



MEETING DATE: August 28, 2024

AGENDA ITEM: 6. Presentation regarding possible lane reduction on Highway 70 through Portola as part of the Caltrans Cromberg Project

FROM: Susan Scarlett

RE: Lane Reassignment Highway 70 through the City

BACKGROUND:

The City has an opportunity to review a possible lane reassignment on Highway 70 as part of the Caltrans Cromberg Project

RECOMMENDATION:

Consider the presentations and the possibility of the lane reassignment. Discuss next steps.

ATTACHMENTS:

- A. CHESTER CCP - BOS PRESENTATION MODIFIED FOR PORTOLA
- B. PORTOLA CA SR 70 COMPLETE STREET RECOMMENDATIONS (1)
- C. LANE REASSIGNMENT OPTION IN PORTOLAFINALSENT



Plumas County Board of Supervisors

February 20, 2024



Chester Main Street
Community Connectivity Plan

Community-Driven Corridor Priorities

Key Corridor Issues

- High-vehicular speeds
- Unsafe pedestrian crossings
- Lack of multimodal connectivity
 - Discontinuous or uncomfortable sidewalk
 - No bicycle facilities on Main Street
 - Minimal transit amenities
- Lack of street lighting
- Heavy truck traffic & speeds
- Drainage issues & snow management challenges
- Lack of public space & amenities



TRAFFIC CALMING

Slow vehicles and trucks as they drive through town.



SAFE CROSSINGS

Make crossing Main Street safer for people of all ages and abilities.



MULTIMODAL TRAVEL

Support efficient and comfortable options for non-motorized travel, such as biking, walking, and taking transit.



SNOW MANAGEMENT

Ensure design elements can accommodate snow plows and storage.



DRAINAGE NEEDS

Consider drainage needs in street design, such as using landscaped drainage area as safety buffers.



LOCAL ECONOMY

Consider how street improvements can support the local economy by improving the visual appeal of the street.



RECREATION

Improve access to recreational opportunities, such as the Almanor Trail and Chester Park.



STREETScape

Make Main Street a place for community activity by enhancing public spaces and street lighting.



TRUCK ACTIVITY

Ensure design elements can accommodate large trucks that travel on Main Street.



DRAINAGE NEEDS

Formalize on-street parking to support access to business and offices on Main Street.

Context-Based Solutions

Corridor strategies driven by:

- Multimodal Design Guidelines
 - Caltrans Corridor Planning Process Guide (2020)
 - Caltrans Complete Streets Elements Toolbox & Complete Streets Project Planning Guide
 - Caltrans Main Street, California: A Guide for People-Centered State Highway Main Streets, 2023
 - Caltrans DIB-94 Complete Streets: Contextual Design Guidance (2024)
 - National Association of City Transportation Officials (NACTO) Design Guidelines
- Snow Management Considerations
- Case Studies:
 - Communities like Chester in size, rural character and weather conditions

Table 3.2 Modal Priority

Place Type		Modal Priority on Conventional Highways and Local Roads within State Right of Way				
		Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Urban Area	City Center					
	Urban Community					
Suburban Area	Suburban Community					
Rural Area	Rural Main Street					
	Transitional Area					
	Undeveloped Area					

Note:

Colors in this table indicate relative priority of modes in the given place type.

Number of icons indicate relative number of anticipated users in the place type.



Source: Caltrans Design Information Bulletin (DIB)-94 Complete Streets: Contextual Design Guidance

