

FINAL
2006
Lake County
REGIONAL BIKEWAY PLAN

Adopted by the Lake County Area Planning Council
on: August 9, 2006

Prepared for:



Lake County/City
Area Planning Council

Prepared by:

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*(This document is a product of Work Element 616 of the
Lake County/City Area Planning Council's Work Program for FY 2005/2006)*

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INTRODUCTION

The Lake County Regional Bikeway Plan was prepared by the Lake County/City Area Planning Council through the transportation planning agency's planning work program. This document is an update to the 2002 Regional Bikeway Plan, and is consistent with projects, goals, policies and objects identified in the 2005 Regional Transportation Plan.

This Regional Bikeway Plan is a capital improvement program of commuter bikeways and is intended to incorporate into one document proposals for bikeway improvements for all jurisdictions within Lake County. It is directed toward meeting the provisions of the California Bicycle Transportation Act that are included in the Streets and Highways Code Section 890 through 894.2.

FUNDING SOURCES

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed bicycle improvements. Many of the programs are competitive, and involve the completion of extensive applications with documentation of the project need, costs, and benefits. Potential funding sources to support bikeway projects in Lake County include:

State Funding

Bicycle Transportation Account (BTA)

A bicycle transportation plan prepared pursuant to the California Bicycle Transportation Act enables an applicant agency to apply for funding under the State Bicycle Transportation Account (BTA), formerly known as the Bicycle Lane Account (BLA) grant program. Since 1990, State Bicycle Lane Account grants have contributed toward construction of several bikeways in Lake County (see page 16). AB 1020, which was passed by the Legislature in 1997, raised the historical \$360,000 funding amount to \$1 million in 1998, with incremental increases to the amount of \$5 million in 2004. In 2000, SB 1772 was passed, and took effect in July 2001. This Bill increased the annual BTA funding to \$7.2 million for fiscal years 2001/2002 through 2005/2006. After FY 2005/2006, the amount was reduced back to approximately \$5 million annually.

Federal Funding

Transportation Enhancement (TE) Program

The TE Program is authorized by the Federal government in six-year cycles under the federal surface transportation bill. The program provides for transportation-related capital improvement projects that enhance quality of life in or around transportation facilities. Facilities for pedestrians and bicycles, the provision of safety and educational activities for pedestrians and bicyclists, and preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) are three of the twelve categories included within this program that may be used for bicycle and pedestrian use,

Local agencies experienced a significant increase in funding with the reauthorization of ISTEA, TEA-21, and the most recent passage of SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act – Legacy for Users). The TE Program was formerly a competitive, statewide program awarded by the California Transportation Commission, but beginning in 1998, was delegated to local regional transportation agencies. SAFETEA-LU provided new TE funding in the amount of \$1,132,000. When these funds became available, applications were submitted to the regional transportation planning agency and subsequently reviewed and ranked by the Technical Advisory Committee. Three County projects and one City of Lakeport project were funded. To date, \$46,000 remains in the region's TE reserve for future programming. Two of the four projects were specifically related to bikeway improvements.

Surface Transportation Program (STP)

The STP program provides construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes. Such pedestrian and bicycle activities may include construction of walkways and bicycle transportation facilities; nonconstruction projects for safe bicycle use; or modification of public sidewalks to comply with the Americans with Disabilities Act. Projects do not have to be within the right-of-way of a Federal-aid highway.

Highway Bridge Replacement and Rehabilitation (HBRRP)

The primary use of this funding source is to replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road. Pedestrian and bicycle activities under this program may include pedestrian walkways and bicycle transportation facilities on highway bridges.

Safe Routes to School

Safe Routes to School Program (SR2S) was enacted in 1999 through Assembly Bill 1475. Eligible projects are planning, design, and construction of infrastructure-related projects that will substantially improve the eligibility of students walking and bicycling to school. Grants (maximum \$500,000 per project) are available to local agencies through a statewide, competitive process. The required local match for these funds is 10 percent.

State Funds

Regional Transportation Improvement Program

Bicycle and pedestrian projects are eligible for State Transportation Improvement Program (STIP) funds, however they must be nominated by the regional agency in their RTIP. There are no set-aside dollars available for projects through a funding formula.

Regional Surface Transportation Program

Regional Surface Transportation Program (RSTP) funds are distributed annually by the Area Planning Council to each local entity on a formula basis that may be used for bikeway or other local streets and roads projects. Bicycle facilities fall under the jurisdiction of State and local agencies. The State maintains the Statewide Bicycle System and program improvements through the STIP process. Several of the routes in the region are a part of the system. These funds have historically been used for local streets and roads projects, but they are occasionally used for bikeway projects.

Office of Traffic Safety

The Office of Traffic Safety (OTS) Grants provide funding to assist local agencies with bicycle and pedestrian safety and education programs. Such programs include bicycle rodeos and bicycle helmet distribution programs. Grants are based on a statewide competitive basis, and not available for construction of bikeway facilities.

Local Funding

Transportation Development Act

Local funding for the bicycle projects typically comes from Transportation Development Act (TDA) funding, which is prorated to each community based on population. The Area Planning Council annually awards 2% of TDA revenues for approved bicycle or pedestrian projects. Although a comparatively small source, these funds may be used to provide a local match to leverage larger grants.

LAKE COUNTY REGION

Lake County is located within the northern Coast Ranges of California. This mountain system consists of long, parallel ridges which trend from the southwest to the northwest. In Lake County, the mountain pattern is conspicuously interrupted by the Clear Lake Basin. Clear Lake occupies this basin in approximately the middle one-third of the county and most of the population of the county resides along its shores. The northern third of the county is largely unoccupied, much of it lying within the Mendocino National Forest. Mountains are also predominant in the southern one third of Lake County, and this area is sparsely populated. Lake County climate, like much of California, is Mediterranean. Summers are warm and dry and winters are cool and moist. Much local variation is standard in Lake County, reflective of its mountainous character. Lake County is near the edge of a more transitional climatic zone, which is influenced more by the Pacific Ocean. Its proximity to the oceanic influence, elevation, and mountainous influence combine to create a local climate that is somewhat more severe than many other parts of California.

The California Department of Finance placed Lake County population at 64,105 as of January 1, 2006. This is an increase of 0.6% since January 1, 2005. This figure includes a population of 45,059 within the unincorporated area of the County, 5,125 within the City of Lakeport, and 13,921 within the City of Clearlake.

BIKEWAYS IN LAKE COUNTY

As used in this plan, "bikeway" means all facilities that provide for bicycle travel. Bikeways are categorized as follows:

- a. **CLASS I.** These facilities are commonly referred to as "bike paths". They provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorists minimized.

Class I bikeways will have limited application in Lake County. Their primary function will be to provide a link between other bikeways where other facilities are impractical, or to provide a direct route to a specific destination (such as a park).

Class I bikeways are generally expensive to construct and maintain. Right-of-way must be obtained and the facility must be built with sufficient width and pavement design strength to support maintenance vehicles. Providing Class I facilities through areas where there are visual obstructions also poses some security concerns.

- b. **CLASS II.** These facilities are commonly referred to as "bike lanes". They provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycle traffic, with through travel by motor vehicles or pedestrians prohibited. Adjacent vehicle parking and cross flows by pedestrians and motorists are permitted.

Class II bikeways will have significant application in Lake County. They will be used to provide for bicycle travel where vehicle speeds, volumes or other conditions are present which make it desirable to separate bicycle traffic from motorized traffic.

Class II bikeways are generally provided adjacent to existing roadways. Right-of-way costs are usually minimal, but drainage improvements, grading and utility relocation can be significant. Experience in construction of Class II bikeways in Lake County indicates that construction of this type of facility adjacent to existing roadways ranges between \$400,000 and \$800,000 per mile.

- c. **CLASS III.** These facilities are commonly referred to as "bike routes". They are generally on-street facilities that provide right-of-way designated by signs and/or pavement markings and are shared with pedestrians and motorists.

Class III bikeways will have significant application in Lake County. They will be used to provide links between other bikeways and as the primary bikeway facility in rural areas. Their use will be primarily in locations where vehicular volumes are low and speeds are low to moderate.

Improvements required to establish Class III facilities may be minimal because right-of-way is shared with vehicular traffic. Shoulder widening may be advisable in some areas, but improvements could be limited to signing and pavement marking installation.

There are now five constructed bikeways in Lake County. The first completed project was a section of the Lakeshore Boulevard Bikeway, which extends from Main Street in Lakeport to .4 miles north of Park Way north of Lakeport. It was constructed in three phases with Bicycle Lane Account funding. The first phase was completed in 1992 and the second in 1994. Phase III of this bikeway was constructed in 2004.

In 1996, the Lake Street Bikeway was completed with the exception of the final 800 ft. south of the Cache Creek Bridge, due to right-of-way issues. This final segment is scheduled to be completed by September 2006, with Bicycle Transportation Account (BTA) funds. It was jointly funded with Proposition 116 and BLA funds. It extends from Morgan Valley Road in Lower Lake to Cache Creek in Clearlake.

In 1997, the Konocti Road Bikeway was completed. It was also a Proposition 116 and BLA funded project. It extends from the Konocti Road junction at Main Street in Kelseyville, to a point 0.7 miles east.

The Hartmann Road Bikeway, which is the primary access to the Hidden Valley Lake Community, was completed in September 2001. The first phase of the project was .24 miles in length, and extended from the Hidden Valley Road gate to the existing Coyote Creek access to Coyote Valley Elementary School. The second phase was .75 miles in length, and extended from State Route 29 to Coyote Creek.

