



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
www.lakeapc.org

367 North State Street, Ukiah, CA 95482  
Administration: Suite 204 ~ 707-234-3314  
Planning: Suite 206 ~ 707-263-7799

## TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

DATE: Thursday, January 14, 2016  
TIME: 9 a.m.  
PLACE: City of Lakeport  
Small Conference Room  
225 Park Street  
Lakeport, California

Caltrans-District 1  
Teleconference  
1656 Union Street  
Eureka, California

**Teleconference Dial-In #: 866-576-7975 Passcode: 961240**

1. Call to order
2. Approval of November 19, 2015 Minutes
3. Approval of 2016 Lake TAC Meeting Schedule
4. 2016-17 Overall Work Program and Recommendation of Proposed Projects (*Davey-Bates*)
5. 2016 Active Transportation Program (ATP) Candidate Grant Projects (*Robertson*)
6. Unmet Transit Needs Discussion & Input (*Barrett*)
7. Announcements and Reports
  - a. Lake APC
    - i. Lake ATP Community Outreach Report (*Robertson*)
    - ii. County of Lake/City of Clearlake Sales Tax Polling Effort Update (*Robertson*)
    - iii. Miscellaneous (*Davey-Bates*)
  - b. Lake Transit Authority
    - i. Transit Hub Location Plan Update (*Robertson*)
    - ii. Valley Fire-Ride Assistance Program (*Davey-Bates*)
    - iii. Community Warming Center (*Davey-Bates*)
    - iv. Electric Bus Application (*Robertson*)
    - iv. Miscellaneous
  - c. Federal & State Grant Status Reports
    - i. Other Grant Updates (*All*)
  - d. Caltrans
    - i. Lake County Projects Update
    - ii. Other Updates
  - e. Miscellaneous
8. Information Packet
  - a. 11/18/15 Lake APC Minutes
  - b. Legislative Update – AB 1591 Press Release & Fact Sheet

9. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
10. Next Proposed Meeting – **February 18, 2016**
11. Adjourn meeting

Public Expression - The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

Americans with Disabilities Act (ADA) Requests - To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (*as allowed under Section 12132 of the ADA*) please contact the Lake APC office at 707-263-7799 at least 72 hours prior to the meeting.

Posted: January 7, 2016

List of Attachments:

- Agenda Item #2 – (Draft) 11/19/15 Lake TAC Minutes*
- Agenda Item #3 – 2016 Lake TAC Meeting Schedule*
- Agenda Item #4 – 2016-17 OWP Development*
- Agenda Item #6 – (Draft) Unmet Transit Needs List & Staff Report*
- Agenda Item #7ai – Lake ATP Community Outreach Report*
- Agenda Item #7biii – Community Warming Center*
- Agenda Item #7di – Lake County Projects Update*
- Agenda Item #8 – Information Packet*
  - a. 11/18/15 Lake APC Minutes*
  - b. AB 1591 Press Release & Fact Sheet*



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## LAKE APC TECHNICAL ADVISORY COUNCIL (TAC) (DRAFT) MEETING MINUTES

Thursday, November 19, 2015

**Location:** City of Lakeport, City Hall  
Small Conference Room  
225 Park Street, Lakeport, California

### Present

Lars Ewing, Deputy Public Works Director, County of Lake  
Mireya Turner, County of Lake Community Development Department  
Doug Grider, City of Lakeport  
Bill Clemens, City Engineer, City of Clearlake  
Kevin Ingram, Community Development Director, City of Lakeport

### Participation via Telephone

Dave Carstensen, Caltrans  
John Thurston, Caltrans

### Absent

Hector Paredes, California Highway Patrol  
Mark Wall, General Manager, Lake Transit Authority

### Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC  
Phil Dow, Planning Staff - Lake APC  
Nephele Barrett, Admin. Staff - Lake APC

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1. **Call to Order** – 9:06 AM

2. **Review and Approval of August 20, 2015 Minutes**

*Motion by Doug Grider, seconded by Lars Ewing, and carried unanimously to approve the minutes of August 20, 2015.*

3. **2016 Regional Transportation Improvement Program (RTIP)**

Nephele reviewed the typical RTIP/STIP process, revealing that there are no new funds available for programming in the current cycle. The STIP as a whole is overprogrammed by approximately 40%, necessitating reprogramming of existing projects to outer years.

She reviewed the new format of the RTIP and noted that the APC Board must act on the item at their December meeting, as RTIPs are due December 15. A number of features of the RTIP were reviewed, including the new, proposed 5 year schedule. Nephele asked if there were any questions/comments on the draft RTIP. Lakeport staff discussed making further adjustments to their Lakeport Boulevard/Main Street Intersection project. They agreed to move E&P and PS&E out one year further each due to the fact that no construction funding is currently available.

Lars questioned when we would know if the schedule is acceptable to the CTC. Nephela responded that staff recommendations will be published prior to CTC action in late spring. Lars said that he would provide Nephela with an estimate of utility undergrounding funds for the South Main St./Soda Bay Rd. project to be included in the RTIP.

Bill Clemens asked about options for the City of Clearlake if the existing \$35,000 programmed for E&P on the Phillips Ave/Dam Rd. Extension project is insufficient. Nephela provided some potential options. Discussion ensued regarding the prospect of acquiring construction funds from another (non-STIP) source in connection with the proposed veteran's housing project in the area. Nephela recommended discussion with Clearlake and County Administration regarding details of the housing project. It was agreed to coordinate again on November 30, at which time Clearlake would determine if further schedule changes were needed for the project.

*Motion by Lars Ewing, seconded by Kevin Ingram, and carried unanimously to recommend approval of the 2016 Regional Transportation Improvement Program, with identified changes, subject to resolution of detail with Clearlake.*

#### **4. Input for Unmet Transit Needs**

Nephela provided an overview of the Unmet Transit Needs process. She reviewed the schedule, noting that the potential Unmet Needs would be considered by the APC in February. Nephela requested that comments on potential Unmet Needs be provided prior to the December 8 SSTAC meeting. Staff agreed to email last years' list to the TAC. Doug Grider mentioned that there is still a need for a stop with a shelter at Kmart.

#### **5. Announcements and Reports**

##### **a. Lake APC**

##### **1. Regional Surface Transportation Program (RSTP) Update**

Lisa reported that the APC has received notification of the apportionment, however, they would like to have agreements with local agencies in place to ensure compliance with RSTP requirements prior to making funds available. She explained that the agreements could be completed quickly.

##### **ii. County of Lake/City of Clearlake Sales Tax Polling Effort Update**

Nephela provided a summary of the project. The RFP for a polling consultant had been sent out, with proposals due soon. The project will have a tight timeline to allow local agencies to determine if they will move forward with a sales tax measure. Nephela explained that the APC hoped to have a contract in place prior to the Christmas holidays, with polling in January. General questions ensued regarding the process that will follow once a contract is in place. In response to a question from Lars, APC staff clarified that the County could back out of the polling effort if they made the decision prior to finalizing a contract with a consultant. The group discussed the need to develop expenditure plans. Lisa mentioned that she would contact the California Alliance for Jobs to determine if they may be available to assist the County and Clearlake.

Lars left the meeting at 10:24 a.m.

##### **iii. CTC Town Hall Presentation Report**

Phil reported that he and Lisa attended the CTC Town Hall in Weaverville and Redding in September. The Town Hall meetings are a way for the CTC to reach out to rural areas. Phil discussed the maps prepared by the Chico State Center for Economic Development, which he had presented at Town Hall meeting. He felt that the maps displaying the miles of roadway per capita were especially useful in illustrating the disparity in responsibility compared with funding faced by rural areas. The maps show that allocating funding based on population doesn't make

sense. He reviewed some of the other maps as well, including those showing commute times and transit ridership. Phil mentioned that the potential road user tax may end up using a population based allocation method as well, which means that rural areas would pay more and receive less.

**iv. Miscellaneous**

There was nothing to report on this item.

**b. Lake Transit Authority**

**i. CTSA Update**

There was nothing new to report on this item.

**ii. Non-Emergency Medical Transportation Update**

There was nothing new to report on this item.

**iii. Valley Fire-Ride Assistance Program (VF-RAP)**

LTA received approximately \$250,000 in emergency funding from the State. The funds are being used to purchase buses, and provide temporary services and free rides to people affected by the Valley Fire. This also includes reimbursements to fire victims for paying volunteer drivers.

**iv. Miscellaneous**

There was nothing to report on this item.

**c. Federal & State Grant Status Reports**

**i. Sustainable Communities Transportation Planning Grant Call for Projects**

Lisa Davey-Bates reported that the application due date was extended to December. APC staff is assisting LTA in developing an application for a Transit Passenger Facility Plan. The proposed plan will expand on the previous 2006 plan and enable LTA to better coordinate with future improvement projects.

**ii. Active Transportation Program**

Phil reported that two of the three applications submitted in the region were funded. Both the Middletown and Upperlake applications were successful. APC staff plans to work with the City of Clearlake to improve their application for the next cycle. Phil explained that Jesse Robertson is currently working on an Active Transportation Plan which will help identify potential projects. Public workshops for the plan were recently held around the county with mild attendance.

**iii. Other Grant Updates**

There was nothing new to report on this item.

**d. Caltrans**

**i. Lake County Projects Update**

Dave Carstensen provided an update on State highway projects from the Status of Projects. The Cruickshank Road project has moved into the design stage. It is unlikely that it will include crosswalks. Dave reported that Jaime Matteoli may be taking over as project manager on some of the Lake County projects. Dave reported that the capital preventative maintenance project in the Lucerne area may be done before June and the Route 20/29 Roundabout project is nearly finished.

**ii. Draft Route 281 Transportation Concept Report (TCR)**

John Thurston provided an overview of the TCR. He explained that there are no significant changes proposed for Route 281 in the TCR. Comments on the TCR should be submitted by December 7.

**iii. SHOPP Asset Management Plan**

Dave gave an overview of the SHOPP Asset Management Plan. He explained that if projects are still in the PSR/design stage, local agencies have an opportunity to make suggestions of additional improvements that may be needed. Caltrans is trying to better coordinate on improvements that may be needed in conjunction with the SHOPP projects, which is also their intent in providing the project status lists every month. Kevin Ingram commented that it's very helpful to have the information because local agencies often receive questions from the public.

**iv. California State Bike & Pedestrian Plan**

This item was for information only. Comments may be submitted to Caltrans.

**v. Other Updates**

Nothing was reported for this item.

**e. Miscellaneous**

Nothing was reported for this item.

**6. Information Packet** – No discussion.

**7. Public Input** – None.

**8. Next Proposed Meeting** – The next TAC meeting is scheduled for January 21, 2016.

**9. Adjourn meeting** -- 11:06 a.m.

Respectfully submitted,

**DRAFT**

Nephele Barrett, Program Manager



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## DRAFT LAKE TECHNICAL ADVISORY COMMITTEE (TAC) 2016 MEETING SCHEDULE

January 14

February 18

March 17

April 21

May 19

June 16

July 21

August 18

September 15

October 20

November 17

December 15

**Note:** All meetings are scheduled to take place at the City of Lakeport-Council Chambers (Small Conference Room) at 9:00AM.



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** 2016/17 Overall Work Program Development

**DATE PREPARED:** 01/06/16

**MEETING DATE:** 01/14/16

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**SUBMITTED BY:** Lisa Davey-Bates, Executive Director

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### **BACKGROUND:**

The last week of December 2015 you should have received a memorandum informing you of the available funding levels and timelines proposed for the development of the 2016/17 Overall Work Program. In that memo I requested project applications be submitted to Lake APC staff by Friday, January 29, 2016, but Lake APC staff would seek input on potential projects during the Lake TAC meeting on January 14<sup>th</sup> (prior to the application deadline).

A spreadsheet is attached to this staff report as an initial list of potential work elements to be included in the 2016/17 Work Program. Staff developed this list based on discussions with Lake TAC members and knowledge of requests made in previous years that had not yet been programmed due to lack of funding.

In Fiscal Year 2016/17, Local Transportation Funds (LTF) and Rural Planning Assistance (RPA) funding remains consistent, while Planning, Programming and Monitoring (PPM) has increased by \$27,000 to \$68,000. Reserve funding in the amount of \$22,113 is also available, which was set-aside in last year's work program in hopes of funding one larger project in the 2016/17 OWP. Funds in the amount of \$434,113 are anticipated next fiscal year. Lake APC is obligated to fulfill funding for the Dow & Associates planning contract (plus adjustments for CPI increases) in the amount of \$251,451 prior to programming funds for other uses. As such, in addition to the recurring work elements, it is proposed that the countywide sign inventory project be conducted this year by utilizing reserve funding and what little programming capacity remains. The only other new project identified thus far is the update of the Regional Transportation Plan (RTP), which is statutorily required.

The initial list of projects will be updated based on discussions during the January Lake TAC meeting. TAC members will have the opportunity to discuss the 2016/17 OWP in February once again. Preferred projects that are recommended at the TAC meeting will be included in the Draft Work Program which is due to Caltrans March 1<sup>st</sup>. APC action is not needed on the draft document, but will be required on the Final Work Program which must be adopted by the Lake APC Board of Directors and submitted to Caltrans in May.

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**ACTION REQUIRED:** Discuss proposed work elements and provide input on development of Draft 2016/17 OWP.

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**ALTERNATIVES:** None.

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**RECOMMENDATION:** Provide input on development of Draft 2016/17 OWP.



## LAKE COUNTY 2016/17 WORK PROGRAM SUMMARY OF REQUESTS BY WORK ELEMENT

WE	Title	County Plng	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Transit Manager	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ -	\$ 5,000	\$ 1,500	\$ 1,500	\$ 122,500	\$ -	\$ 2,000	\$ 132,500
601	Transit Planning	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ 10,000
602	Transit Service Reliability & Performance Monitoring	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 25,000	\$ 27,000
603	Active Transportation Plan (Carryover - TBD)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
604	<b>Countywide Sign Inventory Project (NEW)</b>	\$ -	\$ 7,000	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ 75,000	\$ 85,000
605	Federal & State Grant Preparation	\$ -	\$ 15,000	\$ 2,000	\$ 2,000	\$ 24,951	\$ -	\$ -	\$ 43,951
606	<b>Speed Zone Study - County of Lake</b>	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ -	\$ 12,500
607	Special Studies	\$ -	\$ 10,000	\$ -	\$ 5,000	\$ 22,500	\$ -	\$ -	\$ 37,500
608	Planning, Programming, & Monitoring	\$ -	\$ 10,000	\$ -	\$ 2,500	\$ 10,000	\$ -	\$ -	\$ 22,500
609	<i>Lake Transit Location Plan (Carryover-TBD)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
610	Non-Motorized Transportation	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
611	Pavement Management Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 6,000
612	Countywide Technology Support Services	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 162	\$ 2,162
614	Training	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
615	<b>Regional Transportation Plan Update (NEW)</b>	\$ -	\$ -	\$ -	\$ -	\$ 42,000	\$ -	\$ 500	\$ 42,500
Totals		\$ -	\$ 47,000	\$ 5,000	\$ 15,000	\$ 251,451	\$ 7,000	\$ 108,662	\$ 434,113

Estimated 2016/17 Funding Available	
Local Transportation Funds (Approximate)	\$50,000
Planning, Programming & Monitoring – 2016/17 Funds	\$68,000
Rural Planning Assistance – 2016/17	\$294,000
LTF Carryover	TBD
RPA Carryover	TBD
PPM Carryover	TBD
Federal/State Grant Carryover	TBD
Reserve Funding – 2015/16 Work Program	\$22,113
<b>Totals</b>	<b>\$434,113</b>
<b>Requests versus Estimated Funding (+/-)</b>	<b>\$0</b>

Dow & Associates Contract \$242,197 + 2014/15 CPI (1.8%) Increase \$4,324 +  
 Estimated 2015/16 CPI Increase (2%) \$4,930 = **\$251,451**



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** Unmet Transit Needs Discussion & Input

**DATE PREPARED:** 01/06/16

**MEETING DATE:** 01/14/16

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**SUBMITTED BY:** Nephele Barrett, Program Manager

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**BACKGROUND:** The Unmet Transit Needs Process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still recommended and provides an opportunity to formalize the process of identifying potential transit needs and opportunities for Lake Transit Authority to meet those needs if feasible. It allows the APC and LTA to determine how to best use the limited transit funding available to the region. The Unmet Transit Needs Process also meets the citizen participation requirements of the TDA and is identified as a responsibility of the Social Services Transportation Advisory Council (SSTAC).

The FY 16/17 Unmet Transit Needs Process began in November of 2015. At that time, the TAC had an initial opportunity to identify potential unmet transit needs. Following that meeting, the SSTAC met in December and developed a list of potential unmet transit needs. That list is attached for the TAC's information.

The intent of the discussion at this meeting is to allow the TAC members a final opportunity to identify potential unmet needs before the APC receives the list.

Following input from the TAC, the following steps remain in this year's Unmet Transit Needs process:

February 2016 APC holds Unmet Transit Needs public hearing and makes finding that (a) there are no needs that meet the definition of an unmet transit need, or (b) there are unmet transit needs and they will be directed to LTA and the SSTAC for further review and analysis.

March 2016 LTA analyzes needs to determine if any are reasonable to meet based on the approved definition.

March/April 2016 SSTAC reviews LTA's findings and makes a recommendation to the APC.

April 2016 APC makes a finding that either (a) there are no unmet transit needs that are reasonable to meet, or (b) there are unmet transit needs that are reasonable to meet. If needs are found to be reasonable to meet, then funding of those needs will become part of the budgeting and transit allocation process. Even if none of the needs are found to be reasonable to meet, LTA may still wish to make service adjustments in order address concerns.

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**ACTION REQUIRED:** Discuss known potential Unmet Transit Needs for inclusion on the list.

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**ALTERNATIVES:** None.

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**RECOMMENDATION:** Discuss known potential Unmet Transit Needs to be included in the list that will be considered by the APC Board.

**Lake County FY 2016/17 Potential Unmet Transit Needs**  
**Developed by Social Services Transportation Advisory Council**  
**12/8/15**

(Not in order of priority)

**Transit Service Needs**

1. **Medical trips to Saint Helena Clearlake and Sutter Health Lakeside.** There may be an opportunity for funding partnerships with these health centers. LTA has been negotiating with Sutter Lakeside for this service.
2. **Eastbound service to Spring Valley and further east, allowing people to connect with service to the Sacramento area.** Currently, the closest connection is at the Cache Creek Casino. There may be an opportunity to fund this service with FTA 5311f funding.
3. **Non Emergency Medical Transportation in outlying areas.** This would serve areas beyond one mile from fixed routes, and vehicles need to include wheelchair lifts. One potential solution to this problem would be LTA service from Live Oak Senior Center as part of Non Emergency Medical Transportation program, with the Senior Center serving as a hub. A pilot project was recommended as part of the FY 15/16 Unmet Transit Needs process, which has not yet been implemented
4. **Non Emergency Medical Transportation to out of county locations.** There is a particular need for transport to the Santa Rosa area.

**Additional Needs/Issues Identified (not subject to TDA findings):**

1. **A transit stop at the jail.** This would help employees of the jail as well as people visiting inmates.
2. **Accessibility improvements are needed around the fixed route transit stops.**
3. **Explore funding options/grant eligibility for non-profit transportation services, including the potential for senior centers/non-profits to become sub-recipients of FTA grant funds.**
4. **A transit stop at Job Zone with a turnaround.** There would address a safety issue caused by the current stop being located on Hwy 53.

# Lake County Active Transportation Plan Community Outreach Report



**December 2015**

**Prepared for: Lake Area Planning Council**

**Prepared by: Redwood Community Action Agency**

**Natural Resources Services division**

**904 G Street, Eureka CA 95501**

Contents of this Report:

- 1) Purpose of Outreach
  - 2) Outreach Methods
  - 3) Input Opportunities
  - 4) Public Input Results and Key Themes Identified
  - 5) Conclusion
- Appendices

## 1) PURPOSE OF OUTREACH

The purpose of the community outreach component of this project was to gather public feedback, priorities and ideas regarding active transportation in Lake County. Residents of Lake County were asked about their use of active modes of transportation, where there are needs for both infrastructure and non-infrastructure improvements, and for any additional input they wished to give to help improve active transportation (including transit, as all transit users complete at least a portion of their trip using active transportation.)