Context-Based Solutions

Pedestrian Crossing Examples

RRFB (Rapid Rectangular Flashing Beacon)
Lee Vining – SR 395



DECORATIVE CROSSWALK
Weaverville – SR 3



RRFB with Median Refuge Island
Truckee – Donner Pass Rd



Flashing Beacon
Bridgeport – SR 395



Context-Based Solutions

Traffic Calming

Roadway Reconfiguration
Truckee, CA



Gateway / Monument Signage



Advance Speed Warning / Speed Feedback Signage



Context-Based Solutions

Public Space & Amenity Examples

LIGHTING & SEATING



BIKE RACKS & SEATING



CURB EXTENSION



LANDSCAPING



BIOSWALE & DRAINAGE



Context-Based Solutions

Pedestrian-Scale Street Lighting Examples

Chester Main Street
Community Connectivity Plan

Lee Vining – SR 395



Live Oak – SR 99



Weaverville – SR 3



Truckee – Donner Pass Rd



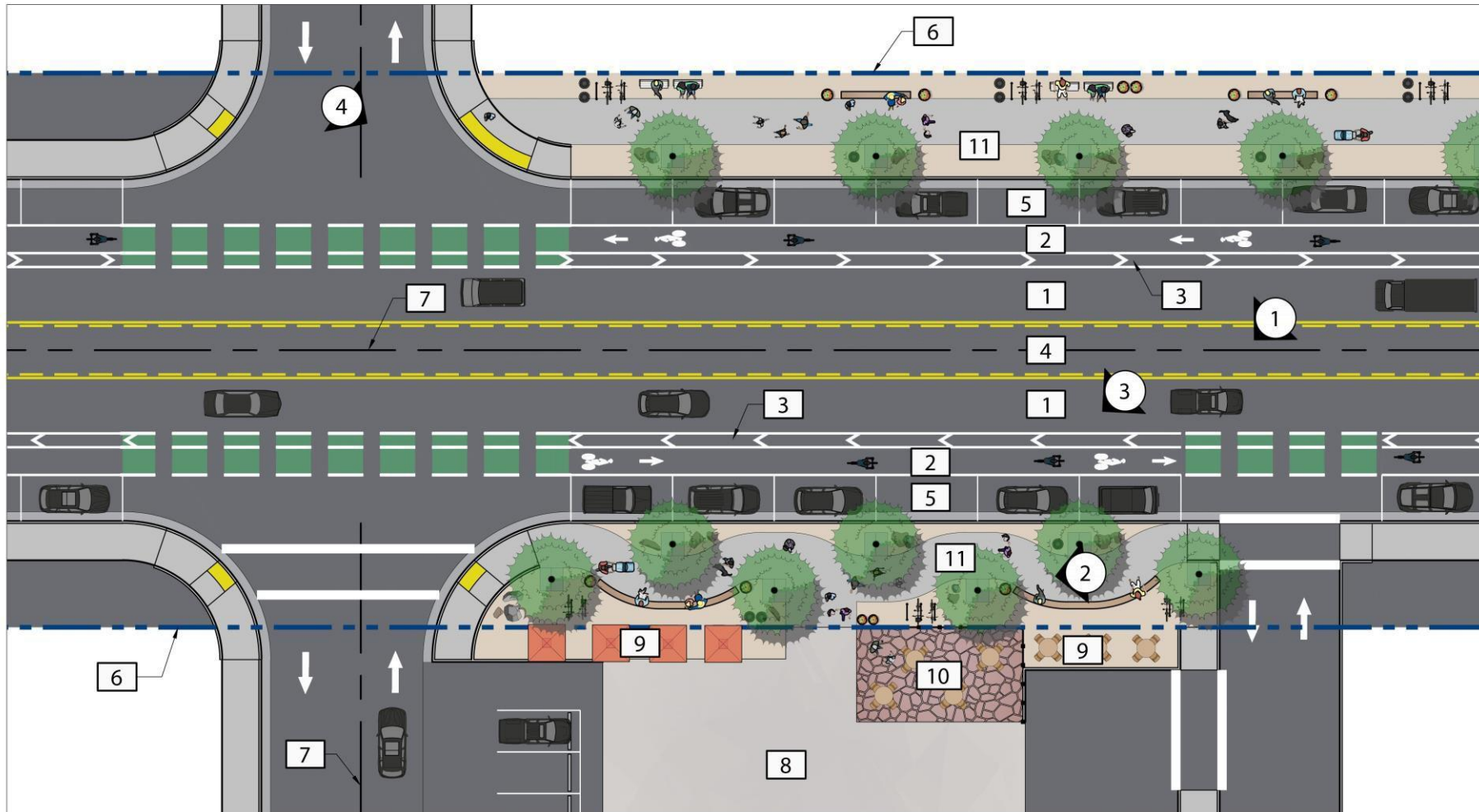
Kings Beach – SR 28



Quincy – SR 70



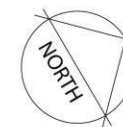
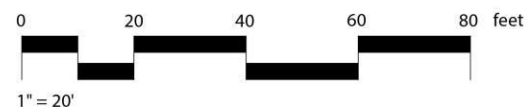
Main Street Road Reconfiguration: Pedestrian Priority Design



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

Standard Plan View



Pedestrian Priority Design: Non-Winter Conditions

Concept Illustration: non-winter conditions on Main Street



Public spaces would become more accessible & enjoyable.

Sidewalk, landscape, & amenities can make walking a more desirable option for travel on Main Street.

Reducing vehicle lanes can accommodate traffic in Chester while allowing space for other modes of travel.

Center two-way left-turn lane improves safety for vehicle turns onto/off of Main Street, and can be used to store snow.

On-street parking would be formalized to support business/offices on Main Street.
Bike lanes with painted buffers provide separation between cyclists and vehicles.



Pedestrian Priority Design: Winter Conditions

Concept Illustration: winter conditions on Main Street



Corridor Plan Highlights

B2 MIXED ACTIVITY & SCHOOL CROSSING

Reynolds Road to Meadow Brook Loop



SEGMENT FACTS



0.15 mile
length



30 mph
speed limit



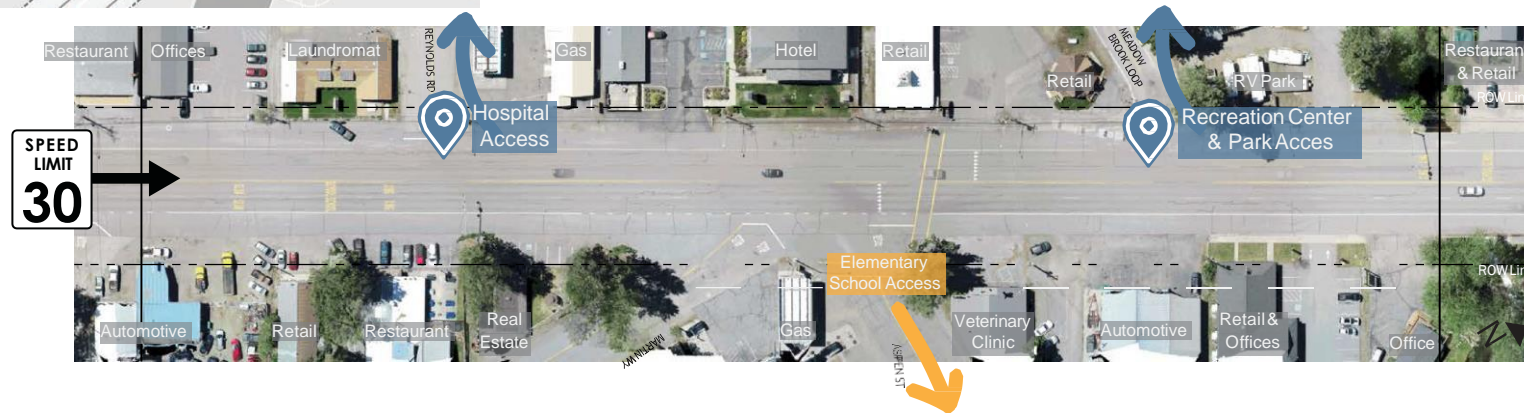
~6,500
daily volume



13% peak
truck volume



School
Public Services
Retail/Office
Adjacent
Land Use



PUBLIC INPUT

- ADD SIDEWALK & BIKE LANES
- ENSURE ADEQUATE PARKING SPACE IN FRONT OF BUSINESSES.
- MAINTAIN SAFE EMERGENCY ACCESS TO HOSPITAL VIA REYNOLDS ROAD.
- ADDRESS SIGHT DISTANCE ISSUES AT MARTIN WAY.
- IMPROVE SAFER TRAVEL TO/FROM SCHOOL ON ASPEN STREET.
- ENHANCE THE SEGMENT WITH LANDSCAPED BUFFERS BETWEEN VEHICLE AND PEDESTRIANS.