Lastly, the first of three phases of the Old Highway 53 project has been completed. Phase I of this project extended approximately 1.0 mile from Lakeshore Drive to Lakeview Way in central Clearlake. Phase II of this project will incorporate an additional 0.5 mile of bikeway extending from Phase I at Lakeview Way to State Road 53/Dam Road. Phase III is approximately 0.78 miles from Lakeshore Drive to Olympic Drive.

NON-MOTORIZED TRANSPORTATION POLICIES

Bicycle transportation is addressed in the Non-motorized Transportation Element of the Regional Transportation Plan. The Policy Element in each element establishes goals and policies for each of the several transportation modes, which comprise the transportation system in Lake County. The goal for non-motorized transportation in accordance with the Regional Transportation Plan is to:

“Provide a safe and well-maintained system to meet the transportation needs of bicyclists, pedestrians, and equestrians, where financially feasible.”

Policies and objectives that were identified in the Non-Motorized Transportation Element of the 2001 Regional Transportation Plan are identified below:

Policy 4.01 Consider the needs of non-motorized users when constructing, upgrading, or maintaining street, roadway, and highway facilities.

Objective 4.01.1 Improvement on adopted bike routes in the Lake County Regional Bikeway Plan should receive particular attention.

Policy 4.02 Provide safe bicycle parking facilities at locations where high traffic volumes are generated or attracted.

Policy 4.03 Reserve two percent of Transportation Development Act funds annually for allocation to pedestrian and bicycle projects.

Objective 4.03.1 Candidate projects will be selected for funding based upon a priority rating system adopted by the LC/CAPC.

Objective 4.03.2 Transportation Development Act funds should be used to match funding from other sources, if available.

Objective 4.03.3 Bikeway projects must be consistent with the Lake County Regional Bikeway Plan in order to be considered for Transportation Development Act funding.

Policy 4.04 Encourage local agencies to apply for grant funding to augment Transportation Development Act funding for bikeways and pedestrian facilities.

Objective 4.04.1 Continue biennial updates of the Lake County Regional Bikeway Plan to qualify the Lake County, Clearlake, and Lakeport for Bicycle Transportation Account (BTA) funding.

Policy 4.05 Encourage incorporated cities to continue policies requiring sidewalks on all new street construction projects.

Policy 4.06 Encourage and support local agencies in the development of bicycle and pedestrian facilities.

Objective 4.06.1 Initial priority shall be given to development of pedestrian and bikeway facilities along routes to school.

Objective 4.06.2 Provide pedestrian facilities as needed to support the use of public transit.

Objective 4.06.3 Continue the development of inter-community bikeways

- Lower Lake to Clearlake
- Lakeport to Nice
- Lakeport to Kelseyville

Policy 4.07 Support the development of multi-use pedestrian/equestrian paths when economically feasible and safety and security concerns can reasonably be addressed.

REQUIRED PLAN ELEMENTS

Streets and Highways Code Section 891.2 identifies elements that must be addressed in a bicycle transportation plan in order to comply with the California Bicycle Transportation Act. There are eleven elements that must be addressed. The Lake County Regional Bikeway Plan addresses each of these elements either through the narrative, tables, or maps.

Each of the eleven required elements (a-k) is restated below as it appears in Section 891.2 of the Streets and Highways Code. Immediately below each element there is a response, which indicates how this plan addresses the element. The response may take the form of referencing a map or table elsewhere contained in this plan, or it may be in the form of a narrative.

Section 891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

The plan area covered by the Lake County Regional Bikeway Plan consists of all of Lake County, including Lakeport and Clearlake, the two incorporated cities. Bicycle traffic volumes have not been recorded within the County on any of the proposed bikeway routes. Estimates of existing and future bicycle commuter use have been prepared for those bikeways on the Short-Range Bicycle Implementation Plan. Bicycle use estimates are based upon the proposed bikeway's relationship to major attractors such as schools, government offices and major employers, central business districts, shopping centers and parks.

Due to the rural nature of Lake County, the high percentage of residents over 65 years of age and the lack of existing bikeway facilities, current and future bikeway use will be low compared with urban standards. School age children are expected to be the highest category of commuter bikeway system users.

Estimated existing and estimated future bikeway use are identified in Table 13 in the Short-Range Bikeway Implementation Plan.

- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

Existing land use maps are included in this Bikeway Plan for the unincorporated areas of Lake County. Land use maps are also included in this plan, where available, for those areas where priority projects are proposed. There are no major land use changes under consideration within Lake County. Land uses are described by codes that pertain to the maps.

(c) **A map and description of existing and proposed bikeways.**

A series of maps depict the proposed bikeways in the Short-Range Bikeway Implementation Plan in this document. These maps cover Clearlake, Lakeport, and the unincorporated areas of the county. Brief descriptions of proposed bikeways are provided by entity preceding the maps.

The Proposed Bikeways Inventory section of this plan identifies all bikeway projects that have been proposed by the County of Lake, City of Clearlake, and City of Lakeport. These proposed projects are listed in tables by area in Lake County.

Completed bikeways are depicted in maps in the Existing Bikeways section of this document.

There are now five completed Class II bikeways in Lake County:

1. The Lakeshore Boulevard Bikeway extends from Main Street in Lakeport, along Clear Lake Avenue and High Street to meet Lakeshore Boulevard. It then extends to the north on city and county segments of Lakeshore Boulevard to .4 miles north of Park Way.
2. The Lake Street Bikeway extends from Morgan Valley Road in Lower Lake to Cache Creek, just south of Dam Road.
3. The Konocti Road Bikeway extends easterly from the Konocti Road junction at Main Street in Kelseyville for a distance of 0.7 miles.
4. The Hartmann Road bikeway project was recently completed, which extends along Hartmann Road from State Route 29 to Hidden Valley Road in the community of Hidden Valley Lake. This project was funded with ISTEA-era TEA funding and STIP rehabilitation funds made available to the County of Lake from statewide failed projects.
5. The first of three phases of the Old Highway 53 project have been completed. Phase I of this project extends approximately 1.0 mile from Lakeshore Drive to Lakeview Way in central Clearlake.

(d) **A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.**

Existing and proposed bicycle parking facilities are depicted on maps for the priority bikeway projects in the Short-Range Bikeway Implementation Plan. See maps of each priority bikeway project for details.

Most existing bicycle parking facilities are located at schools. Most priority bikeway projects identified in the Short-Range Implementation Plan are routes that directly serve the

commuting needs of students. Where descriptions of parking facilities are needed, they are provided on the narrative description of each priority bikeway project.

- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

Regular scheduled transit service first became available in Lake County in July 1996 when Lake Transit Authority became the designated Consolidated Transportation Services Agency. The Lake Transit Authority currently provides six fixed/flex transit routes which serve Lake County. All Lake Transit Authority vehicles which provide fixed/flex-route service are equipped with bicycle racks. The racks are capable of accommodating two bicycles at a time. LTA bus stops have been included in all maps, which are often attractors for bicyclists and pedestrians.

There are no bicycle parks and ride facilities in Lake County, however, the availability of bicycle racks on transit vehicles provide for interface between modes.

- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

Since the bikeway system in Lake County is in its early stages of formation, it will be several years before components of an interconnected bikeway system will begin to emerge. Bikeways funded primarily through Proposition 116 are focused in areas with relatively high commute demand because of their proximity to public schools.

Furthermore, in Lake County, existing and potential commute ridership demand is dominated by the home to school (and return) trip. Clothes changing and storage facilities, lockers, and showers are clearly not needed to support the primary commute ridership demand.

There are no existing or proposed facilities for changing clothes and/or storing clothes and equipment at the present time.

- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

The following summarizes the involvement of law enforcement agencies within Lake County and the incorporated cities of Lakeport and Clearlake regarding their involvement with bicycle safety, education and enforcement issues:

City of Clearlake Police Department - In the past, this agency was unable to provide bicycle safety presentations at schools, even when requested, due to staff shortages. Fortunately, the City of Clearlake Police Department has hired a School Resources Officer. The Officer provides presentations in the schools, and also provides pamphlets and coloring books on bike safety to children.

The City of Clearlake Police Department has worked cooperatively in the past with Wal-Mart in distributing bicycle helmets free of charge to families that cannot afford helmets. In the past, the Department has provided cadets to complete bike registrations and to also provide mechanical safety check-ups for children. Due to a lack of funding, this service is no longer available.

City of Clearlake Police officers enforce the bicycle helmet laws with verbal warnings as needed; however citations have been given to children who were not wearing helmets at the local skate park. Children are also instructed to walk their bikes if they do not have a helmet. The Department occasionally has helmets available and will provide them to children free of charge. No statistics were available on safety of bicycle lane use.

City of Lakeport Police Department – Annual bicycle safety classes are conducted at Lakeport Elementary School for every class of grades K-3rd. Safety programs are provided at the Junior High and High School as requested. Due to staff shortages, the volunteer presentations on bicycle safety for the Lakeport Unified School District (After School Program) are no longer available. When possible, bike rodeos are held to educate students on bicycle safety.

Literature for children regarding bicycle safety and helpful tips is located in the lobby of the Lakeport Police Department. A local officer also delivers literature to the schools throughout the community for the teachers to distribute and discuss with students. The teachers are encouraged to discuss the importance and need of safety precautions on bicycles.

The bicycle helmet law is enforced, however first offenses are typically a verbal warning. A citation is typically given to bicyclists for repeated offenses. At the time of the first offense, the officer will issue the bicyclist a card, which can be taken to the Lakeport Police Department to receive a new helmet free of charge. The Lakeport Police Department has two trained officers to fit the bicycle helmets properly to assist in the child's safety. The Department keeps a stock of new bicycle helmets at all times for distribution. Helmets have proven to provide increased safety, and in an effort to increase their usage, the local court system treats citations seriously.