To this end, outreach was conducted countywide via surveys (available in print or electronic format) and at workshops in four communities, including: Clearlake, Lucerne, Lakeport and Middletown.

For the purposes of this report, “consultant team” refers to staff of Redwood Community Action Agency’s Natural Resources Services division, selected as consultants to support Lake Area Planning Council’s goal of garnering public input on the Lake Active Transportation Plan.



## **2) OUTREACH METHODS**

Outreach methods were selected by the consultant team with review and approval by Lake APC staff and a stakeholder advisory group comprised of representatives from local jurisdictions, Caltrans District 1, and Lake Transit.

### Outreach Method Overview

The consultant team used various methods of communication to outreach to Lake County residents and stakeholders. These included: radio public service announcements in both English and Spanish (sent to Bicoastal Media, KBBF and KWINE), creation of social media content for distribution by local partners, press releases to local papers (sent to Lake County Record-Bee and Clearlake Observer-American), creation and distribution of flyers in both English and Spanish, emailing and faxing of flyers, surveys and workshop information, and direct phone calls inviting participation. Local stakeholders were heavily utilized to help spread the word, including local governments, Family Resource Centers, schools, tribal representatives and community-based organizations dedicated to supporting active transportation and public health.

### Stakeholder Involvement

Stakeholders invited to participate at a stakeholder advisory level included representatives from local governments (planning, public works, engineering and roads staff; City Councilmembers, Town Hall representatives and County Supervisors), tribes, Lake APC Board and staff, public health advocates such as the Health Leadership Network and the Hope Rising Coalition and trail groups such as Konocti Regional Trails. Conference calls and an in-person meeting with stakeholders were held prior to the workshops to get thorough input about where to focus outreach, how to present the information and most effectively get input.

### Outreach to Lake County Tribes

The seven Tribes – the Big Valley Band of Pomo Indians of the Big Valley Rancheria, Elem Indian Colony of Pomo Indians/ Sulfur Bank Rancheria, the Habematolel Pomo of Upper Lake, Koi Nation of the Lower Lake Rancheria, Middletown Rancheria of Pomo Indians, Robinson Rancheria of Pomo Indians and Scotts Valley Band of Pomo Indians - in Lake County were contacted by the consultant team, via email, phone and fax. In addition, a local Tribal Health Forum representative and Caltrans Native American Liaison were contacted for additional input.

### Outreach to Latino Community

The consultant team worked with an experienced translator to develop outreach materials and surveys in Spanish. This included a radio ad/ public service announcement in Spanish which was played on stations with Spanish-language programming. The Clearlake-based Latino Health Clinic, La Voz de la Esperanza Centro Latino, which serves many people in Clearlake and beyond and is the only clinic of its kind in the County, helped with outreach to Spanish speakers. Their staff distributed paper surveys and was available to provide interpretation at the workshops. The consultant team had simultaneous interpretation equipment on-hand for Spanish translation.



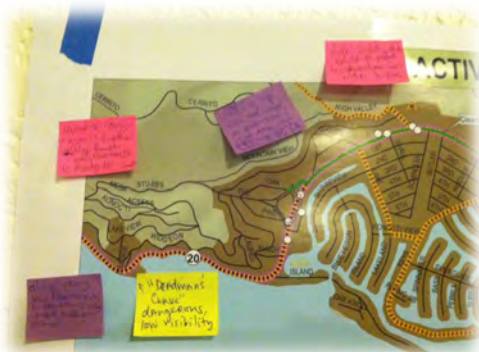
### **3) INPUT OPPORTUNITIES**

The input opportunities consisted of the following:

- A one-page, 12 question survey, which was made available electronically in both English and Spanish, as well as distributed in English and Spanish in printed form to the Lakeport public library, Lakeport Main Street Bicycles, La Voz de la Esperanza Centro Latino in Clearlake, Clearlake Senior Center, Lakeport Senior Center, Middletown Senior Center, Middletown Community Center, Lakeport and Kelseyville Family Resource Centers, Marymount California University in Lucerne and other locations. (See Appendix 4 – Survey in English and Spanish.)
- Four community workshops, consisting of a presentation by the consultant team and opportunities for feedback and attendee prioritization of possible

active transportation improvements by writing their ideas and needs on the following:

- Multiple strategy posters (in English and Spanish) which depicted various infrastructure and non-infrastructure strategies which could be used and encouraged participants to write down specific locations where these strategies would be appropriate. (See Appendix 5 – Strategy Posters.)
- Multiple maps of communities throughout the County showing roadways, existing bicycle facilities, bicycle facilities proposed in the 2011 Lake County Regional Bikeway Plan, current active transportation infrastructure projects, schools and other landmarks, which participants could use to indicate priorities, describe specific locations for improvements, and document their ideas using sticky notes.
- Relevant plans and literature were available at all workshops including the 2011 Lake County Regional Transportation Bikeway Plan, 2010 Lake County Regional Transportation Plan, 2009 Lake County Safe Routes to School Plan, Safe Routes to School and bicycle safety literature and the Health Leadership Network’s Wellness Roadmap.
- Participants could also give comments directly to Lake APC staff and the consultant team, or write additional comments separately.
- Participants also had the opportunity to complete a print survey.
- In-person (face-to-face or by telephone) discussions with stakeholders and residents regarding their needs and priorities.





#### 4) PUBLIC INPUT RESULTS AND KEY THEMES IDENTIFIED

##### Survey Input

Survey participation was high, with 194 surveys completed (includes both electronic and paper surveys, which were then re-entered electronically by the consultant team in order to use the survey system’s [SurveyMonkey.com] analysis tools.) A Clearlake City Councilperson helped encourage survey participation at elementary schools in the City of Clearlake. Thirty-four surveys were completed by elementary school students.

A breakdown of survey responses by place of residence:

Where do you live?	Response Count
Clearlake	92
Lakeport	42
Kelseyville	10
Hidden Valley Lakes	9
Rivieras	8
Clearlake Oaks	7
Lower Lake	7
Cobb	3
Lucerne	3
Upper Lake	3
Big Valley	2
Nice	2
Middletown	1
Glenhaven	1
Clearlake Peninsula	1
Scotts Valley	1

Survey respondents ranged in their responses to how many days per week they currently walk or bike for transportation purposes: 56.3% of respondents did not utilize active transportation, 26% utilized active transportation 1-3 days a week, and 15.1% walked or biked for transportation 4-7 days a week. The majority of survey respondents did not regularly utilize active transportation in Lake County – perhaps due to barriers this Active Transportation Plan is hoping to address.

Survey respondents indicated many reasons for walking and biking as part of their routine; however, health, exercise (63.6%) and recreation (41%) appear to be the top reasons versus for active transportation purposes. Close to 6% of respondents indicated they walk or bike to/from public transit stops, 14.5% commute to school and 10.4% utilize walking or biking to commute to work.

Lake County residents surveyed indicated a range of distances they were willing to commute by walking or biking, with 35.7% willing to commute over two miles – a range typically seen as a limit to regular walk/bike commuting.

Respondents indicated that there are many barriers that prevent them from walking and biking more regularly.

The table below details responses to barriers to walking and biking:

Answer Options	Response Percent
Not enough sidewalks	43.0%
Concerns about traffic	40.3%
Time constraints	39.8%
Not enough bicycle lanes	39.8%
Destinations are too far	38.2%
Poor or no pavement	37.6%
Weather conditions	24.7%
Concerns about crime/ personal safety	22.0%
Need to carry things	21.5%
Other (please specify)	20.4%
Too many hills	16.7%
Don't own a bicycle	11.3%
Not enough bicycle parking	7.5%
Need to link trips	6.5%
Lack of interest	3.2%
Too physically demanding	2.7%
Disability	2.2%
Not wheelchair friendly	1.1%

### Workshop Input

Workshop turnout was rather low, but input from those who did attend was plentiful, specific and valuable. This input (outside of surveys, which were also completed by many individuals at the workshops) included written comments on maps and posters and verbal comments captured by consultant team and Lake APC staff. Types of feedback that were received included people’s general feelings about active transportation options (or lack thereof) in their communities, key locations for infrastructure improvements, what types of improvements would be most appropriate, and preferences for non-infrastructure strategies. For a complete list of all comments from the maps and strategy posters utilized during the workshops, survey responses, and other input, see Appendices 1-3.

### Method for Identifying Key Themes

Participants in the workshops were asked to select the strategies or improvement locations (from both maps and strategy posters) that were most important to them. They were not asked to consider feasibility, complexity, cost, or any other factors in making their selection – only their own personal priorities and local knowledge. Participants indicated their top 3 most important/ most needed improvements or

strategies using sticky dots or hash marks with marker. In some cases, individuals also wrote “high priority” or “very important” next to their choices. In instances where, when transcribing the map and strategy poster input, the consultant team observed more than 2-3 sticky dots/ hash marks OR when individuals wrote down the exact same location/ strategy multiple times, it was noted as “high priority” in the spreadsheet cataloging the input (see Appendices 1-2). Additionally, the surveys resulted in a number of key themes emerging about what people felt were the greatest needs for themselves and their families, and where walking and bicycling could be improved in their communities. This is a summary of the key themes that emerged, in the opinion of the consultant team, after reviewing all the input received.

### Infrastructure Improvements By Geographic Location

#### **Clearlake**

- The greatest number of people indicated that a roundabout was desired at Dam Road where the Walmart is located.
- Pedestrian-activated crossing light desired at: Olympic across from Post Office, near all schools, along Highway 53, and at Austin Park across Lakeshore from the bathrooms to the park and playground.
- Rapid flashing beacon desired at Austin Park.
- Multiple locations for potential bulb-outs listed at specific intersections (see Appendix B.)
- Signage and other safety improvements are needed to address limited sight distance at blind curves (vertical & horizontal), especially at Lakeshore Drive and Colusa.
- Both traditional and creative sidewalks are desired nearly everywhere in Clearlake, with a particular emphasis on: accessing parks (Austin, Highland and Redbud Parks), schools, along Lakeshore Drive, on Rumsey to Olympic to access the senior center, along Highways 53 and 29, and in the Avenues (40<sup>th</sup> Street, 32<sup>nd</sup> Street and 18<sup>th</sup> Avenue.)
- Bike lanes are desired throughout Clearlake on arterials and collector streets.
- Street sweeping of bike lanes and shoulders desired throughout Clearlake.
- Three routes are recommended for improvements to create a bike route loop: Burns Valley Road, Lakeshore Drive, and Old Highway 53.
- Bike boulevards are a preference in residential neighborhoods, and could be demarcated during road maintenance and improvements.
- A colorized shoulder is desired along old Highway 53, Lakeshore Drive, Olympic, Highway 20, and Highway 29 (especially “Glasgow grade”).

- Bike parking is desired at Highlands Park, Austin Park and City Hall.
- Bike repair stations are desired at Austin Park (where there is a BMX park/ skate park) and, to a lesser degree, at the Burns Valley Strip Mall near the Safeway store.
- A bike share program is desired for lakefront areas.

### **Lucerne/ North Shore Communities**

- The Bridge Arbor Road/Rodman Slough Bridge proposed widening project was identified by numerous individuals as their number one priority for active transportation improvements. This would include an access bridge below the confluence for the wet months, biking/ hiking on levees with easements from Robinson Rancheria and rice farmers, and other coordination amongst smaller private property owners.
- Safety improvements were requested for “Deadman’s Curve” (at Hillside & SR 20) to address inadequate sight distance at the intersection. Bike lanes desired on 13<sup>th</sup> Avenue in Lucerne.
- A bicycle repair station is desired near the college in Lucerne.
- “Paper subdivisions” in Lucerne and Clearlake Oaks were noted as roads that could be alternate routes to Highway 20 for cyclists.
- Desire for increase in number of traffic stops or signals on Highway 20 to discourage truck traffic and direct trucks to Highway 29 instead.
- Opportunities for recreational use: trail easements from Paradise Cove west of Clearlake Oaks to Mendocino National Forest, High Valley Road north from Clearlake Oaks for mountain bikes, Soda Bay Road and Point Lakeview Road.

### **Lakeport/ North of Lakeport**

- Desire for signage on 11<sup>th</sup> to watch for pedestrians and cyclists.
- Plentiful interest in sidewalks, colorized shoulders and other pedestrian improvements in the following areas: 11<sup>th</sup> Street, on Martin Street from fairgrounds to downtown, Bevins, filling gaps on Main Street and High Street, near Mendocino College (College to Main Street along Parallel Road), all along Lakeshore Drive, Park, Hartley Road, and completing sidewalks to schools.
- Bike path between Lakeport and Kelseyville garnered lots of interest.
- The Bridge Arbor connection (north of Lakeport to north shore) was well-supported in Lakeport also.
- Recreational trail opportunities exist along levees and Rodman Slough.
- Bike route desired linking Scotts Valley Road, Highways 29 and 20, and Hendricks Road – popular but dangerous for cyclists. See Appendices 1-3 for additional detail.

- Roundabout at the intersection of Lakeport Blvd and South Main.
- Street lights noted as a need on Lakeshore Drive.
- Crosswalks needed along 11<sup>th</sup> Street, High Street and Lakeshore Blvd.
- Interest was expressed in support of a bike share program for downtown Lakeport.
- Safe Routes to Schools improvements strongly desired by residents.

### **Middletown**

- Significant interest in continuing the momentum from the Middletown Multiuse Path by continuing path and traffic calming into downtown on Highway 29.
- Need for traffic calming on Central Park and Santa Clara – possible traffic circle location.
- Interest in a gravel path for pedestrians and equestrians along Barnes, Santa Clara and Central Park to link to the horse arena – many children use this route both walking and on horseback.
- Raised crosswalk – at new school off of Sunset, Park and School streets.
- Signal timing concerns exist where traffic backs up at Highway 29 and Wardlaw (linked to arrival/ dismissal times for school and parent drop-off)
- Interest in a path from Middletown to Hidden Valley Lakes.

### **Other Lake County Communities**

- Kelseyville – Need pedestrian improvements to schools on Live Oak and to nearby park, where many children walk and cross Highway 29, as well as safer crossing at Bell Hill Road and accompanying signage. There are maintenance needs on Gross Road (which connects to Live Oak.)
- Multiple people noted that there is a great need for a bike lane on Bottle Rock Road in Cobb.
- Multiple people desired a bike route on Sulphur Bank Road.
- Traffic calming desired in the Soda Bay area.

### **Regional/ County-wide Infrastructure Improvements**

- Plentiful interest in a separated bike/ pedestrian trail that circumnavigates the lake.
- Wide, bright fog lines are needed throughout the County for safety of all roadway users.
- Improved infrastructure around schools is a significant interest County-wide.
- Wayfinding signage desired for entire County to indicate walking and biking routes, places of interest, parks.

- Plentiful interest in having mileage for trails/ paths/ routes marked or indicated so those who are using a trail to meet their physical health goals can gauge the distance traveled.
- Cycle tracks that are painted/ colored in a contrasting color (green or red) are desired in towns throughout the County.
- Bus shelters and benches are desired throughout the County, particularly in locations where nothing is currently available – rural locations, Clearlake Oaks, where seniors are frequently using transit, at colleges and shopping centers.
- Interest in “gateway” designs that slow traffic and delineate communities.
- Multiple people indicated that maintenance of roadways and shoulders is a key concern, and that shoulders should be maintained and paved like the roadway. Also, the presence of ditches immediately next to the roadway is a hazard.



## Non-infrastructure Key Themes

- County-wide, bicycle and pedestrian safety campaigns were frequently cited as a need for both youth and adults.
- Youth safety equipment and riding skills desired County-wide.
- Land use and planning for development that accommodates all modes of transportation are key themes County-wide.
- Plentiful interest and commitment in supporting a Safe Routes to Schools program in Lakeport – particularly at Giselman.
- Code enforcement/ law enforcement needs frequently identified – people indicated that there were loose dogs that prevented them from biking/ walking (especially in the area from Lakeport north) and that they had public safety and crime-related fears.
- Safety campaigns and signage would be helpful paired at highway entrances.
- Enhanced enforcement desired throughout the County, but with an emphasis on schools (Pomo Elementary and Burns Valley School specially noted) as well as areas of Clearlake such as 35<sup>th</sup> Avenue and Phillips Avenue.

Access to lakeside beaches in Clearlake is likely not only an infrastructure need – this may require political leadership and partnerships with local landowners and businesses to achieve.

## **5) CONCLUSION**

More than 200 individuals provided input about their active transportation needs as part of this public outreach effort. Workshops were attended by residents and stakeholders from throughout the County, including City Councilmembers, County Supervisors, staff from public agencies, students (both college and high school), Konocti Regional Trails representatives, Chamber of Commerce members, and seniors.

The information contained in this report is intended to inform the Lake County Active Transportation Plan. Lake APC staff will use the public's priorities, along with criteria that address feasibility, cost-to-benefit ratio, and other important factors, to prioritize active transportation projects.

### Challenges and Opportunities for Future Outreach

The consultant team's contract began almost immediately after devastating fires in Lake County, which destroyed many people's homes, livelihoods, and regular

methods of communication. It was very challenging to know how to reach out to residents of the highly-impacted areas. Nonetheless, the team decided it was important not to leave these communities out and hosted a workshop in Middletown, one of the most severely impacted communities, and Middletown Area Town Hall (MATH) representatives gave plentiful input. In the future, a MATH meeting could be an appropriate venue for reaching out to the Middletown community.

In the future, focusing on going to events that draw Latino families and tabling with Spanish surveys, or asking community members to inquire about the priorities of Spanish-speaking families and compile the information could be a more effective approach. La Voz was an excellent local resource with broad reach in Lake County amongst Latinos, and could be very helpful to Lake APC as a partner in the future.

For future outreach efforts, ensuring that workshop locations are centrally located and highly accessible to pedestrians and transit routes would be very helpful. Also, the use of Senior Centers may be confusing to younger residents, who may have construed the events as something for seniors only. In the future, attending local meetings or large events that draw a crowd, including local government meetings, could be an effective way to reach Lake County residents.





## **Appendices**

- A. Map Comments from Workshops,
- B. Strategy Poster Comments from workshops and meetings (including feedback received by Lake APC staff during workshops and a November 17, 2015 meeting in Clearlake)
- C. Survey Data,
- D. Survey in English and Spanish (paper version – electronic version was the same but formatted differently)
- E. Strategy Posters (shown here in a small format – these were printed poster-size for workshops and meetings)

## **Appendix A**

### **Map Comments from Lake Active Transportation Plan Workshops**

#### **Clearlake Workshop**

- Redbud Park (just south of Lakeshore Drive where it turns east) – open the beaches so people can walk along whole length
- Highway 53 and 29 – Need colorized shoulders and ped facilities as there are a lot of pedestrians from the schools
- Need a roundabout at Dam Road where the Walmart is located
- Need better pedestrian crossings of Highway 53. A lot of people dash across highway now.
- Burns Valley would be a good country road cycling alternative
- Path or bike lane on Rumsey back to Olympic would be great for seniors to walk on from the senior center
- Colusa Street (off Lakeshore) – there is a blind hill and need a warning sign with logo/image
- Need speed bumps on Arrowhead Road!
- Red shoulder on Highway 20!
- Pomo Elementary not shown on the map
  - Needs a bike lane parallel to Pomo as it is too dangerous
- There is a public horse arena in Middletown west of Santa Clara

#### **Lucerne Workshop**

- Upper Lake area
  - Number 1 priority – Bridge Arbor Road for a bicycle/ped facility [two checks next to this]
  - Widen Rodman Slough Bridge – a lot of people cross the road just west of the existing bridge. Work here with the Buddhists to make a pedestrian connection towards Nice.
  - Need a bridge below the confluence. But it is dry 5 months of the year.
  - Biking/hiking on levees + need easements from Robinson Rancheria, rice farmers and small amount of property easements
- Lakeport and north
  - There are many loose dogs along the Westlake area...code enforcement issue
  - Scotts Valley Road from Blue Lakes to Lakeport is a big road cycling route but it is very dangerous
- Clearlake area

- Sulphur Bank Road northeast of Clear Lake is a poor quality road and is a deterrent to cycling
- Ride route 10 then route 11 in Clearlake just for the experience [are these KRT routes?]

