

# Highway 20 Traffic Calming and Beautification Plan



September 14, 2005



***Prepared For:***

Lake County/City Area Planning Council

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August 2006

# Beautification Plan



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## 1.0 INTRODUCTION

Passing along the northern shore of Clear Lake in Lake County, Highway 20 connects the area with U.S. 101 to the west and Interstate 5 to the east. Highway 20 is classified as a Principal Arterial Corridor meaning that it serves movements indicative of substantial statewide or interstate travel. Although regional transportation allows for several modes, the highway system remains the main transportation route used by residents and visitors. Highway 20 accommodates most of the through and truck traffic in the east/west direction. Since sections of Highway 20 also serve as the “Main Street” for the communities of Nice, Lucerne, and Clearlake Oaks the safety, appearance, and functionality of this corridor is extremely important to the region. In the past several years, Highway 20 has experienced escalating traffic impacts due to demographic changes and population growth in the surrounding communities.

With traffic volumes increasing, Caltrans and the Regional Transportation Planning Agency have widened sections of Highway 20 through Nice, Lucerne, and Clearlake Oaks including the provision of a center left turn lane. This lane is often used as a passing lane, creating hazardous conditions for motorists and pedestrians alike. The Regional Transportation Plan calls for redirecting through traffic to the south of Clearlake along Highway 29 and 53, increasing the opportunity to utilize the present Highway 20 road cross section in a manner that can calm traffic and provide pedestrian safety on those sections of the highway that pass through Nice, Lucerne, and Clearlake Oaks.

## 2.0 PURPOSE

The purpose of this Traffic Calming and Beautification Plan is to facilitate and encourage improvements that help realize the community’s vision for the Highway 20 Corridor. It is important to keep in mind while reading this study, that it is conceptual in nature. This Plan will focus on improving the overall appearance as well as establishing a strong mix of traffic calming measures to create a more pedestrian friendly “main street” feeling than a thoroughfare.

The improvement plan for the Highway 20 Corridor will include attractive streetscapes, public spaces or plazas, pedestrian-friendly design, and a mix of uses and transportation modes. To achieve this vision, the Plan focuses on public improvements but cannot be fully realized without addressing private investment as well. This Traffic Calming and Beautification Plan is a method of facilitating and prioritizing improvement projects, evaluating future growth and enhancing existing land uses in the downtown areas of Nice, Lucerne, and Clearlake Oaks. The designs discussed in this document are not intended to restrict creative solutions, and the County has the authority to consider alternative solutions that meet the intent and goals of this Plan. This flexibility allows the improvements to be implemented over time as funding becomes available, without compromising the design and intent behind that design.

# Beautification Plan

### **3.0 PLAN GOALS:**

At the beginning of this project a number of goals were identified as essential to this process. The original goals are outlined below:

#### **Energizing the Street**

As it stands today, the section of Highway 20 that passes through the Northshore towns of Nice, Lucerne, and Clearlake Oaks acts more as a thoroughfare than a destination. This, coupled with the lack of on-street parking, forces the development of parcels along the street to provide all parking for their business on site, spurring a pattern of commercial development that is loosely organized and sprawling rather than more sensitively scaled and carefully integrated. The current widths and distances of vision also discourage the slower traffic that is necessary to improve the safety of the Northshore communities are seeking. There is potential to transform the Highway 20 Corridor from thoroughfare to destination, with angled or parallel parking in some areas where the right of way is available. On street parking reduces “raceway” feel and promotes more of a “main street” effect. Links to important uses, facility enhancements for pedestrians, and gateway elements announcing arrival to the towns, will also be important features assisting this goal.

#### **Weaving the Lake into the Plan**

One of the Northshore’s most valuable assets is its close proximity to the scenic beauty and recreation opportunities provided by Clear Lake. Through well thought-out pedestrian crossings, signage, and visual linkages, both residents and visitors will be able to enjoy the unique features that these Northshore communities enjoy.

#### **Spurring Revitalization**

While economic revitalization might not be the main focus of the Traffic Calming and Beautification Plan, it will definitely be an important outcome of this process. Taking into account the adjacent land uses and how they are affected by changes along Highway 20 will ensure that comprehensive improvements will benefit existing uses and attract new businesses, catalyzing a renaissance in Nice, Lucerne, and Clearlake Oaks.

#### **Distinctive Design**

The three communities involved in the Traffic Calming and Beautification Plan each have personalities and a character all their own, which should be celebrated through the project design. The design should enhance and build upon those unique qualities with features that can carry through to all three communities, binding them together as a unified whole, while respecting the diversity of each. For example, linkages to Clark Island could be a focus in Clearlake Oaks, while Nice might have signs directing visitors to its new town square, and Lucerne could highlight its new promenade.



### **Developing a Plan that is Achievable**

The Highway 20 Traffic Calming and Beautification Plan must embrace a clear strategy of phasing and implementation over time in a way that is cost effective and demonstrably capable of generating increased safety and mobility for all users. Identifying elements of the final plan that can be implemented right away will develop a sense of accomplishment and the stimulus necessary to achieve the final plan.

### **Resonance with the Community**

When approved, the final plan must enjoy a strong community consensus for its recommendations if it is to create the community will necessary to implement such projects in today's world. Nice, Lucerne, and Clearlake Oaks, need a community-based design process involving a series of open and engaging public workshops that will empower the communities to help design their "Main Street".

As expected, during the public outreach process, additional goals were made a part of the planning process. The following list was added during that process:

- Encourage drivers to drive at the desired speed.
- Improve the aesthetic appearance of the street.
- Enhance the street environment, particularly for pedestrians.
- Minimize conflicts between highway users: pedestrians, bicyclists, transit, freight carriers, and motorists.

## **4.0 PROJECT AREA**

While the Highway 20 corridor extends quite a distance through Lake County, the focus of this Traffic Calming and Beautification Plan was on specific segments that run through the center of Nice, Lucerne, and Clearlake Oaks.

- In Nice, the project area is along Highway 20 from west of Sayre Avenue to Manzanita east of the Post Office.
- In Lucerne, the project area is along Highway 20 from Foothill Drive to Country Club Drive.
- In Clearlake Oaks, the project area is along Highway 20 from west of Island Drive to the Lake Point Lodge east of Keys Boulevard.

#### 4.1 Existing Conditions

The heavy traffic of today's highways does not mean that "main streets" have to sacrifice the qualities that bring people to them. Many undesirable conditions—traffic noise, collisions, poor walking environment, and loss of business—have happened throughout the country in part due to:

- An emphasis on mobility over accessibility, which can result in higher speeds than are appropriate to the main street environment (for example, streets that appear very wide especially during off-peak hours when there are no cars parked on the side of the road).
- A drifting away from the classic street design principles such as wide sidewalks and placing buildings correctly in relation to the street.
- A lack of knowledge or understanding about how to apply certain techniques that slow traffic, often referred to as "traffic calming," to major streets.



*In front of Lake Point Lodge looking east*



*Post Office Crossing looking west*

The Caltrans right-of-way along the Highway 20 Corridor is typically eighty feet wide. Within this right-of-way exists one lanes of travel in each direction, and a center turn lane that was installed to help alleviate the frequent rear-end and sideswipe collisions associated with turns into and out of side streets and driveways. The Highway includes a combination of dirt and paved shoulders. There are small lengths of sidewalk located intermittently in the communities. The absence of sidewalks leaves pedestrians to walk on the shoulder and the lack of defined driveways allows for cars to enter the street from many locations, creating a greater potential for accidents. While each community has an identifying sign, the entry into each community could benefit from a stronger sense of place.

#### 4.2 Clearlake Oaks

Approaching from the East there is a downhill slope leading into Clearlake Oaks. A small commercial center consisting of lodge, gas station, strip mall and post office greet drivers on the right side of the highway. Many large trucks park along the highway in front of the Lake Point Lodge blocking views from the driveway down the Highway Corridor. With the majority of residents living on the lake side of the Highway, pedestrians must cross the Highway to access this commercial area on the east side of town. Keys Boulevard serves as a primary access to the highway and commercial area for many residents of Clearlake Oaks. The combination of residential traffic and commercial traffic at this intersection, coupled with the pedestrian traffic make this intersection a challenge for all modes of travel.

The Post Office in Clearlake Oaks is one of the most challenging elements of this plan. The circulation of Post Office and the adjacent strip mall do not flow smoothly and tend to confuse drivers. Many residents brought up the intersection of the Post Office and Hoover Street as an area where many accidents occur due to the parking lot design.

## Highway 20 Traffic Calming and

At the bend in the Highway there is a Caltrans maintenance yard adjacent to the East Lake Elementary School. On the lake side of the Highway, Butler and Schindler Streets are close together with a creek between them. While the bend is fairly gradual it does cause some sight distance concerns at an area where young children cross the street. High Valley Road is adjacent to East Lake Elementary School and provides the access for parents to pick up and drop off their children. The acute angle at which High Valley Road meets Highway 20 creates an awkward intersection that restricts sight distance. The active uses located along High Valley Road cause a higher level of traffic along this road. With four roads/driveways along this bend, children crossing during school hours, visual cues and other traffic calming measures would be a benefit in this area.

Further west along the Highway 20 corridor, there is a significant elevation change between the road and shoulder on the north side of the highway. In locations where this situation occurs, there are very narrow shoulders and often a small frontage road to access residences adjacent to the highway. Sidewalk construction in this area could be costly and is likely to affect drainage flows and will need to be designed carefully. Bus stops which require a large flat concrete pad could also be costly in areas where the grades are steep.

In the area that could be considered the “commercial core” of Clearlake Oaks which extends from the east at Foothill Boulevard west to Pine Street, there are many intersections containing acute angles. Foothill Boulevard narrows to a one-way westbound street as it passes behind Fountain Park and intersects with Highway 20 at an angle. There is a very short access road that crosses in front of the short side of Fountain Park connecting Foothill and Highway 20 with a wider more perpendicular intersection that provides for safer turning movements. The Red & White Market, located west of Fountain Park has a very wide paved shoulder at the Highway 20 side of the building. With no clearly defined parking lot, cars often park parallel to the front of the building and have to pull back out onto the highway in front of the Acorn/Hwy 20 intersection at a busy pedestrian crossing. Behind Red & White, Acorn Street provides both delivery access and additional parking for Red & White. Acorn intersects Highway 20 at an acute angle in front of Red & White creating a wider than normal road. There is an existing pedestrian crossing at this location where pedestrians must cross four lanes to get to businesses on the other side of the Highway with no pedestrian refuge. During public workshops there were many concerns about pedestrian safety and unsafe turning movements in this location.

Between the Red & White Market and Pine Street there is a large vacant area fronting Highway 20. Adjacent to the vacant area is a situation that closely mirrors that of Fountain Park. The building located on this triangle piece of land, often referred to as the Windmill Building, is fronted by roads on all three sides. The front of the building faces Highway 20 where there is a wide paved shoulder and no public sidewalk.



*High Valley Road intersection*



*At Foothill Blvd. near TowerMart looking east*



*Looking east toward Red & White Market*

## Beautification Plan



*At Island Drive looking west*



*On Island Drive looking north west*



*At Lucerne Elementary looking east*

To the east of the building Pine Street connects Foothill Boulevard to Highway 20. Foothill Boulevard fronts the west side of the building and intersects with Highway 20 at an acute angle. At this acute intersection, Foothill Boulevard is a two-lane road as opposed to the one-way road that exists at Fountain Park. With Foothill Boulevard serving as the access road to “the Plaza” and Live Oak Senior Center, and the local church, there is a lot of traffic in the area and acute angled intersections reduce sight distance.

On the lake side of Highway 20 in the commercial core, Short Street is a “U”-shaped street that intersects Highway 20 at Acorn Street and Foothill Boulevard adding to the complexity of those acute intersections. West of Short Street a new TowerMart was constructed. TowerMart attracts a lot of automobile and pedestrian traffic but the nearest crosswalk is located east of the Windmill.

The west end of the project area contains the most challenging existing conditions. With Highway 20 making a sharp corner around a hill, sight distance is extremely limited. Adding to the problem, Island Drive intersects with Highway 20 at this curve. Many automobiles with trailers travel down Island Drive to access the public boat launch ramp. With Island Drive being at a lower elevation than Highway 20 the intersection is at an upslope making it difficult to pull safely out into traffic while towing a trailer. From an aesthetic point of view, the water company property that serves as the “Gateway” to Clearlake Oaks from the west, blocks views of the lake and instead provides views of large water tanks and a poorly maintained two-story building.

### **4.3 Lucerne**

Entering Lucerne from the East, Highway 20 curves around to Country Club Drive where Lucerne Elementary School is located. While the Highway straightens out in front of the school the bend does block sight distance which prevents a pedestrian crossing across the Highway near the school. Highway 20 in Lucerne has a number of short blocks but each is only a three-way intersection. With the long straight sections of the Highway that are present in Lucerne, sight distance is less restricted overall even though there are areas where site distance is limited. The right of way on Thirteenth Avenue is considerably wider than the other streets in Lucerne with circular right of ways at the intersections of Highway 20 and Country Club Drive. Sixteenth Avenue is the nearest pedestrian crossing to the elementary school. During the public workshops, Tenth Avenue was identified as having high levels of pedestrian traffic due to the location of Foster Freeze across from Lucerne Harbor Park. Third Avenue was also identified as a high traffic location for both pedestrian and automobiles due to the Post Office being located at this intersection. Alpine Park, which is across the Highway from First Avenue and Second Avenue, also draws traffic.



Most bus stops in Lucerne are located on Country Club Drive as it runs parallel to Highway 20 and offers a lower level of traffic and serves the Lucerne Senior Center. With Safe Routes to School funding, Lake County was able to construct sidewalks along Country Club Drive and students are encouraged to take this path instead of Highway 20. At the east end of Lucerne the center left turn lane ends at the Morrison Creek Bridge east of First Avenue. Between Foothill Boulevard and this bridge there is no center turn lane, though there are very wide shoulders with buildings and landscaping set back from the shoulders giving a very wide cone of vision and encouraging higher speeds.

Of the three communities, Lucerne offers the most views of Clear Lake. The views encourage lake access and recreation along the waterfront. Lake County is taking advantage of this desirable amenity and designing the Lucerne Promenade Plan to enhance the waterfront area along the Highway 20 corridor. Many of the proposed improvements included in the Lucerne Promenade Plan will increase pedestrian traffic on the lake side and will likely increase cross traffic as well. The increase in activity and pedestrian space will change the cone of vision and perceived scale of the corridor. The scale of the corridor has an important impact on travel speeds. People tend to view the environment piece by piece and have different experiences walking than they do riding a bike or driving. Elements viewed while walking—building fronts, signs, lighting, street furniture—should be designed at a human scale. Likewise the view from behind the windshield should be designed for low travel speeds. The more wide open view a driver has the more encouraging it is to speed. The Highway 20 corridor has a largely open view that narrows slightly in the downtown areas. More constricted views in the downtown core with transition areas between the core and the rest of the Highway will clue drivers to slow down.

#### 4.4 Nice

The project area in Nice on the east end starts at Manzanita near the post office. The east facing site distance at this intersection is obstructed by a hill on the north side of the Highway in addition to a slope in the road elevation that blocks driver's view coming into Nice therefore making a pedestrian crossing at Manzanita unsafe. A sidewalk exists on the north side of the Highway in front of the Post Office but stops at the end of the post office property. Across the street from the Post Office is the WorldMark property which is at a lower elevation from the Highway. There is a narrow shoulder in this location allowing room for only a bike lane. Grading and drainage in this location would have to be studied before a sidewalk or additional on street parking could be installed. Road realignment in this location could also address sidewalk or parking needs as the shoulder on the north side of the Highway is rather wide in front of the post office.

Nice Market is the nearest pedestrian crossing to the post office. The Market, in addition to other uses on Hudson Avenue, generates a fair amount of traffic at this intersection. Parking at Nice Market is unconventional



*Looking North on Thirteenth Avenue*



*At First Street looking east*



*Looking east towards Manzanita Drive*

## Beautification Plan



*In front of the Post Office looking east*

due to the building orientation and could be improved by a curb and gutter along the adjacent streets to better define the driveway and parking lot for this building. Many businesses along Highway 20 in Nice, particularly on the lake side have significant setbacks from the Highway and cars occasionally park perpendicular to the Highway, which requires them to back into the Highway when leaving. Curbs and/or sidewalks would help alleviate this condition encouraging on-street parallel parking while also defining driveways for these businesses and reducing some of the conflicts associated with cars pulling into and out of the parking lots. Further west at Howard Street from the Highway drivers are not aware that a marina and lake access are so close. Signage and/or accent landscaping could help draw attention to this potential attraction. On the opposite side of the Highway at Howard, Triangle Park is created by an acute angled intersection as Manzanita meets Highway 20. Manzanita is currently a two-way road but the acute angle creates an undesirable Highway crossing at this location for all modes of travel. Hinman Park is near the entry to Nice and appears to be under utilized for its current use as a passive park with some play equipment. On the western edge of the project area Sayre Avenue intersects Highway 20 providing direct access to the Lake as well as residential areas. On the northeast corner of this intersection a gas station marks the entrance to Nice. The parking lot of this gas station is often used to cut through to access the roads on either side. As mentioned above installing curbs and gutters will better define ingress and egress alleviating the cut through.

#### **4.5 Existing Traffic Operation**

An analysis of existing traffic conditions in the study area was based on traffic volumes obtained in early 2005, adjusted to summertime peak conditions. Sample radar surveys were also conducted during this data time. Historical collision records for the period between 1999 and 2003 were obtained from the California Highway Patrol Statewide Traffic Integrated Records System (SWTIRS), and compared to statewide average rates for similar facilities.

Intersection levels of service (LOS) were determined at seven (7) key intersections along the Highway 20 corridor. The results of this evaluation indicate that all side street movements are currently operating acceptably at LOS C or better. Based on observations, these conditions are considered to be representative of the corridor.

Average traffic speeds surveyed in the core areas of Nice, Lucerne, and Clearlake Oaks were generally close to the posted speed limits, with critical 85th percentile speeds generally 3 to 5 mph higher. Traffic speeds just outside of the core areas were 5 to 10 mph higher than posted speed limits in Nice and Clearlake Oaks. The data indicates that the majority of drivers in these communities are traveling at speeds reasonably close to posted speed limits, but that there are a segment of drivers that travel at significantly

higher speeds. It is these drivers that are most noticeable to residents and pedestrians attempting to walk along or cross the highway.

Vehicle speeds may be higher than surveyed during off-peak periods such as the early morning and late evening when traffic volumes are low. These drivers also create adverse safety conditions and an unpleasant walking environment. The traffic calming measures recommended for the Northshore communities are intended to regulate vehicle speeds regardless of the time of day.

The number of annual traffic collisions has decreased in Nice and Lucerne since installation of the center two-way left-turn lane, and increased slightly in Clearlake Oaks. Average collision rates are slightly lower than the statewide average in Nice, somewhat above statewide averages in Lucerne, and approximately double the statewide average in Clearlake Oaks. Locations with the greatest numbers of collisions include Hudson Street in Nice, the segment between Tenth and Twelfth Avenues in Lucerne, and the Foothill Boulevard-Acorn Street-Short Street segment in Clearlake Oaks.

The May 2005 Highway 20 Traffic Calming Existing Conditions Report completed as part of this project includes further details of existing traffic conditions.

## **5.0 TRAFFIC CALMING ELEMENTS**

As we continue to design our towns, it is important to understand, recognize and incorporate elements of good street design. Streets are truly the public's domain, places where business is conducted, people meet, and where the image of community is shaped. Streets provide an intrinsic opportunity to shape and add character to our communities. By embracing the street as an important public place, we create an environment rather than simply a means to get from point A to point B.

Streetscape beautification is about making our streets comfortable – creating a street scene that is attractive to the eye, un-congested to a social stroll, functional for getting from point to point, and recreational for those wanting leisure. Highway 20 serves as the main street for Nice, Lucerne and Clearlake Oaks and should be a place for nearby residents and travelers alike to walk to a range of uses both day and night. Many elements of the street create its character, from buildings, paving patterns, and furniture, to the landscape and storefront activities. This section of the Highway 20 Traffic Calming and Beautification Plan addresses those special features.

The potential configurations described below attempt to balance the need to effectively moderate vehicle speeds and improve the pedestrian environment, while conforming to Caltrans standards. They also seek

# **Beautification Plan**



*Rumble strips can be tape, dots, or grooves*

to maintain acceptable circulation not only for passenger vehicles, but also for large trucks, which may decrease in numbers as alternative routes become available but will always be important to users of these corridors. These traffic calming tools include narrowing of traffic lanes, adding median refuge islands, adding corner curb extensions or “bulb outs”, and adding accent paving at crosswalks.

### **5.1 Narrowed Travel Lanes**

Narrowing travel lanes is an effective tool to regulate vehicle speeds. Drivers have been found to travel more slowly on streets with lane widths of 10 to 11 feet versus more typical 12 foot lane widths. The effect is largely psychological. Narrower travel lanes require more attention from drivers and are often used in downtown environments with a higher degree of potential conflicts, such as pedestrians, frequent movements to and from side streets, and vehicles making parking maneuvers.

Narrower lanes also have the benefit of reducing pedestrian crossing distances and freeing up space for other uses such as parking, bike lanes, medians, and widened sidewalks. The use of 11 foot wide lanes requires an exception from Caltrans, though falls within criteria for a context-sensitive design solution.



*An example of a landscaped median*

### **5.2 Rumble Strips**

Rumble strips are a series of pavement bumps that create a “rumble” effect as cars drive over them. They are often used to alert drivers as they approach tolls on toll-ways or stop signs on highways in rural isolated areas. Rumble strips are not effective as speed control devices. In addition, due to the noise they generate as vehicles pass over them, their use is inappropriate within or adjacent to neighborhoods. Texturing created by rumble strips should not project higher than 2 inches above the pavement surface and should be configured so as not to create a hazard to motorcyclists.

### **5.3 Medians**

A median is a raised island in the center of the roadway with one-way traffic on each side. Medians serve multiple purposes and are among the most important elements included in the traffic calming plan. They provide locations for enhanced pedestrian crossings and can be used to create refuge areas for pedestrians. Streetscape treatments such as decorative hardscapes, landscaping, and directional signage can be located within the medians. They also improve safety by focusing left turn activity to particular locations, and in the north shore communities, block the center turn lane from being used as a passing lane. Finally, medians help to regulate traffic speeds by visually narrowing the perceived width of the roadway. They help break up the 50 foot wide expanse of pavement that currently exists in much of the study area, making many drivers (consciously or subconsciously) feel less comfortable traveling at higher speeds.



Medians are used on wide streets to narrow each direction of travel and to interrupt sight lines down the center of long straight streets. Hence, medians are more effective when properly landscaped. Medians may be extended for longer stretches through intersections to preclude left turns. Medians may be effective in reducing speeds through sweeping curves by discouraging motorists from cutting the corner and crossing over the center line. Medians can also reduce the occurrence of head-on collisions by separating two-directional traffic. Speed reduction depends on the amount of horizontal deflection and the width of the travel lanes.

