

**2011 Lake County**  
**Regional Transportation Bikeway Plan**  
*A Five Year Capital Improvement Program*



**Lake County/City Area Planning Council (APC)**



**2011 Lake County Regional Transportation Bikeway Plan**  
*A Five Year Capital Improvement Program*

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Lake County/City Area Planning Council

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## **Introduction**

### Purpose of Plan

The *Lake County Regional Transportation Bikeway Plan: A Five Year Capital Improvement Program* was prepared by the Lake County/City Area Planning Council (APC) as part of the APC's 2010-11 Overall Work Program. The 2011 Lake County Regional Transportation Bikeway Plan is a capital improvement program of commuter bikeways and includes all jurisdictions within Lake County. A key purpose of the Plan is to meet the provisions of the California Bicycle Transportation Act included in the Streets and Highways Code, Section 890 through 894.2

### The Lake County Region

Lake County is located in northern California and is comprised of a number of small, rural communities. The California Department of Finance estimated the Lake County population at 64,053 as of January 1, 2010. This includes a population of 44,528 within the unincorporated area of the County, 5,140 within the City of Lakeport, and 14,853 within the City of Clearlake. The population increases during the summer months with the influx of tourists as well as seasonal residents and employees. It is estimated that 20 to 25 percent of the existing houses in the County are second/vacation homes and are occupied for only a portion of the year. In 2008, 16.2% of the population was 65 years and over, approximately 20% of the population lived at or below the poverty level, and 24% had a disability.

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

## Required Plan Elements

CALIFORNIA CODES, STREETS AND HIGHWAYS CODE 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. *See page 13.*
- (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. *See Land Use Designation Map, Bikeway Maps beginning on page 15, and Narrative Descriptions by Jurisdiction on page 27.*
- (c) A map and description of existing and proposed bikeways. *See Tables and Maps beginning on page 15.*
- (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. *See pages 13 and 15.*
- (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. *See pages 13, 15 and 16.*
- (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. *See pages 13 and 16.*
- (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. *See page 31.*
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support. *See page 10.*
- (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. *See page 10.*

- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation. *See tables and maps beginning on page 15, and pages 26-27.*
- (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. *See page 34.*

## **Bikeway Classifications**

The following section summarizes bikeway classifications, terms, rules of operation, and design standard resources.

Per the Streets and Highways Code Section 890.4, a "bikeway" is defined as "all facilities that provide primarily for bicycle travel." The three (3) primary bikeway classifications are also defined below per the Streets and Highway Code:

- **Class I Bikeway (Bike Path):** "Provide(s) a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized."

Class I bikeways will have limited application in Lake County due primarily to cost and right-of-way limitations. They may be used 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 school campus or hospital.)

- **Class II Bikeway (Bike Lane):** "Provide(s) a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted." Bike lanes typically provide for one-way bicycle travel adjacent to the motor vehicle lane.

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 usually incorporated into existing roadways. Right-of-way costs are usually minimal, but drainage improvements, grading and utility relocation can be significant.

- **Class III Bikeway (Bike Route):** "Provide(s) a right-of-way designated by signs or permanent markings and shared with pedestrians or 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 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.

Bikeway width, signage, and striping standards are discussed in the **Controlling Documents** section and vehicle statues are discussed in the **California Vehicle Code** section.

### **Additional Terms**

- **Bicycle Boulevard:** A roadway shared by bicycles and motor vehicles, without marked bike lanes, where the through movement of bicycles is given priority over motor vehicle travel through intersection control and limiting vehicle access.
- **Bicycle Commuter:** A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation with such a destination.
- **Bicycle Facilities:** Any physical infrastructure serving the needs of bicycle riders, such as bicycle lanes, bicycle paths, bicycle parking and storage facilities, signs, traffic controls, pavement markings and lighting.
- **Channelization:** The separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings (striping), raised islands, or other suitable means, in order to facilitate the safe and orderly movement of motorists, bicyclists, and pedestrians.
- **Multi-Use Trail.** A pathway or route designed and constructed to carry pedestrians, bicycles, and/or equestrians and commonly prohibiting or restricting motor vehicle access. Can also be known as “shared use paths.”
- **Shared-Lane Markings:** Also known as “Sharrows,” these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use. Sharrows can be used on Class III Bikeways with parallel parking to channelize bikes away from the door swing zone.

### **Controlling Documents**

The State of California, Department of Transportation (Caltrans) is responsible for the design, construction, maintenance, and operation of the California State Highway System and also provides State standards for the design, signage, and channelization of roadways, including bicycle facilities. Consistent standards increase the safety and usability of bikeways across jurisdictional boundaries. It should be noted that these are minimum standards and nothing precludes an agency from exceeding them.

### ***HIGHWAY DESIGN MANUAL***

The Caltrans Highway Design Manual (HDM) establishes uniform policies and procedures to carry out the highway design functions of Caltrans. All jurisdictions in Lake County follow these standards per Section 891 of the Streets and Highways Code. Chapter 1000 Bikeway

Planning and Design summarizes the bicycle planning and design criteria. Per the HDM, the following minimum width standards are required for each bikeway classification:

- Class I Bikeway (Bike Path): “The minimum paved width for a two-way bike path shall be 8 feet...”
- Class II Bikeway (Bike Lane): “... if no gutter exists, the minimum bike lane width shall be 4 feet. With a normal 2-foot gutter, the minimum bike lane width shall be 5 feet.”
- Class III Bikeway (Bike Route): minimum widths are not presented in the HDM.

The Highway Design Manual can be found online at:  
<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>.

### ***CALIFORNIA MUTCD***

The California Manual on Uniform Traffic Control Devices (California MUTCD) is published by Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices in California. These standards are followed by jurisdictions in Lake County per Section 21400 of the California Vehicle Code. *Part 9 Traffic Control for Bicycle Facilities* covers signs, pavement markings, and highway traffic signals specifically related to bicycle operation on both roadways and shared-use paths.

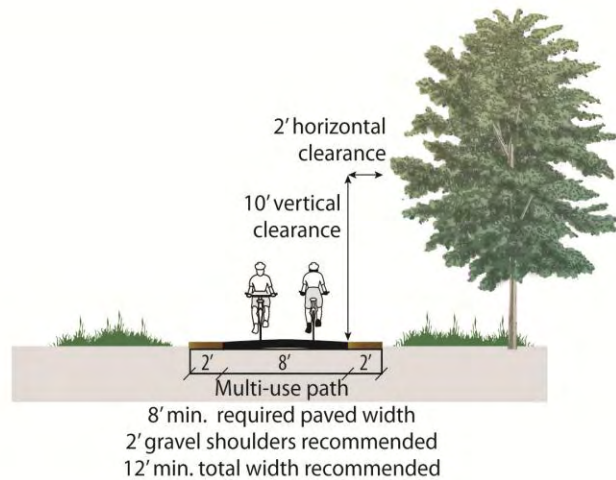
Signal timing at all existing traffic signals should be adjusted to meet new California MUTCD Bicycle/Motorcycle detection requirements. The California MUTCD can be found online at: <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/>.

### **California Vehicle Code**

The California Vehicle Code contains statutes relating to the operation of vehicles (including bicycles) in the state of California. Division 11, Sections 21100-21966 reference bicycles or bikeways. The California Vehicle Code can be found online at:  
<http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm>.

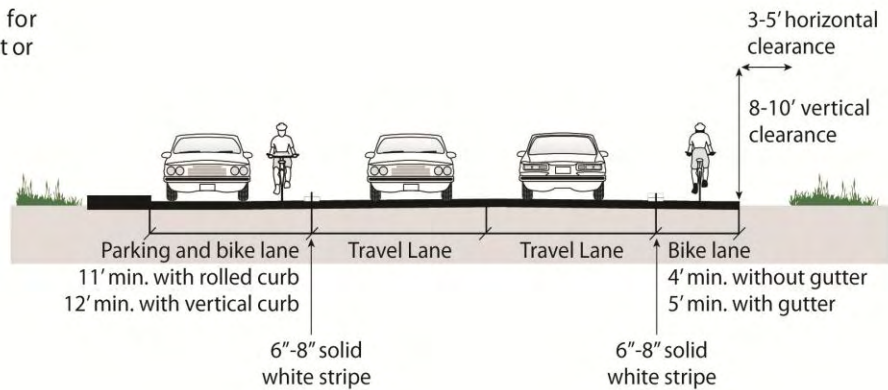
## CLASS I Multi-Use Path

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



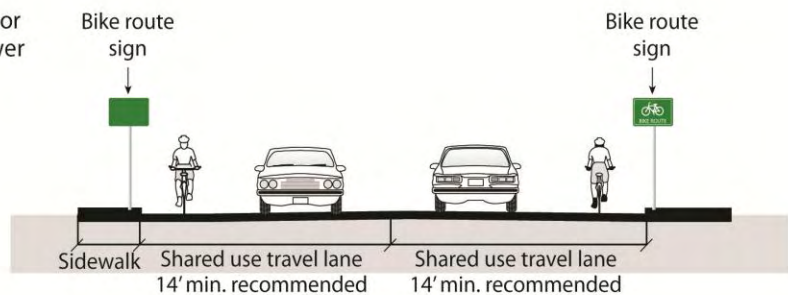
## CLASS II Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



## CLASS III Bike Route Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



## Bikeway Classifications

## Development of the Plan

The *Lake County Regional Transportation Bikeway Plan: A Five Year Capital Improvement Program* was developed by Lake County/City Area Planning Council staff in coordination with the Lake County/City Area Planning Council's Technical Advisory Committee (TAC) with representatives from the County of Lake, City of Lakeport, City of Clearlake, Caltrans District 1 and the California Highway Patrol.

### Public Involvement and Community Outreach

In May 2011 an Open House was hosted by Main Street Bicycles in Lakeport to solicit community input on the development of the 2011 Lake County Regional Transportation Bikeway Plan. The Open House was attended by 15 people who provided comments and input regarding routes, priorities for improvements and their concerns regarding safety and access for bicyclists. While Lake County does not have an organized bicycle advocacy organization, there are a number of residents interested in improving bicycling facilities in the region.

In addition to the Open House, input regarding bicycle routes was received during the recent development of a number of planning documents in Lake County. This input was taken into consideration during the development of the 2011 Lake County Regional Transportation Bikeway Plan. In 2008, the **Lake County Safe Routes to School (SRTS) Plan** was developed and the process included community outreach efforts in coordination with the area schools. Three public workshops were conducted in 2009 to receive community input. A Technical Advisory Committee of representatives from local agencies and the schools also provided input on the SRTS Plan. The **Lake County 2030 Regional Blueprint** was approved by the Lake County/City Area Planning Council in October 2010. Community outreach was the foundation for development of the Blueprint, and support was expressed for improving bicycle facilities and safety for bicyclists throughout the region. In 2011, the County of Lake adopted the **Konocti Regional Trails (KRT) Master Plan**, the guiding framework for the development of a countywide network of non-motorized trails throughout Lake County for the purposes of recreation and transportation. A series of well attended community workshop were conducted and an on-line survey elicited 652 responses. Safety was the number one concern for the development of trails – including safe and direct access between communities. Responses to questions expressed support for improved bicycle routes on existing roads and development of bicycle lanes. In 2010, organizers of the Konocti Challenge century bicycle ride conducted a survey of participants and received extensive input. While this event is recreational, the input was still valuable regarding road conditions, safety and conflicts with motor vehicles.

### Coordination with other Plans

A number of planning documents adopted since 2006 were considered in the development of the Plan, and the community input received during the development of these plans was also taken into consideration.

The Lake County Safe Routes to School (SRTS) Plan was adopted in 2009. The SRTS Plan is a guide to improving bicycling and walking conditions around schools throughout the Lake

County region. In Lake County, multiple schools are co-located in the communities of Lower Lake, Lakeport, Upper Lake and Middletown. Consequently these campuses are a key destination for bicyclists – including students, teachers and administrators. The SRTS Plan includes a “tool box” of resources to encourage walking and bicycling to school.

The **Lake County Regional Transportation Plan (RTP)** was adopted in October 2010. The RTP includes a Bicycle and Pedestrian Element with objectives and policies to support bicycle facilities. The RTP also includes an objective to “support Complete Streets planning to improve connectivity of the transportation system”, and a Complete Streets policy (2.4) to “support and encourage transit, pedestrian and bicycle facility planning and facility improvements”.

**Lake County 2030 Regional Blueprint Plan** was adopted in 2010. Extensive community involvement was conducted during two rounds of interactive workshops to obtain input regarding the community’s vision for the future of Lake County, and to develop the “Balanced Growth” preferred scenario. Improving road safety and bicycle facilities was an important concern expressed by the public.

The **Konocti Regional Trails (KRT) Plan** was adopted in 2011 and is intended to provide the guiding framework for the development of a countywide network of non-motorized trails and pathways throughout the county for the purposes of recreation and transportation. Trails in the KRT Plan include pedestrian, bicycle and equestrian routes. The development of the KRT included a Working Group, extensive community involvement with interactive workshops, and an on-line survey that generated 652 responses. The KRT Master Plan references the Lake County Regional Bikeway Plan (2006) and incorporates bicycle routes into the trails network.

The **County of Lake General Plan** was updated in 2008 and the **City of Lakeport General Plan** was updated in 2009. The County of Lake has recently updated a number of regional Area Plans which include “complete streets” objectives and objectives which support bicycle routes and related facilities. The bicycle route tables and maps included in the 2011 Lake County Regional Bikeway Plan are grouped by the two cities and the eight Planning Areas identified within the County General Plan.

The **Lake County Transit Development Plan** was updated in 2008. The TDP recommends bicycle parking and storage to be located near bus shelter/passenger loading areas, especially at bus stops near educational facilities. Lake Transit Authority buses are all equipped with a bicycle rack on the front of the bus which can hold two bicycles. Lake Transit provides an important connection for bicycle commuters travelling between communities linked primarily by two-lane state highways. Lake Transit provides service to the public schools and some private schools located in the County.