Lake County Sheriff - The Lake County Sheriff's Office has a School Resource Officer that works directly with the Kelseyville Unified School District. The primary goal is to teach children to be safe. Education to children includes proper arm signals, rules of the road, and basic safety skills. This service is available upon the schools request. Resources are very limited, however they provide the maximum amount of safety education with the money that is available.

The Lake County Sheriff's Department participated in a Traffic Safety Grant funded program, First through 5. The program began in October 2005 and will continue through September 2007, or until supplies have been depleted. Deputies participated in trainings to correctly fit bicycle helmets and have stock to distribute to community members who are found not wearing a helmet while riding their bicycles.

The Lake County Sheriff's Department has a variety of literature on bicycle safety and helpful tips for children and bicyclists located in their office. All literature is available to community members.

California Highway Patrol (CHP) - When requested, a CHP officer will go to schools and community groups to do bicycle rodeos and safety presentations. Officers are available upon request to do bicycle safety presentations for seniors. They also have written pamphlets on safety for distribution. The Department is experiencing a loss in personnel strength and finds that providing training is difficult as staff availability continues to decline.

Helmets have been distributed by the CHP at no cost to families who are unable to provide helmets to their children. These helmets have been donated to the CHP in the past.

Most officers do not feel that a citation is warranted to first offense helmet violations. Repeat offenders are issued citations which are processed through the court system. In addition, officers may issue and process a citation without a warning to older youth violating the helmet law. Statistics were not available for warning letters or citations issued.

(h) **A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.**

The Lake County Regional Bikeway Plan is a compendium of bikeway planning efforts, which have occurred in Lake County since 1990. Much of the initial impetus for bikeway planning resulted from passage of Proposition 116 in 1990. Guidelines published pursuant to Proposition 116 permitted the use of these funds for certain bicycle and pedestrian purposes.

The Lake County Bike Plan was completed in 1992 in order to identify candidate projects for the Proposition 116 funding source. Although the Lake County Bike Plan did not address routes within the two incorporated cities the advisory committee which assisted in plan completion represented interests from all jurisdictions within the county. The Lake County Board of Supervisors adopted the plan at a public hearing in 1992.

Proposed bikeways within the corporate limits of Lakeport are from the Lakeport Bike Plan, which is a component of the Lakeport General Plan Transportation Element. The Plan was adopted at a public hearing by the Lakeport City Council in 1992.

Proposed bikeways within the corporate limits of Clearlake were initially based upon the Proposition 116 bikeway planning efforts.

The draft 2006 Lake County Regional Bikeway Plan was reviewed by the Lake County/City Area Planning Council's Technical Advisory Committee (TAC) on July 27, 2006, and the Plan will be presented for approval at a public hearing of the Lake County/City Area Planning Council to be held on August 9, 2006. These meetings are legally noticed and the public has an opportunity to comment on the plan and its contents.

- (i) **A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.**

The Lake County Regional Bikeway Plan is based upon bikeway projects which appear in the Lake County Bike Plan, the Lakeport General Plan, and the Lake County (Regional) Bike Plan adopted in 1980. Projects are also consistent with concepts for a revised circulation element for the Clearlake General Plan.

Priority projects identified in the Short-Range Bikeway Implementation Plan are consistent with the Lake County Regional Transportation Plan

The Lake County Air Basin is in attainment of all State air quality standards. There are no bicycles commuting incentive programs in effect.

As a rural county, there are no Congestion Management Plans in effect.

- (j) **A listing of the projects proposed in the plan and a listing of their priorities for implementation.**

Bikeway improvement projects that are considered highest priority region-wide are identified in the Short-Range Bikeway Implementation Plan segment of this plan.

The top nine projects for implementation are:

1. Old State Highway 53, Ph. II
2. Austin Road, Ph. I
3. Old State Highway 53, Ph. III
4. Austin Road, Ph. II
5. Lakeshore Blvd.
6. Lake/Dam Road
7. Burns Valley Road
8. South Main Street
9. Soda Bay Road

The remainder of the proposed projects are listed by area in the Inventory of Proposed Bikeways.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Following is a summary of Transportation Development Act (TDA) fund allocations from the Lake County/City Area Planning Council for bicycle transportation projects:

<u>Year</u>	<u>Recipient</u>	<u>Amount</u>	<u>Project</u>
80/81	Lakeport	\$ 1,480	Bicycle Racks
85/86	Lake County	\$12,183	Sidewalk & Bike Path (Lake St. Lower Lake)
86/87	Clearlake	\$18,845	Bicycle & Pedestrian Path (Austin Rd.)
89/90	Lake County	\$29,405	Bicycle Lane (Lakeshore Blvd.)
90/91	Lake County	\$21,887	Bicycle Lane (Lakeshore Blvd.)
91/92	Lake County Lakeport	\$16,330	Bicycle Lane (Lakeshore Blvd.)
94/95	Lake County	\$ 9,000	Bicycle Lane (Lakeshore Blvd)
94/95	Lake County	\$ 9,000	Bicycle Lane (Lake Street)
94/95	Lakeport	\$30,334	Lakeshore Blvd
96/97	Lakeport	\$19,986	Lakeshore Blvd
99/00	Lake County	\$36,400	Lakeshore Blvd
01/02	Lake County	\$22,770	Lakeshore Bikeway (Phase III)

The following amounts have been allocated from non-local discretionary sources for bikeway projects in Lake County:

<u>Year</u>	<u>Source</u>	<u>Recipient</u>	<u>Amount</u>	<u>Project</u>
1991	BLA	Lake County	\$ 90,000	Lakeshore Blvd I
1992	BLA	Lake County	\$ 90,000	Lakeshore Blvd II
1993	BLA	Lake County	\$ 90,000	Lake Street
1993	Prop. 116	APC	\$208,242	Lake Street
1993	TEA	Clearlake	\$170,883	Old State Hwy.
1995	BLA	Lake County	\$ 90,000	Konocti Road
1998	TEA	Lake County	\$210,584	Hartmann Road
1999	TEA	Lake County	\$817,000	Lakeshore Blvd III
2004	BTA	Lake County	\$218,000	Lake Street II

Following is a summary of the non-urban Proposition 116 (Section 99628) funds which were programmed in 1993 for bikeway projects in Lake County:

<u>Recipient</u>	<u>Amount</u>	<u>Project</u>
Lake County	\$316,758	Lake Street
Lake County	\$175,480	Lakeshore Phase II
Lake County	\$164,200	Konocti Road
Clearlake	\$302,400	*Austin Road

**(This was changed in 2000 to an Olympic Drive pedestrian project)*

Following is a summary of a bikeway related project submitted in 2000/2001 and 2001/2002 for funding under the Safe Routes to School (SR2S) program. Unfortunately, this project was denied funding in both cycles. The City of Clearlake will request funding for a third time during the next SR2S cycle.

<u>Applicant</u>	<u>Project</u>	<u>Amount</u>
City of Clearlake	Dam Road Bike/Pedestrian Project	\$500,000

Future Costs

Estimated costs to implement all proposed projects in the Lake County Regional Bike Plan are far more than are expected to be available. Ranges of costs are provided for classes of bikeways based on experience of providing these facilities in Lake County.

Costs below are for construction of Short-Range Bikeway Implementation Plan projects only:

<u>Class</u>	<u>Miles</u>	<u>Cost Range</u>
I	3.82	\$500,000 - \$1,000,000
II	42.89 (\$800,000 - \$1,600,000/mile)	\$34,312,000 - \$68,624,000
III	None Identified	-0-

BICYCLE TRANSPORTATION ACCOUNT REQUIREMENTS CHECKLIST

Bicycle Transportation Account Requirements Checklist		
Element Requirements:	Page:	Notes/Comments:
(a) Existing and future bicycle commuters	9	
(b) Land use map/population density	9	
(c) Existing and proposed bikeways	10	
(d) Existing and proposed bicycle parking facilities	10	
(e) Existing and proposed multi-modal connections	11	
(f) Existing and proposed changing and storage facilities	11	
(g) Bicycle safety and education programs	11 - 13	
(h) Citizens Participation	13 - 14	
(i) Consistency with transportation, air quality and energy plans	14	
(j) Project descriptions/priority listings	14	
(k) Past expenditures and future financial needs	15 - 17	

INVENTORY OF PROPOSED BIKEWAYS

This section of the Regional Bikeway Plan provides an inventory of identified improvement projects in Lake County. The projects are broken down by the unincorporated areas of Lake County and the incorporated cities of Lakeport and Clearlake. Tables have been created of the inventories of proposed bikeways identifying the route, termini, length of the project, class type, as well as the level of need for the projects in each area. The tables of improvement projects are listed below by area:

Unincorporated Lake County

- Table 1 - Lower Lake Area
- Table 2 - Middletown Area
- Table 3 - Cobb Mountain Area
- Table 4 - Kelseyville Area
- Table 5 - Lakeport Area
- Table 6 - Riviera Area
- Table 7 - Clearlake Oaks/Clearlake Area
- Table 8 - Nice/Lucerne Area
- Table 9 - Blue Lakes Area
- Table 10 - Upper Lake Area

