Active Transportation Plan for Lake County

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December 2016

This document is a product of Work Element 604 of the Lake County/City Area Planning Council's Overall Work Program for FY 2015/2016

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Introduction

Purpose and Need

The Lake Area Planning Council has developed this Active Transportation Plan in coordination with the County of Lake, the City of Lakeport, the City of Clearlake and the Lake Transit Authority. With input from community stakeholders and members of the public, the result is a regional vision for improving and integrating the bicycle and pedestrian network. The plan will create baseline eligibility within the region for grant applications under the Active Transportation Program.

This plan is consistent with the California Transportation Commission (CTC) adopted 2015 Active Transportation Program Guidelines and is consistent with Assembly Bill 101 (2013) and Senate Bill 99 (2013), which has a stated intent of increasing the use of active transportation modes. Due to the unavoidable overlap with the non-motorized element of the existing Regional Transportation Plan, the Lake Active Transportation Plan will also serve as the non-motorized element in future Regional Transportation Plan updates.

Coordination and Consistency with Other Plans

The Active Transportation Plan will replace the existing Regional Bikeway Plan, last updated in 2011 and will serve as the non-motorized element of the Regional Transportation Plan. The Active Transportation Plan will be updated every four years, to be kept current with the updates to the Regional Transportation Plan. Other local planning documents that help to define the regional transportation vision and goals are described below.

2010 Lake County Regional Transportation Plan

Regional Transportation Plans (RTPs) are 20+ year planning documents for the Regional Transportation Planning Agencies that provide a comprehensive picture of the multi-modal transportation needs and development plan for the respective regions. The RTP for Lake County has historically been updated every five years, but future updates will occur every four years with input from the public to coincide with the Regional Housing Needs Assessment.

2011 Lake County Regional Transportation Bikeway Plan

The Bikeway Plan identifies existing and proposed bicycle facilities in Lake County and the incorporated cities, and includes their collective priorities for implementation. Prior to the arrival of the Active Transportation Program, this document served as a capital improvement program for Bicycle Transportation Account (BTA) funding. It was also used to identify projects for Transportation Enhancement (TE), Safe Routes to School (SRTS), and State Transportation Improvement Program (STIP) funding. The Active Transportation Program has absorbed and blended the BTA program into a larger non-motorized funding program.

Lake County Safe Routes to School Plan (2009)
The Safe Routes to School (SRTS) Plan is a collaborative effort between public school districts and the public agencies responsible for transportation and roadway improvements. Public outreach for the plan was conducted, which contributed to the plan's conclusions and recommendations. The SRTS plan identifies circulation improvements for pedestrian and bicyclists to improve safety for active transportation around the schools and encourage non-motorized transportation to and from school.

Lakeshore Drive Downtown Corridor Plan (2014)
Through community engagement and a design development process, the plan proposes concepts to establish a complete street environment to help revitalize commercial nodes and public parks as a way to draw more tourism and create a more positive experience for visitors to Clearlake. Improvements will aim to preserve and enhance the connection between the community and the lakeshore, including views of the lake and Mount Konocti.

Middletown Community Action Plan (2014)
Caltrans and the Lake Area Planning Council collaborated on a Public Partnership Planning grant project to jointly plan for the development of a multi-modal transportation network that addresses the community's needs for main street livability while continuing to serve regional or interregional travel on the two State highways running through town, State Routes 29 and 175.

Konocti Regional Trails Master Plan (2011)
The Konocti Regional Trails (KRT) Master Plan is a countywide plan which lays the groundwork for establishing a network of trails, both for recreation and for non-motorized transportation. Some of the goals include: support and inspire healthy lifestyles, foster outdoor recreation and tourism and promote economic development, offer opportunities for learning and environmental stewardship, provide options for alternative modes of transportation, and increase public access in rural parts of the County.

Highway 20 Traffic Calming and Beautification Plan (2006)
The Highway 20 corridor plan serves the unincorporated communities of Upper Lake, Nice, Lucerne, and Clearlake Oaks. All but the community of Upper Lake have Highway 20 as their main street. The plan outlines improvement options for making a more pedestrian-friendly atmosphere in the various community downtowns.

Lake County 2030 Regional Blueprint
The Lake County Blueprint provides a vision and plan for growth in Lake County through 2030. The preferred "Balanced Growth" scenario emphasizes infill within existing community boundaries, including the redevelopment and revitalization of Lakeshore Drive as described in the Vision Task Force Report and subsequent Design Guidelines.

Lake County General Plan and Area Plans

Lake County adopted their current General Plan in 2008. The Transportation and Circulation Element of the General Plan discusses goals and policies. Circulation plans were created for each of the eight Area Plans. The Area Plans vary in age, but the most recent is the **Middletown Area Plan**, which was adopted in 2010. The **Shoreline Communities Area Plan** was adopted in 2007 and is one of the more relevant Area Plans. While the Area Plans generally do a good job of addressing non-motorized transportation, only the Middletown Area Plan was adopted after the passage of the Complete Streets Act of 2008. The Lake County General Plan and Area Plans may include information and priorities beyond what is contained in the regional plans and contain valuable considerations for planning purposes.

Lake County is not expecting new large-scale residential development. Most growth is expected to be absorbed within and adjacent to existing communities. Expansion of the Active Transportation network would likely be distributed over existing routes and those routes already identified for improvement.

The Active Transportation Plan creates a work plan for implementing the region's non-motorized transportation priorities. As opportunities arise, outside influences may direct development to lesser priorities of the Active Transportation Plan and its list of financially un-constrained projects. By referencing the above regional planning products, the Lake Area Planning Council supports efforts to implement the above plans.

Transit Passenger Facilities Development Plan for Lake County, California (2006)

The Transit Passenger Facilities Development Plan for Lake County, California, which was adopted in 2006, provides guidelines and recommendations on connecting transit passenger facilities to new and existing bicycle and pedestrian facilities.

Required Plan Elements

The Active Transportation Guidelines state that a city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. Active transportation plans address bicycle, pedestrian, and transit access needs, and should be comprehensive in scope. Plans prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

Requirement	Page
Number of existing bicycle trips and pedestrian trips in the plan area both as an absolute number and as a percentage of all trips	Page 44
Number and location of non-motorized collisions, injuries and fatalities in the plan area both as an absolute number and as a percentage of all trips	Pages 19 – 21
Map and description of existing and proposed land use, showing residential neighborhoods, schools, shopping centers, public buildings, major employment centers and other destinations	Pages 7 – 13
Map and description of existing and proposed bicycle transportation facilities that will serve public and private schools and how the five E's will be used to increase rates of bicycling to school	Description: Pages 22 – 24, 32 – 35 Maps: Pages 75 – 97
Map and description of existing and proposed end-of-trip bicycle parking facilities	Maps: Pages 75 – 97
Description of existing and proposed policies related to bicycle parking facilities in public locations, private parking garages and parking lots, and in new and commercial and residential developments	Pages 30 – 31
Map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other modes	Map Pages 75 – 97
Map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools	Description: Pages 32 – 35. 99 – 100 Map Pages 101 - 107
A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations	Page 25
A description of the policies and procedures for maintaining existing and proposed bicycle & pedestrian facilities, including smooth pavement and ADA level surfaces, vegetation control, traffic control devices, signs, striping and lighting	Page 22
A description of bicycle and pedestrian safety, education, and encouragement programs, law enforcement and the resulting effects on bicycle & pedestrian collisions	Pages 22 – 24
A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities	DAC: Pages 14 – 15 Community Involvement: Pages 26 – 28
A description of how the plan has been coordinated with neighboring jurisdictions, school districts, air quality districts and RTPAs	Pages 29 – 31
A description of projects and programs proposed in the plan and a listing of their priorities for implementation, including a methodology for prioritization and timeline for implementation	Description: Pages 32 – 35 Methodology: Page 43, Appendix B
A description of past expenditures for bicycle and pedestrian facilities and programs and future financial needs for projects and programs	Pages 36 – 39

A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan	Pages 40 – 44
A resolution showing adoption of the plan by the Lake APC Board and adopted resolutions for member agencies where projects would be implemented	Appendix D

The CTC Guidelines also state that a city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the transportation planning agency for approval. In the case of the Lake Active Transportation Plan, the Regional Transportation Planning Agency is preparing the plan with involvement of its member agencies, on behalf of its member agencies: the County of Lake, the City of Lakeport and the City of Clearlake. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds for active transportation facilities, which will implement the plan.

Additional information related to active transportation plans can be found in the sections on Funding for Active Transportation Plans and Scoring Criteria.

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Setting and Context

Regional Overview

The 2014 US Census Data population estimate for Lake County is 64,184. This number is slightly less than the 2010 US Census figures, which estimated Lake County's population to be 64,665. This population includes residents of the two incorporated cities in Lake County: the City of Clearlake and the City of Lakeport. The City of Clearlake has a 2014 US Census data population estimate of 15,089 and the estimate for the City of Lakeport is 4,776.

The County's most prominent geographical feature, Clear Lake, covers approximately five percent of the County's land area. The lake also provides a major attraction for recreational and related commercial activities. Many of the communities in Lake County are located along the shores of Clear Lake. The lake, along with the mountainous terrain, dictates the location and capacity of much of the transportation system of the region. Two-lane state highways are the primary link between most of the communities in the County and serve as "main street" for a number of communities. All State highways in Lake County are open to bicyclists. The City of Lakeport and the City of Clearlake are the two major employment centers in the region.

Funding Background

Prior to the passage of the federal authorization bill, "ISTEA" or Intermodal Surface Transportation Efficiency Act of 1991, Lake County had no bicycle lanes. Roads were built to rural standards, meaning curbs, gutter, sidewalk, and storm drains were not standard features and building wide shoulders was not a standard practice. State highway design standards called for "multipurpose" shoulders on State routes where warranted, but it wasn't until Transportation Enhancement Activities (TEA), Proposition 116, and Bicycle Transportation Account (BTA) funds became available that Lake County developed a bicycle program and had funds dedicated to construct bicycle facilities. The facilities constructed were limited to Clearlake, Lower Lake, North Lakeport and Kelseyville and focused on routes that served schools and school children. The regional bikeway plan, initially developed to compete for BTA funds, identified a network of bikeway routes that connect all of the major communities in the County. Implementation of the Bikeway Plan has been dependent upon the availability of alternative and usually competitive funding sources. Due to scarce funding for all modes of transportation in Lake County, the regional bikeway plan identifies a largely unconstructed backbone for bicycle travel.

Land Use

Land use is a key indicator for determining where sidewalks and bikeways are needed. The Active Transportation Program Guidelines require a map and description of existing and

proposed land uses. Land use is regulated at the local level, so separate maps and discussions are provided for the County and two cities.

Lakeport

The City of Lakeport had a population of 4,608 in 1990, a population of 5,230 in 2009, and the 2014 population is estimated to be 4,776. The population is not expected to increase substantially within the timeframe of this plan as little growth is expected.

There are four main activity centers around which most active transportation is focused:

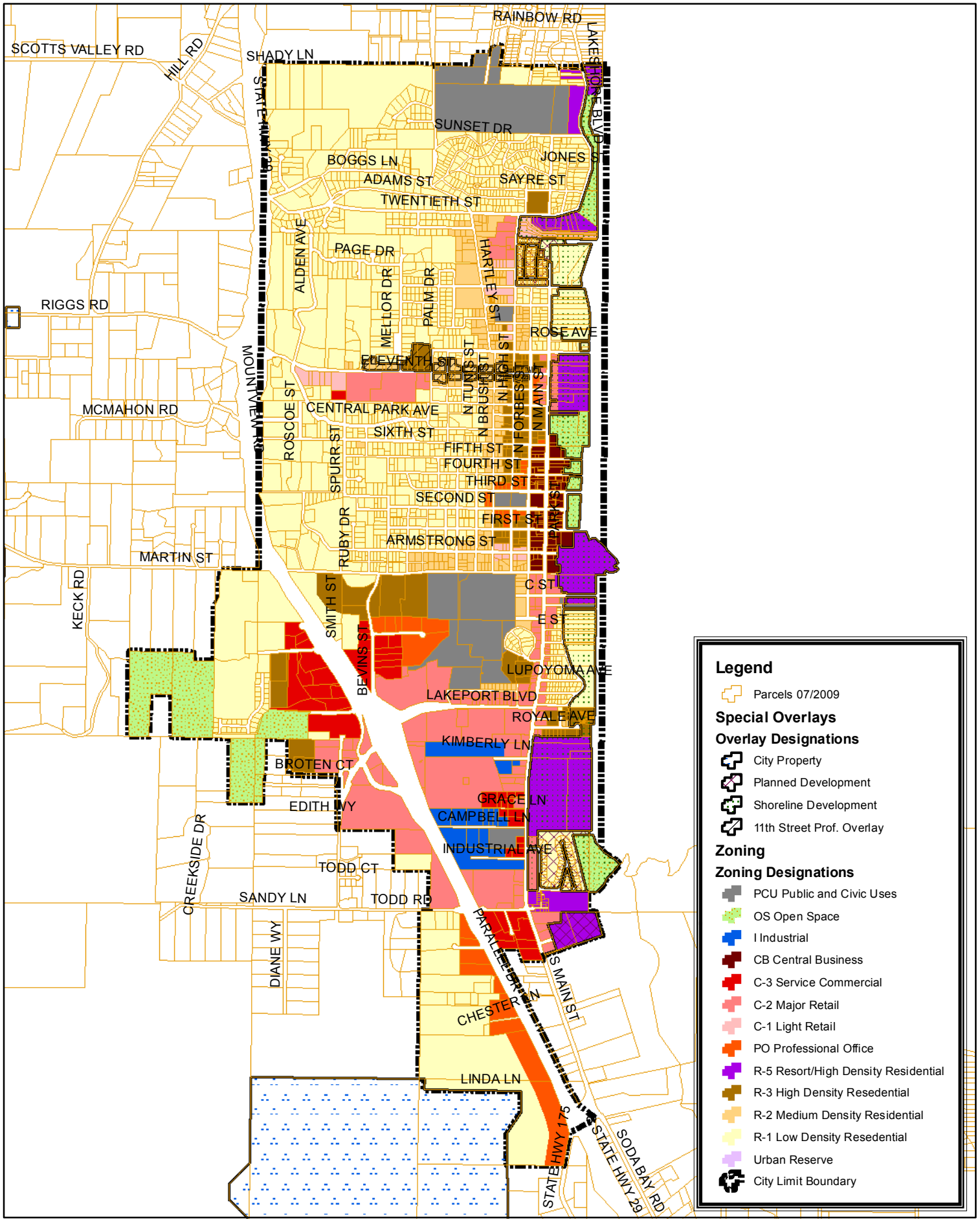
- Downtown and the lakefront parks
- The four Lakeport public schools (Lakeport Elementary School, Terrace Middle School, Clearlake High School and Lakeport Alternative/Home School), located adjacent to one another at the north end of town
- The Mendocino College campus at the south end of town
- Westside Park, on the west side of the State Route 29 freeway

Westside Park hosts recreational ball fields. The area is accessed most directly via Lakeport Boulevard, which crosses over a freeway segment of State Route 29. The overpass has limited bicycle and pedestrian facilities. Caltrans has initiated a project to address the deficiencies. Once the overpass bottleneck is removed, the City could look to improve other gaps along the route.

The City of Lakeport is the County seat and contains much of the County's commercial services. The primary commercial corridors are:

- Main Street (North and South)
- Forbes Street
- North High Street
- Lakeshore Boulevard
- Eleventh Street
- Bevins Street
- Parallel Drive
- Lakeport Boulevard

The City has received complaints about the lack of bicycle and pedestrian access along Eleventh Street where one of the major shopping centers is located. The lack of public right of way limits the possibility of further roadway widening without significant investment in the purchase of private property. The complexity of building such a project puts the delivery at risk for using Active Transportation Program funds because of limitations placed on expending the funds. A Project Study Report (PSR) can help to define the problem and determine whether Active Transportation Funds could be used to fund a portion of the project.



Official Lakeport Zoning Designations

Clearlake

The City of Clearlake has a 2014 population estimate of 15,089 and is the largest city in Lake County. The City incorporated in 1980 and has since attempted to elevate its standards from the rural requirements that were imposed by the County. There are 111 miles of paved roads and 55 miles of unpaved residential streets all under the City's jurisdiction. Despite a significant amount of bike and pedestrian improvements on collectors and arterials in recent years, additional investment in multi-modal transportation infrastructure is needed.

The Bikeway Plan for the City of Clearlake's General Plan Circulation Element is limited to the collectors and arterial streets where most of the commercial activity is located. The primary commercial corridors are:

- Dam Road/Dam Road Extension
- Old Highway 53
- Lakeshore Drive
- 40th Avenue
- Olympic Drive

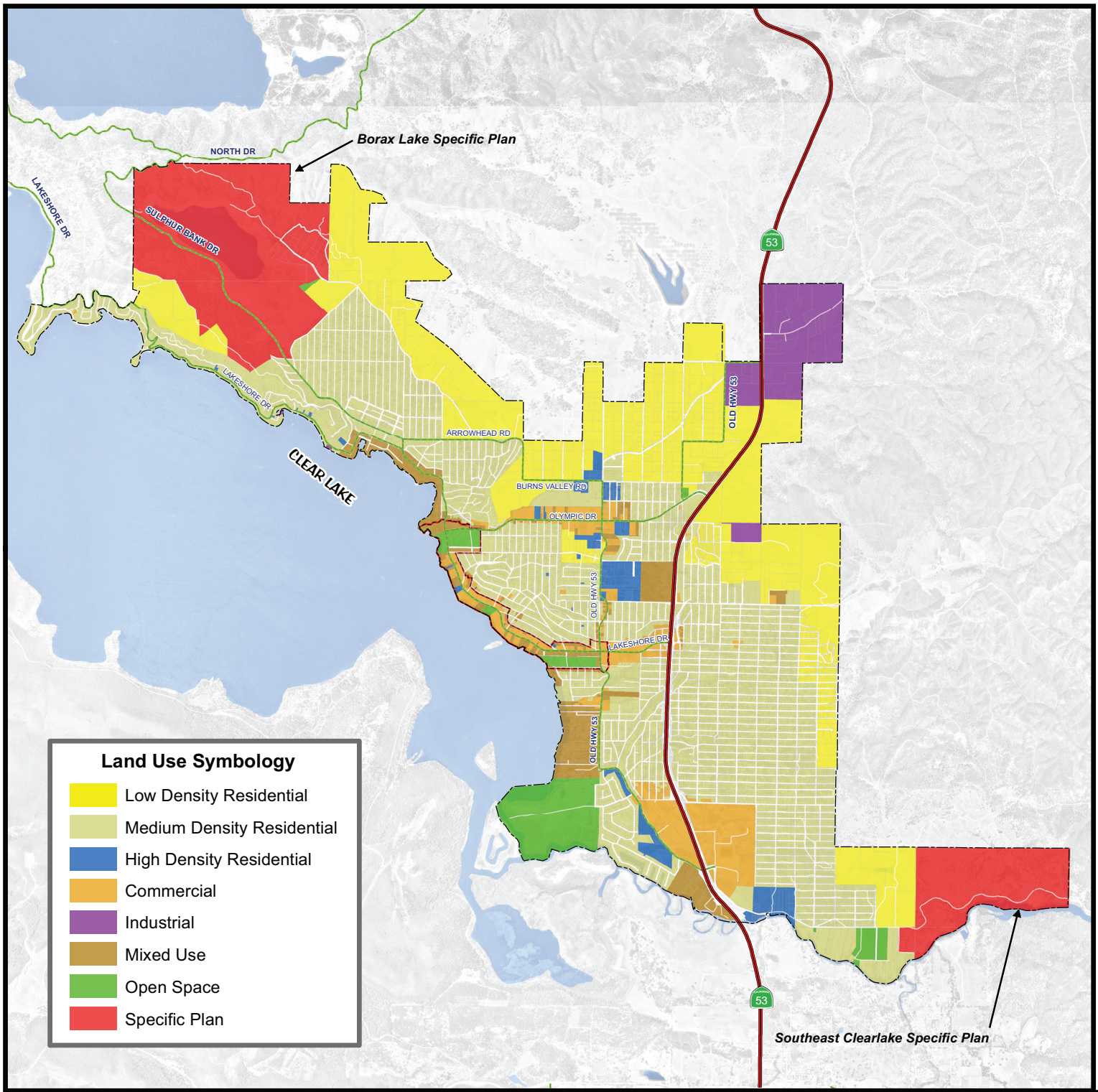
Other important collector streets include:

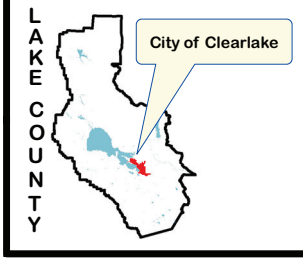
- Phillips Avenue
- Austin Road
- Burns Valley Road
- Arrowhead Road
- Sulphur Bank Road
- 18th Avenue

Recently, the City has focused transportation improvements in three areas: Lakeshore Drive, Phillips and 18th Avenues, and Dam Road/Dam Road Extension. The City has been working to implement the Lakeshore Drive Downtown Corridor Plan, including upgrades to three City parks and enhanced bicycle and pedestrian facilities to support increased use by residents.

The City was awarded an Active Transportation Program grant for improvements on Phillips and 18th Avenues. Phillips Avenue is an important transit corridor for the "Avenues" subdivision, east of State Route 53. This neighborhood will be linked to Dam Road via Dam Road Extension, but shortfalls in the State Transportation Improvement Program (STIP) funding have delayed the development of this project, which would connect a third of the City's population with the Dam Road area, which is the City's largest center of activity. Connecting Dam Road Extension to 18th Avenue would be a significant benefit to Active Transportation in the City of Clearlake. The City of Clearlake's council recently took action to allocate over $1M to construct the extension on Phillips Avenue from 18th Avenue to Dam Road Extension. Construction should be complete within 1 to 2 years.

CITY OF CLEARLAKE LAND USE DESIGNATIONS





LEGEND

- City Boundary (Sphere of Influence)
- Downtown Boundary
- Water Bodies
- Parcels
- Expressway SR 53
- Major Collectors - (Main Roads)

N W E S

0 0.5 1 2 Miles

Map Created: 12/13/2015

Lake County

The unincorporated portion of Lake County has an approximate population of 44,400. Most of the development is located within a number of small, unincorporated communities, including:

- Upper Lake
- Nice
- Lucerne
- Clearlake Oaks
- Lower Lake
- Clearlake Riviera
- Kelseyville
- Cobb
- Middletown/Coyote Valley

Each of the unincorporated communities has limited commercial development and serves as a local activity center. Other activity centers include Tribal casinos, which are located in Upper Lake, outside of Nice, between Lakeport and Kelseyville, and on the outskirts of Middletown. The County has adopted an Area Plan for the Lakeport Area which focuses on community vision and goals, primarily for the area north of the city limits which has a high concentration of residences although lacking in commercial or other community services.