#### North Shore

- Paradise Cove west of Clearlake Oaks...across is Paradise Ranch. There could be trail easements from here into Mendocino National Forest
- High Valley Road from Clearlake Oaks north would be great to advertise for mountain bikes
- On Highway 20 – Deadman’s Curve – where Hillside meets the 20 is very dangerous and has low visibility
- There is a lot of walking along Highway 20 between Glenhaven and downtown Clearlake Oaks. People walk on the rock guardwall.
- Need a walking loop in Clearlake Oaks from the school to park and back. Use Mountain View paper subdivision and make improvements on High Valley.
- Need traffic control on Highway 20 like traffic stops or signals to discourage truck traffic and encourage the truck traffic on Highway 29 instead
- Acknowledge Bartlett Springs to High Valley road could be an escape route/ alternative route if Highway 20 closed.
- Focus on trails around communities.
- Paper subdivisions in Clearlake Oaks and Lucerne – these roads could be alternative routes to Highway 20. County should accept these road right-of-ways into their system so the roads can serve as trails and alternative routes.
- Soda Bay area
  - Speeds too high along Soda Bay Road. Need traffic calming.
  - Point Lakeview Road (219) east of Clearlake Riviera has a lot of cyclists and great views but needs a bike lane to be safer to cyclists. Also Soda Bay road.

#### Lakeport Workshop

- School area in north Lakeport
  - SRTS project at Giselman as sidewalks are not complete and this is the main route to the schools in Lakeport (received 4 dot votes)
  - Hartley Road needs pedestrian improvements
  - Lakeshore Drive just east of the schools has a road repair project planned with the addition of 4ft pedestrian path

- Near Mendocino College
  - Priority for ped improvements – Mendocino College to Main Street along Parallel Road
  - Need crosswalks improved at intersections of 29, 175, Parallel and 503/Soda Bay Road
- North Lakeport to Upper Lake
  - Bridge Arbor connectivity for bike/ped (received 2 dot votes)
  - Also recreational trails along levee, Rodman Slough
  - East of Rodman Slough the roadway falls off the shoulder and into ditch - not good for bikes
  - Need sidewalks and bike lanes all the way down Lakeshore Drive
  - Need sidewalks and bike lanes on Park
  - Hill Road used a lot by recreation walkers/bikers
  - Lakeshore Drive needs better maintenance of existing bike lanes, especially on the west side
  - Need street lights on Lakeshore Drive
- Kelseyville
  - Live Oak and Highway 29 – need pedestrian improvements on Live Oak to the schools. A lot of kids walk here and cross the highway.
  - Peds and cyclists cross over Highway 29 at Bell Hill Road which can be dangerous. Need signage?
  - A park is also located near the schools shown on the map
  - Gross Road (connecting Live Oak and \_\_) needs to be better maintained
- Other locations for improvements
  - Bike lane needed asap on Bottle Rock Road in Cobb (received two dot votes)
  - Scotts Valley needs bike lanes
  - Sulphur Bank Road would be a great ride to develop into a bike route (received two dot votes)
  - Narrow shoulder on Soda Bay Road around Little Borax Lake
  - Highway 20 – make sure to pave driving lanes and shoulder at the same time during repaving and maintenance
  - Traffic signals need loops to detect bikes at Highland Springs
  - Why are sidewalks being taken out at Highway 29 and Highland Springs?

## **Middletown Workshop**

- Prioritize trail, bicycle connectivity around entire lake
- Gigi's KRT priorities by region
- Now that the Middletown Multiuse Path has been funded from the Rancheria, next priority should be a path and traffic calming from the end of the path into downtown on Highway 29
- Traffic calming needed on Central Park and Santa Clara as people speed through here
  - Could include a traffic circle at Santa Clara and Lake
  - Also could include a gravel path for walking and horse along Barnes and down along Santa Clara and Central Park to the horse arena. Many kids ride horses from north of town near the school down to the arena.
- Ensure the 6ft fence along Big Canyon is not rebuilt during the fire recovery. This fence blocked visibility near the school.
- Would be great to have an alternative to the highway connecting Barnes to Santa Clara
- There should be a raised crosswalk at the new school (off of Sunset, Park and School streets)
- There are signal traffic issues as traffic backs up at 29 and Wardlaw and perhaps need improved arrival and dismissal area at the school

**Lake County Active  
Transportation Plan Public  
Outreach**

**Comments from Workshop Strategy Posters**

Poster questions (down)	Response -->	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Please share your thoughts!</b>															
Why is walking or bicycling important to you?		Fun, exercise, healthy way to get there	Increases activity level.	Reducing traffic congestion.	Reducing emissions	Exploring	Community feel	Health and being outdoors	Physical and mental health						
How do walking or bicycling improve your health?		Aerobic exercise - good for heart, lungs, burns calories	Cardio activity	Connect with environment/ community	Reduce stress										
What prevents you from walking or bicycling as part of your daily routine?		Incomplete sidewalks	Traffic, narrow roads, weather	No trails, no room on road	Length of trip	No safe passage for less skilled riders	Time constraints	Many routes between Lake County communities are hazardous.	Bike lanes and sidewalks.						
<b>Existing efforts around walking and biking in Lake County</b>															
What else? (what is missing/ not highlighted here that is currently happening)		I can take my bike on the bus	Pomo School SRTS	Bus "party days" - riders get trinkets or balloons	Educational campaigns	Team and individual rowing in strategic locations around the lake, e.g. Nature High. Nice, Lucerne, Buckingham Point, Austin Park. (note: not sure if this is already happening or an idea)									
<b>Where would these walking strategies work?</b>															
Pedestrian-activated light		At Austin Park on Olympic - Clearlake	Olympic across from Post Office - Clearlake	Austin Park - across Lakeshore from bathrooms to park and playground - Clearlake	Needed at all schools	Pomo Elementary	Burns Valley Elementary								
Rapid flashing beacon		At Vets Hall and Clinic - Clearlake	Austin Park (high priority) - Clearlake	Lakeshore Dr - Clearlake	Austin Park - Clearlake	Redbud Park - Clearlake	The ball fields - Clearlake								
Bulb-out		Upper Lake Main Street - buses had to be re-routed when bulb-outs restricted bus turning movements (undesirable). Added comment by another person: use appropriate design vehicle turning template for each locale.	South Main - Lakeport	Olympic at Pine in Clearlake	Lakeshore at Highlands Park and Vets Center - Clearlake	In front of old Stromyear (spelling?) Plumbing Building - Clearlake	These will help make sure left turners don't cut in Scott's Valley	Good for top of hill above pear sheds							
Pedestrian island Signage		(Referring to bikes may use full lane sign) Bad sign - bikes share road and have 3 feet! Use where appropriate.	Need wayfinding signage for walking and biking.	Need more signage at schools and parks.	18th Avenue in Clearlake	Transit stops need signage. Also more info needs to get out about where stops are located. Limited by needs for full ADA improvements first.	Blind hill signs - Lakeshore Drive and Colusa for example.	More signage on 11th to watch for pedestrians/ cyclists in Lakeport (high priority)							







**Lake County Active  
Transportation Plan Public  
Outreach**

**Comments from Workshop Strategy Posters**

	Response -->	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Encouragement events	Poster questions (down)	Annual bike event with schools and employers	Paths should have the distances shown (for example at new Highlands Park) so people can achieve their personal fitness goals for running, walking, biking etc.	Access to pretty places and beautification - routes for walking and biking along beach and waterfront - Redbud Park.	Include NI component in next ATP grant	Give away reflective stickers/ lights through FRCs and food pantries									
Safety campaigns		Need education about "sharrows"	Radio, TV, internet, billboards. Flood info into these media types. Drawback will be finding funding. Include these efforts in the County's next ATP proposal! (comment from Lucerne)	Entrances to highways	Intersection of Olympic and Highway 53 in Clearlake	Everywhere!	Child car seat inspection stations - CHP, Lakeport Fire Department, Lucerne fire station, Clearlake fire, Middletown fire station.	Citywide education about bicycle safety, land use, safety equipment - Clearlake							
Enhanced enforcement		Pomo School, Burns Valley School	Everywhere!	35th Avenue and Phillips Avenue in Clearlake	Everywhere!	Seriously, most of Lake County is not bike/ walk friendly - dangerous roads and aggressive driving. BAD MIX.									

**Other comments written on posters**

Assorted other comments from posters:	Middletown work with County to plan where housing should be located. Where new building is occurring, ensure walkable neighborhoods. People will be moving up from Napa and Sonoma Counties eventually. High density housing should be near/ in town.	Need policies so parking is behind businesses. Need policies so developers must include pedestrian facilities. Opportunities for education around the Area Plan and education about benefits of walkability.	Lake Transit needs to better advertise changes in bus schedules and have one website that is easy to find info on. (Comment from Lucerne)	Note to staff - read the Lakeshore Corridor Plan.	Need more bus pullouts because there is a drop off road in many places - so have to step into the roadway.	Safe Route to Lakeport Unified Schools - Giselman sidewalks. Bikepath to schools in Lakeport. I/NI - Needs to happen!	Publicity blitz about pedestrians and bicycles are to travel with traffic	Need better maintenance of bike lanes and road shoulders. Debris in the road can be treacherous	Joyce Overton (City Council member): likes rumble strips, doesn't like roundabouts	Link to ATP and why people should know or what they can do to participate	Severity data for bike/ped collisions with autos is not clearly presented	Beautify streetscape. Widen sidewalks. Improve Redbud Park area.	[Bicycle] Education is needed on a regular basis, not a one-time lesson or even once every five years. The message doesn't sink in.	Education Lakeport needs Safe Routes to School projects
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# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	1	2	3	4	5	6	7	8	9	10	11	12	13
Where do you live? Other (describe)	Big Valley	Big Valley	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake
What is your age?	67 years	61	77	64	53	58	36	68 & 77	63	61	60	45	58
What is your employment status?	Retired	Work part-time			Work full-time	Work part-time	Work full-time	Retired	Work full-time	Work part-t	Work full-tir	Work full-time	
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	My very large garden		Lakeshore Dr.				walk to the park						Local home to mailbox
What are your reasons for walking or bicycling? Please check all that apply.						Commute to work							Commute to work Commute to school
		Shopping/ errands									Shopping/ errands		Shopping/ errands
	Recreation	Recreation		Recreation	Recreation		Recreation	Recreation	Recreation		Recreation	Recreation	Recreation
	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	1/4 - 1/2 mile	2 + miles	2 + miles	2 + miles	2 + miles	1 - 2 miles	1 - 2 miles	2 + miles	0 - 1/4 mile	0 - 1/4 mile	0 - 1/4 mile	1/2 - 1 mile	2 + miles
What prevents you from walking or bicycling? Check all that apply.	Time constraints				Time constraints					Time constraints		Time constraints	
	Destinations are too far											Destinations are too far	
	Concerns about traffic		Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic
			Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety
	Weather conditions							Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions
	Not enough sidewalks		Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks
	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes
			Lack of interest										
									Not enough bicycle parking				Not enough bicycle parking
	Need to carry things											Need to carry things	
			Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement
				Too many hills									
Are there specific locations where walking, biking and public transit can be improved? Please describe.	The bus does not come out Highland Springs Rd. The last I checked it would cost \$15 each way to have them come out and p/u or drop me off. Costs too much.	Soda Bay is dangerous in many places from Lakeport heading east towards Gaddy Ln. I would ride a bike into town, but the shoulder is too narrow and there are hazzards.	Old Highway 53	North Lakeshore Drive from city limit line south.	Most residential streets are in poor condition with little or no sidewalks or bike lanes.	Lakeshore Drive and Golf	Pomo Road. Burns Valley Road, Old Highway 53, Austin Road, Lakeshore Drive					Old Hwy 53 -- curves and blind areas.	The whole city. Educate adults in addition to children about safety.

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	14	15	16	17	18	19
Where do you live? Other (describe)	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake
What is your age?	19	51	55	10		10
What is your employment status?	Student	Work part-time	Work part-time	Student	Student	Student
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled	I am not disabled	I am disabled.	I am not disabled	I am not disabled.	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	Anywhere I walk	Mohican Street/Noon's Gas Station	40th and Old Highway 53 in Clearlake and to the senior apartment complex in Clearlake as well.	My car	I walk with my mom sometimes my dad drives me to school.	I walk home and i walk at school alot.
What are your reasons for walking or bicycling? Please check all that apply.	Commute to school		Commute to work	Commute to school	Commute to school	
			Travel to/ from public transit stops			
			Shopping/ errands			
		Recreation				
	reasons		For exercise/ health reasons	For exercise/ health reasons		
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	0 - 1/4 mile	1/2 - 1 mile	1 - 2 miles	1 - 2 miles	1/4 - 1/2 mile	0 - 1/4 mile
What prevents you from walking or bicycling? Check all that apply.			Time constraints			
	Destinations are too far		Destinations are too far	Destinations are too far		
			Concerns about traffic			
			Concerns about crime/ personal safety			
	Weather conditions		Weather conditions			
			Not enough sidewalks	Not enough sidewalks		
		Don't own a bicycle	Don't own a bicycle			
			Need to carry things			
			Need to link trips			
			Poor or no pavement			
				Destinations are too far		I walk home from my b
Are there specific locations where walking, biking and public transit can be improved? Please describe.	Where there aren't any sidewalks, like the highway.		In the avenues, the streets need to be paved badly, so that walking and bicycling safely can be improved for all.	bike or bus	i can start riding a bike	Yes i walk home because my mom has to work and I always ride the bus to my stop that's why I don't have a bike and that's why I don't own a bicycle That's why I always walk home all the time and don't have a bicycle.

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Where do you live? Other (describe)	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake
What is your age?	10		39	10	10	10	10	11	10	10	11	10	39	35	60
What is your employment status?	Student	Student	Work full-time	Seasonally employed	Student	Student	Student	Student	Student	Student	Student	Student	Work full-time	Work full-time	Work full-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled	I am not disabled	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.		I am not disabled.	
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	skat park	My mom drives me to burns vally school	Dirt roads for recreation. I would like to bicycle but I do not feel the roads are safe.	I walk all the time I walk home or I walk to the store and or run.	Austin park And Lower lake highschool	I dont	I don't	Andersen marsh	i walk to the field next to my house and i run laps	from my house to my bus stop	i walk down austin road.	at my house i play soccer outside.			
What are your reasons for walking or bicycling? Please check all that apply.			Commute to work							Commute to school					
				Shopping/ errands								Travel to/ from public transit stops			
		For exercise/ health reasons	For exercise/ health reasons		For exercise/ health reasons			For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons				Recreation	Recreation
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	0 - 1/4 mile	1/4 - 1/2 mile	2 + miles	2 + miles	1 - 2 miles	Please specify	0 - 1/4 mile	1/2 - 1 mile	1/2 - 1 mile	0 - 1/4 mile	0 - 1/4 mile	0 - 1/4 mile		Please specify whether you walk, bicycle or	2 + miles
What prevents you from walking or bicycling? Check all that apply.										Time constraints					Time constraints
			Concerns about traffic							Destinations are too far				Concerns about traffic	
				Weather conditions				Concerns about crime/ personal safety		Concerns about crime/ personal safety				Concerns about crime/ personal safety	
										Weather conditions					
	Not enough sidewalks													Not enough sidewalks	Not enough sidewalks
			Not enough bicycle lanes											Not enough bicycle lanes	
									Don't own a bicycle						
		Need to carry things								Need to carry things	Need to carry things				
										Too many hills					
	us stop.	I have a car.				Car		nothing		my mom and dad won't let me ride my bike because they want me to be safe					
Are there specific locations where walking, biking and public transit can be improved? Please describe.	If there was more sidewalks	I can ride my bike to school	Along the lake shore.	nope	They can get better rodes in Manzanita Ave	No	No	the feald behind my house	no	from my house to my bus stop and some time after school my mom walks with me to red bud park	put a school bus stop on redwood streat	going to my house when the bus stops at the bus stop.		Sidewalks, sidewalks, sidewalks. Clean up the trash and graffiti around the area, tear down that abandoned strip mall across from the Police Department and get a YMCA.	I dont know.

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Where do you live? Other (describe)	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake
What is your age?	55	37	35-45	26	56	31	24	43	63	66	59	39	66	58	56	67
What is your employment status?	Work full-time	Work full-time	Work full-time	Work part-time	Work full-time	Student	Work full-time	Work full-time	Retired	Retired	Work full-time	Work full-time	Retired	Work full-time	Work full-time	Retired
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled	I am not disabled	I am not disabled.	I am not disabled	I am disabled	I am not disabled	I am not disabled	I am not disabled.		I am not disabled.	I am not disabled.		I am not disabled.		I am not disabled	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:		Lakeshore Drive Clearlake	Parks, roadways in the town of Clearlake				Sometimes to work	I don't	I bicycle all over Clearlake--anywhere within about 10 miles of home. I put my bicycle on the bus if I need to go to Middletown or Lakeport	Old Hwy 53, Lakeshore Drive			I don't walk or bicycle. There are no adequate bike lanes or sidewalks in my area [near Walmart intersection]. I tried walking to work for a while, but came so close to being hit by people on their cell phones that I gave it up.	down Lakeshore Dr		I don't use public transportation. I have a car and drive everywhere.
What are your reasons for walking or bicycling? Please check all that apply.							Commuter to work									
									Travel to/ from public transit stops							
									Shopping/ errands							
			Recreation		Recreation				Recreation		Recreation	Recreation	Recreation	Recreation		
	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons					For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	1 - 2 miles	2 + miles	2 + miles	0 - 1/4 mile	0 - 1/4 mile	0 - 1/4 mile	Please specify	1/2 - 1 mile	2 + miles	2 + miles	0 - 1/4 mile		1 - 2 miles	0 - 1/4 mile	1/2 - 1 mile	
What prevents you from walking or bicycling? Check all that apply.	Time constraints	Time constraints		Time constraints	Time constraints		Time constraints	Time constraints					Time constraints		Time constraints	Time constraints
	Destinations are too far			Destinations are too far			Destinations are too far	Destinations are too far					Destinations are too far		Destinations are too far	Destinations are too far
			Concerns about traffic				Concerns about traffic	Concerns about traffic					Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic
			Concerns about crime/ personal safety		Concerns about crime/ personal safety		Concerns about crime/ personal safety	Concerns about crime/ personal safety					Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety
			Weather conditions		Weather conditions		Weather conditions	Weather conditions					Weather conditions	Weather conditions	Weather conditions	Weather conditions
													Too physically demanding			
				Not enough sidewalks			Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks
			Not enough bicycle lanes	Not enough bicycle lanes			Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes
	Don't own a bicycle			Don't own a bicycle												
			Not enough bicycle parking										Not enough bicycle parking			
	Need to carry things			Need to carry things			Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things				
				Poor or no pavement			Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement
				Too many hills	Too many hills								Too many hills		Too many hills	Too many hills
			Drivers just don't care if they hit you!			Hip issues (health)										
Are there specific locations where walking, biking and public transit can be improved? Please describe.			Along Hwy 20, 29, 175 in all the towns around the lake cuz it sucks.			All of Clearlake		On most public transportation routes		Avenues. Flooding is difficult when I bicycle			Old Hwy 53 in Clearlake as well as all of Lakeshore Drive			
													People park in the no parking zone bike lanes in Clearlake as their is no enforcement. Pavement is poor and sidewalks are few and far between.			
													All over the county. Bike lanes need to be wide enough. They don't even accommodate the width of handlebars in most areas and we need sidewalks throughout the county - as well as hiking trails.	Lakeshore dr., Phillips, 18th St Austin Rd Arrowheard Rd.		
																I use to ride a bike in town but the streets are really in bad condition and there are dogs that are sometimes loose that would chase me.