Medians do have several limitations. Long medians may adversely impact emergency vehicle access and operations. Medians may also disrupt driveway access by eliminating left turn movements, subsequently diverting these movements to adjacent intersections. To accommodate a median, it may be necessary to remove on-street parking and/or narrow travel lanes. Since medians tend to narrow travel lanes, they may force bicyclists and motor vehicles to share the same space. If they are being considered on a major bikeway, design consideration should be made to accommodate the bicyclist.

#### **5.4 Refuge Islands**

Medians can be used to create pedestrian “refuge islands” that reduce the number of lanes a pedestrian must cross at one time. Refuge islands are extensions of the median that create a protected crosswalk area in the middle of the street allowing slower pedestrians to wait for a gap in traffic before crossing.

#### **5.5 In-Roadway Crosswalk Lights**

In-roadway crosswalk lights are flashing amber lights embedded into the asphalt at crosswalks, activated by a pedestrian before crossing (either “actively” by pushing a button, or “passively” by walking between two bollards or other detection devices). The devices alert drivers to the presence of pedestrians, and are particularly useful at locations that warrant special attention like school crossings, mid-block crossings, and locations that have experienced problems with drivers yielding to pedestrians. Many communities, including Petaluma, have had great success with drivers yielding to pedestrians at crossings with in-roadway crosswalk lights, while other communities have reported mixed success. In-roadway lights may be well-suited to locations where they are utilized in tandem with other treatments such as pedestrian islands and bulbouts. Their use should, however, be restricted to the locations where they are most needed to increase awareness of pedestrians, since over-use could result in driver complacency and reduced effectiveness. It is advisable to install one set of the crosswalk lights at a key location and monitor their performance before proceeding with additional installations.



*An example refuge island (image by Florida dept. of Transportation)*



*In-road crosswalk lights (image by safety transportation.org)*



*Example of a landscaped roundabout*



*Bulbouts with accent paving*



*Bulbouts with accent paving*

## 5.6 Roundabouts

Modern roundabouts have several characteristics that make them particularly attractive for use on the Highway 20 corridor. Roundabouts are considered to be the safest form of intersection traffic control, experiencing significantly fewer crashes (particularly injury crashes) than other types of intersections. They typically provide traffic operation that is similar to or superior to traffic signals. Roundabouts are designed to regulate vehicle speeds to 18-22 mph within the intersection, and also have a slowing effect on through traffic speeds both upstream and downstream. They provide visual focal points in a community and can function as “gateways.” Pedestrian crossings function similarly to those at medians. Pedestrians only have to cross one direction of traffic at a time, with refuge areas provided in the roundabout splitter islands.

## 5.7 Bulbouts

The use of curb extensions or “bulbouts” is also suggested at selected intersections on the Highway 20 Corridor. Bulbouts extend the curbs to widen the sidewalk area at crosswalk locations. This reduces the distance that pedestrian must cross. All medians and curbed areas include a 2 foot “shy distance” (per Caltrans request) from the edge of travel lanes. This 2 foot separation between curbs and travel lanes is also included at bulbouts where little truck turning activity is expected, but is widened to five feet of clearance where side-street truck traffic exists or where on-street bicycle lanes exist (or are proposed). Any clearance between travel lanes and bulbouts of less than eight feet will require a design exception from Caltrans. It should be noted that Caltrans has granted similar design exceptions for context-sensitive projects including on Route 299 in Willow Creek. Drainage issues with bulbouts are also an important concern. Where gutter flow cannot be accommodated around the perimeter of the bulbout, it may be necessary to incorporate features such as removable grates that pass through the bulbout to facilitate water flow.

## 5.8 Street Trees

Street trees offer an aesthetic alternative to the wide-open speedway feeling of a treeless arterial. Street trees planted at the sidewalk edge, or in medians, have a traffic calming effect as they create a visually enclosed and perceptually narrower street scene.

## 5.9 Accent Paving

Accent paving such as unit pavers, or colored concrete, can be used to accentuate an entire street, intersection or pedestrian crossings. The change in texture gives motorists a visual and audible heightened awareness, which in turn, can slow traffic. The primary disadvantage of textured pavement is that it could lead to a vibration effect causing repeated jarring to wheelchair users.

# Highway 20 Traffic Calming and

### 5.10 Gateway Features

Entry statements can be used to designate a transition into a specific area such as a business district. They can be designed to provide for traffic calming as well as a symbolic gateways.

A gateway consists of an architectural or roadway feature on each side and/or in the center of a roadway used primarily to indicate to drivers that they are entering a special area. In the case of traffic calming, it is usually a residential neighborhood or commercial district. Neighborhood gateways can include a median island to identify entry into a neighborhood. If the gateway were narrow, it would reduce speeds at that point and could reduce through traffic. The most effective gateways include vertical elements such as trees or columns. Gateways may be formed by curb bulb-outs, fences, poles, signs, artwork, and other features that can be combined with each other.

The “tool box” of traffic-calming measures outlined above can be effective in a variety of ways. However, each tool has its own specific applications, and not every one fits every single circumstance. Some tools are more effective if used in combination with each other, or with alternative transportation approaches like bicycles, buses or light rail. The right use hinges on existing conditions along a street and the desired outcomes. The following is a sampler of issues that need to be considered when making traffic calming choices.

- Do emergency and service vehicles use the area? Do school buses?
- Is there a problem with through traffic?
- What are the surrounding uses? Residential? Commercial? Retail? Cultural? Entertainment? Civic? Educational? Other?
- Who are the users? Are there many elderly or disabled people or children?
- What kinds of activities are going on in the vicinity or are planned to go on?
- Are there plans for improving the area? If so, how?
- What kinds of streets are being looked at? What is the ideal speed desired?
- Is transit service available? If so, where and what kind?
- Where is drainage needed?

## 6.0 MOBILITY

This section of the Traffic Calming and Beautification Plan addresses the role of mobility to support the vision and goals of this plan. This chapter focuses on more broad recommendations and goals for each transportation type more detailed locations and recommendations can be found in Chapter 9.



Example of a class II bike lane

## 6.1 Bicycle facilities

The bicycle is an important component to any mobility plan in Lake County. Bicycling offers enjoyment and quality of life for the residents of Nice, Lucerne, and Clearlake Oaks, and it also offers a valuable, cost effective, and environmentally sensitive form of transportation as well as a healthy recreational opportunity for children and adults. During public workshops the idea of class I and class II bike lanes were strongly supported giving more visibility to bicyclists on Highway 20.

On-street bicycle facilities can be achieved on Highway 20 even in areas where there may not the physical room to provide bicycle lanes. The concept of 'Shared Lanes' has increased in popularity recently with the new approaches to traffic controls. 'Sharrows,' or 'Shared Lane Bicycle Stencils' have been developed and used in California to allow 13 to 15 foot outside lanes to function as both bikeways and vehicle travel lanes. These markings can reduce vehicle speeds along the roadway and reinforce proper lane positioning for both vehicles and bicycles, thus increasing overall safety.

Off-street facilities for bicycles (bicycle parking) are also integral to cyclists for accessibility and encouragement. Convenient bicycle parking should be provided along Highway 20 both along the street and in commercial parking lots including destinations such as commercial areas, event locations, transit stops, and parks. Bicycle racks should be placed along the street where appropriate and provided in parking lots at 5% of the number of vehicle stalls. Racks in off-street locations should be visible and well lit to discourage theft or vandalism and be placed to be convenient to the cyclist.

Parked vehicles can pose a hazard to bicyclists both by being hit by an opening door, and by the parking maneuver itself. To help maximize separation between bicyclists and parked vehicles parking lanes can be narrowed to seven feet encouraging cars to park closer to the curb and allowing a wider bike lane.

|                           |   |
|---------------------------|---|
| <b>Class I Bikeway:</b>   | A bike path or multi-use trail that provides for bicycle travel on a paved right of way completely separated from any street or highway.        |
| <b>Class II Bikeway:</b>  | Referred to as a bike lane. Provides a striped and stenciled lane for one-way travel on a street or highway.                                    |
| <b>Class III Bikeway:</b> | Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing and stenciling. |

## 6.2 Transit

The Lake Transit Authority (LTA) provides local transit services through Nice, Lucerne, Clearlake Oaks and the entire Lake County area with seven routes. LTA routes serve most major destinations within the County. LTA buses have bicycle racks and are handicap accessible. LTA routes extend to Napa and Mendocino County connecting Lake County to the surrounding region. The project area for the Highway 20 Traffic Calming and Beautification Plan is covered by route 1 and according to LTA the route is growing in popularity and beginning to exceed route 4 in ridership.

There is currently only one bus shelter located on route 1. Bus shelters locations are chosen by ridership and ability to provide ADA access to the shelter. Concrete pads are required to provide a landing area for wheelchairs and can be challenging to locate due to drastic elevation changes at shoulders along the corridor. Safe pedestrian crossings also add to the challenge of locating bus stops along Highway 20. Of the three communities Nice has proven to be the most challenging to locate bus stops with Lucerne being the easiest. LTA would prefer to have the bus stops in Lucerne on Highway 20 but feels that Country Club Drive offers a safer situation for pedestrian crossing.

It is industry standard to provide bus stops every two to three blocks located on both sides of the roadway. The preferred location for bus stops is the far side of an intersection so as to minimize conflicts with pedestrians and vehicles. In addition the following criteria are used to determine bus stop placement:

- Visibility
- Traffic
- Passenger safety
- A hard flat surface for safe footing
- Accessible loading area
- Effect on adjacent property owner
- Ease of transit service operation
- Existing no parking zone



### **6.3 Parking**

The Highway 20 corridor currently has a small number of public parking lots and much of the parking activity occurs informally on dirt shoulders. The County's Northshore Redevelopment Plan shows an intensification of development in what is considered the downtown core of Clearlake Oaks, Lucerne, and Nice. This intensity of uses and recreation will create an increased demand for both on-street and off-street parking. It is anticipated that adequate parking will likely exist along the Highway 20 Corridor for some time into the future. Special events and attractions may however require additional facilities. The current lack of curb and gutter allows haphazard parking both on and off the Highway in many locations.

## **7.0 PROCESS**

The Lake County/City Area Planning Council (APC) retained a consulting team led by RRM Design Group, including Whitlock & Weinberger Transportation (W-Trans), to complete the Traffic Calming and Beautification Plan for the Highway 20 corridor as it travels through the communities of Clearlake Oaks, Lucerne, and Nice. The consulting team gathered and reviewed data relevant to the planning process. The primary effort here was to get up to speed on past and current planning efforts, and harness the wealth of existing data to be used in the planning process.

One of the best methods to gain a thorough understanding of the planning area is to conduct a walking tour and camera survey. The RRM team organized and conducted a walking tour with the Lake County/City Area Planning Council; representatives of Caltrans, community representatives, and other interested parties to note existing conditions and brainstorm the needs of each community. During the walking tour, participants were given disposable cameras with which they were asked to identify key intersections, circulation patterns, and hazards, while at the same time providing opportunities for suggesting characteristics they desire with pictures from within or outside of their community.

As part of the data gathering process, a series of key person interviews was held over a three-day period. Landowners, merchants, and representatives of school districts, interest groups, and neighborhood organizations were interviewed. The purpose of these meetings was to get a sense of the issues, hopes and expectations from the view point of key persons about the planning area. Following closely behind the key person interviews, a series of four public workshops (three in each of the communities and one jointly held) were kicked off to encourage public participation and idea generation on what the key issues facing the Highway 20 corridor are and to give feedback on potential design solutions.

This Master Plan represents the culmination of an intensive public outreach and engagement effort with the citizens and stakeholders in these communities. Through that public process a Master Plan for the Highway 20 Corridor evolved and is now presented in this report.

## **8.0 PUBLIC OUTREACH**

The community engagement process was an integral component of the Highway 20 Traffic Calming and Beautification Plan. This section describes the process and approach used to inform and involve the community in the planning process and the methods used to extract valuable feedback from the community to help shape the traffic calming plan. See Appendix A for more detailed information regarding public outreach.

The community outreach process involves various citizens and interest groups in the planning process for this plan. Initial outreach steps were intended to:

- Build trust in the public process
- Educate the public
- Involve the public in the planning process
- Solicit input and feedback on the evolving plan

The steps taken to achieve these items are outlined below.

### **8.1 Key Person Interviews**

A series of half-hour meetings were held with various stakeholders including County staff, Caltrans, decision makers, landowners, merchants, elementary school officials, representatives of interest groups, citizens and neighborhood organizations. The purpose of these meetings was to listen to issues, observations, and aspirations from key stakeholders regarding the project areas. The interviews were informative laying a foundation of background information and identifying many issues and visions for the Highway 20 corridor.

In summary most of the stakeholders voiced consistent feedback, that the traffic needed to slow down and that the downtowns in these communities needed to be a safe place for automobiles, bicyclists and pedestrians alike. Many people from all three communities brought up their concern about the center left turn lane being used as a passing lane. People wanted to see sidewalks on both sides of the highway and safer pedestrian crossings. Improving the aesthetics of the Highway 20 corridor was important to many participants. There was also consensus that truck traffic should be re-routed to South Shore.

## 8.2 Walking Tour & Camera Survey

A successful method to gain a thorough understanding of the project area was to take a walking tour with the key stakeholders. The consultant team joined County staff, Lake County/City Area Planning Council and interested community members in which they collaborated on identifying key issues, noting existing conditions, and brainstorm ways to improve the Highway 20 Corridor. While on the walking tour participants used disposable cameras and comment sheets to record their thoughts and reasons for taking each image. Participants were asked to photograph ideas and concepts of improvements that they would like to see as well as existing conditions that they felt needed improvement. This outreach effort provided a unique opportunity for participants to identify traffic calming devices, design features, and amenities that they would like to see implemented on Highway 20 through their communities.



*Issue Identification in Workshop #1*

## 8.3 Community Advisory Committee

Forming a Community Advisory Committee (CAC) helped to ensure the development of a plan that reflects the needs of the communities and their stakeholders. Such a committee gives a sense of ownership and investment into the process. The RRM team worked with the County to identify members to serve on the CAC; ensuring members were recruited from a broad cross section of all three communities. This committee was charged with providing feedback throughout the life of the project, advocating for public participation, as well as reviewing the final work products.

## 8.4 Initial Series of Public Workshops

A series of community workshops was used to jump-start the public participation process. This session included Issue Identification, Priority Setting, and Design Charrette exercises which were conducted on Wednesday, March 2, 2005 at the Live Oak Senior Center in Clearlake Oaks; Thursday, March 3, 2005 at the Alpine Senior Center in Lucerne; and Friday, March 4, 2005 at the Robinson Rancheria Casino in Nice.



*Design charrette in Workshop #1*



The first step of each Workshop was to gather participants' observations, concerns, aspirations, and ideas for the section of Highway 20 that bisects the downtown of each Northshore community. To achieve this goal an Issue Identification and Priority Setting exercise was done where participants were asked their thoughts on issues and ideas on the following categories of topics related to the project:

1. Reducing/Calming Speeds
2. Pedestrian Safety
3. Intersection Improvements
4. Streetscape Elements
5. Circulation & Parking
6. Other Ideas

Concise comments from the audience in response to these topics were written down on large banners that had been made for each topic. After all the banners were filled with the statements from the audience, attendees were then asked to participate in a priority setting exercise wherein they affixed different colors and sizes of tape dots to the banners per the following instructions:

- Two (2) large green dots—one for a statement & one for an overall topic that were the most important or most strongly supported by the attendee
- Twelve (12) small green dots indicating other ideas that are important or supported by the attendee
- One (1) large red dot for the statement that was the least important or most strongly opposed by the attendee
- Six (6) small red dots indicating less important or opposed by the attendee

Following the conclusion of this exercise and a brief recap of its results, the audience was led in a alternatives mapping design session in which groups of participants (approximately 2-6 people per group) were given a base map, colored markers, and some basic graphic standards with which to express their vision for the project design.

In summary, attendees were most supportive of installing sidewalks on both sides of the Highway as well as street lighting. The topic of reducing and calming speeds was of major concern to participants with the common issue of rerouting truck traffic along the south side of Clear Lake frequently addressed. Traffic signals and speed bumps did not receive much support.



Visual Preference Survey in Workshop #2

### 8.5 Second Series of Public Workshops

The second series of community engagement sessions had an energetic atmosphere with good feedback and input. On Saturday, March 12, 2005 RRM Design Group conducted the second series of public workshops to conduct a Visual Preference Survey with each of the Northshore communities of Nice, Lucerne, and Clearlake Oaks. Each community was shown a series of slides and using a remote control voting system was asked to vote on whether the items shown were appropriate for their community. In some of the slides, the question was what style was preferred. The intent was not to determine where each of these features should be located but rather just get a general feeling from the community on whether the items were acceptable or not.

In summary, traffic calming features with landscaping received highest amount of support. Roundabouts were not a strongly supported item during this survey and W-Trans had indicated that the communities probably hadn't had much experience with many of the traffic calming measures presented and that a presentation on traffic calming measures including roundabouts might help the community in their decision-making process.

### 8.6 Third Series of Public Workshops

On April 23, 2004, Lake County/City Area Planning Council in coordination with Lake County Redevelopment Agency hosted the third series of public workshops for the Highway 20 Traffic Calming and Beautification Plan. This series consisted of three separate workshops on the same date held consecutively at the Robinson Rancheria Casino in Nice, the Alpine Senior Center in Lucerne, and the Live Oak Senior Center in Clearlake Oaks. At these workshops facilitated by the consulting team of RRM Design Group (RRM) and Whitlock & Weinberger Transportation Inc. (W-Trans), three (3) contrasting alternatives were presented envisioning three different ways of dealing with traffic volumes, turning movements, and vehicular and pedestrian safety through the corridor.



Nice Alternative 3 from Workshop #3

The workshops started off with introductions from Andy Peterson of the Lake County Redevelopment Agency. Andy gave some background on the project and its funding and then turned the presentation over to RRM Design Group. Summaries of the first two workshops were given in each community followed by a brief educational presentation by W-Trans. The W-Trans presentation addresses specific traffic calming devices and how they may present a benefit or a hindrance to the communities of Nice, Lucerne, and Clearlake Oaks. Roundabouts in particular were discussed to educate the general public on their benefits, followed by a discussion of how traffic measures can be combined for maximum effect.

Following the traffic presentation features of each alternative were displayed via a PowerPoint presentation. During and after that presentation, the consulting team responded to a number of questions regarding traffic volumes and speeds, queuing, access to businesses along the Highway 20 corridor, and concerns for pedestrian safety.

At the conclusion of the Q&A period the team handed out report cards to all attendees who were then asked to fill them out and provide qualitative input to the workshop and the planning and design process. Participants were asked to respond to four questions:

1. Which is your preferred plan?
2. What do you like about this plan?
3. What don't you like about this plan?
4. What would you change?

In summary, the majority of respondents preferred the most transformative of the three options. The additional opportunities for landscaping were well received and many participants were in favor of a roundabout on Highway 20 in their community. Gateway elements into town received varying reactions due to the desire for the existing town signs to remain as they are.

## **8.7 Fourth Public Workshop**

On May 18, 2005, Lake County/City Area Planning Council in coordination with Lake County Redevelopment Agency hosted the fourth and final series of public workshops for the Highway 20 Traffic Calming and Beautification Plan. This series consisted of one combined workshop located at the Lakeport Board of Supervisors Chambers for the communities of Nice, Lucerne, and Clearlake Oaks. The workshop was recorded and later run on the local cable television system. At this workshop facilitated by the consulting team of RRM Design Group (RRM) and Whitlock & Weinberger Transportation Inc. (W-Trans), the Refined Concept Plans for each community were presented via PowerPoint presentation envisioning the communities' desires in dealing with traffic volumes, turning movements, and vehicular and pedestrian safety through the corridor.

The workshop started off with introductions from Andy Peterson of the Lake County. Summaries of the first three workshops were presented for each community followed by a brief educational presentation of relevant traffic data by W-Trans. Following the traffic presentation features of each plan were presented via a PowerPoint presentation. During and after that presentation, the consulting team responded to a number of questions regarding traffic volumes and speeds, queuing, access to businesses along the Highway 20 corridor, and concerns for pedestrian safety.

# Beautification Plan

At the conclusion of the Q&A period the team handed out detailed report cards to all attendees who were then asked to fill them out and provide qualitative input for each amenity of the proposed plan. Participants were asked to rank each amenity by level of support.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose

Items left blank were determined to be no opposition to the amenity.

Thirty-five people signed in at the fourth workshop with approximately twenty-five turning in report cards that evening. Participants and viewers were given the option to bring filled out report cards to the Live Oak Senior Center in Clearlake Oaks, the Visitor Center in Lucerne, or Garden Court in Nice by May 27, 2005. Approximately forty people turned in report cards at these locations. As mentioned at the beginning of this section, the complete summaries of each workshop can be found in Appendix A.

### **8.8 Public Information Dissemination**

Ensuring that the public is kept informed throughout the entirety of this project has been essential for its success. RRM produced a newsletter which was posted on the County website and distributed to workshop participants and local businesses. This newsletter served to inform community residents of the progress and happenings throughout the traffic calming and beautification process. In addition, RRM worked with Lake County to update the Redevelopment website dedicated to the traffic calming and beautification efforts as a method of keeping residents informed.

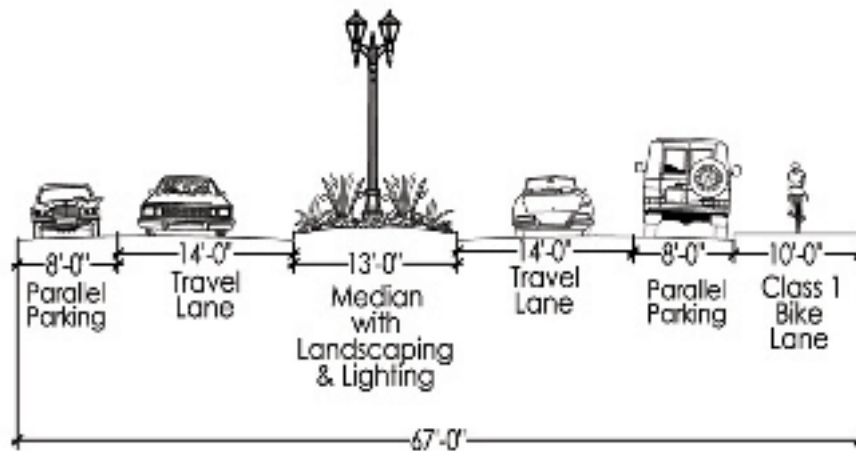
## **9.0 RECOMMENDATIONS & IMPROVEMENT OPPORTUNITIES**

In preparing improvement opportunities, focus was given to creating a street environment that encourages lower speeds, thereby creating a safer and more enjoyable environment in the project area. This is a challenging task given the high traffic volumes on Highway 20 and its status as a state highway overseen by Caltrans. Fewer traffic calming options are available for major arterials such as these than for collector and local roadways.