SEGMENT PRIORITIES

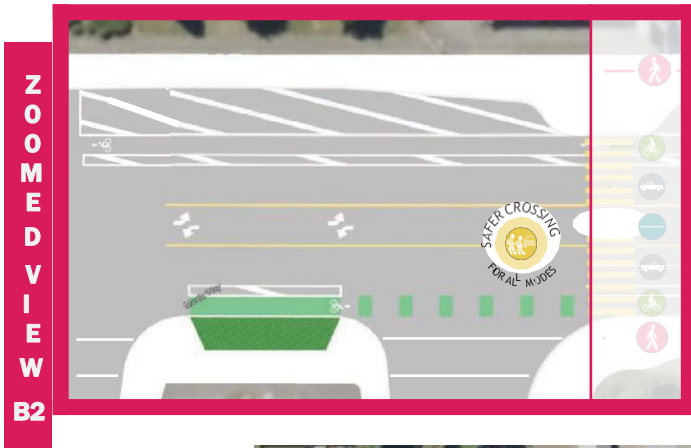


CORRIDOR-WIDE PRIORITIES



RECOMMENDED IMPROVEMENTS

Reynolds Road to Meadow Brook Loop



- SIDEWALK/LANDSCAPE
- BULB-OUT/BUFFER
- BUFFERED BIKELANE
- VEHICLE LANE
- CENTERTURN LANE (OR MEDIAN REFUGE)
- VEHICLE LANE
- BUFFERED BIKE LANE
- SIDEWALK/LANDSCAPE



TRAFFIC CALMING

Buffered curb extensions can play a role in slowing vehicular speeds turnings off of Main Street where concrete curb extensions are not feasible.



SAFER CROSSINGS

Provide enhanced crosswalk with bulb-outs at curbs.



SAFETY

Reconfigure intersection approaches at Martin Way and Aspen Street.



SAFER CROSSINGS

Enhance existing crosswalk with bulb-outs at curbs to accomodate school trips..

Recommendation for a median refuge and Rectangular Rapid Flashing Beach (RRFB).



PARKING

Maintain existing parking outside of Caltrans ROW.



STREETScape



LOCAL ECONOMY

Opportunities for business-led improvements to streetscape outside of Caltrans ROW, including widened pedestrian area for outdoor seating or activities.

Highlight Area: Main Street / Martin Way / Aspen Street

North Facing non-winter conditions on Main Street



Highlight Area: Main Street / Martin Way / Aspen Street

South Facing non-winter conditions on Main Street



Highlight Area: Almanor Trail Crossing

Non-winter conditions on Main Street



Highlight Area: Almanor Trail Crossing

Non-winter conditions on Main Street



Highlight Area: Main Street / Feather River Drive / 1st Avenue

North Facing non-winter conditions on Main Street



Town of Truckee *Envision Donner Pass Road*



Before



After

Town of Truckee *Envision Donner Pass Road*



Before



After

Placer County *Kings Beach Commercial Core Improvement Project*



Before



After

Placer County *Kings Beach Commercial Core Improvement Project*



Before



After

Portola, CA SR 70 Complete Street

▶ Recommendations

About Portola, CA and Location

- ▶ Population: 2,100 (from 2020)
- ▶ Elevation 5,446 ft
- ▶ Average snowfall is 69 days per year
- ▶ Downtown is bisected by State Route 70
- ▶ SR 70 widens from two lanes to five lanes travelling East and West through the downtown area; corridor is .5 mile.
- ▶ Low-density mixed-use area
 - ▶ City Hall, health services, bank, automotive services, restaurants, religious establishments, grocery store, and other businesses, with low-density residential in the surrounding neighborhoods
- ▶ **Transit:** 2 Stops along this .5 mile corridor (Dollards (bus shelter) and Canyon Club (to the East at the end of corridor))
- ▶ **Crosswalk:** 1 major 4-way crossing at intersection of Gulling Street and E Sierra Ave.

SR 70 (Sierra Ave) between Green Street and 2nd Street

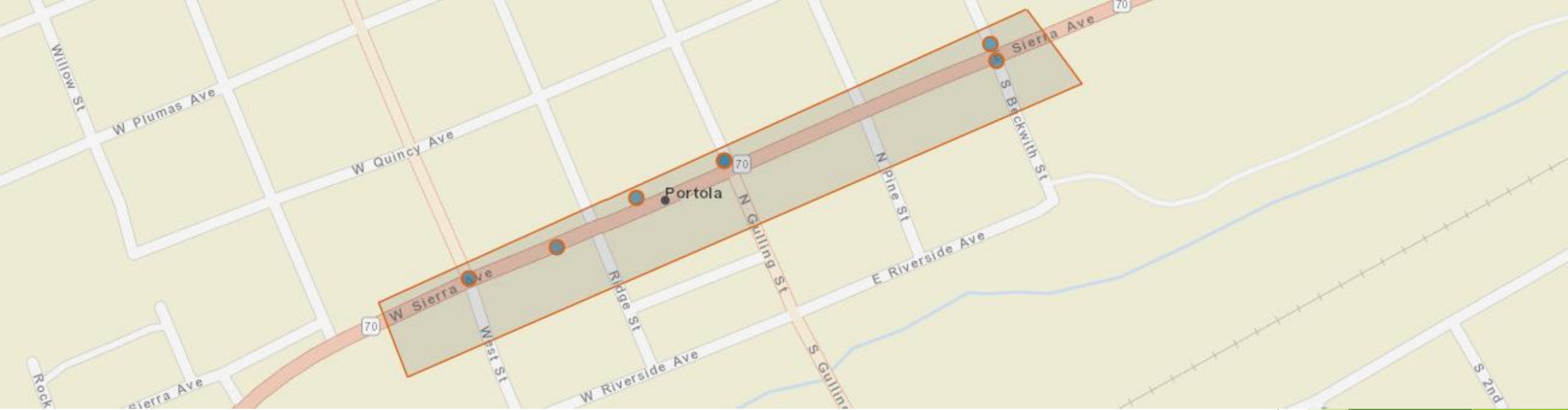


Annual Average Daily Traffic (AADT) and Capacity

- ▶ Back AADT: 6,100
- ▶ Ahead AADT: 6,400
- ▶ Capacity of 5 lane arterial: >30,000*

Major Intersection with 4-Way Crossing @ E Sierra Ave (SR 70) and Gulling Street





Safety Data

- ▶ Between 2011 and 2021: 7 crashes
 - ▶ 1 was pedestrian/vehicle
 - ▶ 9 victims in total, all were suspected minor injury or possible injury; no death or serious injury

