

PLUMAS COUNTY 2035 GENERAL PLAN CIRCULATION ELEMENT



Photo Credit: Christoph Kadel

GOAL 4.1 Adequate Roadway System

Develop and maintain a roadway system that provides access and mobility for Plumas residents, visitors and businesses and that adequately serves existing and planned land uses while maintaining the region's character and providing safe and reliable infrastructure.

4.1.1 Roadway Classification System

The County shall maintain and annually update a road classification and condition status report which identifies road standard class, existing deficiencies, and incorporates modern transportation engineering practices.

4.1.2 Level of Service Standard

The County shall maintain a minimum Level of Service (LOS) standard of LOS D in areas for which Community Plans or Specific Plans have been prepared, and LOS C in other areas of Plumas County. For signalized intersections, LOS standards should be applied to the total intersection LOS. For roundabouts and stop-sign controlled intersections, Level of Service standards shall be applied to the worst approach Level of Service.



GOAL 4.1 Adequate Roadway System cont.

4.1.3 *Required Roadway Access*

The County shall require that every parcel created and all developments are provided with roadway access that will accommodate the permitted density and intensity of development. The requirements for road standards shall be based on the planned density of development and projected traffic volumes as determined by the general plan designation of areas to be served, and the ability to accommodate emergency response and safe ingress/egress. Uses in industrial areas served by roadways that cannot accommodate all types of industrial uses shall be limited to those uses consistent with road conditions unless conditions are improved.

4.1.4 *Developer Participation in Roadway Improvements*

The County shall require all developments which are directly benefited by a precise planned road to dedicate land and/or pay a sum of money equal to the prorated share of the benefit received by such roadway and/or to construct a portion or all of such roadway and provide for on-going maintenance.

4.1.5 *Developer Coordination with Roadway Plans*

The County shall require all developments along the route of planned roadway alignments to incorporate them in their internal roadway systems and require developments near planned roadway alignments provide for future access to them.



GOAL 4.1 Adequate Roadway System cont.

4.1.6 Roadway Elements Eligible for Developer Fee Programs

The County shall expand the ability to fund roadway improvements from development by defining “major thoroughfare” to include only arterials and major collector roads in Plumas County.

4.1.7 General Plan Road Standards

The following road standards shall be applied to the designated planning areas:

Town and Community Planning Area and Master Planned Communities: A paved roadway maintained year-round including snow removal by the State, County or private association. All developments shall be required to provide a paved internal roadway system. A parking lot is an internal roadway system. All development shall make provisions for access to any adjacent lands that are not otherwise served by or shown on a planned roadway alignment to be served by another paved public roadway.

Planned roadway alignments and roads serving commercial and industrial parcels shall be paved before issuance of building permits for those parcels. All commercial and industrial parcels shall be served by a structural fire protection entity and shall be within reasonable service distance from existing fire protection facilities and as determined by the appropriate area.

Areas Outside Planning Area: All developments shall have legal access by means of Forest Service Roads or private road easements. All developments shall provide a graded roadway that provides access to each parcel created. If the roads are not in existence, they will be required to be provided before development. Development that exceeds these standards may be permitted but will not entitle the developer to the population densities in Town and Community Planning areas.

Resource Transportation Routes: Resource transportation routes are those roads that provide primary access to timber and mining resource areas.



GOAL 4.1 Adequate Roadway System cont.

4.1.8 Traffic Impact Fee Program for the Lake Almanor Area

The county shall require that future development proposals in the Lake Almanor area pay their “fair share” of circulation fees established through a Traffic Impact Fee District. Determination of these fees shall consider a variety of applicable data sources including those prepared for the Almanor Regional Transportation Assessment (ARTA) and previous traffic studies prepared for the local area (i.e., Lake Front Development).



GOAL 4.2 Complete Streets

The County shall seek to develop or upgrade all State Highways, arterials and collectors, as Complete Streets that accommodate all travel modes with appropriate strategies, based on planning area designation.

4.2.1 Complete Street Design

The County shall support the elements of Complete Streets design, including the following:

- Balanced design that accommodates walking, cycling, transit, driving, parking, snow removal, drainage, storm water management, emergency vehicle access and deliveries
- Appropriate street design that relates well to the uses bordering the street and allows for contiguous development
- Interconnected network of facilities that increases travel route options and allows short trips to be completed off arterial roadways
- Appropriate pedestrian and bicycling facilities that promote safety and maximize access
- Well-designed and low-impact street lighting where appropriate within community areas
- Appropriate landscaping that benefits the surroundings and encourages travel speeds compatible with all uses and adjacent land uses
- Sustainable design that minimizes runoff of erosion, responds to the local climate and conserves natural resources
- Well-maintained facilities
- Design that encourages the use of cul-de-sacs over alternative designs, such as t-turnarounds.



GOAL 4.2 Complete Streets cont.

4.2.2 Support of Multimodal Projects

The County shall support and promote plans that propose multimodal use of the highway system. Encourage the use of roundabouts over stoplights where feasible.



GOAL 4.3 Transit

Enhance the mobility of Plumas County residents and visitors through improvements in public transit services and improve awareness of public transit options.

4.3.1 *Enhancement of Transit Service*

The County shall strive to increase transit service availability, efficiency and convenience for all residents, employees and visitors to the degree feasible with available resources countywide.

4.3.2 *Expansion of Transit Service to Urban Areas*

The County shall encourage the expansion of public transit services to nearby urban areas in order to reduce automotive dependency, ease peak seasonal traffic and encourage additional local transit ridership.

4.3.3 *Improvement of Bus Stops*

The County shall coordinate with the School Districts to develop new attractive, snow-free, accessible and pedestrian-friendly bus stops, with benches and shelters where warranted.

