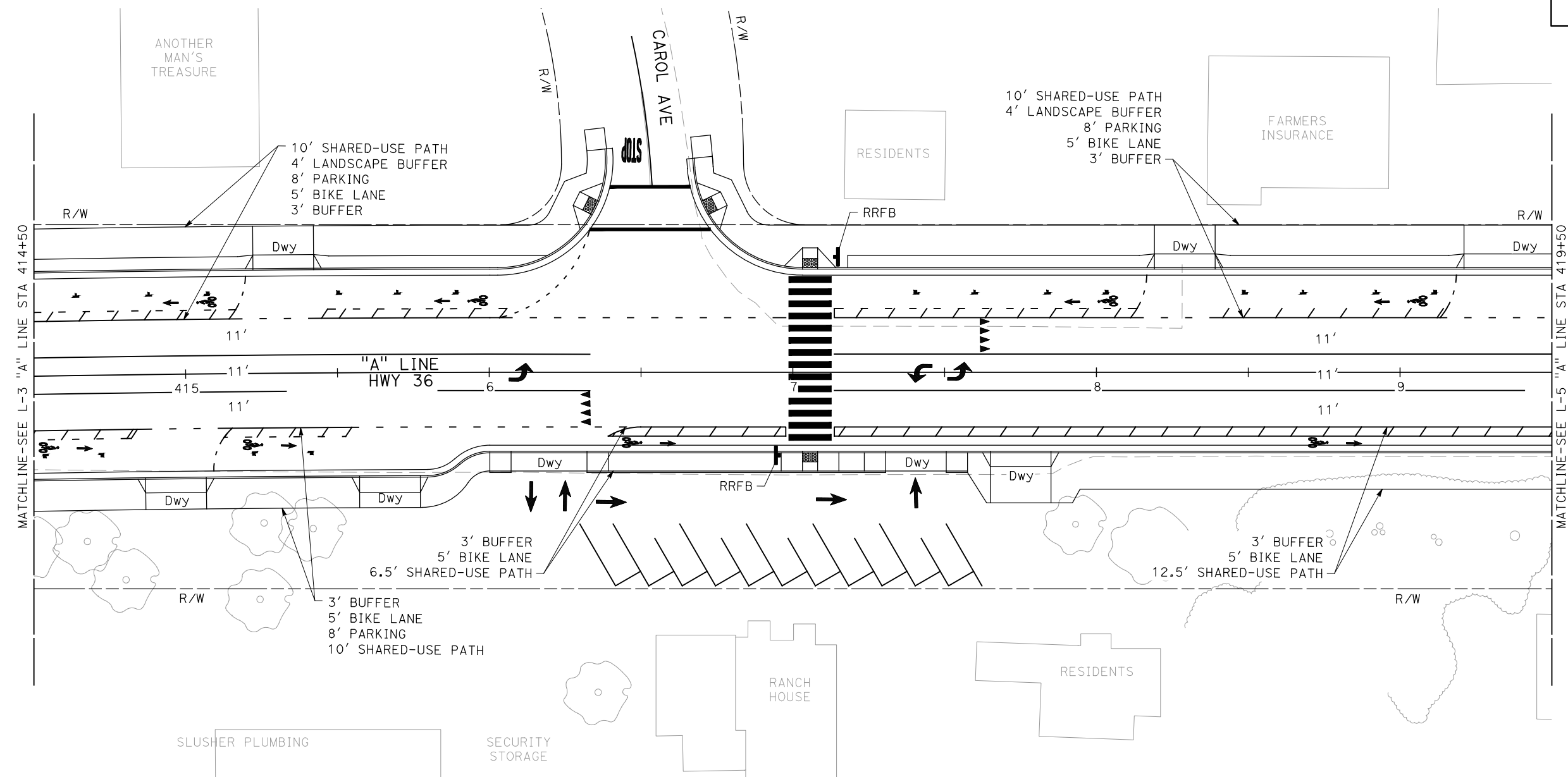
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SCALE: 1"=20'

L-3

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XX			XX		

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT DISTRICT OFFICE.



LAYOUT
SCALE: 1"=20'