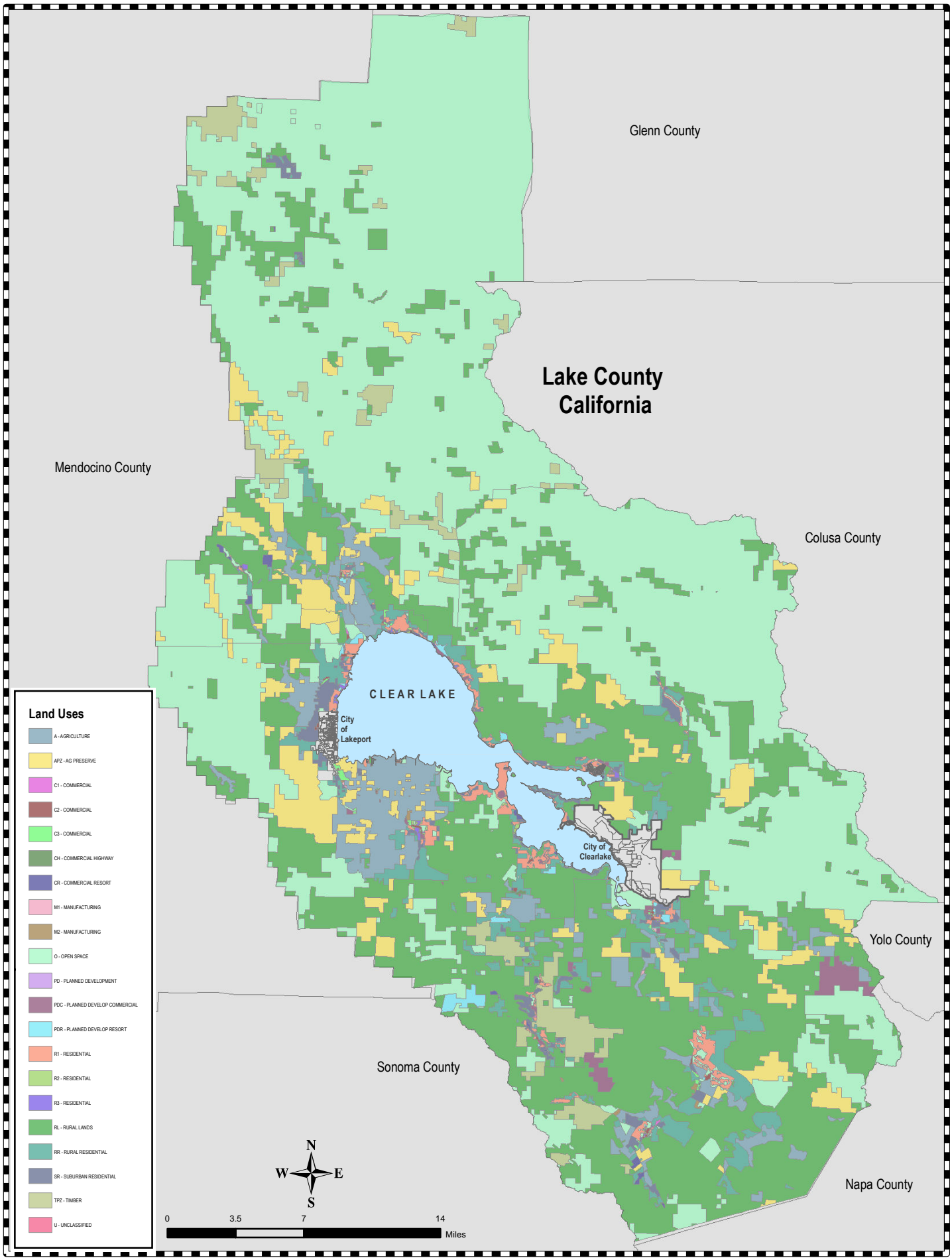
The County Public Works Department has focused on Active Transportation improvements pursuant to the 2009 Countywide Safe Routes to School (SRTS) Plan. Clearlake Oaks, Kelseyville and Upper Lake have been awarded grant funding for SRTS projects.

Community organizations in Middletown (Middletown Area Town Hall-MATH, and Middletown Area Merchants Association-MAMA) have had success rallying local interest and capturing the attention of Caltrans and County officials. Caltrans funded a Community Transportation Planning grant for the Middletown Community Action Plan and an Active Transportation grant for the Middletown Multi-use (Class I) Trail project, both prepared by the Lake APC. Caltrans has also initiated projects to construct sidewalks and crosswalks on State Route 29, near the library/senior center.

The 2011 Regional Bikeway Plan and the 2009 Countywide Safe Routes to School Plan have identified a plethora of candidate projects. Due to limited staffing, including a shortage of licensed engineers, and due to a limited budget, implementation is a challenge. Prioritizing projects for implementation is difficult when choosing which community has the greatest need. The Regional Bikeway Plan also identifies segments that would link communities. Without an origin and destination study that identifies trip purpose, public input is needed. This plan also includes a list of criteria and a methodology for prioritizing projects that are best suited for Active Transportation Program funds.

Land Use Designation Map

MAP #25



Disadvantaged Communities

There are four methods for qualifying as a Disadvantaged Community (DAC) under the 2017 Active Transportation Program guidelines:

1. The Median Household Income (MHI) for the Census tract, Census Block Group, or Census Place is less than 80% of the statewide median using the most current data from the 2010 – 2014 American Community Survey;
2. Identified among the most disadvantaged 25% of communities statewide using the California EPA's CalEnviroScreen Tool, version 2.0;
3. At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program;
4. One of the following "alternate" methods of identifying a disadvantaged community:
    a. By providing a quantitative assessment that demonstrates that the specific community has a median household income at or below 80% of the statewide median household income;
    b. By meeting the definition of a Disadvantaged Community as adopted in a Regional Transportation Plan by a Metropolitan Planning Organization (MPO) or a Regional Transportation Planning Agency (RTPA), per obligations with Title VI of the Federal Civil Rights Act of 1964;
    c. For locations within Federally Recognized Tribal Lands.

The 2010 through 2014 five-year Median Household Income for California was $61,489. Eighty-percent of the statewide median household income is $49,191. The County as a whole has a MHI of $35,997 or 54.58% of the statewide MHI. The incorporated cities and Census Designated Places (CDP) in Lake County that qualify under the MHI DAC criterion include:

- City of Clearlake
- City of Lakeport
- Clearlake Oaks CDP
- Clearlake Riviera CDP
- Kelseyville CDP
- Lower Lake CDP
- Lucerne CDP
- Middletown CDP
- Nice CDP
- Spring Valley CDP
- Upper Lake CDP

Four Census Designated Places in Lake County do not qualify as a Disadvantaged Community under the MHI criterion:

- Cobb CDP
- Hidden Valley Lake CDP
- North Lakeport CDP
- Soda Bay CDP

No part of Lake County qualifies as a Disadvantaged Community under the CalEnviroScreen Tool. The 2017 ATP Guidelines limit the use of the free or reduced-price meals criterion to communities located within two miles of the schools represented in the project application.

Bicycle Infrastructure

Chapter 8 of the **California Streets and Highways Code** governs non-motorized transportation infrastructure within the State. The State of California Department of Transportation (Caltrans) is given primary responsibility for implementing new and existing legislative requirements. The **California Vehicle Code** (CVC) governs the operation of vehicles, including bicycles, on public rights of way. Division 11 of the CVC establishes the rules of the road and Sections 21200-21212 apply specifically to the operation of bicycles. More about bicycle operation can be found under the non-infrastructure section of this plan.

Caltrans, in cooperation with county and city governments, is responsible for establishing the minimum design criteria for the bikeway types identified below and for roadways where bicycle travel is permitted. The design criteria are specified in the **California Highway Design Manual** (Chapter 1000) and the recently adopted **NACTO** (National Association of City Transportation Officials) **Urban Bikeway Design Guide**. The "NACTO Guide" was released in 2010 to address recently developed bicycle design treatments and techniques for urban settings as a way to establish "complete streets" for bicyclists and where the existing highway design guidelines had limited applicability.

Caltrans is also responsible for establishing uniform standards and specifications for signs, markers, and traffic control devices for bicycle facilities. These standards are published in the **California Manual on Uniform Traffic Control Devices** (California MUTCD), which is consistent with the Federal Highway Administration's MUTCD and applies to all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted. Part 9, *Traffic Control for Bicycle Facilities,* applies to bicycle facilities and operation on both roadways and shared-use paths.

Bikeway Classifications

Section 890.4 of the California Streets and Highways Code defines four (4) facility types that provide for and promote bicycle travel:

1. Class I Bikeways, also referred to as “bike paths” or “shared use paths,” provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

2. Class II Bikeways, also referred to as “bike lanes", provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

3. Class III Bikeways, also referred to as “bike routes," which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

4. Class IV Bikeways, also referred to as “cycle tracks” or “separated bikeways," promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Definitions

Bicycle: A device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

Bicycle Commuter: A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation with such a destination.

Bikeway: All facilities that provide primarily for, and promote, bicycle travel.

Shared Lane Markings: Also known as “sharrows”, these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use. Sharrows can be used on Class III Bikeways with parallel parking to channelize bikes away from the door swing zone.

Applicability of Bikeway Standards in the Lake APC Region

For most parts of the Lake County Region, the most efficient use of construction funding for bicycle facilities is to provide Class II bike lanes. The Active Transportation Program is less likely to fund Class III bike lanes, as they do not promote increased use by bicyclists of all abilities.

Due to generally limited road widths, close proximity to traffic and potential hazards at the edge of pavement such as steep drainage ditches and fixed objects, bicyclists of lesser ability consider Class III facilities to have an unacceptable exposure to risk. Class III facilities are most appropriate for low volume, low speed roads where bicycles can safely assume the travel lane.

Class I and Class IV facilities have limited applicability for most of Lake County as these types of projects generally require right of way acquisition, have an expanded environmental review, and substantially increase the cost of the project. Due to the overwhelming need for bicycle facilities in the region, and considering the limited supply of funding in relation to need, the region can provide more miles of bicycle facilities and provide better access to activity centers by developing Class II facilities.

The existing list of projects in the 2011 Regional Bikeway Plan points to a universal need for expanding bicycle travel throughout the region. No one community stands out as clearly more developed or built-out in terms of bikeways. Projects have historically been advanced according to project readiness and deliverability. As much as possible, investment should maintain a geographical equity in the implementation of projects as a way to provide equitable mobility and safety benefits for the region's residents.

Pedestrian Infrastructure

The Complete Streets Act of 2008 required the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, to modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, which is defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

Planning for pedestrian travel has historically been the responsibility of city government. Although the Lake Area Planning Council has developed regional bikeway plans to establish regional priorities for a countywide bicycle network, most pedestrian trips (for transportation purposes) are local. Planning for regional or interregional pedestrian travel has not previously taken place outside of the community context with the exception of recreational facilities. Increasing pedestrian travel for transportation purposes will require safe and convenient access to a mix of land uses. Additional planning and assessment of pedestrian facilities is needed for both local and regional levels.

The Active Transportation Plan requirements call for maps and descriptions of existing and proposed pedestrian facilities, including those serving major transit hubs and schools. The Active Transportation Plan has relied upon existing sources of data within the region and has not included any new studies to document the existence or absence of sidewalks or to identify

deficiencies in the existing pedestrian network. Additional community or neighborhood-level surveys are needed to provide a comprehensive, up-to-date inventory or assessment of the pedestrian network to ensure that the recommendations for pedestrian facilities are consistent with the Complete Streets Act of 2008.

Future pedestrian facility assessments could either be funded through the Caltrans Division of Transportation Planning or conducted by local public works engineers using the Institute of Transportation Studies publication: *A Technical Guide for Conducting Pedestrian Safety Assessments for California Communities*. The 2016 Lake Active Transportation Plan will establish short-term priorities and long-term recommendations for improving pedestrian infrastructure in the region.

Title II of the **Americans with Disabilities Act** (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation (where feasible) whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs. This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Transit Linkages

A 'trip' is understood to be the entire journey between origin and destination. Public transportation agencies may provide bus service that constitutes the greatest portion of the trip, but transit riders often need to supplement the transit mode using other means of travel. Non-motorized travel is commonly used to arrive at the nearest transit stop, as well as to make the connection to the final destination. The routes to and from transit service are often referred to as the 'first and last mile' of the transit user's entire trip.

The Lake Transit Authority was established in 1996 to provide transit service in a growing but still rural environment. Bus passenger facilities remain a significant deficiency, including trip-end bicycle facilities. Bike racks and bike lockers are typically provided on adjacent properties or not at all. Every bus in the LTA fleet has a rack to carry a minimum of two bicycles.

The California Household Travel Survey (2010-2012) surveyed 42,431 households from all 58 counties in California and determined that the average walking trip measures 0.3 miles in distance. The average bicycle trip measured 1.5 miles in distance. A common practice is to provide pedestrian facilities within ½ to 1 mile of activity centers and transit stops, and up to

two miles for bicycle facilities. Providing bicycle and pedestrian facilities and trip-end amenities within relative proximity to trip origin and destinations will help to achieve a number of goals of the Active Transportation Program, including:

- Reduce greenhouse gas emissions
- Increase transportation choices
- Provide lower cost transportation options
- Reduce fuel consumption
- Increase the number of people choosing to walk and bicycle for transportation purposes as a way to increase physical activity and improve public health

Future studies can help to identify the origin and destination of transit users and target higher-use transit stops with safe and convenient bicycle and pedestrian access.

Safety

Where collision records are strong indicators of safety improvement needs, funding may be available through the Active Transportation Program, the Highway Safety Improvement Program (HSIP), Office of Traffic Safety (OTS), or other State and federal discretionary funding sources. Safety projects are high priorities at all levels of government so a steady stream of funding can reliably be expected where collision rates are high enough or where collisions tend to be severe.

According to the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Recording System (SWITRS), the Lake County region, which includes the County and the cities of Lakeport and Clearlake, experienced 105 pedestrian collisions over the ten-year history of available data. The unincorporated area of Lake County, not including roadways under the jurisdiction of Caltrans, had twenty-four pedestrian collisions reported during the same ten-year period, twenty-four pedestrian collisions were reported within the City of Clearlake, and twelve pedestrian collisions were reported in the City of Lakeport. Two of the pedestrian collisions in Clearlake and five of the pedestrian collisions on State Highways were fatal.

During the same ten-year period, the Lake County region experienced 59 collisions involving bicyclists. Four bicyclist fatalities were reported among the fifty-nine collisions. Twenty-five collisions were reported in the unincorporated County jurisdiction, fifteen collisions were reported in the City of Clearlake and two collisions were reported in the City of Lakeport.

Clearlake 2005-2014

Collision Severity	Total Collisions	Percent	Bicycle Collisions	Percent	Percent of Total	Pedestrian Collisions	Percent	Percent of Total
Fatal	10	4.22%	0	0%	0%	2	8.33%	20%
Severe Injury	23	9.70%	0	0%	0%	2	8.33%	8.7%
Visible Injury	79	33.33%	13	86.67%	16.46%	8	33.33%	10.13%
Complaint of Pain	125	52.74%	2	13.33%	1.6%	12	50%	9.6%
All Collisions	237	100%	15	100%	6.33%	24	100%	10.13%

Lakeport 2005-2014

Collision Severity	Total Collisions	Percent	Bicycle Collisions	Percent	Percent of Total	Pedestrian Collisions	Percent	Percent of Total
Fatal	1	1%	0	0%	0%	0	0%	0%
Severe Injury	3	3%	0	0%	0%	2	16.67%	66.67%
Visible Injury	22	22%	2	100%	9.09%	2	16.67%	9.09%
Complaint of Pain	74	74%	0	0%	0%	8	66.67%	10.81%
All Collisions	100	100%	2	100%	2%	12	100%	12%

County of Lake 2005-2014

Collision Severity	Total Collisions	Percent	Bicycle Collisions	Percent	Percent of Total	Pedestrian Collisions	Percent	Percent of Total
Fatal	16	2.7%	0	0%	0%	0	0%	0%
Severe Injury	90	15.18%	6	24%	6.67%	2	8.33%	2.22%
Visible Injury	253	42.66%	12	48%	4.74%	14	58.33%	5.53%
Complaint of Pain	234	39.46%	7	28%	2.99%	8	33.33%	3.42%
All Collisions	593	100%	25	100%	4.22%	24	100%	4.05%

State Highways 2005-2014

Collision Severity	Total Collisions	Percent	Bicycle Collisions	Percent	Percent of Total	Pedestrian Collisions	Percent	Percent of Total
Fatal	94	5.83%	4	23.53%	4.26%	5	11.11%	5.32%
Severe Injury	197	12.22%	5	29.41%	2.54%	14	31.11%	7.11%
Visible Injury	624	38.71%	7	41.18%	1.12%	13	28.89%	2.08%
Complaint of Pain	697	43.24%	1	5.88%	0.14%	13	28.89%	1.87%
All Collisions	1,612	100%	17	100%	1.05%	45	100%	2.79%

County-wide 2005-2014

Collision Severity	Total Collisions	Percent	Bicycle Collisions	Percent	Percent of Total	Pedestrian Collisions	Percent	Percent of Total
Fatal	121	4.76%	4	6.78%	3.31%	7	6.67%	5.79%
Severe Injury	313	12.31%	11	18.64%	3.51%	20	19.05%	6.39%
Visible Injury	978	38.47%	34	57.63%	3.48%	37	35.24%	3.78%
Complaint of Pain	1130	44.45%	10	16.95%	0.88%	41	39.05%	3.63%
All Collisions	2,542	100%	59	100%	2.32%	105	100%	4.13%

Northshore Pedestrian Safety Corridor

Caltrans utilized Office of Traffic Safety funds to establish a pedestrian safety corridor along the Northshore portion of State Route 20 due to the high number of pedestrian and automobile collisions. The high number of interregional trips and through truck trips on State Route 20 conflict with the number of communities utilizing this route as main street. Pedestrian Safety Corridor signs are on either end of the corridor to alert drivers to the presence of bicycles and pedestrians along the route. Caltrans has also installed signs to provide notice that State Routes 29 and 53, along the south shore of Clear Lake, are the designated routes for trucks hauling hazardous materials.

Three Feet for Safety

On September 16, 2014, California passed legislation requiring automobiles to provide three feet of separation between the vehicle and any bicyclists on the roadway. When the roadway is too narrow to pass bicyclists without crossing in front of on-coming traffic, vehicles must slow down and wait to pass until it is safe. This law became effective on September 16, 2014.

Maintenance

The Lake Area Planning Council funds a regional Pavement Management Program (PMP) which monitors pavement condition for local streets and County roads. The PMP reports identify needs for maintaining roads and adjoining bicycle facilities. It also gives an indication of pavement smoothness and ADA level surfaces for roadway crossings. The most recent reporting was completed in June of 2015 and found that all three local jurisdictions in Lake County have poor overall road conditions. According to the 2014 Statewide Streets and Roads Needs Assessment, Lake County was one of nine counties statewide to be listed as having a poor overall pavement condition index. Additional local funds will be needed to make up for a lack of regional, State or federal funds for maintenance of all modal facilities.

None of the jurisdictions have maintenance programs for sidewalks. Sidewalks and vegetation control may be maintained with existing forces on an as-needed basis. Signs and striping have been maintained using Highway Safety Improvement Program (HSIP) funds when local funding was limited. Lighting and traffic signals are in limited use throughout the region.

The "5" E's

Evaluation and Assessment

Evaluation is one of the 5 E's (Education, Encouragement, Engineering, Enforcement and Evaluation) and is often used with non-infrastructure projects as one of the approaches to promote and enhance Safe Routes to School efforts.

Evaluation and assessment, or monitoring, demonstrates how well transportation investments are spent and whether or not transportation policies and programs are effective in addressing the public's need. MAP-21, the two-year (2012-2014) federal transportation funding (authorization) bill, established performance measures as a standard practice and future authorization bills are expected to continue this requirement.

Performance measures rely upon the establishment of benchmarks as a point for comparison over time. A concerted effort is necessary to monitor changes in conditions as improvements to the transportation system occur. Possible performance measures for Active Transportation modes in the Lake County region include:

- The number of trips made by walking and bicycling
- The number of injuries and fatalities to bicyclists and pedestrians
- The amount of ADA accessible sidewalks and street crossings
- The total amount of sidewalks and bike lanes by jurisdiction

Other performance measures may be developed as needed to address safety, system preservation goals, mobility, accessibility, reliability, productivity, public health conditions, or other indicators affecting the benefits or services expected from the transportation system.

In the Lake County region, bicycle and pedestrian data is not currently collected to measure system performance. Lake APC monitors streets and highways for traffic volumes, prevailing speeds and consultants monitor pavement conditions. The CHP and Caltrans monitor collision history, including reported bicycle and pedestrian collisions. Bicycle and pedestrian collisions are only recorded if law enforcement files an incident report, which is less likely to occur for the less severe injuries. Implementing new data collection programs will require additional expense without the benefit of new funding sources.

Caltrans District 1 has initiated a non-motorized count program for Lake County. Due to the uncharacteristic travel patterns associated with the 2015 wildfire season, the first year of data is incomplete and data was not available for the Lake Active Transportation Plan. Processing the video counts is a time-intensive task so Caltrans has contracted with a specialist to process the counts on a periodic basis. The Caltrans data is limited to select locations on State highways, which may not provide information for some of the highest use non-motorized corridors.

At this time, no estimates for the number of bicycle or pedestrian trips are available for the region. Most methods for estimating volumes for active transportation modes assume that a bicycle and pedestrian count program is employed and that the counts can be incorporated into area travel demand or other simulation models. Theoretical estimates could be determined using California Household Travel Survey data or from manual counts with local data, but the lack of available data introduces a high degree of uncertainty and variability across the different parts of the county.

Enforcement

Enforcement is often used with Safe Routes to Schools programs or projects due to the nature of non-infrastructure funding. The 2009 Lake County Safe Routes to School Plan includes a brief discussion of enforcement as an option for addressing Safe Routes to School efforts. Examples of enforcement activities include the posting of crossing guards, establishing school safety patrols, rewards programs (for good behavior), and sting operations where local law enforcement issues citations for moving violations within the school zone.

The Lake Area Planning Council has provided funding and technical support to school districts, State and local law enforcement units, and local public works staff when developing programs or task forces, associated with Safe Routes to School or other traffic safety needs. Periodic updates to the Safe Routes to School Plan and involvement with Safe Routes to School projects are methods for Lake APC staff to offer additional opportunities to promote or participate in enforcement activities.

The Active Transportation Program provides funding for non-infrastructure grants on a competitive basis for start-up or pilot projects. Supplemental non-infrastructure projects can be combined with infrastructure projects and result in an increase in the cost-benefit ratio for the

project, thus making the application more competitive. These types of projects are often combined with Safe Routes to School-type projects, but could be used to address other safety issues as well.

Education

Safe Routes to School non-infrastructure projects consist primarily of education-related programs that target students and their parents. Students may attend school-wide assemblies focused on pedestrian and bicycle safety, take part in bicycle rodeos or bicycle maintenance workshops, and attend group walkabouts or walking audits. The intended outcomes of educational activities are to both increase the number of student trips traveling to and from school in the near term and to establish life-long healthful and environmentally-friendly habits.

Encouragement

Encouragement activities have been used to target students to provide an impetus for choosing walking or bicycling as a first step in developing long-term habits of choosing non-motorized modes of transportation. Examples of Encouragement activities include: organizing walking school buses and bicycle trains; holding competitions centered around bicycling and walking; and offering incentives and rewards for students that frequently travel on foot or by bicycle.

While school children make an easy target for developing education, encouragement and enforcement programs, transportation and local government officials in the region are encouraged to seek opportunities to identify and reach out to the broadest possible range of groups within their respective communities.

Engineering

Engineering involves “creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establishing safer and fully accessible crossings, walkways, trails, and bikeways.” While education, encouragement, enforcement, and evaluation are all important, engineering will create the facilities for people to use. Engineering has led to successful Safe Routes to School projects in Upper Lake, Clearlake Oaks, and Clearlake.

Public Health

In recognition of the impacts of public health on society, the Active Transportation Program promotes a "health in all policies" consideration in the planning and design of transportation infrastructure. Increasing opportunities for physical activity by walking or bicycling to local destinations, including schools, can form healthy habits and contribute to overall improvements in the public's physical fitness. In Lake County, where agency staff and budgets are limited, pooling resources can increase the benefits provided to the community and help to achieve multiple goals.

Sutter Lakeside and St Helena Clear Lake have collaborated on the development of the 2013 Lake County Community Health Needs Assessment to comply with the Patient Protection and Affordable Care Act. These reports or assessments are to be completed on an on-going basis; with the first health needs assessment completed in 2010. Data is collected to identify public health issues, which is intended to allow health officials and policymakers to take a proactive approach to managing health care. Where public health can be improved through increased physical activity, transportation and public health officials may be able to work together to reach mutually beneficial goals. Active Transportation projects, both infrastructure and non-infrastructure, can target communities that demonstrate that increased physical activity would address one of the leading public health needs.

Wayfinding Signs

Currently, none of the jurisdictions in Lake County have developed a wayfinding sign program. The limited extent of facilities for non-motorized travel puts a premium on the development of new facilities and reduces the immediate need for wayfinding signs. Programs that provide traveler information should be considered when developing and constructing bikeways, sidewalks and trails. The Active Transportation Plan and any subsequent, community specific bicycle or pedestrian studies can serve as a reminder for lead agencies to consider the need for wayfinding signs as a way to encourage broad use of active transportation facilities.

Community Outreach

A grant from Caltrans' surplus Rural Planning Assistance funds was used to hire Redwood Community Action Agency (RCAA) to conduct the public outreach for the Lake Active Transportation Plan. An advisory panel was assembled to direct the consultant with outreach for the two incorporated cities and for the two unincorporated communities where the outreach meetings were held. Panel members included representatives from the cities of Lakeport and Clearlake, Lake County Public Works Department, Community Development Department and the Public Health Department. Many of the advisory panel members also attended the public outreach events to assist with meeting facilitation and to take part in the dialogue with members of the public.

Public outreach meetings were held in Clearlake, Lucerne, Lakeport and Middletown. All of these communities are disadvantaged under the ATP Guidelines. These communities were selected to host community involvement workshops based on their location, which provides the greatest geographic equity in terms of accessibility by the majority of the region's population.