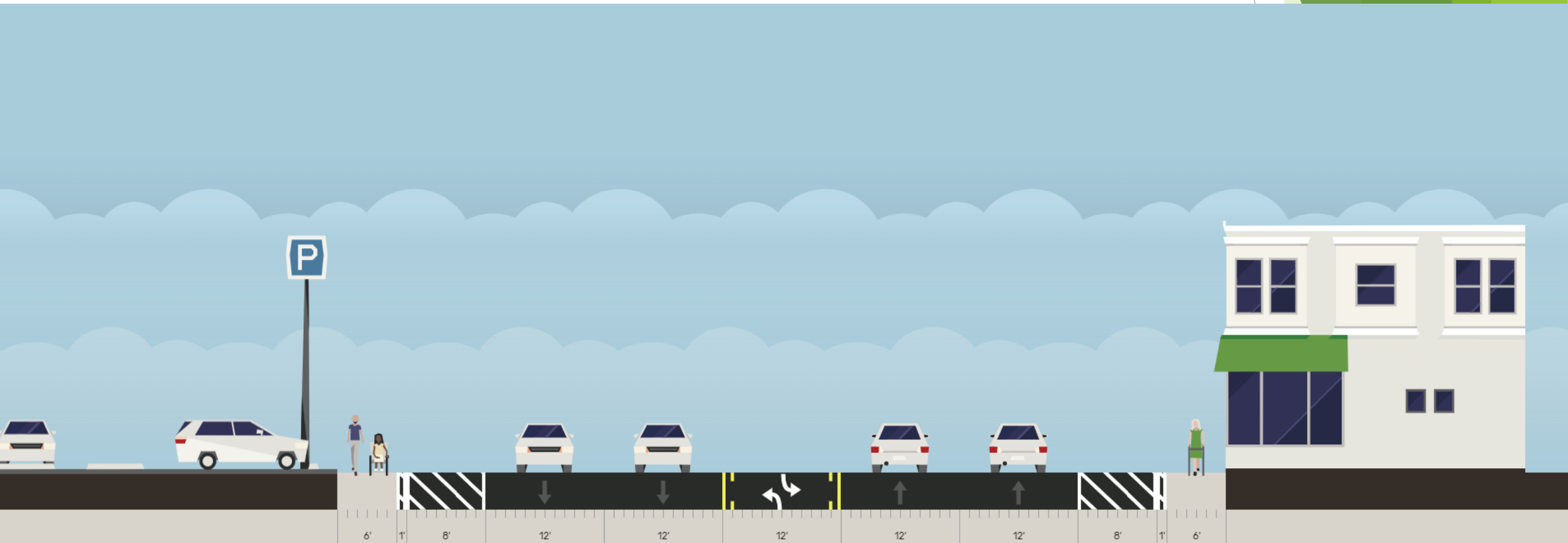
Example Image Heading East on SR 70



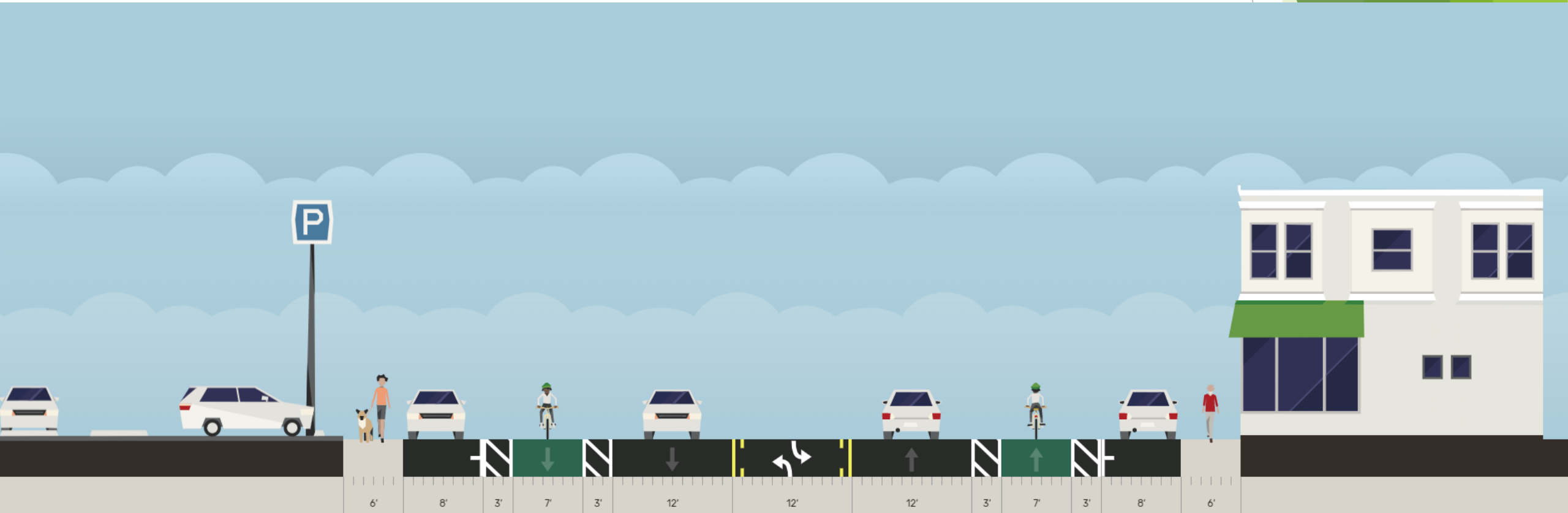
Design Ideas

- ▶ **Pedestrian enhancements:** Increased crossing locations, pedestrian flashing beacons, bulb-outs at major crossing locations with pedestrian refuge island
- ▶ **Restaurants:** possible parklet/outdoor eating patio at local restaurants.
- ▶ **Bicyclist enhancements:** Add class II buffered bike lanes and signage