## 9.1 Clearlake Oaks

### Gateway to Keys Boulevard

This segment of the Traffic Calming and Beautification Plan focuses on narrowing the cone of vision upon entering into town. Proposed gateway elements at the eastern edge of the Keys Subdivision include monument signage, LED speed awareness signs, landscaping and decorative paving, causing a rumble strip effect to help catch motorists attention and alert them to a change in the Highway ahead. Two eleven foot travel lanes with a two way center left turn lane are shown lined by a six foot class II bike lane on the lake side of the highway, a six foot sidewalk on the north side of the highway from the Lake Point Lodge to Keys Boulevard and street trees on both sides of the Highway. Parallel parking along Highway 20 is provided in front of the Lake Point Lodge on the north side of the highway but is setback from the driveway to allow for clear line of site when turning out of the driveway. On the lake side of Highway 20 east of Keys Boulevard the current bus stop is retained with the improvement of a bus shelter.



*Typical road section in Clearlake Oaks non-commercial areas*

In front of the Lake Point Lodge a landscaped median replaces the center left turn lane. The median includes a turn pocket for access to the lodge. This median leads into a landscaped roundabout located at the intersection of Keys Boulevard and Highway 20. The four points of entry into the roundabout are east and west bound traffic on Highway 20, Keys Boulevard and the gas station driveway. See section 5.6 above for more information about modern roundabouts. Pedestrian crossings at the roundabout use decorative paving to increase visibility of the crossings. On the western leg of the roundabout a short median, or "splitter island", extends between the travel lanes directing traffic to flow around the roundabout. This short median stops at the eastern driveway to the shopping center, leave an opening for turning movements, though during busy periods many drivers will likely use the roundabout to access this area.

## Beautification Plan





Clearlake Oaks Eastern Gateway Area





Clearlake Oaks from High Valley Road to Post Office





Clearlake Oaks Town Center to High Valley Road





Clearlake Oaks Eastern Gateway Area

### **Keys Boulevard to Hoover Street**

A New bus shelter is shown on the north side of Highway 20 at Keys Boulevard west of the roundabout and shopping center driveway. The six foot wide sidewalks and street trees continue the length of this section of highway including street lights in the sidewalks. The bike lane transitions to a class I bike path on the lake side of the Highway at Keys Boulevard heading west. Parallel parking is also featured in this segment of the plan allowing for additional parking for the commercial uses in this area. From Keys Boulevard to Hoover Street a landscaped median adds to the pedestrian atmosphere of this commercial area, with breaks to make room for turning movements at the shopping center and Post Office. At the intersection of Hoover Street and Highway 20, decorative crossings are combined with bulbouts, pedestrian islands, and in-pavement crosswalk lights to draw attention to the pedestrian traffic to and from the Post Office at this location.

### **Hoover Street to High Valley Road**

The class I bike path on the lake side of the highway is accompanied by a six foot wide sidewalk and street lighting that appears on both sides of the highway. A landscaped median from Hoover to Butler is included to prevent the center turn lane from being used as a passing lane as traffic approaches Eastlake Elementary at the curve in the Highway. Due to the bus movements into the elementary school and the proximity of the driveway to Caltrans maintenance yard, the median is not able to extend to High Valley Road. Treatments at High Valley Road include decorative paving, in-pavement crosswalk lights, bulbouts and a slight road realignment, moving the intersection west so that the acute intersection is reduced in favor of better turning movements and sight distance. This realignment will not affect the East Lake Grange building that is west of High Valley Road though some right-of-way would need to be acquired on the north side of the building. The existing bus stops located at East Lake Elementary School on either side of the highway are improved with the addition of bus shelters.

### **High Valley Road to Lake Street**

The focus on this stretch of the Highway is more residential. While ideally there would be sidewalks located on both sides of the Highway in this location, the elevation changes on the north side of the Highway prove expensive and challenging in terms of grading, drainage, and accessibility. Therefore, the Traffic Calming and Beautification Plan includes sidewalks on the lake side of the Highway only in this section. The class I bike path is continued on the Lake side of the Highway and a median is recommended from Shaul Street to Lake Street. As there are no sidewalks on the north side of the highway along this stretch it is recommended that street lights be located in the median strip to illuminate the highway. The new style “down lighting” will be used so as to avoid disturbing the existing residents nearby. The existing bus stops at Lake Street



will be enhanced with bus shelters. The Intersection of Lake Street, Highway 20 and Oakgrove Avenue are enhanced with decorative pedestrian crossings, bulbouts and in-pavement crosswalk lights to increase pedestrian visibility.

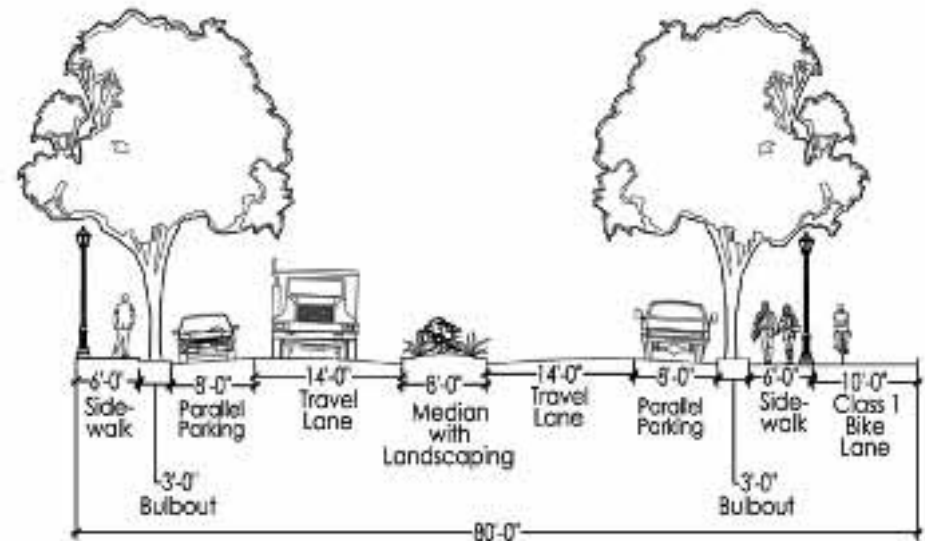
#### **Lake Street to Foothill Boulevard (east)/Fountain Park**

The eastern portion of this stretch of Highway 20 is mostly residential with similar issues to the previously described section. The elevation changes between the roadway and adjacent properties cause many challenges for locating sidewalks on the north side of the Highway. With this in mind, it is recommended that sidewalks be located on the lake side of the Highway only until engineering studies can be done to find a suitable solution to the grading and drainage issues facing this section of roadway. The class I bike path remains on the lake side of the Highway through this section of the Highway. The landscaped median suggested in this stretch of highway extends from Lake Street west to the fire station, leaving room for truck turning movements to the station. This section of the Highway is complex with a number of intersections in close proximity in addition to the fire station which prevents the median from extending to the west in this vicinity. As with the highway section above, street lights are recommended in the median strips as there is no sidewalk on the north side of the Highway. The pedestrian crossing at Foothill Boulevard (east) is enhanced with decorative paving, bulbouts, and in-pavement crosswalk lights.

#### **Foothill Boulevard (east)/Fountain Park to Foothill Boulevard (west)/Windmill**

This area is proposed as the Town Center within the Northshore Redevelopment Plan. This section of the Highway in Clearlake Oaks has the highest density of commercial development and therefore draws a great deal of pedestrian and vehicle movements. The proposed plan includes six foot wide sidewalks on both sides of the highway to assist in providing a comfortable pedestrian environment through this commercial core. The class I bike path continues through this section of town on the lake side of the highway and should include bicycle parking to encourage an alternative mode of travel. Street trees and street lighting are included on both sides of the highway in this location adding to the ambiance while narrowing motorist cone of vision, and encouraging slower speeds.

There are a number of road realignments recommended to remove the acute angles and improve site distance in this area of Highway 20. The first of the suggested realignments is at Foothill Boulevard (east). This one way, westbound section of roadway is proposed to move towards the west



*Typical road section in Clearlake Oaks commercial areas*

## Beautification Plan

and make a more perpendicular intersection with Highway 20. The second recommended realignment is at Acorn Street which is a small connector street between Foothill Blvd. and Highway 20 that runs behind Red & White Market. The proposed realignment shows the intersection moved slightly east creating a perpendicular intersection with Highway 20 and significantly decreasing the length of the pedestrian crossing at this intersection. This realignment creates a surplus triangular-shaped piece of roadway that could be converted to a small pocket park (similar to Fountain Park) or could become additional parking for those businesses. The last realignment of this corridor section is at Foothill Boulevard (west). To improve this acute angle a treatment similar to the opposite end of Foothill Boulevard is recommended. The primary traffic flow to and from the “Plaza” area would be shifted to Pine Street, which meets Highway 20 perpendicularly. The short section of Foothill Boulevard behind the Windmill building would be narrowed to provide perpendicular parking. A landscaped median on the Highway would eliminate left turn movements at the Foothill Drive intersection. This improvement would eliminate many of the safety concerns related to traffic movements at the existing acute intersection and would alleviate parking concerns for the Windmill building. To assist in controlling turning movements through this section of the Highway Corridor a median from Fountain Park to Pine Street is recommended with a break allowing a left turn onto Short Street (east).

Red & White Market was identified as one of the busiest locations with high amounts of both pedestrian and automobile traffic. Intersection treatments at Acorn Street reflect this with decorative pedestrian crossings, bulbouts, pedestrian islands, and in-pavement crossing lights. Transit usage is encouraged with the location of bus stops on both sides of Highway 20 at Acorn Street.

#### **Foothill Boulevard (west) to Gateway**

The commercial edge of this stretch starts out with a landscaped median from Foothill Boulevard (west) to Island Drive with breaks for turning movements at TowerMart, Shady Lane, and the realigned Island Drive. The realignment at Island includes retaining the existing Island Drive as a one-way inbound access from eastbound Highway 20. A new leg of Island Drive is added further east allowing for better sight distance and a more perpendicular approach to the highway, particularly improving conditions for vehicles towing boat trailers to and from the marina. This configuration allows for a large landscaped area with low plantings creating a nice entry feature. The addition of the new leg does require removal of the existing businesses located at the corner of Island Drive and Highway 20 which is necessary to establish a safer intersection.

Six foot wide sidewalks are recommended on the lake side of the Highway from Foothill Boulevard to the reconfigured Island Drive. Street lighting along this section will be located in the median strips due to the absence of sidewalk on the north side of the highway. Parallel parking along both sides of the Highway 20 from Foothill Boulevard to TowerMart is recommended to retain parking options for commercial uses.

TowerMart marks the western most end of the commercial core in Clearlake Oaks and as such is the ideal location to transition the bike path back to a class II bike lane. With TowerMart also drawing many pedestrians and vehicles alike a mid-block decorative crossing with in-pavement crosswalk lights and bulbouts are also included at this location. The Traffic Calming and Beautification Plan also includes bus stops with bus shelters at TowerMart.

The western gateway in Clearlake Oaks is located around the bend in Highway 20 at the end of the stone wall. Gateway elements include, a monument sign, landscaping, an LED speed awareness sign and rumble strip. A mural on the water tanks at Island Drive would considerably increase the aesthetics of the area and could be considered an additional gateway element.

## **9.2 Lucerne**

The Traffic Calming and Beautification Plan will work in concert with the Lucerne Promenade Plan and incorporates the Promenade elements for a cohesive approach to improving the overall town. Therefore most improvements in Lucerne will be focused on the north side of Highway 20.

### **Gateway to 15th**

While most would identify Lucerne Elementary as the entry to the community of Lucerne, the curves in the road east of the school are not conducive to gateway elements. In order to slow drivers down before they reach the town and therefore the school, the ideal location for the gateway is east of the highway curves. Gateway elements will be very similar in all three communities in order to maintain unity and a sense of connection. Gateway elements include, landscaping, rumble strips and LED speed awareness signs.

As Highway 20 widens at Country Club Drive the improvement plan attempts to maintain a more narrow feel and appearance through the use of travel lanes that are striped at eleven feet wide in combination with landscaped medians. The travel lanes would be separated from medians by a one foot wide buffer that while less than Caltrans desired width of two feet, is likely to be approved with a design exception. Medians are located from Country Club Drive to Seventeenth and from Sixteenth Avenue to Fifteenth Avenue. These medians also prevent the center left turn lane from being used as a passing lane upon entry to the downtown core and in front of the elementary school.

A six-foot wide continuous sidewalk is recommended through the length of Lucerne on the north side of the Highway with street trees and lighting adding a pedestrian scale and ambiance to the streetscape. The Promenade Plan includes a fourteen foot wide sidewalk on the lake side of the highway. The width of this sidewalk allows it to qualify as a multi-use path and therefore, can also be used as a class I bike path.

# **Beautification Plan**





Lucerne Eastern Gateway Area





**Lucerne Eastern Gateway Area**





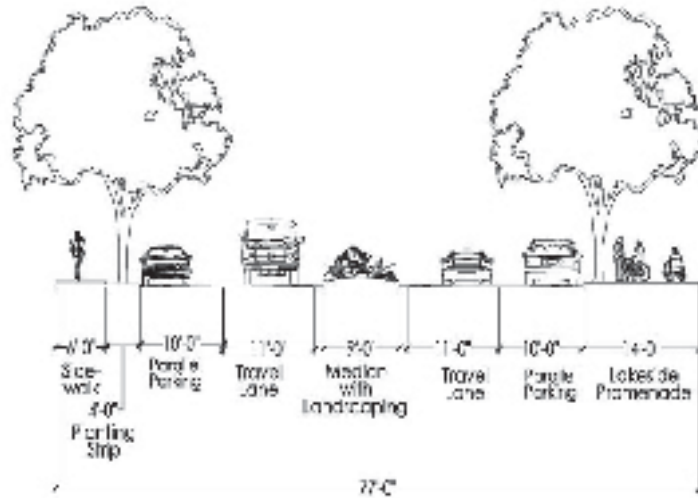
Roundabout at Foothill & Hwy 20  
serves as an entry statement

street trees visually  
narrow roadway

**Lucerne Western Gateway Area**



Parallel parking is also included on both sides of the highway throughout Lucerne, allowing additional parking opportunities for those visiting local businesses and the waterfront. In addition to the class I bike path, Highway 20 through Lucerne would be designed as a class III bike route. It is proposed that on-street parallel parking areas be ten feet wide instead of the more traditional eight foot wide widths, and separated from travel lanes by a white edge line. The extra width will help to create a buffer between moving vehicles and parked vehicles, offering some protection for bicyclists even though designated bicycle lanes would not be marked.



*Typical road section in Lucerne*

The curves on either side of the intersection of Country Club Drive and Highway 20 prevent a safe pedestrian crossing at Lucerne Elementary in this location. The nearest crossing is at Sixteenth Avenue which is an existing crossing that would be improved to include in-pavement crosswalk lights to enhance pedestrian visibility. Fifteenth Avenue provides better sight distance and encourages pedestrians to cross at this intersection by including decorative paving and bulbouts. A bus shelter at the intersection of Fifteenth Avenue and Country Club Drive has been recommended. Country Club Drive is recommended to remain the bus route in Lucerne because of the concerns about providing safe pedestrian crossings to bus stops along Highway 20.

#### **Fourteenth Avenue to Eleventh Avenue**

The focus on this section of Highway 20 is on the intersection of Thirteenth Avenue, or “The Strand” which is envisioned to become the downtown core of Lucerne. The Promenade Plan includes a public gathering space and a number of public uses. Roundabouts are proposed at both ends of Thirteenth Avenue to facilitate the volumes of both pedestrian and vehicular traffic associated with a town center, and facilitate easy

## **Beautification Plan**

parking circulation along the street. As described in section 5.6, roundabouts will enhance the safety of the intersections for all modes of travel. The roundabout at Highway 20 and Thirteenth Avenue will include decorative paving at pedestrian crossings. The medians or “splitter islands” located on each approach to the roundabout offer pedestrian refuge, allowing pedestrians to cross one lane of travel at a time. A bus shelter at Thirteenth Avenue and Country Club Drive will serve the new and planned uses near The Strand. Working in concert with the roundabout at Thirteenth, landscaped medians are proposed from Fifteenth Avenue to Fourteenth Avenue (allowing left turn movement onto Fourteenth) and again from Twelfth Avenue to Eleventh Avenue.

Through this stretch of Highway 20 the Promenade Plan adds two off-street parking lots on either side of the Central Plaza that is proposed at the end of Thirteenth Avenue. Adjacent to the plaza a restaurant, amphitheatre, hotel and retail space will enjoy lake front views.

#### **Tenth Avenue to Seventh Avenue**

Landscape medians from Eleventh Avenue to Tenth Avenue continue to narrow the appearance of the roadway while preventing the center turn lane from being used as a passing lane near Eleventh where sight distance is a concern. With Foster Freeze on one side of Highway 20 and Lucerne Harbor Park on the other, Tenth Avenue experiences a fair amount of both vehicle and pedestrian traffic. Decorative pedestrian crossings, bulbouts, and pedestrian refuge islands improve this busy intersection. A bus shelter is proposed at the intersection of Tenth Avenue and Country Club Drive to continue to serve the senior center.

Lucerne Creek runs between Eighth and Ninth Avenues, creating a linear park. This short block was a focus of many participants during the first public workshop in Lucerne. Adding a formal trail, parking and a connection to the Lucerne Harbor Park would enhance this linear park and create more of a community focus with connections from Country Club Drive and the nearby senior center to the Promenade Plan and the waterfront. Marked crosswalks currently exist on both sides of Ninth Avenue and Highway 20 which is a more desirable crossing location than Eighth Avenue due to sight distance. Recommended improvements include decorative pedestrian crossings with in-pavement crossing lights, pedestrian islands and bulbouts.

The intersection of Seventh Avenue and Highway 20 is offset from the adjacent entry to Lucerne Harbor Park adding to the complexity of this intersection. It is recommended to close the north west (of the three) driveways at Harbor Park to reduce the potential conflicts for automobiles at this intersection and provide a safer intersection for the fire station which is located on Seventh Avenue. A crosswalk currently exists at this intersection, and is retained on the east side of the intersection in the recommended plan.

### **Sixth Avenue to Second Avenue**

A landscaped median from Seventh Avenue to Sixth Avenue is recommended with the inclusion of a left turn pocket allowing turning movements onto Seventh Avenue where the fire station is located. Another median is shown from Fourth Avenue to Third Avenue and Third to Second to narrow the view of the roadway as traffic approaches Alpine Park from the east and provide pedestrian refuge while crossing at the Post Office and Alpine Park.

In the Lucerne Promenade Plan a plaza is called for at the end of Fifth Avenue to provide a mid-promenade node. The Highway 20 Traffic Calming and Beautification Plan assists this effort to open a visual corridor to the water by enhancing the Fifth Avenue intersection with decorative pedestrian crossing to replace the existing striped crossing and bulbouts to shorten the pedestrian crossing distance. Third Avenue is another busy intersection due to the Lucerne Post Office on the Corner of Third Avenue and Highway 20, coupled with the planned expansion of Alpine Park on the lake side of the highway. Bulbouts and in-pavement crosswalk lights are proposed at Third Avenue to enhance access between these uses.

### **First Avenue to Gateway**

To enhance the existing connection with Alpine Park at First Avenue the Traffic Calming and Beautification Plan recommends bulbouts in combination with decorative pedestrian crossings. A median east of First Avenue serves as a pedestrian refuge, preventing the turn lane from being used as a passing lane and visually narrowing the perceived road width near Alpine Park.

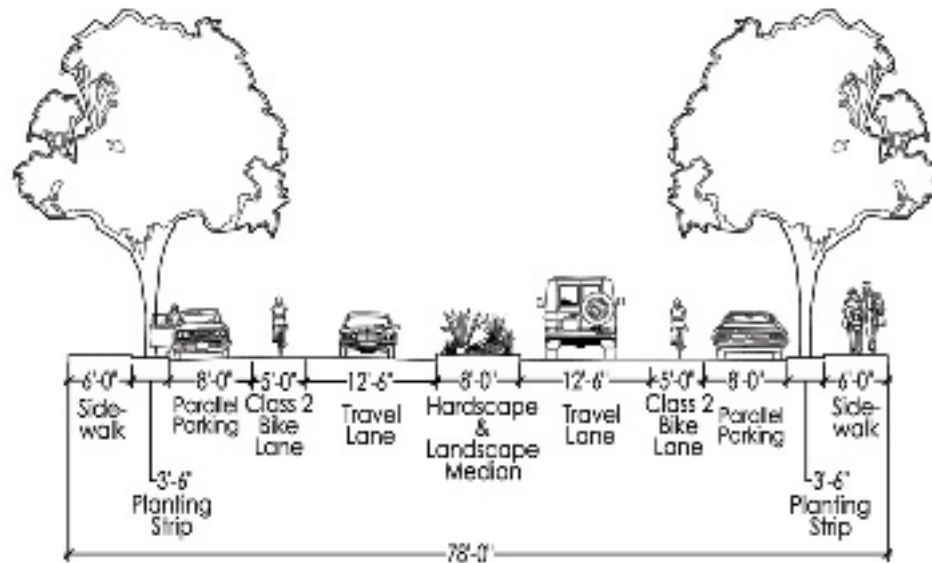
Stakeholders and workshop participants alike agreed that traffic headed eastbound does not slow down until the Morrison Creek Bridge. The narrow bridge coupled with the building frontage on Highway 20 alerts drivers to slow down for the more active area. In order to achieve the same effect further west a landscaped roundabout at Foothill Drive is recommended. Foothill is the beginning of more dense residential uses in Lucerne making it a good gateway location. Gateway elements in Lucerne include a landscaped roundabout, rumble strips monument signage and LED speed awareness sign. Maintaining the narrow appearance of the roadway between Foothill Drive and the Morrison Creek Bridge can be achieved by adding street trees, sidewalks and street lighting. The narrow right-of-way from Grove Street and the Morrison Creek Bridge prevent the installation of a median and other traffic calming devices without acquiring additional land.

### 9.3 Nice

#### Gateway to Manzanita Drive (east)

Entering Nice from the east, gateway elements are located just east of the intersection of Lakeshore Drive and Highway 20. This effectively notifies drivers of the approaching community using Mediterranean style monument signage, rumble strips, landscaping and an LED speed awareness sign. A median with a combination of landscape and hardscape from Lakeshore Drive to Manzanita Drive in combination with eleven foot wide travel lanes create a narrow cone of vision, assisting to slow travel speeds. This median includes a break at Burpee Drive, as well as one between Manzanita and Burpee Drive to serve adjacent residences. The intersection of Manzanita Drive and Highway 20 has limited sight distance to the east due to the road elevation and the hill side north of the highway corridor. This condition makes a pedestrian crossing at this intersection undesirable.