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	51	52	53	54	55	56	57	58	59	60	61	62	63	64	
Where do you live? Other (describe)	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake	Clearlake Oaks	Clearlake	Clearlake Oaks	
What is your age?	47	50	32	69	65	57	56	40	42	43	21	49	11	31	
What is your employment status?	Work full-time	Work full-time	Seasonally employed	Retired	Retired		Work full-time	Unemployed	Work full-time	Work full-time	Student	Unemployed	Student	Work full-time	
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.		I am not disabled	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am disabled.	I am not disabled.	I am not disabled.	
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	work, store, or park	lower lake hills	I walk from my house, directly behind the Valero gas station on Lakeshore to my office on Moss Ave across the highway.	I don't walk or bicycle because the streets are too dangerous.		Davis Street to the BLM Gate. Out to the waste water treatment plant. Sulpher Bank Road.	From Olympic to Old hwy 53	around neighborhood, to park, or post office		Walk around Austins Park		Robinson Rancheria, Lakeport, Clearlake, Lower Lake	bvs	Bevins St. Lakeport Main St. Lakeport Main St. Lower Lake Lakeshore Dr. Clearlake	
What are your reasons for walking or bicycling? Please check all that apply.	Commuter to work		Commuter to work				Commuter to work				Commuter to school	Commuter to work		Commuter to school	
			Travel to/ from public transit stops								Travel to/ from public transit stops	Travel to/ from public transit stops			
	Shopping/ errands		Shopping/ errands			Shopping/ errands					Shopping/ errands	Shopping/ errands		Shopping/ errands	
		Recreation	Recreation			Recreation		Recreation	Recreation			Recreation		Recreation	
	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	1 - 2 miles	1/2 - 1 mile	1 - 2 miles	2 + miles	2 + miles	2 + miles	1/4 - 1/2 mile	1/2 - 1 mile	1/2 - 1 mile	1/4 - 1/2 mile	2 + miles	2 + miles	2 + miles	2 + miles	
What prevents you from walking or bicycling? Check all that apply.		Time constraints					Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints		Time constraints	
			Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic			Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	
	Personal safety		Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety		Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	
			Weather conditions				Weather conditions	Weather conditions			Weather conditions	Weather conditions		Weather conditions	
	Not enough	Not enough	Not enough sidewalks			Not enough sidewalks		Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks		Not enough sidewalks	
	Not enough	Not enough	bicycle lanes			Not enough bicycle lanes		Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes		Not enough bicycle lanes	
	Not wheelchair friendly														
											Don't own a bicycle				
	Not enough bicycle parking														
		Need to carry things			Need to carry things			Need to carry things			Need to carry things				
	Poor or no	Poor or no	Poor or no pavement		Poor or no	Poor or no pavement		Poor or no pavement	Poor or no	Poor or no	Poor or no	Poor or no pavement		Poor or no pavement	
									Too many hills						
	streets are very in very		Stray/loose dogs, dogs not on leashes that are aggressive with my dog, who is always leashed.												
Are there specific locations where walking, biking and public transit can be improved? Please describe.	most all residential streets.		I would like to see a cross walk put in across Lakeshore Dr. just west of the Valero gas station, before the Hilltop building, at the beginning of West 40th Ave. One would have to walk all the way down to the VA clinic to cross the street safely to get to my office across the highway on Moss Ave. I cross at the Valero, as do a lot of other people, and it is not safe. Also, the area between Big O Tires and the Valero gas station, on the south side of Lakeshore is very dangerous. The embankment comes right down to the white line on the road and there is no safe place to walk, nor is there a safe place to cross to avoid it as there is no crosswalk between the highway and the VA clinic.	If there were security cameras on the streets, I would feel more safe. There are too many in Clearlake that don't respect speed limits or the safety of pedestrians---let alone a person on a bike. The public streets are too dangerous.		Davis Street to the BLM Gate: it's our own version of Mt. Konocti in a way in that the view is spectacular from up there. The area up above the Avenues is a great place to ride, other than the fear of getting shot by a pot grower. It's beautiful up there.	By Girlfriends, by Castle Donuts, by O'Reiley turning on to Old Hwy 53, by Main Street Cafe		everywhere, around Borax Lake, around Austin Park, any nice recreational paved walk would be greatly beneficial in Clearlake.	Phillips Ave, 40th Ave, 18th Ave	Would not take public transit or bike in the city of Clearlake. Clean up the drug use first	From Glenhaven post office to Clearlake Oaks, the roads are way too narrow to walk or bicycle.	Highway 53 has room for bicycling lanes. Some spots on Hwy 20 also have room for bike lanes. Clearlake and Lower Lake too. Bicycle friendly. Thanks	no there is not	More hiking trails in the county!

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79
Where do you live? Other (describe)	Clearlake C	Clearlake Oaks	Clearlake C	Cobb	Cobb	Cobb	Hidden Vall	Hidden Vall	Hidden Vall	Hidden Vall	Hidden Vall	Hidden Valley Lakes	Hidden Valley	Hidden Vall	Hidden Valley Lakes
What is your age?	56	44	54	26	23	52	52	58	79	63	24	42	52	38	58
What is your employment status?		Work full-time	Work full-tir	Student	Work part-time	Work full-time	Work full-tir	Work full-tir	Retired		Work full-tir	Work full-time	Work full-time	Work full-tir	Work full-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not dis	I am not disabled.	I am not dis	I am not disabled.		I am not disabled.	I am not dis	I am not dis	I am not dis	I am disabl	I am not dis	I am not disabled.	I am not disab	I am not dis	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:		Highway 20.	Keys Blvd, Lake Street, Hwy 20 all Clearlake Oaks	Wildcat Road	Bus: Cobb to Middletown (Lake County Transit will not run on Cobb since the Valley Fire! They say a tree might fall on them. I have to hitch rides!)	Boggs mountain area for pleasure. Other parks (Anderson Marsh, Boggs Lake, etc.)				Supermark et		None	Hidden Valley to Lower Lake both ways		My husband would use bike paths if there were safe ones around. Heis retired.
What are your reasons for walking or bicycling? Please check all that apply.		Commute to work													
	Recreation reasons	Recreation	For exercise	For exercise/ health reasons		Recreation									For exercise/ health reasons
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	0 - 1/4 mile	2 + miles	1 - 2 miles	1 - 2 miles	1/2 - 1 mile	2 + miles	1/4 - 1/2 mi	1/2 - 1 mile	1/2 - 1 mile	1/2 - 1 mile	0 - 1/4 mile	2 + miles	0 - 1/4 mile	0 - 1/4 mile	2 + miles
What prevents you from walking or bicycling? Check all that apply.	Time constraints			Time const	Time constraints	Time constraints	Time const	Time constraints			Time constraints		Time constraints		Time constraints
	Destination	Destinations are too far	Destination	Destination	Destinations are t	Destinations are too f	Destination	Destinations are too far					Destinations a	Destination	Destinations are too far
		Concerns about traffic					Concerns about traffic		Concerns a	Concerns a	Concerns a	Concerns about traffic	Concerns abo	Concerns a	Concerns about traffic
		Concerns about crime/ personal safety					Concerns about crime/ personal safety		Concerns about crime/ personal safety			Concerns about crime/ personal safety	Concerns about crime/ personal safety		
					Weather conditions					Weather conditions				Weather conditions	
							Too physically demanding				Too physically demanding		Too physically demanding		
									Disability			Disability		Disability	
		Not enough sidewalks		Not enough sidewalks							Not enough	Not enough sidewalks		Not enough sidewalks	
		Not enough bicycle lanes									Not enough	Not enough bicycle lanes		Not enough bi	Not enough bicycle lanes
										Lack of interest			Lack of interest		
					Don't own a bicycle		Don't own a bicycle		Don't own a	Don't own a	Don't own a bicycle		Don't own a bicycle		
		Not enough bicycle parking													
		Need to carry things		Need to carry things				Need to carry things		Need to carry things				Need to carry things	
		Need to link trips						Need to link trips							
		Poor or no pavement		Poor or no pavement						Poor or no	Poor or no pavement		Poor or no pa	Poor or no pavement	
	Too many hills				Too many hills			Too many hills				Too many hills	Too many hills	Too many h	Too many hills
				need vehicle for work											
Are there specific locations where walking, biking and public transit can be improved? Please describe.	North Shore	I would like sidewalks throughout the county as well as bicycle lanes everywhere possible. I would lie, my children to be able to use transit.	most of lake county	Wider shoulders/ sidewalks	COBB!!!	I'm not familiar with public transit system because I've always lived far outside their reach and I work from home.		All over Lake County		Busy streets - need more bike lanes.		A separate bike path from Hidden Valley Lake to Middletown would be amazing. Especially as the communities and that stretch of land are rehabilitated from the Valley Fire.	transit scheduling and bus stop locations		Middletown - Lower Lake corridor

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95
Where do you live? Other (describe)	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Kelseyville	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport
What is your age?	32	55	67	67	49	69	61	27	59	35	52	58	36	54	48	70
What is your employment status?	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Retired	Work full-time	Work full-time	Work full-time	Work part-time	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Work part-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled.	I am not disabled.	I am not disabled.			I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.		I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	Kelsey Creek Drive, Wight Way, Main Street		I'm always walking at school!			gold dust drive kelseyville				Konocti trail, state park, county park. Do not use public transit.			Along 6th Street, Forbes Street, Main Street, and 11th Street in downtown Lakeport	Lakeport area	I walk in Lakeport or to other locations to hike. I bike all over from Lakeport and beyond.	
What are your reasons for walking or bicycling? Please check all that apply.							Commute to work									
							Travel to/ from public transit stops									
	Shopping/ errands			Shopping/ errands			Shopping/ errands					Shopping/ errands	Shopping/ errands			
	Recreation	Recreation		Recreation	Recreation		Recreation	Recreation	Recreation		Recreation	Recreation	Recreation		Recreation	
	For exercise/ health reasons			For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	2 + miles	2 + miles	1/4 - 1/2 mile	0 - 1/4 mile	2 + miles	1/2 - 1 mile	2 + miles	1/4 - 1/2 mile	2 + miles	2 + miles	2 + miles	1/2 - 1 mile	1/2 - 1 mile	2 + miles	2 + miles	
What prevents you from walking or bicycling? Check all that apply.		Time constraints		Time constraints	Time constraints		Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints		Time constraints	
			Destination	Destination	Destinations are too far		Destinations are too far								Destinations are too far	
	Concerns about traffic				Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic			Concerns about traffic	Concerns about traffic		Concerns about traffic
										Concerns about crime/ personal safety			Concerns about crime/ personal safety	Concerns about crime/ personal safety		
												Weather conditions			Weather conditions	Weather conditions
	Not enough sidewalks							Not enough sidewalks	Not enough sidewalks				Not enough sidewalks	Not enough sidewalks		
	Not enough bicycle lanes				Not enough bicycle lanes		Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes
	Poor or no pavement				Poor or no pavement		Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement					Poor or no pavement	
Are there specific locations where walking, biking and public transit can be improved? Please describe.	Kelsey Creek Drive, Wight Way, Main Street				Entire county. Would like a 5 mile bike path in North county. Keep bicyclists off roads that are dangerous		Many places in Lake County (notably Highway 29 and 20) are difficult and unsafe to ride, due to lack of paved shoulders/bike lanes in conjunction with large vehicular traffic.						More sidewalks and pedestrian crossings along 11th Street, High Street, and Lakeshore Blvd.	Martin Street, Bevins Street	Near schools. Definitely on highways (need larger shoulder). Need bike lanes on main streets.	



# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111
Where do you live? Other (describe)	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport
What is your age?	37	59	37	50	N/A	47	48	56	69	28	33	50	29	26	45	72
What is your employment status?	Work full-time	Work part-time	Work full-time	Work full-time	Work full-time	Unemployed	Work part-time	Work full-time	Retired	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Work part-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:		at work					Bike to work on 11th street. Kids walk home from school.	Martin St Lakeport			Hwy 29 to Upperlake (Bike) Soda Bay Rd, South/North Main St, Nice Lucerne Cut off, Lakeshore Blvd, Scott's Valley Rd., Martin St.	Lakeport to Kelseyville, Around Clearlake	lakeshore blvd	For leisure, park, downtown area		Downtown Lakeport
What are your reasons for walking or bicycling? Please check all that apply.						Commute to work	Commute to school					Commute to work				
			Travel to/ from public transit stops													
			Shopping/ errands				Shopping/ errands					Shopping/ errands				Shopping/ errands
	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation
	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	2 + miles	1/2 - 1 mile	2 + miles	1/2 - 1 mile	1/4 - 1/2 mile	1/4 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 + miles		Please specify whether you	2 + miles	2 + miles	2 + miles	2 + miles	1/4 - 1/2 mile
What prevents you from walking or bicycling? Check all that apply.	Time constraints				Time constraints	Time constraints	Destinations are too far							Destinations are too far	Destinations are too far	Destinations are too far
	Concerns about traffic		Concerns about traffic		Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic
			Concerns about crime/ personal safety													
	Weather conditions				Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions	Weather conditions
					Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks
	bicycle lanes				Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes
					Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle	Don't own a bicycle
					Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking
	Need to carry things				Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things
	Need to link trips				Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips	Need to link trips
			Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement
					Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills
					Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings	Need to drive to meetings
Are there specific locations where walking, biking and public transit can be improved? Please describe.	Walking and Biking could be improved on both sides of South Main st in Lakeport to Soda bay rd.		More lighting on side streets				We need bike paths all throughout Lake County. Also, our kids are not safe to bike or walk to school because of lack of sidewalks, bike paths and crossing walks to our schools.	Bevins St, and Lakeshore Blvd., Lakeport	Too many to list countywide		Biking a is a great option if there were bike lanes along the highway that would keep you safe from traffic, you could ride around the whole lake in 4 hrs or so...it's not fast, but it's beautiful, healthy, and cheap compared to owning a car.	Sidewalks needed everywhere. Bike lanes/wider shoulders on main thoroughfares.	from North Lakeport to Kelseyville		All over Lake County	

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	112	113	114	115	116	117	118	119	120	121	122	123	124	
Where do you live? Other (describe)	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	
What is your age?	44	80	31	67	35	43	27	65	70	26	45	61	61	
What is your employment status?	Work full-time	Work part-time	Work full-time	Retired	Work part-time	Work full-time	Work full-time	Work full-time	Work part-time	Work full-time	Work full-time	Work full-time	Work full-time	
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.		I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:		Park/ Maion Street	From 4th to Main or Forbes and then up and down those streets.					Around Mendocino College, Lakeport and Legacy Court the educational center down from Mendocino College		Bevins Street, Martin St, Lakeshore Blvd		Walk the neighborhood and down town with dogs	Lakeport on Lakeshore Blvd	
What are your reasons for walking or bicycling? Please check all that apply.										Commute to work				
	ands		Recreation		Recreation			Recreation			Recreation			
	For exercise/ health	For exercise/ health	For exercise/ health reasons							For exercise/ health reasons		For exercise/ health reasons	For exercise/ health reasons	
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	0 - 1/4 mile	1/2 - 1 mile	1/2 - 1 mile		2 + miles	1 - 2 miles	2 + miles	1 - 2 miles		1/2 - 1 mile	1/2 - 1 mile	1/4 - 1/2 mile	1 - 2 miles	2 + miles
What prevents you from walking or bicycling? Check all that apply.	Time constraints	Time constraints			Time constraints	Time constraints	Time constraints	Time constraints		Time constraints				
	Destinations are too far				Destinations are too far	Destinations are too far			Destinations are too far	Destinations are too far	Destinations are too far			
	Concerns about crime/ personal safety					Concerns about traffic	Concerns about crime/ personal safety		Concerns about traffic	Concerns about traffic	Concerns about crime/ personal safety	Concerns about traffic	Concerns about traffic	
		Weather conditions			Weather conditions		Weather conditions							
	sidewalks	Not enough sidewalks	Not enough sidewalks			Not enough sidewalks				Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	
			Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes			Not enough bicycle lanes	Not enough bicycle lanes			
								Lack of interest						
								Not enough bicycle parking		Not enough bicycle parking				
	things													
			Poor or no pavement	Poor or no pavement		Poor or no pavement	Poor or no pavement			Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	
				Loose dogs						Lack of frequency which I know is a		Lake county roads and sidewalks are dangerous		
Are there specific locations where walking, biking and public transit can be improved? Please describe.	I would love to see a trail that goes around the entire lake! It would be a big draw for cyclists and runners from out-of-county.	up grading and repairing sidewalks	Numbered streets in Lakeport. Especially 11th St.	The western section of Lakeport leading to downtown.	Really every where. I know that's not helpful. One the of biggest safety issues I see daily is people walking or biking on the wrong side of the road. Especially biking, I've almost hit many bicyclist because of this when making turns. Education and more lanes would be great.	We need a pedestrian trail circling the county period.		HELP! Lake County Tribal Health, Easter Seals (Lake County), and the Lake LCCCIA Agency need your help! We have requested at least 5 times to the Lake County Transit Department for a transit bus to stop in front of Legacy Court, 1950 Parallel Drive, Lakeport which is an educational agency to pick up and drop off the students who attend there. We do not understand the indifference of the Lake County Transit Agency in not helping us with the process of a transit stop at Legacy Court which helps the students, mother's and father's in this community to attend events at Legacy Court. Respectfully Submitted, Pat Hubbard, LCTHC Parent/Child Development Center's Manager (707) 263-8382, Ext. 1303		Bevins St, Bevins Court, Martin St, Lakeshore Blvd, Park Avenue		Sidewalks, curbs, cracked uneven to easy to trip and fall	Bike lanes in Lakeport/North Lakeport are often used by walkers and bikers due to lack of sidewalks. Bike lanes are rough and uneven.	