The **Highway 20 Traffic Calming and Beautification Plan** was adopted in 2005. The Plan includes improvements to pedestrian facilities and a mix of traffic calming measures to create a more pedestrian friendly “main street” feel through the communities of Nice, Lucerne and



Clearlake Oaks which are all located along State Route 20. Recommendations and goals for incorporating bicycle facilities into the project area are included in the Plan.

The **Complete Streets Act** was enacted in 2008 and that same year Caltrans issued **Deputy Directive 64-R1** to ensure that “Caltrans routinely plans, program, designs, constructs, operates and maintains the entire right-of-way to enable safe access for all users” in support of the Complete Streets Act. In Lake County, State Routes function as “main street” in a number of communities and are often the primary route linking communities within the region. Policy 1.1 of the 2011 Lake County Regional Bikeway Plan reads “Plan and design transportation projects in accordance with the Complete Streets Act of 2008 and Caltrans Deputy Directive 64-R.”

## **Conditions, Challenges and Opportunities**

As a rural region, Lake County has relatively low traffic volumes and limited congestion on local roads. State Routes 20, 29, 53 and 175 are key routes that link communities in the region. Many existing roads are not constructed to current standards, have pavement in poor condition, and have limited right-of-way to accommodate Class II bicycle lanes. Funds are limited for maintenance and improvements for roads and bicycle facilities. Lake County is rich in archeological and environmental resources which are often encountered during the project design and construction phases. Mitigating impacts to these resources can result in increased costs and limit the options for bikeway and road projects.

Connectivity between communities, many of which are linked primarily by state highway routes, is a key issue for Lake County. In some areas, there are local rural roads that bicyclists can travel along between communities. In other areas, such as the north shore communities, the state highway route is the only route linking the communities. Understanding this challenge is important to developing a network of bicycle routes in the region.

Safety is a significant concern of bicyclists in Lake County. With limited Class I and Class II bicycle routes, many bicycle commuters travel on roads with limited shoulder area. While traffic volumes and speeds are low on many of the rural local roads, they are much higher on state highway routes which link communities. To address this issue safety improvements that benefit bicyclist should be incorporated into the design of projects on existing and new roads.

Signage, striping and markings are important features that inform bicyclists and alert motorists of bicycle routes. Installing signage and markings along the route is the primary way to designate Class III routes. Many of the proposed routes that link communities in Lake County are designated as Class III.

An important component of the transportation system which provides connectivity within a community is the link between bicycle transportation and pedestrian facilities at non-residential destinations. Persons traveling by bicycle to a location are likely to walk to one or more of their destinations (work, school, lunch, shopping, appointments, etc.), so adequate

pedestrian facilities are needed to provide access to their destinations after they have parked their bicycle. Adequate pedestrian facilities also help reduce conflicts between pedestrians and bicyclists. Implementation of Complete Streets policies will help address this and other issues which limit connectivity and discourage bicycle transportation.

Lake Transit Authority provides transit service in Lake County, with routes linking to Napa County to the south and Mendocino County to the west. All Lake Transit buses are equipped with bicycle racks that can hold two bicycles. Consequently the transit system provides connectivity for bicycle commuters and increases their access to destinations by extending the distance a bicycle commuter can travel. Providing bicycle parking near transit stops facilitates use of the transit system by bicyclists. Lake Transit also provides service to most of the public and private schools in Lake County as well as the Yuba College campus in Clearlake and the Mendocino College – Lake Campus in Lakeport.

Bicycle traffic volumes have not been recorded within the County on any of the existing bikeway routes. The estimated number of bicycle commuters in the plan area is 400. The estimated increase in the number of bicycle commuters resulting from implementation of the Plan is 1,000. There are many factors which impact the number of bicycle commuters which are beyond the scope of this Plan. Consequently, estimating the number of both current and future bicycle commuters is a continuing challenge. Facilities for bicycle commuters, including parking and facilities for changing and storing clothes and equipment have not been inventoried. Bicycle parking facilities Most employers in Lake County are small businesses and do not provide lockers or shower facilities.

## Goals, Objectives and Policies

**GOAL:** Provide safe, adequate and connected facilities and routes for bicycle travel within and between the communities of Lake County.

Objectives	Policies
1. Design and rehabilitate roads to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, older people, and disabled people. (Complete Streets Act of 2008)	1.1 - Plan and design transportation projects in accordance with the Complete Streets Act of 2008 and Caltrans Deputy Directive 64-R1
	1.2 - Pursue funding for bicycle projects in coordination with state and local agencies
	1.3 - Assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Complete Streets Act of 2008
2. Develop bicycle facilities in accordance with the Lake County Regional Transportation Plan (RTP), the Countywide Safe Routes to School Plan and the Lake County 2030 Regional Blueprint Plan	2.2 - Coordinate with other community level plans, such as Redevelopment Agency plans and the Highway 20 Traffic Calming and Beautification Plan, to implement bicycle facility improvements
	2.3 - Incorporate bicycle lanes, routes, and bicycle signs and markings in coordination with road maintenance and improvement projects
	2.4 - Incorporate bicycle parking facilities into commercial, employment and recreation facilities (destinations)
	2.5 - Fill gaps in existing, and proposed bicycle routes
3. Develop and improve access and connectivity between pedestrian, bicycle and transit facilities and employment, commercial, residential and recreational areas (destinations)	3.1 - Pursue funding to upgrade bicycle facilities to improve bicycle safety and encourage bicycle travel
	3.2 - Coordinate with planning agencies, redevelopment agencies and project developers to incorporate pedestrian, bicycle and transit facilities into commercial and residential projects to improve access and connectivity
	3.3 - Coordinate with other agencies and organizations to pursue funding for planning, designing and/or constructing bicycle and pedestrian improvements and facilities
4. Reduce Greenhouse emissions and Vehicle miles traveled (VMTs) through increased bicycle use	4.1 - Facilitate efforts to increase bicycle use through community outreach in coordination with local agencies, organizations and businesses

## Tables and Maps of Existing and Proposed Bikeways

The tables in this section list the existing and proposed bikeways in Lake County, include all three jurisdictions (County of Lake, City of Clearlake and City of Lakeport) and are based on data exported from the GIS mapping layers used to generate the bikeway maps.

The bikeway information for the unincorporated areas of Lake County is divided into the eight “Planning Areas” designated in the County of Lake General Plan (2008) as follows: Cobb Mountain Planning Area, Kelseyville Planning Area, Lakeport Planning Area, Lower Lake Planning Area, Middletown Planning Area, Rivas Planning Area, Shoreline Communities Planning Area, and Upper Lake/Nice Planning Area.

There are three levels of priority indicated in the tables of proposed bikeways – high, medium and low. The proposed projects are not required to be constructed in order of priority. Prioritization of bicycle routes was determined by local agency staff with consideration of the following issues:

- Proximity to schools
- Fills a gap in a bicycle route
- Part of another project (road maintenance or improvement, new development, etc.)
- Provides access to a key destination – educational, commercial, employment, services, residential
- Links with a Lake Transit route

Information is also included in the table to indicate if the bike route links with Lake Transit. The length of each route is listed in feet and miles, and the designated Class is also listed.

*The Short-Range Bikeway Implementation Plan* table (page 26) lists the routes within the Plan which the local jurisdictions have identified as routes that may be constructed in the 5-year timeframe of the Plan (2011-2016). These routes are also identified in the tables in the last column labeled “5 year priority.”

Maps are included for:

- The City of Clearlake
- The City of Lakeport
- The eight “Planning Areas” as designated by the County of Lake
- Unincorporated communities
- County Land Use Designations

The maps include information on locations of schools, shopping, business districts, public buildings, government offices, transit routes, medical facilities and parks. Both public and private schools are indicated on the maps. These destinations, also referred to as “attractors”, are locations where bicyclist may travel to or from using the bicycle routes. Lake Transit routes are also indicated on the maps.

Because bicycle parking in the region is very limited and has not been inventoried, specific parking locations are not identified on the maps. However, there are bicycle racks at most schools in the region, parks, and at some large retail businesses such as grocery stores. The recently updated County of Lake General Plan and the existing Zoning Ordinance does require new commercial developments to incorporate bicycle parking into their projects. Facilities for changing and storing clothes and equipment have not been identified and inventoried, so they are not indicated on the map. With the exception of the two hospitals and a few of the health clinics in the region, most employers do not have facilities for changing and storing clothes and equipment.

**Table of Existing and Proposed Bikeways: City of Clearlake**

COMMUNITY	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
City of Clearlake	III	40th Ave	SR 53	Phillips Ave	N	2243.54	0.42	H	Y
City of Clearlake	II	Austin Ave	Lakeshore Dr	Old Hwy 53	N	5271.26	1.00	H	Y
City of Clearlake	II	Burns Valley Rd	Bowers Ave	Olympic Dr	Y	1343.38	0.25	M	Y
City of Clearlake	II	Country Club Dr	Sulpher Bank Rd	Lakeshore Dr	N	1401.70	0.27	L	
City of Clearlake	II	Dam Rd	Lake St	SR 53	Y	2972.99	0.56	H	Y
City of Clearlake	II	Dam Rd Extension	Dam Rd	18th Ave	Y	2725.55	0.52	M	Y
City of Clearlake	II	Kett Ave	Old Hwy 53	Old Hwy 53	N	1277.67	0.24	Existing	
City of Clearlake	III	Lakeshore Dr	Olympic Dr	SR 53	Y	9885.65	1.87	M	
City of Clearlake	II	Lakeshore Dr	Olympic Dr	City Limits	Y	16808.47	3.18	L	
City of Clearlake	III	Mullen Ave	Austin Ave	Lakeshore Dr	N	3116.45	0.59	L	
City of Clearlake	II	Old Hwy 53	Lakeshore Dr	Olympic Dr	Y	4573.54	0.87	H	Y
City of Clearlake	II	Old Hwy 53	Lakeshore Dr	Lakeview Way	Y	5708.60	1.08	Existing	
City of Clearlake	II	Old Hwy 53	Lakeview Wy	Dam Rd	Y	3635.90	0.69	H	Y
City of Clearlake	II	Olympic Dr	Lakeshore Dr	SR 53	Y	9127.26	1.73	H	Y
City of Clearlake	II	Phillips Ave	40th Ave	18th Ave	N	5283.16	1.00	H	Y
City of Clearlake	II	Pine St	Olympic Dr	Austin Rd	N	613.87	0.12	M	
City of Clearlake	III	Sulpher Bank Rd	City Limits	Country Club Dr	N	10170.80	1.93	L	

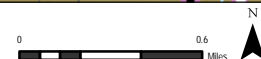
# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #1



Map Developed By: Alexis Pedrotti  
367 N. State Street, Suite #206  
Ukiah, CA 95482

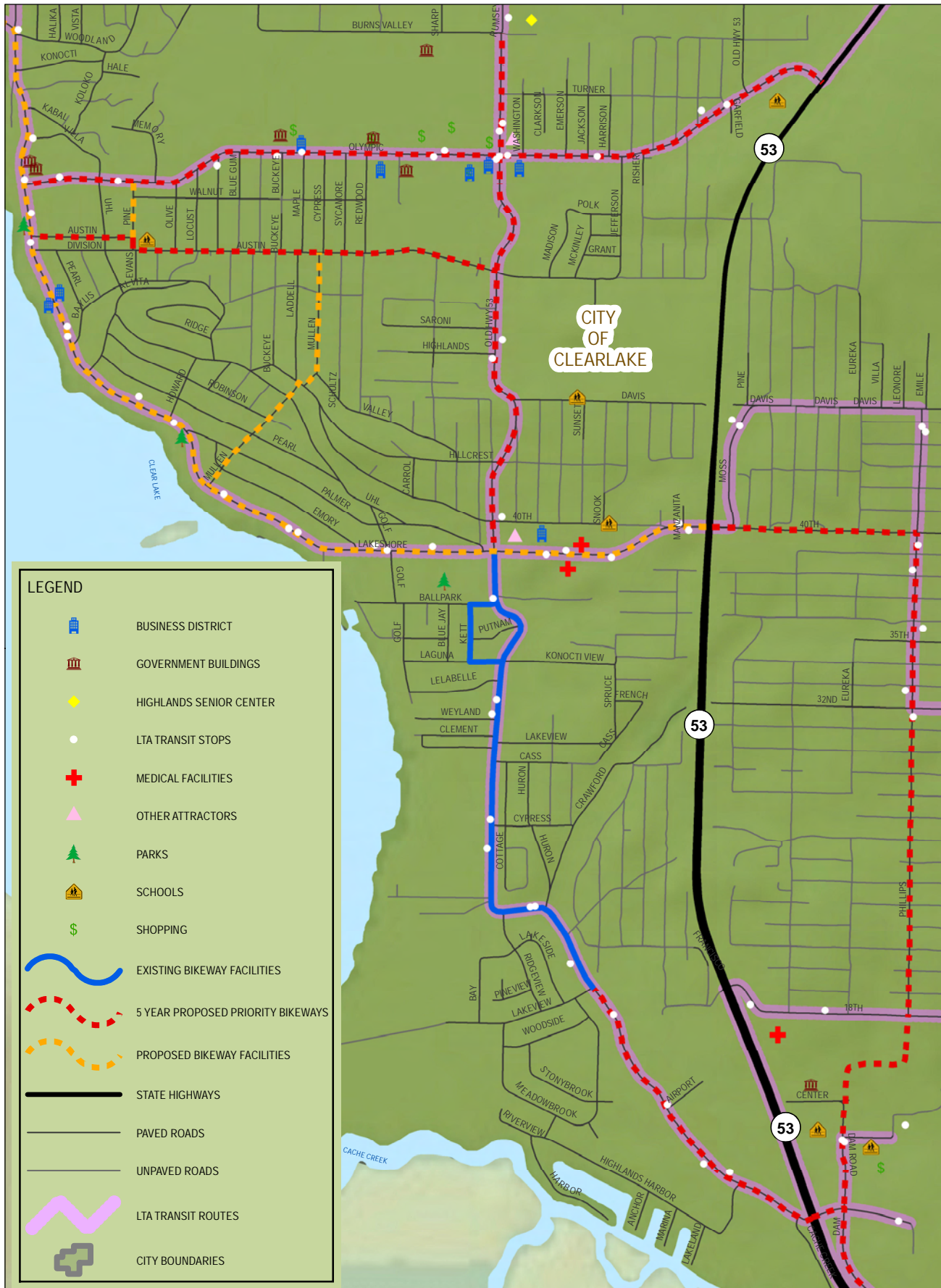
CITY OF CLEARLAKE  
LAKE COUNTY, CALIFORNIA





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #2



Map Developed By: Alexis Pedrotti  
367 N. State Street, Suite #206  
Ukiah, CA 95482