Surveys were distributed throughout the County, both online and mail-in versions. A full account of public input is documented in a report by RCAA, which is included in Appendix A. A summary of the RCAA report is included in this section.

Survey results

A total of 194 surveys were completed, including both on-line and mail-in formats. The following six factors were reported to have the biggest influence over whether to choose active modes of transportation in Lake County:

- Lack of sidewalks
- Lack of bike lanes
- Concerns about traffic
- Concerns about pavement condition
- Remoteness of destinations
- Lack of time

Adding bike lanes, and potentially sidewalks, may coincide with roadway construction projects, which would address concerns about existing pavement conditions. Concerns about traffic suggest that a higher level of service be provided on arterial roads or alternate routes be considered. Remoteness of destinations and lack of time suggest that sidewalk and bikeway links to transit be emphasized in the near term. In the long term, changes in land use that increase density and the mix of land uses may further promote walking and bicycling.

City of Clearlake

Redwood Community Action Agency conducted a public outreach meeting from 5 PM to 7 PM on Wednesday, October 28, 2015 at the Clearlake Senior Center. The City of Clearlake officials in attendance at the event invited Lake APC staff to present the Lake Active Transportation Plan at a City-hosted public meeting for the City Parks Master Plan, which took place on Tuesday, November 17 from 5 PM to 8 PM.

The key feedback received at the two public meetings includes the following points:

- Include streetscape improvements, sidewalks, and beautification on Lakeshore Drive, particularly in the vicinity of Redbud Park;
- Construct sidewalks for the paved streets in the "Avenues" neighborhood, specifically on 18th Ave, 32nd Ave and 40th Ave.

Lucerne

On Thursday, October 29, RCAA conducted a public outreach meeting from 5 PM to 7 PM at the Marymount College Lake County Campus. Input received at the Lucerne outreach meeting included:

- Route 20 is narrow and unsuitable for bicyclists and pedestrians, particularly in Glenhaven and the eastbound approach to Clearlake Oaks;
- Develop bike and pedestrian trails parallel to State Route 20 through the paper subdivisions.

City of Lakeport

On Wednesday, November 4, RCAA facilitated a public outreach meeting from 5 PM to 7 PM at the Lakeport Senior Center. Key comments received in Lakeport include:

- Sidewalks are needed on 11th Street, from Main Street to State Route 29, which is an important connector between State Route 29 and the city center. The City's busiest shopping center is located on 11th street.
- Safe Routes to School Projects are needed at Clear Lake High School (in Lakeport), Terrace Middle School, Lakeport Elementary School, and Natural High School. These schools have adjoining campuses, which could all be served through focused Safe Routes to School projects.

Middletown

On Thursday, November 5, RCAA facilitated a public meeting from 5 PM to 7 PM at the Calpine visitor center in Middletown. Input from Middletown included:

- A separated non-motorized facility is needed between Hidden Valley Lakes and Middletown as an alternate to State Route 29;
- Alternate and redundant corridors for non-motorized travel are needed for emergency evacuation routes.

Much of the input received from the public supported the development or implementation of bicycle or pedestrian improvements that are already identified in one of the previous plans. Projects like the Bridge Arbor Bikeway were proposed for implementation, in this case using Transportation Enhancement (TE) funds, but have yet to be delivered. In the case of the Bridge Arbor project, the TE funds disappeared with the passage of MAP-21, the federal authorization bill for transportation funding from 2012 to 2015.

As a generalization, the more engaged members of the public support planned improvements that were identified during previous planning efforts. Demand for active transportation projects far exceeds the availability of funding.

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In addition to consulting with the general public and the local agencies within the region, Lake APC staff provided opportunities for other input. Copies of the draft Lake Active Transportation Plan were circulated to school districts, Tribal governments, neighboring jurisdictions, air quality districts and RTPAs.

Goals, Objectives and Policies

State and federal government continue to build on Complete Streets and air quality initiatives with new legislation, policies and practices that place a high priority on Active Transportation. Through Senate Bill 99 (2015), the State legislature adopted the Active Transportation Program and established the following goals:

- Increase the amount of local and regional trips accomplished by bicycling and walking;
- Increase the safety and mobility for non-motorized modes of travel;
- Advance or promote Active Transportation to achieve greenhouse gas emission reductions consistent with Senate Bill 375 (2008);
- Enhance public health, including the reduction of childhood obesity through programs such as the Safe Routes to School;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funding is increasingly linked to State and federal goals and objectives and enforced through performance measures. The goal of the Lake Active Transportation Plan is to maintain consistency with priorities of the broader transportation leadership and to be able to compete for increasingly competitive transportation investment funds.

For the Lake County region, maintaining consistency with the Active Transportation Program means investing both focus and resources into developing a network of bicycle and pedestrian routes that separate bicycles and pedestrians from vehicular traffic. The limited resources that are generally available in rural areas make implementation a challenge. The policies in the following table are intended to guide the region and the local agencies in building infrastructure to meet the travel needs of a broader range of user types and abilities.

Objectives	Policies
1. Facilitate and promote walking, bicycling and other active modes of transportation	**1.1** Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities
	1.2 Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities
	1.3 Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects
	1.4 Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act
2. Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled	**2.1** Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips
	2.2 Promote safe and convenient bicycle and pedestrian access to transit
	2.3 Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses
3. Enhance public health through the development of active transportation projects	**3.1** Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities
4. Preserve investments in the multimodal transportation system	**4.1** Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation
	4.2 Plan and budget for lifecycle costs when constructing new facilities for active transportation
5. Increase funding for transportation planning, design and construction	**5.1** Pursue non-traditional funding sources for planning, design and construction
	5.2 Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan
	5.3 Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects
	5.4 Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities

In addition to the Goals and Policies for the Lake Area Planning Council and its regional partners, the local agencies provide guidance for establishing bicycle and pedestrian facilities as warranted with new development. These can be found in the General Plans and zoning ordinances of the local agencies, which are summarized below.

Lakeport

The Transportation Element in the City of Lakeport General Plan (2009) acknowledges that a number of residential areas lack sidewalks. Policy T 26.1 calls for the inclusion of sidewalks or pedestrian paths in all new street improvements. Sidewalks are now required with all new development. The City promotes the establishment of improvement districts to defray expenditures of City funds. The City intends to focus resources on projects with community-wide benefits. The City has called for a citywide inventory and map of existing sidewalks in relation to schools, parks, and major arterials to help identify priority areas for construction. To date, the City does not have a comprehensive map of pedestrian facilities.

Lakeport General Plan Policy T 22.1 calls for the dedication of land for the development of bicycle facilities in all new major land developments or for proposed developments in the an area designated as part of the Bikeways Plan. Bicycle and motorcycle parking is to be provided for all new parking facilities in excess of five spaces. The General Plan also calls for an amendment to the Zoning Ordinance to require such bicycle related amenities as bike rack/storage facilities for commercial/office, industrial and high density residential developments as well as park facilities. The city bikeway system is intended to increase the number of Class I and II facilities and bike storage at public transit facilities, commercial/office developments and schools as a way to promote greater bicycle use.

Clearlake

The City of Clearlake is currently updating their General Plan to include a bigger emphasis on bicycle and pedestrian facilities. The City has been working under a variety of policy and planning documents to enhance bicycle and pedestrian facilities. The City's Parks Master Plan requires trip-end bicycle facilities at all City parks and City ordinances include provisions for bicycles with off-street parking requirements. Proposed policy language for the Draft 2040 General Plan calls for the establishment of multimodal transit hubs, inclusion of multi-modal facilities to improve access and connectivity within and between neighborhoods, new bicycle and pedestrian networks as a requirement for new development, bicycle parking requirements for multi-family residential and non-residential land uses, and establishment and maintenance of a city-wide bikeway master plan. The General Plan is scheduled to be approved in 2016 with a comprehensive update to the zoning code to follow in 2017.

Lake County

The General Plan for Lake County includes policies for developing a safe, continuous and accessible network for alternative modes of travel. Non-motorized transportation is to be considered in all new development and transportation infrastructure projects. Bicycle access and parking facilities are to be incorporated at office buildings, schools, shopping centers and parks.

Action Plan

The Action Plan for the Lake Active Transportation Plan shows both constrained and unconstrained priority projects. The constrained projects are either currently programmed in the State Transportation Improvement Program (STIP) or identified by local agencies as scheduled for funding through local budgets. In some cases, projects have been awarded grant funding and construction is expected in the next three years. The availability of funding provides the constraints. Unconstrained projects have been identified to build out the bicycle infrastructure and to a lesser extent the pedestrian infrastructure. The unconstrained lists of projects do not consider the availability of funding, just the need.

The Active Transportation Program is the primary source of funds dedicated to non-motorized transportation. Because these funds are discretionary, the majority of identified projects will be unconstrained until such a time as projects are awarded. The Lake Area Planning Council or its member agencies will need to conduct a prioritization process for the list of unconstrained projects for each grant cycle to determine which projects to advance. A sample methodology for prioritizing projects has been developed by the Lake APC staff to assist with the project prioritization process. The criteria are included at the end of this section. The draft evaluation tool is included in Appendix B.

City of Lakeport

There is currently only one active transportation project in the City of Lakeport with a dedicated funding source at this time. The Hartley Street Safe Route to School Project will improve nearly ½ mile of Hartley Street (from 20th Street to City Limits) by constructing sidewalks that will provide a safe route for pedestrians.

2016 Active Transportation Plan Bicycle and Pedestrian Project List – Financially Constrained			
Project Name	**Timeframe**	**Cost** (in $1,000s)	**Funding Source(s)**
Hartley Street Safe Route to School Project	1 – 5 years	$1,874	ATP

The City may use General Fund or Measure I funds to initiate bicycle and pedestrian improvements on Eleventh Street, which has one of the busiest shopping centers in town but has limited access for non-motorized travel. Supplemental funding will be needed to complete the right of way acquisition and construction, despite the fact that this project remains one of their highest unfunded priorities.

Safe Routes to School projects, Main Street improvements and other downtown and lakefront areas can be broken into smaller segments and are considered to be less complex. These can be

designed and built within the timeframe of the Active Transportation Program grants. It is unlikely that all of these projects will be built within the desired timeframe. The unconstrained list shows the relative priority of each project although not necessarily achievable timeframes. Additional prioritization will be needed.

2016 Active Transportation Plan Bicycle and Pedestrian Project List – Financially Unconstrained				
Project Name	**Timeframe**	**Length (miles)**	**Cost ($1,000s)**	**Funding Source(s)**
Safe Routes to School (Lange, 20th, Lakeshore, Hartley, Giselman)	1 – 10 yrs		TBD	ATP, RTIP, HSIP
Martin St. (Bevins to Main)	1 – 10 yrs	0.50	TBD	ATP, RTIP, HSIP
Esplanade and C Streets	5 – 10 yrs		TBD	ATP, RTIP, HSIP
North High Street (11th to 20th Street)	5 – 10 yrs	0.47	TBD	ATP, RTIP, HSIP
South Main Street (Lakeport Blvd to City Limits)	5 – 10 yrs	0.92	TBD	ATP, RTIP, HSIP
6th Street (Main to Hwy 29)	10 – 20 yrs		TBD	ATP, RTIP, HSIP
20th Street (N. High to Alden)	10 – 20 yrs	0.65	TBD	ATP, RTIP, HSIP
Bevins St. (Lakeport Blvd. to Martin Street)	10 – 20 yrs	0.47	TBD	ATP, RTIP, HSIP
Eleventh St. (Hwy 29 to North Main St.)	10 – 20 yrs	0.85	TBD	ATP, RTIP, HSIP
Eleventh St. (Hwy 29 to North Main St.)	10 – 20 yrs	0.85	TBD	ATP, RTIP, HSIP
First Street	10 – 20 yrs		TBD	ATP, RTIP, HSIP
Forbes Creek Trail	10 – 20 yrs		TBD	ATP, RTIP, HSIP
Howard Ave Trail	10 – 20 yrs		TBD	ATP, RTIP, HSIP
Hwy 175 (Parallel Drive to S. Main Street)	10 – 20 yrs	0.09	TBD	ATP, RTIP, HSIP
Lakeport Blvd. (South Main Street to Parallel Drive)	10 – 20 yrs	0.55	TBD	ATP, RTIP, HSIP
Lakefront Promenade	10 – 20 yrs		TBD	ATP, RTIP, HSIP
Parallel Drive (Mendocino College to Westside Park Rd.)	10 – 20 yrs	1.44	TBD	ATP, RTIP, HSIP
Westside Park Road	10 – 20 yrs		TBD	ATP, RTIP, HSIP
Safe Routes to School (Fairview, Forest, Hillcrest, Sayre, Terrace)	10 – 20 yrs		TBD	ATP, RTIP, HSIP

City of Clearlake

The City of Clearlake received grant funding through the Active Transportation Program for a Class II Bikeway on 18th Avenue during the first grant application cycle. The City will also be using bond funds to install sidewalks along the frontage of Lakeshore Drive, consistent with the 2014 Lakeshore Drive Downtown Corridor Plan where the City owns the adjacent property.

2016 Active Transportation Plan Bicycle and Pedestrian Project List – Financially Constrained			
Project Name	**Timeframe**	**Cost** (in $1,000s)	**Funding Source(s)**
18th & Phillips Ave Class II Bikeway	1 – 5 years	$564	ATP/CDBG Grants
Civic Center Sidewalks	1 – 5 years	$200	City Bond Funds
Highlands Park Sidewalks	1 – 5 years	$300	City Bond Funds
Austin Park Sidewalks	1 – 5 years	$300	City Bond Funds
Dam Road Extension	1 – 5 years	$1,200	City Bond Fund

The City plans to use local funds for a roadway extension with Class II bike lanes that will connect "the Avenues" neighborhood to the Dam Road area which is the biggest trip attractor in the City. Roughly one-third of the City residents will benefit from the project through the development of an alternate, non-expressway route to the existing area that is currently served exclusively via State Route 53 for City of Clearlake residents. A new local street with lower speeds and lower volumes will provide a safer facility for active transportation modes. The Dam Road extension project is one of the region's three highest priorities.

2016 Active Transportation Plan Bicycle and Pedestrian Project List – Financially Unconstrained			
Project Name	**Timeframe**	**Cost** (in $1,000s)	**Funding Source(s)**
Olympic and Lakeshore ATP	1 – 5 years	$700	ATP Grant
Redbud Park Promenade	5 – 10 years	$1,400	City Bond Funds/ATP

Other bicycle and pedestrian improvements within the City limits can be considered, particularly if the City is successful in passing a sales tax measure for transportation. Over the last ten years, the City has been successful with applications for discretionary funds to construct roadway and non-motorized transportation facilities. Candidate projects listed in Appendix C can be considered once the top priorities have been built and as grant funding for active transportation becomes available or if combined with other roadway projects.

County of Lake

Lake County was recently awarded two Active Transportation Program grants in Cycle 2: The Middletown Multi-Use Trail and the Upper Lake Safe Routes to School Project.

2016 Active Transportation Plan Bicycle and Pedestrian Project List – Financially Constrained			
Project Name	**Timeframe**	**Cost** (in $1,000s)	**Funding Source(s)**
Middletown Multi-Use Trail	1 – 5 years	$1,429	ATP
Upper Lake Safe Routes to School Project	1 – 5 years	$481	ATP
South Main Street/Soda Bay Road Widening Project	1 – 10 years	$6,100	RTIP

The Regional Bikeway Plan identified primary routes for bicycle travel to all corners of the County, connecting cities, unincorporated communities, and routes extending into neighboring counties. The bulk of the network is within unincorporated portions of the County. The County has been successful applying discretionary funding, however, despite building at least one project per year, the list of needs is still overwhelming for the limited number of staff on-hand.

A methodology for prioritizing projects has been developed by Lake APC staff to assist the County with objectively selecting projects based on functional classification, roadway data and project readiness. The weighted system of prioritizing the candidate projects identified in Appendix C will assist the County to deliver an equitable distribution of non-motorized benefits across the County. The selection criteria are consistent with the 2017 ATP Guidelines and can be modified in the future to remain consistent with the ATP Guidelines as they are updated. The evaluation tool is included in Appendix B.

Lake Transit Authority

The first step to prioritizing transit oriented active transportation projects is to conduct a study that identifies the origin and destination of transit users and targets higher-use transit stops with safe and convenient bicycle and pedestrian access. Once this is complete, Lake Transit Authority can work with the Lake Area Planning Council and the local agencies to secure funding to complete priority projects.

Funding Sources

Local Sources

Generally speaking, none of the local governments within the region have a dedicated source of funding for bicycle, pedestrian or bus passenger facilities. The City of Lakeport has a one-half cent sales tax measure to supplement their general fund. This is not a dedicated source of transportation funding but transportation construction and maintenance are allowable expenses. The Lakeport Public Works Department has developed projects that have improved bicycle and pedestrian travel, but those funds were mingled with costs for roadway improvements so past year expenditures for bike and pedestrian improvements is not available.

In the City of Clearlake, Regional Surface Transportation Program (RSTP) and Highway Users Tax Account (HUTA) funds are rapidly shrinking and the City has no permanent source of transportation funding. The City has passed a bond measure for public infrastructure, which has been used for matching funds for discretionary projects as well as bicycle and pedestrian improvements. The majority of active transportation improvement funds over the last ten years have come from discretionary sources. Since 2006, the City of Clearlake has received $1,033,700 in Safe Routes to School funding, $478,000 in Transportation Enhancement (TE) funding, $368,000 in HSIP funds for bike lane striping, and $564,000 in Active Transportation Program funds. Additional revenues for roadway improvements, which included bicycle and pedestrian facilities, were received from Surface Transportation Improvement Program (STIP), Federal Emergency Management Agency (FEMA), American Recovery and Reinvestment Act (ARRA), Community Development Block Grant (CDBG) and Proposition 1B funds.

The County has been successful in applying for Safe Routes to School projects, Highway Safety Improvement Program funds, and High Risk Rural Road funds. The dollar amounts dedicated exclusively to bicycle and pedestrian elements is not readily available.

Transportation Development Act (TDA)

The Transportation Development Act provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. These funds come from sales tax revenues that are generated locally. Lake APC annually allocates 2% of the regional LTF allocation for funding bicycle, pedestrian or ADA projects through a competitive process. These funds can also be used by local agencies as a match for competitive grants, such as the Active Transportation Program.

State Transportation Improvement Program (STIP)

The STIP has historically been the primary source of improvement funds in the Lake County Region for capital projects, as opposed to maintenance or rehabilitation projects. STIP funds have been declining since their inception, but since 2015, these funds have fallen short of projections. In 2016, approximately one-third of the projects programmed for funding beyond the current cycle have had to be removed to make up for a statewide $750 million shortfall in tax revenues. A legislative fix is needed to restore this program to a functional level. Should this funding source remain a viable source of active transportation funding, eligible projects include: improving state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities and safety projects.

Regional Surface Transportation Program (RSTP)

Regional Surface Transportation Program funds are distributed annually by the APC to each local entity on a formula basis and may be used on local streets and roads projects, including improvements for bikeway and pedestrian facilities. The source of these funds is the federal Surface Transportation Program.

Active Transportation Program (ATP)

Senate Bill 99 established the Active Transportation Program to combine State and federal funding sources, such as the Bicycle Transportation Account, the State and federal Safe Routes to School programs, the Transportation Alternatives Program (formerly the Transportation Enhancement program) and the federal Recreational Trails Program into a single pot of funds. The goal was to create one program for funding non-motorized transportation improvements, rather than carve out a number of programs, each with its own goals and a limited amount of funding. Another benefit of combining the funds is an ability to fund more substantial projects that will have a bigger impact on the way Californians travel. Greater investment in non-motorized infrastructure should induce more people to choose a more sustainable, cost-effective mode of travel.

With the current emphasis by the State for developing a more sustainable transportation network, the amount of funding for active modes of transportation has become one of the more reliable and substantial sources of revenue available for improvement projects. While resources for capital improvements dedicated to streets and highways have become more difficult to obtain, the Lake APC region is expected to dedicate more effort to improving the limited bikeway and pedestrian network.

Transportation Alternatives Program (TAP)

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; Recreational Trails Program projects; Safe Routes to School projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Federal Safe Routes to School Program (SRTS)

Safe Routes to School is a federal program that strives to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

Recreation Trails Program

The Recreational Trails Program is funded through the federal transportation authorization bill and amounts to more than $5 million per year. Federal funds come with stipulations as to how that funding is to be spent. Example project types under the federal Recreational Trail Program include:

- Maintenance and restoration of existing trails.
- Development and rehabilitation of trailside and trailhead facilities and trail linkages.
- Purchase and lease of trail construction and maintenance equipment.
- Construction of new trails (with restrictions for new trails on Federal lands).
- Acquisition of easements or property for trails.
- Assessment of trail conditions for accessibility and maintenance.
- Up to 5% of the allocation for each State can fund the development and dissemination of publications and the operation of educational programs to promote safety and environmental protection, (as those objectives relate to 1 or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training); and
- Up to 7% of the allocation for each State can fund State administrative costs for the program.

The Federal Highway Administration is responsible to ensure that States use 30 percent of Recreational Trail funds for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses. Diverse motorized projects (such as snowmobile and motorcycle) or diverse non-motorized projects (such as pedestrian and equestrian) may satisfy

two of these categories at the same time. States are encouraged to consider projects that benefit both motorized and non-motorized users, such as common trailhead facilities. Many States give extra credit in their selection criteria to projects that benefit multiple trail uses.

Community Development Block Grant (CDBG)

The program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program is a U.S. Department of Housing and Urban Development (HUD) program administered by the State of California. Within the parameters of the program, one of a number of eligible project categories includes the construction or reconstruction of streets, including bike lanes and sidewalks. The County of Lake and the City of Clearlake have successfully applied for CDBG funds for projects that include street improvements.

Office of Traffic Safety (OTS)

The OTS program offers grant funding to assist local agencies with bicycle and pedestrian safety and educational programs. Grants are awarded on a statewide, competitive basis and are not available for construction of bikeway facilities.

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As traditional funding sources have become less able to meet the continuing demand for transportation investment, the challenge to obtain project funding requires both creativity and coordination with other agencies. This is especially true when funding bicycle and pedestrian projects, which are often considered a lower priority than road projects and may not be eligible or competitive for traditional transportation funding sources.

Implementation

Steps Necessary to Implement the Plan

The first step in the implementation of the plan is for the Lake Area Planning Council to adopt this plan as a prerequisite for applying grant funding from the Active Transportation Program. The CTC has not enforced this requirement in the first cycles of the grant program in order to allow agencies time to prepare Active Transportation Plans, but this is expected to change as more and more agencies develop Active Transportation Plans. The Lake Area Planning Council has prepared this plan, in part, to benefit the local governments in the region as well. By adopting the Lake Active Transportation by resolution, the County of Lake, the City of Lakeport and the City of Clearlake will have met the requirements and the intent of the Active Transportation Program.

Reporting Process

As the non-motorized element of the Regional Transportation Plan (RTP), future RTP updates will include an update of the Active Transportation Plan. The plan updates will include a description of funds spent on Active Transportation facilities, maps of built facilities and new priorities, which will identify the progress made towards stated priority projects. Future updates of the Lake Active Transportation Plan will include local agency participation and provide the public with opportunities for input. The plan updates will be presented for adoption by the Lake APC Board and the local jurisdictions at the respective public hearings.

Revenue Sources

The Active Transportation Program is funded in part through federal sources, including the Transportation Alternatives Program (TAP) and the federal Safe Routes to School Program. The federal funding stream has been comparatively stable in relation to State revenues. The CTC has maintained an annual program of $120 million while other programs, most notably the STIP, have been substantially reduced. The minimum funding amount for construction projects is $250 thousand. The Active Transportation Program is expected to fund the bulk of the Lake Active Transportation Plan priorities until transportation funding is restructured through the legislature and/or other funding sources become available.

Transportation Development Act funds authorize 2% of the regional allocation to be spent on bicycle and pedestrian facilities, which in Lake County amounts to a few tens of thousands of dollars per year. Due to the limited size, these funds have been used to construct curb ramps and improve sidewalks to meet ADA accessibility requirements. These funds may also be used as matching funds for larger projects.

Pedestrian Infrastructure

The Bicycle Transportation Account was instrumental in developing a comprehensive network of County and local roads that, when improved to the desired bikeway standard, will meet the essential mobility and accessibility needs of bicycle commuters in the region. The pedestrian infrastructure was assessed in the 2009 Countywide Safe Routes to School Plan, which includes limited mapping of sidewalks near public schools but the maps are not comprehensive. In some locations, gaps in sidewalks were not identified as potential sidewalk projects, perhaps because some communities reject the policy of constructing ubiquitous sidewalks due to a preference for a rural appearance to their neighborhood or community. Sidewalks provide an elevated path for a very vulnerable mode of travel. The physical separation created by the sidewalk provides a significant safety benefit that can't be ignored in highly traveled corridors.