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	125	126	127	128	129	130	131	132	133	134	135	136	137	138
Where do you live? Other (describe)	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lakeport	Lower Lake	Lower Lake	Lower Lake	Lower Lake	Lower Lake	Lucerne	Lucerne
What is your age?	47	49	47	58	35	46		50	36	49	38	24	66	62
What is your employment status?	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time	Unemployed	Work full-time	Work full-time	Work full-time	Unemployed	Work full-time	Work part-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.		I am disabled.	I am not disabled.	I am not disabled.	I am not disabled.	I am disabled.	I am not disabled.	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	When I walk or bike it is usually to work in the residential area of Lakeport.			I walk at work 3-4 days per week		1 mile + within city limits		Walk in Lower Lake, bus stop by water department to Ole 53/Meadowbrook Preschool	Biking for enjoyment: Boggs Mountain on Cobb (before the fire) and Anadel Park in Santa Rosa	Spruce Grove Rd, Lower Lake to Hwy 29 into Lower Lake	Really can not do either do to condition of roads. Few students at Lower Lake elementary walk to school due to the limited sidewalks. My child attends KEC and would love to ride her bike home but, driving thru the Walmart intersection is not safe.		Along Highway 20 by the lake, around Lucerne	
What are your reasons for walking or bicycling? Please check all that apply.	Commuter to work							Commuter to school						
			Recreation						Recreation	Recreation	Recreation	Recreation	Recreation	Recreation
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	1/2 - 1 mile	2 + miles	1 - 2 miles	1/4 - 1/2 mile	1 - 2 miles	2 + miles		0 - 1/4 mile	2 + miles	2 + miles	1/2 - 1 mile	Please specify	2 + miles	2 + miles
What prevents you from walking or bicycling? Check all that apply.	Time constraints		Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints
			Destination	Destination	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destination	Destination	Destination	Destination
			Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic
			Weather conditions	Weather conditions									Weather conditions	Weather conditions
								Disability						
			Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks
			Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes
		Lack of interest												Don't own a car
			Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Not enough bicycle parking	Need to carry things
			Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things
					Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement
Are there specific locations where walking, biking and public transit can be improved? Please describe.		Seems 11th St. in Lakeport is well traveled by people walking and worth checking for safety between Main St. and Safeway		Many streets in Lakeport could be made wider for walking/bike paths.		Walking/biking path around the lake. Maintained and lighted.				Hwy 29, Morgan Valley Rd, Sigler Canyon Rd	Anywhere near schools. Buses are limited so anyone within 2 miles have to drive children who would love to walk or ride bikes			Hwy 20 corridor

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	
Where do you live? Other (describe)	Lucerne	Middletown	Nice	Nice	Other (describe) bvs	Other (describe) BVS	Other (describe) burns valley	Other (describe) clear lake s	Other (describe) BVS	Other (describe) bvs	Other (describe) bvs	Other (describe) bvs	Other (describe) BVS	Other (describe) Burns Valle	Other (describe) BVS	Other (describe) bves	Other (describe) BVS	Other (describe) Burns Valle	Other (describe) BVS	Other (describe) BVS	
What is your age?	31	56	29	45	11	10 (almost 11)	ten	11	10	11	10	10	11	13	10	10	10	11	10	10	
What is your employment status?	Student	Work full-time	Student	Work full-time	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled.	I am not disabled.	I am not dis	I am not disabled.	I am not dis	I am not disabled.	I am not dis	I am not dis	I am not dis	I am not dis	I am not dis	I am not disabled.	I am not dis	I am not dis	I am not dis	I am not dis	I am not dis	I am not dis	I am not dis	I am not dis	
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	I walk from my home on the outskirts of Lucerne into the town of Lucerne because the buses do not come often enough for me to use them both ways. I also use the bus to get from my home in Lucerne to the college in clearlake.	In the vineyard and running errands in town. Sometimes I ride my bike to meetings in other places in the county.		I walk in Nice.	to other places and around my town.	My mom drives me to school everyday.	i ride my bike to my friends	bus stop and school	I don't do this	skate park.	i dont do this	to scoohl	I don't do that	I ride my bike in my neighborhood	Austin Park	bus		I do not ride my bike or ride anything my mom drives be to school	Don't do this	school but my parents can take me to school.	i walk down my street and bike down my street
What are your reasons for walking or bicycling? Please check all that apply.	Commuter to school	Commuter to work							Commuter to school	Commuter to school	Commuter to school	Commuter to school				Commuter to school				Commuter to school	
	Shopping/ errands	Shopping/ errands	Recreation	Shopping/ errands			Shopping/ errands														
	sons	For exercise/ health reasons		For exercise/ health reasons			Recreation							Recreation							
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	1/4 - 1/2 mile	2 + miles	1/2 - 1 mile	2 + miles	2 + miles	0 - 1/4 mile	2 + miles	1 - 2 miles		2 + miles		Please specify w	0 - 1/4 mile	0 - 1/4 mile	2 + miles	0 - 1/4 mile	0 - 1/4 mile	0 - 1/4 mile	1/4 - 1/2 mi	0 - 1/4 mile	
What prevents you from walking or bicycling? Check all that apply.	Time constraints	Time constraints											Time constraints								
	Destinations are too far	Destinations are too f	Destinations are too far							Destination	Destinations are too far			Destination	Destination	Destination	Destinations are too far				
	Concerns about traffic			Concerns about traffic	Concerns about traffic															Concerns about crime/	
	Weather conditions	Weather conditions											Weather conditions	Weather conditions							
	Too physically demanding																				
	Not enough sidewalks			Not enough sidewalks										Not enough sidewalks							
	Not enough bicycle lanes	Not enough bicycle lanes		Not enough bicycle lanes										Not enough bicycle lanes	Not enough bicycle lanes						
	bicycle					Don't own a bicycle															
	Need to carry things	Need to carry things											Need to carry things								
	Poor or no pavement	Poor or no pavement																		Need to link trips	
	Too many hills																				
								rain,snow a car						The car					Mom drives me too sch	My parents	
Are there specific locations where walking, biking and public transit can be improved? Please describe.	highway 20 from Lucerne to clearlake oaks there are no bike lanes or sidewalks and the busses do not come often enough. it makes a trip to town take hours.	Yes. From Middletown to hidden valley lake.		Rodman Slough! I would ride to work most day, but there have been TOO many people hit in the Slough. There needs to be some kind of walk/bike trail. It's just not safe!	by the hills and around the stores.	No I do not own a bike.	more side walk,less traffic and less gas	frye ave	more side walks.	know were		yes because not enough and the ones there are can bee dangoruse.	No	NO	Frye ave	school		I do not ride my bike to school my mom drives too school	NO	You could make more sidewalks.	

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	159	160	161	162	163	164	165	166
Where do you live? Other (describe)	BVS	Other (describe) bvs	Other (describe) bvs	Other (describe) bvs	Other (describe) bvs	Other (describe) bves	Other (describe) bvs	Other (describe) bvs
What is your age?	10	10	10	10	10	10 and a half	10	10
What is your employment status?	Student	Student	Student	Student	Work full-time	Student	Student	Student
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not disabled	I am not disabled	I am not disabled	I am not disabled	I am not disabled	I am not disabled	I am not disabled	I am not disabled
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	I don't walk or ride my bicycle to school or any thing	school, park, redbud park, skate park	I walk and ride my bicycle to the park.	to school and skate park	i walk home	No where	creek, hills, and my road	To my friends house, I ride around my block sometimes.
What are your reasons for walking or bicycling? Please check all that apply.		Commute to school		Commute to school	Commute to school			
				Travel to/ from public transit stops				
				Shopping/ errands				
								For exercise
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	1 - 2 miles	1/4 - 1/2 mile	1/4 - 1/2 mile	2 + miles	1/2 - 1 mile	0 - 1/4 mile	2 + miles	1 - 2 miles
What prevents you from walking or bicycling? Check all that apply.								
		Concerns about crime/ personal safety		Concerns about crime/ personal safety				
		Weather conditions	Weather conditions					
		Need to carry things						
		Too many hills						
				noun of all		I ride in a car	nothing	nothing that
Are there specific locations where walking, biking and public transit can be improved? Please describe.	make more side walks	park and school and skate parks	There is the park and also the store's	the skate parks and the park	yes	No	store	I ride my bike up the rode and down the rode

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182
Where do you live? Other (describe)	Other (describe) bvs	Other (describe) Burns Valle	Other (describe) BVS	Other (describe) B.V.S	Other (describe) BVS	Other (describe) B.V.S	Other (describe) bvs	Other (describe) bvs	Other (describe) bvs	Other (describe) BVS	Other (describe) Burns Valley Elementary	Other (describe) Glenhaven	Other (describe) Lower Lake Elementary School	Other (describe) LLE, Pomo, LLHS, Le	Other (describe) Scotts Valley	Other (describe) Clearlake peninsu
What is your age?	11	10	10	10	10	10	10	10	10	10	10	33	21	40	57	48
What is your employment status?	Student	Student	Student	Student	Student	Student	Student	Student	Student	Student	Work full-time	Work full-tir	Work full-time	Work full-time	Work part-time	Student
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not dis	I am not dis	I am not dis	I am not dis	I am not disabled.	I am not dis	I am not dis	I am not dis	I am not dis	I am not disabled.	I am not disabled.	I am not dis	I am not disabled.	I am not disabled.	I am not disabled.	I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	from my house to my bus stop	Konocivei w	My mom transits me to school and then home 6-10 hours later.	B.V.S	I walk to and from the bus stop every school day twice a day on Frye streets to Hillcrest and Lansing.	school & exersise	burns valley school	by my house	stores	I walk to and from my bus stop and back and I walk to my house sometimes.	I walk and bike around my neighborhood. I do not use public transit transportation.	Glenhaven , Lucerne for exercise	I run and bike in the city of Kelseyville, off Main street, Kelsey Creek, and Finley areas. I also like to run and bike around Lower Lake Elementary School.			
What are your reasons for walking or bicycling? Please check all that apply.	Commute to school		Commute to school		Commute to school	Commute to school				Commute to school						
		Shopping/ errands		Shopping/ errands						Shopping/ errands						
												Recreation				
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	0 - 1/4 mile	1/2 - 1 mile	2 + miles	1/2 - 1 mile	1/2 - 1 mile	0 - 1/4 mile	0 - 1/4 mile	2 + miles	1/2 - 1 mile	2 + miles	1/4 - 1/2 mile	2 + miles	2 + miles			
What prevents you from walking or bicycling? Check all that apply.		Time constraints									Time constraints	Time constraints	Time constraints	Time constraints	Time constraints	Time constraints
	Destinations are too far			Destinations are too far						Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far	Destinations are too far
				Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic
				Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety
		Weather conditions		Weather conditions	Weather conditions	Weather conditions				Weather conditions	Weather conditions					
				Not enough sidewalks	Not enough sidewalks	Not enough sidewalks				Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	Not enough sidewalks
													Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes
				Don't own a bicycle						Don't own a bicycle						Don't own a bicycle
				Not enough bicycle parking												
				Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things	Need to carry things
				Need to link trips												
				Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement	Poor or no pavement
	Too many hills			Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills	Too many hills
	my mom and dad								too many turns		My work is a 20 minute drive from home.				Often moving livestock with truck and trailer	
Are there specific locations where walking, biking and public transit can be improved? Please describe.	stop	Proubly	no it can't be improved	No there are not	Frye street	At Austin park	the avenues	at hieway 53	no thank you	No	Sidewalks in Clearlake Riveria neighborhoods would make walking safer and more enjoyable.	Lucerne and Glenhaven , Clear Lake Riviera	The road conditions on Kelsey Creek are very rough.	No, narrow, winding steep incline and down grades. Not wide enough for bike lane.	Scotts Valley Road is on the bike trails maps but there are far too many narrow spots, curves, poor pavement for the road to be safe for vehicles and bikes. Also, NUMEROUS incidents where bike riders are not being careful enough, especially riders during the bike events. Think our local riders are more aware than visitors.	It would be great to have cycling lanes in my area. Thank you for your efforts

# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	183	184	185	186	187	188	189
Where do you live? Other (describe)	Response Other (describe)	Rivieras	Rivieras	Rivieras	Rivieras	Rivieras	Rivieras
What is your age?	Open-Ended	10	20	30	33	42	58
What is your employment status?	Response	Student	Work full-time	Work full-time	Work full-time	Work full-time	Work full-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	Response	I am not disabled	I am not disabled	I am not disabled	I am not disabled.	I am not disabled	I am not disabled
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:	Open-Ended Response	stores			I walk in the Rivieras. Specifically on Fairway Drive (the firehouse side of Fairway).	Not an option for me to do where I live and what time I work	
What are your reasons for walking or bicycling? Please check all that apply.							
	Commuter to work						
	Commuter to school						
	Travel to/ from public transit stops						
	Shopping/ errands						
	Recreation				Recreation	Recreation	Recreation
	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons	For exercise/ health reasons
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	Response	1/2 - 1 mile	0 - 1/4 mile	1/2 - 1 mile	0 - 1/4 mile	1/4 - 1/2 mile	1/2 - 1 mile
What prevents you from walking or bicycling? Check all that apply.							
	Time constraints			Time constraints	Time constraints		
	Destination	Destination	Destination	Destination	Destinations are too far	Destinations are too far	
	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic	Concerns about traffic
	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety	Concerns about crime/ personal safety
	Weather conditions			Weather conditions	Weather conditions	Weather conditions	
	Too physically demanding						
	Disability						
	Not enough sidewalks			Not enough sidewalks	Not enough sidewalks	Not enough sidewalks	
	Not enough bicycle lanes			Not enough bicycle lanes	Not enough bicycle lanes	Not enough bicycle lanes	
	Not wheelchair friendly						
	Lack of interest						
	Don't own a bicycle						
	Not enough bicycle parking			Not enough bicycle parking			
	Need to carry things						
	Need to link trips						
	Poor or no pavement			Poor or no pavement	Poor or no pavement	Poor or no pavement	
	Too many hills	Too many hills					Too many hills
	Other (please specify)	too many turns					
Are there specific locations where walking, biking and public transit can be improved? Please describe.	Open-Ended Response	no thank you		All over Lake County!	Everywhere! We need sidewalks and street lamps.	Clearlake Riviera, nice, lucern, cobb not enough service	Bike lanes throughout Lakeport.

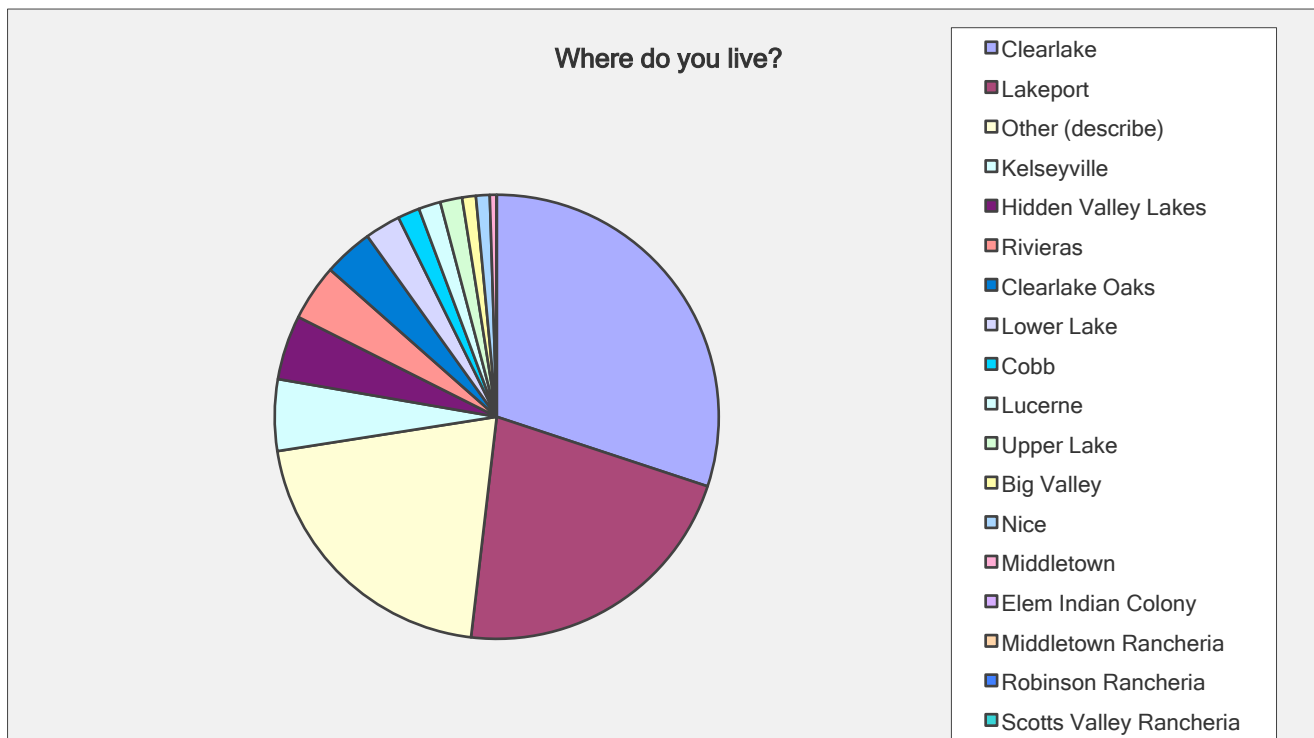
# Lake County Active Transportation Plan Public Outreach - Individual Survey Responses

Survey Number	190	191	192	193	194
Where do you live? Other (describe)	Rivieras	Rivieras	Upper Lake	Upper Lake	Upper Lake
What is your age?	29	60	48	38	70
What is your employment status?	Work full-tir	Work full-tir	Work full-tir	Work full-time	Work part-time
Please indicate whether you are disabled and, if relevant, if you use a wheelchair.	I am not dis	I am not disabled.			I am not disabled.
Please describe specific locations where you walk or bicycle regularly, or where you use public transit options:		Riviera		Elk MTN Road, 1st & 2nd St, Main St., Mendenhall, Clover Valley, Clover DR.	I walk to work and to do errands around town. Several times a month I walk in a local park for mental and physical exercise.
What are your reasons for walking or bicycling? Please check all that apply.					Commute to work
			Commute to school		
					Shopping/ errands
	Recreation			Recreation	
	For exercis	For exercis	For exercis	For exercise/ he	For exercise/ health reaso
How far are you willing to walk and/ or bicycle for work, school, transit or recreation?	2 + miles	2 + miles	1/2 - 1 mile	2 + miles	1/4 - 1/2 mile
What prevents you from walking or bicycling? Check all that apply.	Time constraints				Time constraints
	Destinations are too far				
	t traffic		Concerns a	Concerns about traffic	
	Not enough sidewalks	Not enough	Not enough sidewalks		
	ycle lanes		Not enough	Not enough bicycle lanes	
					Don't own a bicycle
	Poor or no pavement				
			A group of students, may ne	laziness	
Are there specific locations where walking, biking and public transit can be improved? Please describe.					I would think about taking public transit if it wasn't so user unfriendly--not frequent enough, doesn't go consistently where I might want to go shopping but don't want to drive, etc.



## Lake Active Transportation Plan Public Outreach Survey Results

Where do you live?			
Answer Options	Answer Options	Response Percent	Response Count
Clearlake	Clearlake	30.1%	58
Lakeport	Lakeport	21.8%	42
(describe)	Other (describe)	20.7%	40
Kelseyville	Kelseyville	5.2%	10
Valley Lakes	Hidden Valley Lakes	4.7%	9
Rivieras	Rivieras	4.1%	8
Clearlake Oaks	Clearlake Oaks	3.6%	7
Lower Lake	Lower Lake	2.6%	5
Cobb	Cobb	1.6%	3
Lucerne	Lucerne	1.6%	3
Upper Lake	Upper Lake	1.6%	3
Big Valley	Big Valley	1.0%	2
Nice	Nice	1.0%	2
Middletown	Middletown	0.5%	1
Colony	Elem Indian Colony	0.0%	0
Rancheria	Middletown Rancheria	0.0%	0
Rancheria	Robinson Rancheria	0.0%	0
Rancheria	Scotts Valley Rancheria	0.0%	0
<b>answered question</b>			<b>193</b>
<b>skipped question</b>			<b>1</b>

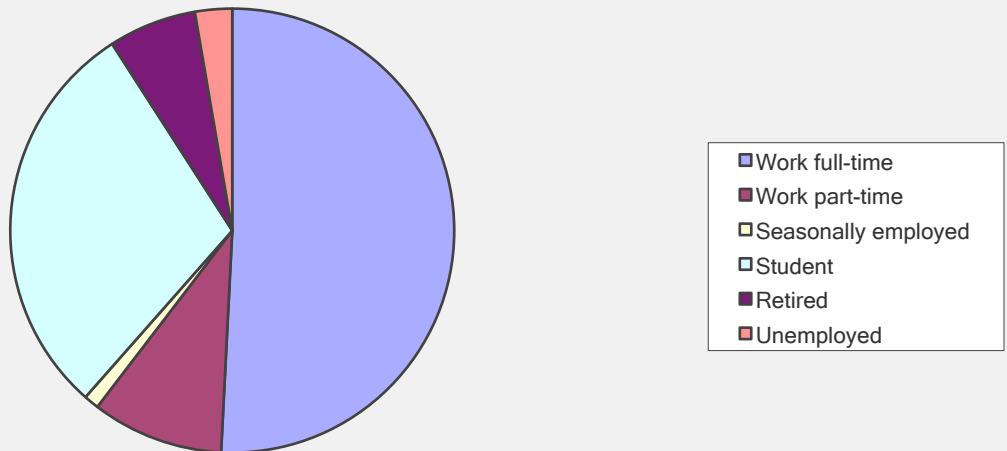


## How can we be more active in Lake County?

### What is your employment status?

Answer Options	Response Percent	Response Count
Work full-time	50.8%	95
Work part-time	9.6%	18
Seasonally employed	1.1%	2
Student	29.4%	55
Retired	6.4%	12
Unemployed	2.7%	5
<b>answered question</b>		<b>187</b>
<b>skipped question</b>		<b>7</b>

What is your employment status?