- Table 11 - City of Clearlake

- Table 12 - City of Lakeport

Table - I
Lower Lake Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Big Bear Rd 147H	Winchstr - Copsey Cr.	0.57	III	M
Bonham Rd 140B	Morgan Vly - Qtrhorse	0.63	III	M
Copsey Cr Wy 147J	Big Bear - Qtrhorse	0.10	III	M
Mill St 14I	Morgan Vly - Winchstr	0.20	III	M
Main Street #140D	SR 29/53 - Lake	0.16	III	H
Morgan Vly Rd 140	Lake - Bonham	1.19	III	M
Morgan Vly Rd 140	Bonham - Napa County	13.49	III	L
Perini Rd 142	Big Cyn - Seigler	5.22	III	L
Qtrhorse Ln 140C	Copsey Creek - Bonham	0.30	III	M
Second St 141B	Lake - Mill	0.17	III	M
Seigler Cyn Rd 137	Perini - SR 29	0.40	III	L
Winchester St 141F	Mill - End	0.34	III	M

TABLE - 2
Middletown Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Barnes St. 117 X	SR 175 - Wardlaw	0.25	III	M
Big Canyon Rd 107	Wardlaw - Seigler Cyn	12.80	III	L
Butts Canyon Rd 101	SR 29 - Napa County	10.13	III	L
Central Pk Rd 117U	SR 29 - Santa Clara	0.27	III	M
Dry Cr Cutoff 113	SR 29 - SR 175	1.89	III	M
Harbin Spr Rd 109	Big Canyon - End	2.25	III	L
Pine St 117J	Centra Park - Stewart	0.40	III	M
St Helena Cr 116	Wardlaw - Butts Canyon	0.29	I	M
Santa Clara Rd 117G	Central Park - SR 175	0.82	III	M
Stewart St 117H	Pine - SR 175	0.43	III	M
Wardlaw St 117A	Big Cyn - St Helena Cr	0.35	III	M

TABLE - 3
Cobb Mountain Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Bottle Rock Rd 515	SR 175 - SR 29	10.91	III	M
Casentini Dr 146E	Snead - Harrington Fl	0.32	III	M
Emerford Rd 137N	Hoberg - SR 175	0.42	III	M
Harrington Flat 515A	Casentini - SR 175	0.11	III	M
Harrington Flat 515A	Bottle Rock - Casentini	5.23	III	L
Hoberg Drive 136 F	Summit - Emerford	0.58	III	M
Loch Lomond Rd 525	SR 175 - Seig Spr N	4.43	III	L
Snead Dr 146H	SR 175 - Casentini Dr	0.42	III	M
SR 175 (Parallel to)	Emerford - Snead	0.06	I	M
Summit Blvd 136	SR 175 - Hoberg	0.30	III	M
SR 175	Loch Lomond Rd. - Forestry Rd	2.08	III	M
Seigler Canyon Rd. 137	Loch Lomond Rd. - SR 29	5.14	III	M
Seigler Springs North 523	Seigler Canyon - Red Hills Rd.	4.94	III	L

TABLE - 4
Kelseyville Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Bell Hill Rd 510	Highland Spr - Main	4.05	III	M
Big Valley Rd 541	Soda Bay - Main	4.31	III	M
CA Pack Rd 503D	Finley E - Soda Bay	0.50	III	M
Church St 522Q	Third - Main	0.28	III	M
Clark Dr 506	Gaddy - Soda Bay	2.07	III	M
Cole Cr 515E	Bottle Rock - Live Oak	0.70	III	M
E Highland Rd 510I	Adobe Cr - High Spr	2.30	I	M
Finley East Rd 503E	Big Vly - CA Pack Rd	1.70	III	M
Gaddy Ln 505	State - Soda Bay Rd	0.65	II	M
Gaddy Ln 505	Gunn - State	0.59	II	L
Gard St 522M	Gunn - Third	0.26	III	M
Gunn St 522G	Main - Gard	0.10	III	M
High Spr Rd 412	Bell Hill - Big Vly	3.85	II	M
High Spr Rd 412	Co Line - Bell Hill	6.05	III	L
Live Oak Dr 516	Cole Cr - Main	2.65	III	M
Main St 522V	State - Konocti	0.19	II	M
Merritt Rd 526	SR 29 - Big Valley	0.45	III	L
Park Dr 502D	Soda Bay - County Park	1.24	II	M
Soda Bay Rd 502	S Main - State Park	6.70	II	H
State St 522	Main - Gaddy	0.40	II	M
Third St 522C	Church - Gard	0.16	III	M
Staheli Dr 512	Bell Hill - Kelsey Cr	1.04	III	M
Kelsey Creek Dr 542	Staheli - Wright Way	0.72	III	M
Adobe Creek Rd 511	Bell Hill - East Highland Spr	1.44	III	M
Gross Cutoff 516C	Kelsey Cr - Live Oak Dr	0.24	I	M
Wright Way 511B	Kelsey Cr - Adobe Cr	2.90	III	M
Merritt Rd 526	Big Valley - Gunn	0.20	II	M

TABLE - 5
Lakeport Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Hill Rd 403	Scotts Vly - Hill Rd E	0.15	III	M
Hill Rd East 403C	Hill - Lakeshore	3.70	III	M
Lakeshore Blvd 400	Parkway - Nice - L Co	2.90	II	H
Park Way 411B	SR 29 - Lakeshore	1.15	III	M
Parallel Dr 406A	SR 175 - Lakeport CL	1.20	III	M
Martin St 404B	Riggs - Lakeport CL	1.40	II	M
Riggs Rd 404	Martin - Scotts Valley	1.00	II	M
Scotts Creek Rd 409	End - Riggs	3.25	III	L
South Main St 400A	Soda Bay - Lakeport CL	0.50	II	H
Mathews Rd 405B	Highland Spr - Ackley	0.75	III	M
Ackley Rd 405C	SR 29 - Mathews Rd	0.90	III	M

TABLE - 6
Rivieras Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Fairway Dr 550C	SR 281 - Pt Lakeview	1.32	III	M
Pt Lakeview Rd 219	SR 281 -SR 29	7.20	II	M
Red Hills Rd 517E	SR 175 - SR 29	2.11	III	L
Soda Bay Rd 502	State Parks - SR 281	8.30	II	M
Konocti Bay Rd 502A	Soda Bay Rd - Pt Lakeview Rd	1.20	III	L

TABLE - 7
Clearlake Oaks/Clearlake Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Keys Blvd 210	End - SR 20	1.10	III	M
Konocti View Dr 210D	Lakeland - Keys	0.11	III	M
Lake St 208R	Lakeland - SR 20	0.50	III	M
Lakeland St 210E	Konocti View - Lake	0.09	III	M
Sulfur Bank Rd 216	Clearlake CL - SR 20	4.13	III	M

TABLE - 8
Nice/Lucerne Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Lakeshore Blvd 306Y	Nice-Lucerne CO (Abandoned Access) - Lakeshore Blvd Ext	0.95	II	M
Nice - Lucerne Co 407	SR 29 - Nice-Lucerne CO (Abandoned Access)	1.37	II	H
Thirteenth St 307P	SR 20 - County Club	0.20	III	M
Nice - Lucerne CO (Abandoned Access)	Nice - Lucerne CO - Lakeshore Blvd.	0.43	I	H
Lakeshore Blvd 306Y	Lakeshore Blvd Ext - Sr 20	1.42	III	M
SR 20	Lakeshore Blvd - Sulphur Bank Rd	14.80	III	M

TABLE - 9
Blue Lakes Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Scotts Valley Rd 401	11 St/SR 29 - SR 20	11.40	III	M

TABLE -10
Upper Lake Area

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Bridge Arbor 315	Westlake - End	0.50	III	M
Bridge Arbor N 315B	End - SR 20	0.55	III	M
Bridge Arbor (Ext)	Bridge Ar - Bridge Ar N	0.50	I	M
Clover Dr 314	Middle Cr - Elk Mtn	0.50	III	M
Clover Vly Rd 302	First - Second	0.11	III	M
Elk Mtn Rd 301	Middle Cr - Rancheria	0.81	III	M
Elk Mtn Rd 301	Ranch - Mid Cr Camp	7.09	III	L
Main St 311 B	SR 20 - Washington	0.05	III	M
Middle Cr Rd 311A	Second - Clover Dr	0.41	III	M
Old Lucerne Rd 309	Clover Valley - SR 20	0.63	III	M
Second St 311	Wash - Clover Vly	0.37	III	M
Washington St 311C	Main - Second	0.30	III	M
Westlake Rd 400B	Nice-LucernCo - Brdg C-19	1.50	III	M

TABLE - I I
City of Clearlake

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Old St Hwy-Phase II	Lakeview St. - Dam Rd.	0.50	II	H
Old St Hwy-Phase III	Lakeshore - Olympic		II	H
Austin Rd-Ph. I	Lakeshore -Maple	0.50	II	H
Austin Rd.-Ph. II	Maple-Old St Hwy 53	0.5	II	H
Olympic	Lakeshore - SR 53	1.70	III	M
Davis	Old State Hwy - Phillips	1.10	II	M
Pine Street	Austin - Olympic	0.10	II	H
40th Avenue	Lakeshore - Phillips	0.50	III	M
Phillips Avenue	18th Ave - Davis	1.30	III	H
Frontage Road	Dam Rd - 18th	0.40	II	H
Dam Road	Lake St - State 53	0.50	II	H
Lakeshore Drive	Olympic - State 53	1.90	III	H
Mullen Road	Lakeshore - Austin	0.60	III	M
Division	Lakeshore - Pine	0.20	III	M
40th Avenue	Arnold - Old State Hwy	0.20	III	M
Uhl	Pearl - Palmer	0.20	III	M
Pearl Avenue	Division - Mullen	0.80	III	M
Burns Valley Road	Olympic Dr - Bowers Rd.	0.25	II	H