Additional assessments and evaluations are needed to better evaluate the existing and the desired pedestrian improvements at the community level. Rural Planning Assistance funds and Sustainable Communities Transportation Planning Grants are Caltrans-administered funds that can be used to further define work needed for pedestrian improvements, a more comprehensive mix of travel modes for each community, or for other defined planning areas.

Updates to General Plans and Circulation Elements can help to build complete streets and livable/walkable communities. New development and public investment can help to create more pedestrian-friendly environments. Factors influencing pedestrian activity include the following land use contexts:

1. Population density
2. Small blocks or grid system of streets
3. A mixture of land uses
4. Safe and convenient pedestrian facilities

The table of criteria for prioritization, presented later in this section, identifies a number of considerations that can be used to prioritize candidate proposals for Active Transportation Program grant funds. Many of the criteria listed are used to evaluate proposals for consistency with the goals and objectives of the program and are therefore useful in selecting projects with the greatest potential for being awarded.

Bicycle Infrastructure

A significant number of bikeways are needed to complete a safe and connected network. A list of candidate projects for both bikeways and sidewalks are identified in Appendix C. The candidate bicycle projects, when built out, will become primary routes for regional travel. Local jurisdictions will need to ensure that the local streets and roads adequately serve residential areas or recreational needs. An evaluation tool for prioritizing candidate projects, included in Appendix B, is provided to supplement the unconstrained project lists in the preceding Action Plan. In the absence of safety concerns or other obvious region-wide benefits, the weighted prioritization method will be an accepted method for prioritizing projects within the region. A simplified list of criteria for prioritization is provided below.

Implementation Costs

Planning level estimates for construction costs give some idea of the funding needed to build the regional bikeway infrastructure network. Additional inventory work and assessment is needed to determine the amount or extent of pedestrian improvements as a basis for estimating needs for the region. A preliminary engineering estimate will be needed in order to justify requests for grant funds.

Construction Cost Assumptions for Bikeway Improvements

Facility Type	Number of Miles	Cost per Mile	Total Cost
Class I Path	8.89	$1,000,000	$8,890,000
Class II Bike Lane	80.17	$300,000	$24,051,000
Class III Bike Lane	199.85	$4,500	$899,325
Total	**288.91**		**$33,840,325**

Construction Cost Assumptions for Pedestrian Improvements

Facility Type	Unit	Cost
Concrete Sidewalk	Square Foot	$15
Curb & Gutter	Lineal Foot	$40
Pedestrian Ramp	Each	$7,000
Pedestrian Crossing Signs	Each	$375
Countdown Signal Heads	Each	$650
5-Foot A/C Pathway	Lineal Foot	$50
Street Lights	Each	$2,000
Overhead Flashing Light	Each	$50,000

Criteria for Prioritization

Where current or projected volume of bicycles and pedestrians is high, to reduce GHG emissions
Where current or projected volume of traffic is above 2,000 AADT, to increase modal choice
Where vehicular speed is greater than 35 mph, to reduce severity of accidents
Where existing safety concerns exist, to reduce the frequency of accidents
Within two miles of schools, to increase safety of active students
Within 1 mile of transit stops or within 2 miles of transit hubs, to promote greenhouse gas reduction
Where funds may be leveraged, to more efficiently spend Active Transportation funds
Improvement project that includes a bicycle and pedestrian component
Within 1 mile of senior or disabled services facilities, to provide equity and serve all abilities
Within a disadvantaged community, to provide equity with public funds and economic stimulation
Where non-motorized facilities are lacking and alternate routes do not exist
Within 2 miles of commercial districts, employment centers, and other community resources and senior centers, to expand accessibility to and among activity centers
Where new links can be created to connect trip attractors or generators within a ½ mile proximity
Project includes education, encouragement, evaluation or enforcement component
Identified in other/previous planning processes and documents
Has documented public support for the project
Targets populations with high risk factors for obesity, heart disease, asthma or other health issues
Proposal includes an analysis of project alternatives, to increase cost effectiveness
Where the project proposes to exceed design standards, to promote increased use by active modes

Recreational Trails

The Konocti Regional Trails Plan sets the region's vision for establishing a network of recreational trails throughout Lake County and has identified improvements in support of that vision. The table below indicates the region's highest priority trail projects, based on a rating system that was developed as part of the Master Plan.

Konocti Regional Trails Plan - Project Priorities		
Trail	**Region**	**Rating**
Middletown-to-Rancheria Trail*	South County	4.0
Old Fire Road	Konocti Region	3.9
Rodman Slough, Phase I	West Shore	3.9
Boggs to Cobb	South County	3.7
Bridge Arbor, Phase I	West Shore	3.6

*Active Transportation Program funds have been awarded to the County of Lake to construct a one-mile portion of the Middletown Multi-Use Trail, which will be built to Class I Bike Trail standards.

The Active Transportation Program is primarily focused on walking and bicycling for transportation purposes but it also allocates $5 million per grant funding cycle for recreational trails. The role of the Lake Area Planning Council is to provide transportation planning and programming services within the region but recognizes that transportation and recreational purposes may coincide, depending on the location and characteristics of the facility. Although the use of Active Transportation Program funds for developing regional trails is anticipated to be a County function primarily, the Lake Area Planning Council supports the implementation of the Konocti Regional Trails Plan and may participate in project development where consistent with the regional mission and priorities.

Recommendations

The region could better compete for Active Transportation Program funds by expanding the scope of planning and monitoring activities. The following actions are recommended to be implemented at the earliest opportunity:

- Implement a bike and pedestrian count program for the region
- Complete community-specific assessments of existing pedestrian facilities tied to prioritized capital improvement plans for new facilities
- Complete assessments of existing bicycle and pedestrian facilities tied to transit facilities
- Develop performance measures for active modes of transportation to evaluate how well the implementation has addressed the goals and objectives of the plan.

These recommendations constitute a starting point for improving the existing active transportation network and work program. More could be accomplished once these initial steps have been completed and as staff resources, expertise, and funding can be expanded.

Appendices

A. **Community Involvement**

B. **Evaluation Tool**

C. **List of Maps of Projects by Jurisdiction**

D. **Lake Active Transportation Plan Adopting Resolutions**

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Appendix A

Community Input

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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

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 (40th Street, 32nd Street and 18th 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 13th 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 11th to watch for pedestrians and cyclists.
- Plentiful interest in sidewalks, colorized shoulders and other pedestrian improvements in the following areas: 11th 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 11th 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/ colorized 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.

<u>Non-infrastructure Key Themes</u>

- 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 35th 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 schoo

Appendix B: Evaluation Tool

Project Attribute	0 Points	1 Point	2 Points	3 Points
High volume of bike/peds	<12 per day	6 - 10 at peak hour	11 -50 at peak hour	50+ at peak hour
High volume of traffic	0 - 200	201 - 2,000	2,001 - 8,000	>8,000
High speed corridor	0 -25 mph	26 - 40 mph	41 - 55 mph	>55 mph
Accident history	0	reported injury	severe injury	fatality
Close to schools	2+ miles	2 - 1 miles	1 - 0.5 miles	<0.5 miles
Close to transit	2+ miles	2 - 1 miles	1 - 0.5 miles	<0.5 miles
Bike improvement	Class III	Class II	Class II with Amenities	Class I or IV
Ped improvement	0	Striping, ADA	Safety Countermeasures	Grade Separation
Close to Senior Center	2+ miles	2 - 1 miles	1 - 0.5 miles	<0.5 miles
Disadvantaged Community	0 Criterion	1 Criterion	2 Criteria	Severe Disadv.
Close to activity center	2+ miles	2 - 1 miles	1 - 0.5 miles	<0.5 miles
Gap closure	0	Public Input	Plan Recommendation	Leveraged Project
Public health benefit	0	Public Input	Plan Recommendation	Leveraged Project
Public support	0	Public Input	Plan Recommendation	Feasibility Study
Includes alternatives	0	Conceptual	Sketch-level	Feasibility Study
Non-infrastructure	0	<5% of Budget	School Programs	Public At-large
Planning	0	Public Input	Plan Recommendation	Feasibility Study
Leveraged Funds	0	1% - 10%	11% -33%	>33%
No alternate routes	Indirect Public Roads	Freeway-Expressway	Unimproved RoW	Public Land
Exceeds design standards	0	Aesthetic Value	Safety Value	<-Multiple Values

For the **Adjusted Score**, divide the weighted score by 6 to get a number between 0 and 10

1. Accident History over most recent 5-year period
2. Class II with Amenities includes end of trip bike facilities or proven safety countermeasures
3. Disadvantaged Community criteria established by the CTC

Guidance for use of the Active Transportation Evaluation Tool

Most funding that is available for active transportation type improvement projects is made available through competitive grants. Applications are generally prepared by APC member agencies directly to the funding agency. Project attributes identified above include criterion often used by funding agencies in selecting projects for funding. The Evaluation Tool provided herein can be used by local entities in either of two ways: (1) to select priority projects among a field of several candidate projects, or (2) evaluate the competitiveness of a proposed project for a particular funding source. Although scoring and weighting criteria identified herein is aligned with criteria relevant to the State's Active Transportation Program, it utilizes project attributes that should be common to other active transportation programs as well. The Lake County/City Area Planning Council may also employ the above tool to evaluate multiple candidate projects that may be competing for funding for Transportation Development Act (TDA) 2% Bicycle and Pedestrian funds. As with any evaluation tool, the results should not necessarily be viewed as absolute, but considered as a major element within the context of evaluation of overall project merit.

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Appendix C

List & Maps of Projects by Jurisdiction

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Proposed Bikeways for the City of Lakeport (Maps #4 & #8)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Eleventh Street	City Limits	North Main Street	0.89	$267,000	II	H
Forbes Street	Martin Street	Eleventh Street	0.59	$177,000	II	M
Giselman Street	Lakeshore Blvd	Lange Street	0.23	$69,000	II	M
Hartley Street	Twentieth Street	City Limits	0.50	$150,000	II	M
Lakeport Blvd	Parallel Drive	South Main Street	0.57	$171,000	II	H
Lange Street	Lakeshore Blvd	Forest Drive	0.26	$78,000	II	M
Main Street	Lakeport Blvd	Clear Lake Ave	1.05	$315,000	II	M
Martin Street	City Limits	South Main Street	0.80	$240,000	II	H
North High Street	Clear Lake Ave	Eleventh Street	0.07	$21,000	II	H
Parallel Drive	Hwy 175	Lakeport Blvd	1.28	$384,000	II	H
South Main Street	Lakeport Blvd	First Street	0.53	$159,000	II	H
South Main Street	Lakeport Blvd/K St	City Limits	0.75	$225,000	II	H
Twentieth Street	Alden Ave	North High Street	0.66	$198,000	II	H
Westside Park	Parallel Drive	End	0.46	$138,000	II	M
Alden Ave	Eleventh Street	Twentieth Street	0.51	$2,295	III	L
Bevins Street	Martin Street	Lakeport Blvd	0.48	$2,160	III	H
Central Park Ave	Eleventh Street	Spurr Street	0.27	$1,215	III	L
Compton/Russell	Spurr Street	Martin Street	0.36	$1,620	III	L
Craig Ave	Parallel Drive	City Limits	0.30	$1,350	III	L
Esplanade Street	Main Street	K Street	0.33	$1,485	III	M
K Street	South Main Street	Esplanade Street	0.10	$450	III	M
Mellor Drive	Eleventh Street	Twentieth Street	0.50	$2,250	III	L
Parallel Drive	Martin Street	Lakeport Blvd	0.64	$2,880	III	H
Pool Street	Tenth Street	Eleventh Street	0.05	$225	III	H
Roscoe Street	Sixth Street	Central Park Ave	0.15	$675	III	L
Sixth Street	Roscoe Street	Spurr Street	0.14	$630	III	L
South Smith Street	Martin Street	End	0.21	$945	III	L
Spurr Street	Berry Street	Central Park Ave	0.20	$900	III	L
Tenth Street	Pool Street	North Main Street	0.35	$1,575	III	H

Proposed Bikeways for the City of Clearlake (Maps #1 - #3)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Austin Ave	Lakeshore Drive	Old Hwy 53	1.00	$300,000	II	H
Boyles Ave	36th Ave	18th Ave	0.82	$246,000	II	M
Burns Valley Road	Bowers Ave	Olympic Drive	0.25	$75,000	II	M
Country Club Drive	Sulphur Bank Road	Lakeshore Drive	0.27	$81,000	II	L
Dam Road Extension	Dam Road	S Center Drive	0.52	$156,000	II	M
Davis Ave	Moss Ave	Aurora Road	0.89	$267,000	II	M
Lakeshore Drive	Olympic Drive	City Limits	3.18	$954,000	II	L
Lakeshore Drive	Old Hwy 53	SR 53	0.45	$135,000	II	M
Pine Street	Olympic Drive	Austin Road	0.12	$36,000	II	M
Pomo Road	Lakeshore Drive	Arrowhead Road	0.24	$72,000	II	M
40th Street	SR 53	Phillips Ave	0.42	$1,890	III	H
Mullen Ave	Austin Ave	Lakeshore Drive	0.59	$2,655	III	L
Sulphur Bank Road	City Limits	Country Club Drive	1.93	$8,685	III	L

Proposed Bikeways for Cobb (Map #5)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Hwy 175	Emerford Rd	Snead Drive	0.09	$27,000	II	M
Bottle Rock Road	Hwy 29	Hwy 175	10.79	$48,555	III	L
Casentini Drive	Snead Drive	Harrington Flat Rd	0.29	$1,305	III	M
Emerford Rd	Hoberg Drive	Hwy 175	0.39	$1,755	III	M
Forestry Rd	Boggs Forest	Bottle Rock Rd	1.59	$7,155	III	L
Glenbrook Rd	Bottle Rock Rd /Water Creek Rd	Bottle Rock Rd	4.88	$21,960	III	L
Harrington Flat Rd	Bottle Rock Rd	Casentini Drive	5.16	$23,220	III	L
Harrington Flat Rd	Casentini Drive	Hwy 175	0.15	$675	III	M
Hoberg Drive	Summit Blvd	Emerford Rd	0.56	$2,520	III	M
Hwy 175	Lock Lomond Rd	Forestry Rd	2.04	$9,180	III	M
Loch Lomond Rd	Hwy 175	Siegler Springs N Rd	2.99	$13,455	III	L
Red Hills Rd	Hwy 175	Hwy 29	2.08	$9,360	III	L
Rockys Rd	Harrington Flat Rd	Hwy 175	1.73	$7,785	III	L
Siegler Springs N Rd	Siegler Canyon Rd	Red Hills Rd	5.13	$23,085	III	L
Snead Drive	Hwy 175	Casentini Drive	0.33	$1,485	III	M
SulphurCreek Rd	Bottle Rock Rd	Harrington Flat Rd	1.21	$5,445	III	L
Summit Blvd	Hwy 175	Hoberg Dr	0.38	$1,710	III	M

Proposed Bikeways for Clearlake Oaks (Maps #18 & #20)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
High Valley Road	Mendocino Nat'l Forest	Foothill Blvd	4.25	$19,125	III	L
Keys Blvd	Hwy 20	End	1.08	$4,860	III	M
Konocti View Drive	Lakeland Street	Keys Blvd	0.11	$495	III	M
Lake Street	Hwy 20	Lakeland Street	0.26	$1,170	III	M
Lakeland Street	Lake Street	Konocti View Drive	0.08	$360	III	M
Sulphur Bank Road	Clearlake City Limits	Hwy 20	4.13	$18,585	III	L

Proposed Bikeways for Kelseyville (Maps #6 & #7)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
East Highland Springs Rd	Adobe Creek Rd	Highland Springs Rd	2.31	$2,310,000	I	L
Gross Cutoff	Kelsey Creek Dr	Live Oak Dr	0.24	$240,000	I	M
Gaddy Ln	Gunn St/Loasa Rd	State St	0.58	$174,000	II	H
Gaddy Ln	State St	Soda Bay Rd	2.11	$633,000	II	M
Highland Springs Rd	Bell Hill Rd	Big Valley Rd	3.58	$1,074,000	II	M
Hwy 281	Soda Bay Rd/Konocti Bay Rd	Hwy 29	3.02	$906,000	II	L
Main St	Merritt Rd/Gaddy Ln	State St	0.81	$243,000	II	H
Main St	State St	Konocti Rd	0.18	$54,000	II	H
Merritt Rd	Big Valley Rd	Gunn St/Loasa Rd	0.19	$57,000	II	M
Park Dr	Soda Bay Rd	Lakeside Park	1.08	$324,000	II	M
Soda Bay Rd	Mission Rancheria Rd	Clear Lake State Park	5.11	$1,533,000	II	H
Soda Bay Rd	South Main St	Big Valley Rd	1.11	$333,000	II	H
South Main St	Soda Bay Rd	City Limits	0.49	$147,000	II	H
3rd St	Church St	Gard St	0.14	$630	III	M
Adobe Creek Rd	Bell Hill Rd	E Highland Springs Rd	1.45	$6,525	III	M
Bell Hill Rd	Highland Springs Rd	Main St	4.03	$18,135	III	M
Big Valley Rd	Soda Bay Rd	Main St	4.25	$19,125	III	M
California Packing Rd	Finley East Rd	Soda Bay Rd	0.50	$2,250	III	M
Church St	3rd St	Main St	0.23	$1,035	III	M
Clark Dr	Gaddy Ln	Soda Bay Rd	2.06	$9,270	III	M
Cole Creek Rd	Bottle Rock Rd	Live Oak Dr	0.60	$2,700	III	M
Finley East Rd	Big Valley Rd	California Packing Rd	1.25	$5,625	III	M
Gard St	Gunn St	3rd St	0.26	$1,170	III	M
Gunn St	Main St	Gard St	0.10	$450	III	M
Highland Springs Rd	Bell Hill Rd	County Line	6.76	$30,420	III	L
Hwy 29	Parallel Dr/Hwy 175	Bottle Rock Rd	7.83	$35,235	III	L
Kelsey Creek Dr	Staheli Dr	Wight Way	1.11	$4,995	III	M
Konocti Rd	Konocti Rd	Konocti Park (parking lot)	3.35	$15,075	III	M
Live Oak Dr	Cole Creek Rd	Main St	2.64	$11,880	III	M
Merritt Rd	Hwy 29	Big Valley Rd	0.41	$1,845	III	L
Staheli Dr	Bell Hill Rd	Kelsey Creek Dr	1.04	$4,680	III	M
Wight Way	Kelsey Creek Rd	Adobe Creek Rd	2.89	$13,005	III	M

Proposed Bikeways for Lakeport North (Maps #8 & #9)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
North Lakeport	Lakeshore Blvd	Nice-Lucerne Cutoff	1.43	$1,430,000	I	M
Hill Road	Scotts Valley Road	Hill Road East	0.27	$81,000	II	L
Lakeshore Blvd	0.4 mi N. of Park Way	Nice-Lucerne Cutoff	3.16	$948,000	II	H
Martin Street	Riggs Road	City Limits	1.40	$420,000	II	M
Nice-Lucerne Cutoff	Westlake Road	Nice-Lucerne Cutoff (Abandoned)	1.61	$483,000	II	M
Riggs Road	Martin Street	Scotts Valley Road	1.02	$306,000	II	M
Scotts Valley Road	Hill Road	Hwy 29/11th Street	0.49	$147,000	II	M
Ackley Road	Hwy 29	Mathews Road	0.86	$3,870	III	L
Hill Road (East)	Hill Road (South)	Hill Road (North)	0.13	$585	III	M
Hill Road (North)	Hill Road (East)	Lakeshore Blvd	3.40	$15,300	III	L
Mathews Road	Ackley Road	Highland Springs Road	0.74	$3,330	III	M
Park Way	Hill Road (East)	Lakeshore Blvd	0.97	$4,365	III	L
Scotts Creek Road	Riggs Road	End	3.11	$13,995	III	L
Scotts Valley Road	Hill Road	Hwy 20	10.20	$45,900	III	M
Shady Lane	Hartley Road (through cemetary)	Hill Road (East)	0.84	$3,780	III	M

Proposed Bikeways for Lower Lake (Maps #10 & #11)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Big Bear Road	Winchester Street	Copsey Creek Way	0.60	$2,700	III	M
Bonham Road	Morgan Valley Road	Quarterhorse Lane	0.34	$1,530	III	M
Copsey Creek Way	Morgan Valley Road	Quarterhorse Lane	0.06	$270	III	M
Main Street	Hwy 29/53	Lake Street	0.16	$720	III	H
Mill Street	Main Street	Winchester Street	0.13	$585	III	M
Morgan Valley Road	Bonham Road	County Line	12.93	$58,185	III	L
Morgan Valley Road	Lake Street	Bonham Road	1.08	$4,860	III	M
Perini Road	Big Canyon Road	Siegler Canyon Road	5.20	$23,400	III	L
Quarterhorse Lane	Copsey Creek Way	Bonham Road	0.17	$765	III	M
Second Street	Lake Street	Mill Street	0.17	$765	III	M
Siegler Canyon Road	Loch Lomond Road	Hwy 29	5.02	$22,590	III	L
Winchester Street	Mill Street	End	0.30	$1,350	III	M

Proposed Bikeways for Lucerne (Maps #18 & #19)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
13th (Castle Drive)	Hwy 20	Country Club Drive	0.21	$63,000	II	H
Country Club Drive	Foothill Drive	Hwy 20	1.17	$5,265	III	M
Foothill Drive	Country Club Drive	Hwy 20	0.53	$2,385	III	M

Proposed Bikeways for Middletown (Maps #12-#14)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Hwy 175	Dry Creek Cutoff	Hwy 29	1.47	$1,470,000	I	M
St. Helena Creek Rd	Wardlaw Street	Hwy 29	0.27	$270,000	I	L
Hwy 29	Hartmann Road	Young Street	4.00	$1,200,000	I/II	H
Hwy 29	Perry's Market	Central Park Road	0.43	$129,000	II	H
Hwy 29	Rancheria Road	Napa County Line	4.14	$1,242,000	II	L
Barnes Street	Hwy 175	Wardlaw Street	0.17	$765	III	M
Big Canyon Road	Wardlaw Street	Siegler Canyon Road	12.66	$56,970	III	L
Butts Canyon Road	Hwy 29	County Line	9.76	$43,920	III	L
Central Park Road	Hwy 29	Santa Clara Road	0.25	$1,125	III	M
Dry Creek Cutoff	Hwy 29	Hwy 175	1.85	$8,325	III	M
Harbin Springs Road	Big Canyon Road	End	3.29	$14,805	III	L
Oat Hill Road	Butts Canyon Road	County Line	2.80	$12,600	III	L
Pine Street	Central Park Road	Stewart Street	0.25	$1,125	III	M
Santa Clara Road	Central Park Road	Hwy 175	0.54	$2,430	III	M
Stewart Street	Bush Street	Hwy 175	0.43	$1,935	III	M
Wardlaw Street	Big Canyon Road/ Barnes Street	St Helena Creek Rd	0.35	$1,575	III	L