Class II bike lanes are recommended throughout Nice to encourage this as an alternative mode of transportation.



*Typical road section in Nice*

## Highway 20 Traffic Calming and



# Highway 20 Traffic Calming and Beautification Project

## Nice

September 1, 2005

Scale: 1"=100'-0"



### Decorative Pedestrian Crossings:

- Colored pavement or Striping
- In-ground Lighting
- Landscaped Bulbouts
- Pedestrian Islands

### Entry Statement:

- Gateway Monument
- Rumble Strip
- Landscaping
- LED Speed Awareness Signs

### Bike Routing:

- Class II Bike Path (shared, striped) on Both sides of Highway between Hudson & Sayre

- Class I Bike Path (separated from roadway) from Lakeshore to Hudson

### Sidewalks:

- 6' width
- Both Sides of Highway from Sayre to Post Office

Street Lights  
Throughout Town

### Entry Statement:

- Gateway Monument
- Rumble Strip
- Landscaping
- LED Speed Awareness Signs

## Nice Eastern Gateway





*Nice Western Gateway, Town Square and Harbor*



### **Manzanita Drive (east) to Hudson Avenue**

The Post Office, located at the corner of Manzanita Drive and Highway 20, receives a lot of daily traffic but due to sight distance issues is not recommended for a pedestrian crossing. By moving the crossing west to the end of the Post Office property closer to the Worldmark development's main driveway, sight distance is improved and the distance between pedestrian crossings is reduced. Decorative paving and in-pavement crosswalk lighting is recommended at this mid-block crossing to help drivers identify this as a pedestrian zone. Intersection improvements have also been suggested at Hudson Avenue including a decorative crossing, in-pavement crossing lights, bulbouts, and bus shelter.

Six foot sidewalks are recommended on both sides of the highway. This will help define driveways and narrow the road width. Sidewalks are recommended on the lake side of this section of highway from the pedestrian crossing at the Post Office to Hudson Avenue and on the north side of the highway from Manzanita Avenue to Hudson Avenue. Street trees and street lighting help create a downtown feel.

A median from the Post Office to the World Mark driveway visually narrows the highway while preventing passing in the center turn lane. A pedestrian refuge island is provided on the west side of the World Mark driveway, allowing pedestrians to cross one lane at a time. Class II bike lanes and on street parking are also provided in this section of highway.

### **Hudson Avenue to Manzanita Drive (west)**

A median with combination of landscape and hardscape is recommended to control turning movements from Hudson Avenue to Howard Avenue, with a break for Ace Hardware and Nice Market access. A median is also recommended from Triangle Park to Crump Avenue.

Howard Avenue offers a special connection to the lake front through the marina on one side of the highway and to Triangle Park on the other side. Drawing attention to this feature includes such things as accent landscaping, decorative pedestrian crossing, in-pavement crosswalk lights, and bulbouts. The pocket park known as Triangle Park offers a buffer between the Highway and local businesses (including the fire station) on Manzanita Drive. The section of Manzanita Drive between Howard Avenue and Highway 20 meets at an undesirable acute angle. Adding to the complexity of this intersection, Crump Avenue intersects with Highway 20 nearby. Proposed improvements restrict the one-block segment of Manzanita along Triangle Park to one-way, westbound traffic only, requiring east bound traffic to use Howard Avenue. This reduction in road width allows the addition of angled parking along Triangle Park to serve the adjacent businesses.

Other improvements for this section of highway include six-foot wide sidewalks, street trees, street lights, a class II bike lane, and on street parking.

## **Beautification Plan**

### **Crump Avenue to Gateway**

The main focus of this section of Highway 20 is Hinman Park. Serving as the town square this park will serve as a meeting place offering many amenities for the community. To serve this public space, one-way traffic around the square is proposed with on-street parking facing the square. Following this pattern, Boggs Avenue will also be one-way westbound creating a strong core to the town center. Decorative pedestrian crossings at Keeling Avenue and Levy Avenue frame the square with the addition of bulbouts to shorten pedestrian crossing distances. A landscaped median narrows the highway in this area from Keeling Avenue to Sayre Avenue with breaks for turning movements at Keeling Avenue and Sayre Avenue. Street trees, six foot wide sidewalks, and lighting round off the pedestrian experience in the downtown from Crump Avenue to Sayre Avenue.

The sidewalks on the north side of the Highway at Sayre Avenue are recommended to extend onto Sayre Avenue continuing up to Boggs Avenue helping to define the gas station driveways and simplify turning movements in this location. Suggested pedestrian crossing improvements at this location include decorative paving, in-pavement crosswalk lights and bulbouts. Additional traffic control at the intersection of Sayre Avenue and Highway 20 may be necessary in the future and could include either a traffic signal or roundabout. West of Sayre Avenue, gateway elements such as monument signage, rumble strips, and an LED speed awareness sign help alert drivers to changed conditions ahead.

### ***9.4 Other Recommendations***

During the public outreach process a number of issues and concerns came up that were not within the project area but fall under the traffic calming and beautification of Highway 20. These issues can be found in Appendix A. While this report will not address each and every issue brought up, there are a few that seemed to fit with the overall goals of this report. Issues brought up that appeared to address the overall corridor were things like undergrounding utilities along the corridor and moving forward with rerouting the truck traffic as proposed in the Northshore Redevelopment Plan. The rerouting will also alleviate the concerns brought up about the noise from the engine breaks on large trucks. Additionally, a pedestrian crossing at the post office in Glen Haven was requested.

In Clearlake Oaks continuing the use of the stone wall into the project area was recommended and would visually tie together the lake and the downtown. Intersection improvements to address visibility at Shady Lane and Hillside Lane where they meet Highway 20 were mentioned during public workshops and could help reduce traffic accidents.

Lucerne participants brought up concerns with adjacent land uses that they would like to see improved. The “blue monster” being removed and the ingress and egress at Curves are examples of such concerns.

In Nice participants asked for better lake access and also improved circulation in the Post Office parking lot. The Lucerne cut-off was also mentioned at a couple of workshops where participants requested a traffic light to control the intersection.

## 10.0 PHASING

To create a holistic and cohesive highway corridor, this plan serves as a guide to implement improvements as opportunities arise and funding becomes available. Phasing is suggested in order to break the plan into sensible pieces that can be built over time. The recommended phasing approach is based on effectiveness and cost. Focusing on the more critical intersections with some of the more affordable measures first and working up to the higher priced and more decorative design features shown in the plan allows some pieces of the plan to be implemented right away.

### **Phase 1 Improvements**

Striped Crosswalks

One in-pavement crosswalk light installation per community

Bulbouts at busiest pedestrian crossings

Pedestrian islands at most critical locations

Shorter median segments (to block some passing in left turn lane)

Bus stop improvements at busiest transit stops

Streetlights in commercial core

### **Phase 2 Improvements**

Decorative paving at pedestrian crossings

Additional in-pavement crosswalk lights

Additional bulbouts

Additional pedestrian islands

Longer median segments

Gateways

LED speed awareness signs

Re-stripe lanes to 11 feet and add bicycle lanes during next Caltrans overlay project

Sidewalk/trees/streetscape/parallel parking projects at busiest pedestrian locations

Additional bus stop improvements

### **Phase 3 Improvements**

Mid-block crossings

Roundabouts

Remaining medians

Intersection realignments

Remaining sidewalk/trees/streetscape/parallel parking projects at remaining locations

### **Priority Improvement locations**

While it is extremely difficult to put a priority to improvements in each community and especially between communities without developing an objective ranking system, this report endeavors to prioritize improvements based on effectiveness and safety concerns.

Suggested first Set of Median Islands

- Clearlake Oaks 1) Pine to Short; 2) segment east of Acorn
- Lucerne 1) Tenth to Eleventh; 2) Fourteenth to Fifteenth
- Nice 1) fronting Hinman Park; 2) segment east of Howard

Island Drive realignment/gateway (CLO)

Improvements to High Valley Road (CLO)

Improvements at Tenth Avenue (Lucerne)

Improvements at Hudson Avenue (Nice)

Improvements at Acorn Street and Red & White Market (CLO)

Medians at gateways to communities

Improvements at Hoover Street & Post Office (CLO)

Remove northwest Harbor Park driveway (Lucerne)

Realignment of Pine Street and Foothill Boulevard (Behind Windmill in CLO)

Improvements at Howard Avenue (Nice)

Median in front of Lucerne Elementary (Lucerne)

Roundabout at Keys Boulevard (CLO)

Improvements at Foothill Boulevard & Fountain Park (CLO)

Roundabout at Foothill Drive (Lucerne)

Convert Manzanita Street to one-way along Triangle Park (Nice)

Foothill Boulevard (CLO) realignment near Windmill Bldg

Convert Hinman Park streets to one-way (Nice)

Improvements in front of Hinman Park (Nice)

Improvements at Sayre (Nice)

Roundabout at Thirteenth & Hwy 20 (Lucerne)

Improvements at First (Alpine Park, Lucerne)  
Improvements at Eighth Avenue & Ninth Avenue (Lucerne)  
Roundabout at Thirteenth & Country Club (Lucerne)

## **11.0 FUNDING**

The most common funding source for transportation related projects in Lake County is Caltrans. Applicable Caltrans grants include Environmental Justice grant: context-sensitive planning, Community based transportation planning, and Transportation Enhancement (TE) programs. The purpose of the Environmental Justice Grants is to promote more public involvement by diverse and under-served communities in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving their mobility, access to services, equity, affordable housing and economic opportunities. The purpose of the Community-Based Transportation Planning (CBTP) Grant Program is to fund coordinated transportation and land use planning projects that encourage community involvement and partnership. Projects should support livable community concepts (see examples of project types), and promote community identity and quality of life. The TE Program is a reimbursable capital-improvement program. Projects must comply with federal environmental requirements and other federal regulations, including those for considering disadvantaged business enterprises in consultant selection and for paying prevailing wages during construction. Transportation Enhancement activities must have a direct relationship – by function, proximity or impact – to the surface transportation system. Activities must be over and above normal projects, including mitigation.

### **Safe Routes to School (SR2S)**

Established in 1999, SR2S was recently extended to sunset in January 2008. Caltrans, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging additional students to walk and bike increases.

### **Reauthorization of TEA-21**

Transportation Equity Act for the twenty-first century (TEA-21) provides \$286.4 billion in guaranteed funding for federal surface transportation programs over six years (2004 through 2009), a 38 percent increase over prior levels. The massive law establishes several new programs and makes clear Congress' commitment to transportation safety.

**Community Development Block Grants (CDBG)**

Begun in 1974, the Community Development Block Grant (CDBG) is one of the oldest programs in HUD. The CDBG program provides annual grants on a formula basis to many different types of grantees through several programs.



## Beautification Plan

## ***Appendix A: Public Workshop Results***

# Highway 20

## Traffic Calming Project - Lucerne

### Priority Setting Summary

### Workshop #1

March 3, 2005

|  | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|  | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Circulation and Parking</b>                         | <b>3</b>                          |                                   |                                      |                                      |
| Multi use path (bikes + pedestrians)                   | 2                                 | 3                                 |                                      |                                      |
| Dedicated turn lanes (instead of some center lane)     |                                   | 7                                 |                                      |                                      |
| Repair existing sidewalk                               |                                   | 3                                 |                                      |                                      |
| "Blue monster" replaced with parking                   |                                   | 3                                 |                                      |                                      |
| Bike lanes - both sides                                |                                   | 2                                 |                                      | 1                                    |
| Parking behind alley                                   |                                   | 2                                 |                                      | 1                                    |
| Sidewalk - both sides                                  |                                   | 1                                 | 1                                    |                                      |
| Restripe foglines (wider shoulder) (Kapitan's example) |                                   | 1                                 |                                      |                                      |
| More parking for Hwy 20 users                          |                                   | 1                                 |                                      |                                      |
| Curves Shopping Center - better ingress/egress         |                                   | 1                                 |                                      |                                      |
| Foster's Freeze access                                 |                                   | 1                                 |                                      |                                      |
| Empty lots used for parking (not lake side)            |                                   | 1                                 |                                      |                                      |
| Pepper's replaced with parking                         |                                   | 1                                 |                                      |                                      |
| Consider easement on alley                             |                                   | 1                                 |                                      |                                      |
| Stoplight  |                                   |                                   | 2                                    | 2                                    |
| Additional crosswalks                                  |                                   |                                   |                                      | 2                                    |
| <b>Totals:</b>   | <b>2</b>                          | <b>28</b>                         | <b>3</b>                             | <b>6</b>                             |

|   | Most Important Topic              |                                   | Least Important Topic                |                                      |
|---|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|   | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Intersection Improvements</b>                      | <b>3</b>                          |                                   |                                      |                                      |
| Islands, medians                                      | 1                                 | 4                                 |                                      |                                      |
| Pedestrian refuge areas                               |                                   | 4                                 |                                      |                                      |
| Treatment (simple if possible) at Foothill & Hwy 20   |                                   | 4                                 |                                      |                                      |
| 35 mph sign moved east                                |                                   | 3                                 |                                      |                                      |
| Stamped concrete - entire intersection - 13th Ave.    |                                   | 3                                 |                                      |                                      |
| Bulb-outs   |                                   | 2                                 |                                      |                                      |
| Roundabouts (Country Club, Foothill, 13th potentials) |                                   | 1                                 | 2                                    | 3                                    |
| Better drainage                                       |                                   | 1                                 |                                      |                                      |
| 13th Ave. crossing improvements                       |                                   | 1                                 |                                      |                                      |
| Stamped concrete - entire intersection - 3rd Ave.     |                                   | 1                                 |                                      |                                      |
| Stamped concrete - entire intersection - 5th Ave.     |                                   | 1                                 | 1                                    |                                      |
| Stoplight   |                                   |                                   | 1                                    | 5                                    |
| 11th Ave. crossing improvements                       |                                   |                                   |                                      |                                      |
| 12th Ave. crossing improvements                       |                                   |                                   |                                      |                                      |
| <b>Totals:</b>  | <b>1</b>                          | <b>25</b>                         | <b>3</b>                             | <b>8</b>                             |

# **Highway 20** Traffic Calming Project - Lucerne **Priority Setting Summary** **Workshop #1**

March 3, 2005

|  | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
| Pedestrian Safety  | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Pedestrian Safety</b>   | <b>2</b>                          |                                   |                                      |                                      |
| Self-enforcing speed control   | 1                                 | 3                                 |                                      |                                      |
| Paint "Ped Xing" on asphalt  | 1                                 |                                   |                                      |                                      |
| Pedestrian overpass  |                                   | 2                                 | 1                                    | 6                                    |
| Bot spots / rumble strip/ drunk bumps  |                                   | 2                                 |                                      | 1                                    |
| Pedestrian access along creek between 8th and 9th<br>(special access across Hwy) |                                   | 2                                 |                                      |                                      |
| <b>Totals:</b>   | <b>2</b>                          | <b>9</b>                          | <b>1</b>                             | <b>7</b>                             |

|  | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
| Streetscape Elements                           | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Streetscape Elements</b>                    | <b>1</b>                          |                                   |                                      |                                      |
| Oaks   | 1                                 | 3                                 |                                      |                                      |
| Lighting - with "dark sky" considerations      | 1                                 | 1                                 |                                      |                                      |
| Swiss Alps theme                               | 1                                 | 1                                 |                                      |                                      |
| Native plant palette                           | 1                                 | 1                                 |                                      |                                      |
| More street trees                              |                                   | 7                                 |                                      |                                      |
| Decorative medians / bulb-outs                 |                                   | 4                                 |                                      | 1                                    |
| Trash cans                                     |                                   | 3                                 | 1                                    |                                      |
| Sitting areas - benches                        |                                   | 2                                 |                                      |                                      |
| Utility undergrounding                         |                                   | 2                                 |                                      |                                      |
| Decorative sidewalks (colored or pavers)       |                                   | 2                                 |                                      |                                      |
| Pocket parks (at Curves Center)                |                                   | 1                                 |                                      | 1                                    |
| Consistent tree planting                       |                                   | 1                                 |                                      |                                      |
| Safe, accessible sidewalk paving               |                                   | 1                                 |                                      |                                      |
| Make sure decorative items won't be grown over |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                                 | <b>4</b>                          | <b>29</b>                         | <b>1</b>                             | <b>2</b>                             |

|                               | Most Important Topic              |                                   | Least Important Topic                |                                      |
|-------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
| Reducing/Calmng Speeds        | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Reducing/Calmng Speeds</b> | <b>1</b>                          |                                   |                                      |                                      |
|                               |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                | <b>0</b>                          | <b>0</b>                          | <b>0</b>                             | <b>0</b>                             |



# **Highway 20** Traffic Calming Project - Lucerne **Priority Setting Summary** **Workshop #1**

March 3, 2005

|                                   | Most Important Topic              |                                   | Least Important Topic                |                                      |
|-----------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|                                   | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Other Ideas</b>                |                                   |                                   |                                      |                                      |
| Arch over road at/near Foothill   | 1                                 | 2                                 |                                      |                                      |
| Gateway improvements              |                                   | 3                                 |                                      |                                      |
| Integrate with promenade          |                                   | 3                                 |                                      |                                      |
| Lake access at 13th               |                                   | 3                                 |                                      |                                      |
| School zone creation with signage |                                   | 2                                 |                                      |                                      |
| Signage "Welcome to Lucerne"      |                                   | 2                                 |                                      |                                      |
| Gateway east of Country Club      |                                   | 2                                 |                                      |                                      |
| Lake access at Harbor Park        |                                   | 1                                 |                                      |                                      |
| Lake access at 5th                |                                   | 1                                 |                                      |                                      |
| No gateways                       |                                   |                                   |                                      | 8                                    |
| Mitigate truck "Jake brake" noise |                                   |                                   |                                      |                                      |
|                                   |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                    | <b>1</b>                          | <b>19</b>                         | <b>0</b>                             | <b>8</b>                             |

**Highway 20**  
Traffic Calming Project - Clearlake Oaks  
**Priority Setting Summary**  
**Workshop #1**  
March 2, 2005

|                         | Most Important Topic |                  | Least Important Topic |                     |
|-------------------------|----------------------|------------------|-----------------------|---------------------|
|                         | Greatest Support     | Greatest Support | Greatest Opposition   | Greatest Opposition |
|                         | Large grn dot        | Small grn dot    | Large red dot         | Small red dot       |
| Reducing/Calming Speeds | 16                   |                  | 1                     |                     |
|                         |                      |                  |                       |                     |
| Totals:                 | 16                   | 0                | 1                     | 0                   |

| Other Ideas                          | Most Important Topic |                  | Least Important Topic |                     |
|--------------------------------------|----------------------|------------------|-----------------------|---------------------|
|                                      | Greatest Support     | Greatest Support | Greatest Opposition   | Greatest Opposition |
|                                      | Large grn dot        | Small grn dot    | Large red dot         | Small red dot       |
| <b>Other Ideas</b>                   | <b>3</b>             |                  |                       |                     |
| Reroute truck traffic                | 4                    | 14               |                       |                     |
| Build Hwy 20 freeway                 | 1                    |                  | 14                    | 4                   |
| Postal service to home               |                      | 8                |                       |                     |
| Truck enforcement                    |                      | 6                |                       | 1                   |
| Protect fire access                  |                      | 6                |                       |                     |
| Turn-outs                            |                      | 5                |                       |                     |
| "Engine brake prohibited" sign       |                      | 4                |                       |                     |
| Improve visibility at Hill Side Lane |                      | 4                |                       |                     |
| Slow down Police vehicles            |                      | 4                |                       | 5                   |
| Enforce turn-outs                    |                      | 3                |                       |                     |
| Enforce Jake brake                   |                      | 3                |                       |                     |
| Beryl Way improve visibility         |                      | 1                |                       | 1                   |
| CalTrans uses turn lane as thru lane |                      | 1                |                       | 4                   |
| Survey traffic origin/destination    |                      |                  |                       | 7                   |
|                                      |                      |                  |                       |                     |
| Totals:                              | 5                    | 59               | 14                    | 22                  |

**Highway 20**  
Traffic Calming Project - Clearlake Oaks  
**Priority Setting Summary**  
**Workshop #1**  
March 2, 2005

| Intersection Improvements                          | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|  | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Intersection Improvements</b>                   | <b>3</b>                          |                                   |                                      |                                      |
| Stop light at Island Drive / Hwy 20                | 5                                 |                                   |                                      | 2                                    |
| Stop light at High Valley near school              | 4                                 | 1                                 |                                      |                                      |
| Improve visibility at Butler / Hwy 20              | 1                                 | 5                                 |                                      | 1                                    |
| Lower speed eastbound near Widgeon / caution signs | 1                                 | 4                                 |                                      |                                      |
| Stop sign at island / Hwy 20                       | 1                                 |                                   | 1                                    | 7                                    |
| Lighted crosswalks                                 |                                   | 14                                |                                      | 1                                    |
| Crosswalk at Tower Market                          |                                   | 9                                 |                                      | 1                                    |
| Pedestrian crossing lights at school               |                                   | 8                                 |                                      | 1                                    |
| Median divider at Red and White                    |                                   | 6                                 |                                      |                                      |
| Flashing speed signs at ends of town               |                                   | 6                                 |                                      |                                      |
| Bulb-outs at intersections at 20                   |                                   | 6                                 |                                      | 1                                    |
| Acceleration lane at island                        |                                   | 4                                 |                                      | 1                                    |
| Remove one intersection at Windmill                |                                   | 4                                 |                                      |                                      |
| Stop lights at ends of town                        |                                   | 2                                 | 1                                    | 4                                    |
| Round-about at Island Drive                        |                                   | 2                                 |                                      | 11                                   |
| Remove Hill at Island Drive                        |                                   | 1                                 | 1                                    | 1                                    |
| Mirror at Shady Lane                               |                                   | 1                                 | 4                                    | 2                                    |
| Speed bumps on Hwy 20                              |                                   | 1                                 |                                      | 10                                   |
| Speed bumps on Foothill                            |                                   | 1                                 |                                      | 6                                    |
| Stop light at Hwy 20/Pine                          |                                   |                                   | 1                                    | 5                                    |
|  |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                                     | <b>12</b>                         | <b>75</b>                         | <b>8</b>                             | <b>54</b>                            |