L-4

\\GHDNET\GHD\US\SACRAMENTO - 2200 21ST\PROJECTS\561\12565522\DIGITAL\DESIGN\ACAD\SHEETS\12565522-HWY36_L1.DWG

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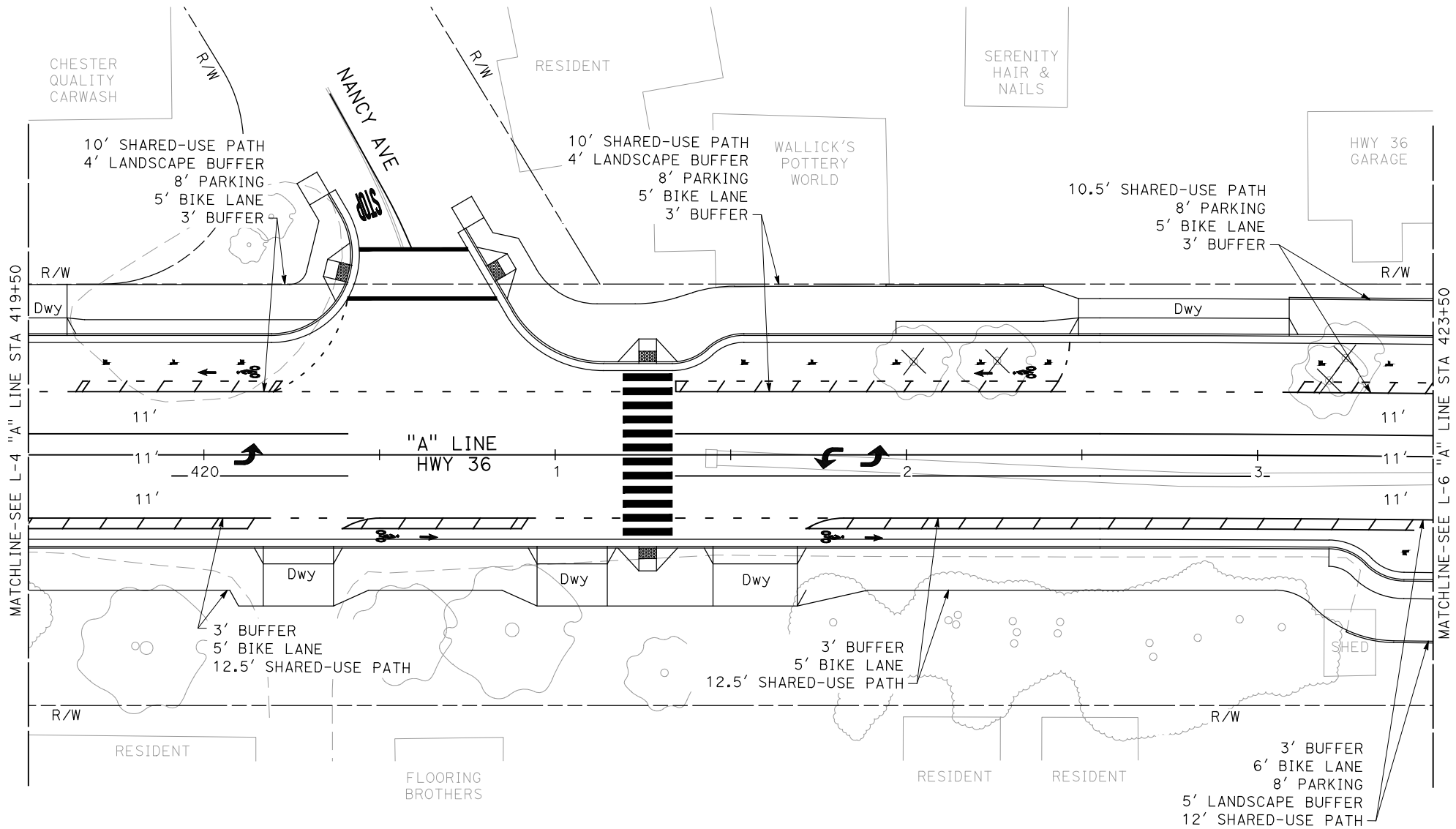
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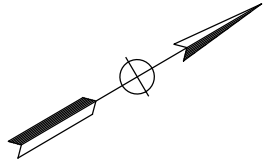
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REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA

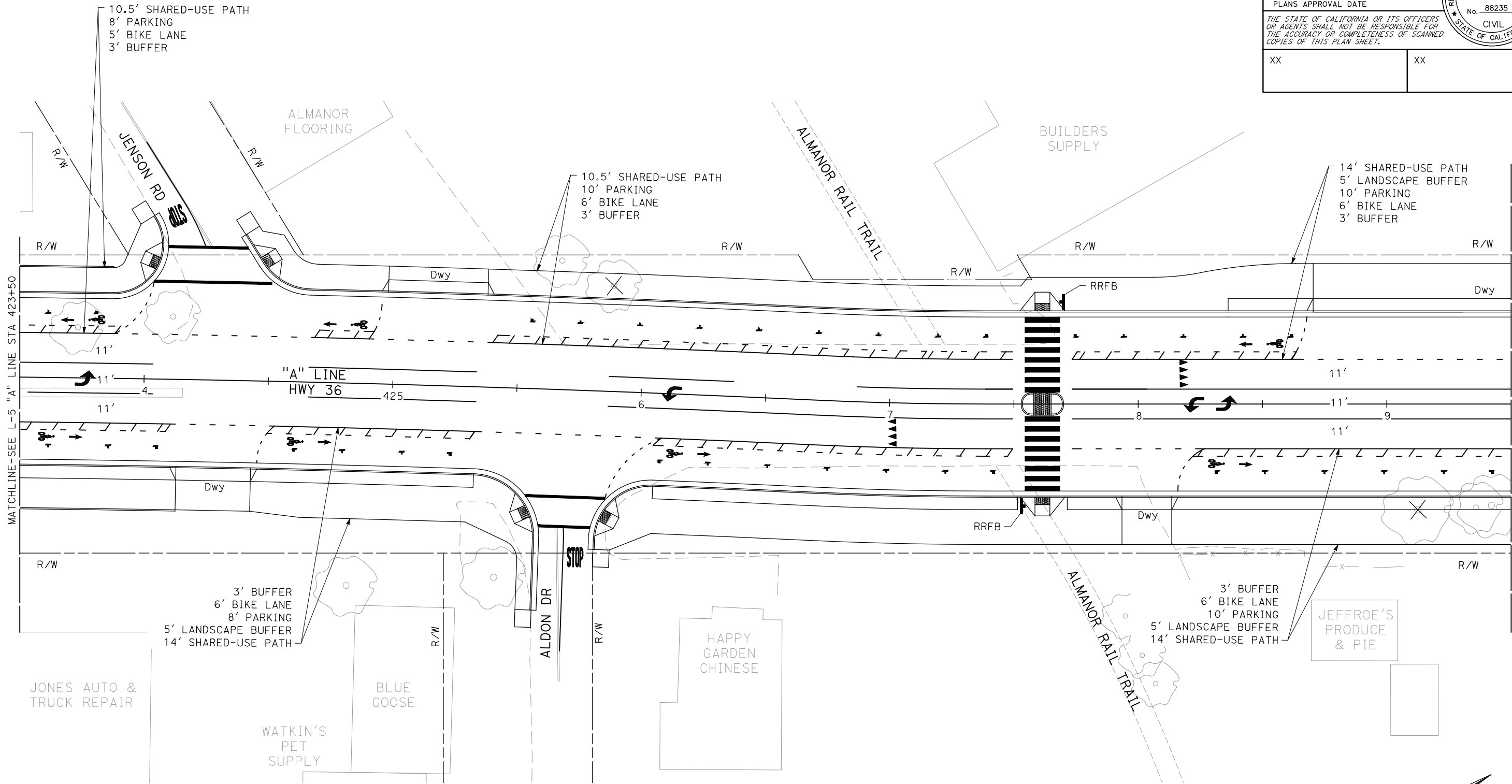


LAYOUT
SCALE: 1"=20'

L - 5

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT DISTRICT OFFICE.