TABLE - 12
City of Lakeport

NAME - ROUTE NO.	TERMINI	LENGTH	CLASS	NEED
Mellor Dr	I I th - 20th	0.70	III	M
Alden Ave	I I th - 20th	0.70	III	L
High St	I I th - 20th	0.50	II	H
20th St	Alden Ave - High	0.60	III	H
Hartley St	20th - Shady Ln	0.50	III	M
Giselman St	Lakeshore Blvd - Lange	0.20	II	H
Lange St	Lkshre - School Drway	0.20	III	H
I 6th St	High - Main	0.10	II	H
I I th St	W Cty Limits - Main	0.90	II&III	H
Central Park Ave	Spurr - I I th	0.30	III	L
Spurr St	Berry - Cent Pk Ave	0.20	III	L
Smith St	Martin - Berry	0.30	III	L
S Smith St	Martin - Cul De Sac	0.30	III	L
Bevins St	Lakeport Blvd - Martin	0.30	III	H
Parallel Dr	Lakeport Blvd - Martin	0.70	III	H
Craig Ave	W Cty Limits - Parallel	0.20	III	L
Martin St	W Cty Limits - Main	0.80	II	H
N Main St	Martin - Clearlake Ave	0.70	III	H
Forbes St	Martin - I I th	0.60	II	H
6th St	Roscoe - Spurr	0.20	III	L
Roscoe St	6th - Central Park	0.20	III	L
S Main	Lakeport Blvd - Martin	0.40	II	H
Lakeport Blvd	Parallel Dr - S Main	1.00	II	H
K St	Main - Esplanade	0.20	III	M
Esplanade Ave	K-C	0.30	III	M
C St	Main - Esplanade	0.10	III	M
S Main	S Cty Lim - Lkpt Blvd	0.70	II	H
Shady Lane	W Cty Lim - Hartley	0.30	III	L
North Bound High St	Clearlake Ave - I 6th	0.20	II	H
Westside Park Road	Parallel Dr. to 0.50 West	0.5	III	H

SHORT-RANGE BIKEWAY IMPLEMENTATION PLAN

TABLE - 13

Short-Range Implementation Plan

NAME-ROUTE NUMBER	TERMINI	LENGTH	CLASS	USE* EXIST. PROP.	PARKING EXIST. PROP.	EST. COST **
City of Clearlake						
Old St Hwy/Ph II	Lakeview St.-Dam Rd.	0.50	II	40 100	No No	\$600
Austin Road/Ph I	Lakeshore-Maple	0.60	II	50 150	No No	\$500
Old St Hwy/Ph III	Lakeshore-Olympic	0.78	II	40 100	No No	\$860
Austin Road/Ph II	Maple-Old St Hwy	0.40	II	20 70	No No	\$400
Lake/Dam Rd	500' S Cache Cr - 700" W	0.25	II	60 100	Yes No	\$100
Burns Valley Rd	Olympic - Bowers	0.25	II	50 150	No No	\$304
City of Lakeport & County of Lake						
So. Main St	Lkpt Blvd - Soda Bay Rd	1.25	II	10 40	No No	\$750
County of Lake						
Lakeshore Blvd 400	Lkpt C. Limits/ Nice-Lucerne c/o	2.90 ***	II	25 50	No No	\$2,175
Soda Bay Rd. 502	S. Main Street - State Park	6.70	II	30 100	No No	\$7,075
TOTALS		13.63				\$12,764

* Existing Use of bikeway facilities is expected to remain modest until enough bikeways are built to form a recognizable system. Proposed Use of facilities will increase to numbers given once bikeways are completed.

** Estimated cost in thousands

*** Partially constructed (Lakeport City Limits to .4 miles north of Park Way)

NARRATIVE DESCRIPTIONS BY ENTITY

City of Clearlake

Burns Valley Road

The project will construct approximately 1300 feet of Class II bikeway along the west side of Burns Valley Road between Olympic Drive and Bowers Road. It will include the widening of approximately 1,000 feet of Burns Valley Road, including the installation of storm drainage, curb and gutter between Bowers Road and the Burns Valley Mall. In addition, approximately 300 feet of Burns Valley Road, which is fully developed (adjacent to the Burns Valley Mall) will be restriped to accommodate a Class II Bikeway.

The proposed bikeway will have the potential to serve a significant number of bike commuters who live in several senior complexes and other residential areas located immediately North of Bowers Road. The bikeway will provide a direct access for those senior residences to the Burns Valley Mall, located at Olympic Drive and Burns Valley Road, and to the City's Senior Community Center, located at Bowers Road and Burns Valley Road. Direct connectivity would be provided to Olympic Drive, which is a main arterial serving other commercial areas within the City of Clearlake.

Austin Road/Olympic Drive Bikeways

The Austin Road Bikeway is approximately 1.0 mile and proposed for two phases. It will be a Class II facility to serve the bicycling community between Austin Park, at Lakeshore Drive, and the Old Highway 53 bikeway facility.

Phase I will extend from Lakeshore Drive to Maple Drive (approx. 0.4 mile) with Phase II extending from Maple Drive the Old State Highway 53 (approx. 0.6 mile). Access to the central business district and the City's Austin Park will be available from the western terminus. Direct access to residential and commercial areas that lie adjacent to Old State Highway 53 will be available from the eastern terminus.

The Olympic Drive Bikeway also lies between Lakeshore Drive and Old State Highway 53. This section of road was reconstructed in approximately 2002 and completed in two phases with STIP funds. This project included improved shoulders and could provide a Class II facility by restriping the middle left-turn lane to the minimum required width and posting signs designating the bikeway. This project would serve as a connecting route to shopping, schools, and several other attractors at a relatively low cost in comparison to the Austin Road Proposed Bikeway.

A map of the proposed bikeways depicting the Austin Road Bikeway and Olympic Drive projects are shown in yellow (Figure 2) on Page 38 of this Bikeway Plan.

Old State Highway 53 Bikeway

The Old State Highway 53 Bikeway is approximately 2.78 miles and proposed for three phases. It will be a Class II facility to serve the bicycle commute needs between central Clearlake, area schools and, eventually the community of Lower Lake.

Phase I is completed and extends approximately 1.0 miles from Lakeshore Drive to Lakeview Way in central Clearlake. Phase II will incorporate an additional 0.5 mile of bikeway extending from Phase I at Lakeview Way to State Road 53 / Dam Road. Phase III is approximately 0.78 miles from Lakeshore Drive to Olympic Drive. A map depicting this facility (Figure 3) is shown on Page 39 of the Proposed Project Maps by Entity section of this document.

Developer improvements adjacent to Wal-Mart, immediately east of the southern terminus, have recently made bicycle access available from Dam Road to Oak Hill Middle School and the Lake County campus of Yuba College. A recently completed bikeway project along Lake Street complements this project by providing a bikeway from Lower Lake to central Clearlake via Lake Street, Dam Road, and Old State Highway 53.

Access to the central business district of Clearlake and the city's Redbud Park (bike parking needed) will be available from the central portion of this project. The project will provide direct access to residential and commercial areas that lie adjacent to Old State Highway 53 and at the northern terminus. When the three phases of this project and the Lake Street/Dam Road project are complete, a low volume transportation alternative will be available to Clearlake students who attend Oak Hill Middle School, Yuba College, Lower Lake Elementary School and Lower Lake High School.

Lake Street / Dam Road

This short segment of bikeway improvement will provide continuity between a developing bikeway system linking Lower Lake with Clear Lake. In 1996, the Lake Street Bikeway was completed, providing a Class II bikeway from Morgan Valley Road to a point just short of the Cache Creek Bridge, which is expected to be completed in the summer of 2006. Most of Dam Road was widened in a road relocation project which was completed in 1989. The easterly 700 feet of Dam Road remains un-widened.

Old State Highway will provide direct access to central Clearlake once it is widened between State Route 53 and Lakeshore Drive. It is currently the #1 priority in the Short Range Implementation Plan and has been awarded Transportation Enhancement (TE) funding for Class II bikeway construction.

The Lake/Dam Road Bikeway segment is the missing link between a constructed Class II bikeway (Lake Street), a widened roadway capable of Class II striping (Dam Road), and a future Class II Bikeway project (Old State Highway). This proposed project is shown in yellow (Figure 4) on Page 40 of this project and is anticipated completion of this project is scheduled for the Fall of 2006.

City of Lakeport/County of Lake

South Main Street

The South Main Street Bikeway will extend 1.25 miles from the junction of Lakeport Boulevard to Soda Bay Road, encompassing areas within the City limits and unincorporated County. It will provide a Class II facility to meet the commute needs of residents of south Lakeport and the unincorporated community to the south. This proposed project is shown as (Figure 5) of this document.

In the long term, this facility will link bikeway improvements to be constructed in north Lakeport as well as other bikeways planned by the City of Lakeport. Bikeway improvements along Soda Bay Road to the south and east that will tie into the South Main Street project are also planned. The roadside use in the vicinity of the proposed project is primarily commercial and light industrial. Increasing development of this corridor tends to make bikeway development a high priority.

County of Lake

Lakeshore Boulevard / Rodman Park

The Lakeshore Boulevard Bikeway will extend 2.9 miles from its current terminus .4 miles north of Park Way to the Nice-Lucerne Cutoff in the north Lakeport area. It will provide a Class II facility to meet the bicycle commute needs between central Lakeport and residential and commercial areas to the north.

To date, the Lakeshore Boulevard Bikeway has been constructed in three phases from Main Street in Lakeport to .4 miles north of Park Way. It is very likely that the remaining segment of this project will also be constructed in phases (south to north) as funding becomes available. Plans are to link Lakeport to the community of Nice through a bikeway along Lakeshore and the Nice-Lucerne Cutoff. An alternate routing of this bikeway will also be pursued.