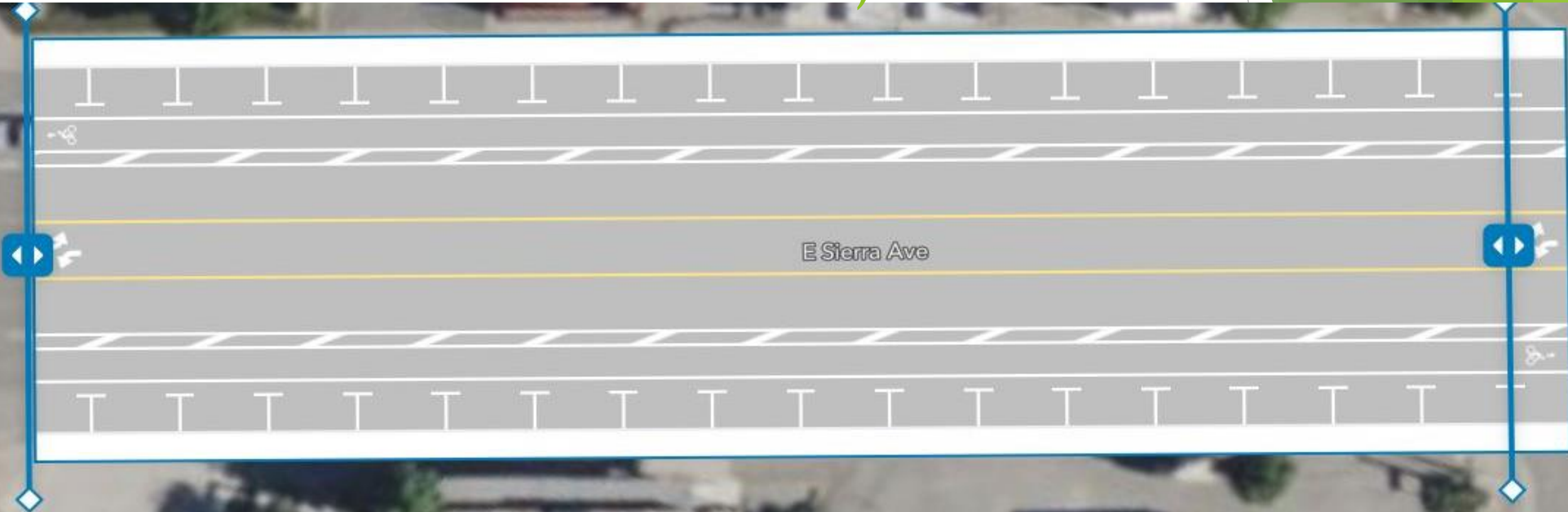
Illustration of Existing



Design idea #1 (Parallel Parking and No trees/ No Additions to the Sidewalk)

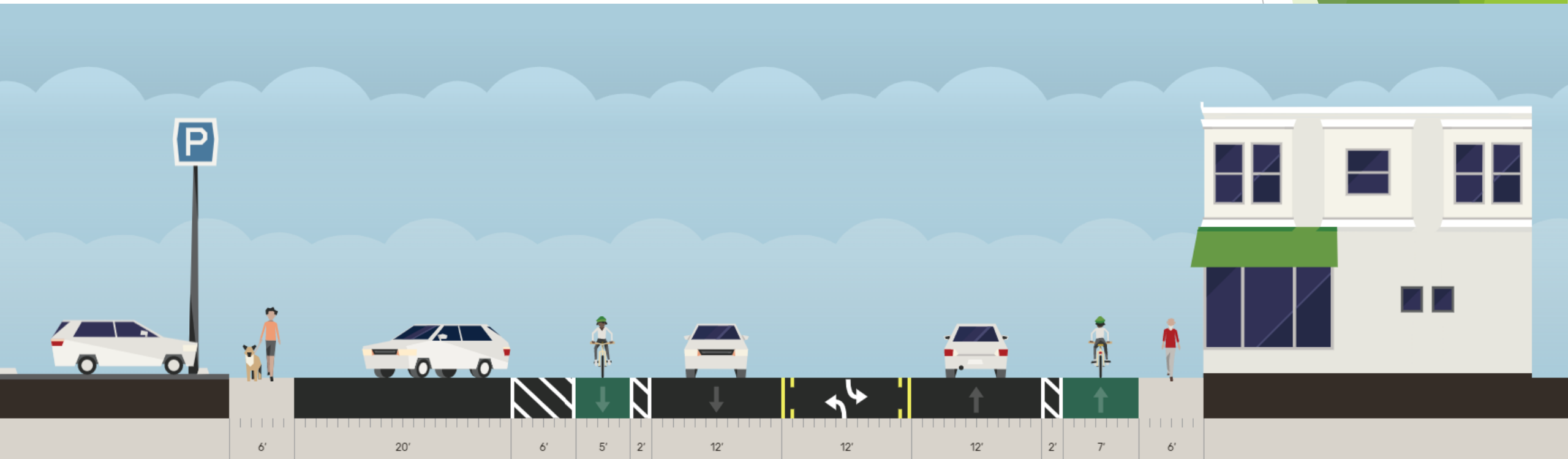


Design idea #1 (Parallel Parking and No trees/ No Additions to the Sidewalk)

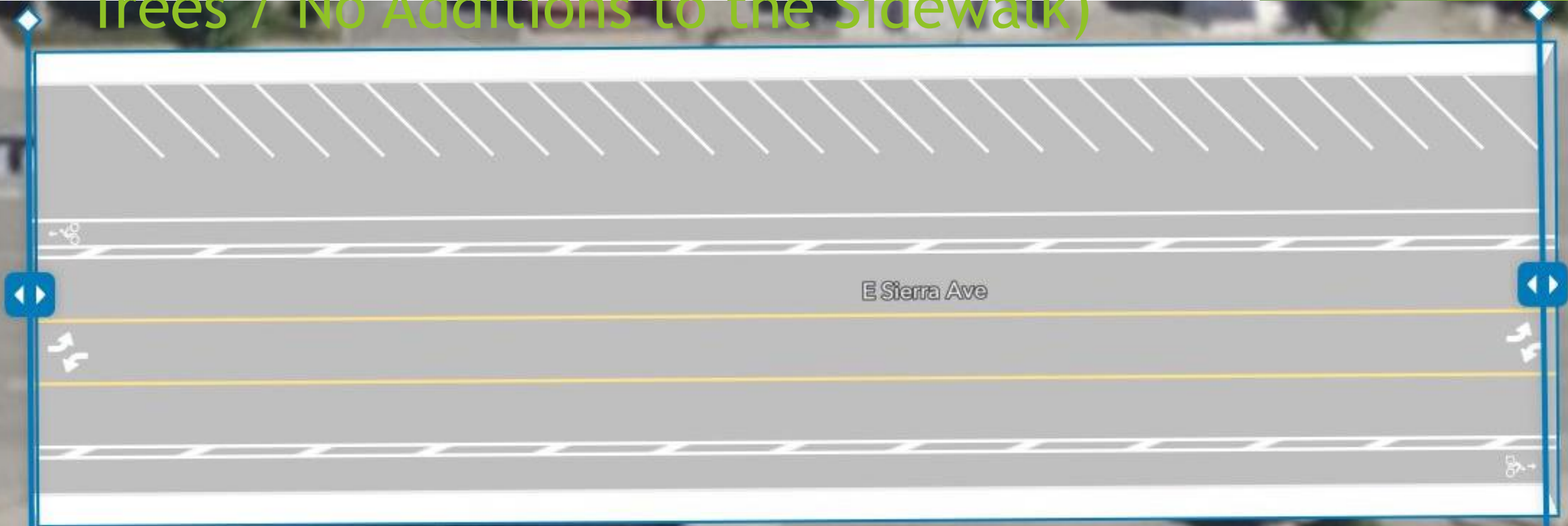


	P								P		
	0°	↓		↓	↻	↑		↑	0°		
6 ft	8 ft	3 ft	7 ft	3 ft	12 ft	12 ft	3 ft	7 ft	3 ft	8 ft	6 ft
90 ft											