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	10	22

REGISTERED CIVIL ENGINEER

DATE

XX

PLANS APPROVAL DATE

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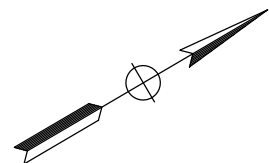
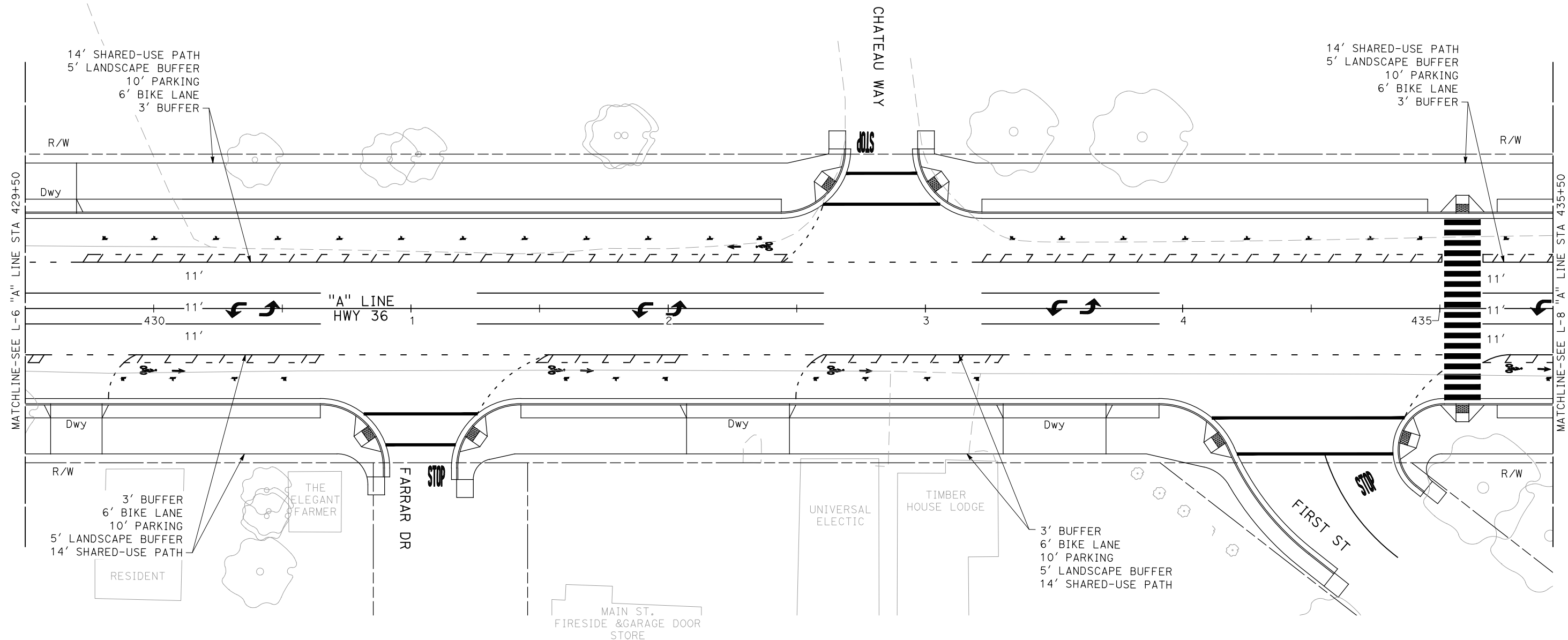
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REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA

LAYOUT

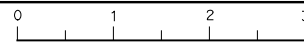
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XX			XX		



LAYOUT
SCALE: 1"=20'

L-7



\\GHDNET\GHD\US\SACRAMENTO - 2200 - 21ST\PROJECTS\561\12565522\DIGITAL_DESIGN\ACAD\SHEETS\12565522-HWY36_L2.DWG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION CONSULTANT FUNCTIONAL SUPERVISOR