The alternate route will extend the bikeway from Lakeshore Blvd. near Hill Road to the Rodman Bridge via a Class I bikeway through several private parcels in the Robin Hill area. This will provide a non-freeway link between communities. This roadside along Lakeshore primarily is residential with some lake-related resorts and small businesses interspersed. Extensions of the existing bikeway to the north will link this residential area to Lakeport Elementary School (enrollment 545), Terrace (Middle) School (enrollment 682), and Clear Lake High School (enrollment 476) as well as to the central business district of Lakeport. A map of this proposed project can be viewed on Page 42 of this Bikeway Plan.

Soda Bay Road

The Soda Bay Road Bikeway is a newly identified project that will extend 6.7 miles from the junction of South Main Street/State Route 175 Extension to the Clear Lake State Park. It will be a Class II facility to serve the bicycle commute needs between the Riviera West, Buckingham, and Soda Bay communities and the Lakeport area. Bikeway improvements along South Main Street, which will tie

into the Soda Bay Road project, are also planned. The proposed project is shown on Page 43 (Figure 7) of this document.

In the long term, this facility will link bikeway improvements within the City of Lakeport and the unincorporated North Lakeport area to future Class II and III bikeways in the Kelseyville, Big Valley, and Riviera areas.

The roadside use in the vicinity of this project is primarily agricultural and rural residential with the exception of the first half mile south of South Main Street which is commercial and light industrial. Increasing development along this corridor makes bikeway development a high priority.

PROPOSED PROJECT MAPS BY ENTITY



City of Clearlake Austin Road / Olympic Drive Proposed Bikeways



Figure 2: Austin Road / Olympic Drive Proposed Bikeways
Reference Scale: 1" equals 0.125 miles (1:7,920)
Projection: California State Plane Zone II - NAD - 83 - Feet

City of Clearlake Old State Hwy 53 Proposed Bikeway

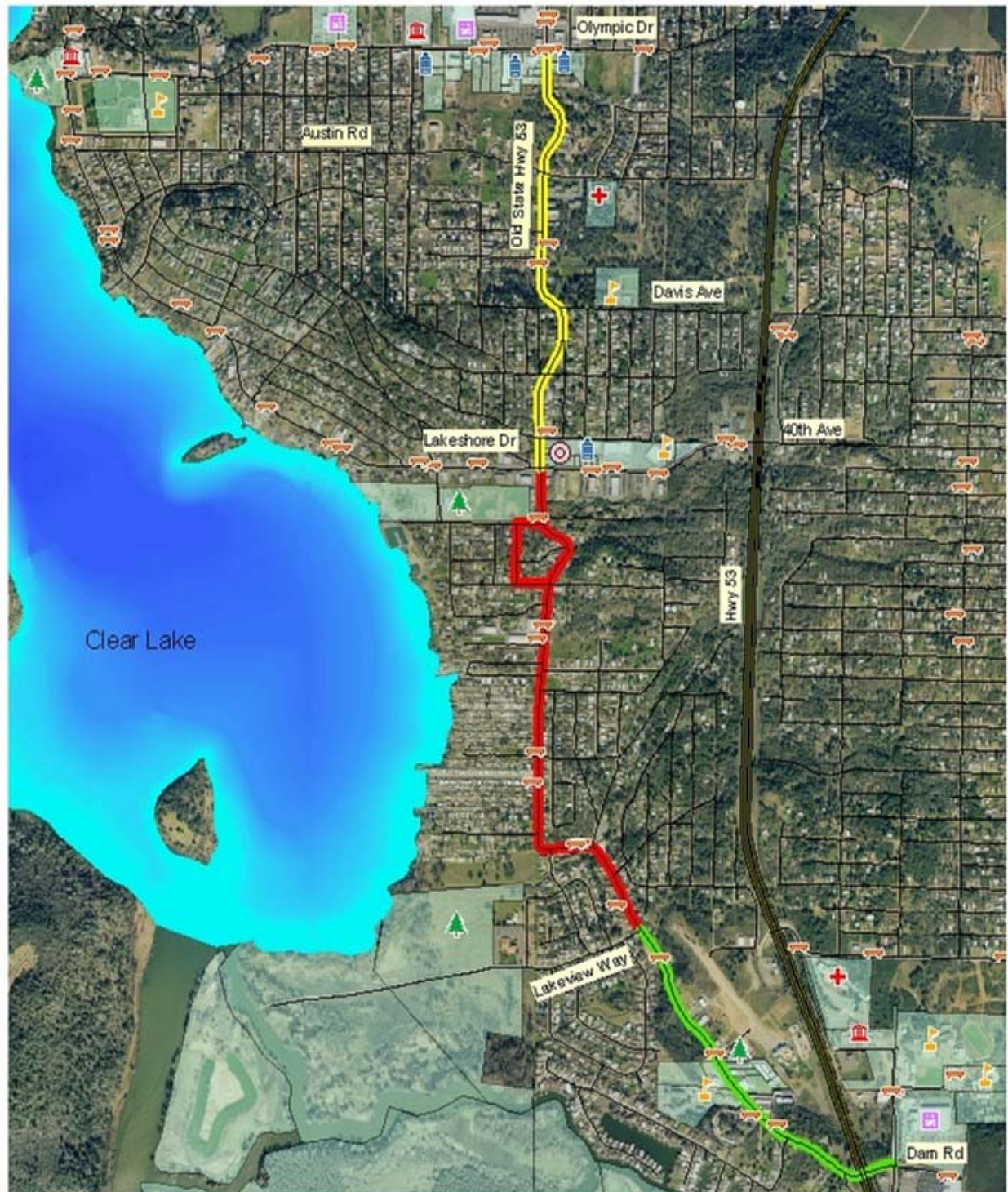
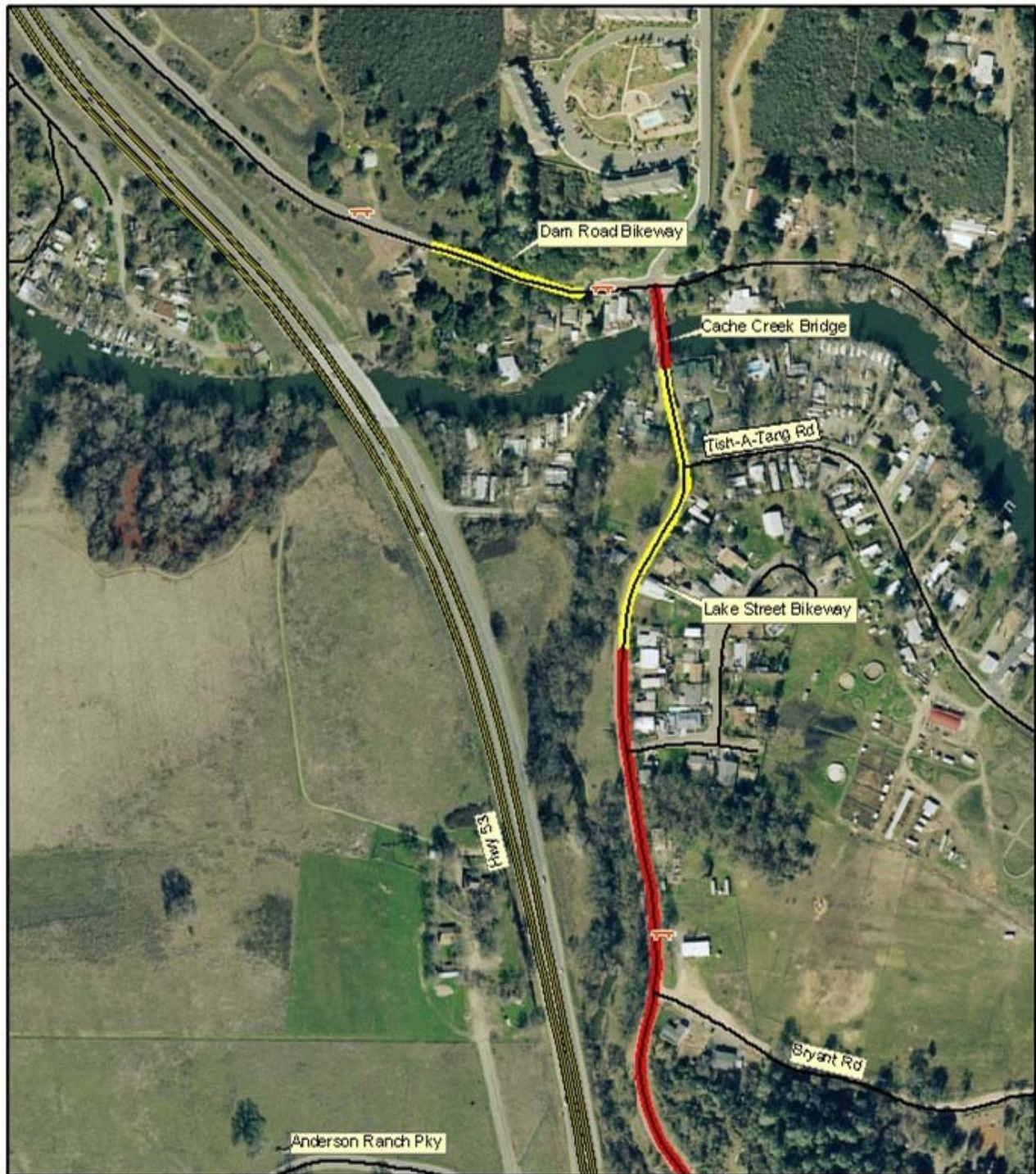