Design idea #2 (Diagonal Parking and No Trees / No Additions to the Sidewalk)



Design idea #2 (Diagonal Parking and No Trees / No Additions to the Sidewalk)

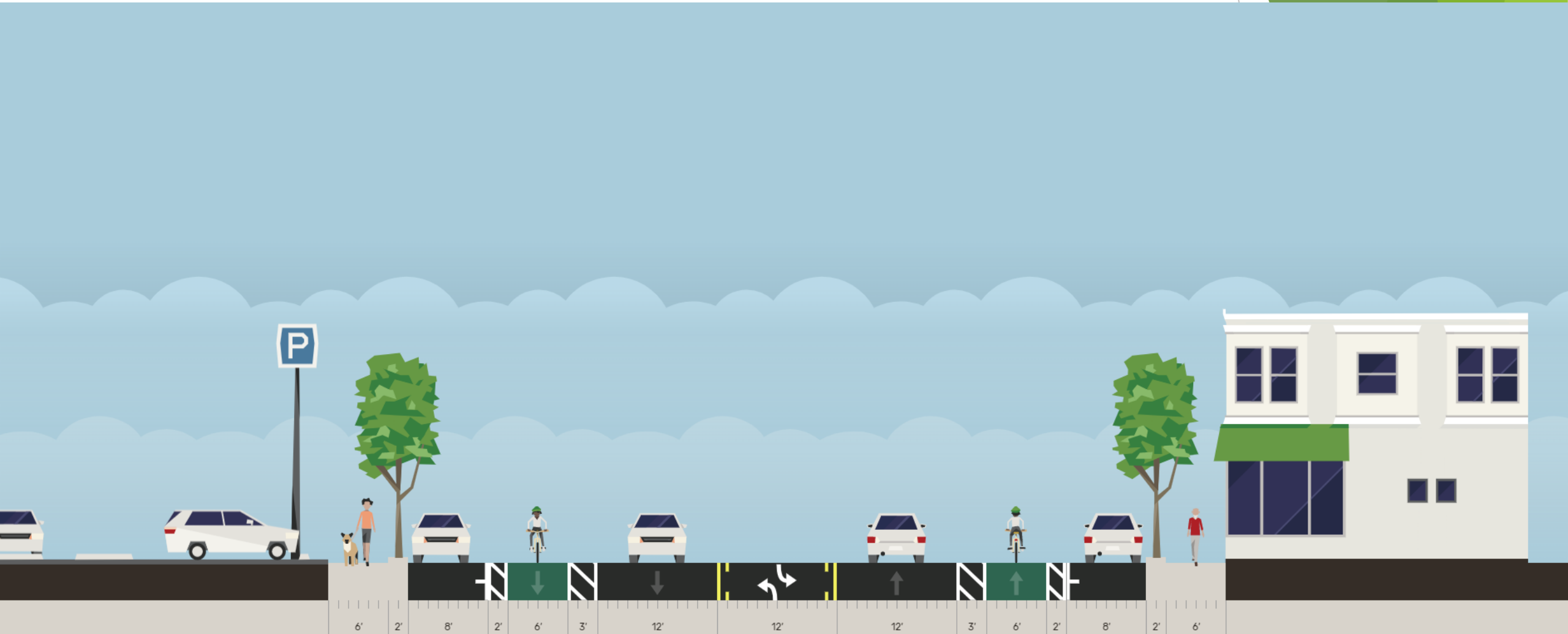


8

6 ft	P 45° 20 ft	6 ft	Bike ↓ 5 ft	2 ft	Car ↓ 12 ft	12 ft	Car ↘ 12 ft	12 ft	Car ↑ 12 ft	2 ft	Bike ↑ 7 ft	6 ft
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90 ft ⚙️

Design Idea #3 (Parallel Parking + Trees)



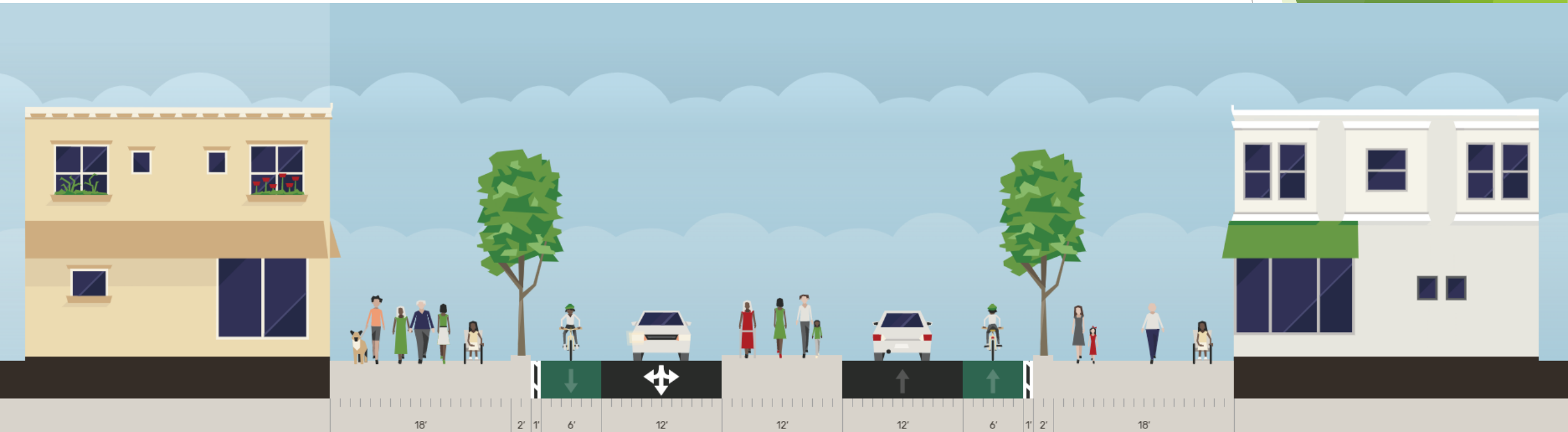
Additional Crossing Idea



Crossing @ E Sierra Ave and Ridge Street to Leonard's (with bulb outs and turn lane)



Crossing @ E Sierra Ave and Ridge Street to Leonard's (with bulb outs and refuge island)