XX

CALCULATED-
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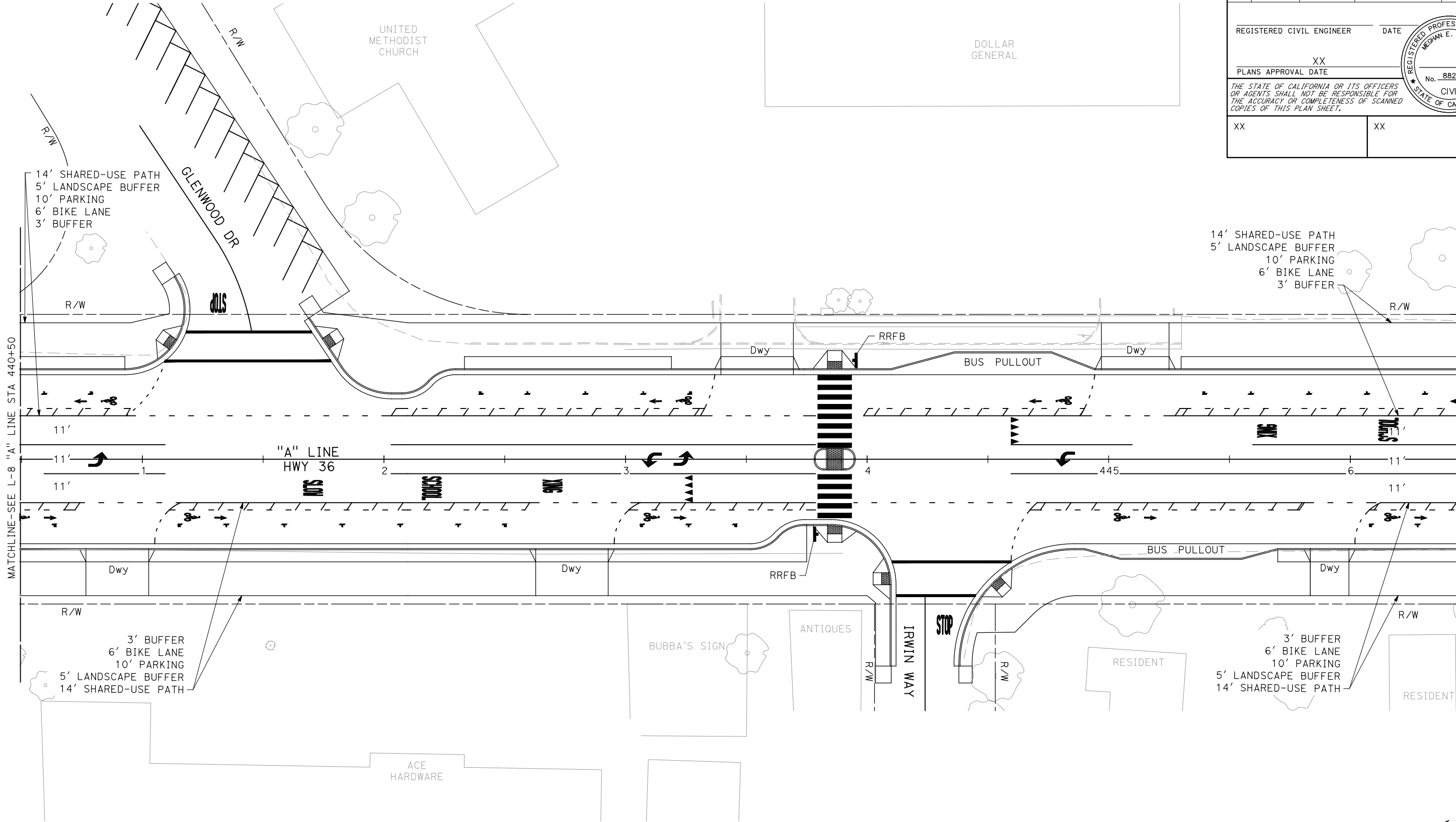
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XXXX

DATE

REVISED



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	13	22

REGISTERED CIVIL ENGINEER

DATE

XX

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

MEGHAN E. SIGLER

No. 88235

CIVIL

STATE OF CALIFORNIA

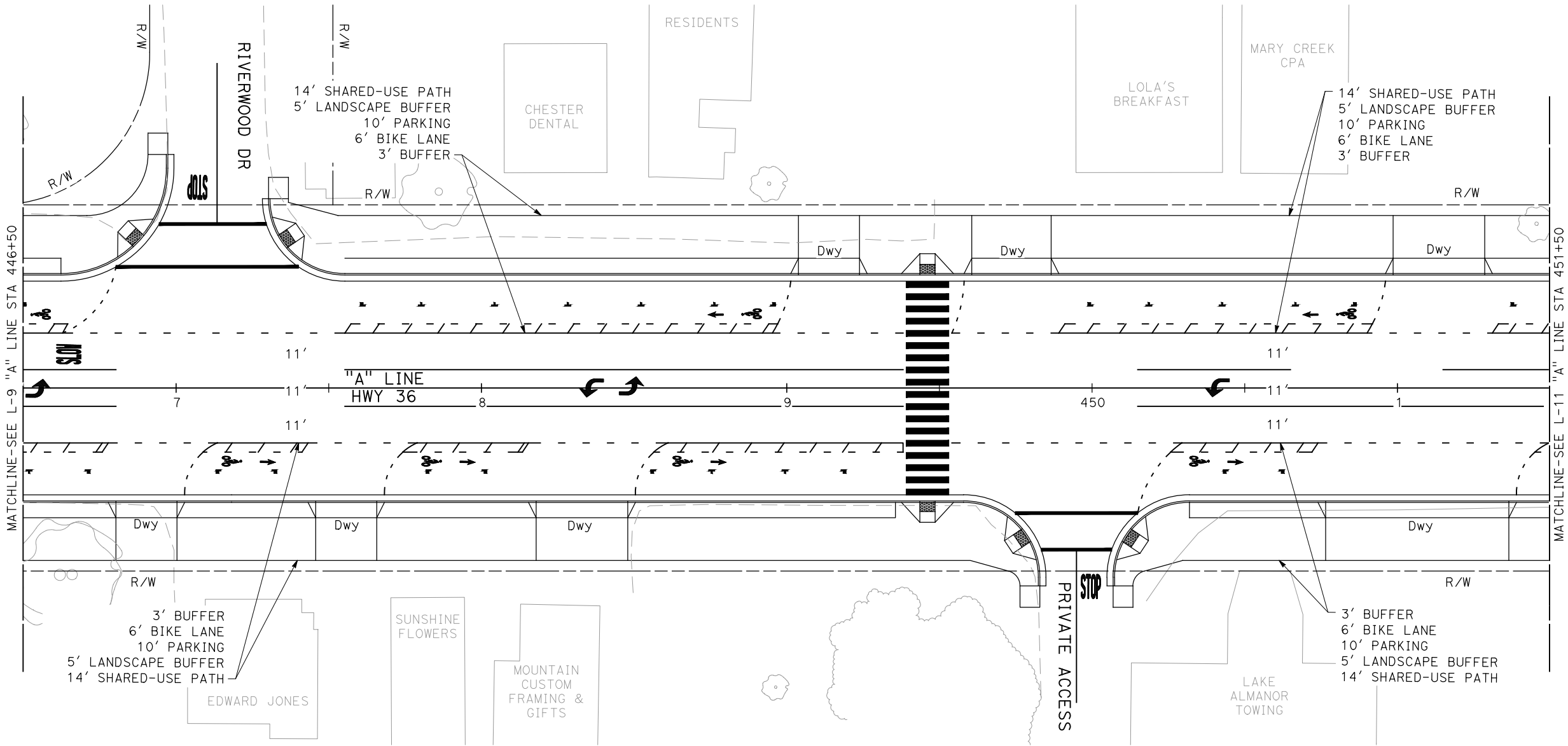
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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SCALE: 1"=20'