4.3.4 *Ridesharing*

The County shall promote ride sharing programs, including providing a web site or message board for coordinating shared rides and hiring or designating a rideshare coordinator to develop and implement ridesharing programs. The County shall encourage festival and other special-event organizers to promote carpooling among event attendees, through coordination with web-based carpool matching services and through parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking.



GOAL 4.4 Bicycle and Pedestrian

Encourage non-auto transportation throughout Plumas County by providing a safe, comprehensive and integrated system of facilities for pedestrians, cyclists and other non-motorized modes of transportation.

4.4.1 Bicycle and Pedestrian Facility Network

The County will support or consider establishing a network of multi-use trails, sidewalks and lanes to facilitate safe and direct off-street bicycle and pedestrian travel and will provide bike racks where appropriate.

4.4.2 Bicycle and Pedestrian Facilities in New Development

The County will amend the County Code to include standards for safe pedestrian and bicyclist accommodations, including:

- “Complete Streets” policies that foster equal access by all users in the roadway design
- Bicycle and pedestrian access internally and in connection to other areas through bikeways and pedestrian paths
- Safe access to public transportation and other non-motorized uses through construction of dedicated paths
- Safe road crossings at major intersections, especially for school children and seniors
- Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas
- Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including bicycle racks, covered, secure parking near the building entrances



GOAL 4.4 Bicycle and Pedestrian cont.

4.4.3 Inclusion of Bicycle and Pedestrian Access in New Transportation Projects

The County shall include safe and convenient bicycle and pedestrian access, where feasible and warranted, in all transportation improvement projects. Provide separated, safe and secure bicycle and pedestrian access as part of any roadway improvement work, where feasible and warranted. Ensure that access for pedestrians and bicyclists is available during construction.



GOAL 4.5 Aviation and Rail

Protect the present air and rail transportation facilities to ensure that local policies, developments and other actions do not restrict utilization and maintenance, preserve the viability and utility of existing facilities, and prevent incompatible land uses.

4.5.1 Compatibility of Airports with Adjacent Land Uses

The County shall, through the Airport Land Use planning process, preserve the viability of airports through control of inappropriate land uses within the zone of influence.

4.5.2 Encouragement of Maintenance, Improvement and Use of Railroad Facilities

The County shall support efforts to expand privately-owned rail service and support preservation of railroad rights-of-way in the County for future uses.



GOAL 4.6 Environmental Enhancements / Climate Change

Protect and enhance the environment, both locally and globally, in the development and maintenance of the transportation network.

4.6.1 Minimizing of Environmental Impacts

To the extent practicable, the County shall avoid, minimize and/or mitigate impacts to the environment arising from transportation-related projects and programs. The County shall continue to require environmentally sound practices for transportation facility construction and maintenance. New roads, improvements to the existing road system, and all trails and pathways shall be located, constructed and maintained in a manner that minimizes impacts on the environment to the degree feasible.

4.6.2 Paving of Additional Roadways to Improve Environmental Quality

The County, in order to improve air and water quality, shall review roadway standards to require pavement of additional roadways where warranted based on traffic volumes and characteristics of surrounding areas.



GOAL 4.6 Environmental Enhancements / Climate Change cont.

4.6.3 GHG Reductions

The County shall consider GHG emissions as part of every transportation capital-improvement project decision and aggressively pursue projects that have positive GHG impacts and that are realistic given the rural nature of Plumas County, including transit programs, ridesharing programs, bicycle and pedestrian improvements, driver information strategies and maintenance of existing roadways to reduce vehicle emissions.



Implementation Measures

Implementation	Implements What Policy	Who is Responsible
1. Complete and adopt an updated Bicycle Transportation Plan and Pedestrian Transportation Plan focusing on non-motorized travel within and between communities and use it to guide funding decisions to enhance the network.	4.4.1 4.4.3	Plumas County Transportation Commission
2. Revise the County Code to define a “major thoroughfare” as a County Road identified as a principal arterial, minor arterial or major collector.	4.1.6	Board of Supervisors
3. Update roadway classification and condition status report.	4.1.1	Public Works
4. Apply Complete Street design criteria in reviewing transportation and development projects.	4.2.2	Planning, Public Works
5. Update the Short Range Transit Plan.	4.3.1 4.3.2	Plumas County Transportation Commission
6. Prepare a Countywide Bus Stop Improvement Plan.	4.3.3	Plumas County Transportation Commission
7. Adopt a policy requiring ridesharing incentive programs as part of special event permitting	4.3.4	Planning

Implementation Measures

Implementation	Implements What Policy	Who is Responsible
8. Amend the County code to require consideration of bicycle and pedestrian facilities in new developments.	4.4.3	Planning
9. a. Ensure that the policies and development standards of the County Zoning Ordinance and similar regulatory documents are consistent with the adopted Airport Land Use Compatibility Plans regarding noise mitigation, land use restrictions, building height, lighting and other site development standards, by the establishment of an Airport Combining Zone or an Airport Overlay Zone. b. Adopt the Airport Land Use Compatibility Plans as part of the General Plan by reference.	4.5.2	Airport Land Use Commission
10. Review roadway standards to require paving of additional roadways to reduce air and water pollution.	4.6.3	Public Works
11. Develop and periodically update a Traffic Impact Fee Program to ensure that new development contributes toward necessary transportation infrastructure improvements. The Program shall include provisions to examine and develop specific fee programs for unique areas of the County, as appropriate.	4.1.7	Planning and Public Works
12. Evaluate LOS and roadway classification standards for County roadways on a periodic basis to coincide with annual review of the General Plan.	4.1.1	Planning and Public Works