**Highway 20**  
Traffic Calming Project - Clearlake Oaks  
**Priority Setting Summary**  
**Workshop #1**  
March 2, 2005

| Streetscape Elements                             | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|  | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Streetscape Elements</b>                      | <b>2</b>                          |                                   |                                      |                                      |
| Street lights all Hwy 20 island - keys           | 7                                 | 6                                 |                                      |                                      |
| Underground utilities                            | 2                                 | 14                                |                                      |                                      |
| Planted island along Hwy 20                      | 1                                 | 9                                 |                                      |                                      |
| Reinforce stone walls (theme in town)            | 1                                 | 3                                 |                                      |                                      |
| Limit landscaping @ intersections for visibility | 1                                 | 2                                 |                                      |                                      |
| Benches at bus stops - both sides of Hwy 20      | 1                                 | 1                                 |                                      | 1                                    |
| Street lights w/ banners                         |                                   | 7                                 |                                      | 1                                    |
| Street trees                                     |                                   | 7                                 |                                      |                                      |
| Storm drain - major intersections                |                                   | 6                                 |                                      |                                      |
| Sidewalks  |                                   | 5                                 | 1                                    | 1                                    |
| Bus shelters                                     |                                   | 4                                 |                                      |                                      |
| Trash cans/recycle bins                          |                                   | 3                                 | 2                                    | 1                                    |
| Multi-use path                                   |                                   | 3                                 |                                      |                                      |
| ADA sidewalks                                    |                                   | 2                                 |                                      | 1                                    |
| Storm drain Shady Lane / 20                      |                                   | 2                                 |                                      |                                      |
| Lighting at red and white                        |                                   | 1                                 |                                      |                                      |
| Raise sidewalk to avoid flooding                 |                                   | 1                                 |                                      | 6                                    |
| Port-a-potty                                     |                                   |                                   |                                      | 10                                   |
|  |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                                   | <b>13</b>                         | <b>76</b>                         | <b>3</b>                             | <b>21</b>                            |



**Highway 20**  
Traffic Calming Project - Clearlake Oaks  
**Priority Setting Summary**  
**Workshop #1**  
March 2, 2005

| Circulation & Parking                       | Most Important Topic              |                                   | Least Important Topic                |                                      |
|---|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|   | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Circulation &amp; Parking</b>            | <b>1</b>                          |                                   |                                      |                                      |
| Chatter bars at intersections               | 2                                 | 1                                 |                                      |                                      |
| Improve circulation in area of Post Office  | 1                                 | 12                                |                                      |                                      |
| Move 35 mph zone east                       | 1                                 | 11                                |                                      |                                      |
| Median planting                             | 1                                 | 5                                 |                                      | 1                                    |
| Sidewalks                                   |                                   | 12                                |                                      | 1                                    |
| No truck parking in front of strip mall     |                                   | 7                                 |                                      | 1                                    |
| Safety island at school                     |                                   | 7                                 |                                      |                                      |
| Bike lanes                                  |                                   | 7                                 |                                      |                                      |
| Safety island at Post Office                |                                   | 6                                 |                                      |                                      |
| No parking on 20 in front of Post Office    |                                   | 5                                 |                                      |                                      |
| Improve circulation around Red and White    |                                   | 4                                 |                                      |                                      |
| Diagonal parking at Red and White           |                                   | 3                                 |                                      | 5                                    |
| Get rid of bumper cars at Post Office       |                                   | 2                                 |                                      |                                      |
| Safety island at Red and White              |                                   | 2                                 |                                      |                                      |
| Parking lot on lot next to Red and White    |                                   | 1                                 |                                      | 2                                    |
| Median with wall between Red and White/Barn |                                   | 1                                 |                                      | 12                                   |
| Class 1 bike lane (off Hwy 20)              |                                   | 1                                 |                                      | 1                                    |
| "Pedestrian safety corridor" signs          |                                   | 1                                 |                                      | 3                                    |
| Safe access to park                         |                                   | 1                                 |                                      | 2                                    |
| Bend Hwy 20 to slow traffic                 |                                   | 1                                 |                                      | 11                                   |
| Provide for disable carts                   |                                   |                                   |                                      | 3                                    |
|   |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                              | <b>5</b>                          | <b>90</b>                         | <b>0</b>                             | <b>42</b>                            |

# Highway 20 Traffic Calming & Beautification Plan

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## Report on Issue Identification, Priority Setting, and Design Charrette Public Workshop #1

*9 March 2005*

### A. Introduction

This report outlines the results of the Issue Identification, Priority Setting, and Design Charrette exercises conducted on Wednesday, March 2, 2005 at the Live Oak Senior Center in Clearlake Oaks; Thursday, March 3, 2005 at the Alpine Senior Center in Lucerne; and Friday, March 4, 2005 at the Robinson Rancheria Casino in Nice. Information and ideas gathered from the public at these workshops will serve to further the efforts on the conceptual planning and design process for the Highway 20 Traffic Calming and Beautification Plan.

The workshops each started off with Andy Peterson of the Lake County Redevelopment Agency giving opening remarks and introductions. General explanations of the evening's agenda were presented by RRM Design Group, Demae Tilloison, Senior Planner with RRM and project manager for the Highway 20 Traffic Calming & Beautification Plan gave general explanations of the evening's agendas followed by a brief description of the public design process and the background work done to date. A member of W-Trans staff elaborated the background information with existing traffic conditions including volume and speed information. W-Trans then rolled into the discussion of opportunities and constraints with RRM wrapping up by reviewing an opportunities and constraints map with the audience before moving onto the exercises.

The first step of each Workshop was to gather participants' observations, concerns, aspirations, and ideas for the section of Highway 20 that bisects the downtown of each northshore community. To achieve this goal an Issue Identification and Priority Setting exercise was done where participants were asked their thoughts on issues and ideas on the following categories of topics related to the project:

1. Reducing/Calming Speeds
2. Pedestrian Safety
3. Intersection Improvements
4. Streetscape Elements
5. Circulation & Parking

## 6. Other Ideas

Concise comments from the audience in response to these topics were written down on large banners that had been made for each topic. After all the banners were filled with the statements from the audience, attendees were then asked to participate in a priority setting exercise wherein they affixed different colors and sizes of tape dots to the banners per the following instructions:

- Two (2) large green dots one for a statement & one for an overall topic that were the most important or most strongly supported by the attendee
- Twelve (12) small green dots indicating other ideas that are important or supported by the attendee
- One (1) large red dot for the statement that was the least important or most strongly opposed by the attendee
- Six (6) small red dots indicating less important or opposed by the attendee

Following the conclusion of this exercise and a brief recap of its results, the audience was led in a alternatives mapping design session in which groups of participants (approximately 2-6 people per group) were given a base map, colored markers, and some basic graphic standards with which to express their vision for the project design.

Groups were asked to consider the presented topics gathered and written on the banners and were encouraged to add any new items they came up with to their design. After discussing and drawing their ideas amongst themselves, a representative from each of the groups was invited to present their ideas to the entire audience.

Outlined below are the results of these exercises, an explanation of what those results mean, and a set of recommendations on how to proceed with the next steps and crafting alternative plans based on the public feedback received.

## B. Issue Identification and Priority Setting Tape Dot Exercise

The detailed tally of the tape dot exercises that is contained as Appendix A of this report reveals the following findings:

### Clearlake Oaks:

The overall *topic* that received the most large green dots was “Reducing/Calmng Speeds”. It is important to note that there were no statements written under this banner because the audience felt that they had addressed all speed related concerns under other topics. That being said 64% of the participants still felt this was the most important topic. “Intersection Improvements” and “Other Ideas” both tied for the second highest support with 12% of the votes; “Streetscape Elements” had 8% and “Circulation and Parking” had 4%. Due to the limited wall space the “Pedestrian Safety” banner did not get hung up and instead comments and ideas on that subject were listed under other topics such as “Circulation and Parking”.

Based on the number of large green dots indicating strongest support for an *issue* or idea on the banners, “Street lights on all of Highway 20 between Island Drive and Keys Blvd.” received the most with 20% of the large green dots, followed by “Stop light at Island Drive and Highway 20” with 13%. Tied for the next highest amount of support were “Reroute truck traffic” and “Stop light at High Valley near school” with 11% each.

Receiving the largest number of small green dots there was a three way tie between “reroute truck traffic”, “lighted crosswalks”, and “Underground utilities” with 5% of the small green dots each, “Sidewalks” and “Improve circulation in area of post office” followed close behind with 4% each. “Move 35 MPH zone east” had the next highest support with just over 3% of the small green dots. Many other ideas had votes at small percentages including “crosswalk at Tower Market”, “planted island along Highway 20”, “Postal service to home”, and “Pedestrian crossing lights at school”.

Receiving the largest number of large red dots, or opposition to statements or features indicated on the banners by far was “Build Highway 20 Freeway” with 56% of the large red dots, followed by “Mirror at Shady Lane [to improve visibility]” with 15% of the large red dots. “Trash cans/recycle bins” were next in line with 8%.

Receiving the largest number of small red dots indicating opposition to statements made were led by “median with wall in front of Red & White/Barn” with 9% of the small red dots, closely followed by “Bend highway 20 to slow traffic” and “Round-a-bout at Island Drive” with 8% each. “Speed bumps on Highway 20” and “Port-a-potty” followed with 7% each. Other topics with moderate opposition were “survey traffic origin/destination” and “Stop sign and Island and Highway 20” with 5% each, and “Raise sidewalk to avoid flooding” and “Speed bumps on Foothill” with 4% each.

#### Lucerne:

There was considerable concern over the low turn out of public for the Lucerne workshop. A newspaper article running that morning issued the wrong date and might have confused potential attendees. Participants that did attend were very engaging and helpful and were asked to spread the word to the family, friends, and neighbors in hopes to draw a bigger crowd for the next public workshop. During this workshop it was agreed by the participants that the “Reducing/Calming Speeds” topic could be covered under the other topics and was not used but was left up for attendees to vote on the overall topic.

The overall *topic* that received the most large green dots was a tie between “Circulation & Parking” & “Intersection Improvements” each with 30%. “Pedestrian Safety” with 20% of the votes; “Streetscape Elements” had tied with “Reducing/Calming Speeds” at 10% each. The “Other Ideas” banner didn’t receive any large green dots.

In Lucerne there were a large number of issues that received one large green dot (indicating strongest support for an *issue* or idea) indicating a lack of a clear support for any one issue. In this instance we looked at the topics that these issues were under and found that “Streetscape Elements” had the most support with 40%, “Pedestrian Safety” tied for the second strongest support with “Circulation & Parking” each received 20%, followed by another tie between “Intersection Improvements” and “Other Ideas” with 10% each. “Reducing/Calming Speeds” did not receive any large green dots.

Receiving the largest number of small green dots was a tie between “Dedicated left turn lane” and “more street trees” with 6% of the small green dots. There were a few statements that followed with a little more than 3% each: “Islands/Medians”, “Pedestrian Refuge Areas” “treatment at Foothill & Hwy20” and “Decorative medians/bulb outs”.

Receiving the largest number of large red dots, or opposition to statements or features indicated on the banners, there was a tie between “Round-a-bouts” and “Stop lights” with 25% of the large



red dots, followed by “Trash cans” “Pedestrian Overpass” “Stop light” & “sidewalk on both sides of hwy 20” all with 12.5% each. As you can see, “Stop light” was a statement under two different banners.

Receiving the largest number of small red dots indicating oppositions to statements made were led by “No Gateways” with 26% of the small red dots, closely followed by “Pedestrian Overpass” at 19%. Next in line were “Stop light” with 16%, “Round-a-bouts” with 9%.

#### Nice:

The overall *topic* that received the most large green dots was “Reducing/Calmng Speeds” with 59%. The other banners that received large green dots were “Pedestrian Safety” with 35% of the votes; “Streetscape Elements” at 6%.

Based on the number of large green dots indicating strongest support for an *issue* or idea on the six banners, “35 MPH speed limit” had the most support by far with 37%, “More street lighting” came in second with 26%.

Receiving the largest number of small green dots was, “More Street Lighting” had the most support by far with 11%, “Pedestrian Islands” came in second with 4% closely followed by “Landscape along Highway” which received just blow 4%.

Receiving the largest number of large red dots, or opposition to statements or features indicated on the banners, “Close streets along side Hinman Park” with 38% of the large red dots, followed by “Pedestrian Bridge (overpass)” with 31% while “Make Manzanita one way near Triangle” and “No on street parking on Highway 20” both had 15.5% each.

Receiving the largest number of small red dots indicating oppositions to statements made were led by “Make Manzanita one way near Triangle” with 24% of the small red dots, followed by “No on street parking on Highway 20” at 13%. Next in line was “Pedestrian Bridge (overpass)” with 11%, and “Close streets along side Hinman Park” with 10%.

### **C. Alternatives Mapping Session**

In this exercise attendees participated in an activity to produce several contrasting visions and varying ideas of what the project design should look like. Armed with a blank base map, markers, and a legend groups discussed and then drew out their ideal plan for traffic calming and beautification in their community.

These study sessions revealed the following:

#### Clearlake Oaks:

1. Circulation- Of the five groups two suggested a bike path/sidewalk combination. One of those groups showed the path/sidewalk located on the north side of Highway 20 from the East Side elementary onto Foothill and ending at Oak Street. The other group showed trails on both sides of highway 20 spanning the full length of the corridor. Of the other three groups one shows a sidewalk on the shore side of Highway 20 connecting Tower Mart to the intersection at Foothill, one shows sidewalks at Foothill and all around the “Plaza” connecting to Tower Mart and then

continuing down to Island Drive and connecting to the county park/beach. The third group wrote that they would like sidewalks on both sides of Highway 20 throughout the town. Three of the groups addressed automobile traffic directly mostly concentrating on the post office circulation. Two of these three groups recommended one way traffic around the post office; one also opted to close the street behind the Windmill while another recommended one way streets behind the windmill allowing for southbound traffic only. In addition one of these three groups stated that would like all truck traffic rerouted off of Highway 20.

2. Crossings- Every group included some crossings in their plan. The most popular crossing added by far was on the east end of Tower Mart which was included in all five groups. Two of the groups added crossings at the post office, moved the elementary school crossing over to the High Valley Road intersection, and added a crossing at Keys Boulevard. Other crossings recommended were at Lake Street and at the Windmill. Another group recommended moving the elementary school crossing to the High Valley Road intersection specifying that the crossing be some sort of lighted crossing or rumble strips to warn of the children crossing the road. Only one other groups specified a lighted cross walk at the school, leaving the location of the cross walk the same but wanting to draw more attention to it.

3. Gateways- Four of the five groups recommended gateways as an entry feature to identify the entry into downtown. All of these groups believe that a gateway should be located at the intersection of Highway 20 and Island Drive, one showed an additional gateway west of Island near Hillside Lane, one showed a gateway between Butler and Schindler. Another suggested a gateway east of Keys Blvd. near the hotel and another group showed a gateway further east of the hotel at the edge of our base map.

4. Intersection Improvements- All but one group showed that the intersection at Island Drive needs some attention. Other favorites were the Post Office (2 of 5 groups), Keys Blvd. (2 of 5 groups), and High Valley (2 of 5 groups). One groups wanted to see improvements at Red & White as well as Foothill. Another identified Oak Grove and Foothill as needing improvements.

5. Medians – Two groups suggested medians throughout the corridor with intermittent breaks at intersections and major driveways. Of the two groups, one specified a landscaped median with street lighting. One group included a landscaped median between Lake Street and Foothill only and another included a median from Tower Mart up to Foothill. This group specified that their median be hardscaped with lights in the median and turn lanes where needed.

6. Bus Stops – Two groups addressed bus stops. Their recommendations were for stops on both sides of the highway at Keys blvd., Lake Street, Red & White and at Tower Mart. The other group recommended a stop at the 3 way intersection of Foothill, Highway 20 and Oakgrove Ave.

7. Parking – Of the five groups, two recommended additional parking. One group showed parking on the south side of Foothill as well as behind the Windmill while the other group showed larger massing of parking taking over the western lots at the end of the plaza and opposite the Windmill.

8. Landscaping – Three groups addressed landscaping in their plans. One drew street trees on both sides of highway 20 from Butler down past the hotel. Another only included shrubs on the north side of highway 20 from Oak Grove to Foothill. The third group added landscaping at the corner of Foothill & Highway 20, the “Plaza”, on Highway 20 in front of Clark Island, all of Clark Island and along Island Drive opening the lake views from the highway.

9. There were a few ideas that were unique to a single group’s drawing. These include:
- Landscaping Clark Island and its surrounding area
  - Removing the building at the west corner of Highway 20 and Lake
  - Removing the buildings on the 3 lots west of Schindler
  - A stop light at Island Drive
  - No truck parking in front of strip mall
  - Underground utilities
  - Home mail delivery

Lucerne:

10. Circulation- All three groups proposed bike lanes for Lucerne. Two of them showed bike lanes on the lake side of Highway 20 all the way through town. The other group liked the idea of a bike trail through the hills of the community above the town. Sidewalks were recommended by two groups one locating them the entire length of the town on the lake side of Highway 20 only and the other showed sidewalks the entire length but on both sides of Highway 20.
11. Crossings- Two of the three groups suggested crossings throughout Lucerne. One group located crossings at the following locations: west side of Foothill, both sides of Grove, parallel to Highway 20 across third, fourth and fifth, on the east side of fifth, on both sides of eighth and ninth, both sides of thirteenth, on the east side of sixteenth, and the west side of Country Club. The other group located crossings at: the east side of first, fifth, ninth, thirteenth and County Club.
12. Gateways- All three groups located gateway features at both ends of the community. The preferred location on the west end of town was west of Foothill. The eastern end had a little more variation with one group suggesting County Club another suggesting one block east of Country Club and one group with an arrow pointing to locate the gateway further east than our map shows.
13. Intersection Improvements- One group did not suggest any intersection improvements. The other two groups shared many similar recommendations including: County Club, Thirteenth, the block from eighth to ninth, and fourth. One group included First Street in their recommended improvements while the other group added, Fifth, Third, Grove and Foothill.
14. Medians – One group wanted to see a landscaped median throughout the length of the corridor and another suggested small landscape islands spread throughout the corridor including Foothill, in front of Starlight, at Fourth, mid-block between fifth and sixth, at Thirteenth, mid-block between Fourteenth and Fifteenth, and in front of the elementary school. The third group did not address medians.

15. Bus Stops – While two groups addressed bus stops, one of those groups only suggested one stop on the south side of County Club at Kensington. The other groups suggested stops on both sides of Highway 20 located: east of Starlight, mid-block between Fourth and Fifth, west of Eighth, mid-block between Thirteen and Fourteen, and west of Lucerne.
16. Parking – All three groups suggested additional parking. The one spot all agreed on parking was at the greenway between Eighth and Ninth. Two recommended parking along the entire length of the greenway and the third recommended parking on at the ends of the greenway with a bridge over the creek connecting the lots. One group suggested additional parking on the north west corner where second meets the alley, the north east corner where Fifth meets the alley, the north east corner where Tenth meets the alley, and at mid-block on the west side of Fourteen. Another groups recommended additional parking adjacent to Highway 20 on the lot east of the elementary school, along Thirteenth, at Lucerne Harbor Park, and on the lot to the west of Starlight.
17. Landscaping – Landscaping at the greenway between Eighth and Ninth was recommended by all the groups with one specifying natural plants, Two of the groups wanted to see landscaping on both sides of Thirteenth, one suggested landscaping along both sides of Harbor Park, and in addition to the median landscaping discussed above one group suggested street trees through the entire corridor.
18. Lake Access – Thirteen was the most popular location for lake access for all three groups. Two groups wanted to see lake access between Eighth and Ninth. One group showed lake access at Third and Fifth, another identified First, Fourth and Seventeenth as their lake access points. The third group chose Sixteenth and Second for their lake access.
19. There were a few ideas that were unique to a single group's drawing. These include:
  - Bike path through the hills above the community
  - Parking along the alley instead of on Highway 20
  - Treatment of the greenway at 8<sup>th</sup> & 9<sup>th</sup> with parking on the outside a bridge connecting parking areas and natural planting in the center.
20. Circulation- Of the four groups all included a bike lane through town. Two of the groups recommended bike lanes a long the lake side of the Highway 20 corridor as well as an additional bike lane along Lakeshore Boulevard. One group had their bike lane only along Lakeshore Boulevard with it jogging north around the marina. The other group had their bike lane along the lake side of Highway 20 only. Three groups recommended sidewalks throughout the town and one group suggested sidewalks only from Sayre to Keeling and Crump to Howard. Of the three groups wanting to see sidewalks throughout the corridor, two stopped the northern sidewalk at the post office and the other extended to Burpee Drive. Three of the groups recommend the sidewalk turn and go up Sayre around the gas station. Two groups suggested sidewalks around the marina and one group suggested sidewalks leading people down to the Lake from Sayre, Benton, and Hudson.

Nice:



21. Crossings- Each of the four groups drew crossings on their plans, all of them including a crossing on the east side of Sayre. Two groups recommended crossings at or near the post office, one group added a crossing at World Mark. Three groups suggested a crossing at Howard, and one group suggested a crossing from Ace Hardware to the Marina Grill.
22. Gateways- Two of the four groups addressed gateways both adding them at Sayre. One of the groups suggested the eastern gateway location at Robinson Ave while the other suggested the location further east at the end of Burpee Drive.
23. Intersection Improvements- Three groups recommended improvements at Howard and Highway 20 around the Triangle Park area. One group suggested additional intersection improvements at Manzanita (near the post office), at Hudson (near the Nice Market), and at Sayre.
24. Medians – Two groups suggested medians with one recommending intermittent medians west of Sayre before entering into town and the other recommending landscaped medians west of town at Manzanita Road, and just before Sayre, between Keeling and Crump, at Triangle Park, from Marina Gas & Market to Ace Hardware, at the Benton intersection, and intermittent from east of Hudson out past the post office.
25. Bus Stops – Only one group addressed bus stops recommending them east bound at Hinman Park, Howard, and west of the post office. Other locations include westbound at Hudson, at the intersection of Manzanita and Hudson, and at the intersection of Manzanita and Dawes Ave.
26. Parking – Of the four groups, two recommended additional parking. Both groups showed parking on Sayre behind the gas station. One group also showed parking on the northwest lot at the intersection of Sayre and Highway 20 as well as on the lot on the lake side of Highway 20 at the end of Crump and on the southeast lot at the intersection of Hudson and Highway 20.
27. Landscaping – Two of the four groups suggested landscaping. Both wanted to see landscaping all around Hinman Park and on Hudson entering into the Marina. One group suggested landscaped medians and the other suggested street trees on both sides of Highway 20 and down around the marina.
28. Lake Access – Three of the four groups labeled lake access that they would like to see in Nice. All three suggested Sayre, Benton and Hudson as opportunities to enhance lake access and one group included access on either side of the marina as well as near Hutchins Road on the east end of town.
29. An interesting thing came out of one groups design. With the landscaping, sidewalk and strong relation to the marina the group had essentially designed another focal point for downtown. While other designs were mainly focused on Hinman Park this one design allowed for two major focal points in Nice.

## **D. What Does It All Mean?**

Our assessment of the results of the Tape Dot Exercise and Design Charrette Session leads us to the following analysis and conclusions:

1. Overall, Design Charrette participants had strong opposition to stop lights, stop signs, speed bumps, and round-a-bouts. Instead, communities looked to more traditional features of landscaping, medians, and gateways to slow down traffic on Highway 20.
3. Participants showed concern for disabled access, school children crossing the street as well as people crossing at post offices in each community.
4. Truck issues came up in all three communities in the form of rerouting traffic, enforcing noise ordinances, and placing parking restrictions to improve sight distance.
5. Speeding as a general topic was a major concern in Nice and Clearlake Oaks but less so in Lucerne.