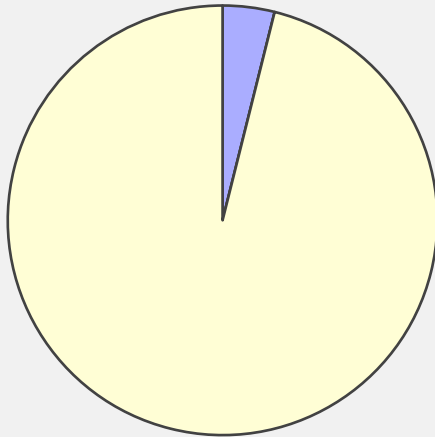


## How can we be more active in Lake County?

Please indicate whether you are disabled and, if relevant, if you use a wheelchair.

Answer Options	Response Percent	Response Count
I am disabled.	3.9%	7
I am disabled and use a wheelchair.	0.0%	0
I am not disabled.	96.1%	172
<i>answered question</i>		<b>179</b>
<i>skipped question</i>		<b>15</b>

Please indicate whether you are disabled and, if relevant, if you use a wheelchair.



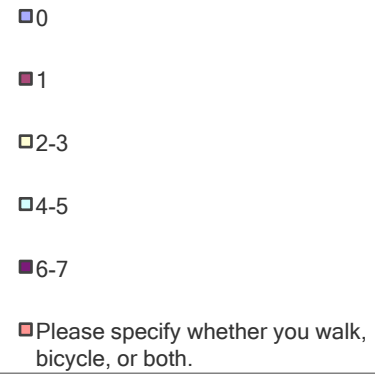
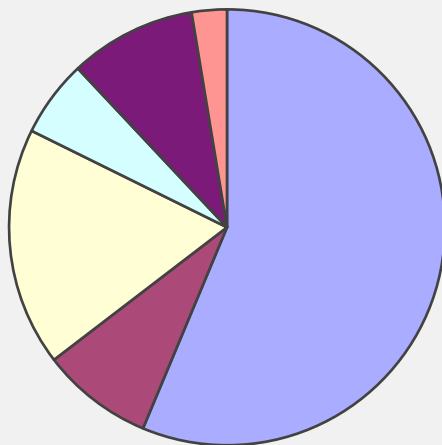
- I am disabled.
- I am disabled and use a wheelchair.
- I am not disabled.

## How can we be more active in Lake County?

How many days per week do you walk and/ or bicycle for transportation purposes?

Answer Options	Response Percent	Response Count
0	56.3%	108
1	8.3%	16
2-3	17.7%	34
4-5	5.7%	11
6-7	9.4%	18
Please specify whether you walk, bicycle, or both.	2.6%	5
<b>answered question</b>		<b>192</b>
<b>skipped question</b>		<b>2</b>

How many days per week do you walk and/ or bicycle for transportation purposes?

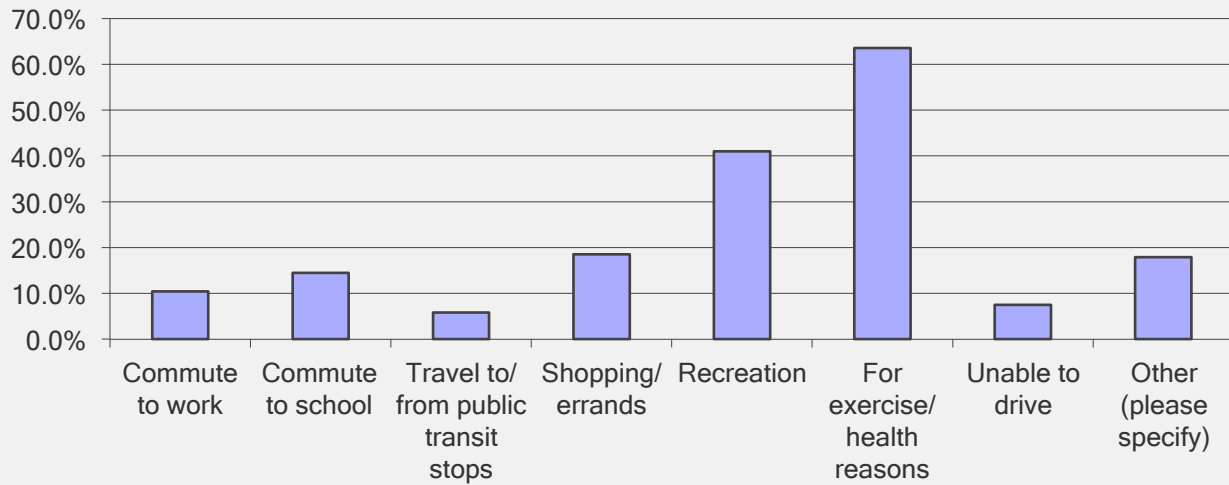


## How can we be more active in Lake County?

What are your reasons for walking or bicycling? Please check all that apply.

Answer Options	Answer Options	Response Percent	Response Count
work	Commute to work	10.4%	18
school	Commute to school	14.5%	25
from public	Travel to/ from public transit stops	5.8%	10
errands	Shopping/ errands	18.5%	32
Recreation	Recreation	41.0%	71
health	For exercise/ health reasons	63.6%	110
drive	Unable to drive	7.5%	13
specify)	Other (please specify)	17.9%	31
		<b>answered question</b>	<b>173</b>
		<b>skipped question</b>	<b>21</b>

What are your reasons for walking or bicycling? Please check all that apply.

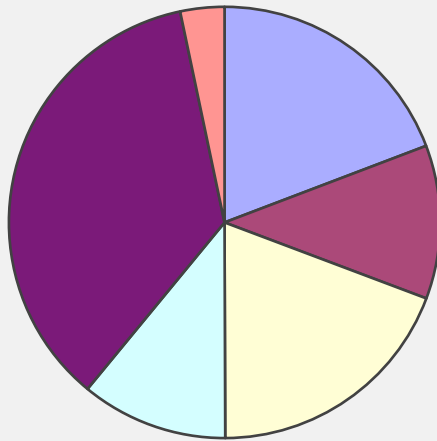


## How can we be more active in Lake County?

How far are you willing to walk and/ or bicycle for work, school, transit or recreation?

Answer Options	Response Percent	Response Count
0 - 1/4 mile	19.2%	35
1/4 - 1/2 mile	11.5%	21
1/2 - 1 mile	19.2%	35
1 - 2 miles	11.0%	20
2 + miles	35.7%	65
Please specify whether you walk, bicycle or both.	3.3%	6
<b>answered question</b>		<b>182</b>
<b>skipped question</b>		<b>12</b>

How far are you willing to walk and/ or bicycle for work, school, transit or recreation?

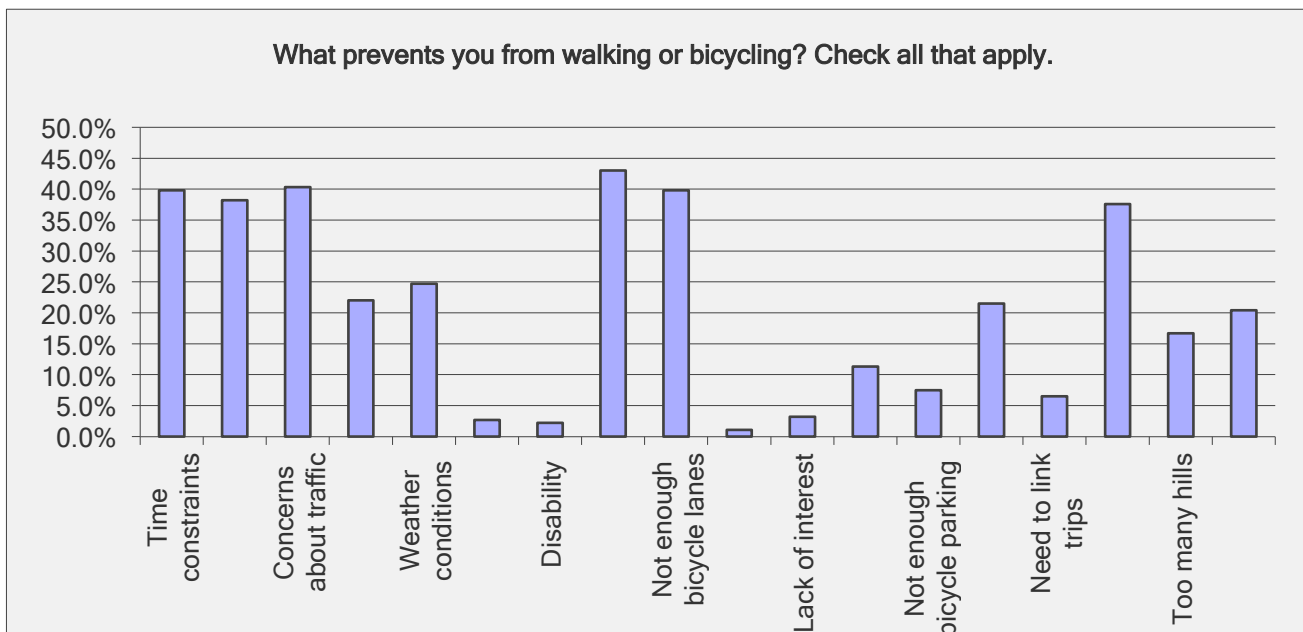


- 0 - 1/4 mile
- 1/4 - 1/2 mile
- 1/2 - 1 mile
- 1 - 2 miles
- 2 + miles
- Please specify whether you walk, bicycle or both.

## How can we be more active in Lake County?

What prevents you from walking or bicycling? Check all that apply.

Answer Options	Answer Options	Response Percent	Response Count
constraints	Time constraints	39.8%	74
are too far	Destinations are too far	38.2%	71
about traffic	Concerns about traffic	40.3%	75
about crime/	Concerns about crime/ personal safety	22.0%	41
conditions	Weather conditions	24.7%	46
physically	Too physically demanding	2.7%	5
Disability	Disability	2.2%	4
sidewalks	Not enough sidewalks	43.0%	80
bicycle lanes	Not enough bicycle lanes	39.8%	74
wheelchair	Not wheelchair friendly	1.1%	2
interest	Lack of interest	3.2%	6
bicycle	Don't own a bicycle	11.3%	21
bicycle	Not enough bicycle parking	7.5%	14
things	Need to carry things	21.5%	40
trips	Need to link trips	6.5%	12
pavement	Poor or no pavement	37.6%	70
hills	Too many hills	16.7%	31
specify)	Other (please specify)	20.4%	38
<b>answered question</b>			<b>186</b>
<b>skipped question</b>			<b>8</b>



# How Can We Be More Active in Lake County?

Your feedback will help improve walking, bicycling, and transit conditions in Lake County.

1. Where do you live? *(please check the box)*

- Big Valley    Clearlake    Clearlake Oaks    Cobb    Elem Indian Colony    Hidden Valley Lakes
- Kelseyville    Lakeport    Lower Lake    Lucerne    Middletown    Middletown Rancheria
- Nice    Riverias    Robinson Rancheria    Scotts Valley Rancheria    Upper Lake    Other (describe) \_\_\_\_\_

2. What is your age? \_\_\_\_\_

3. What is your employment status? *(please check the box)*

- Work Full-Time    Work Part-Time    Seasonally Employed    Student    Retired    Unemployed

4. Do you have a disability?    Yes    No  
Do you use a wheelchair?    Yes    No

5. How many days per week do you walk for transportation purposes?

- 0    1    2-3    4-5    6-7

6. How many days per week do you bicycle for transportation purposes?

- 0    1    2-3    4-5    6-7

7. Please describe specific locations you walk or bicycle regularly? *(please describe)* \_\_\_\_\_

8. What are your reasons for walking or bicycling *(please check all that apply)*

- Commute to work    Commute to school    Travel to/from transit    Shopping errands
- Recreation    For exercise/health reasons    Unable to drive

9. How far are you willing to walk for work, school, transit, or for recreation?

- 0 - 1/4 mile    1/4 - 1/2 mile    1/2 - 1 miles    1 - 2 miles    2+ miles

10. How far are you willing to bicycle for work, school, transit, or for recreation?

- 0 - 1/2 mile    1/2 - 1 mile    1 - 2 miles    2 - 5 miles    2+ miles

11. What prevents you from walking or bicycling *(check all that apply)*

- Time constraints    Destinations are too far    Concerns about traffic    Concerns about crime/personal safety
- Weather conditions    Too physically demanding    Disability    Not enough sidewalks
- Not enough bicycle lanes    Not wheelchair friendly    Lack of interest    Don't own a bicycle
- Not enough bicycle parking    Need to carry things    Need to link trips    Poor or no pavement
- Too many hills    Other? \_\_\_\_\_

12. Are there specific locations where walking and bicycling safety can be improved? *(please describe)*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

THANK YOU FOR YOUR INPUT!







# ¿Cómo Podemos Ser Más Activos en el Condado de Lake?

Su retroalimentación ayudará a mejorar las condiciones de pasear a pie, en bicicleta, y en el transporte en el Condado de Lake.

1. ¿En dónde vive Usted? (favor de checar la caja)

Big Valley  Clearlake  Clearlake Oaks  Cobb  Elem Indian Colony  Hidden Valley Lakes

Kelseyville  Lakeport  Lower Lake  Lucerne  Middletown  Middletown Rancheria

Nice  Riverias  Robinson Rancheria  Scotts Valley Rancheria  Upper Lake  Otro (describir) \_\_\_\_\_

2. ¿Cuántos años tiene Usted? \_\_\_\_\_

3. ¿Cuál es su estado de empleo? (favor de checar la caja)

Trabajo a tiempo completo  Trabajo a medio tiempo  Empleo de temporada  Estudiante  Jubilado  Desempleado

4. ¿Tiene Usted una discapacidad?  Si  No

¿Usa Usted una silla de ruedas?  Si  No

5. ¿Cuántos días por semana camina Usted para transportarse?

0  1  2-3  4-5  6-7

6. ¿Cuántos días por semana usa Usted una bicicleta para transportarse?

0  1  2-3  4-5  6-7

7. ¿Hay lugares específicas en dónde Usted consistentemente pasea a pie o e bicicleta? (favor de describirlos)

8. \*¿Cuáles son sus razones para consistentemente pasear a pie o en bicicleta? (favor de checar cada caja que se aplica)

Ida y vuelta del trabajo  Ida y vuelta de la escuela  Ida y vuelta del transporte  Recados de compras

Recreo  Como ejercicio/por razones de salud  No poder manejar

9. ¿Hasta qué distancia tiene voluntad de caminar para llegar al trabajo, a la escuela, al transporte, o como recreo?

0 - 1/4 milla  1/4 - 1/2 milla  1/2 - 1 milla  1 - 2 millas  2+ millas

10. ¿Hasta qué distancia tiene voluntad de usa bicicleta para llegar al trabajo, a la escuela, al transporte, o como recreo?

0 - 1/2 milla  1/2 - 1 milla  1 - 2 millas  2 - 5 millas  2+ millas

11. ¿Qué le impide caminar o andar en bicicleta? (Marque todo lo que corresponda, por favor.)

Limitaciones del tiempo  Destinos demasiado lejanos  Preocupaciones acerca de la circulación  Preocupaciones del crimen/seguro personal

Condiciones del tiempo  Demasiado esfuerzo físico  Discapacidad  Insuficientes banquetas

Insuficientes vías para bicicletas  No es fácil en silla de ruedas  Falta de interés  No posee bicicleta

Insuficiente estacionamiento para bicicletas  Necesita cargar cosas  Necesita conectar viajes  Falta de buen pavimento o ninguno

Demasiadas colinas  ¿Otro? \_\_\_\_\_

12. ¿Hay lugares específicos en dónde se pueden mejorar la seguridad al pasear a pie y en bicicleta? (favor de describirlos)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

¡Gracias por su aporte!



# Where would these BICYCLING strategies work?

¿En dónde servirían estas estrategias al pasear en BICICLETAS?



**Bike Path**  
**Sendero para Bicis**

Class I separated, paved, non-motorized trails  
Senderos de Clase I separados, pavimentados, no motorizados

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bike Lane**  
**Vía para Bicis**

Class II designated bike lanes along roadways.  
Senderos de Clase II designados como vías para bicicletas al lado del camino

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bike Route**  
**Ruta para Bicis**

Class III bike routes shared with vehicles  
Rutas de Clase III compartidas con vehículos

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bike Boulevard**  
**Boulevard para Bicis**

Class III routes shared with vehicles on low speed streets  
Ruta de Clase III compartidas con vehículos de baja velocidad

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Cycle Track**  
**Pista para Bicis**

Separated, protected bike lanes.  
Vías separadas y protegidas para bicicletas

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

Handwriting practice lines for each strategy column.

# Existing efforts around walking & biking in Lake County

## Esfuerzos existentes acerca de pasear a pie y en bici en el Condado de Lake

### Recently Funded Projects

### Proyectos Recientemente Solventados



Phillips Avenue

- Middletown Multi-Use Path  
Sendero de múltiples usos en Middletown
- Upper Lake Pedestrian Improvements  
Mejoramientos para Peatones en Upper Lake
- Phillips Avenue Bike Lanes  
Vías para bicis en Phillips Avenue



The Way to Wellville Initiative  
La Way to Wellville Initiative



Lake County Food Guide



The Health Leadership Network  
La Health Leadership Network

### Recreational Programs



- Lake County High School Mountain Bike Teams  
Equipos de Lake County High School de bicis para montañas
- Konocti Regional Trails  
Senderos Regionales de Knocti
- Konocti Challenge  
Paseo de Reto para Bicis en Konocti
- Main Street Bicycles Group Social Rides  
Paseos sociales de Main Street Bicycles Group



### Recently Completed Safe Routes to School Projects

### Proyectos Recientemente Solventados de Rutas Seguras a Programas Escolares



- Clearlake Oaks
- Kelseyville
- Burns Valley



Lake Transit  
Tránsito de Lake



CHP Bicycle Education Events  
Eventos de Educación en Bici por la CHP

WHAT ELSE?  
¿Qué más?

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WHAT ELSE?  
¿Qué más?

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WHAT ELSE?  
¿Qué más?

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# Where would these NON-INFRASTRUCTURE strategies work?

?En dónde servirían SIN INFRAESTRUCTURA?



Education at Schools  
Educación en las Escuelas

Pedestrian Flags  
Banderines

Encouragement Events  
Eventos Estimulantes

Safety Campaigns  
Campañas de Seguridad

Enhanced Enforcement  
Mayor Cumplimiento

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
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PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

Lined area for writing responses, separated by vertical dashed lines.



# Where would these SUPPORT FACILITIES work?

? En dónde servirían estas FACILIDADES DE APOYO?