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DATE

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PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

MEGHAN E. SIGLER

No. 88235

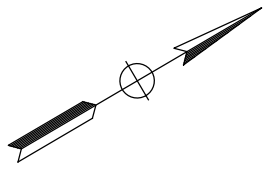
CIVIL

STATE OF CALIFORNIA

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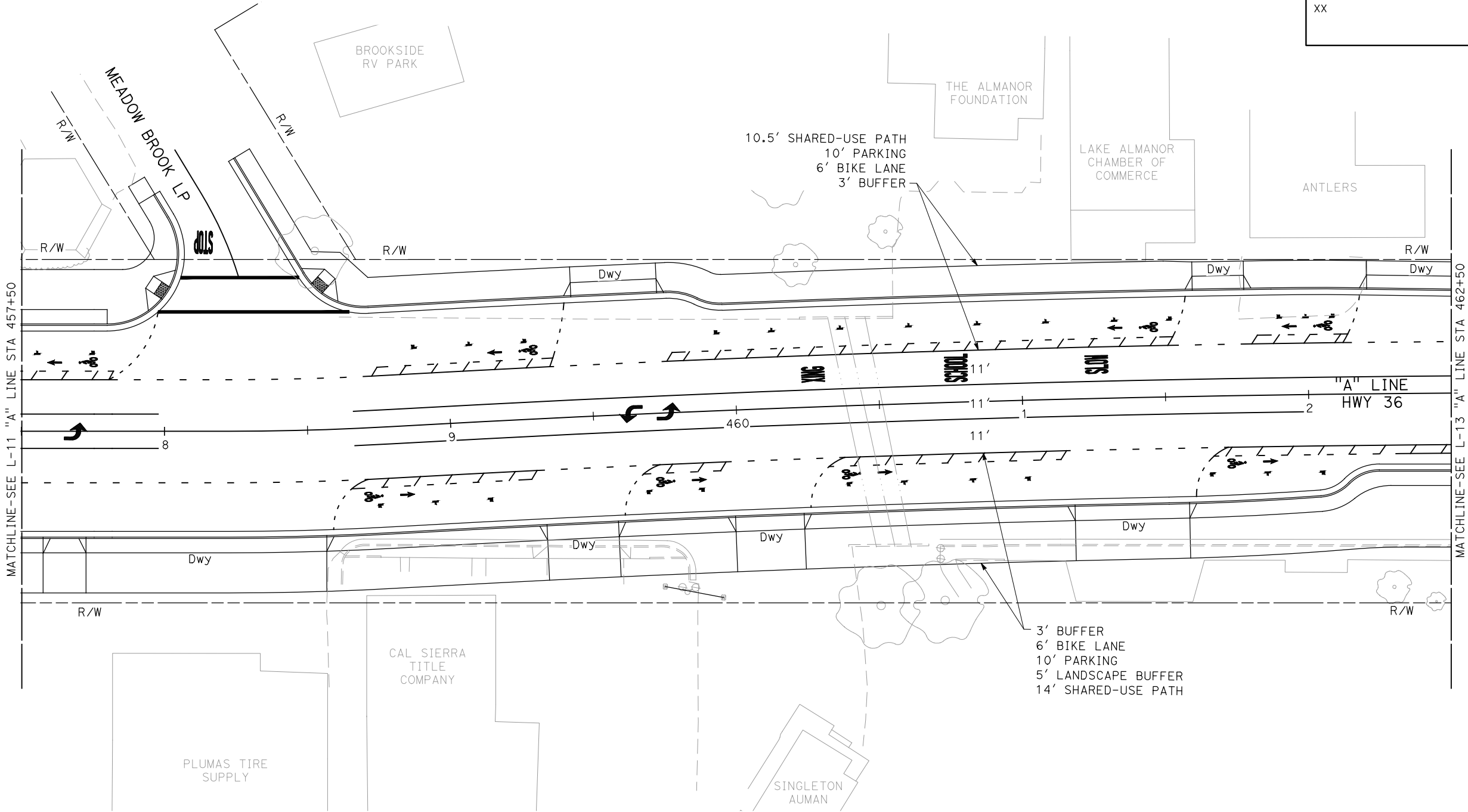
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LAYOUT
SCALE: 1"=20'

L-10



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REGISTERED CIVIL ENGINEER

DATE

XX

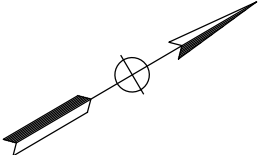
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA

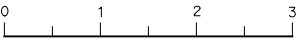
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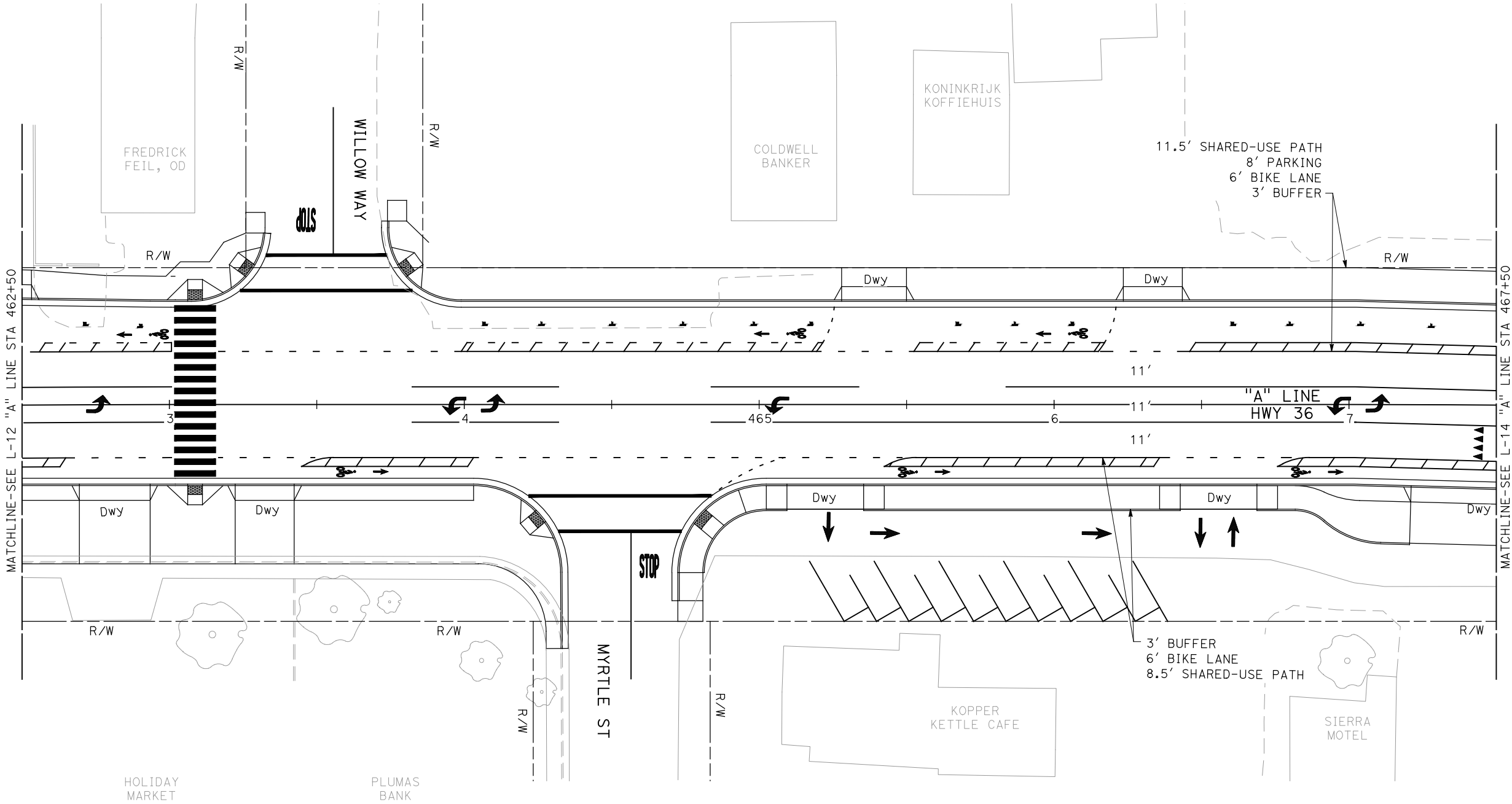
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LAYOUT
SCALE: 1"=20'






Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	17	22

REGISTERED CIVIL ENGINEER

DATE

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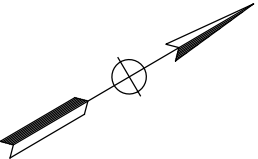
PLANS APPROVAL DATE



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XX

XX



LAYOUT
SCALE: 1"=20'

\\GHDNET\GHD\US\SACRAMENTO - 2200 21ST\PROJECTS\561\12565522\DIGITAL\DESIGN\ACAD\SHEETS\12565522-HWY36_L3.DWG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-
DESIGNED BY

XXXX

REVISED BY

XX

CHECKED BY

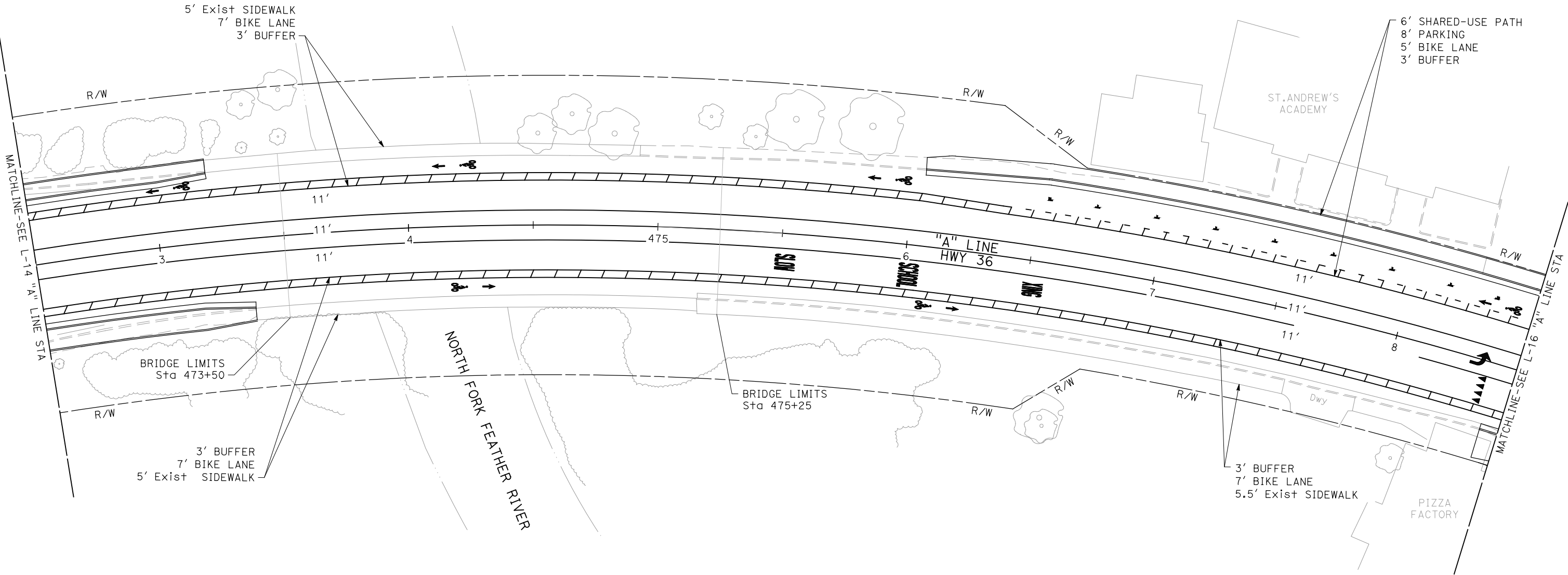
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DATE