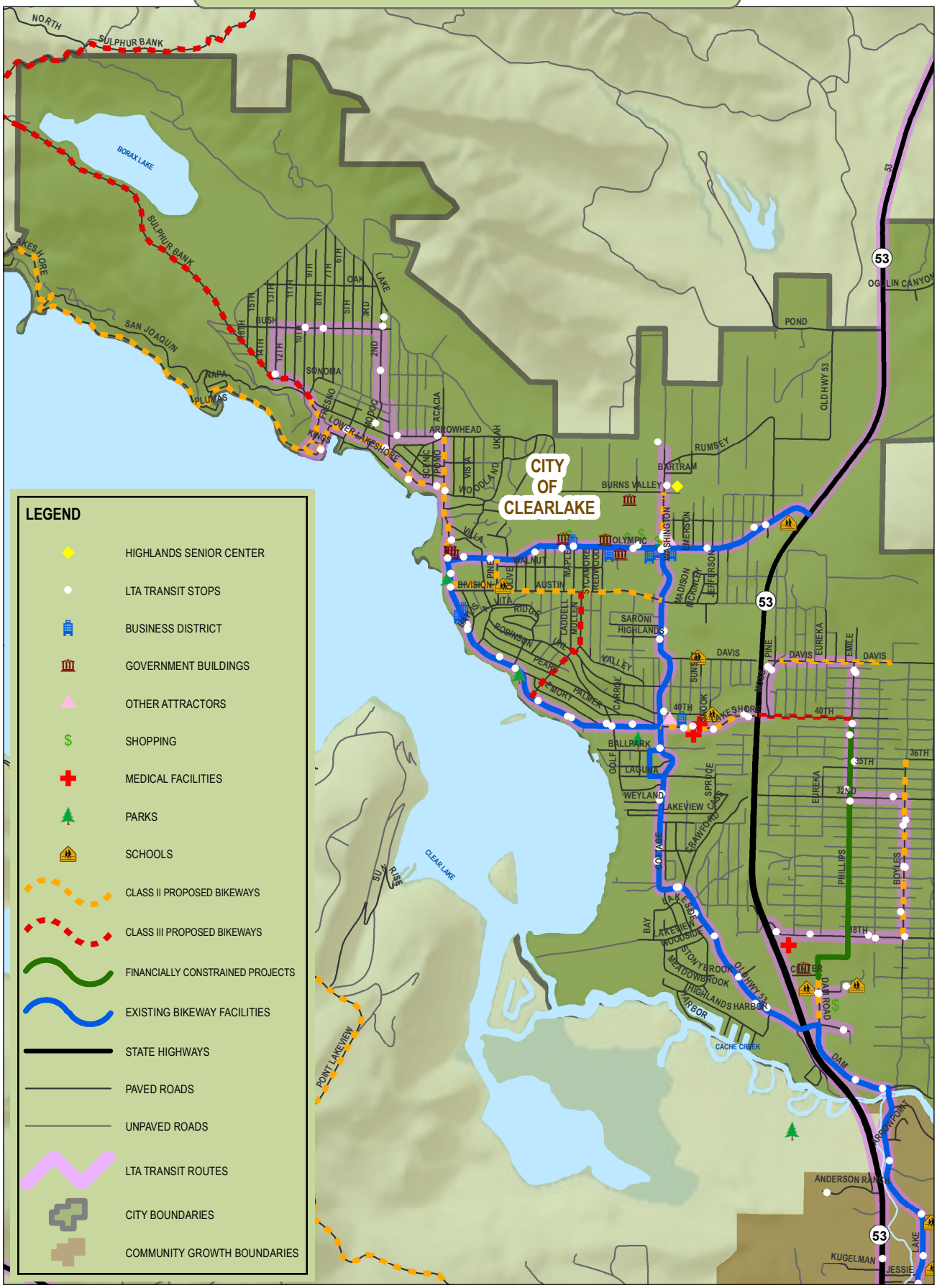
Proposed Bikeways for Nice (Maps #21 & #23)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Nice-Lucerne Cutoff (Abandoned)	Nice Lucerne Cutoff	Lakeshore Blvd (Nice)	0.44	$440,000	I	H
Lakeshore Blvd	Nice-Lucerne Cutoff (Abandoned)	Lakeshore Blvd (Nice)	0.99	$297,000	II	M
Lakeshore Blvd (Nice)	Hwy 20	Lakeshore Blvd Ext.	1.45	$6,525	III	H

Proposed Bikeways for the Rivieras (Maps #15-#17)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Point Lakeview Road	Hwy 281	Hwy 29	6.89	$2,067,000	II	M
Soda Bay Road	Clear Lake State Park	Hwy 281	7.49	$2,247,000	II	M
Fairway Drive	Hwy281	Point Lakeview Rd	1.18	$5,310	III	M
Konocti Bay Road	Soda Bay Road	Point Lakeview Rd	1.16	$5,220	III	M

Proposed Bikeways for the Shoreline Communities (Map #18)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Hwy 20	Sulphur Bank Rd (Clearlake Oaks)	Nice Lucerne Cutoff Roundabout	17.34	$5,202,000	II	H

Proposed Bikeways for Upper Lake (Maps #21 & #22)						
Roadway/Corridor	**Begin Point**	**End Point**	**Length**	**Cost**	**Class**	**Priority**
Bridge Arbor Bikeway (Alt #1)	Hwy 20/Main Street	Bridge Arbor Road	1.16	$1,160,000	I	H
Bridge Arbor Bikeway (Alt #2)	Hwy 20/Main Street	Bridge Arbor Road	1.57	$1,570,000	I	M
Bridge Arbor Road	Westlake Road	End	0.74	$3,330	III	H
Clover Drive	Middle Creek Road	Elk Mountain Road	0.05	$225	III	M
Clover Valley Road	First Street	Second Street	0.10	$450	III	M
Elk Mountain Road	Middle Creek Road	Rancheria Road	0.82	$3,690	III	L
Elk Mountain Road	Rancheria Road	Middle Creek Camp	6.86	$30,870	III	L
Main Street	Hwy 20	Washington Street	0.05	$225	III	M
Middle Creek Road	Second Street	Clover Drive	0.37	$1,665	III	M
Old Lucerne Road	First Street	Hwy 20	0.69	$3,105	III	M
Reclamation Area	Hwy 20	Reclamation Road	1.44	$6,480	III	M
Reclamation Road	Hwy 20	Nice-Lucerne Cutoff	3.00	$13,500	III	M
Second Street	Washington Street	Clover Drive	0.36	$1,620	III	M
Upper Lake – Lucerne Road	Old Lucerne Road	Reclamation Road	1.37	$6,165	III	M
Washington Street	Main Street	Second Street	0.26	$1,170	III	M
Westlake Road	Nice-Lucerne Cutoff	Bridge Arbor Road	1.45	$6,525	III	H

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES



LAKE APC
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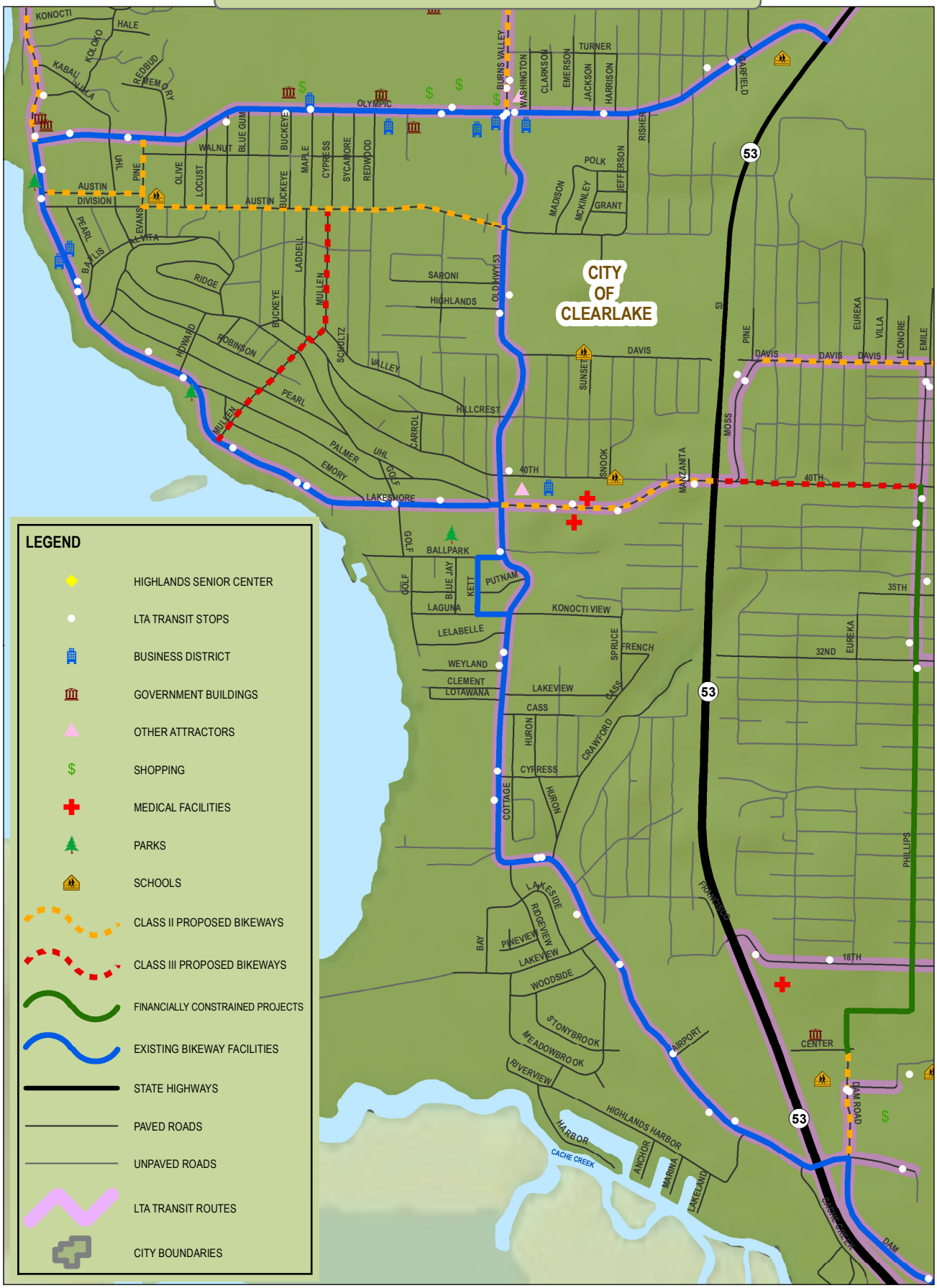
CITY OF CLEARLAKE

LAKE ACTIVE TRANSPORTATION PLAN



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CITY OF CLEARLAKE - FOCUSED ON NORTH / SOUTH ROUTES

0 0.3 Miles N

LAKE ACTIVE TRANSPORTATION PLAN

MAP #3

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CITY OF CLEARLAKE - FOCUSED ON WEST / EAST ROUTES

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #4

Legend

- LAKEPORT SENIOR CENTER
- SHOPPING
- BUSINESS DISTRICT
- GOVERNMENT BUILDINGS
- LTA TRANSIT STOPS
- OTHER ATTRACTORS
- MEDICAL FACILITIES
- PARKS
- SCHOOLS
- CLASS II PROPOSED BIKEWAY
- CLASS III PROPOSED BIKEWAY
- FINANCIALLY CONSTRAINED PROJECTS
- EXISTING BIKEWAY FACILITIES
- STATE HIGHWAYS
- PAVED ROADS
- UNPAVED ROADS
- LTA TRANSIT ROUTES
- CITY BOUNDARIES
- COMMUNITY GROWTH BOUNDARIES

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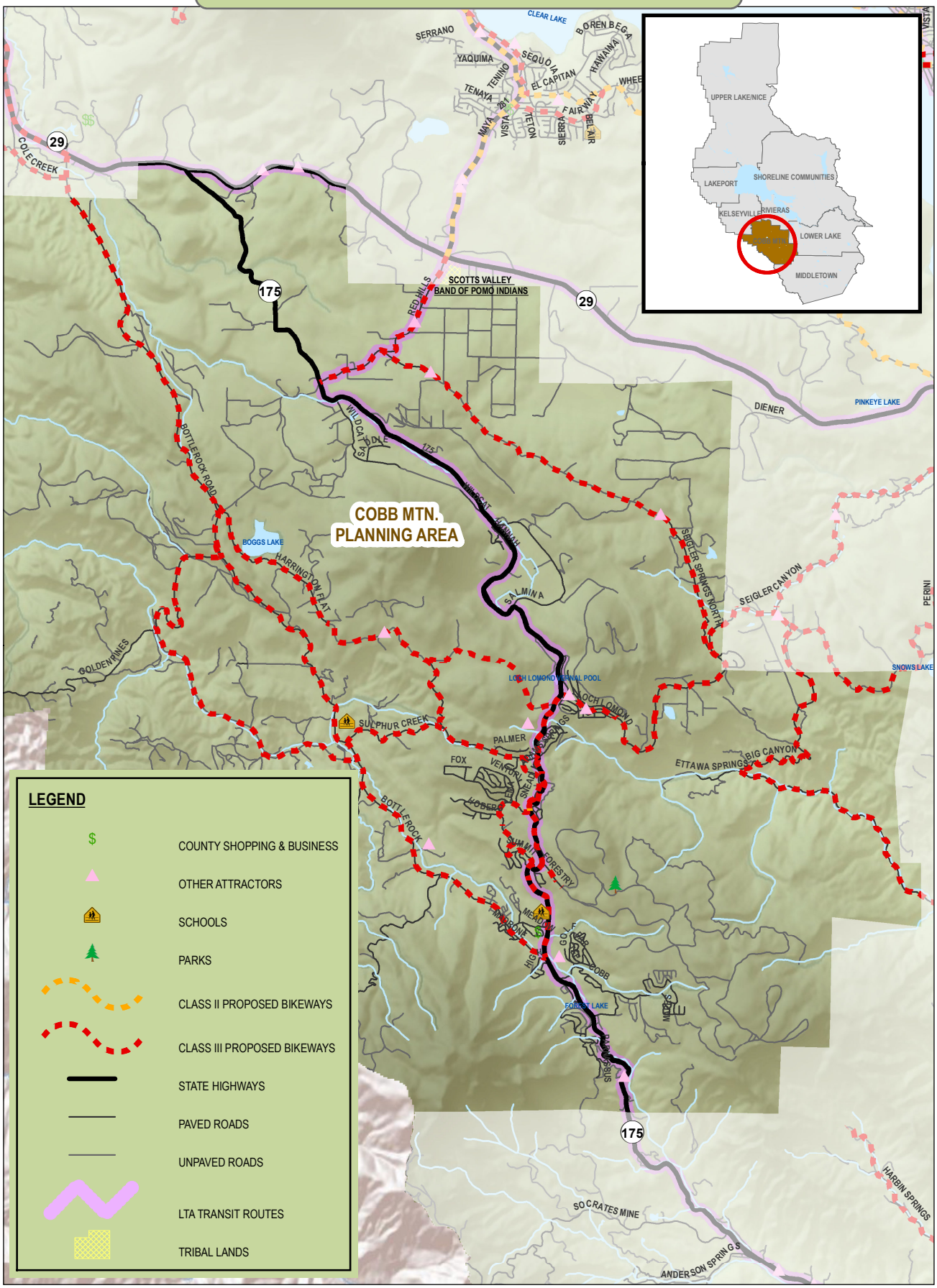
CITY OF LAKEPORT

0 0.3 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES



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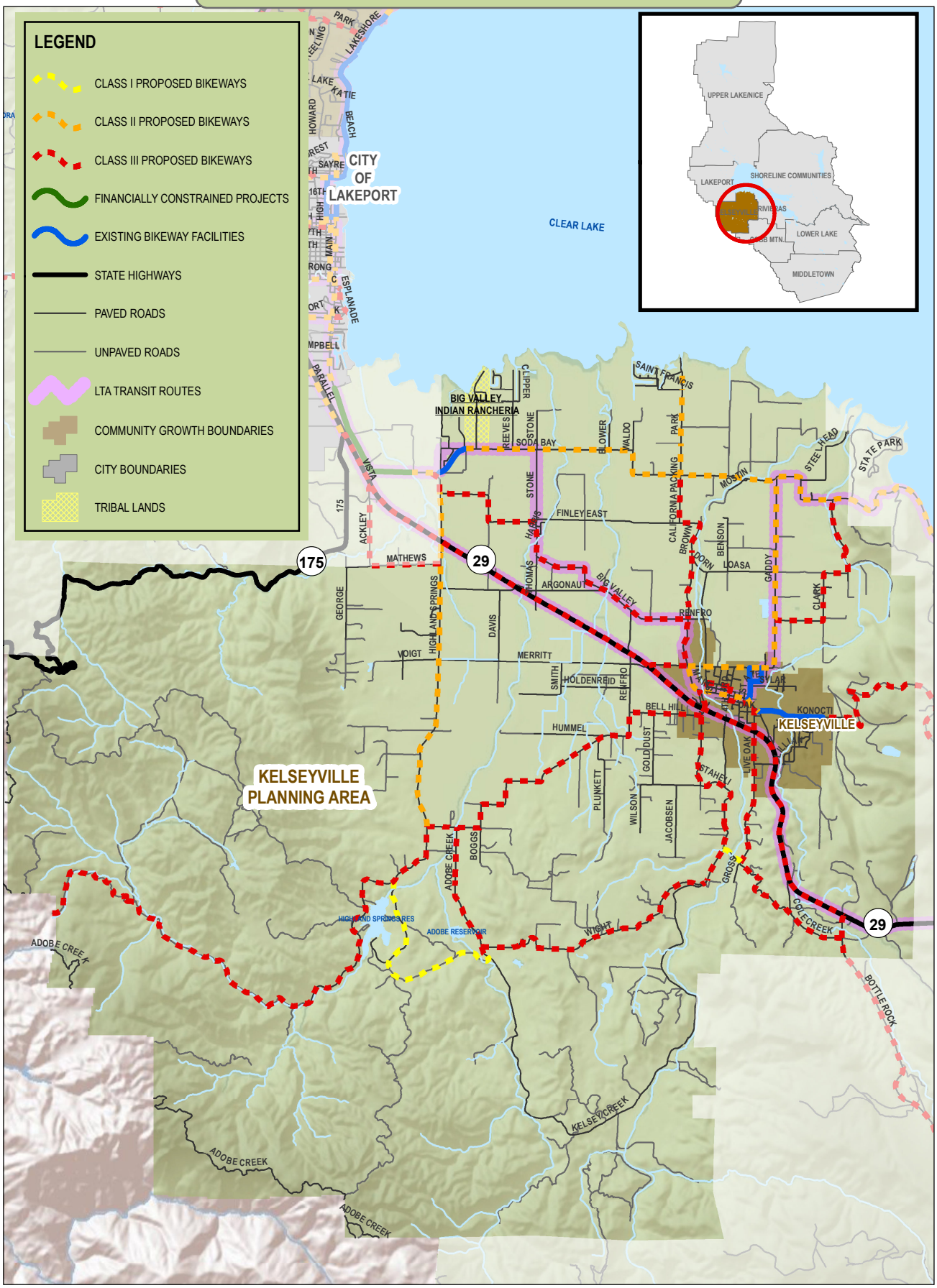
COBB MTN. PLANNING AREA

N
0 1.2 Miles

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES



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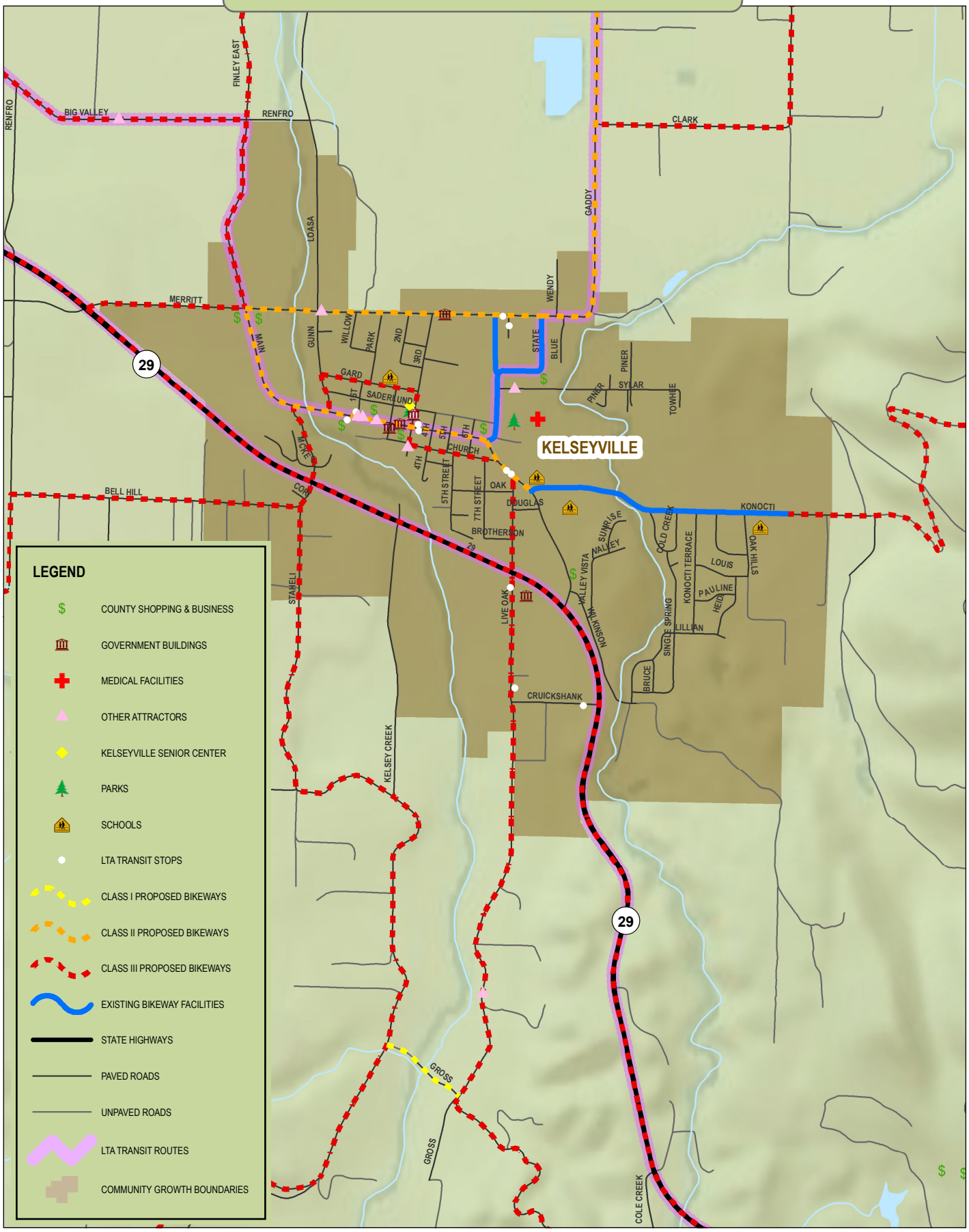
KELSEYVILLE PLANNING AREA

0 1.2 Miles N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #7



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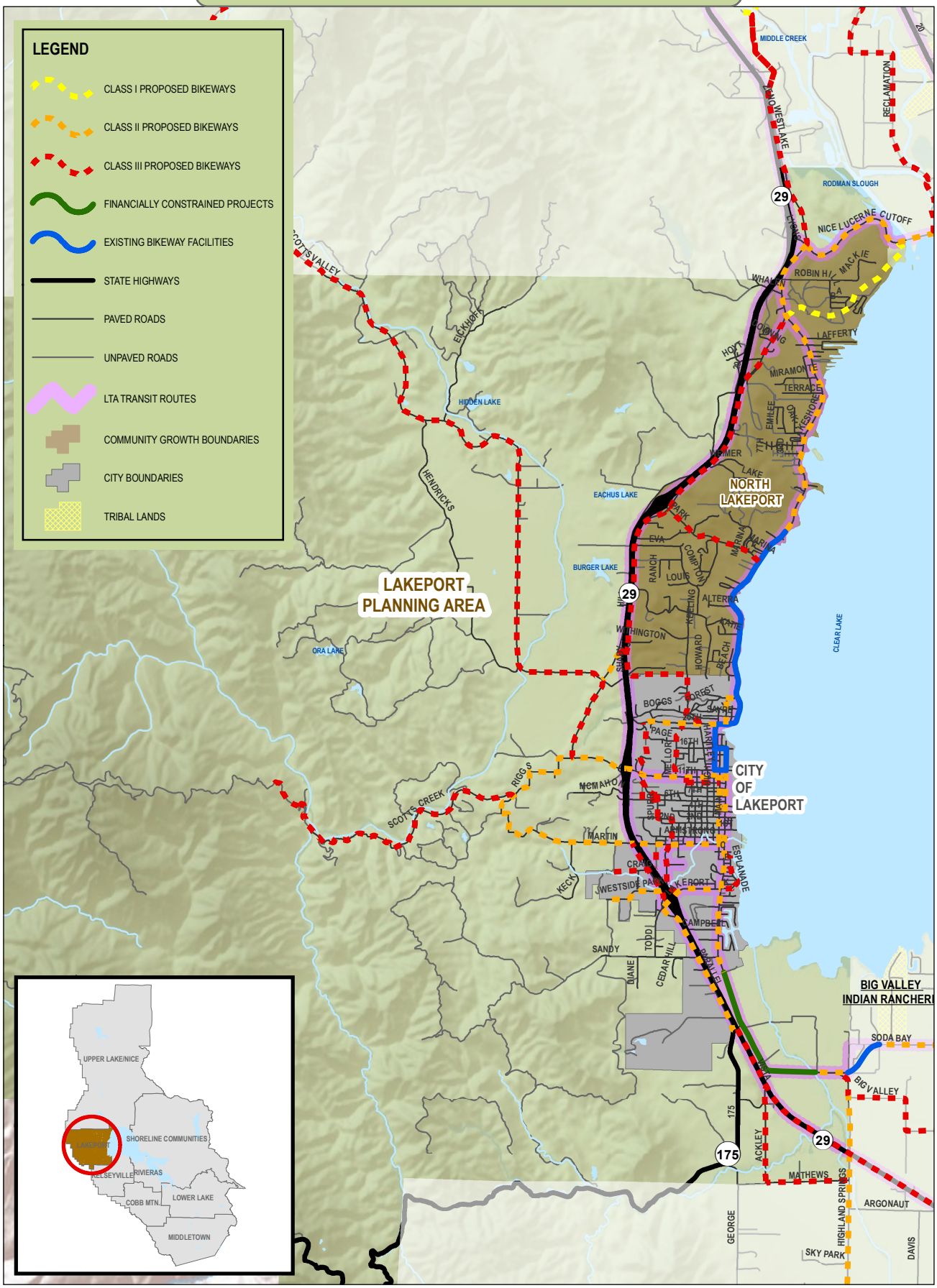
KELSEYVILLE