From here RRM Design Group will use this information to gather images of traffic calming devices and beautification options to use during the visual preference survey. Using the direction gained from the first two workshops and our data gathering exercise RRM will begin forming up to three design alternatives for each community in preparation for our third public workshop.

# **Highway 20** Traffic Calming Project - Nice **Priority Setting Summary** **Workshop #1** March 2, 2005

| Reducing / Calming Speeds                       | Most Important Topic              |                                   | Least Important Topic                |                                      |
|---|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|   | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| Reducing / Calming Speeds                       | 10                                |                                   |                                      |                                      |
| 35 mph speed limit                              | 10                                | 7                                 |                                      |                                      |
| Gateways (arch, pillars, etc.) at edges of town | 1                                 | 7                                 |                                      | 5                                    |
| More street lighting                            |                                   | 8                                 |                                      |                                      |
| Sidewalks where possible                        |                                   | 8                                 |                                      |                                      |
| Speed barrier in turn lane area                 |                                   | 7                                 |                                      |                                      |
| Planted median                                  |                                   | 6                                 |                                      |                                      |
| Bike lanes on both sides of Highway             |                                   | 5                                 |                                      |                                      |
| Orange flashing lights entering town            |                                   | 4                                 |                                      | 5                                    |
| Reduce speed limit before post office           |                                   | 3                                 |                                      |                                      |
| Sign at post office - flashing light            |                                   | 2                                 |                                      |                                      |
| <b>Totals:</b>                                  | <b>11</b>                         | <b>57</b>                         | <b>0</b>                             | <b>10</b>                            |

| Pedestrian Safety                                   | Most Important Topic              |                                   | Least Important Topic                |                                      |
|---|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|   | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| Pedestrian Safety                                   | 6                                 |                                   |                                      |                                      |
| In-pavement crosswalk flashing lights               | 2                                 | 4                                 |                                      |                                      |
| Move Sayre crosswalk to other side                  | 1                                 | 6                                 |                                      |                                      |
| Pedestrian islands in Highway                       |                                   | 11                                |                                      |                                      |
| Push buttons for pedestrians (kids) flashing lights |                                   | 5                                 |                                      |                                      |
| New crosswalk by Worldmark                          |                                   | 4                                 |                                      |                                      |
| Better crossings for disabled                       |                                   | 2                                 |                                      | 1                                    |
| "Pedestrian" warning signs entering community       |                                   |                                   | 4                                    | 9                                    |
| Pedestrian bridge (overpass)                        |                                   |                                   |                                      | 5                                    |
| Caution - "Congested area" signs                    |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                                      | <b>3</b>                          | <b>37</b>                         | <b>4</b>                             | <b>15</b>                            |

| Streetscape Elements               | Most Important Topic              |                                   | Least Important Topic                |                                      |
|------------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|                                    | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| Streetscape Elements               |                                   |                                   |                                      |                                      |
| More street lighting               | 7                                 | 28                                |                                      | 1                                    |
| Street trees                       | 1                                 | 8                                 |                                      |                                      |
| Landscaping along Highway          |                                   | 10                                |                                      |                                      |
| More flowers                       |                                   | 7                                 |                                      |                                      |
| Covered bus stops                  |                                   | 5                                 |                                      |                                      |
| Benches at bus stops               |                                   | 4                                 |                                      |                                      |
| Bus stops on both sides of Highway |                                   | 1                                 |                                      | 1                                    |
|                                    |                                   |                                   |                                      |                                      |
|                                    |                                   |                                   |                                      |                                      |
|                                    |                                   |                                   |                                      |                                      |
| <b>Totals:</b>                     | <b>8</b>                          | <b>63</b>                         | <b>0</b>                             | <b>2</b>                             |

# **Highway 20** Traffic Calming Project - Nice **Priority Setting Summary** **Workshop #1** March 2, 2005

| Intersection Improvements                               | Most Important Topic              |                                   | Least Important Topic                |                                      |
|---|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|   | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Intersection Improvements</b>                        |                                   |                                   |                                      |                                      |
| Make Sayre intersection more defined                    |                                   | 7                                 |                                      |                                      |
| Pedestrian crossing across Sayre                        |                                   | 7                                 |                                      |                                      |
| Improve intersection at post office (Manzanita)         |                                   | 6                                 |                                      |                                      |
| Consolidate driveways near Triangle Park                |                                   | 6                                 |                                      |                                      |
| Reduce confusion of intersections near Triangle Park    |                                   | 6                                 |                                      |                                      |
| Improve Howard-Manzanita intersection                   |                                   | 6                                 |                                      |                                      |
| Access into/out of Hinman Park area                     |                                   | 3                                 |                                      |                                      |
| Improve sight distance/visibility at Sayre Intersection |                                   | 3                                 |                                      |                                      |
| Close streets along side Hinman Park                    |                                   |                                   | 5                                    | 8                                    |
| <b>Totals:</b>  | <b>0</b>                          | <b>44</b>                         | <b>5</b>                             | <b>8</b>                             |

| Circulation and Parking                                  | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|  | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Circulation and Parking</b>                           |                                   |                                   |                                      |                                      |
| Make Manzanita one-way near Triangle                     | 2                                 |                                   | 2                                    | 19                                   |
| Realign Crump, Manzanita intersections                   | 1                                 | 2                                 |                                      |                                      |
| Better definition between roads & parking areas at Sayre |                                   | 6                                 |                                      |                                      |
| More parking near harbor                                 |                                   | 4                                 |                                      |                                      |
| Designated bikeway off Highway 20 - Lakeside             |                                   | 4                                 |                                      |                                      |
| Change post office parking lot circulation               |                                   | 2                                 |                                      | 6                                    |
| No on-street parking on Highway 20                       |                                   | 1                                 | 2                                    | 10                                   |
| Public parking lot at Boss/Sayre (behind gas station)    |                                   |                                   |                                      |                                      |
| <b>Totals:</b>   | <b>3</b>                          | <b>27</b>                         | <b>4</b>                             | <b>35</b>                            |

| Other Ideas  | Most Important Topic              |                                   | Least Important Topic                |                                      |
|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
|  | Greatest Support<br>Large grn dot | Greatest Support<br>Small grn dot | Greatest Opposition<br>Large red dot | Greatest Opposition<br>Small red dot |
| <b>Other Ideas</b>   |                                   |                                   |                                      |                                      |
| "Underground" telephone poles & utilities                      | 1                                 | 6                                 |                                      |                                      |
| Eliminate trucks on Highway 20                                 | 1                                 | 6                                 |                                      |                                      |
| Slow trucks down farther outside town                          |                                   | 4                                 |                                      |                                      |
| Better lake access   |                                   | 3                                 |                                      |                                      |
| Signs to lake access/boat ramps etc.                           |                                   | 3                                 |                                      |                                      |
| Reduce truck engine brakes noise - move signs west near Sentry |                                   | 1                                 |                                      | 2                                    |
| Double-fin speed zones   |                                   | 1                                 |                                      | 1                                    |
| Noise ordinance restricting truck brake noise                  |                                   |                                   |                                      | 3                                    |
| No lake brakes   |                                   |                                   |                                      | 3                                    |
| <b>Totals:</b>   | <b>2</b>                          | <b>24</b>                         | <b>0</b>                             | <b>9</b>                             |



# Highway 20 Traffic Calming & Beautification Plan

## Report on Visual Preference Survey Public Workshop #2

**16 March 2005**

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### Introduction

On Saturday, March 12, 2005 RRM Design Group conducted the second series of public workshops to conduct a Visual Preference Survey with each of the Northshore communities of Nice, Lucerne, and Clearlake Oaks. There was a good turnout with Clearlake Oaks having the highest attendance at 32 people. Lucerne had 16 participants and Nice had 19. Each community was shown a series of slides and using a remote control voting system was asked to vote on whether the items shown were appropriate for their community. In some of the slides, the question was what style was preferred. The intent was not to determine where each of these features should be located but rather just get a general feeling from the community on whether the items were acceptable or not.

There were some technical difficulties in getting all the tallies to show up on screen after the votes were taken but with some quick subtraction we were able to tell people verbally how many votes there were for each image. There were also two trivia questions that were added to the presentation. These questions were just to add a bit of fun to the survey and break up the long stream of images that participants were viewing. The detailed response list by community is attached at the end of this summary.

Upon further research, it was found that there was not enough evidence to warrant locating stop signs along the Highway 20 corridor in any of the communities. That being the case, RRM will not be recommending and CalTrans will not permit any stop sign locations in our alternatives. In addition, CalTrans prefers not to locate speed bumps or raised crossings along the corridor near residential areas due to the potential increase in noise. Given this information coupled with the fact that speed bumps had a very low level of support during public workshops RRM will not be proposing speed bumps in any of the alternatives. Stop lights however, are feasible as an alternative if they are located at busy, high collision intersections. Parking on Highway 20 is another complicated matter. While CalTrans is not necessarily opposed to on street parking on Highway 20 there are width requirements for angled parking to provide more room for cars to back out of parking spaces without interfering with highway traffic. These width requirements may restrict the placement of medians, dedicated turn lanes and other traffic calming enhancements.

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## **Summary of Community Responses:**

### **Clearlake Oaks:**

Both stop signs and stop lights received support by a narrow margin with 60% of the community feeling that they would be appropriate in Clearlake Oaks. In stark contrast round-a-bouts had very little support in this community. In general traffic calming features with landscaping received the most support and hardscape features were more divisive with not enough support for or against them to indicate a true preference. Participants were favorable to locating a barrier or arbor in medians to direct pedestrians to identified crosswalks. There was also some support for public art in medians which could help display community character.

Residents of Clearlake Oaks were split on the idea of whether to incorporate angled or parallel parking in designing their ideal corridor. It was clear however that they would prefer to have a Class I bike lane that is separated from the Highway. The pedestrian crossing style with the most support was colored concrete crosswalks. Decorative crossings also receive a fair amount of support while the standard flush, striped crosswalk didn't receive much support. In ground lighted crossings received the strongest support of any single slide in the presentation at 94% support. Overhead lighted crossings also had strong support.

Paddle signs and share the road signs had mixed votes and comments were heard during the presentation that some people didn't feel they would be effective. Pedestrian crossing signs, by contrast did receive significant support.

The next series of slides in the presentation all dealt with community character and streetscape elements. Some of the slides did not have a "none" option and only asked participants which image they preferred. The arched gateway slide did cause a bit of concern for residents as some did not want to support any arch. After the vote was taken RRM Design Group asked the group for a show of hands for people that were opposed to any sort of gateway arch. Ten people, of the 32 participants, raised their hands that they would NOT support an arched gateway at the entrance to town. The arch gateway style that got the most support was stone columns with a wrought iron arch but following closely behind it was an all metal arch. The bus shelter that was most supported was stone with a wood roof.

When looking at gateway signage that would be located at the entrances to town identifying the community, Clearlake Oaks was most supportive of the Fishing theme with the most votes wanting to see a Fisherman's Wharf type sign. For directional signage throughout town, a classic looking, wood sign was preferred. There was a mix of support for different sidewalk paving materials. The one with the most support was decorative pavers, but brick, concrete, and dirt sidewalks also received some support.

A lantern style light with banner was the street light of choice in this community although an old world, wood post light also received some support. Clearlake Oaks has the lowest support for bollards of all three communities with 66% of participants suggesting they are not appropriate in

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the community. Seat walls had a significant amount of support. This style of bench can be freestanding or incorporated into a planter. Metal benches were the second favorite style for this community. An artistic style trash can had the most support with wood being the second choice but participants did not support the use of newspaper racks or stands in the community. A ribbon style bike rack that is continuous was the most supported but the second highest vote was for no bike racks in Clearlake Oaks.

There were only two slides dealing with landscaping in this survey. Clearlake Oaks was most supportive of using California native plants in landscaping and preferred evergreen street trees along Highway 20.

### Lucerne:

A small majority in Lucerne felt that stop signs along Highway 20 were appropriate in their community. In contrast the community was split on the same decision regarding stop lights. Round-a-bouts were a divisive topic with slightly more opposing them in Lucerne and with slightly more support for a landscaped round-a-bout versus a hardscaped one. Of the three communities Lucerne had the highest amount of support for round-a-bouts. Speed bumps were strongly opposed in stark contrast with bulb outs which enjoyed a strong majority of support. Of the two choices landscaped bulb outs were preferred. Chicanes had a moderate level of support but most people preferred medians. Of the six median styles chosen the favorite was the mix of both hardscape and landscaping. Following close behind hardscape medians, medians with barriers and landscaped medians with no trees had some support as well.

Parking on Highway 20 was a tough decision in Lucerne. The most support was for angled parking with only slightly less for no parking and least preferred was parallel parking. Class I, or off street bike paths, were preferred in Lucerne. Most of the crossing treatments received the same level of support with around 60% of the votes - the only exception being a raised crossing which had low support. The favorite type of crossing of the five styles shown was the decorative paved crossing. Of the three pedestrian safety measures, pedestrian islands had the most support. In ground lighted crossings followed close behind. Overhead lighted crossings had some support as well.

Of the pedestrian related signs, paddle signs and share the road signs did not fare well. As mentioned above it was heard during these meetings that participants didn't feel these signs would be effective. They were however, supportive of the traditional pedestrian crossing sign.

Over half of the participants favored a stone and wrought iron gateway arch as an entry feature into town. A similar response was found for the bus shelter with a large majority preferring the stone and wood shelter. There was no single preferred gateway sign in Lucerne. Both the Hobart wooden example and the stone San Luis Obispo example received just under one third of the support. For directional signage the preference was for stone monument signs.

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Survey participants were in favor of decorative pavers as a sidewalk material with sand washed concrete following as a close second. Some people were concerned with the cost associated with the pavers and felt that while they may enhance the Swiss Alps theme, the concrete would be a more affordable alternative. Since the street lights had already been chosen for the Lucerne Promenade Plan, participants were asked if they would like to see the lights only along the promenade or if they would like to see them throughout the town. The vote on this was split 50/50. Bollards are another feature that is planned for in the Promenade Plan. There was moderate support for bollards with some questions from the audience about where they might be located.

Seat or “wall” benches enjoyed very strong support. This style of bench as mentioned earlier can be used as a stand along seat wall or a planter that incorporates a bench into it. Wood trash cans were the most supported receptacle and the community was supportive of locating new racks along the Highway 20 corridor. Bike racks were supported as well with the ribbon style rack being the favorite. Evergreen street trees were the most supported but the community was split on weather they would prefer perennial or native landscaping long the corridor.

### Nice:

It was unclear to participants when we first started the survey in Nice that the images and questions were strictly pertaining to the Highway 20 corridor. For that reason we restarted the survey and therefore, the response report shows two answers for both stop signs and stop lights. The second set being the more accurate vote. There was significant support for stop signs in Nice and moderate support for stop lights in this community. As was true with all three communities round-a-bouts received low levels of support. Of the three styles of round-a-bouts shown the landscaped style received the most support with 32% of participants supporting it. Speed bumps were equally opposed with a strong majority feeling they are not appropriate for the Highway 20 corridor in their community. Bulb outs were more divisive with only a small majority favoring landscaped bulb outs and similarly a small majority opposing the landscape bulb outs.

Chicanes were not a favorite for this community with more support going to medians. Medians while receiving more support that Chicanes were also a divisive feature. Most participants favored a mix of landscape and landscape medians with the other styles receiving only a small majority of support. Public art and/or an arbors located in medians were not favorites in Nice though.

Participants were also torn between which parking type they preferred a slight majority opted for parallel with no on street parking following a close second. Class II, striped bike lanes were preferred in Nice. The pedestrian crossing results were very interesting with low support for most styles, a high level of support for colored concrete crossing and moderate support for traditional striped crossings. Pedestrian refuge islands received a significant amount of support but participants seemed to be more interested in the in-ground lighted crossings which had very strong support. Overhead lighted crossings had a slight majority supporting them as well.

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Of the pedestrian related signage option, paddle signs were strongly opposed while the traditional pedestrian crossings received very strong support and share the road signs received some strong support as well. Of the gateway arch styles the stone with wrought iron was also a favorite in Nice as was the stone and wood bus shelter. For gateway signage the Mediterranean theme was a favorite with the stucco style wall and planter. The decorative stone sign had strong support as well and was a close second. For directional signage there was a small majority supporting wood signs with a close following for stone monument signs. Sidewalk paving materials was a divisive topic for Nice. A slight majority favored concrete paving while brick, stamped concrete and concrete pavers were not far behind. Street lighting had the exact same response with the same percentage of support for a lantern style light. A more modern lamp shade style and two acorn style lights were close behind. Bollards were considered appropriate by most of the participants as did stone benches and concrete trash cans. News racks had a small majority of support as did the ribbon style bike rack. Native landscaping received very strong support and participants were in slight favor of deciduous trees versus evergreen.

### **What is Next?**

Reviewing the responses from both public workshops, the opportunities and constraints for each community as well as the data gathered during this process, RRM Design Group and W-Trans will formulate three alternative designs for each community for traffic calming and beautification. These designs will not necessarily be recommendations but rather contrasting ways to show possibilities for the corridor. Below is a written program for the alternatives for each community:

#### ***Nice Athl:***

- Hardscape medians
- Angled parking
- Class 1 bike path
- Decorative intersections
- Striped crossing
- Pedestrian Island
- Overhead lighted crossing
- Bus shelter
- Gateway elements - accent landscaping on side of road (West of Sayre, east of post office)



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***Nice Alt 2:***

Stop light

Hardscape bulb out

Medians with plants and hardscape

Parallel parking

Class 2 bike lane

Colored concrete crossing

Striped crossing

In ground lighted crossing

Bus shelter

Gateway elements at entries – cobble strips and monument signs (West of Sayre, east of post office)

***Nice Alternative 3:***

Landscape roundabout

Landscape bulbouts

Landscape medians with barrier

No on street parking

Class 2 bike lane

Decorative crossing

Striped crossing

Stone gateway arch (West of Sayre, east of post office)

Street trees

**Lucerne Alternatives**

***Lucerne Alt 1:***

Hardscape roundabout

Hardscape bulb outs

Hardscape medians with barriers

Angled parking

Class 1 bike lane

Striped crossing

Pedestrian islands

Overhead lighted crossing

Bus shelter

Gateway elements at entries (accent landscaping west of Foothill, east of country club)

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***Lucerne Alt 2:***

Stop light

Decorative intersection

Medians with planting and hardscape

Median with large tree at Grove

Parallel parking

Class 2 bike lane

Colored concrete crossing

In ground lighted crossing

Bus shelter

Gateway elements at entries (public art at road sides west of Foothill, east of Country Club)

***Lucerne Alternative 3:***

Landscape roundabout

Landscape bulbouts

No on street parking

Class 3 bike route

Decorative crossing

Stone gateway arch (west of Foothill, east of Country Club)

Street trees both sides of highway

***Clearlake Oaks Alternatives***

***CLO Alt:***

Hardscape medians with barriers with breaks for crossings

Angled parking

Class 1 bike path

Decorative intersections

Striped crossing

In ground lighted crossing

Realign High Valley Road (slightly)

Realign East Foothill Dr Intersection

Realign (slightly) Acorn Dr Intersection

Gateway elements at entries (accent planting on road side west of Island Drive east of Keys)

***CLO Alt 2:***

Stop light

Hardscape bulb outs

Parallel parking

Class 2 bike lane

Colored concrete crossing

Pedestrian island

Overhead lighted crossing

Stone arch gateway (west of Island, east of Keys)

Realign Island Drive

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***CLO Alternative 3:***

Landscape roundabout

Landscape bulb outs

Landscape medians

No on street parking

Class 3 bike lane

Decorative crossing

Stone gateway arch (west of Island, east of Keys)

These alternatives will be mapped and presented during the third series of public workshops on April 23<sup>rd</sup>. At this public workshop participants will have the opportunity to fill out report cards to identify their preferred alternative and tell us what they liked about the plan, did not like about that plan and what they would change. Participants will also be asked about their likes and dislikes of the other two alternatives as well.

From this feedback, RRM and W-Trans will go back to the drawing board and design a refined conceptual alternative to be presented at the final workshop to be held jointly at the Board of Supervisors Chambers in Lakeport.

# Highway 20 Traffic Calming & Beautification Public Workshop #3: Considering Alternative Concepts Report on Results

25 April, 2004

Revised 9 May 2005

## I. Introduction

On April 23, 2004, Lake County/City Area Planning Council in coordination with Lake County Redevelopment Agency hosted the third series of public workshops for the Highway 20 Traffic Calming and Beautification Plan. This series consisted of three separate workshops on the same date held consecutively at the Robinson Rancheria Casino in Nice, the Alpine Senior Center in Lucerne, and the Live Oak Senior Center in Clearlake Oaks. At these workshops facilitated by the consulting team of RRM Design Group (RRM) and Whitlock & Weinberger Transportation Inc. (W-Trans), three (3) contrasting alternatives were presented envisioning three different ways of dealing with traffic volumes, turning movements, and vehicular and pedestrian safety through the corridor.

The workshops started off with introductions from Andy Peterson of the Lake County Redevelopment Agency. Andy gave some background on the project and its funding and then turned the presentation over to Demae Tillotson of RRM Design Group. Summaries of the first two workshops were given in each community followed by a brief educational presentation by Zack Mately of W-Trans. The W-Trans presentation addresses specific traffic calming devices and how they may present a benefit or a hindrance to the communities of Nice, Lucerne, and Clearlake Oaks. Round-a-bouts in particular were discussed to educate the general public on their benefits, followed by a discussion of how traffic measures can be combined for maximum effect.

Following the traffic presentation features of each alternative were displayed via a PowerPoint presentation. During and after that presentation, the consulting team responded to a number of questions regarding traffic volumes and speeds, queuing, access to businesses along the Highway 20 corridor, and concerns for pedestrian safety.

At the conclusion of the Q&A period the team handed out report cards to all attendees who were then asked to fill them out and provide qualitative input to the workshop and the planning and design process. Participants were asked to respond to four questions:

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1. Which is your preferred plan?
2. What do you like about this plan?
3. What don't you like about this plan?
4. What would you change?

Below are the results by community:

## II. Responses to Report Card Exercise

### Clearlake Oaks:

Of the 30 people who attended the session, 17 completed report cards. The results of the report card exercise are outlined in the following pages.