Benefits

- ▶ Lower vehicle speeds
- ▶ Safer for Pedestrians and Bicyclists and creates destinations for all road users
- ▶ Better connections to downtown as a “destination”
- ▶ Beautification and landscaping opportunities

Lane Reassignment Option in Portola August 28, 2024

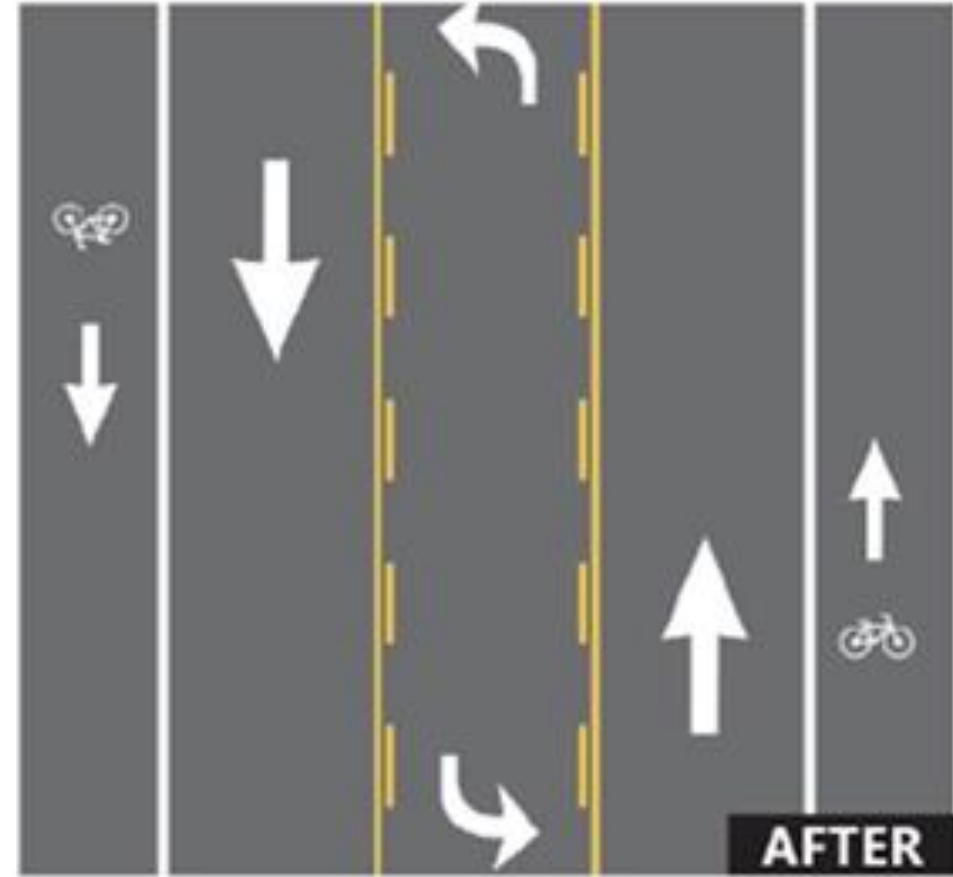


Mohammad(Maz) Rahmani, PE
Project Manager
Caltrans D02

Existing Striping



Lane Reassignment Option in Portola



Benefits

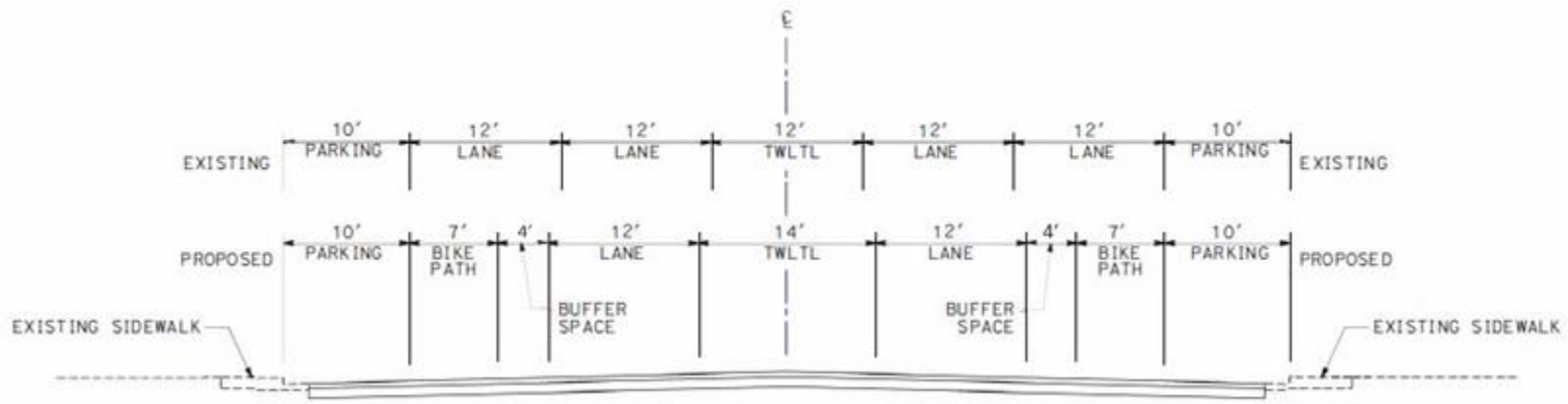
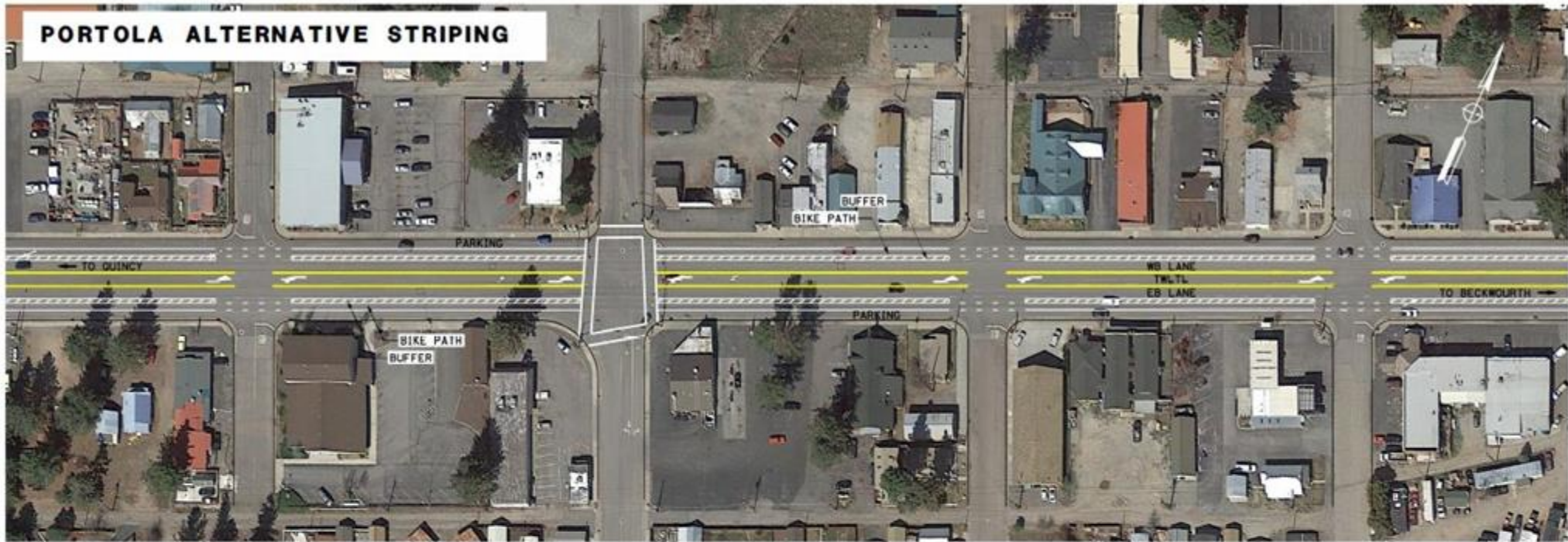
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