**Bike Parking**  
Estacionamiento para Bicis

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bike Locker**  
Armario para Bicis

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bus Shelter**  
Cabina de Parada para Autobús

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bicycle Repair Station**  
Estación para Reparación de Bicicletas

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

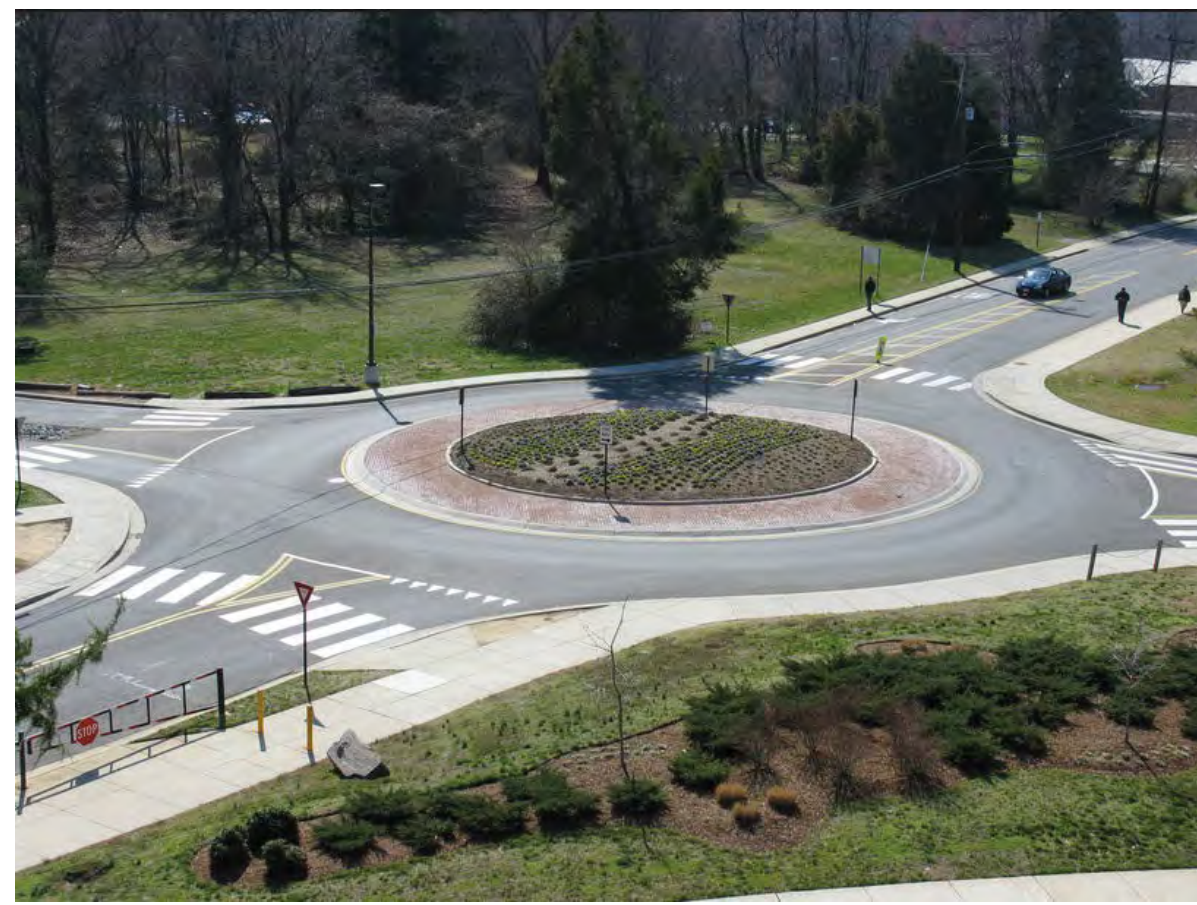


**Bike Share Program**  
Programa para Compartir Bicis

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

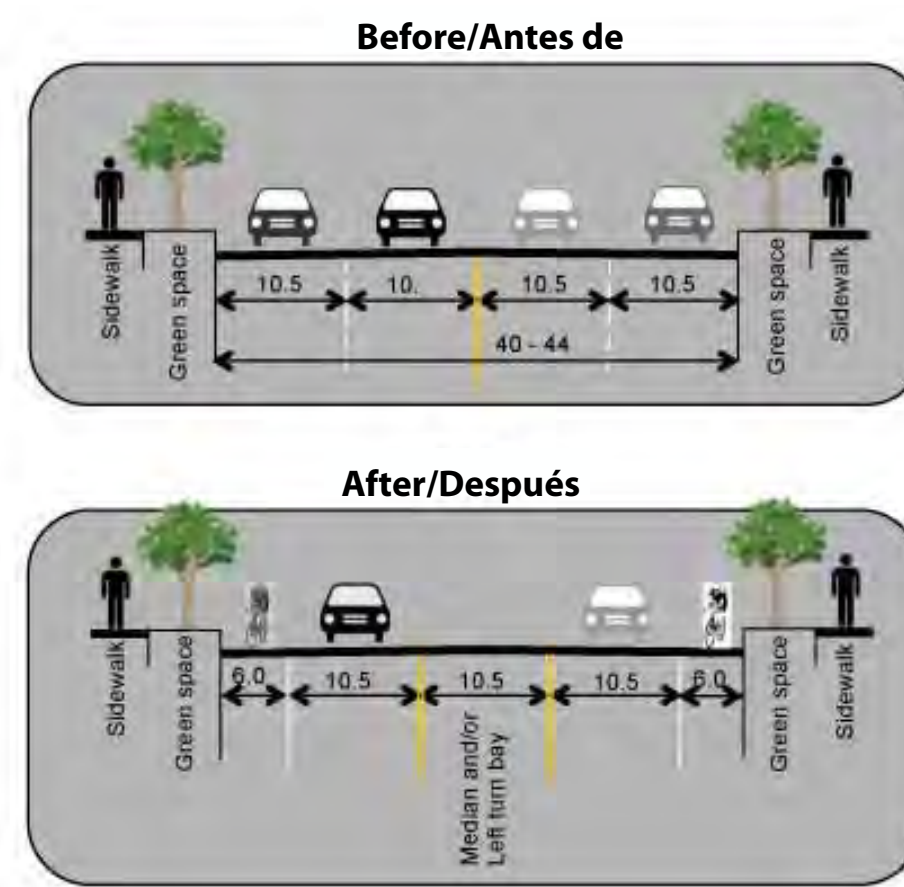
Handwritten notes and lines for providing specific location information for each strategy.

# Where would these TRAFFIC CALMING strategies work? ? En dónde servirían estas estrategias para DISMINUIR LA CIRCULACIÓN?



Roundabout  
Glorieta

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



Road Diet  
Disminución de Vías

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



Colorized Shoulder  
Camellón Coloreado

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

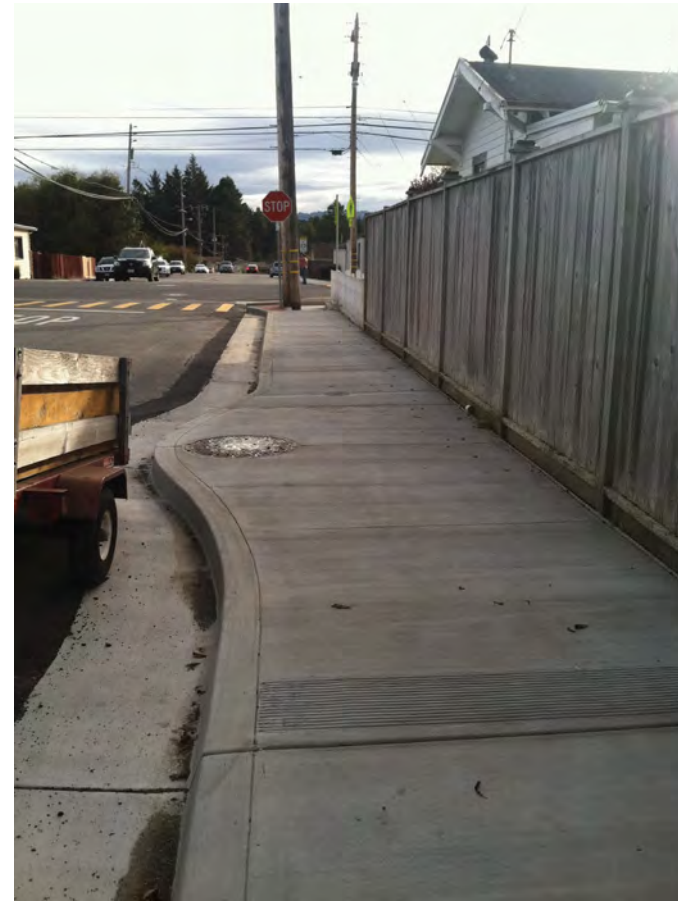


Speed Humps  
Topes

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

Handwritten notes and additional information for each strategy, organized into columns corresponding to the strategies above.

# Where would these WALKING strategies work? ¿En dónde servirían estas estrategias al pasear A PIE?



Sidewalk  
Banqueta

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



Creative Sidewalk  
Banqueta creativa

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



Gravel path  
Sendero de Grava

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



Crosswalk  
Cruce Peatonal

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



Raised Crosswalk  
Cruce Peatonal Elevado

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

Handwriting practice lines for each strategy column.



# Where would these WALKING strategies work?

## ¿En dónde servirían estas estrategias al pasear A PIE?



**Pedestrian Activated Light**  
Semáforo Activado por Peatones

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Rapid Flashing Beacon**  
Luz Parpadeante Rápida

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Bulb-out**  
Ampliación de la Banqueta  
(que acorta la distancia al cruzar)

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Pedestrian Island**  
Isla Peatonal

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.



**Signage**  
Señalamiento

PLEASE DESCRIBE SPECIFIC LOCATIONS WHERE THIS STRATEGY MIGHT WORK  
Favor de describir lugares específicos en dónde esta estrategia pueda servir.

Below each strategy section, there are multiple horizontal lines provided for writing specific locations where the strategy might work.

**FOR IMMEDIATE RELEASE: 12-24-2015**

**CONTACT:**

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mwaconsulting@comcast.net

**COMMUNITY WARMING CENTER TO OPEN JANUARY 4  
LAKE TRANSIT WILL HELP PEOPLE GET THERE**

**Lakeport/Lower Lake, California:** When overnight temperatures dip below freezing and winter storms bring lashing rain, most of us hunker down indoors, bump up the thermostat or toss another log on the fire. But for several hundred people in Lake County who are homeless, these conditions are not only miserable – they can be life-threatening. Since there is no shelter here, these folks have nowhere to go for relief. But that situation is about to change!

On January 4<sup>th</sup>, a Warming Center will open at the Lakeport Seventh Day Adventist Church, at the corner of Hill Road East and Park Way. The Center will be open from 6:00 pm until 7:00 am the next morning, Monday through Friday. During their stay, shelter guests will receive dinner and breakfast and have access to showers. The Center's Mission "is to provide a warm and safe place to sleep for unsheltered individuals during intemperate weather. We aim to create a space that is physically and emotionally safe for all, regardless of race, ethnicity, nationality, religion, gender, gender identity, or sexual orientation." Randy Brehm, Pastor of the church that is hosting the Center stated, "Being homeless should not be a death sentence."

Lake Transit will provide free transportation to and from the Center. In the evening, people will be picked up at the bus stop at Third and Main Street in Lakeport at 6:14 pm, after a brief intake procedure with a Warming Center volunteer. The morning, a bus will stop at the Center and provide free transportation to any Lakeport stop on Route 8. "This year many in Lake County came to realize just how precious and precarious our homes can be. Lake Transit welcomes the opportunity to support this compassionate initiative", said Mark Wall, General Manager of Lake Transit.

The Warming Center is organized by the Lake Ministerial Association (LMA), and will be staffed entirely by volunteers. Five different churches will take turns recruiting volunteers and staffing the Center each night. "This is a huge undertaking", according to LMA president Rev. Shannon Kimbell-Auth. "It is the culmination of months and years of planning that involved a wide spectrum of local agencies and organizations. A critical piece was gaining the support of the County Planning Commission and the Board of Supervisors."

The goals of the Warming Center go beyond providing nourishment and shelter from harsh winter weather. A secondary goal will be to connect individuals with appropriate Continuum of Care resources to get the help they need. And a broader goal is to gather information and experience to help improve the County's development and implementation of interventions to address homelessness. When asked about their passion for the project, both Pastor Randy and Pastor Shannon stated, "These people are our neighbors. We need to minister to those who have fallen through the cracks, and help them move forward."

There is a great need for volunteers, whose help is needed in a variety of areas – team leader, intake, sleeping room and shower attendants, dinner and breakfast preparation and service, and security. Pastor Shannon noted: "At Christmas time especially, we might contemplate the time when Mary, Joseph and Jesus had to leave their home. Presumably they were assisted by others who saw their plight and offered shelter and nourishment. What if no one had helped them?" Anyone interested in helping can contact: Rev. Shannon Kimbell-Auth at 707-263-4788 or email [ucppastor@att.net](mailto:ucppastor@att.net).

The Community Warming Center will be open from January 4<sup>th</sup> to April 1<sup>st</sup>. For more information about The Community Warming Shelter, please contact Rev. Shannon Kimbell-Auth at 707-263-4788/[ucppastor@att.net](mailto:ucppastor@att.net), or Rev. Randy Brehms/[rbrehms@nccsda.com](mailto:rbrehms@nccsda.com). For information on transportation to the Warming Center, go to [www.laketransit.com](http://www.laketransit.com).



Members of the planning committee touring the Seventh Day Adventist Church facility that will host the Warming Center. From left to right: Deborah Smith, Shannon Kimble-Auth, Randy Brehms, Rick Barnes, Derek Joel Fiedler, Ashlyn Hansen, Bethany Joy Riddle.

*(photo releases available upon request)*

Status of Lake County Projects: As of December 15, 2015

Lake TAC Meeting: 1/14/16  
Agenda Item: #7di

PSR (Project Study Report) Projects										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date
1	LAKE	29	9.00	20.70	010 Safety	on Route 29 between Middletown and Lower Lake	MBGR, widening and truck climbing lane	TBD	on schedule	June 2016
	Project Number OE730K									
	Jaime Matteoli (Project Mgr)									
2	LAKE	29	12.78	14.35	010 Safety	near Lower Lake, .85 mi N of Spruce Grove Rd-S to .52 mi S of Hofacker Ln	shoulder widening	TBD	on schedule	June 2016
	Project Number OE720K									
	J. Matteoli									

PSR Complete & Not Yet Programmed (for Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date
1	LAKE	var	var	var	112 Bridge Rail replacement	bridges on 20, 29 & 175	Bridge rail replacement & upgrade - 5 bridges	\$4.500	PSR 4-21-15, 2016 SHOPP candidate	TBD
	Project Number OE080K									
	J. Matteoli									
2	LAKE	var	var	var	015 Safety	various on Rte 20, 29, 175	MBGR, widening & rumblestrips	\$3.500	PSR 6-19-15, 2016 SHOPP candidate	TBD
	Project Number OE850K									
	J. Matteoli									

Projects Programmed (in Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date Start of Work Date
1	LAKE	20	1.0	46.3	2014 SHOPP 151 Roadway	various locations Rte 20, 29 & 53	culvert rehabilitation	\$3.493	on schedule	Nov 2019 Start Work: May 2018 RTL: Feb 2018
	Project Number 42780									
	J. Matteoli									
2	LAKE	20	13.5	30.5	2012 SHOPP 361 Mandates	from Lucerne area east to Route 20/53	upgrade 55 curb ramps & sidewalks	\$2.500	on schedule	Aug 2018 Start Work: Aug 2016 RTL: May 2016
	Project Number OB120									
	J. Matteoli									
3	LAKE	20	31	32	2014 SHOPP 010 Safety	intersection of SR 20/53	intersection improvement	\$6.160	on schedule	RTL: Feb 2018
	Project Number OC810k									
	J. Matteoli									
4	LAKE	29	0.2	0.2	119 Bridge Prevent Mt	St Helena Cr Bridge	Bridge scour-repair	\$.300	Advertized 11-3-15	Dec 2016 Start Work: May 2016 RTL: May 2015
	Project Number 38560									
	J. Matteoli									
5	LAKE	29	9.6	10.3	2014 SHOPP 010 Safety	Hartmann Rd/Rte 29	intersection improvement	\$6.000	on schedule	RTL: Nov 2017
	Project Number OC750k									
	J. Matteoli									
6	LAKE	29	23.8	31.6	700 STIP & RIP & SHOPP	Near Lower Lake - Lake 29 Expressway	upgrade to 4-lane expressway	\$180.000	working on Env doc for complete project length	RTL: 2018
	Project Number 2981U									
	S. Cohen									
7	LAKE	29	34.17	34.5	2014 SHOPP 010 Safety	Cruikshank Rd/Rte 29	NB left-turn pocket	\$1.000	on schedule	RTL: Aug 2017
	Project Number OE640K									
	J. Matteoli									
8	LAKE	29	41.42	41.42	2014 SHOPP 378 Mandates	ramps at Lakeport Blvd overcrossing	upgrade ped facilities to ADA compliance	\$0.450	on schedule	March 2018 Start Work: May 2017 RTL: Feb 2017
	Project Number OB690									
	J. Matteoli									
9	LAKE	175	24	27.5	2012 SHOPP 010 Safety	near Middletown, from Putah Cr Bridge to Dry Cr Bridge	Shoulder Widening	\$14.000	on schedule	2020 Start Work: July 2018 RTL: March 2018
	Project Number OA040									
	J. Matteoli									

Under Construction										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion
1	LAKE	20	1.15	3.9	2012 SHOPP 015	near Blue Lakes, 1.1 to 3.9 miles east of Lake/Men County line	install Metal Beam Guard Rail	\$2.367	100% complete	complete Nov 24, 2015
	Project Number OA690									
	J. Matteoli									
2	LAKE	20	8.1	8.55	2012 SHOPP 010 Safety	intersection of Routes 20/29 near Upper Lake	20/29 roundabout	\$6.400	100% complete	complete Dec 2, 2015
	Project Number 48860									
	J. Matteoli									
3	LAKE	20	13.5	31.4	2012 SHOPP 121 Roadway	from Lucerne area east to Route 20/53	Capital Preventative Maint.	\$25.215	80% complete	June 2016
	Project Number OB000									
	J. Matteoli									
4	LAKE	29	34.4	40.0	121 Roadway	Cruikshank Rd (Kelseyville) north to 175 S. Lkpt	Capital preventative Maint.	\$4.200	100% complete	complete Dec 2, 2015
	Project Number OC350									
	J. Matteoli									

State Route 20 Projects
State Route 29 Projects
State Route 53 Projects
State Route 175 Projects

proj cost = construction & RW  
start work 0500  
est comp date 0600

Revised since last report.

y: Reg Plng/Status/Lake/Lake Status Dec 15, 2015.xlsx



# *Information Packet*



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
www.lakeapc.org

367 North State Street, Ukiah, CA 95482  
Administration: Suite 204 ~ 707-234-3314  
Planning: Suite 206 ~ 707-263-7799

## LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) MEETING MINUTES

Wednesday, November 18, 2015

**Location:** Lamkin-Sanchez Transit Center  
9240 Highway 53, Lower Lake, California

### Present

Jim Comstock, Supervisor, County of Lake  
Jeff Smith, Supervisor, County of Lake  
Russell Perdock, City Council, City of Clearlake  
Gina Fortino Dickson, Council Member, City of Clearlake  
Stacy Mattina, City Council Member, City of Lakeport  
Martin Scheel, Mayor, City of Lakeport  
Ron Bertsch, Member at Large (Alternate)

### Absent

Chuck Leonard, Member at Large

### Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC  
Nephele Barrett, Admin. Staff - Lake APC  
Alexis Pedrotti, Admin. Staff - Lake APC  
Jesse Robertson, Planning Staff – Lake APC  
Rex Jackman, Caltrans District 1 (Policy Advisory Committee)  
Sebastian Cohen, Project Manager, Caltrans District 1 (Teleconference)  
Doug Herren, Public Work Director, City of Clearlake  
Heather Menninger, AMMA Transit Planning  
Matt Tomas, Big Valley Rancheria

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### 1. Call to Order/Roll Call

Vice-Chairperson Scheel called the meeting to order at 10:35 am. Alexis Pedrotti called roll. Members present: Comstock, Perdock, Fortino Dickson, Mattina, Scheel, Bertsch (Alternate for Wharff), and Rex Jackman (PAC).

### 2. Adjourn to Policy Advisory Committee

Vice-Chairperson Scheel adjourned to the Policy Advisory Committee (PAC) at 10:36 a.m. to include Rex Jackman, Caltrans District 1, and allow him to participate as a voting member of the Lake APC.