**CITY OF CLEARLAKE**  
**FOCUSED MAP ON NORTH / SOUTH ROUTES**





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN



Map Developed By: Alexis Pedrotti  
367 N. State Street, Suite #206  
Ukiah, CA 95482

## CITY OF CLEARLAKE FOCUSED MAP ON WEST / EAST ROUTES



**Table of Existing and Proposed Bikeways: City of Lakeport**

COMMUNITY	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
City of Lakeport	II	11th St	City Limits	North Main St	Y	4693.65	0.89	H	
City of Lakeport	II	16th St	North High St	North Main St	N	540.42	0.10	Existing	
City of Lakeport	II	20th St	Alden Ave	North High St	N	3464.63	0.66	H	
City of Lakeport	III	6th St	Roscoe St	Spurr St	N	716.82	0.14	L	
City of Lakeport	III	Alden Ave	11th St	20th St	N	2673.02	0.51	L	
City of Lakeport	III	Bevins St	Martin St	Lakeport Blvd	Y	2530.99	0.48	H	
City of Lakeport	III	C St	Main St	Esplanade St	N	280.89	0.05	M	
City of Lakeport	III	Central Park Ave	11th St	Spurr St	N	1436.69	0.27	L	
City of Lakeport	III	Compton/ Russell	Spurr Street	Martin Street	N	1921.64	0.36		
City of Lakeport	III	Craig Ave	Parallel Dr	City Limits	N	1604.15	0.30	L	
City of Lakeport	III	Esplanade St	C St	K St	N	1732.62	0.33	M	
City of Lakeport	III	Forbes St	Martin St	11th St	N	3108.47	0.59	H	
City of Lakeport	III	Giselman St	Lakeshore Blvd	Lange St	N	1244.52	0.24	H	
City of Lakeport	III	Hartley Rd	20th St	City Limits	N	2644.47	0.50	M	
City of Lakeport	III	K St	South Main St	Esplanade St	N	513.55	0.10	M	
City of Lakeport	II	Lakeport Blvd	Parallel Dr	South Main St	Y	2993.69	0.57	H	Y
City of Lakeport	II	Lakeshore Blvd	City Limits	Main St	Y	5881.51	1.11	Existing	
City of Lakeport	III	Lange St	Lakeshore Blvd	Forest Dr	N	779.57	0.15	H	
City of Lakeport	II	Martin St	City Limits	South Main St	Y	4199.06	0.80	H	
City of Lakeport	III	Mellor Dr	11th St	20th St	N	2660.59	0.50	L	
City of Lakeport	II	North High St	Clear Lake Ave	Eleventh St	Y	356.93	0.07	H	
City of Lakeport	II	North Main St	Clear Lake Ave.	16th Street	Y	1042.30	0.20	Existing	
City of Lakeport	III	North Main St	First St	Clear Lake Ave	Y	2794.42	0.53	H	Y
City of Lakeport	II	Parallel Dr	Hwy 175	Lakeport Blvd	Y	6733.16	1.28	H	Y
City of Lakeport	III	Parallel Dr	Martin St	Lakeport Blvd	Y	3392.31	0.64	H	

**Table of Existing and Proposed Bikeways: City of Lakeport**

COMMUNITY	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
City of Lakeport	III	Pool St	Tenth St	Eleventh St	Y	257.32	0.05	H	Y
City of Lakeport	III	Roscoe St	Sixth St	Central Park Ave	N	778.24	0.15	L	
City of Lakeport	II	South Main St	Lakeport Blvd	First St	Y	2789.96	0.53	H	Y
City of Lakeport	II	South Main St	Lakeport Blvd/K St	City Limits	Y	3939.33	0.75	H	Y
City of Lakeport	III	South Smith St	Martin St	End	N	1103.33	0.21	L	
City of Lakeport	III	Spurr St	Berry St	Central Park Ave	N	1057.99	0.20	L	
City of Lakeport	III	Tenth St	Pool St	N Main St	Y	1838.86	0.35	H	Y
City of Lakeport	III	Westside Park Rd	Parallel Dr	Fenway St	Y	2346.78	0.44	H	

# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #4



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CITY OF LAKEPORT  
LAKE COUNTY, CALIFORNIA

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0 0.3 Miles



**Table of Existing and Proposed Bikeways: County (unincorporated areas)**

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
					N				
Cobb Mountain	III	Bottle Rock Rd	Hwy 29	Hwy 175	N	56949.56	10.79	L	
Cobb Mountain	III	Casentini Dr	Snead Dr	Harrington Flat Rd	N	1549.28	0.29	M	
Cobb Mountain	III	Emerford Rd	Hoberg Dr	Hwy 175	N	2036.89	0.39	M	
Cobb Mountain	III	Forestry Rd	Boggs Forest	Bottle Rock Rd	N	8393.36	1.59	L	
Cobb Mountain	III	Glenbrook Rd	Bottle Rock Rd/Cold Water Creek Rd	Bottle Rock Rd	N	25791.23	4.88	L	
Cobb Mountain	III	Harrington Flat Rd	Bottle Rock Rd	Casentini Dr	N	27254.95	5.16	L	
Cobb Mountain	III	Harrington Flat Rd	Casentini Dr	Hwy 175	Y	813.27	0.15	M	
Cobb Mountain	III	Hoberg Dr	Summit Blvd	Emerford Rd	N	2959.38	0.56	M	
Cobb Mountain	I	Hwy 175	Emerford Rd	Snead Dr	N	469.66	0.09	M	
Cobb Mountain	III	Hwy 175	Loch Lomond Rd	Forestry Rd	Y	10789.24	2.04	M	
Cobb Mountain	III	Loch Lomond Rd	Hwy 175	Seigler Springs North Rd	N	15766.50	2.99	L	
Cobb Mountain	III	Red Hills Rd	Hwy 175	Hwy 29	Y	10997.77	2.08	L	
Cobb Mountain	III	Rockys Rd	Harrington Flat Rd	Hwy 175	N	9156.35	1.73	L	
Cobb Mountain	III	Seigler Springs North Rd	Seigler Canyon Rd	Red Hills Rd	N	27102.97	5.13	L	
Cobb Mountain	III	Snead Dr	Hwy 175	Casentini Dr	N	1718.50	0.33	M	
Cobb Mountain	III	Sulphur Creek Rd	Bottle Rock Rd	Harrington Flat Rd	N	6398.96	1.21	L	
Cobb Mountain	III	Summit Blvd	Hwy 175	Hoberg Dr	N	1996.87	0.38	M	
Kelseyville	III	3rd St	Church St	Gard St	Y	739.25	0.14	M	
Kelseyville	III	Adobe Crk Rd	Bell Hill Rd	E Highland Springs Rd	N	7649.81	1.45	M	
Kelseyville	III	Bell Hill Rd	Highland Springs Rd	Main St	N	21262.54	4.03	M	

**Table of Existing and Proposed Bikeways: County (unincorporated areas)**

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Kelseyville	III	Big Valley Rd	Soda Bay Rd	Main St	N	22452.47	4.25	M	
Kelseyville	III	California Packing Rd	Finley East Rd	Soda Bay Rd	N	2657.07	0.50	M	
Kelseyville	III	Church St	Third St	Main St	Y	1231.53	0.23	M	
Kelseyville	III	Clark Dr	Gaddy Ln	Soda Bay Rd	N	10901.60	2.06	M	
Kelseyville	III	Cole Creek Rd	Bottle Rock Rd	Live Oak Dr	N	3187.64	0.60	M	
Kelseyville	I	East Highland Springs Rd	Adobe Creek Rd	Highland Springs Rd	N	12213.97	2.31	L	
Kelseyville	III	Finley East Rd	Big Valley Rd	California Packing Rd	Y	6583.87	1.25	M	
Kelseyville	I	Gaddy Ct	Gaddy Ln	State St	N	819.51	0.16	Existing	
Kelseyville	II	Gaddy Ln	Gunn St/Loasa Rd	State St	N	3075.11	0.58	H	Y
Kelseyville	II	Gaddy Ln	State St	Soda Bay Rd	N	11144.45	2.11	M	
Kelseyville	III	Gard St	Gunn St	Third St	N	1355.42	0.26	M	
Kelseyville	I	Gross Cutoff	Kelsey Creek Dr	Live Oak Dr	N	1240.87	0.24	M	
Kelseyville	III	Gunn St	Main St	Gard St	N	533.66	0.10	M	
Kelseyville	III	Highland Springs Rd	Bell Hill Rd	County Line	N	35699.91	6.76	L	
Kelseyville	II	Highland Springs Rd	Bell Hill Rd	Big Valley Rd	N	18891.01	3.58	M	
Kelseyville	II	Hwy 281	Soda Bay Rd/Konocti Bay Rd	Hwy 29	Y	15929.94	3.02	L	
Kelseyville	III	Hwy 29	Parallel Dr/Hwy 175	Bottle Rock Rd	N	41331.91	7.83	L	
Kelseyville	III	Kelsey Creek Dr	Staheli Dr	Wight Wy	N	5854.47	1.11	M	
Kelseyville	III	Konocti Rd	Konocti Rd	Konocti Park (Parking Lot)	N	17665.71	3.35	M	
Kelseyville	II	Konocti Rd	Main St	Mount Vista School	Y	3607.75	0.68	Existing	
Kelseyville	III	Live Oak Dr	Cole Creek Rd	Main St	N	13920.07	2.64	M	
Kelseyville	II	Main St	Merritt Rd/Gaddy Ln	State St	Y	4281.91	0.81	H	



**Table of Existing and Proposed Bikeways: County (unincorporated areas)**

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Kelseyville	II	Main St	State St	Konocti Rd	Y	941.24	0.18	H	
Kelseyville	II	Merritt Rd	Big Valley Rd	Gunn St/Loasa Rd	Y	997.86	0.19	M	
Kelseyville	III	Merritt Rd	Hwy 29	Big Valley Rd	Y	2187.64	0.41	L	
Kelseyville	II	Park Dr	Soda Bay Rd	Lakeside Park	N	5708.57	1.08	M	
Kelseyville	II	Soda Bay Rd	Big Valley Road	Clear Lake State Park	N	26981.30	5.11	H	
Kelseyville	II	Soda Bay Rd	South Main St	Big Valley Road	Y	5843.64	1.11	H	Y
Kelseyville	III	Staheli Dr	Bell Hill Rd	Kelsey Creek Dr	N	5515.93	1.04	M	
Kelseyville	II	State St	Main St	Gaddy Ln	Y	2347.46	0.44	Existing	
Kelseyville	III	Wight Way	Kelsey Creek Dr	Adobe Creek Rd	N	15247.72	2.89	M	
Lakeport	III	Ackley Rd	Hwy 29	Mathews Rd	N	4524.09	0.86	L	
Lakeport	II	Hill Rd	Scotts Valley Rd	Hill Road East	N	1449.82	0.27	L	
Lakeport	III	Hill Rd (North)	Hill Road East	Lakeshore Blvd	N	17939.21	3.40	M	
Lakeport	III	Hill Rd East	Hill Rd (South)	Hill Rd (North)	N	701.56	0.13	L	
Lakeport	II	Lakeshore Blvd	.4 mi. north of Park Wy	Nice-Lucerne Cutoff	Y	16676.73	3.16	H	Y
Lakeport	II	Lakeshore Blvd	City Limits	.4 mi. north of Park Wy	Y	5984.55	1.13	Existing	Y
Lakeport	II	Martin St	Riggs Rd	City Limits	N	7406.77	1.40	M	
Lakeport	III	Mathews Rd	Ackley Rd	Highland Springs Rd	N	3907.57	0.74	L	
Lakeport	II	Nice Lucerne Cutoff	Westlake Rd	Nice-Lucerne Cutoff (Abandoned)	N	8514.15	1.61	M	
Lakeport	I	North Lakeport	Lakeshore Blvd	Nice-Lucerne Cutoff	N	7546.02	1.43	M	
Lakeport	III	Park Wy	Hill Road East	Lakeshore Blvd	Y	5117.90	0.97	M	
Lakeport	II	Riggs Rd	Martin St	Scotts Creek Rd	N	5377.50	1.02	M	
Lakeport	III	Scotts Creek Rd	Riggs Rd	End	N	16415.67	3.11	L	
Lakeport	III	Scotts Valley Rd	Hill Rd	Hwy 20	N	53839.15	10.20	L	