Scope of the Work

The alternative stripping plan through Portola would:

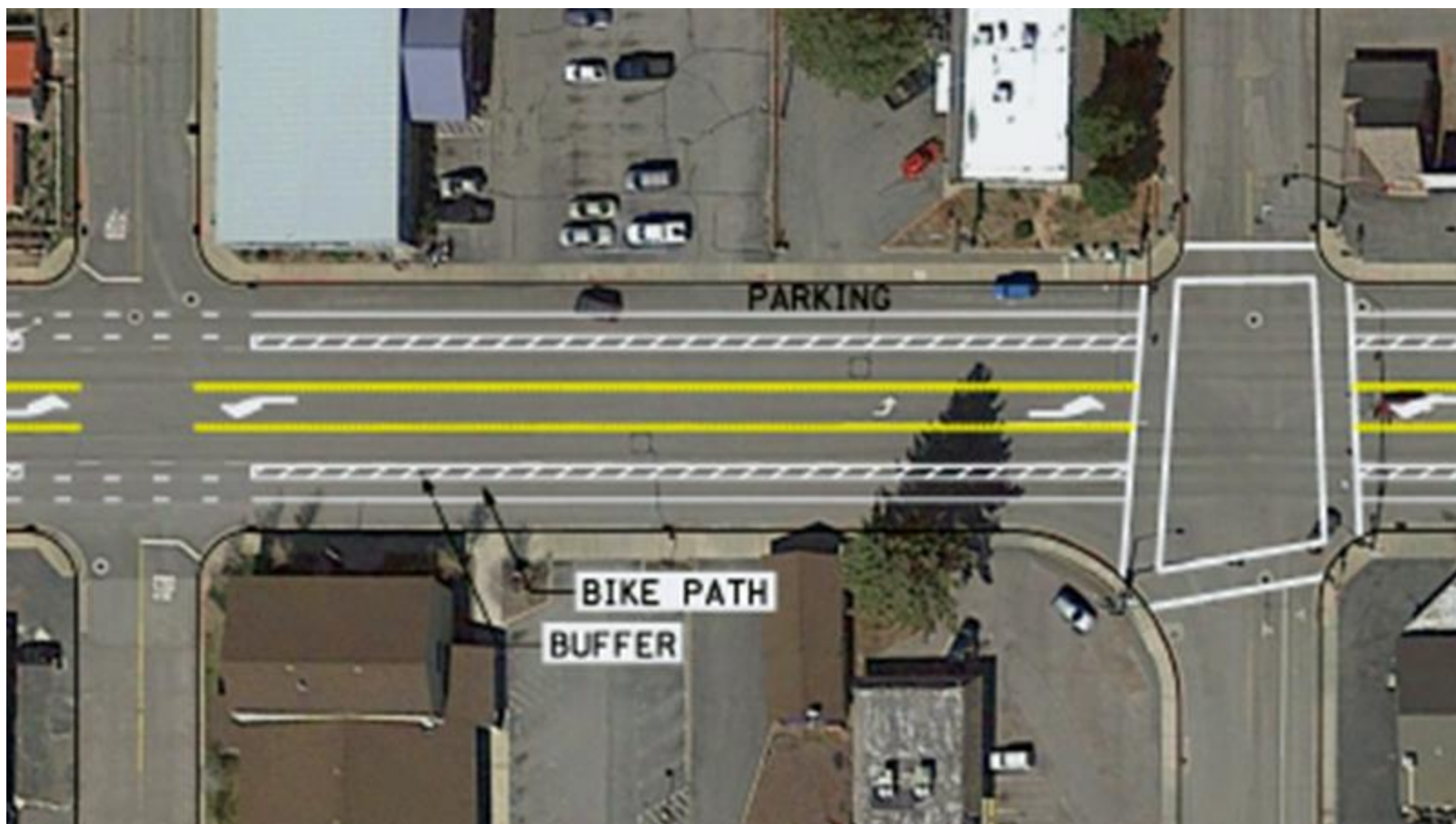
- Reduce the number of through lanes from four to two,
- Provide a 7' wide bike path with a 4' wide buffer from traffic in both directions.
- Widen left turn from 12' to 14', and
- Keep the existing 10' wide parking area.

PORTOLA ALTERNATIVE STRIPING



ROUTE 70
PM 75.6/76.5

TWLTL: TWO-WAY LEFT TURN LANE



Intersection w/SR-70	Existing Condition Escalated Volumes LOS/Delay(sec.)	Road Diet Condition Escalated Volumes LOS/Delay(sec.)
West St.	A/1.9	A/2.6
Ridge St.	A/0.7	A/0.9
N. Gulling St.	B/17.8	C/25.8
N. Pine St.	A/1.5	A/1.9
N. Beckwith	A/0.5	A0.5





Portola Bicycle Activity

Average Daily Volumes

- █ 1
- █ 2
- █ 3
- █ 4 - 5
- █ 6 - 11

END OF PRESENTATION

Questions