### Clearlake Oaks Alternative One



Alternative One is the more minimalist option providing a lower cost option including such amenities as:

- LED speed signs
- 11 foot wide travel lanes
- Dedicated left turn lanes (as opposed to continuous)
- 6 foot wide sidewalks on both sides of Highway 20 where feasible
- Angled parking (Short to Foothill)
- Hardscape medians (Windmill to Red & white, Foothill to Lake, Lake to Shaul, Butler to Hoover, Hoover to Keys)
- Class 1 bike path
- Striped crossing (Tower Mart, Windmill, Lake)
- In ground lighted crossing (High Valley, Hoover, Red & White)



- Striping at entry
- Gateway elements at entries (accent planting on road side west of Island Drive east of Keys)

### Clearlake Oaks Alternative Two



Alternative Two focuses most of its attention on the “business core” of town between Pine and Foothill. The plan incorporates:

- Traffic light (Keys)
- Landscaped bulb outs (Pine, Foothill, Lake, High Valley, Hoover, Keys)
- 10 foot wide sidewalks on both sides of Highway 20 where feasible
- Parallel parking (Short to Foothill)
- Class 2 bike lane
- Decorative crossings (Foothill, Lake, High Valley, Hoover, Keys)
- Striped crossings (Pine, Tower Mart, Red & White)
- Pedestrian islands (Tower Mart, Foothill, Lake)
- Overhead lighted crossings (Red & White, High Valley)
- Street trees both sides of Highway 20 (west short to Foothill)
- Rumble strips at entry
- Gateway arch over Highway at entry
- Realign Island Drive (see W-Trans opps & cons)
- Realign East Foothill Dr Intersection (see W-Trans opps & cons)

### Clearlake Oaks Alternative Three



Alternative Three represents the most transformative of the three alternatives for Clearlake Oaks. The following elements are represented in this plan:

- Landscape round-a-bouts (Pine & Keys)
- 10 foot wide sidewalks on both sides of Highway 20 where feasible
- Street trees both sides
- Landscape bulb-outs (Foothill, Lake, High Valley, Hoover)
- Landscape medians (Island to Tower, Foothill to Lake, Hoover to Keys)
- Parallel parking both sides of Highway 20
- Class 2 bike lanes
- Decorative crossing (Foothill, Lake, High Valley, Hoover)
- Striped crossing (Tower Mart, Red & White)
- Overhead lighted crossing
- Stone gateway arch (west of Island, east of Keys)
- Realign Island Drive
- Realign (slightly) Acorn Dr Intersection
- Realign High Valley Road
- Realign East Foothill Dr Intersection

## 1. Which Alternative was preferred?

While three (3) alternatives were presented, Alternative Three received the most support from the audience. Only two people preferred Alternative One, and three people supported Alternative Two. However, 16 of the participants favored Alternative Three. Eleven of the respondents declined to state a preference.

## **2. What was liked about the preferred plan?**

The participants that favored Alternative Three were most supportive of the landscaping opportunities and sense of place created by this alternative. Contrary to the results of workshop 2 a significant number of people (5) were in support of round-a-bouts. We found that with the educational presentation done by W-Trans more people felt that round-a-bouts would work for their community.

Attendees who preferred both Alternatives One and Two did not elaborate on the aspects that they liked most about their preferred plan. Instead they discussed changes they would like to see to these plans which will be addressed in questions four.

## **3. What was disliked about the preferred plan?**

Of those that preferred Alternative Three, two disliked the arched gateway at the entries to town. They did not appear to be against gateways but only about the arch over the Highway. LED signs and stop lights were considered ugly by a few participants. There was one suggestion to relocate the round-a-bout from Pine Street west to Island Drive. This participant was aware of the site distance issues and was hoping that they might be overcome so that Island Drive could be made safer. Unfortunately the hillside at Island Drive severely limits the site distance and restricts the ability to locate a roundabout at that intersection. Two people wanted to see the intersection at Keys Blvd. address in more detail. One was particularly concerned with access to the many businesses and potential conflicts with existing driveways that the round-a-bout might cause.

Participants that preferred Alternative Two were not supportive of stop lights and also commented that they didn't like the gateway elements in this alternative. One person commented that they didn't want long median strips in their preferred alternative.

Proponents of Alternative One did not list any dislikes with this alternative. With one respondent adding that they felt Alternative One could be implemented in Clearlake Oaks.

## **4. What would you change about your preferred plan?**

Of the Alternative Three supporters, two suggested removing the round-a-bout from Pine. One of those two suggested moving it instead to Island Drive, while the other suggested closing one of the streets with an acute angle. One person suggested the use of red buds in the landscape plans for this alternative. One of the persons who had disliked the idea of the arched gateway suggested putting gateway elements at road level with this alternative.

Two of the proponents for Alternative Two would like a class one bike lane in this alternative, with one of them liking the idea of round-a-bouts at the Windmill and post office buildings for this alternative. Adding more landscaping was also a change that was requested from those preferring this alternative.

There were no comments on what could be changed about Alternative One but one of the participants added the comment that the ten foot wide sidewalks in the other two alternatives would require property owners to lose their street frontage. This statement suggests there may have been a misunderstanding in the presentation as the improvements in all alternatives are within the Highway right of way.



## General Workshop Comments

In addition to the responses about the Conceptual Alternatives, ten participants had comments about the workshop and project in general. A few respondents commented that more handouts that described each alternative and element in more detail would have been helpful as well as having the information in advance of the workshop to review. Having the workshops on Saturday was important to a few of the participants who can't make evening workshops. Two attendees were interested in receiving more detailed information regarding cost and maintenance of each of the possible solutions and one person suggested leaving Highway 20 as it is.

## Lucerne:

It is important to note at the outset that while many participants in Workshop #1 were interested in seeing pedestrian crossing improvements at Lucerne Elementary, sight distance caused significant safety concerns at that location. Similarly, streets at bends in the road also had sight distance complications that prevent locating a safe crossing at those intersections. In addition, all alternatives for Lucerne attempt to work in concert with the Lucerne Promenade Plan and will continue to do so in the Refined Concept Plan.

14 people signed in at the Lucerne workshop with 12 filling out report cards. While two of those who filled out report cards did not identify a preferred plan, they did note their likes and dislikes in general terms.

## Lucerne Alternative One



Alternative One is the more minimalist option providing a lower cost option, using angled parking and narrower travel lanes to reduce speeds. This alternative includes such amenities as:

- LED Speed signs at entries to town
- 11 foot wide travel lanes
- Dedicated left turn lanes (as opposed to continuous left turn lane)
- 6 foot wide sidewalks where feasible on north side (promenade on south)
- Angled parking (from 1<sup>st</sup> to 5<sup>th</sup>, and from 12<sup>th</sup> to 15<sup>th</sup>)
- Class 1 bike lane (Lucerne Promenade provides this)
- Striped crossing (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 13<sup>th</sup>, 16<sup>th</sup>)
- Pedestrian islands (13<sup>th</sup>, 16<sup>th</sup>, 9<sup>th</sup>, 3<sup>rd</sup>)
- Overhead lighted crossing (2<sup>nd</sup>, 10<sup>th</sup>)

- Bus shelter (1<sup>st</sup>, 5<sup>th</sup>, 10<sup>th</sup>, 16<sup>th</sup>)
- Gateway elements at entries (accent landscaping west of Foothill, east of country club)

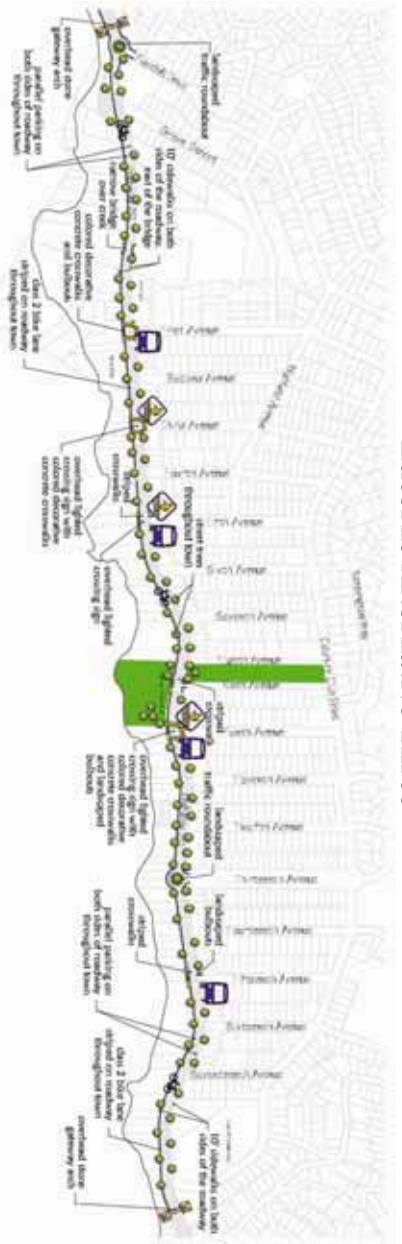
### Lucerne Alternative Two



Alternative Two focuses attention on visually narrowing the entry into town between Foothill and First as well as a focus on the high collision area between Eight and Thirteenth. The plan incorporates:

- Traffic light (at 13<sup>th</sup>)
- 10 foot wide sidewalk north side of Highway 20 where feasible (promenade on South)
- Medians with planting and hardscape (10<sup>th</sup> – 12<sup>th</sup>, 14<sup>th</sup> – 16<sup>th</sup>)
- Entry median with landscaping (Foothill)
- Parallel parking (near 13<sup>th</sup> and parks)
- Street trees (from Foothill to 1<sup>st</sup> and along parks and 13<sup>th</sup>)
- Class 2 bike lanes
- Decorative crossing (1<sup>st</sup>, 3<sup>rd</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 13<sup>th</sup>)
- Striped crossing (5<sup>th</sup>, 8<sup>th</sup>, 15<sup>th</sup>)
- In ground lighted crossing (3<sup>rd</sup>, 10<sup>th</sup>)
- Bus shelter (1<sup>st</sup>, 5<sup>th</sup>, 10<sup>th</sup>, 15<sup>th</sup>)
- Cobble strips at entry
- Gateway elements at entries (public art at road sides west of Foothill, east of Country Club)

### Lucerne Alternative Three





Alternative Three represents the most transformative of the three alternatives. The following elements are represented in this plan:

- Landscape roundabouts (Foothill, 13<sup>th</sup>)
- Landscape bulb-outs (1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 15<sup>th</sup>)
- Parallel parking along both sides of Highway 20
- 10 foot wide sidewalk north side of Highway 20 where feasible (promenade on south)
- Class 2 bike lanes
- Decorative crossings (1<sup>st</sup>, 3<sup>rd</sup>, 10<sup>th</sup>)
- Striped crossings (5<sup>th</sup>, 9<sup>th</sup>, 15<sup>th</sup>)
- Overhead lighted crossing (3<sup>rd</sup>, 5<sup>th</sup>, and 10<sup>th</sup>)
- Stone gateway arch (west of Foothill, east of Country Club)
- Street trees both sides of highway

### **1. Which Alternative was preferred?**

Alternative Three was the most preferred alternative with 8 votes. Alternative Two came in second with 2 votes and while Alternative One did not get any votes in support of it there were 2 report cards that did not specify a preferred plan.

### **2. What was liked about the preferred plan?**

Street trees and round-a-bouts were the most favored part of Alternative Three. One participant added that the parallel parking in this alternative was what they liked. Two people did not respond to the question, only noting which alternative they preferred.

Proponents of Alternative Two like the parallel parking and sidewalks on both sides of the highway. One attendee specified that they also like the class 2 bike lane, entry monument and LED signs.

### **3. What was disliked about the preferred plan?**

Three attendees were not supportive of the gateway arch in Alternative Three, preferring gateway elements to be at road level.

Dislikes mentioned for Alternative Two was the small amount of landscaping and not having left turn lane consideration from 1<sup>st</sup> Avenue to Foothill.

### **4. What would you change about your preferred plan?**

Of those in support of Alternative Three, two participants would like to see medians in the refined plan for Lucerne. One person suggested additional round-a-bouts at 3<sup>rd</sup> Avenue and 8<sup>th</sup> Avenue as well as using decorative paving at more intersections.

Suggested changes to Alternative Two included left turn pockets at all median islands [intersections]. Both supporters of this alternative commented on parking for this alternative.

One would like to see parallel parking throughout town (as opposed to only select locations) and the other would like off highway parking requirements to be addressed.

### General Workshop Comments

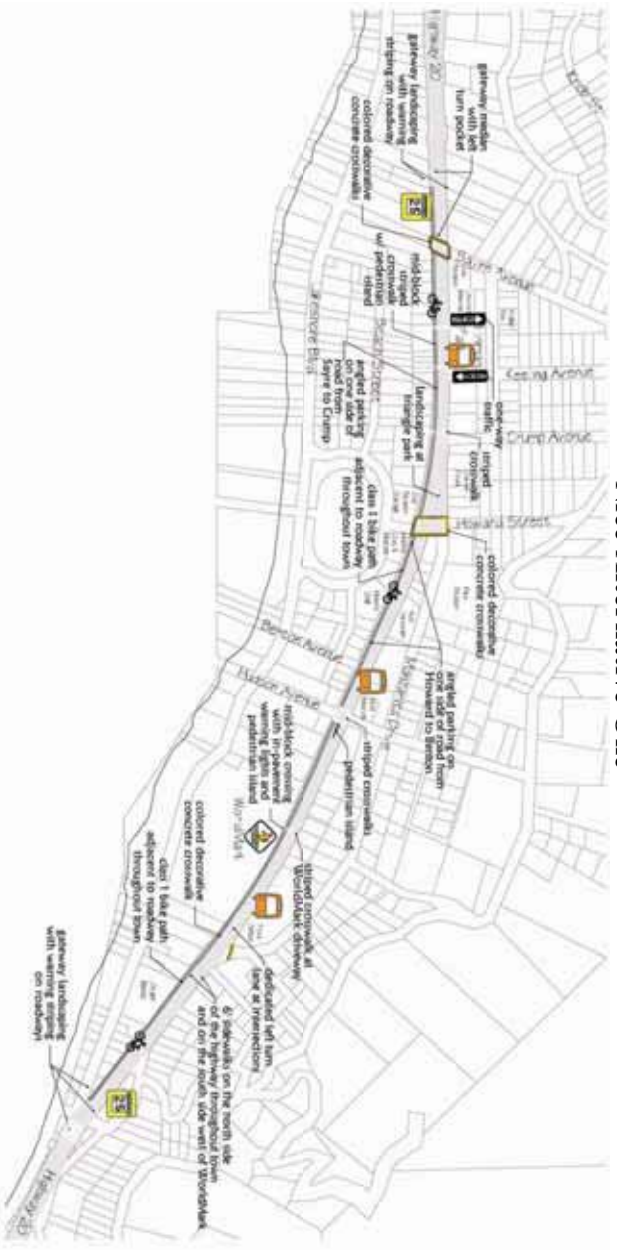
There was only one general workshop comment and while not in the project area, one participant would like to see the 9<sup>th</sup> Avenue creek area turned into a park. This comment was also heard during the stakeholder interviews and has the potential to add an urban park to downtown Lucerne. There were also a few comments about holding “personal interest” questions until the end of the workshop so as not to take time away from the presentation and the Highway 20 Traffic Calming & Beautification Plan.

### Nice

Though many community residents had indicated an interest in previous workshops for a pedestrian crossing at Manzanita near the post office, site distance issues prevent a safe crossing at that location. In attempt to provide a crossing nearest the post office, all three alternatives show a mid-block cross at the World Mark site.

13 attendees signed in for Workshop #3 in Nice with 12 filling out report cards for this workshop. Two of the attendees failed to answer the questions regarding the alternatives and 4 responded with general likes and dislikes but not associated with any one alternative.

### Nice Alternative One

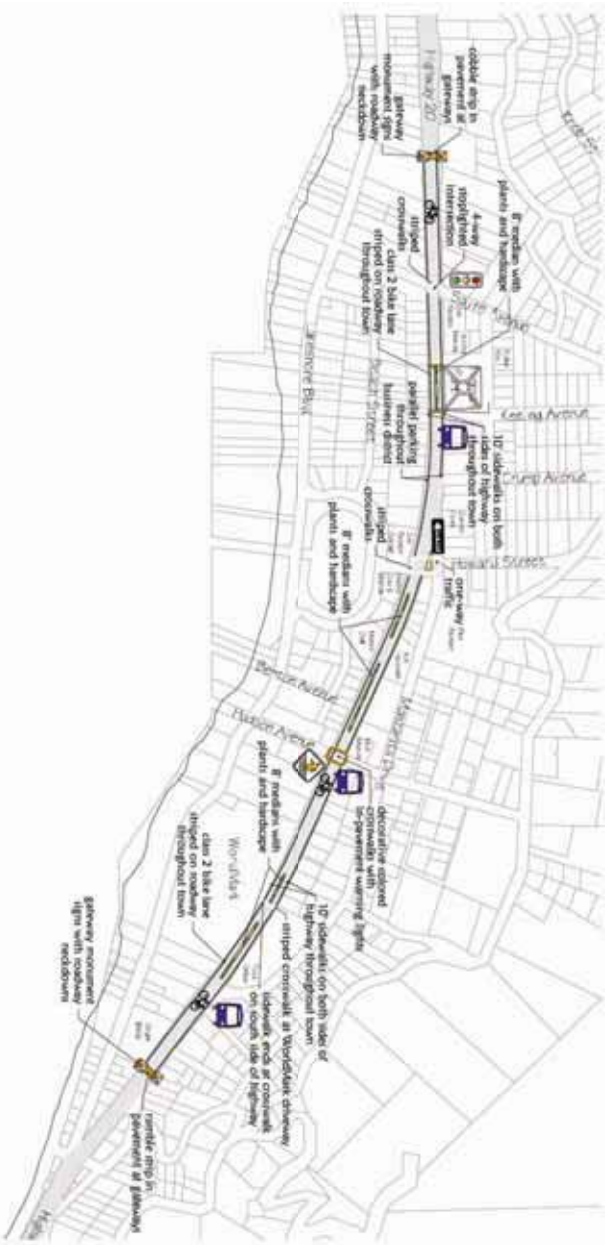


Alternative One is the more minimalist option of the three providing a lower cost option, using angled parking and narrower travel lanes to help reduce speeds. This alternative includes such amenities as:

- LED speed signs at entries to town
- 11 foot wide travel lanes
- Dedicated left turn lanes (as opposed to continuous left turn lanes)
- 6 foot wide sidewalks on both sides of Highway 20 where feasible

- Angled parking (from Sayre to Crump & Howard to Hudson)
- Class 1 bike path
- Decorative crossings (Sayre, Howard, Himman)
- Striped crossings (Crump, Hudson & WorldMark)
- Pedestrian Island s(Hudson & WorldMark)
- Overhead lighted crossing (WorldMark because it is mid-block)
- Bus shelter (Keeling, Hudson, E. Manzanita)
- Gateway elements at entries (accent landscaping on side of road, striping or dots in road)

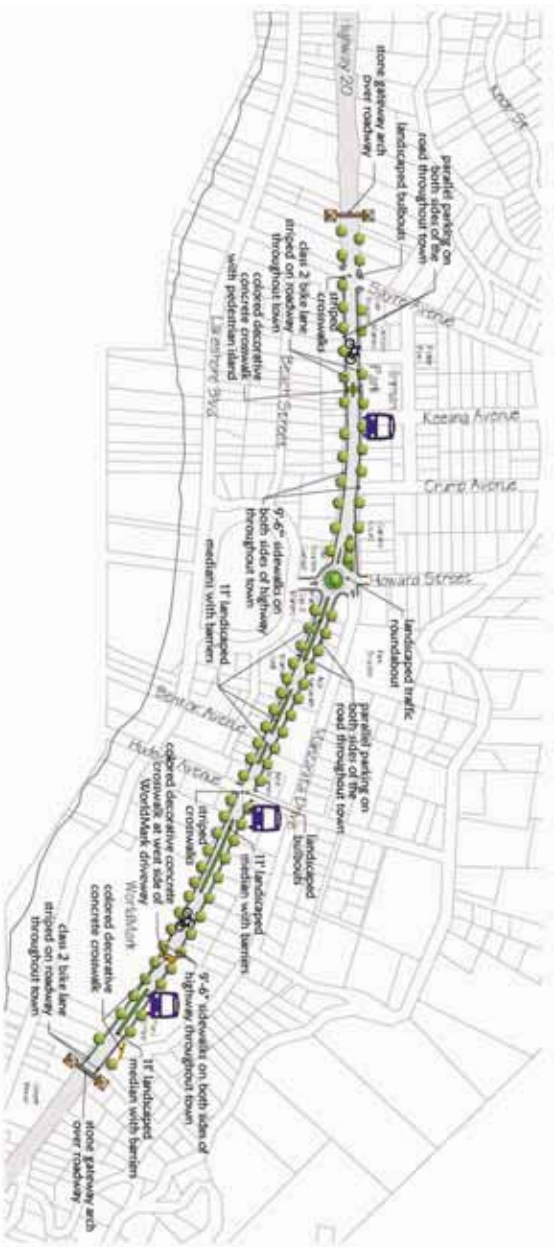
## Nice Alternative Two



Alternative Two focuses attention on visually narrowing the entry into town between Foothill and First as well as a focus on the high collision area between Eighth and Thirteenth. The plan incorporates:

- Traffic light (Sayre)
- 10 foot wide sidewalks both sides of Highway 20 where feasible
- Medians with planting and hardscape (Himman park, Howard to marina grill, marina grill to Hudson, WorldMark)
- Parallel parking (business district only)
- Street trees both sides of Highway 20 (business district only)
- Class 2 bike lane
- Decorative crossings (Himman park, Hudson)
- Striped crossings (Howard, WorldMark, Sayre)
- In ground lighted crossing (Hudson)
- W. Manzanita one way (westbound)
- Bus shelter (Keeling, Hudson, E. Manzanita)
- Cobble strips at entries
- Gateway monument signs and neckdowns at entries

## Nice Alternative Three



Alternative Three represents the most transformative of the three alternatives. The following elements are represented in this plan:

- Landscape roundabout (Howard)
- Landscape bulbouts (Sayre, Hudson, Himman Park)
- Landscape medians with barrier (Howard to Marina Grill, Marina grill to Benton, Benton to Hudson, Hudson to WorldMark, WorldMark to E. Manzanita)
- 10 foot wide Sidewalks both sides of Highway 20 where feasible
- Parallel parking both sides of Highway 20
- Street trees both sides of Highway 20
- Class 2 bike lanes
- Close W. Manzanita between Howard and Highway 20
- Decorative crossings (Himman park, WorldMark, post office)
- Striped crossings (Sayre, Hudson)
- Stone gateway arch (West of Sayre, east of post office)

## 1. Which Alternative was preferred?

There was no clear preferred alternative in Nice. 2 people preferred Alternative One, 3 people preferred Alternative Two, 1 person preferred Alternative Three, while 4 people didn't indicate a preferred alternative.

## 2. What was liked about the preferred plan?

Of those that preferred Alternative One only one person responded to this question. That person indicated that the lack of landscaping to maintain is what they liked about this alternative.

None of the people preferring Alternative Two indicated any amenities that they particularly liked.

The person who preferred Alternative Three only indicated that they liked the round-a-bout in this alternative.



### **3. What was disliked about the preferred plan?**

For Alternative One the one attendee whom responded to this question disliked the angled parking.