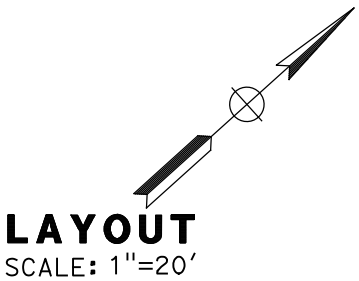
REVISED

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	19	22
REGISTERED CIVIL ENGINEER			DATE		
XX			XX		
PLANS APPROVAL DATE			No. 88235		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.			CIVIL STATE OF CALIFORNIA		
XX			XX		



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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-
DESIGNED BY

XXXX

REVISED BY

DATE

XX

CHECKED BY

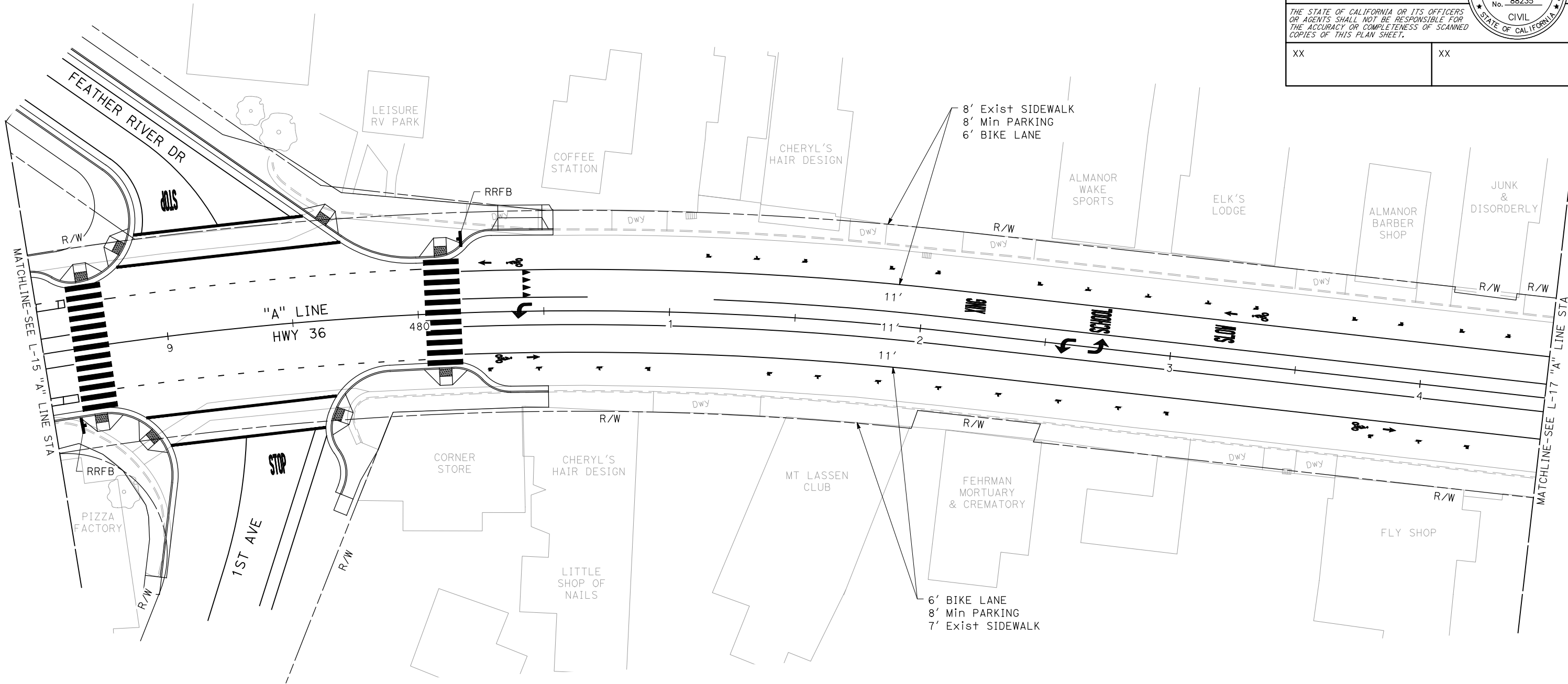
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DATE

REVISED

NOTES:

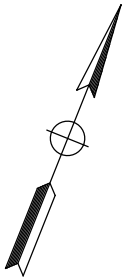
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	20	22
REGISTERED CIVIL ENGINEER			DATE		
XX			XX		
PLANS APPROVAL DATE			XX		
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XX			XX		

REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA

LAYOUT
SCALE: 1"=20'



L-16



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1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT DISTRICT OFFICE.