0 0.24 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES



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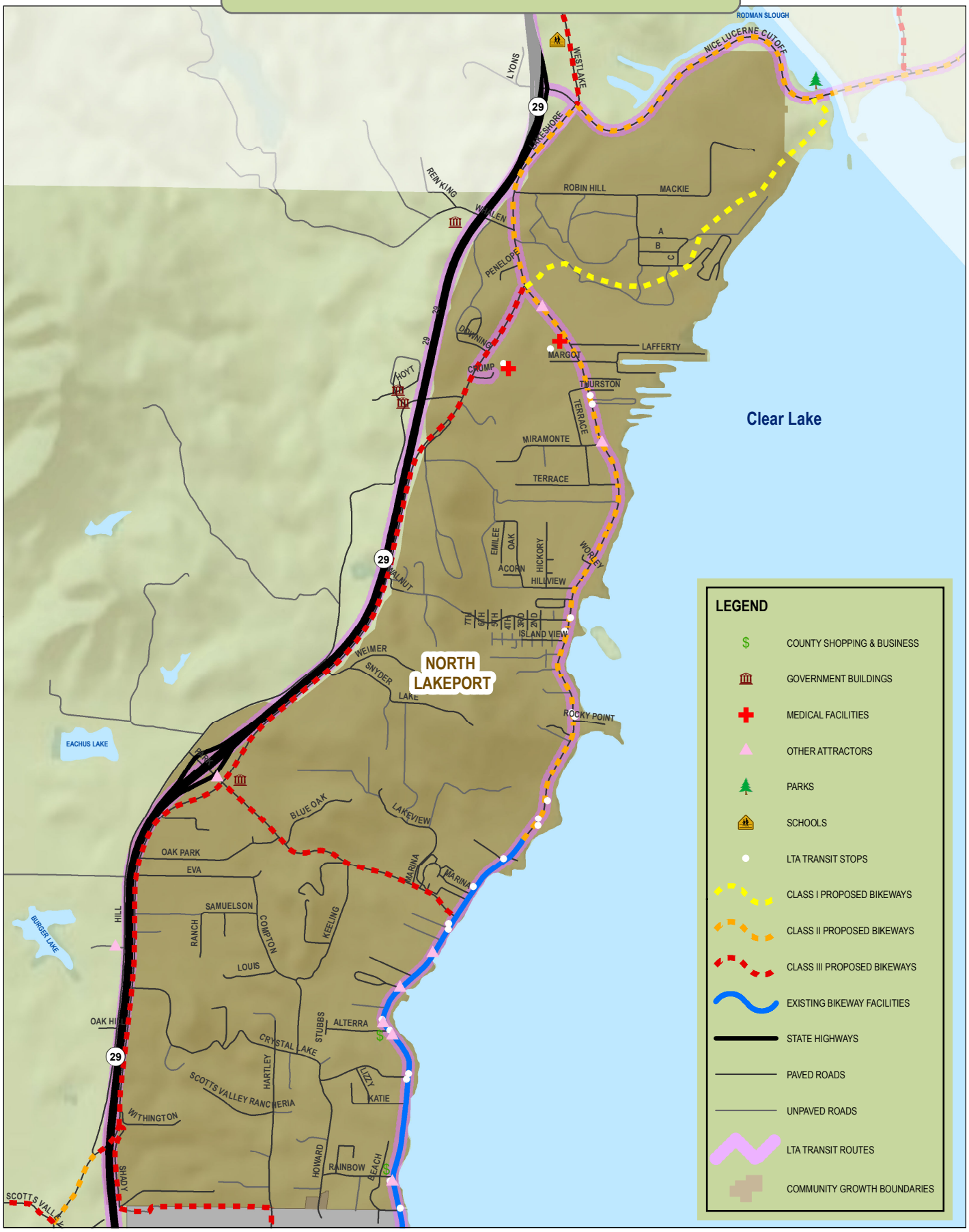
LAKEPORT PLANNING AREA

N

0 1.2 Miles

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #9



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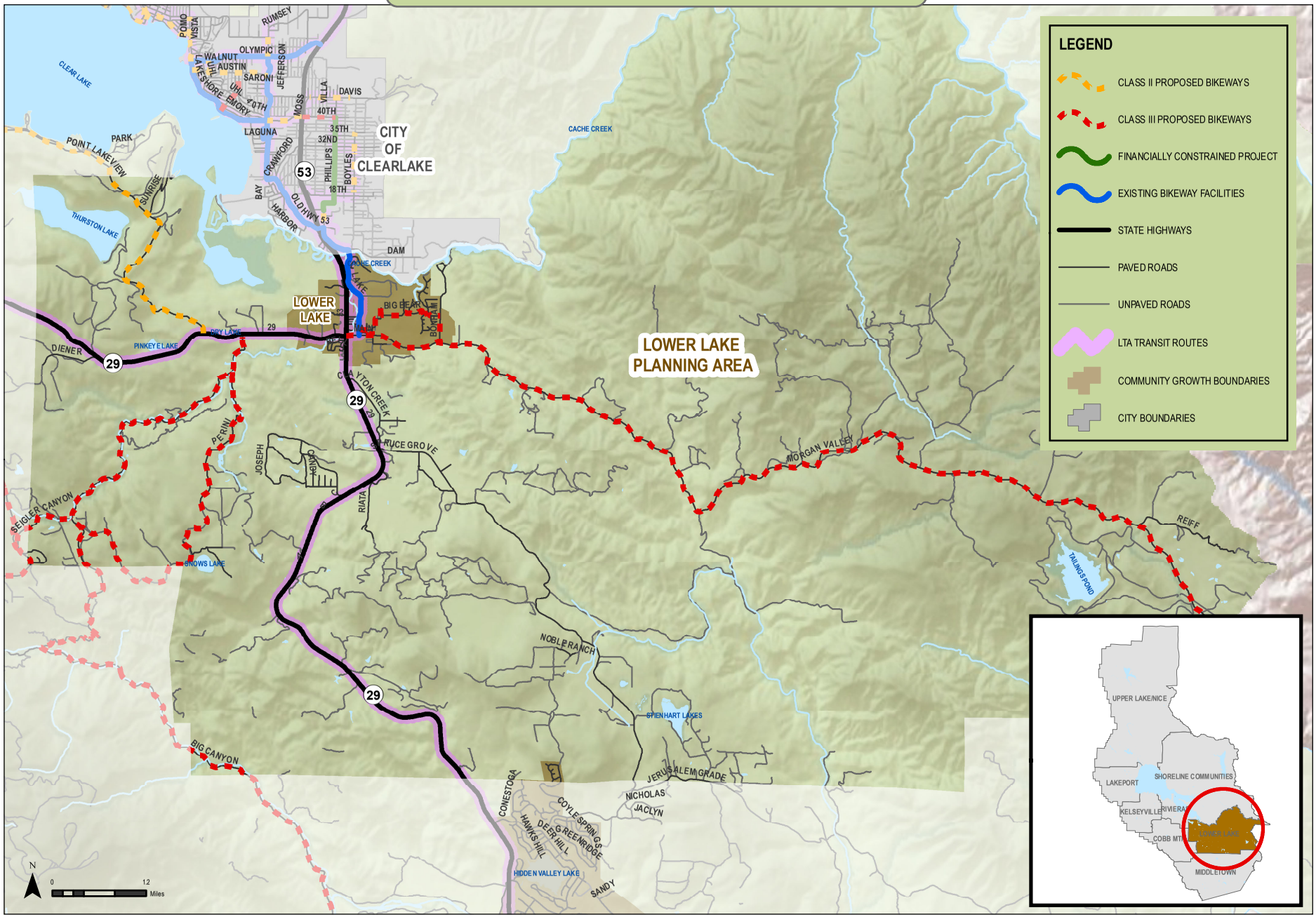
NORTH LAKEPORT

0 0.3 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #10



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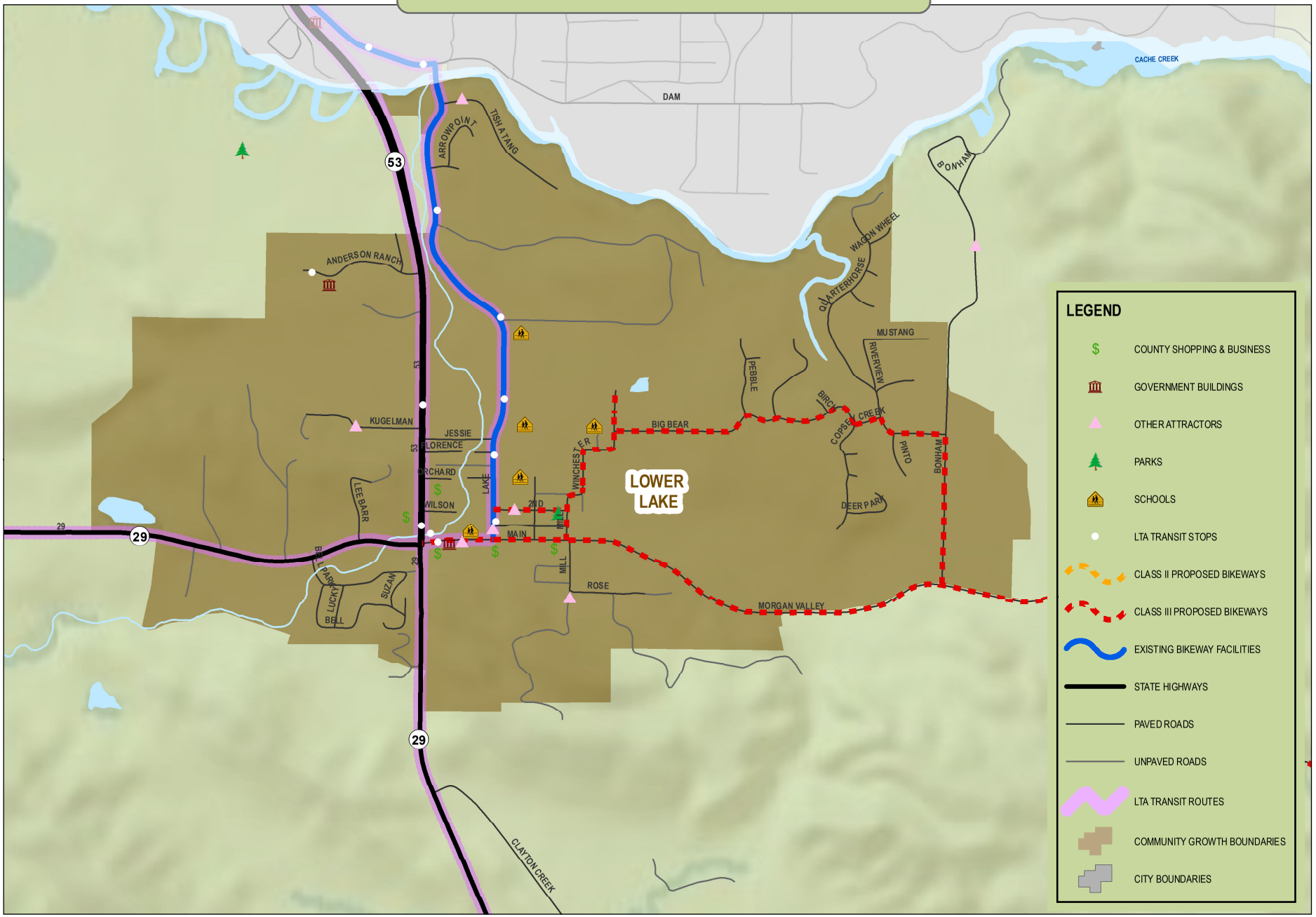
LAKE APC

LOWER LAKE PLANNING AREA

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #11



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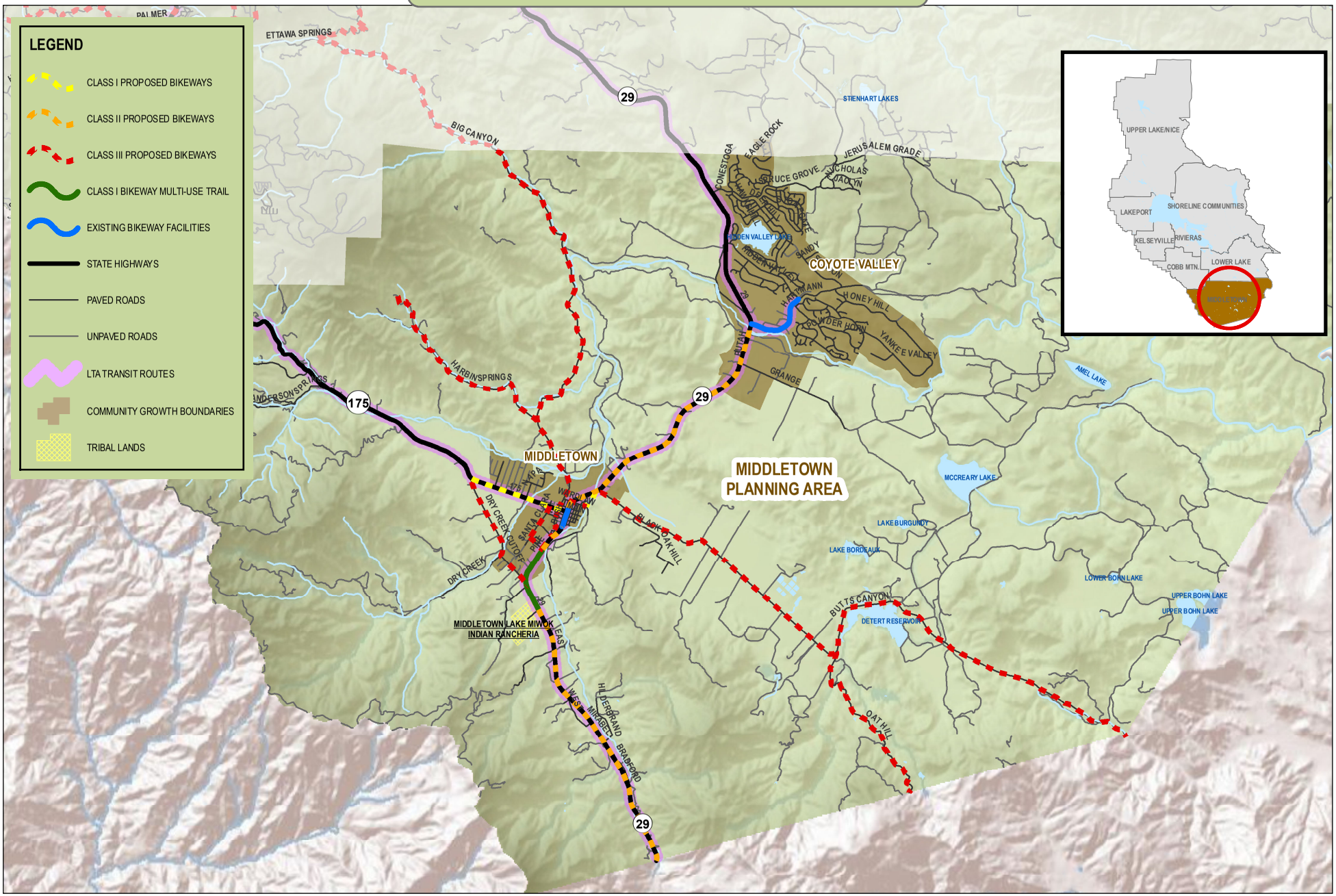
LOWER LAKE COMMUNITY

N

0 0.21 Miles

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #12



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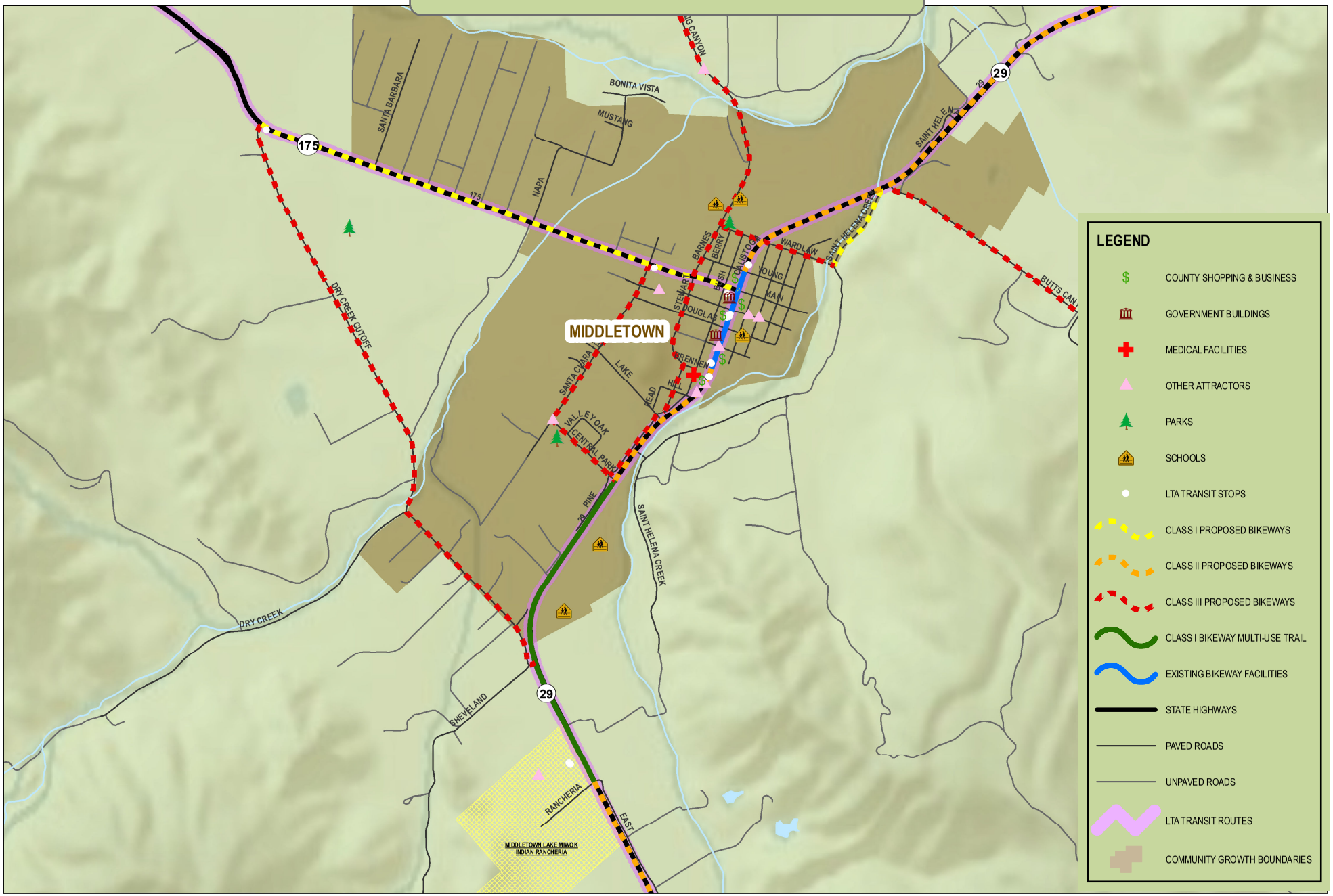
MIDDLETOWN PLANNING AREA

N
0 1.35 Miles

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #13



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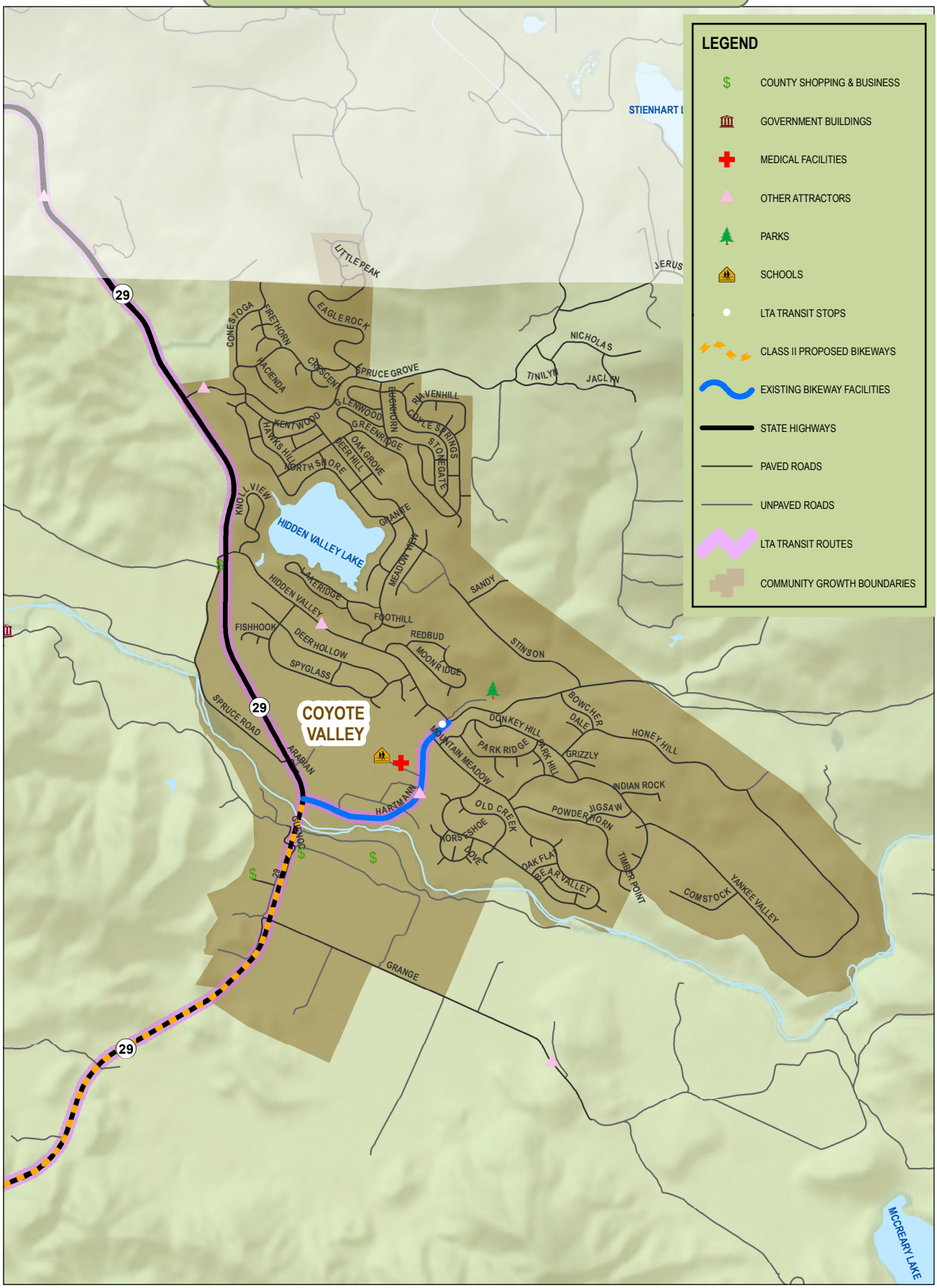
MIDDLETOWN