Two of the proponents of Alternative Two did not like the gateway in this alternative.

The supporter of Alternative Three did not like the parallel parking in this alternative.

### **4. What would you change about your preferred plan?**

One of the attendees that preferred Alternative One would like a round-a-bout at Howard Street, the other attendee commented that there are existing gateway signs in Nice.

Only one of the proponents of Alternative Two responded to this question suggesting that a round-a-bout should be in this alternative.

The person preferring Alternative Three would like to see hardscaped medians as opposed to landscaped medians.

### **General Workshop Comments**

There were a number of comments that were written down that were general likes and dislikes for the Highway 20 corridor in Nice. Two attendees liked the idea of medians on the highway, one of which preferred hardscaped medians due to maintenance concerns. Concerns over the cost and maintenance of street trees were also mentioned by a participant. Another participant suggested only locating trees from Hudson to Sayre. Reducing the speed limit to 35 miles per hour through Nice was mentioned and was also a theme throughout earlier workshops as well. Gateways received a mix of suggestions: one for no gateways, one for no arched gateway over the highway, one commented that the gateway monuments were too close in, and one for entrance pillars. One participant also requested not to see changes to Triangle Park commenting that the round-a-bout would not warrant side traffic. In response to this last comment, our mapping exaggerated Triangle Park to draw attention to it and it was not intended for the round-a-bout to change Triangle Park.

## **III. Recommended Preferred Concept Improvement Program**

With the results of this workshop RRM Design Group and W-Trans will prepare a more detailed and refined Concept reflecting what we feel is the desires of each community. Residents of each community will have the opportunity to once again evaluate this plan and indicate their likes, dislikes and suggested changes.



**A. Features**

**Clearlake Oaks:**

|                                    |                            |
|------------------------------------|----------------------------|
| Street Trees in bulbouts           | Decorative crossings       |
| Six foot wide sidewalks            | Towermart                  |
| Street lights                      | Red & White                |
| Landscaped Roundabout              | East Foothill              |
| Keys                               | Lake                       |
| Road realignments                  | High Valley                |
| Island                             | Hoover                     |
| Pine                               | Pedestrian Islands         |
| High Valley                        | Red & White                |
| Parallel parking                   | High Valley                |
| Landscaped medians                 | Hoover                     |
| Island to Towermart                | In ground lighted crossing |
| Windmill to Red & White            | Towermart                  |
| East Foothill to Lake              | Red & White                |
| Lake to Shaul                      | East Foothill              |
| Hoover to Keys                     | Lake                       |
| Gateway monuments (no arch)        | High Valley                |
| LED speed signs as part of gateway | Hoover                     |
| Rumble strips at gateways          | Landscaped Bulbouts        |
| Class I bike lane                  | Towermart                  |
| Sheltered bus stops:               | Red & White                |
| Towermart                          | East Foothill              |
| Lake Street                        | Lake                       |
| Schindler (near school)            | High Valley                |
| Keys                               | Hoover                     |

**Lucerne:**

Street Trees in bulb outs  
Six foot wide sidewalks  
Street lights  
Landscaped Roundabout  
    Foothill  
        Thirteenth (both ends)  
Parallel parking  
Landscaped medians  
    Third to Forth  
    Sixth to Seventh  
    Tenth to Eleventh  
    Eleventh to Twelfth  
    Fourteenth to Fifteenth  
    Fifteenth to Sixteenth  
    Seventeenth to County Club  
Arched Gateway  
LED speed signs as part of gateway  
Rumble strips at gateways  
Class II bike lane north side  
Sheltered bus stops:  
    First  
    Fifth & Country Club  
    Tenth & Country club  
    Thirteenth & Country Club  
    Fifteenth & Country club

Decorative crossings

    Foothill (part of roundabout)  
    First  
    Third  
    Fifth  
    Ninth  
    Tenth  
    Thirteenth (part of roundabout)  
    Fifteenth  
In-ground lighted crossing:  
    Third  
    Fifth  
    Ninth  
    Tenth  
    Fifteenth  
Landscaped Bulbouts  
    First  
    Third  
    Fifth  
    Ninth  
    Tenth  
    Fifteenth  
    Pedestrian Island  
    Ninth  
    Tenth

**Nice**

Street Trees in bulbouts  
    Sayre to Hudson  
Six foot wide sidewalks  
Street lights  
Parallel parking  
Stop light at Sayre  
One way (westbound) at Manzanita  
Landscaped & hardscape medians  
    Hinman Park  
    Howard to Hudson (break for Ace)  
    WorldMark to Post office (break for  
    WorldMark driveway)  
Landscaped at entry to town  
LED speed signs as part of gateway  
Rumble strips at gateways  
Class II bike lane north side  
Sheltered bus stops:

Keeling

Hudson

WorldMark (need crossing)

Decorative crossings

Hinman

Howard

Hudson

Striped Crossings

Sayre

WorldMark

In-ground lighted crossing:

Hudson

WorldMark

Landscaped Bulbouts

Hinman

Howard

Hudson

**IV. Next steps**

RRM and W-Trans will prepare a refined concept plan that illustrates the above written programs for each community. The refined concept plan will include detailed graphics to visually describe the plan in a clear easy to read manner. A PowerPoint presentation will

then be developed depicting the Preferred Concept Plan, its features and implications to show how these improvements would appear to pedestrians and/or motorists.

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# Highway 20 Traffic Calming & Beautification

## Public Workshop #4: Considering the Refined Concept Plan

### Report on Results

20 June 2005

#### I. Introduction

On May 18, 2005, Lake County/City Area Planning Council in coordination with Lake County Redevelopment Agency hosted the fourth and final series of public workshops for the Highway 20 Traffic Calming and Beautification Plan. This series consisted of one combined workshop located at the Lakeport Board of Supervisors Chambers for the communities of Nice, Lucerne, and Clearlake Oaks. The workshop was recorded and later run on the local TV station. At this workshop facilitated by the consulting team of RRM Design Group (RRM) and Whitlock & Weinberger Transportation Inc. (W-Trans), the Refined Concept Plans for each community were presented envisioning the communities' desires in dealing with traffic volumes, turning movements, and vehicular and pedestrian safety through the corridor.

The workshop started off with introductions from Andy Peterson of the Lake County Redevelopment Agency. Andy gave some background on the project and its funding and then turned the presentation over to Demae Tillotson of RRM Design Group. Summaries of the first three workshops were given in each community followed by a brief educational presentation of relevant traffic data by Zack Mately of W-Trans.

Following the traffic presentation features of each plan were presented via a PowerPoint presentation. During and after that presentation, the consulting team responded to a number of questions regarding traffic volumes and speeds, queuing, access to businesses along the Highway 20 corridor, and concerns for pedestrian safety.

At the conclusion of the Q&A period the team handed out report cards to all attendees who were then asked to fill them out and provide qualitative input to the workshop and the planning and design process. Participants were asked to rank each amenity by level of support.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose

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## 5. Strongly oppose

Items left blank were determined to be no opposition to the amenity.

Thirty-five people signed in at the fourth workshop with approximately twenty-five turning in report cards that evening. Participants and viewers were given the option to bring filled out report cards to the Live Oak Senior Center in Clearlake Oaks, the Visitor Center in Lucerne, or Garden Court in Nice by May 27, 2005. Approximately forty people turned in report cards at these locations.

## II. Responses to Report Card Exercise

### Clearlake Oaks:

Twenty-two people from Clearlake Oaks filled out report cards. Results show that a Sheltered bus stop at Keys Boulevard was the most strongly supported item. Four amenities vied for second place with strong support and very low opposition: a sheltered bus stop at TowerMart, a pedestrian island at the Red & White Market, a pedestrian island at Hoover Street and landscaped medians from Island Drive to TowerMart. The gateway arch over the highway as well as gateway monuments were very controversial receiving nearly equal amounts of support and opposition. Most other items on the report card received strong levels of support from the community of Clearlake Oaks.

General comments made were:

- I like the arch entrance way
- I would like to see lights for downtown (Red & White to Foothill) in the long range plan (over 10 years)
- Suggested west entrance to the CLO monument to be compatible with the low retaining wall [which] is on the lake side of Hwy 20.
- Also would like warning signals to stop traffic as emergency trucks leave the fire department.
- I would like the section of road/sidewalk between Oak Grove and High Valley Rd. be used for sidewalk use only. Currently cars use this section also.
- I would also like the Bus Stops to be compatible with the same style as the entry monuments.
- Also I am concerned that traffic at the school at High Valley road is not being addressed.
- I would like an arch at the Gateway monument
- Prefer paths [to sidewalks]
- [Street] lights reflected down.
- Diagonal [parking] in wide areas if possible.
- I would like wood and stone [bus shelters] to match stone wall.
- [would like] low level lighting [for in ground lighted crossings]
- Need to work on getting large trucks diverted to Hwy 29

### Lucerne:

Twenty-one people filled out report cards for Lucerne. It was apparent from workshop results that Lucerne is most interested in having street lighting and sidewalks in their



community. The idea of a round-a-bout at both ends of Thirteenth gained the 3<sup>rd</sup> highest amount of support. There was no strong opposition to any one item (over ten votes) the only item with a high amount of opposition was the gateway arch over the highway but it was countered by an equal amount of support making it a highly controversial amenity.

- Seventh street should be left open to left and right turns because of Fire Department being there!
- No foot traffic anyway (regarding decorative crossing at Foothill)
- Basic crosswalk (as opposed to decorative crossings)
- [In-ground lighted crossing] To expensive
- No landscaped bulb-outs
- No trees!
- Put bike lane on lake side of road
- I think you should have crosswalks at all the streets because of seniors and handicap citizens.
- Crossing at Country Club [strongly supported]
- Class I bike lane instead of Class II.
- Additional improvements/decorative features identifying/earmarking the downtown area.

### **Nice**

Twenty-one people filled out report cards for the community of Nice. Four amenities tied for the most “strongly support” votes: In ground lighted crossing at Hudson Avenue, in ground lighted crossing at WorldMark, Striped crossing at Sayre and six foot wide sidewalks. As in the other communities the gateway monuments and gateway arch were the most controversial items and other amenities received pretty strong support. There was one comment directed at CalTrans to address a drainage issue. The comment was forwarded directly to the CalTrans project manager for this project.

- would like Decorative crossings at WorldMark
- bike lane on both sides
- Would like a sheltered bus stop at the Post Office instead of WorldMark
- Add a round about at Howard
- Before Hudson and Hwy 20, where is a slow down for pedestrians? Add a blinking yellow light above the sign-like in Upper Lake for crossing Hwy 20
- Lots of wildflowers and native plants
- We are for [class II bike lane on north side] if it doesn't take more of our property

## **III. Next steps**

RRM and W-Trans will meet with the APC and Andy Peterson of the Redevelopment Agency to discuss workshop results, changes to the final plan and APC hearing dates. Based on the outcome of that meeting and feedback from CalTrans, a Draft Traffic Calming and Beautification Report will be completed including background information, results from workshops, discussion on the final plan including phasing and implementation as well as probable cost.

# Highway 20 Traffic Calming Beautification Plan

## Public Workshop #4

### Lucerne Report Cards

| Individual Amenities                               | Strongly Support | Somewhat Support | Neutral | Somewhat Oppose | Strongly Oppose |
|--|------------------|------------------|---------|-----------------|-----------------|
| Street Trees in bulb outs                          | 9                | 4                | 4       | 3               | 1               |
| Six foot wide sidewalks                            | 14               |                  | 5       |                 | 2               |
| Street lights                                      | 15               |                  | 2       | 1               | 2               |
| Landsaped Roundabout @ Foothill                    | 11               | 4                | 1       | 1               | 4               |
| Landsaped Roundabout @ Thirteenth (both ends)      | 12               | 3                | 1       |                 | 5               |
| Parallel Parking                                   | 8                | 5                | 4       |                 | 4               |
| Landsaped medians from Third to Fourth             | 9                | 2                | 6       | 4               |                 |
| Landsaped medians from Sixth to Seventh            | 9                | 2                | 6       | 4               |                 |
| Landsaped medians from Tenth to Eleventh           | 10               | 1                | 6       | 4               |                 |
| Landsaped medians from Eleventh to Twelfth         | 8                | 1                | 7       | 5               |                 |
| Landsaped medians from Fourteenth to Fifteenth     | 8                | 1                | 7       | 5               |                 |
| Landsaped medians from Fifteenth to Sixteenth      | 9                | 11               | 6       | 5               |                 |
| Landsaped medians from Seventeenth to Country Club | 8                | 1                | 8       | 4               |                 |
| Gateway arch over highway                          | 8                | 2                | 2       | 2               | 8               |
| LED speed signs as part of gateway                 | 5                | 5                | 4       | 5               | 2               |
| Rumble strips at gateways                          | 7                | 2                | 6       | 3               | 3               |
| Class II bike land north side                      | 6                | 4                | 7       | 1               | 2               |
| Sheltered bus stops @ First                        | 11               | 2                | 5       | 2               | 1               |
| Sheltered bus stops @ Fifth & Country Club         | 10               | 2                | 5       | 1               | 3               |
| Sheltered bus stops @ Tenth & Country Club         | 9                | 3                | 6       | 1               | 2               |
| Sheltered bus stops @ Thirteenth & Country Club    | 10               | 1                | 6       | 1               | 3               |
| Sheltered bus stops @ Fifteenth & Country Club     | 9                | 1                | 7       | 1               | 3               |
| Decorative crossings @ Foothill (roundabout)       | 9                | 1                | 5       | 3               | 3               |
| Decorative crossings @ First                       | 7                | 3                | 7       | 2               | 2               |
| Decorative crossings @ Third                       | 7                | 3                | 7       | 2               | 2               |
| Decorative crossings @ Fifth                       | 7                | 3                | 7       | 2               | 2               |
| Decorative crossings @ Ninth                       | 7                | 3                | 7       | 2               | 2               |
| Decorative crossings @ Tenth                       | 7                | 3                | 6       | 3               | 2               |
| Decorative crossings @ Thirteenth (roundabout)     | 11               | 1                | 4       | 3               | 2               |
| Decorative crossings @ Fifteenth                   | 7                | 3                | 6       | 3               | 2               |
| In-ground lighted crossing @ Third                 | 6                | 4                | 6       | 3               | 2               |
| In-ground lighted crossing @ Fifth                 | 7                | 4                | 5       | 4               | 1               |
| In-ground lighted crossing @ Ninth                 | 6                | 3                | 6       | 4               | 2               |
| In-ground lighted crossing @ Tenth                 | 7                | 4                | 5       | 4               | 1               |
| In-ground lighted crossing @ Fifteenth             | 7                | 3                | 5       | 5               | 1               |
| Landsaped bulb-outs @ First                        | 7                | 2                | 9       | 1               | 2               |
| Landsaped bulb-outs @ Third                        | 7                | 2                | 9       | 1               | 2               |
| Landsaped bulb-outs @ Fifth                        | 6                | 2                | 10      | 1               | 2               |
| Landsaped bulb-outs @ Ninth                        | 7                | 2                | 9       | 1               | 2               |
| Landsaped bulb-outs @ Tenth                        | 6                | 2                | 10      | 1               | 2               |
| Landsaped bulb-outs @ Fifteenth                    | 9                | 1                | 8       | 1               | 2               |
| Pedestrian Island @ Ninth                          | 8                | 3                | 4       | 3               | 2               |
| Pedestrian Island @ Tenth                          | 9                | 4                | 4       | 2               | 2               |
| Totals   | 359              | 113              | 250     | 104             | 85              |

# Highway 20 Traffic Calming Beautification Plan

## Public Workshop #4

### Report Cards

### Clearlake Oaks Report Cards

| Individual Amenities                          | Strongly Support | Somewhat Support | Neutral | Somewhat Oppose | Strongly Oppose |
|---|------------------|------------------|---------|-----------------|-----------------|
| Street Trees in bulb-outs                     | 15               | 2                | 3       |                 | 2               |
| Six foot wide sidewalks                       | 13               | 2                | 5       | 1               | 1               |
| Street lights throughout                      | 17               | 3                | 2       |                 |                 |
| Landscaped Roundabout @ Keys                  | 14               | 2                | 2       | 2               | 2               |
| Road realignments @ Island                    | 18               | 2                | 2       |                 |                 |
| Road realignments @ Pine                      | 15               | 2                | 3       | 2               |                 |
| Road realignments @ Acorn                     | 14               | 3                | 4       | 1               |                 |
| Road realignments @ High Valley               | 15               | 4                | 3       |                 |                 |
| Parallel parking                              | 11               | 3                | 4       | 2               | 2               |
| Landscaped medians from Island to TowerMart   | 19               |                  | 1       |                 | 2               |
| Landscaped medians Windmill to Red & White    | 16               | 1                | 1       | 1               | 3               |
| Landscaped medians from East Foothill to Lake | 17               | 3                |         |                 | 2               |
| Landscaped medians from Lake to Shaul         | 17               | 2                | 1       |                 | 2               |
| Landscaped medians from Hoover to Keys        | 17               | 2                | 1       |                 | 2               |
| Gateway monuments (no arch)                   | 7                | 3                |         | 4               | 8               |
| Gateway arch over highway                     | 11               |                  | 1       |                 | 10              |
| LED speed signs as part of gateway            | 13               | 4                | 2       | 1               | 2               |
| Rumble strips at gateways                     | 14               | 3                | 2       | 1               | 2               |
| Class I bike land lake side                   | 13               |                  | 1       | 2               | 6               |
| Sheltered bus stops @ TowerMart               | 19               | 2                | 1       |                 |                 |
| Sheltered bus stops @ Red & White             | 18               | 2                | 2       |                 |                 |
| Sheltered bus stops @ Lake Street             | 16               | 2                | 3       |                 | 1               |
| Sheltered bus stops @ High Valley             | 17               | 3                | 2       |                 |                 |
| Sheltered bus stops @ Keys                    | 21               | 1                |         |                 |                 |
| Decorative crossings @ TowerMart              | 14               | 3                | 5       |                 |                 |
| Decorative crossings @ Red & White            | 16               | 2                | 4       |                 |                 |
| Decorative crossings @ East Foothill          | 13               | 4                | 5       |                 |                 |
| Decorative crossings @ Lake                   | 14               | 4                | 4       |                 |                 |
| Decorative crossings @ High Valley            | 17               | 2                | 3       |                 |                 |
| Decorative crossings @ Hoover                 | 15               | 3                | 3       | 1               |                 |
| Pedestrian Islands @ Red & White              | 19               | 1                |         | 1               | 1               |
| Pedestrian Islands @ High Valley              | 18               |                  | 1       | 1               | 2               |
| Pedestrian Islands @ Hoover                   | 19               |                  |         | 1               | 2               |
| In ground lighted crossing @ TowerMart        | 12               | 2                | 1       | 1               | 3               |
| In ground lighted crossing @ Red & White      | 16               | 1                | 2       |                 | 3               |
| In ground lighted crossing @ East Foothill    | 13               | 2                | 4       |                 | 3               |
| In ground lighted crossing @ Lake             | 11               | 2                | 5       | 1               | 3               |
| In ground lighted crossing @ High Valley      | 13               | 2                | 4       |                 | 3               |
| In ground lighted crossing @ Hoover           | 15               | 2                | 2       |                 | 3               |
| Landscaped bulb-outs @ TowerMart              | 15               | 3                | 3       |                 | 1               |
| Landscaped bulb-outs @ Red & White            | 16               | 1                | 4       |                 | 1               |
| Landscaped bulb-outs @ East Foothill          | 15               | 1                | 5       |                 | 1               |
| Landscaped bulb-outs @ Lake                   | 15               | 2                | 4       |                 | 1               |
| Landscaped bulb-outs @ High Valley            | 17               |                  | 2       | 2               | 1               |
| Landscaped bulb-outs @ Hoover                 | 17               |                  | 2       | 2               | 1               |
| Totals  | 687              | 88               | 109     | 27              | 76              |

# Highway 20 Traffic Calming Beautification Plan

## Public Workshop #4

### Nice - Report Cards

| Individual Amenities  | Strongly Support | Somewhat Support | Neutral | Somewhat Oppose | Strongly Oppose |
|---|------------------|------------------|---------|-----------------|-----------------|
| Street Trees in bulb-outs from Sayre to Hudson  | 14               | 3                | 2       | 1               | 1               |
| Six foot wide sidewalks   | 17               | 1                | 1       |                 | 2               |
| Street lights   | 14               | 3                | 2       | 1               | 1               |
| Parallel parking  | 14               | 3                | 2       |                 | 2               |
| Stop light at Sayre   | 6                | 1                | 3       | 2               | 9               |
| One way (westbound) at Manzanita  | 11               | 1                | 4       | 1               | 4               |
| One way around Hinman Park  | 10               | 2                | 5       | 1               | 3               |
| Angled parking around Hinman Park   | 10               | 7                | 2       | 1               | 1               |
| Landscaped/Hardscape medians at Hinman Park   | 10               | 4                | 5       |                 | 2               |
| Landscaped/Hardscape medians from Howard to Hudson (break for Ace)                        | 9                | 5                | 4       |                 | 3               |
| Landscaped/Hardscape medians from Worldmark to Post Office (break for Worldmark driveway) | 12               | 4                | 2       |                 | 3               |
| Gateway monuments (no arch)   | 9                | 3                | 3       | 1               | 5               |
| Gateway arch over highway   | 5                | 1                | 4       | 2               | 9               |
| LED speed signs as part of gateway  | 7                | 6                | 4       | 2               | 2               |
| Rumble strips at gateways   | 10               | 2                | 6       | 1               | 2               |
| Class II bike lane north side   | 12               | 3                | 3       | 1               | 2               |
| Sheltered bus stops @ Keeling   | 14               | 4                | 3       |                 |                 |
| Sheltered bus stops @ Hudson  | 14               | 4                | 3       |                 |                 |
| Sheltered bus stops @ Worldmark (need crossing)   | 13               | 4                | 3       |                 | 1               |
| Decorative crossings @ Hinman Park  | 12               | 3                | 3       |                 | 3               |
| Decorative Crossings @ Howard   | 12               | 5                | 3       |                 | 1               |
| Decorative crossings @ Hudson   | 14               | 4                | 3       |                 | 1               |
| Striped Crossings @ Sayre   | 17               | 1                | 2       |                 | 1               |
| Striped Crossings @ Worldmark   | 14               | 1                | 4       | 1               | 1               |
| In-ground lighted crossing @ Hudson   | 17               | 2                | 1       | 1               |                 |
| In-ground lighted crossing @ Worldmark  | 17               | 1                | 2       | 1               |                 |
| Landscaped bulb-outs @ Hinman Park  | 8                | 5                | 4       |                 | 4               |
| Landscaped bulb-outs @ Howard   | 9                | 5                | 4       | 1               | 2               |
| Landscaped bulb-outs @ Hudson   | 12               | 3                | 4       |                 | 2               |
| Totals  | 343              | 91               | 91      | 18              | 67              |