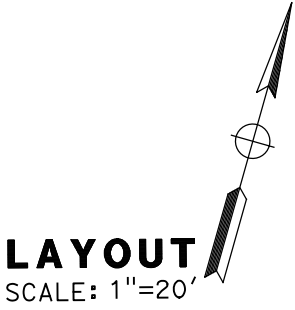
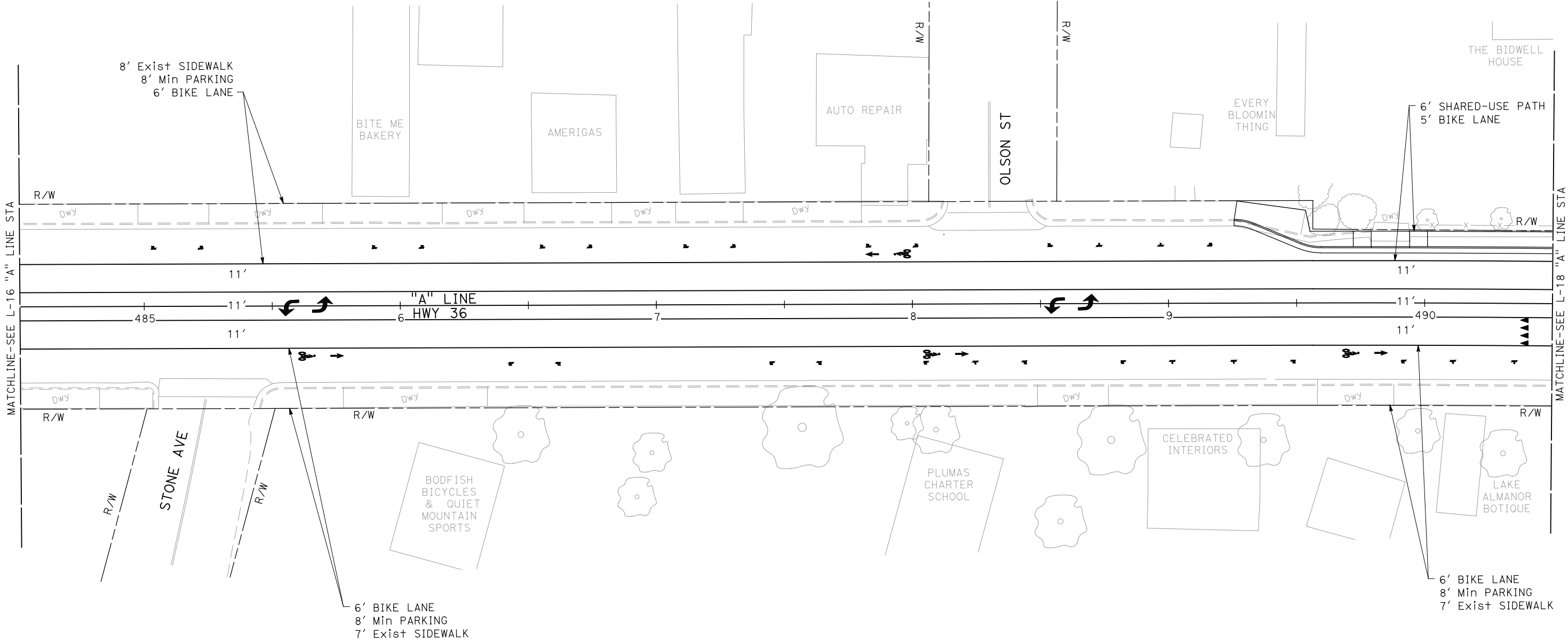
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	21	22

REGISTERED CIVIL ENGINEER
XX
PLANS APPROVAL DATE

DATE
XX

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REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA



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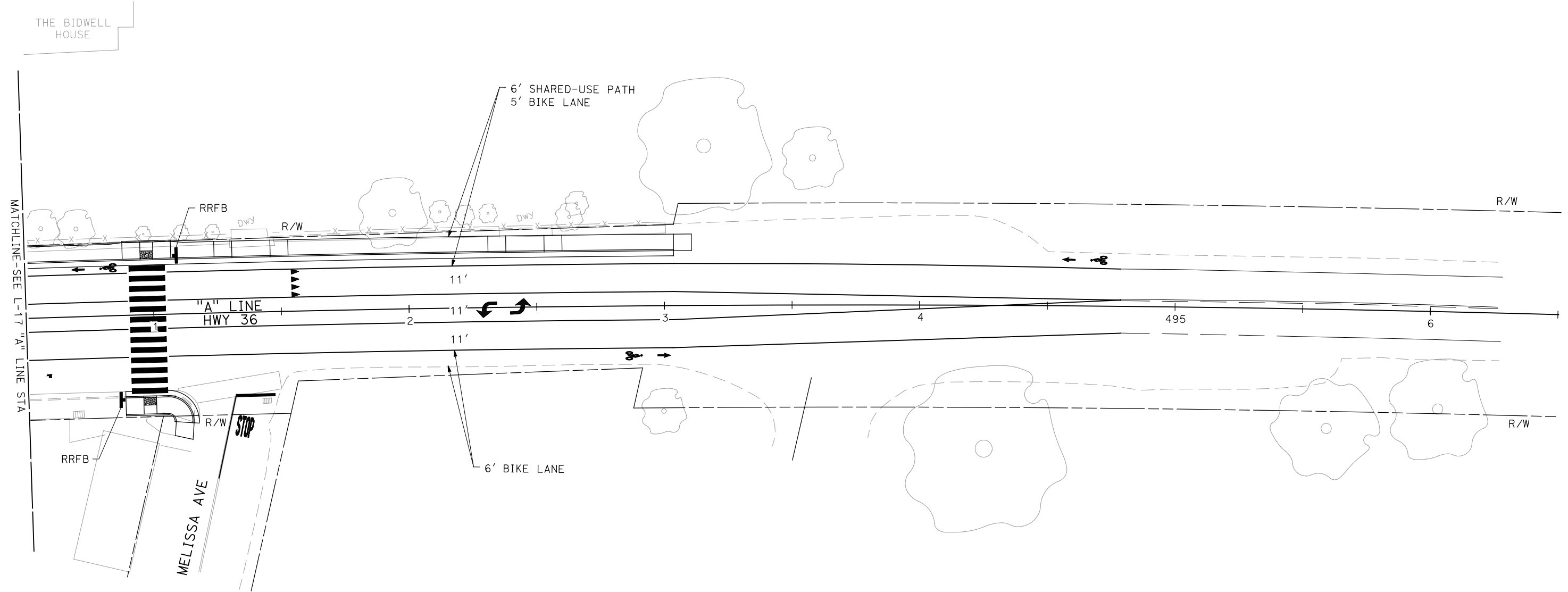
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DATE

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NOTES:

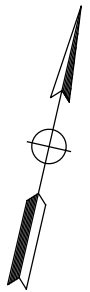
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	PLU	36	7.38/9.30	22	22
REGISTERED CIVIL ENGINEER			DATE		
XX			XX		
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XX			XX		

REGISTERED PROFESSIONAL ENGINEER
MEGHAN E. SIGLER
No. 88235
CIVIL
STATE OF CALIFORNIA

LAYOUT
SCALE: 1"=20'



L-18