0 0.25 5 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #14



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COYOTE VALLEY

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

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RIVIERAS PLANNING AREA

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #16

06

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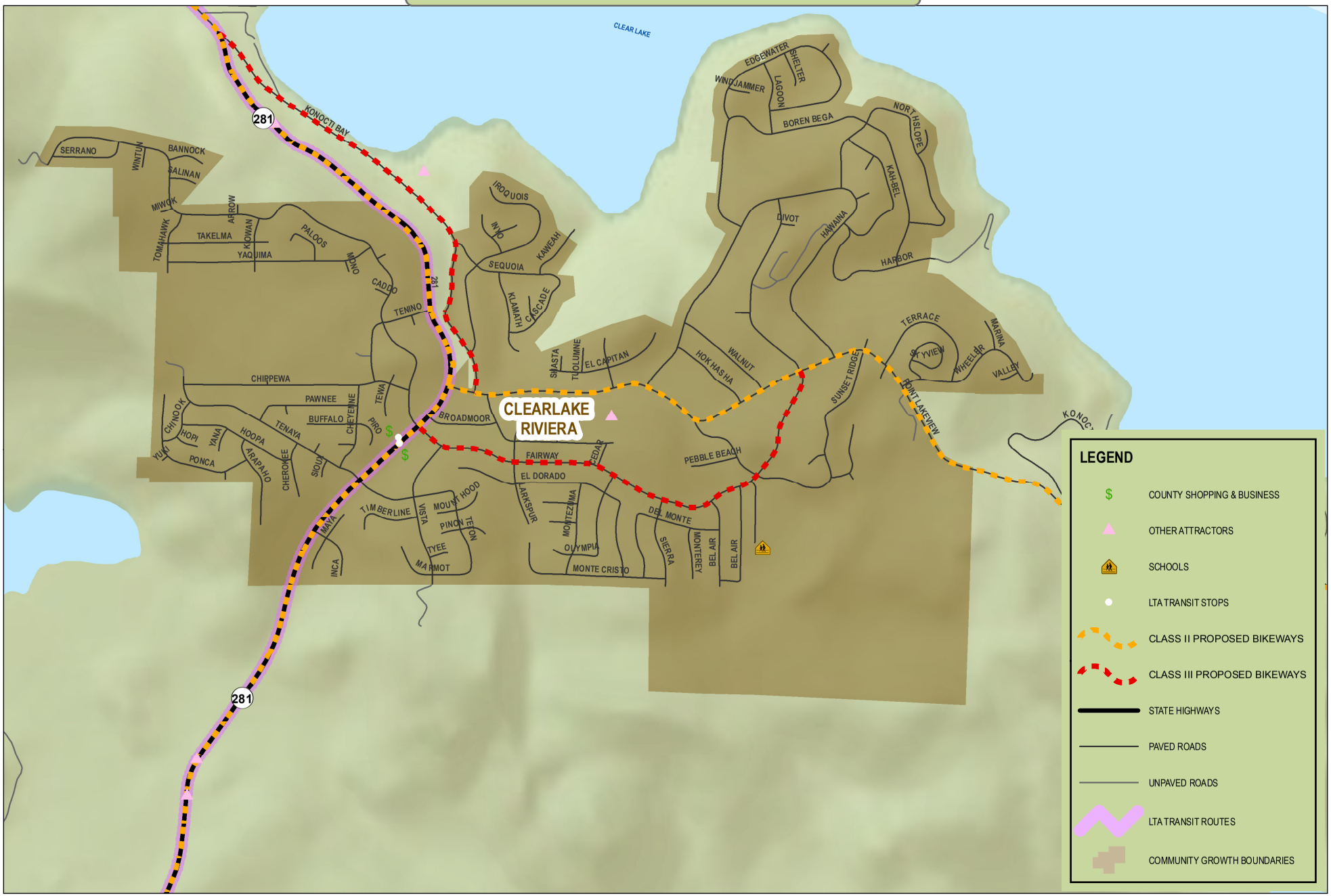
SODA BAY

0 0.135 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN



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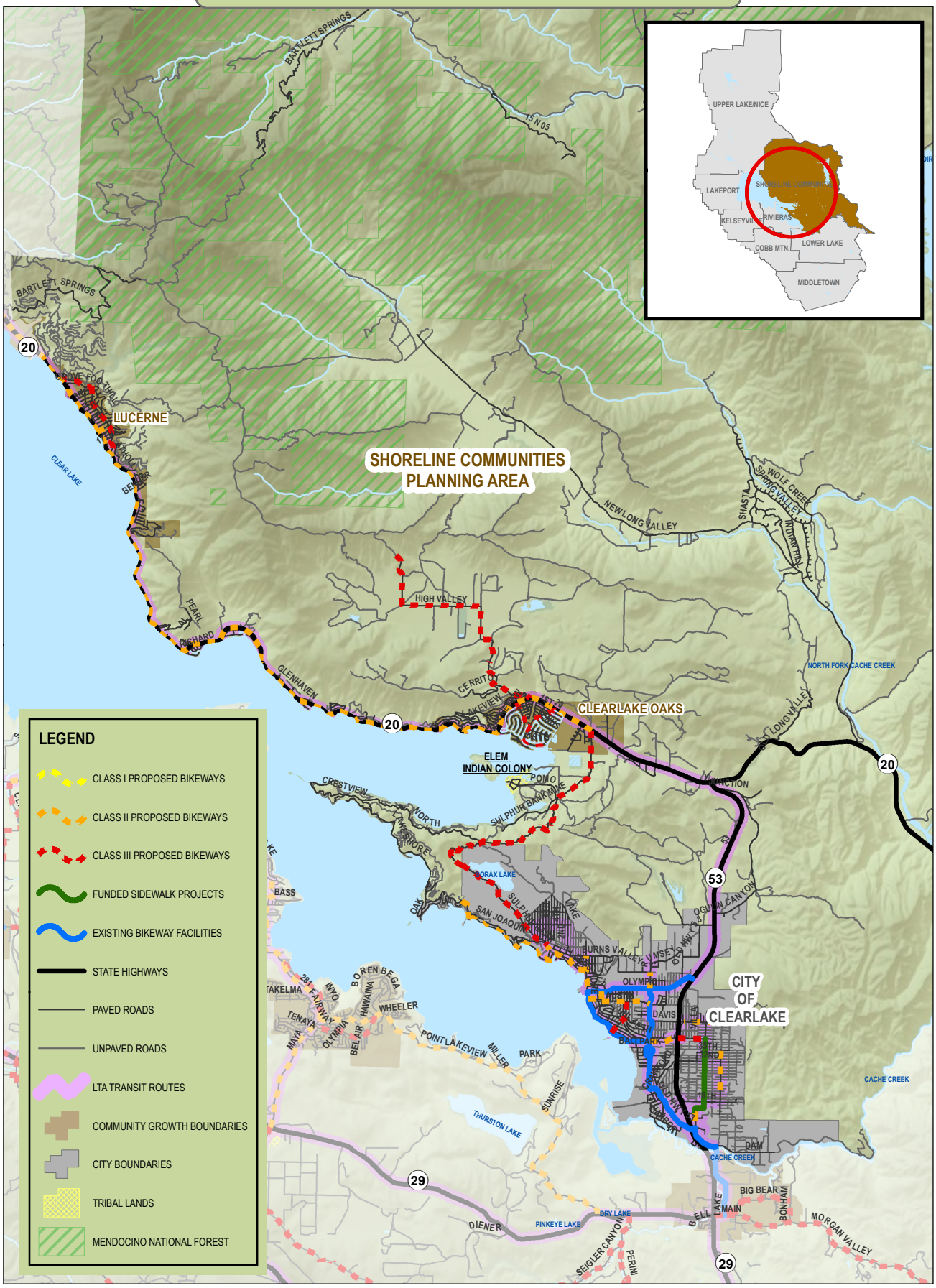
CLEARLAKE RIVIERA
LAKE COUNTY, CALIFORNIA

0 0.21 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #18



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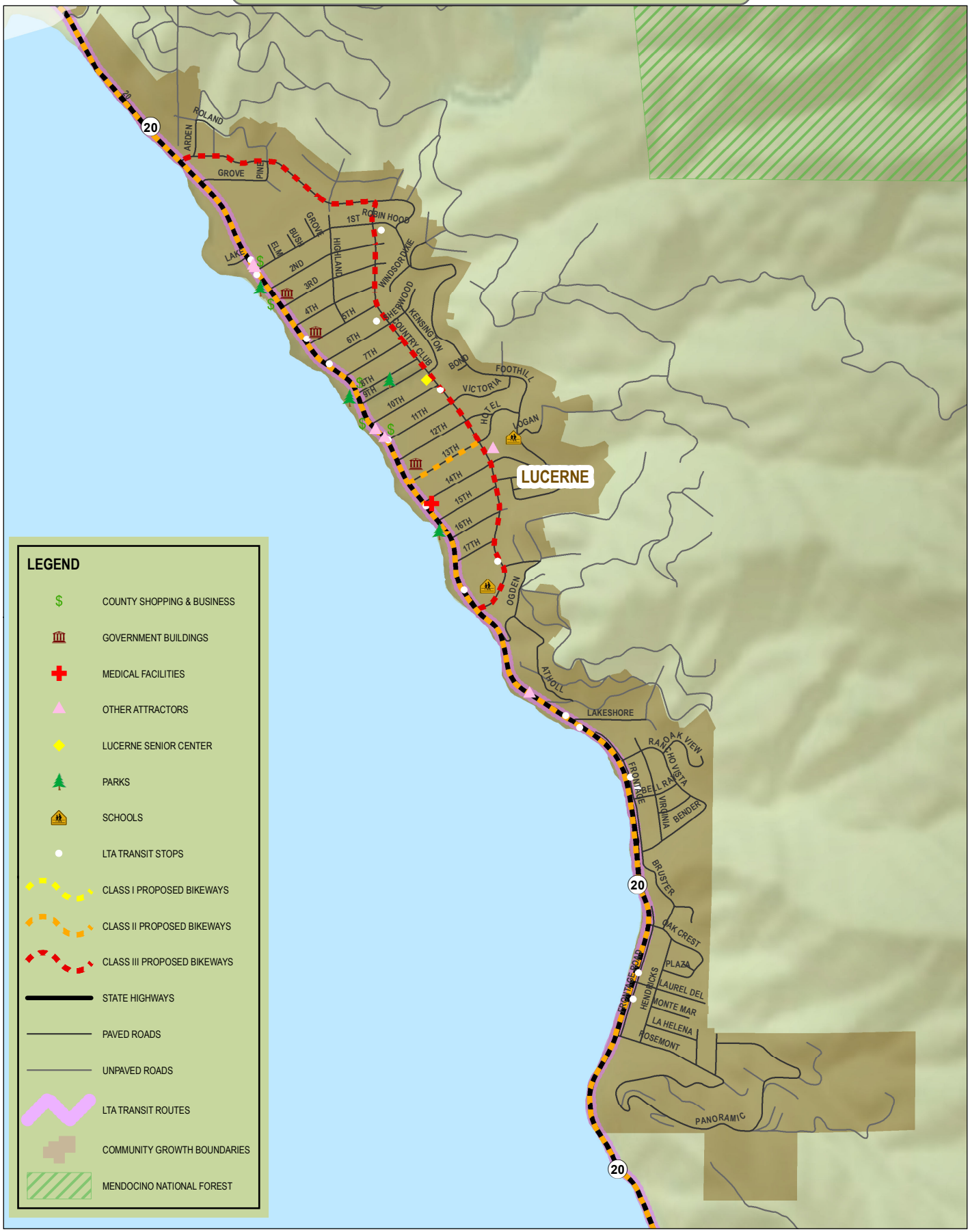
SHORELINE COMMUNITIES PLANNING AREA

0 1.05 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #19



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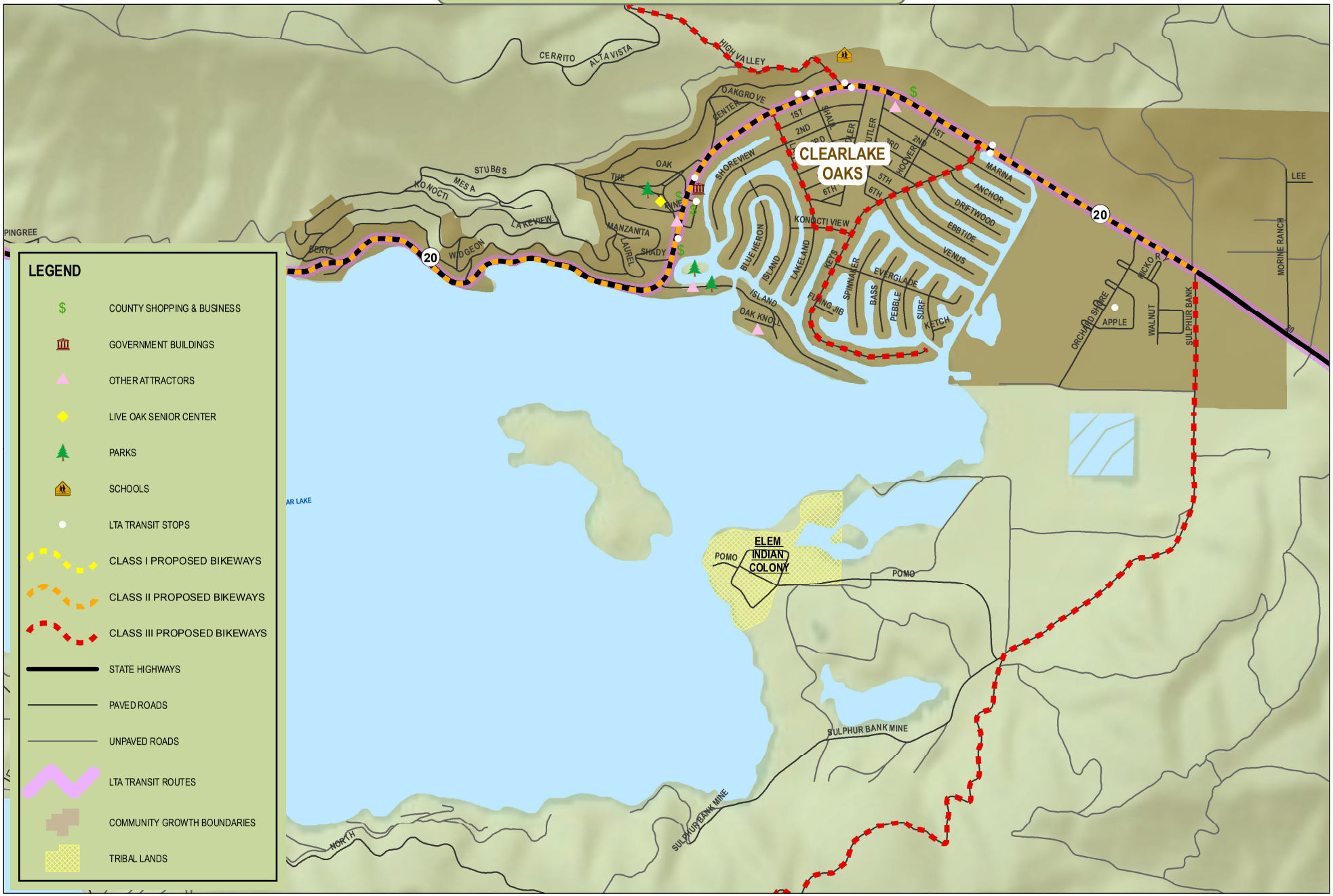
LUCERNE

0 0.225 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #20



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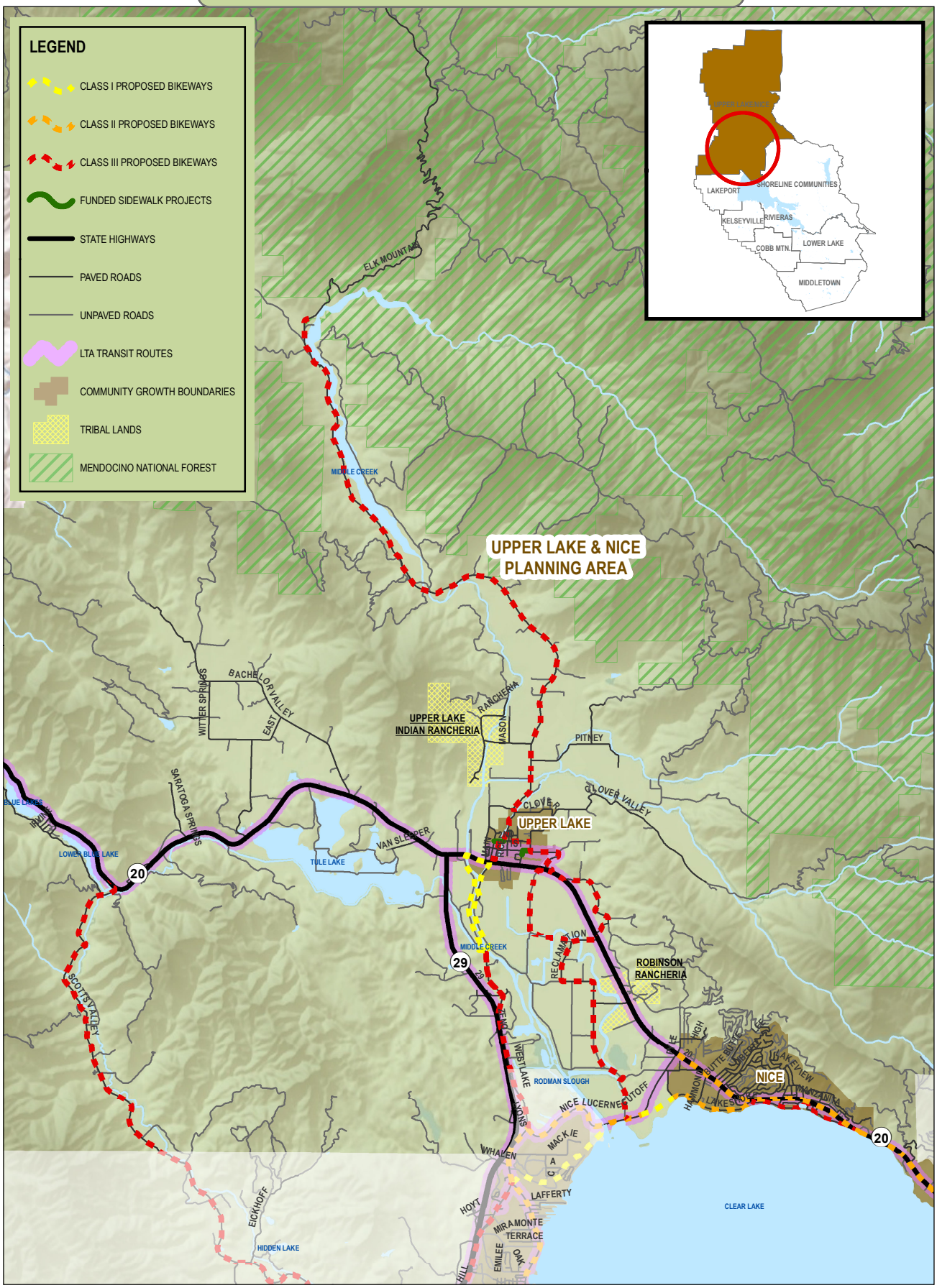
LAKE APC

0 0.24 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #21



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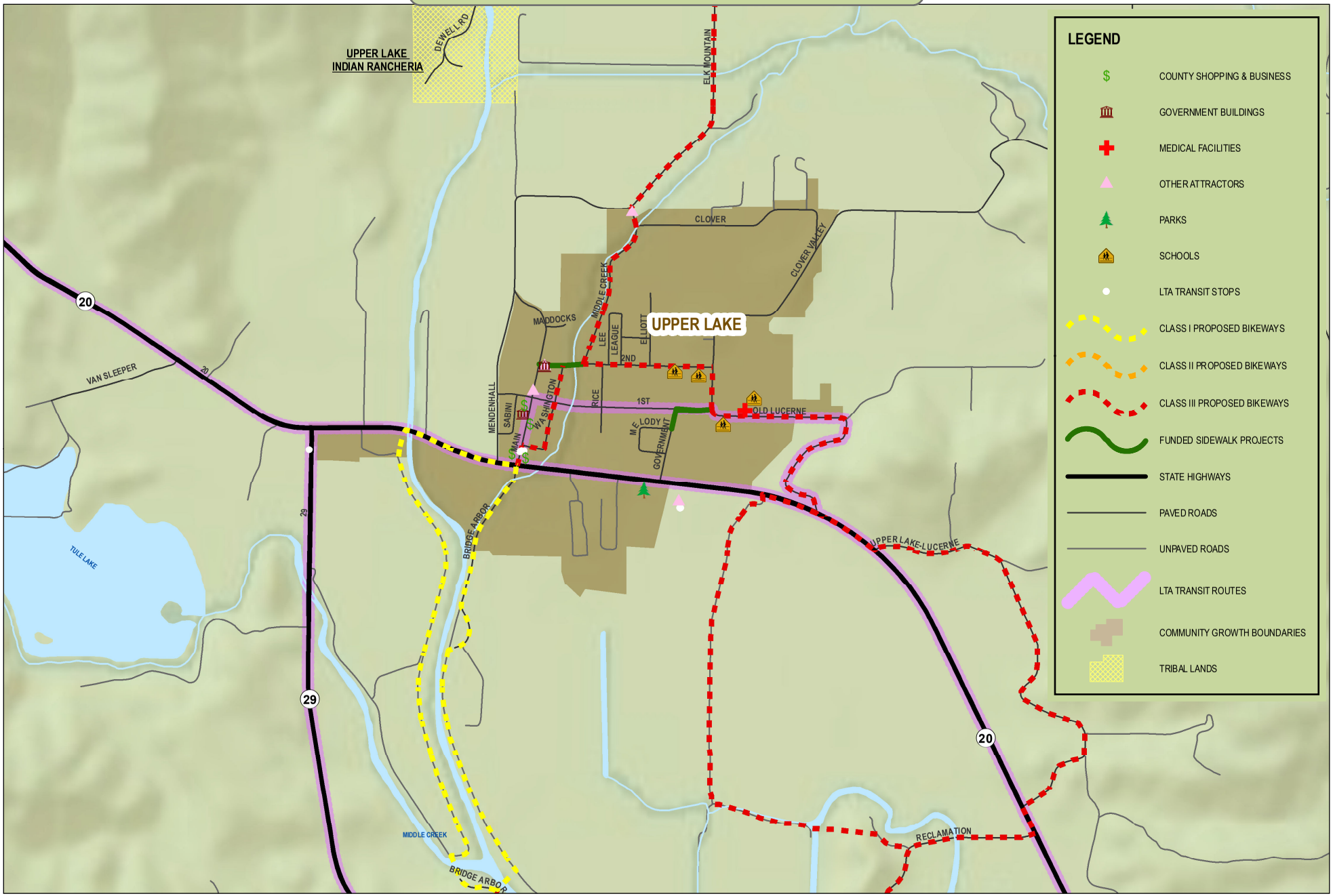
UPPER LAKE AND NICE PLANNING AREA

0 0.6 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #22



96

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UPPER LAKE

0 0.21 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
BIKEWAY FACILITIES

MAP #23

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NICE

0 0.24 Miles

N

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Proposed Sidewalks for the City of Lakeport (Map #27)		
Roadway/Corridor	Begin Point	End Point
1st Street	Main St	High St
Fairview Way	Hillcrest Dr	Green St
Forbes	1st St	Martin
Forest Dr	Hillcrest Dr	Loch Dr
Giselman St	Robles Dr	Lange St
High	1st St	Martin
Hillcrest	Terrace Dr	Loch Dr
Martin	Bevins	Brush
Sayre	Begin Point	Giselman St
Terrace	Hillcrest Dr	Forest Dr

Proposed Sidewalks for the City of Clearlake (Map #24)		
Roadway/Corridor	Begin Point	End Point
18th Ave	SR 53	Boyles Ave
Arrowhead Road	Toyon Street	Ciwa Street
Austin Ave	Cottonwood Street	Redwood Street
Austin Ave	Lakeshore Drive	Pine Street
Boyles Ave	18th Ave	36th Ave
Division Ave	Lakeshore Drive	Pine Street
Huntington Ave	Lakeshore Drive	Arrowhead Road
Lakeshore Drive	Olympic Drive	Division Ave
Olive Street	Austin Ave	Olympic Drive
Olympic Drive	Lakeshore Drive	Pine Street
Walnut Ave	Pine Street	Olive Street

Proposed Sidewalks for Clearlake Oaks (Map #30)		
Roadway/Corridor	Begin Point	End Point
State Route 20 (North Side)	High Valley Road	Keys Blvd

Proposed Sidewalks for Kelseyville (Map #26)		
Roadway/Corridor	Begin Point	End Point
Konocti	Cole Creek Bridge	Oak Hills Ln
Live Oak Drive	Main Street	SR 29