### 3. Election to fill vacant Chair, Vice-Chair and Executive Committee Positions to the Lake APC

Director Sheel noted that elections for the Lake Transit Authority had taken place earlier in the day to replace Chair Wharff. She regrettably resigned for personal reasons. Sheel had been elected to serve as Chair, and Director Fortino Dickson was elected as Vice-Chair. Elections were needed for the Lake APC as well, and Ms. Davey-Bates noted that it was common practice for the Chair and Vice-Chair to be the same for both agencies.

*Director Fortino Dickson nominated Director Scheel, to replace Marsha Wharff as Chair for the Lake APC Board of Directors. The motion was seconded by Director Perdock and carried unanimously.*

*Director Scheel nominated Director Fortino Dickson to replace Martin Scheel as Vice-Chair for the Lake APC Board of Directors. The motion was seconded by Director Smith and carried unanimously.*

Lisa Davey-Bates noted that elections needed to take place for the Executive Committee as well, and briefly described the desire for geographic balance of the Executive Committee. Typically the Chair, Vice-Chair and one additional Board Member participate on the Executive Committee. Lisa also noted that Director Comstock has been the additional Board Member that has participated on the Executive Committee in the past. With that being said, Director Comstock agreed to remain on the Executive Committee and Directors Scheel and Fortino Dickson agreed to serve on the Executive Committee as newly appointed Chair and Vice-Chair.

*Director Comstock appointed Chair Scheel and Vice-Chair Fortino Dickson to participate on the Executive Committee for the Lake APC Board of Directors. The motion was seconded by Director Smith and carried unanimously.*

#### **4. PUBLIC EXPRESSION**

None.

#### **CONSENT CALENDAR**

##### **5. Approval of October 14, 2015 (Draft) Minutes**

##### **6. Approval of Social Services Transportation Advisory Council (SSTAC) Roster**

*Director Perdock made a motion to approve the consent calendar. The motion was seconded by Director Mattina and carried unanimously.*

#### **REGULAR CALENDAR**

##### **7. Lake County 2014-2015 Coordinated Public Transit-Human Services Transportation Plan**

Lisa Davey-Bates introduced Heather Menninger from AMMA Transit Planning, who was participating via teleconference call to present the Coordinated Plan previously presented and approved at the Lake Transit Authority (LTA) meeting. Heather's firm is currently completing the Salary Wage Survey for LTA as well. Heather greatly appreciated the opportunity to be able to present the outcomes of the Plan via conference call to the Board of Directors. Heather reminded the Board that the Public Transit-Human Services Transportation Plan is a statutory requirement by law.

*Heather presented the slideshow presentation provided to the Board of Directors in their packets.*

Lisa Davey-Bates commented at the close of the presentation regarding the critical priorities noted in the presentation. LTA is currently in the process of becoming a Medi-Cal approved provider, and Karl Parker, who was recently hired as the Mobility Planner by LTA, meet two of the top priority objectives in the final Plan.

*Director Smith made a motion to approve the Lake County 2014-15 Coordinated Public Transit-Human Services Transportation Plan. The motion was seconded by Director Comstock and carried unanimously.*

**8. 2016 Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP)**

Nephele Barrett presented the draft Regional Transportation Improvement Program (RTIP). The RTIP is a document that is adopted every two years, and is typically programming money that is available through the State Transportation Improvement Program. Unfortunately, due to shortage of funding there is no money available to be programmed. The shortage is primarily due to adjustment in the price based index tax.

Nephele also noted that not only is there no new money, the California Transportation Commission (CTC) has expressed concerns and possibility of delaying projects that are currently programmed in the STIP. As a result, staff has been discussing with local agencies what projects they could voluntarily move out. If there are not enough voluntary delays, the CTC will likely chose projects to delay.

This 2016 RTIP looks a little different than the past. The state required a new template that was developed state wide. This will help those who review RTIPs to have the same information across the State. Nephele is only asking Board Members to review today, and be prepared to take action next month.

Nephele explained several pages of the RTIP document as detailed below:

The first few pages are boiler plate information, including a report of STIP Projects that have been completed since the last cycle. Lake County has two completed projects.

The new format includes a public participation and selection process used by the APC. This RTIP n that section, Nephele discussed what was done last cycle, since there is no new money this time.

Because no new funding was identified, the funding proposal simply identified projects which would be moved into the future years of the RTIP.

The RTIP now requires any funds that are leveraged on projects be identified.

RTIPs must document how the identified projects are consistent with RTPs. Lake County's RTIP includes the goals and objectives from the RTP that are relative to the RTIP. Regional and statewide benefits of the RTIP are also included.

A table summarizing existing projects programmed with STIP showing which phases will be delayed and what fiscal year. All local projects are proposed with some delay.

Nephele noted the highlighting in the table indicates current program year, prior to any changes.

Projects that can expect changes are as follows:

County of Lake – South Main and Soda Bay

Clearlake – Dam Road / Phillips Road Extension

Lakeport – Lakeport Blvd / South Main Intersection

The Technical Advisory Committee will be discussing these details tomorrow, and the recommendation will be brought back next month for approval.



Director Comstock noted that a project delayed is better than not getting done at all. Nephele agreed and mentioned projects have not been required to be de-programmed at this point.

#### **9. Procurement Policies and Procedures Manual Update**

Lisa Davey-Bates included a staff report. This is the last of three corrective action items from the Caltrans Pre-Award Audit that took place almost three years ago. One finding from the audit was to develop the Procurement Policies and Procedures Manual. As mentioned previously, the Rural Counties Task Force (RCTF) was designated to develop a Guidebook that will include a template for this manual. Lisa is very pleased to report that the team members in charge of developing the Guidebook are very familiar with State and Federal guidelines and the Caltrans audits. The Guidebook was finalized in July. The APC has been pushed slightly behind again, and has asked Caltrans for a two to three month extension. Lisa would like to meet with the Executive Committee first and bring it back to the Board for approval.

### **RATIFY ACTION**

#### **10. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council**

Chairperson Scheel adjourned the Policy Advisory Committee at 11:09 am and reconvened as the APC.

#### **11. Consideration and Adoption of Recommendations of Policy Advisory Committee**

*Director Comstock made a motion to adopt the recommendations of the Policy Advisory Committee. The motion was seconded by Director Smith and carried unanimously.*

### **REPORTS**

#### **12. Reports & Information**

##### **a. Lake APC Staff Summary of Meetings - Administration and Planning Services**

Director Scheel referenced the Summary of Meetings report completed by Lisa Davey-Bates, showing a list of meetings attended by APC Administration and Planning Staff. There were no comments or questions.

##### **b. Lake APC Planning Staff**

###### **1. Affordable Housing & Sustainable Communities Program (State Cap & Trade)**

Phil Dow, MCOG Executive Director, briefly summarized the Cap & Trade Program. Phil hoped rural areas would benefit from the Program, but at this point, it is not looking that way. LTA is however, receiving some small amount of funding based on population formula. Next fiscal year they hope to receive approximately \$63,000. When looking at infrastructure to provide transportation and different types of mobility, Phil thought some funding might become available for those types of projects.

The guidelines were released and once Phil recognized the rurals were not getting a fair share, he chose to get involved to help re-work the guidelines. He included his comment letter in the Lake APC Board packet on the 2014 guidelines (on behalf of MCOG). He copied the information to Lisa to share with folks in her role as chair for North State Super Region. Phil noted this is one example that shows MCOG and Lake APC are still working together to speak out about rural issues.

Also included in the packet, is an additional letter from Phil, as the Executive Director for MCOG, commenting on the newest guidelines dated October 30<sup>th</sup>. The letter also reference Phil's previous letter, all information attached. Phil is not pleased with this program, and feels the Strategic Growth Council is not familiar with rural issues. Phil reviewed the guidelines and developed a list of seven impediments to the program. Since then, Phil has joined in on several conference calls, with the focal point being his list of

primary issues with the program. The guidelines were written without much rural input, and little has seemed to change from last guidelines.

Director Comstock thanked Phil for being a great voice for the rural areas.

Lisa also thanked Phil, and noted how much she appreciates him taking the time to attempt to make changes in the guidelines to help make the rural areas more competitive in this program.

Director Smith also thanked Phil for being a respected voice for the rural areas.

## 2. **Active Transportation Program (ATP) Update**

Phil noted two of three applications were successful in Lake County; the Middletown Multi-Use Path and Upper Lake Pedestrian Improvements Project. Phil intends to follow up and get the individual scores of each application to help find where the weaknesses were for next time.

Maps were included in the packets that were shared with the RTPA group. The map shows how many total applications for Cycle 2 were submitted by county and how many were awarded. When comparing, the rurals did pretty well. Phil noted that there were two pots of money to qualify for. All three Mendocino were funded from statewide applications and were highly competitive. The ones that didn't make the cut off for the statewide pot of funding then can qualify for the smaller urban and rural pot of funding, which was where Lake County's applications were funded. (10% set-aside for smaller urban and rural). In December, the CTC will then approve the MPO portion of the successful ATP projects.

City of Clearlake, the only unsuccessful application, intends to resubmit their application next cycle.

Director Smith was curious of the North /South cutoff based on the maps provided in the packet.

## 3. **County of Lake/City of Clearlake Sales Tax Polling Effort**

Phil reported that he and Nephela have been in Southern California for the last few days, participating in the Focus on the Future conference. Since the City of Clearlake and the County of Lake are interested in a sales tax for transportation, they felt this would be good helpful information to bring back to Lake County.

Phil reported that the Clearlake group has been meeting every Monday night to discuss a transportation sales tax. Clearlake representatives had expressed interest after attending a meeting in Ukiah. With new Legislation allowing unincorporated areas to participate without city participation that opened up the playing field for the County of Lake to step in as well. At the last Board Meeting, the work program was amended to add in the work element to accomplish the polling for the County of Lake and Clearlake. The City of Lakeport did not express interest in moving forward with polling at this time. Mendocino County has put out Request for Proposal and is ready to hire a consultant. Lake County utilized that RFP, and sent it out on Friday.

Jesse Robertson reported that proposals are due early in December, and staff is hoping to have the contract in place before the holiday. APC plans to have the consultant

getting started in early January.

Phil reminded the Board that the Focus on Future Conference is driven by self-help counties, and is a great way to get ideas and what is working for successful jurisdictions. Staff felt it would be beneficial to attend and learn new techniques or guides for successful initiatives. After attending, Phil noted not much had changed. The most important things are ensuring you have the types of projects the voters are aware of, and clearly know what they are voting for.

Nephele quickly noted it is important to have unanimous support from elected officials. She heard several stories at the conference about measures failing because of lack of elected support. Also ensuring the campaign is relatable to the general public and what this will mean for the voter. Another great tip is to display real life examples of what the tax implications will be to the voter.

Phil also heard there might be at least a dozen initiatives on the 2016 ballot.

#### 4. **Center for Economic Development Map Series on Transportation**

Phil reported that there was supposed to be a memo included in the packet, however it inadvertently left out. Phil reported every year the California Transportation Commission (CTC) participates in a town hall meeting, that typically takes place in more of a rural area. Usually only two or three commissioners are able to attend these meetings. This past September was in Weaverville, where Phil was invited to coordinate a presentation for rural areas.

A few months prior to the CTC meeting, the Center from Economic Development, from Chico State distributed several maps, which were included in the Board Packet. Phil reviewed these maps and found some very interesting data that would be helpful to incorporate into his presentation to the CTC.

The Commute Time map is displayed in minutes has data for the entire state. When looking at the times, many people spend a lot of time traveling. Phil noted that people are closer in times than we realize, due to our rural areas we have longer trips vs. the traffic. The commissioners don't think about our commute times based on distance vs. gridlock.

Phil also reviewed a map on transit ridership. Lake County has a very high level of transit ridership and nearly all of the Transit Development Act (TDA) funding is directed to transit. Our counties are not a self-help county and we are tied to TDA funding constraints. It might be meaningful to explain these maps to the CTC commissioners.

Phil reviewed a map showing the County and City maintained roads. This map displayed the responsibility by person (per thousand) vs. road responsibility. In rural areas, Lake County shows 12.3 miles per thousand people. Phil noted he had completed a map a few years back, and in comparing the data, his map and Chico's had very similar outcomes. In the rural areas, people are responsible for more than the urban areas.

Phil explained the maps to the commission at the town hall meeting. They interested a Commissioner enough that he took these maps back and explained them to the remaining commissioners.

**c. Lake APC Administration Staff**

**1. Legislative Update**

Congress is working on a transportation bill, which is moving very quickly in the past few weeks. Lisa attended a Legislative forum in Oakland to become familiar with current State and federal legislation. Unfortunately, the special session which has been discussing legislation to help the transportation funding crisis is looking less and less likely to pass.

**2. Next Meeting Date** – December 9, 2015 - Lakeport City Council Chambers

**3. Miscellaneous** - None

**d. Lake APC Directors**

Director Fortino Dickson noted she doesn't need a hard copy of the packet mailed to her. She utilizes her iPad through the City of Clearlake. Lisa noted she would like to discuss this item to consider purchasing iPads for Board Members, which could potentially save money in the long run. Director Scheel requested in the interest of time, if she could bring this discussion up at a later date.

**e. Caltrans**

Rex Jackman introduced a new project manager for Lake County, Jamie Mattioli. He is a licensed civil engineer, and has spent the last two years in planning. Jamie is looking forward to working with this group. Jamie will be taking over projects in Lake County, however for the time Sebastian will be keeping the Lake 29 expressway project.

**1. Lake 29 Expressway**

Sebastian reported they are still making good progress. In order to get the draft environmental document circulated we have to have two things completed. One is the basic environmental document, called the Biological Assessment (BA) once that is complete Caltrans will then get a Biological Opinion or a letter of concurrence. Caltrans has received the letter of concurrence. The other document is the NES, this covers everything else. Once both of these documents are done, then the Environmental Document can be circulated. Sebastian noted the schedule is tight, but the environmental phase is 80% complete. Caltrans still hopes that the project will be Ready To List (RTL) March 1, 2018.

Caltrans is still working to connect with Big Valley Tribe and the Koi Tribe. Caltrans has communicated with the TIPPO, however wants to make a connection with Tribal Councils. Caltrans has made several attempts to connect with the council and offer presentations. Caltrans is trying to avoid problems that occurred in Willits. Director Scheel is curious if there is any recourse to make sure Caltrans can get on agenda. Sebastian has elevated his request to the Council, which was signed by Charlie Fielder, Caltrans District Director.

Director Smith had questions on the status of the overlay at Highway 20 to Hwy 53. Jamie spoke with Alan Escarda and they are pushing to pave the water line and remaining driveways. They will get it striped and closed up for winter. Because the project is using rubberized asphalt, the temperature specs will become harder and harder to achieve.

Director Comstock was also curious about the work going on at Hartman Road and if Caltrans was moving fill. Sebastian noted that does not have anything to do with the project.

Matt Tomas, the Housing Director for Big Valley Tribe introduced himself. He reported that he is familiar with Sebastian's concern, and will help to facilitate the process. Big Valley's Tribal Council is called the Business Committee.

**2. Route 281 Transportation Concept Report**

The draft Transportation Concept Report was included in the packet. Caltrans produces updates approximately every six years. It is a long range planning document for this particular route. The update shows no new projects. Comments or concerns can be followed up with Rex Jackman at Caltrans District 1.

**3. SHOPP Asset Management Program- None**

**4. Miscellaneous – None**

**f. California Association of Councils of Governments (CalCOG)**

**1. Next Meeting Date – December 1, 2015**

**g. Rural Counties Task Force**

**1. Next Meeting Date – November 20, 2015**

**h. Miscellaneous - None**

**13. INFORMATION PACKET – Information provided for Board Members information.**

**a. 10/8/15 Draft Lake TAC Minutes**

**ADJOURNMENT**

The meeting was adjourned by Chairperson Scheel at 12:13 p.m.

Respectfully Submitted,

*/s/*

Alexis Pedrotti  
Administrative Assistant



<b>FOR IMMEDIATE RELEASE:</b> January 6, 2016	<b>CONTACT:</b> Ella Strain 916-319-2011 <a href="mailto:Ella.Strain@asm.ca.gov">Ella.Strain@asm.ca.gov</a>
<b>ASSEMBLYMEMBER FRAZIER RELEASES BOLD TRANSPORTATION FUNDING PACKAGE TODAY</b>	

**Sacramento, CA** – Today, Assemblymember Jim Frazier (D – Oakley), Chair of the Assembly Committee on Transportation, unveiled legislation to provide much-needed transportation funding for California.

AB 1591 will raise over \$7 billion annually and fund two major initiatives: trade corridor improvements and road maintenance and rehabilitation. "California must invest in its trade corridors if we hope to develop and sustain economic vitality. Manufacturers and farmers want to be able to move their goods to market and AB 1591 will provide the investments we need to ensure that they can," stated Frazier.

AB 1591 further answers the challenge Governor Brown made last year when he called upon the Legislature to provide \$5.9 billion annually to fix state highways. According to Frazier, "You can't put out half a fire. The funding proposals developed over the past year do not begin to sufficiently address our highway and bridge maintenance needs. Failure to adequately fund deferred maintenance is short-sighted and will leave our highways congested in gridlock."

Frazier spent the past seven months listening to the public, industry experts across the state, and his colleagues in order to develop a comprehensive plan to effectively tackle California's transportation needs. AB 1591 looks to make these investments now, rather than costing us exponentially more in the long-run.

"Anyone who travels on California's roads or rides our buses and trains can attest to the dire need for significant investment in our state's infrastructure," said

Assemblymember Anthony Rendon (D-Paramount). “I commend Assemblymember Frazier for his diligence in considering a wide variety of perspectives as he developed this proposal.”

The revenue generated in Frazier’s plan is a portfolio approach drawing equitably from multiple sources. Key components of the transportation funding package include:

- Restoring revenue from weight fees imposed on large trucks to the State Highway Account. This revenue, nearly \$1 billion, will be directed to improvements in the state's major freight corridors;
- Ensuring additional revenues generated are used to address road and bridge maintenance, rehabilitation, and, as appropriate, increases in capacity;
- Allocating cap and trade auction proceeds to transportation projects that ease congestion and therefore provide significant reductions in greenhouse gas emissions in trade corridors;
- Imposing moderate increases in gas tax, diesel tax, and vehicle registration. The state's aging infrastructure is degrading at an increasingly rapid pace. These funds will ensure existing assets are protected;
- Repaying outstanding transportation loans. These loans were made at a time when the General Fund was in crisis. That is no longer the case. These funds need to be returned to the transportation purpose for which they were intended;
- Increasing allocations to intercity rail and transit programs;
- Ensuring all vehicle owners pay to support the transportation infrastructure by imposing a nominal surcharge on electric vehicles; and
- Initiating proper oversight on highway expenditures.

To contact Assemblymember Jim Frazier please visit his website at [www.asmdc.org/frazier](http://www.asmdc.org/frazier) or call his District Offices at 707-399-3011 or 925-513-0411.

Follow Assemblymember Jim Frazier on Facebook and “Like” him for updates on events and happenings in the 11th AD.

###

# ASSEMBLY BILL 1591: TRANSPORTATION FUNDING

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Assemblymember Jim Frazier

## THE PROBLEM IN BRIEF:

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California's transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

## BACKGROUND:

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2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a \$6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

## THE BILL:

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AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly \$8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

Revenue raised from the gas tax increase (over \$3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised (\$840 million annually) will be directed right to where trucks need it most—the state's trade corridors.
- Increasing the vehicle registration fee by \$38 annually (just over 10 cents a day) and directing those funds (\$1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of \$165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The \$16 million raised will be directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it's time to pay these loans (\$879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.
- Allocating cap and trade revenue auctions, as follows:
  - 20% (approximately \$400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation's goods movement system. Improving congestion in these corridors will inherently improve air quality.
  - 10% (\$200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees. Again, the General Fund is now stable. It's time for transportation dollars to go back to transportation. This restores \$1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state's roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities' strategies.

## FOR MORE INFORMATION

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