Figure 3 - Old State Hwy 53 Proposed Bikeway
Reference Scale: 1" equals 1,500 feet
1: 18,000
Projection: California State Plane Zone II
NAD 83 - Feet

City of Clearlake Lake Street - Dam Road Proposed Bikeways



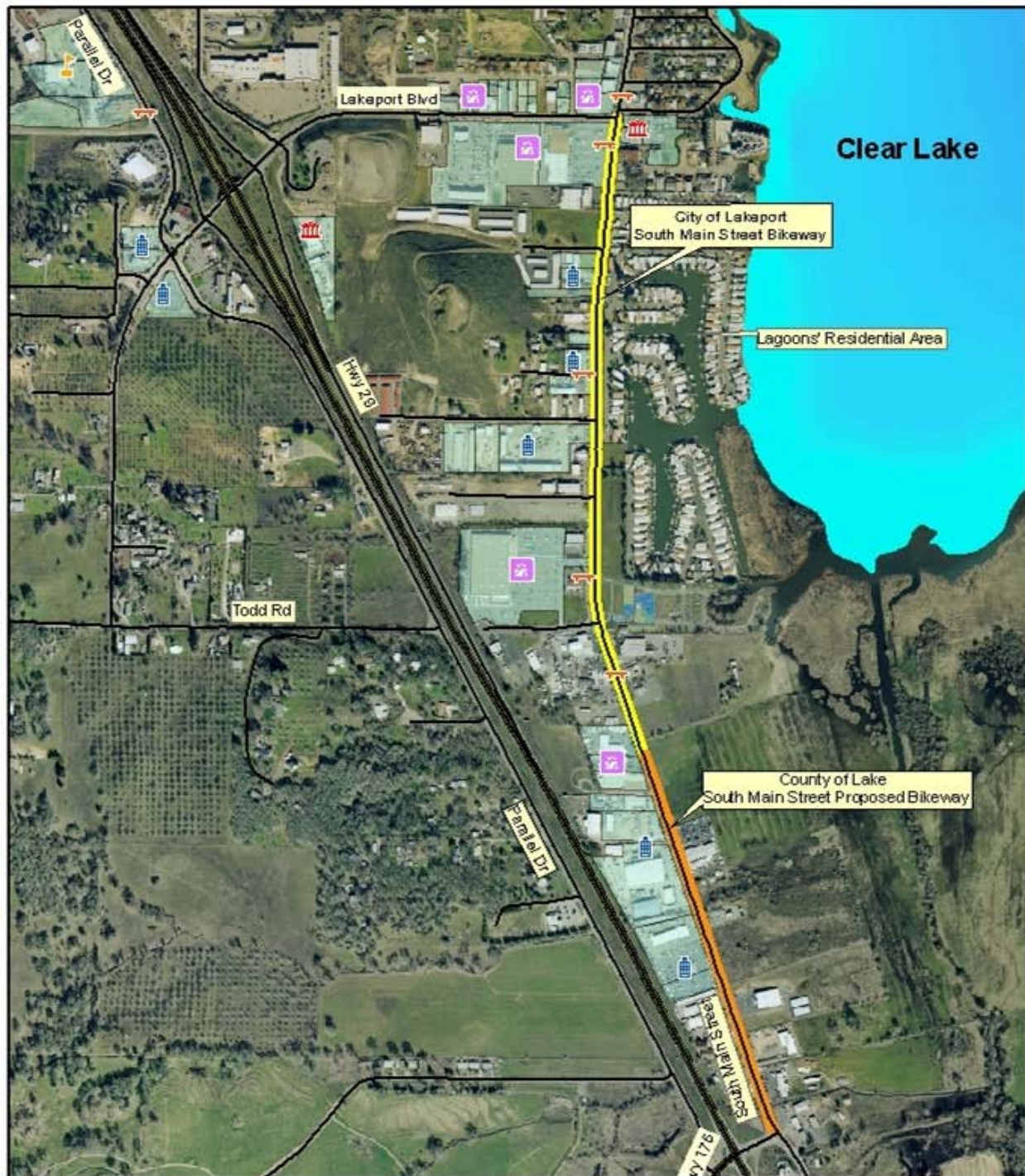
Legend

- Highways
- Roads
- Existing Bikeway
- Proposed Bikeway
- Bus Stops



Figure 4 - Lake Street / Dam Road Proposed Bikeway
Reference Scale: 1 " equals 400 feet
1:4,800
Projection: California State Plane Zone II
NAD 83 - Feet

City of Lakeport / County of Lake South Main Street Proposed Bikeway



Legend

- | | | |
|-------------------------|-------------------|----------|
| Highways | Bus Stops | School |
| Roads | Business District | Shopping |
| Proposed Bikeway-City | Government | |
| Proposed Bikeway-County | | |



Figure 5 - South Main Street Proposed Bikeway
Reference Scale: 1" equals 0.166 miles
1:10,560
Projection: California State Plane Zone II
NAD 83 - Feet

County of Lake Lakeshore Boulevard / Rodman Park Proposed Bikeways



Legend

- | | | |
|------------------|-----------|--------|
| Highways | Bus Stops | School |
| Proposed Bikeway | Medical | Parks |
| Roads | | |



Figure 6 - Lakeshore Blvd Proposed Bikeway
Reference Scale: 1" equals 2000 feet
1:24,000
Projection: California State Plane Zone II
NAD 83 - Feet

County of Lake Soda Bay Proposed Bikeway

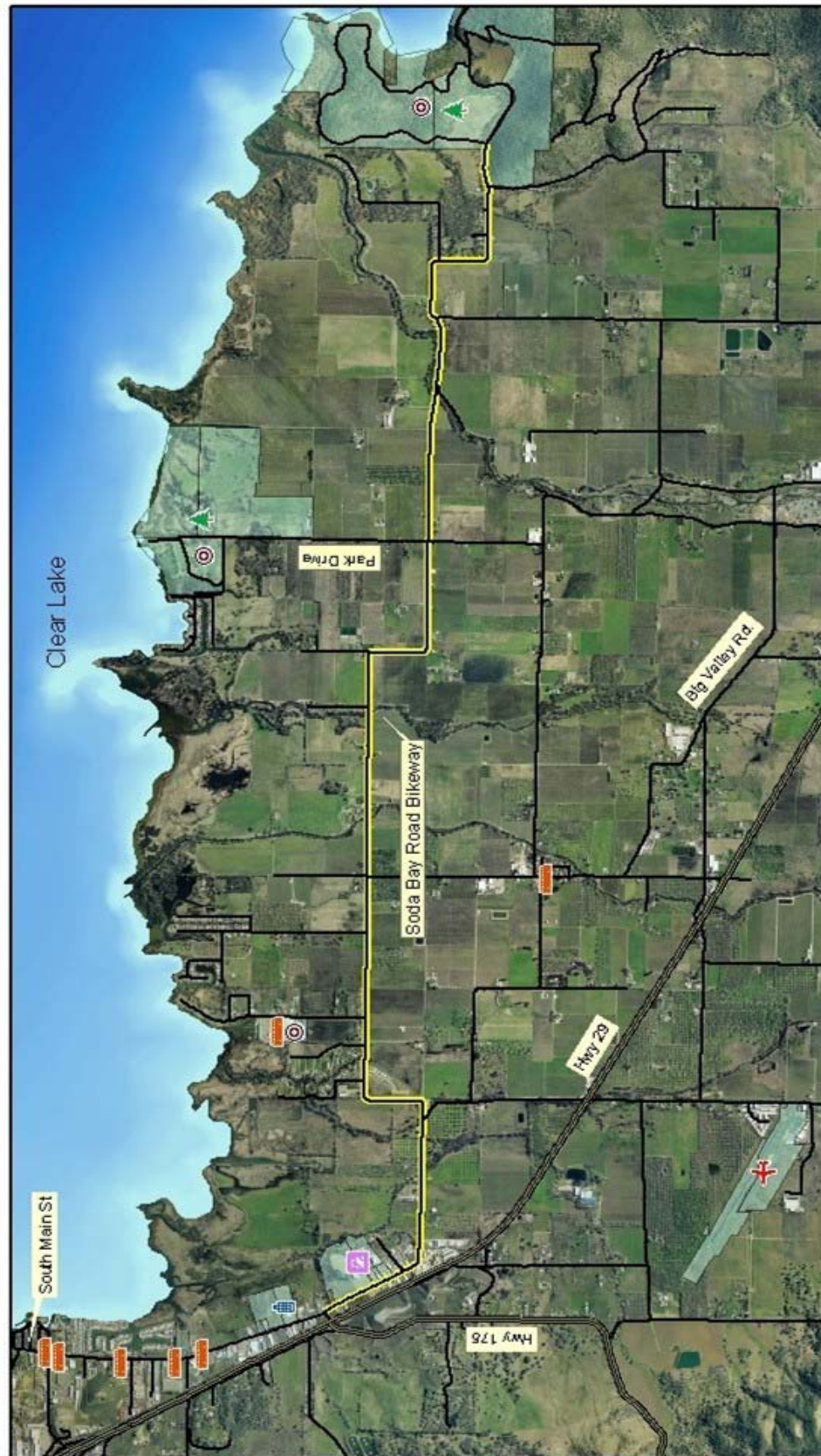
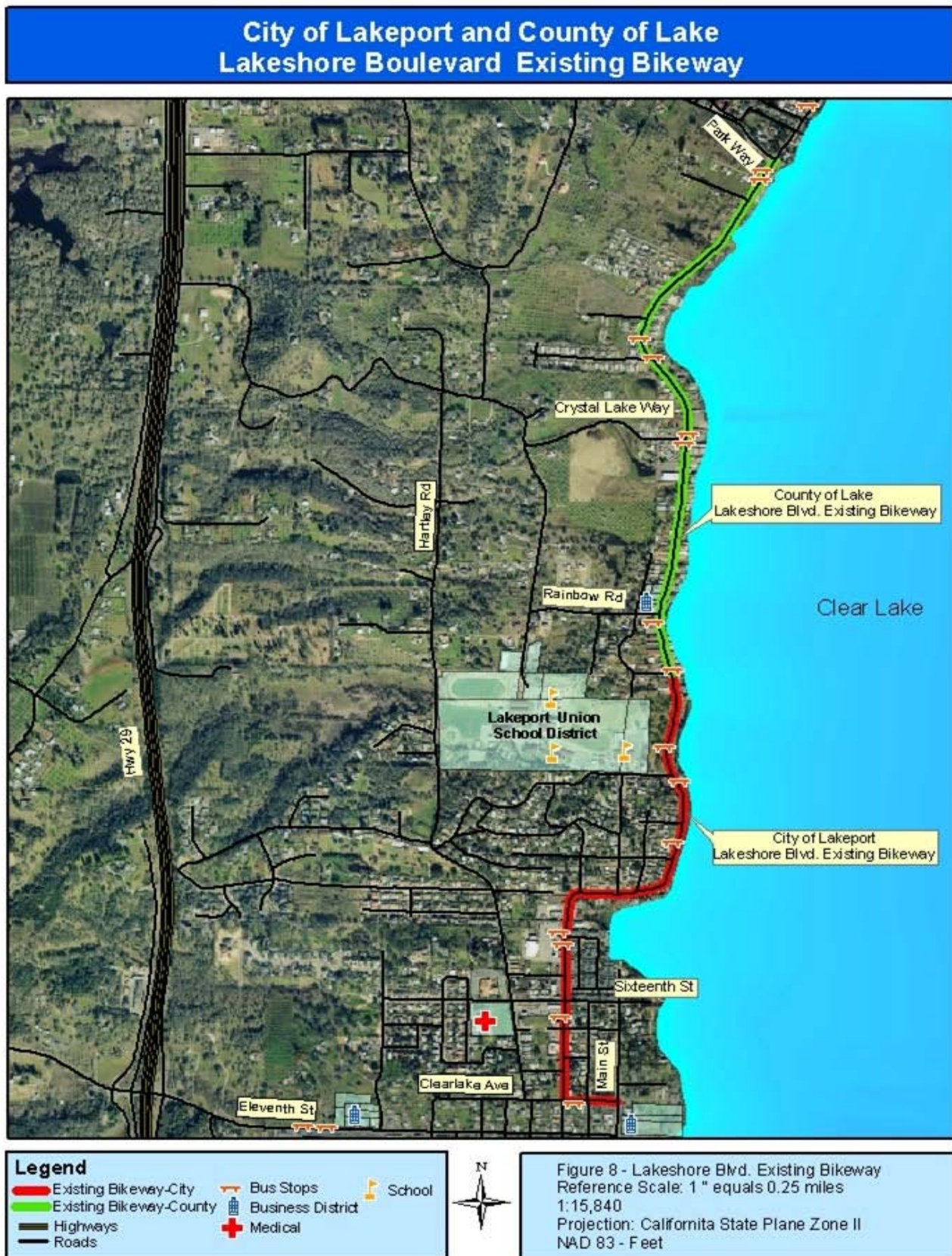