Proposed Sidewalks for Lakeport North (Map #27)		
Roadway/Corridor	Begin Point	End Point
Rainbow Road	Lakeshore Blvd	Howard Ave

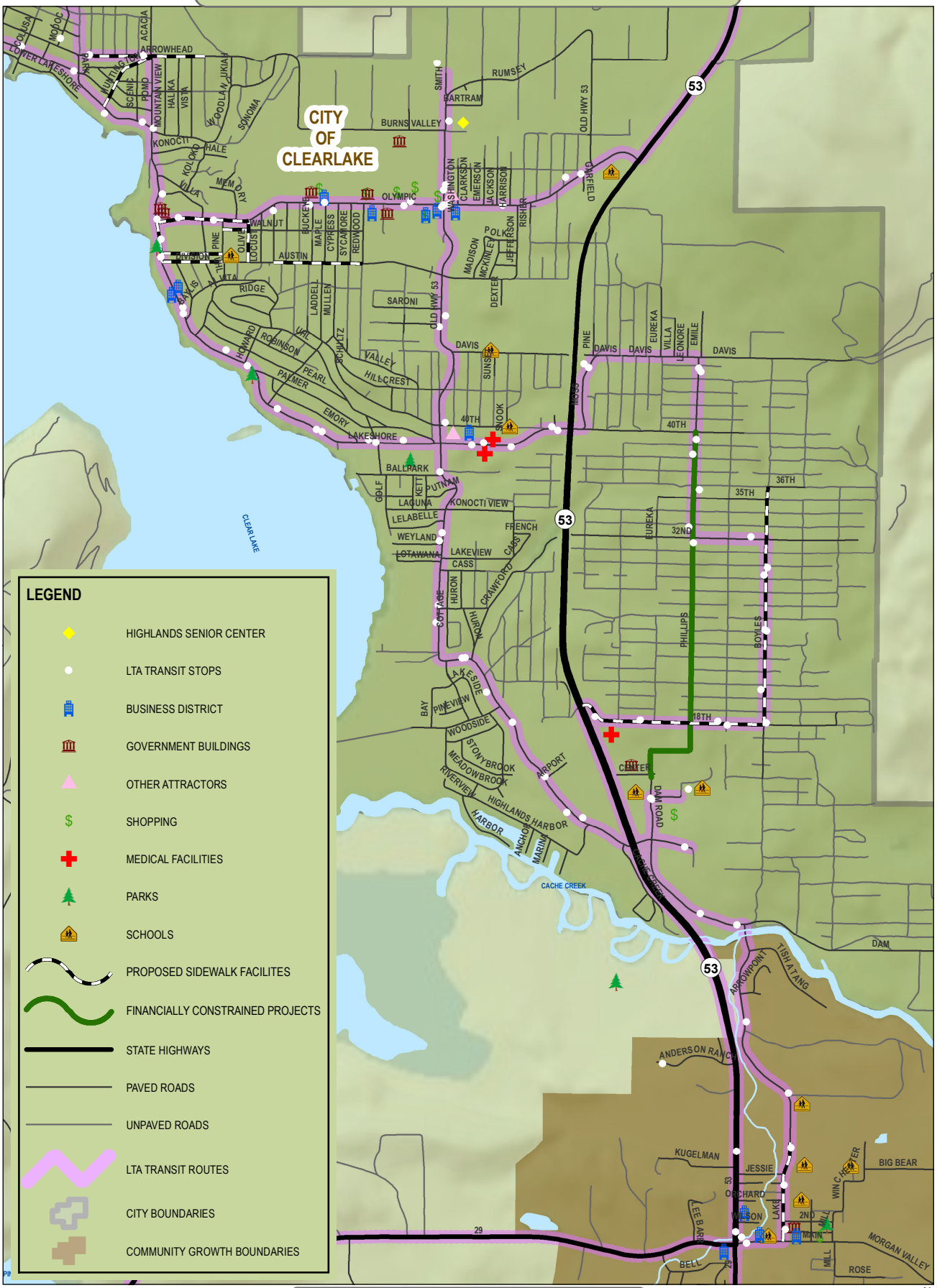
Proposed Sidewalks for Lower Lake (Map #24)		
Roadway/Corridor	Begin Point	End Point
Lake St	Main St	Lower Lake High School

Proposed Sidewalks for Lucerne (Map #29)		
Roadway/Corridor	Begin Point	End Point
9th Ave	SR 20	Country Club
10th Ave	SR 20	Country Club
14th Ave	SR 20	Country Club
15th Ave	SR 20	Country Club
16th Ave	SR 20	Country Club
17th Ave	SR 20	Country Club
Country Club	3rd Ave	9th Ave

Proposed Sidewalks for the Rivieras (Map #25)		
Roadway/Corridor	Begin Point	End Point
Bel Air	All	All
Del Monte	All	All
Fairway	Larkspur	Bel Air
Monte Cristo	All	All
Monterey	All	All
Sierra	All	All
Sunset Ridge	Pebble Beach Way	Fairway

Proposed Sidewalks for Upper Lake (Map #28)		
Roadway/Corridor	Begin Point	End Point
2nd St	Middle Creek	Government Street

LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES



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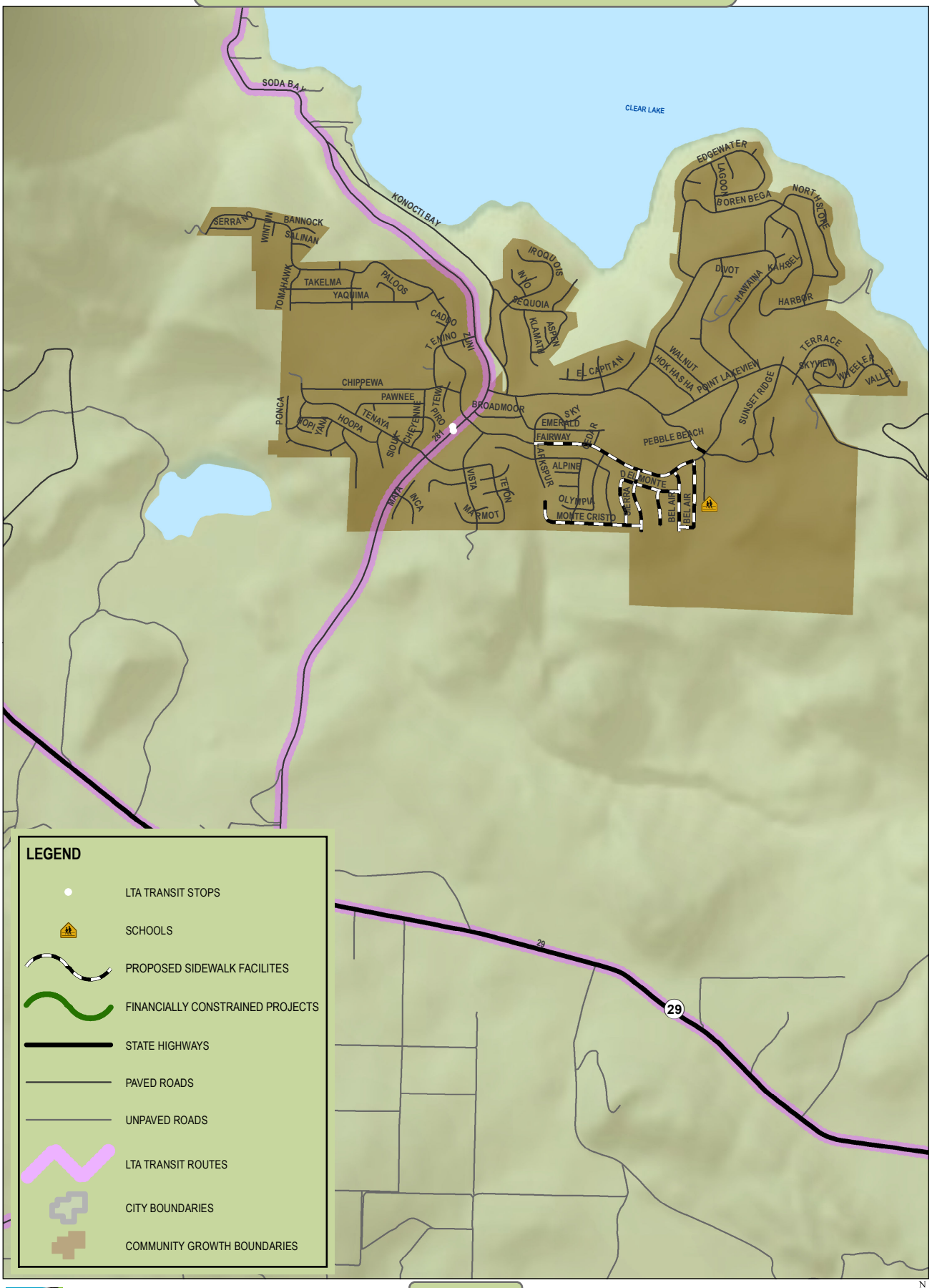
CLEARLAKE / LOWER LAKE AREA

0 0.45 Miles N

LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES



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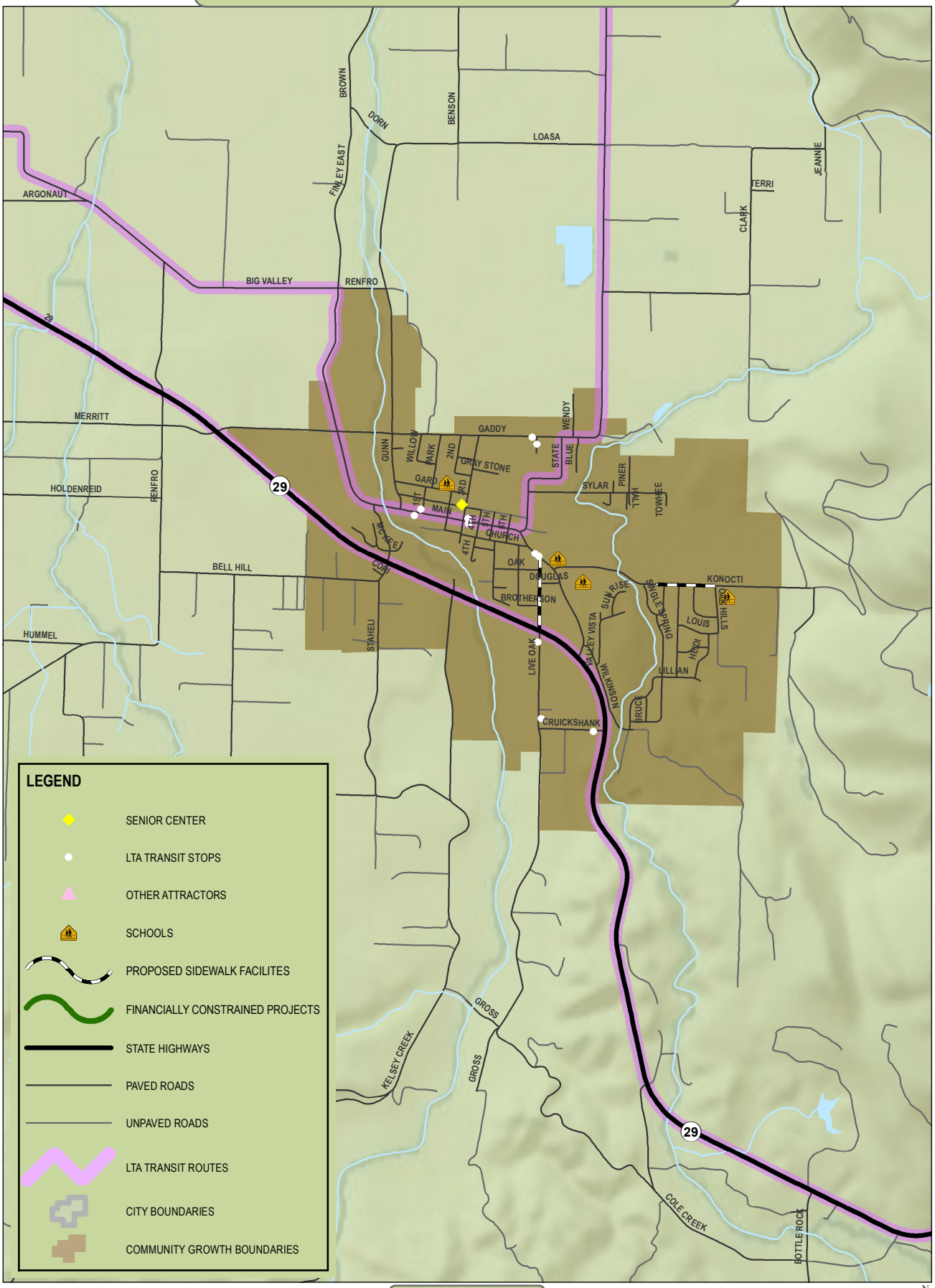
RIVIERAS

LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES



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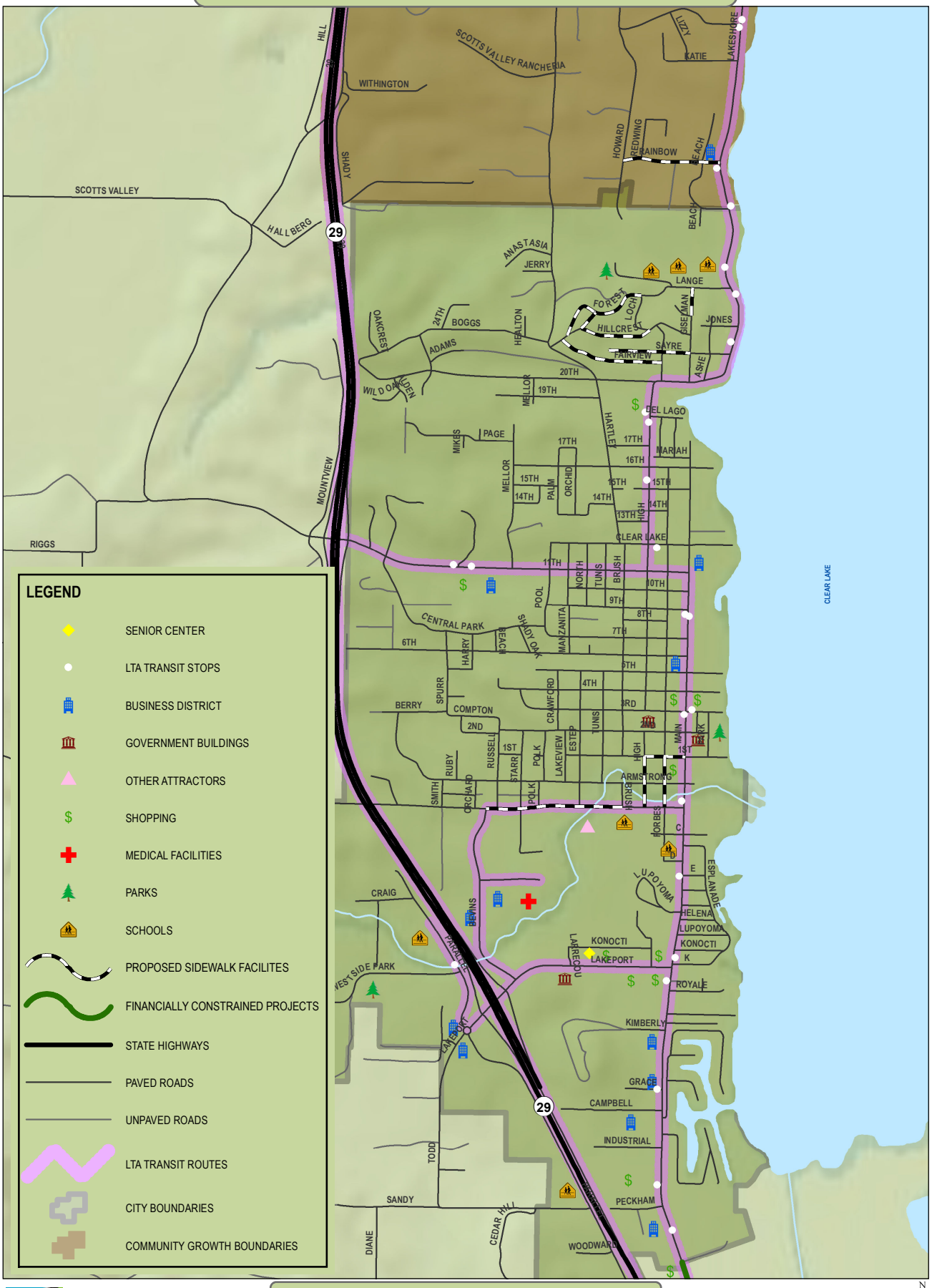
KELSEYVILLE

LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES



LAKEPORT / NORTH LAKEPORT AREA

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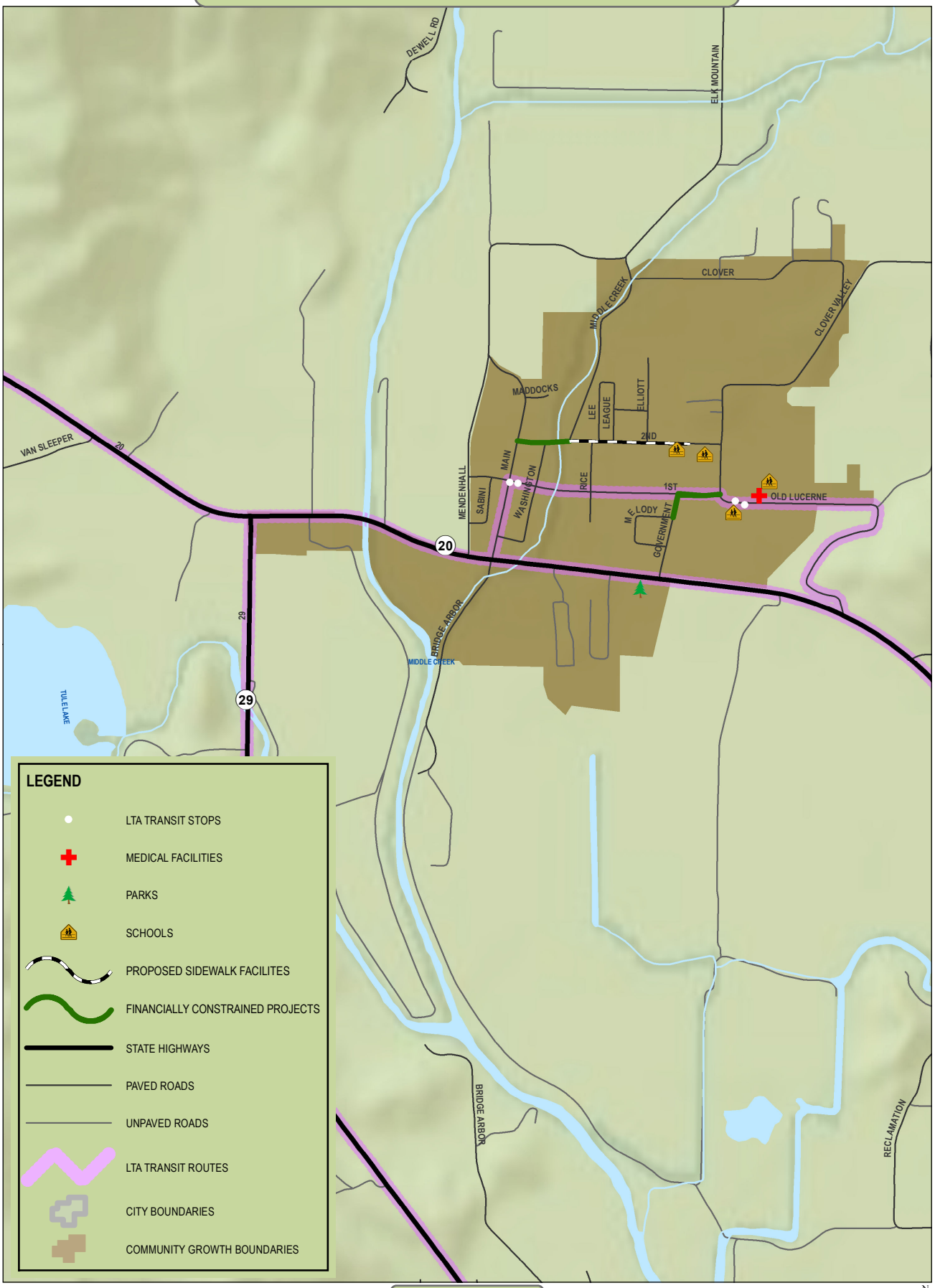
LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES



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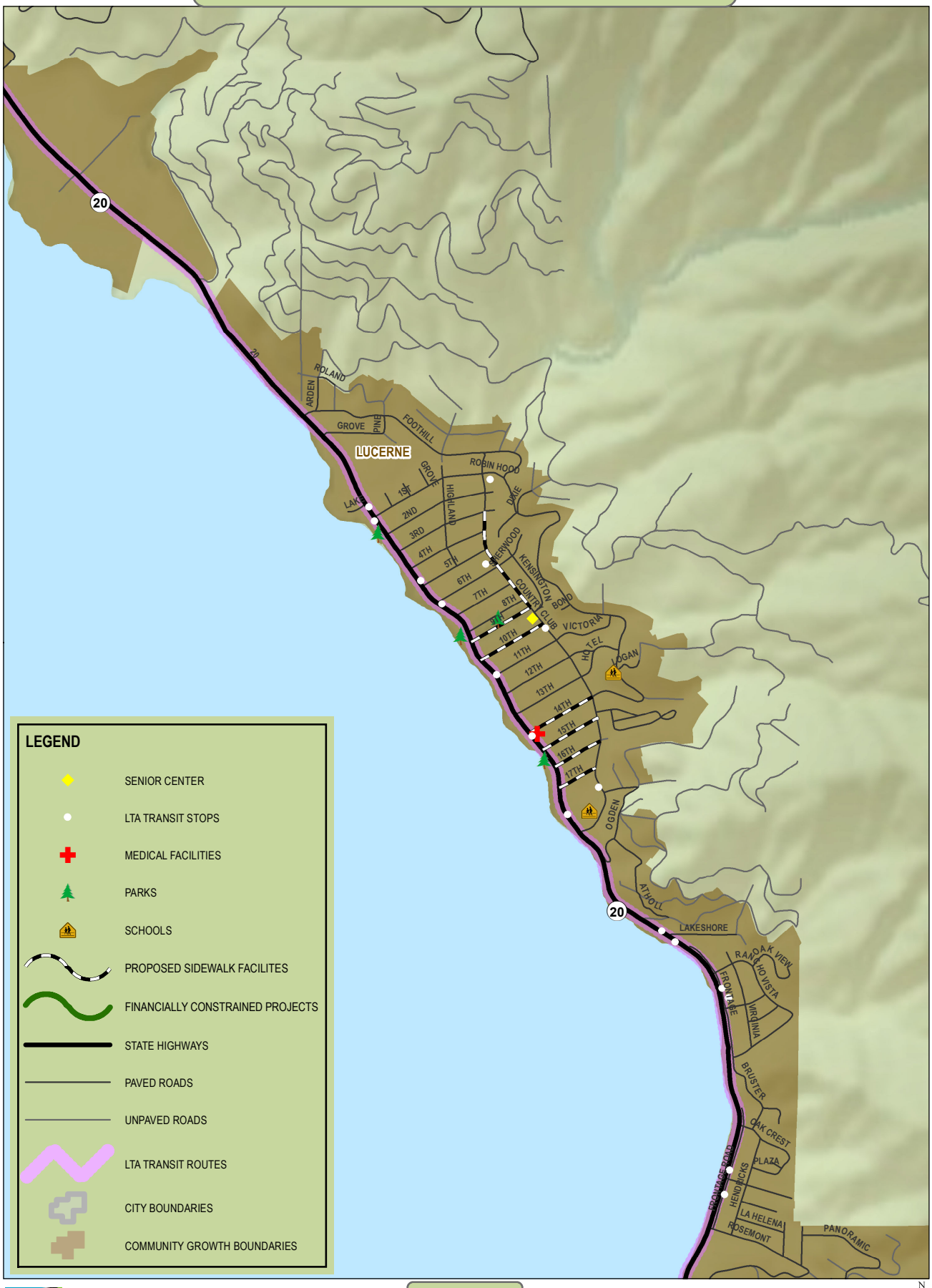
UPPER LAKE

0 0.27 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES



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LUCERNE

0 0.3 Miles

N

LAKE ACTIVE TRANSPORTATION PLAN
SIDEWALK FACILITIES

LAKE APC
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CLEARLAKE OAKS

0 0.3 Miles

N

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Appendix D

Lake Active Transportation Plan
Adopting Resolutions

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