Figure 7 - Soda Bay Road Proposed Bikeway
Reference Scale: 1" equals 0.63 miles (1: 40,000)
Projection: California State Plane Zone II - NAD 83 - Feet



EXISTING BIKEWAYS



City of Clearlake Lake Street Existing Bikeway



Legend

- | | | |
|------------------|-------------------|----------|
| Highways | Bus Stops | Park |
| Existing Bikeway | Business District | School |
| Roads | Government | Shopping |



Figure 9 - Lake Street Existing Bikeway
 Reference Scale: 1" equals 0.167 mile
 1:10,560
 Projection: California State Plane Zone II
 NAD 83 - Feet

County of Lake Konocti Road Existing Bikeway



- Legend**
- Highways
 - Existing Bikeway
 - Roads
 - Bus Stops
 - Business District
 - Government
 - Park
 - School
 - Shopping

Figure 10 - Konocti Road Existing Bikeway
Reference Scale: 1" equals 1000' (1:12,000)
Projection: California State Plane Zone II - NAD 83 - Feet

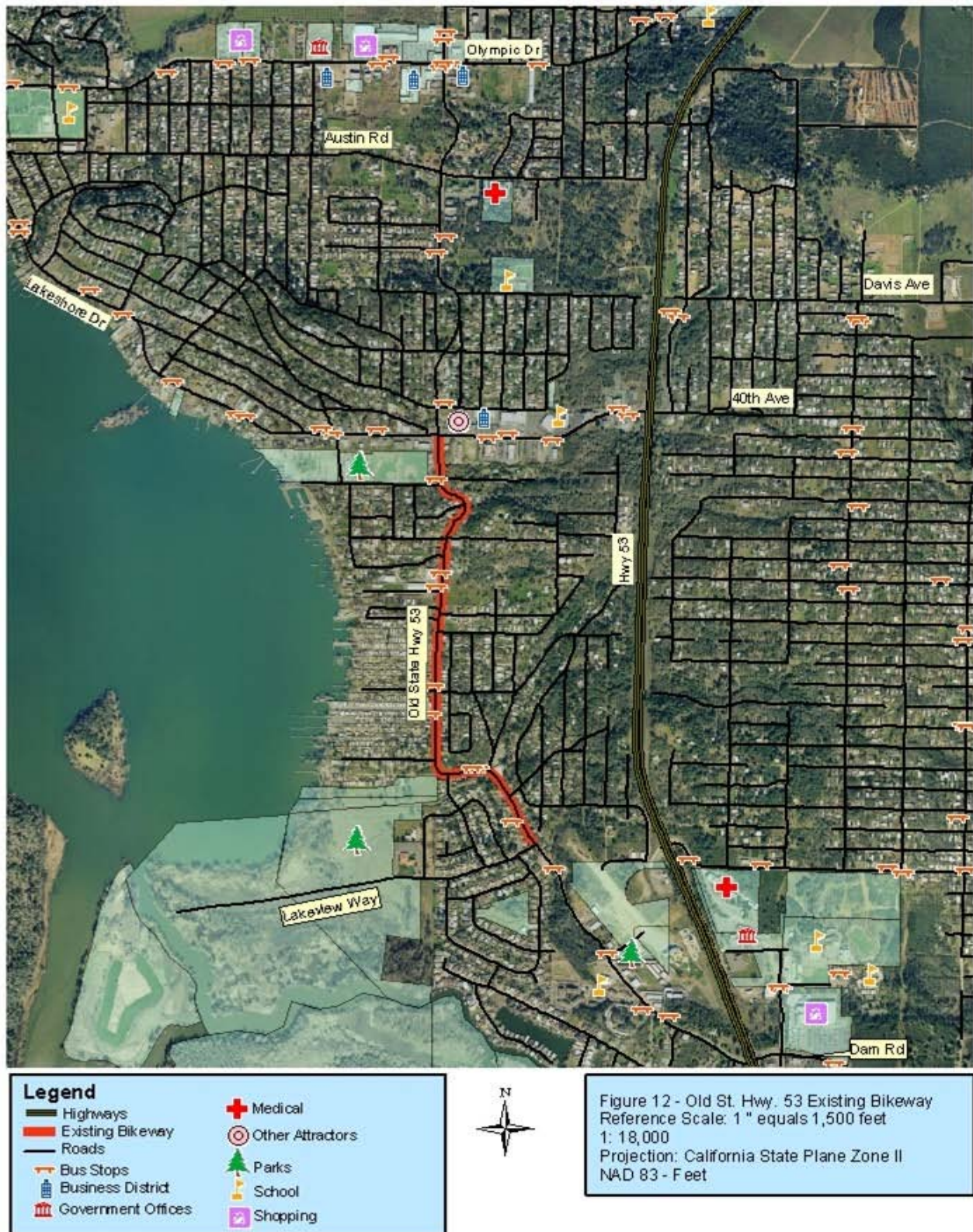
County of Lake Hartmann Road Existing Bikeway



- Legend**
- Highways
 - Existing Bikeway
 - Roads
 - Bus Stops
 - Other Attractor
 - School

Figure 11 - Hartmann Road Existing Bikeway
Reference Scale: 1" equals 500 feet (1: 6,000)
Projection: California State Plane Zone II - NAD 83 - Feet

City of Clearlake Old State Hwy 53 Existing Bikeway



LAND USE DESIGNATIONS

RL	Rural Lands – 1 unit per 20-40 acres
RR	Rural Residential – 1 unit per 5-20 acres
SR	Suburban Residential – 1-5 units per acre
SRe	Suburban Residential Reserve – 1 unit per acre
HDR	High Density Residential – 1-20 units per acre
MDR	Medium Density Residential – 6-9 units per acre
A	Agriculture – 40 acre minimum
I-Ag	Intensive Agriculture – 40 acre minimum
CI	Local Commercial
Cc	Community Commercial
Cs	Service Commercial
Cr	Resort Commercial
CH	Industrial/Heavy Commercial
RC	Resource Conservation
PL	Public Lands
PF	Public Facilities
I	Industrial
CM	Mixed Light/Heavy Commercial
UR	Urban – 1-20 units per acre

2006
LAKE COUNTY
REGIONAL BIKEWAY PLAN
LAND USE MAP BY AREA