**Table of Existing and Proposed Bikeways: County (unincorporated areas)**

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Lakeport	II	Scotts Valley Rd	Hill Rd	Hwy 29/11th St	N	2611.63	0.49	M	
Lakeport	III	Shady Ln	Hartley Rd (thru cemetery)	Hill Road East	N	4409.96	0.84	M	
Lakeport	II	South Main St	Soda Bay Rd	City of Lakeport	Y	2585.53	0.49	H	Y
Lower Lake	III	Big Bear Rd	Winchester St	Copsey Creek Wy	N	3178.93	0.60	M	
Lower Lake	III	Bonham Rd	Morgan Valley Rd	Quarterhorse Ln	N	1820.55	0.34	M	
Lower Lake	III	Copsey Crk Wy	Big Bear Rd	Quarterhorse Ln	N	334.57	0.06	M	
Lower Lake	II	Lake St	Cache Creek/Dam Rd	Main St	Y	6180.03	1.17	Existing	
Lower Lake	III	Main St	Hwy 29/53	Lake St	Y	852.20	0.16	H	
Lower Lake	III	Mill St	Main St	Winchester St	N	692.46	0.13	M	
Lower Lake	III	Morgan Valley Rd	Bonham Rd	County Line	N	68293.11	12.93	L	
Lower Lake	III	Morgan Valley Rd	Lake St	Bonham Rd	N	5721.26	1.08	M	
Lower Lake	III	Perini Rd	Big Canyon Rd	Seigler Canyon Rd	N	27471.91	5.20	L	
Lower Lake	III	Quarterhorse Ln	Copsey Creek Wy	Bonham Rd	N	884.88	0.17	M	
Lower Lake	III	Second St	Lake St	Mill St	N	894.90	0.17	M	
Lower Lake	III	Seigler Canyon Rd	Loch Lomond Rd	Hwy 29	N	26518.94	5.02	L	
Lower Lake	III	Winchester St	Mill St	End	N	1594.69	0.30	M	
Middletown	III	Barnes St	Hwy 175	Wardlaw St	Y	878.62	0.17	M	
Middletown	III	Big Canyon Rd	Wardlaw St	Seigler Canyon Rd	N	66836.04	12.66	L	
Middletown	III	Butts Canyon Rd	Hwy 29	County Line	N	51510.66	9.76	L	
Middletown	III	Central Park Rd	Hwy 29	Santa Clara Rd	Y	1342.01	0.25	M	
Middletown	III	Dry Creek Cutoff	Hwy 29	Hwy 175	N	9759.08	1.85	M	
Middletown	III	Harbin Springs Rd	Big Canyon Rd	End	N	17375.95	3.29	L	
Middletown		Hartmann Rd	Highway 29	Hidden Valley Rd	Y	5285.16	1.00	Existing	



**Table of Existing and Proposed Bikeways: County (unincorporated areas)**

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Middletown	I	Hwy 175	Dry Creek Cutoff	Hwy 29	Y	7778.42	1.47	M	
Middletown	I	Hwy 29	Hartmann Rd	Hwy 175/Main St	Y	21106.50	4.00	H	
Middletown	I	Hwy 29	Hwy 175/Main St	Rancheria Rd	Y	7548.23	1.43	H	
Middletown	III	Hwy 29	Rancheria Rd	County Line/Robert Louis St SP	N	21861.05	4.14	L	
Middletown	II	Hwy 29	Young St	Perry's Deli	Y	1578.28	0.30	Existing	
Middletown	III	Oat Hill Rd	Butts Canyon Rd	County Line	N	14791.06	2.80	L	
Middletown	III	Pine St	Central Park Rd	Stewart St	N	1313.81	0.25	M	
Middletown	III	Santa Clara Rd	Sentral Park Rd	Hwy 175	N	2843.15	0.54	M	
Middletown	I	St Helena Creek Rd	Wardlaw St	Hwy 29	N	1410.82	0.27	L	
Middletown	III	Stewart St	Bush St	Hwy 175	N	2246.19	0.43	M	
Middletown	III	Wardlaw St	Big Canyon Rd/Barnes St	St Helena Creek Rd	N	1867.71	0.35	L	
Rivieras	III	Fairway Dr	Hwy 281	Point Lakeview Rd	Y	6206.64	1.18	M	
Rivieras	III	Konocti Bay Rd	Soda Bay Rd	Point Lakeview Rd	N	6147.59	1.16	M	
Rivieras	II	Point Lakeview Rd	Hwy 281	Hwy 29	Y	36371.74	6.89	M	
Rivieras	II	Soda Bay Rd	Clear Lake SP	Hwy 281	N	39556.26	7.49	M	
Shoreline Communities	II	13th St (Castle Dr)	Hwy 20	Country Club Dr	Y	1096.44	0.21	H	
Shoreline Communities	III	Country Club Dr	Foothill Dr	Hwy 20	Y	6203.71	1.17	M	
Shoreline Communities	III	Foothill Dr	Country Club Dr	Hwy 20	Y	2812.71	0.53	M	
Shoreline Communities	III	High Valley Rd	Mendocino Natl Forest	Foothill Blvd	N	22436.96	4.25	L	
Shoreline Communities	III	Hwy 20	Lakeshore Blvd	Sulphur Bank Dr	Y	78834.99	14.93	M	
Shoreline Communities	III	Keys Blvd	Hwy 20	End	Y	5699.96	1.08	M	
Shoreline Communities	III	Konocti View Dr	Lakeland St	Keys Blvd	N	555.00	0.11	M	
Shoreline Communities	III	Lake St	Hwy 20	Lakeland St	N	1363.16	0.26	M	

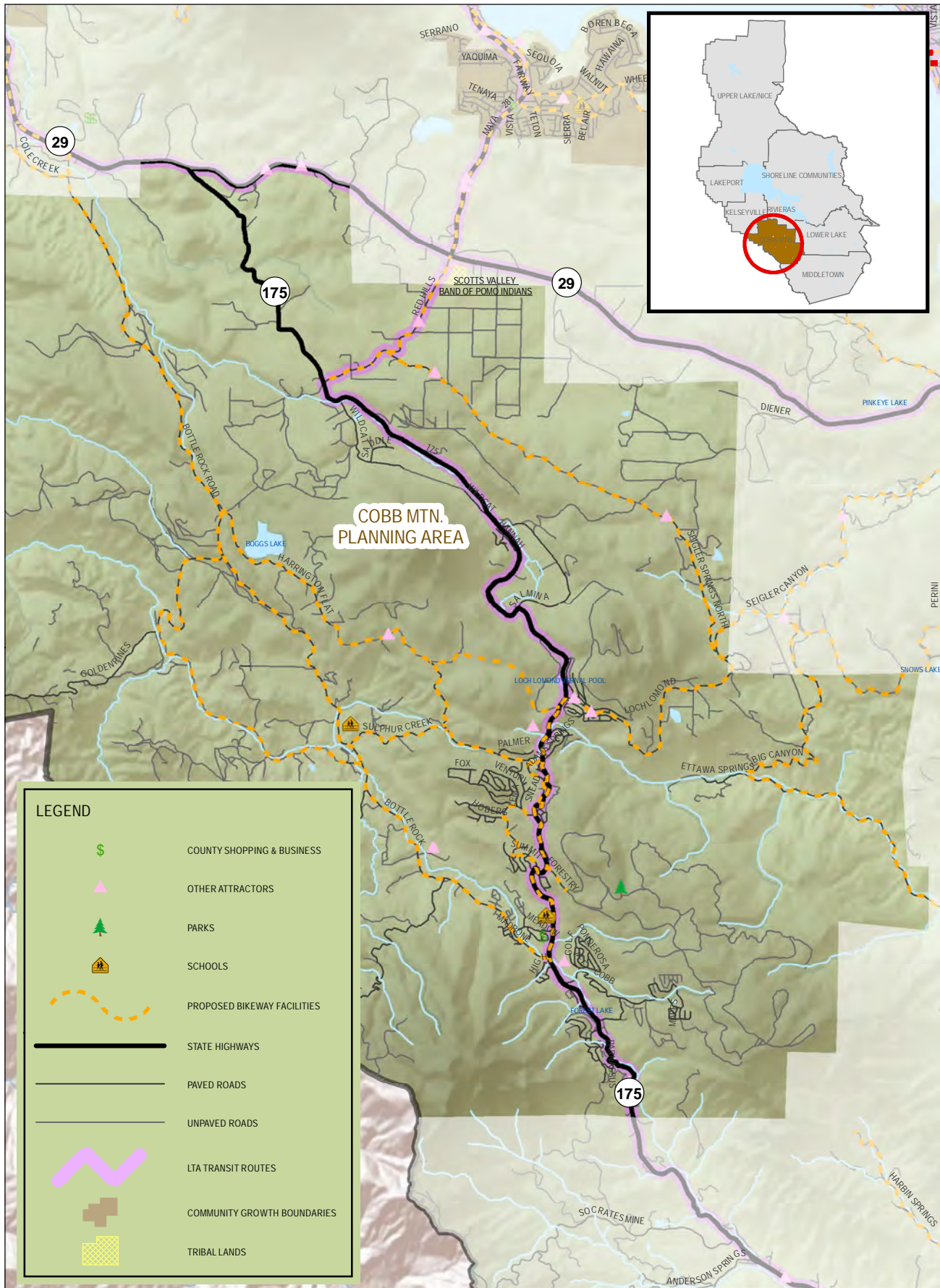
**Table of Existing and Proposed Bikeways: County (unincorporated areas)**

COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Shoreline Communities	III	Lakeland St	Lake St	Konocti View Dr	N	436.95	0.08	M	
Shoreline Communities	III	Sulphur Bank Dr	Hwy 20	City of Clearlake	N	21782.92	4.13	L	
Upper Lake/Nice	I	Bridge Arbor Bikeway (Alt #1)	Hwy 20/Main St	Bridge Arbor Rd	N	6127.38	1.16	H	Y
Upper Lake/Nice	I	Bridge Arbor Bikeway (Alt #2)	Hwy 20/Main St	Bridge Arbor Rd	N	8296.61	1.57	M	Y
Upper Lake/Nice	III	Bridge Arbor Rd	Westlake Rd	End of Bridge Arbor Rd.	N	3907.07	0.74	H	Y
Upper Lake/Nice	III	Clover Dr	Middle Creek Rd	Elk Mountain Rd	N	254.17	0.05	M	
Upper Lake/Nice	III	Clover Valley Rd	First St	Second St	N	544.19	0.10	M	
Upper Lake/Nice	III	Elk Mountain Rd	Middle Creek Rd	Rancheria Rd	N	4355.77	0.82	L	
Upper Lake/Nice	III	Elk Mountain Rd	Rancheria Rd	Middle Creek Camp	N	36245.22	6.86	L	
Upper Lake/Nice	III	Lakeshore Blvd (Nice)	Hwy 20	Lakeshore Blvd Ext	Y	7661.77	1.45	H	
Upper Lake/Nice	II	Lakeshore Blvd (Nice)	Nice-Lucerne Cutoff (Abandoned)	Lakeshore Blvd	N	5229.63	0.99	M	
Upper Lake/Nice	III	Main St	Hwy 20	Washington St	Y	270.16	0.05	M	
Upper Lake/Nice	III	Middle Creek Rd	Second St	Clover Dr	N	1967.49	0.37	M	
Upper Lake/Nice	I	Nice-Lucerne Cutoff (Abandoned)	Nice-Lucerne Cutoff	Lakeshore Blvd (Nice)	N	2310.84	0.44	H	
Upper Lake/Nice	III	Old Lucerne Rd	First St	Hwy 20	Y	3619.96	0.69	M	
Upper Lake/Nice	III	Reclamation Area	Hwy 20	Reclamation Rd	N	7586.35	1.44	M	
Upper Lake/Nice	III	Reclamation Rd	Hwy 20	Nice-Lucerne Cutoff	N	15826.43	3.00	M	
Upper Lake/Nice	III	Second St	Washington St	Clover Dr	N	1918.74	0.36	M	
Upper Lake/Nice	III	Upper Lake-Lucerne Rd	Old Lucerne Rd	Reclamation Rd	N	7217.51	1.37	M	
Upper Lake/Nice	III	Washington St	Main St	Second St	Y	1392.35	0.26	M	

Table of Existing and Proposed Bikeways: County (unincorporated areas)									
COMMUNITY (Planning Area)	Class	Roadway	From	To	Transit Link	Length (feet)	Length (miles)	Priority	5 Year - Priority
Upper Lake/Nice	III	Washington St	Main St	Second St	Y	1392.35	0.26	M	
Upper Lake/Nice	III	Westlake Rd	Nice-Lucerne Cutoff	Bridge Arbor Rd	N	7674.37	1.45	H	
Upper Lake/Nice	III	Westlake Rd	Nice-Lucerne Cutoff	Bridge Arbor Rd	N	7674.37	1.45	H	

# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

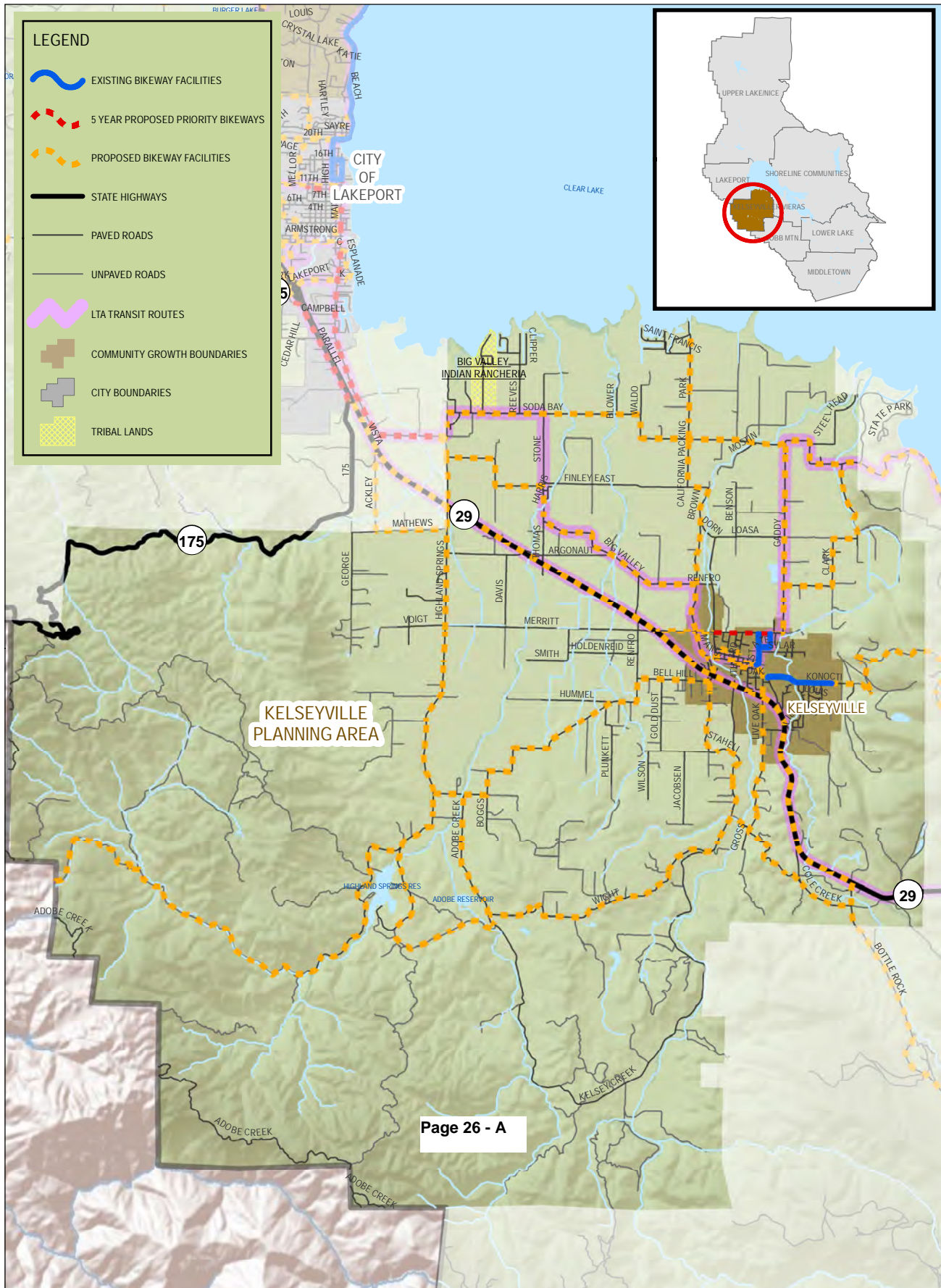
MAP #5





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #6



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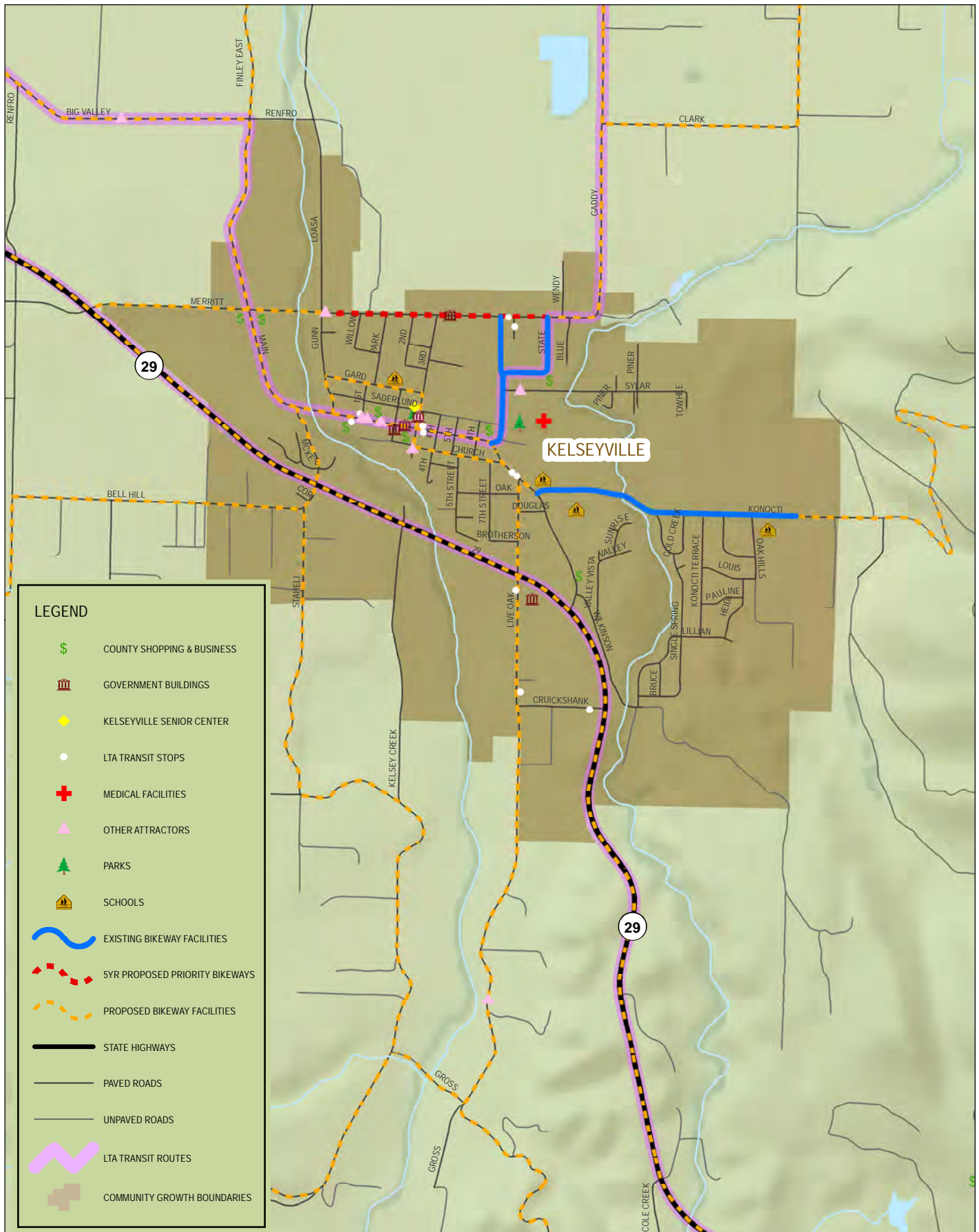
**KELSEYVILLE PLANNING AREA  
LAKE COUNTY, CALIFORNIA**

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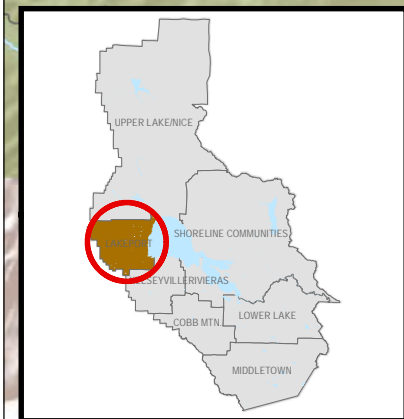


# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #7

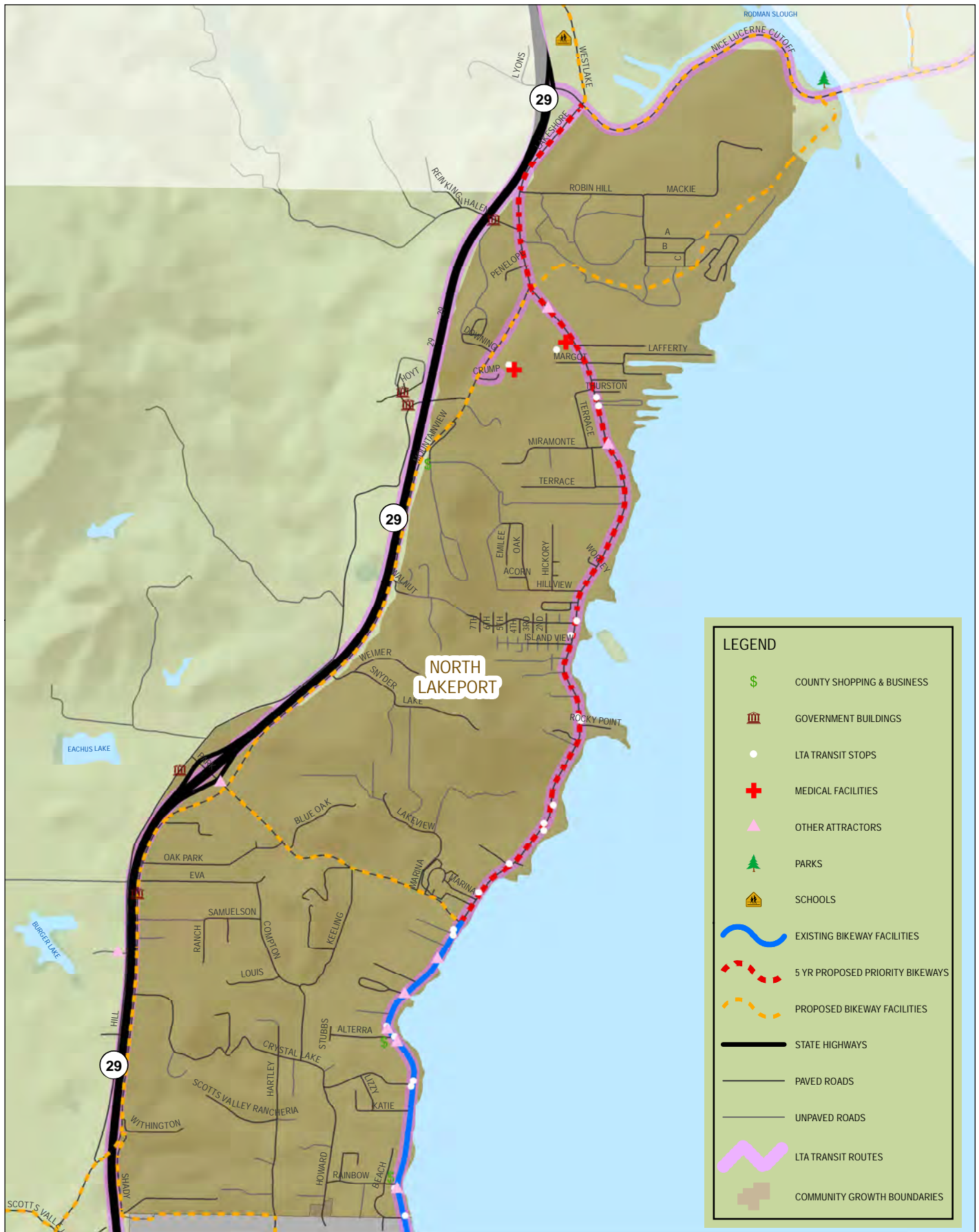






# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

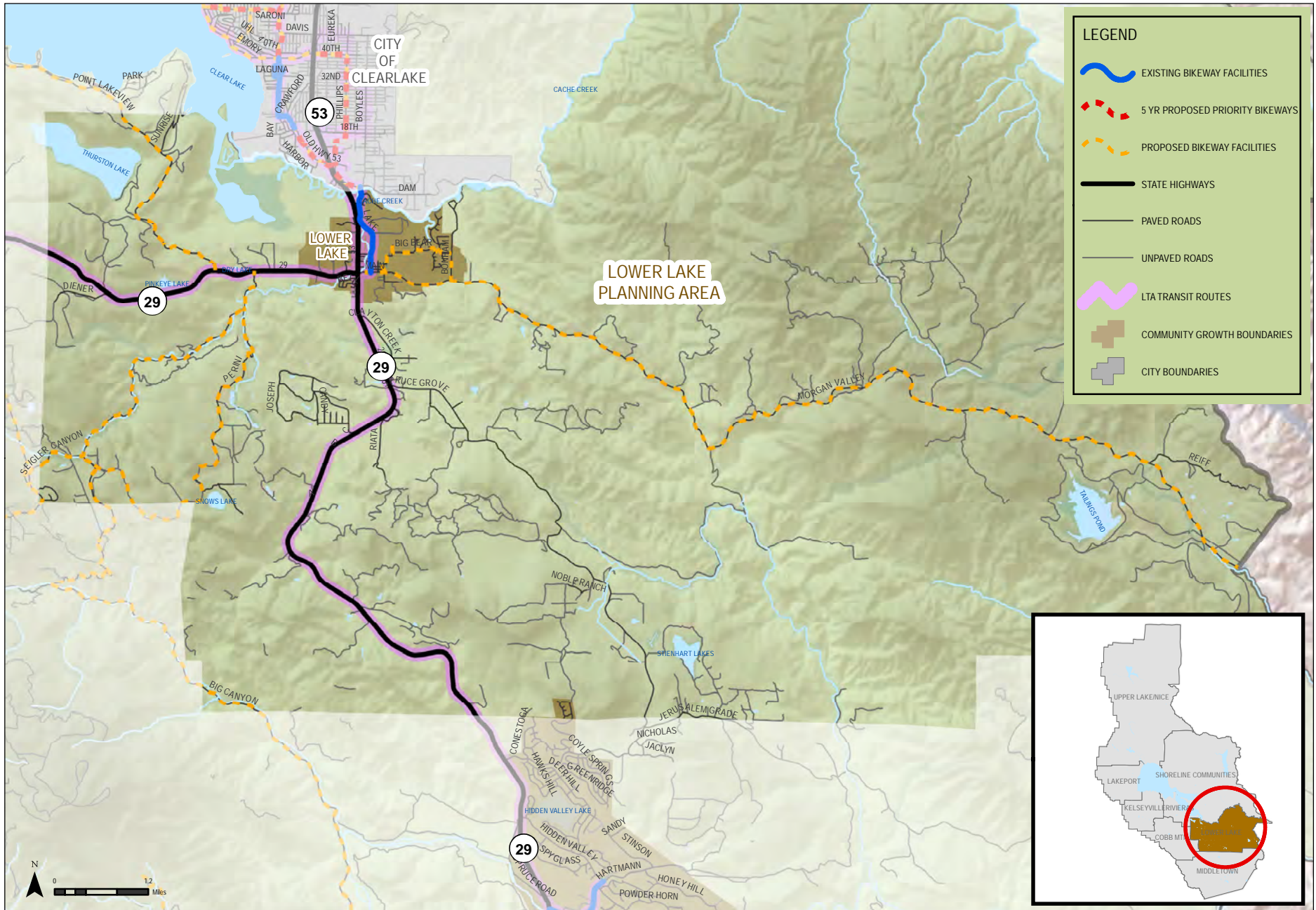
MAP #9





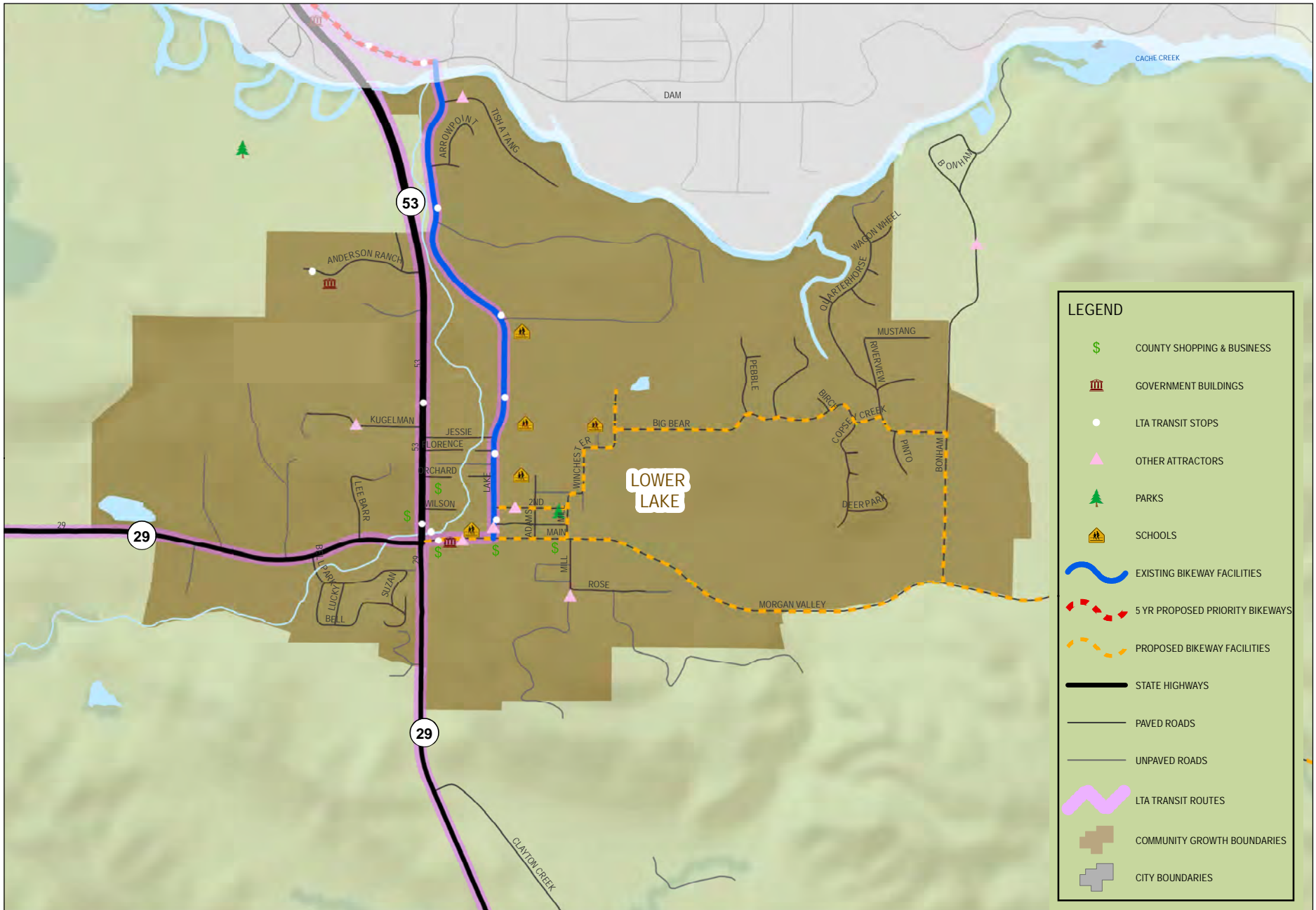
# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #10



# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

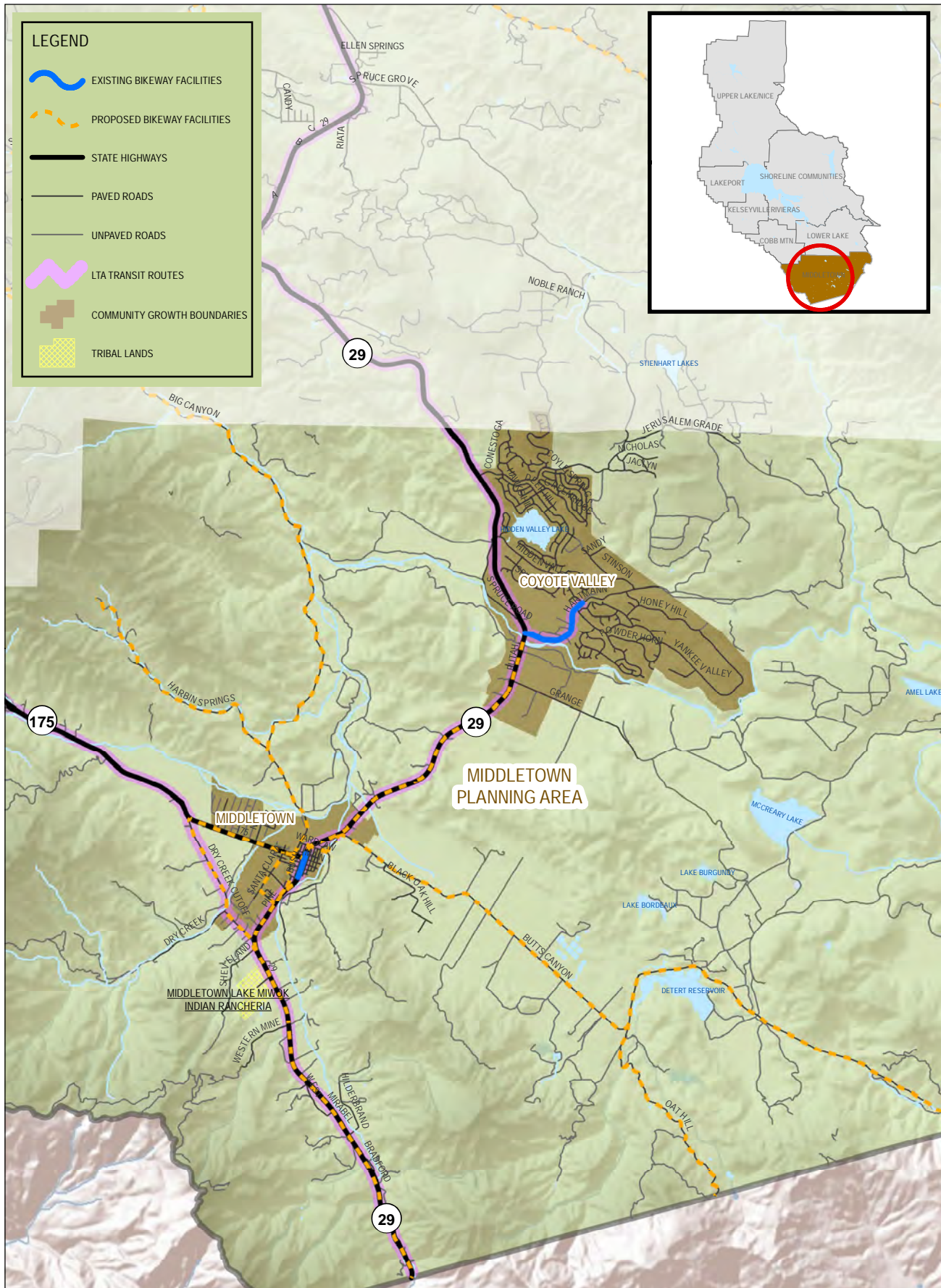
MAP #11





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #12



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MIDDLETOWN PLANNING AREA  
LAKE COUNTY, CALIFORNIA

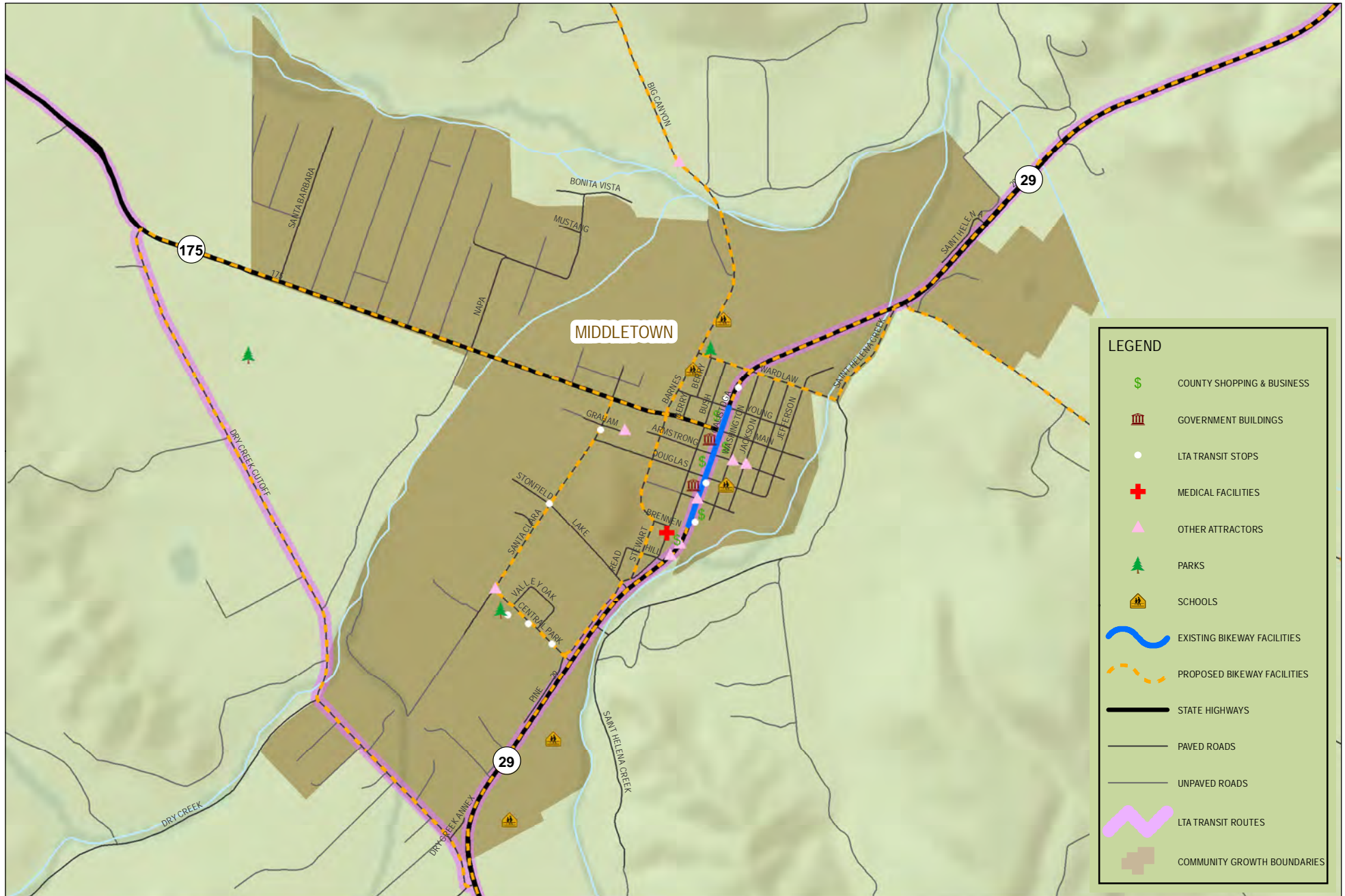
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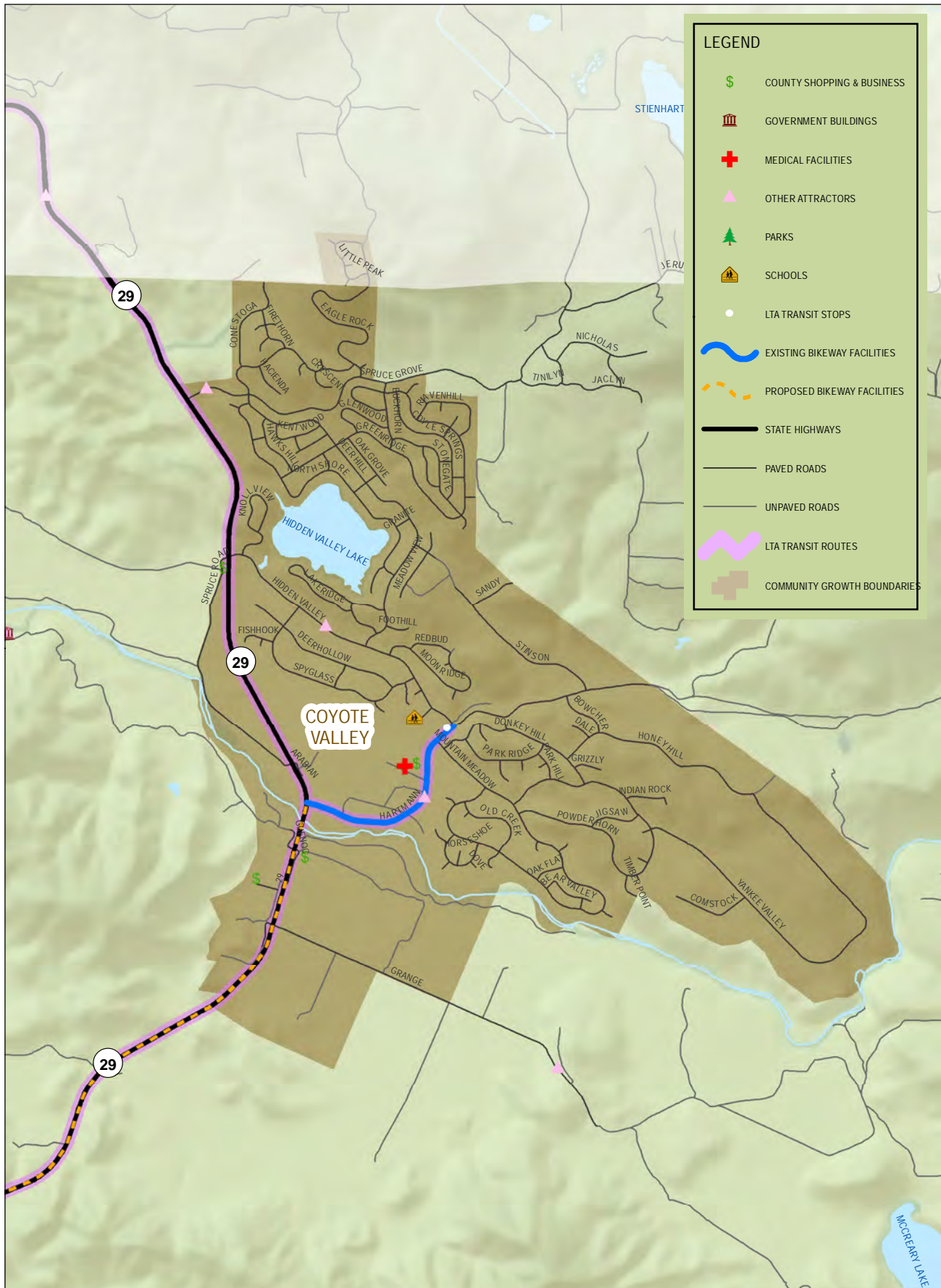
# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #13



# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #14



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**COYOTE VALLEY**  
**LAKE COUNTY, CALIFORNIA**

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Miles





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #15



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RIVIERAS PLANNING AREA  
LAKE COUNTY, CALIFORNIA

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# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

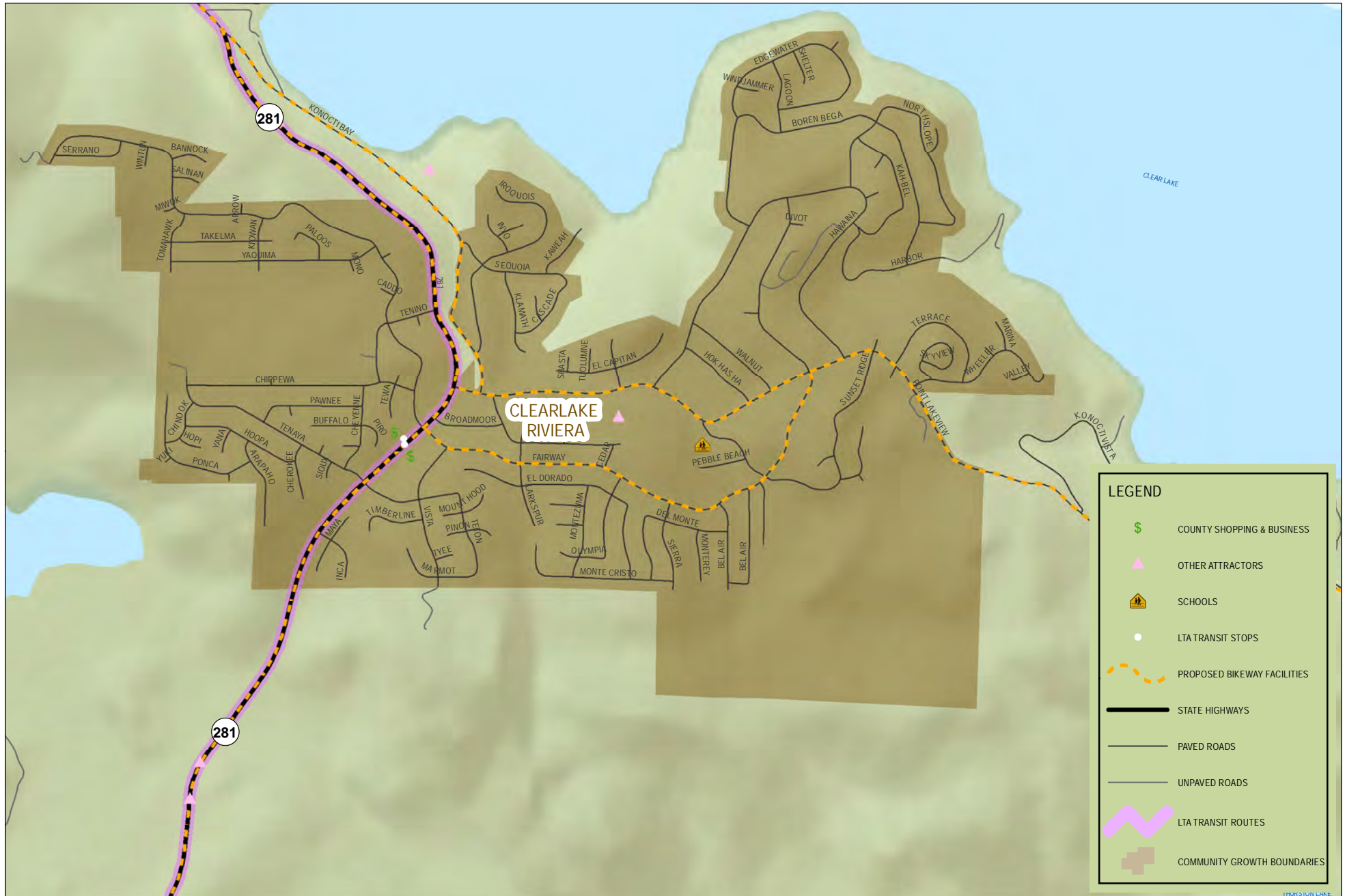
MAP #16





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #17



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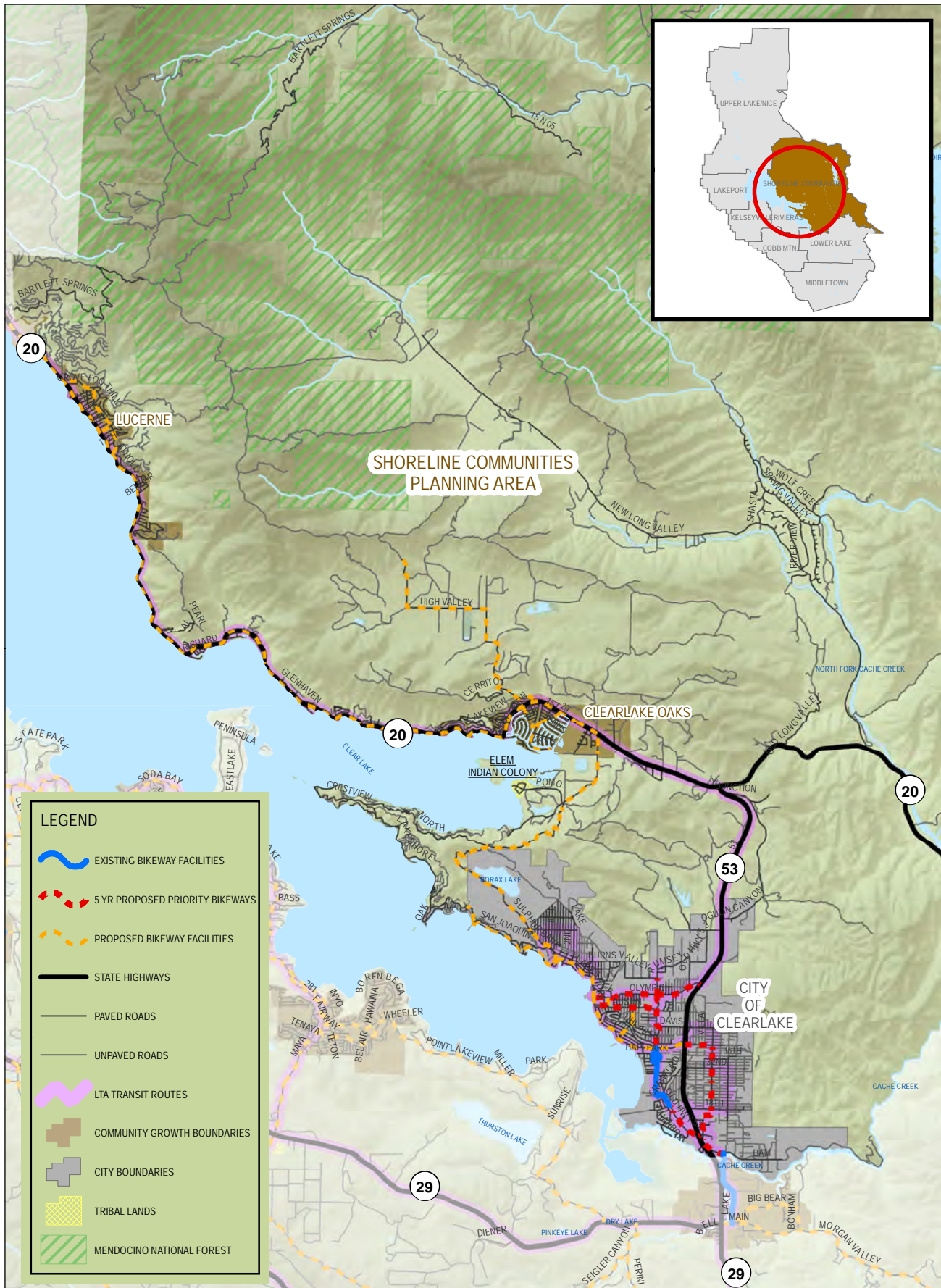
CLEARLAKE RIVIERA  
LAKE COUNTY, CALIFORNIA





# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #18



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**SHORELINE COMMUNITIES PLANNING AREA  
LAKE COUNTY, CALIFORNIA**

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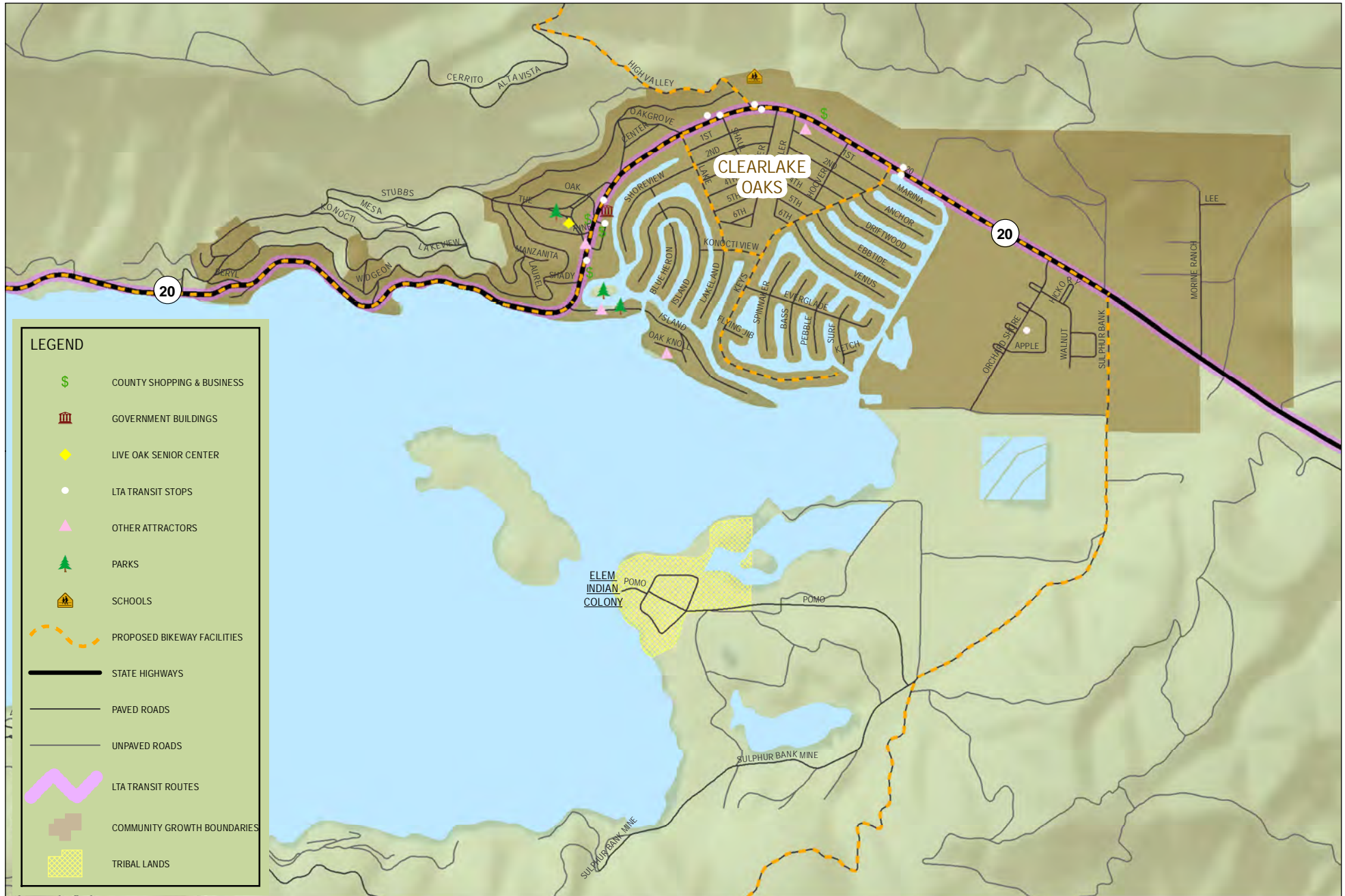






# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #20

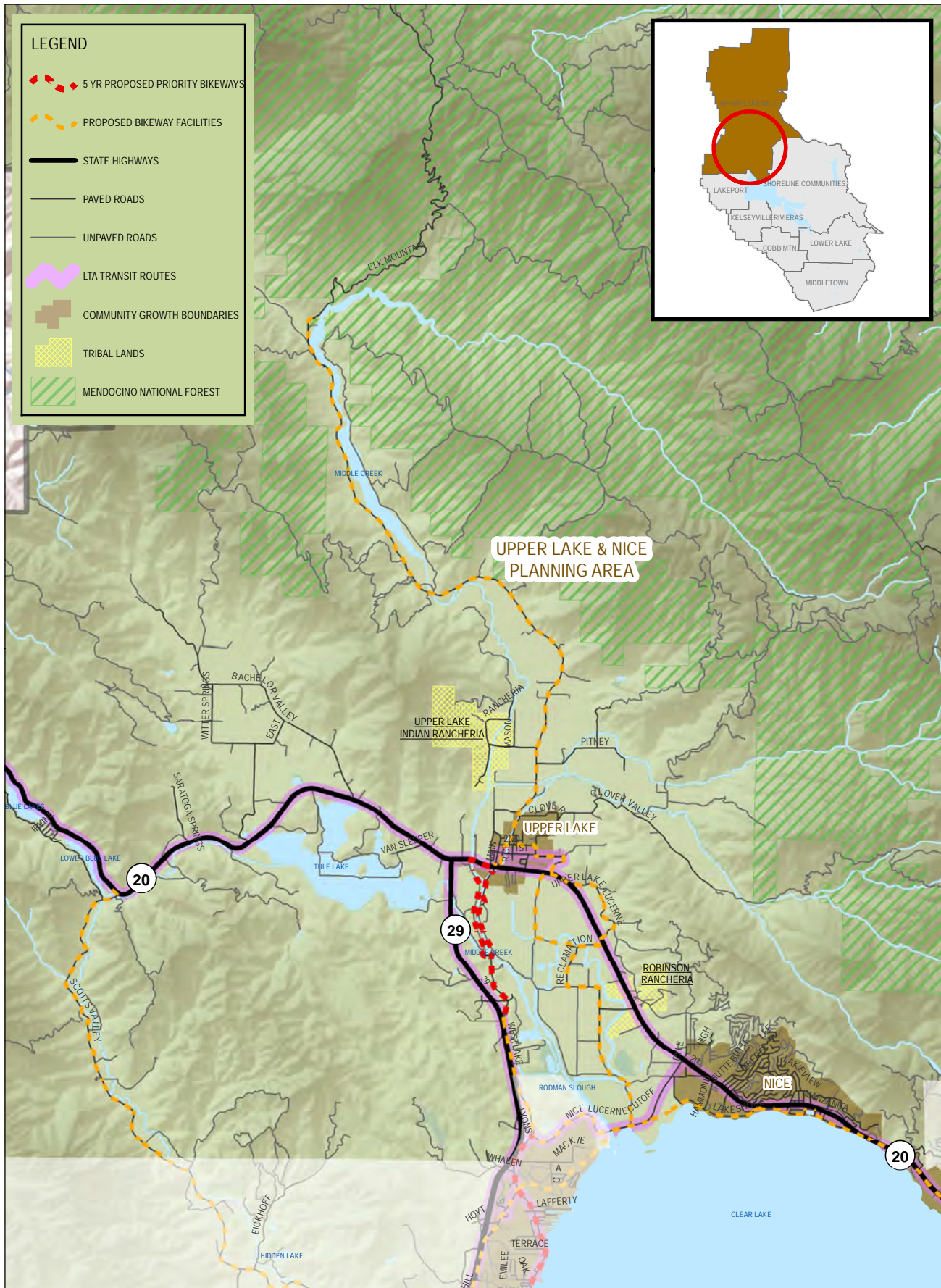


CLEARLAKE OAKS  
LAKE COUNTY, CALIFORNIA



# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

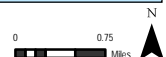
MAP #21



Map Developed By: Alexis Pedrotti  
367 N. State Street, Suite #206  
Ukiah, CA 95482

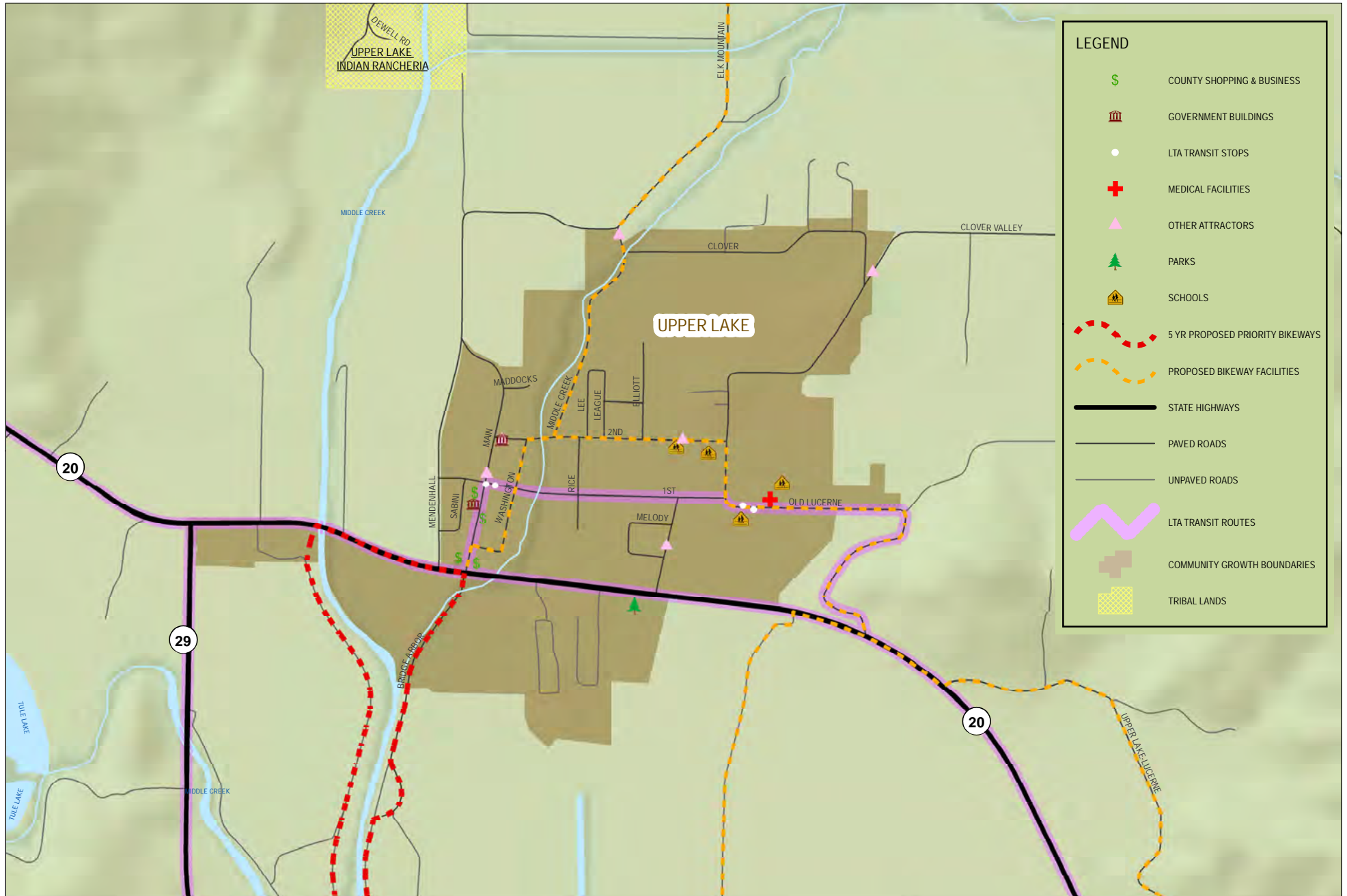
UPPER LAKE AND NICE PLANNING AREA  
LAKE COUNTY, CALIFORNIA

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# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #22





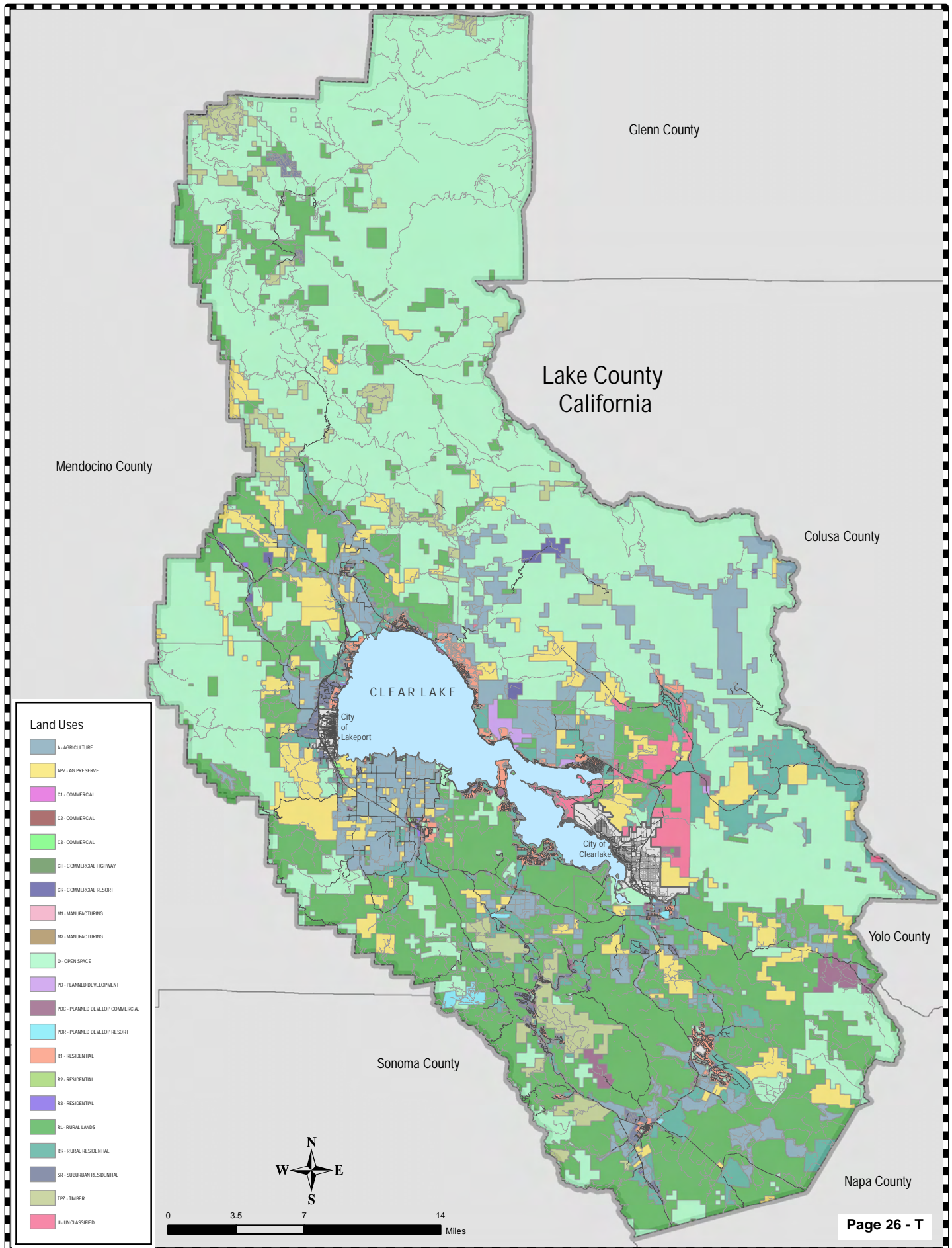
# LAKE COUNTY REGIONAL TRANSPORTATION BIKEWAY PLAN

MAP #23



# Land Use Designation Map

MAP #24



### Short-Range Bikeway Implementation Plan (Five year horizon)

Community	Class	Roadway	From	To	Length (feet)	Transit route link	Estimated Cost ( \$1,000s)
<b>City of Clearlake</b>							
	III	40 <sup>th</sup> Ave	SR 53	Phillips Ave	2243	N	\$1.5
	II	Austin Ave	Lakeshore Drive	Old Hwy 53	5271	N	\$1,000
	II	Burns Valley Rd	Bowers Ave	Olympic Drive	1343	Y	\$304
	II	Dam Rd	Lake St	SR 53	2973	Y	\$422
	II	(*)Dam Rd Extension	Dam Rd	18 <sup>th</sup> Ave	2726	Y	\$387
	II	Old Hwy 53	Lakeshore Drive	Olympic Drive	4574	Y	\$350
	II	Old Hwy 53	Lakeview Way	Dam Rd	3636	Y	\$600
	II	Olympic Drive	Lakeshore Drive	SR 53	9127	Y	\$1,300
	II	Phillips Ave	40 <sup>th</sup> Ave	18 <sup>th</sup> Ave	5283	N	\$750
<b>City of Lakeport</b>							
	II	Lakeport Blvd	Parallel Drive	South Main St	2994	Y	\$425
	III	North Main St	First Street	Clearlake Avenue	2794	Y	\$1.5
	II	Parallel Drive	SR 175	Lakeport Blvd	6733	Y	\$750
	III	Pool Street	Tenth Street	Eleventh Street	257	Y	\$1.5
	II	South Main St	Lakeport Blvd	First Street	2790	Y	\$400
	II	South Main St	Lakeport Blvd/K St	City Limits	3939	Y	\$560
	III	Tenth Street	Pool Street	North Main St	1839	Y	\$25



### Short-Range Bikeway Implementation Plan (Five year horizon)

Community	Class	Roadway	From	To	Length (feet)	Transit route link	Estimated Cost ( \$1,000s)
<b>County of Lake</b>							
Kelseyville	II	Gaddy Lane	Gunn St/ Loasa Rd	State St	3075	N	\$436
Lakeport	II	Soda Bay Road	South Main Street	Big Valley Rd	5844	Y	\$830
Lakeport	II	Lakeshore Blvd	.4 miles north of Park Way	Nice-Lucerne Cutoff	16677	Y	\$2,175
Lakeport	II	South Main St	Soda Bay Rd	City of Lakeport	2586	Y	\$400
Upper Lake/ Nice to Lakeport	I	Bridge Arbor Bikeway (Alt #1)	Hwy 20/ Main St	Bridge Arbor Rd	6127	N	\$230
Upper Lake/ Nice to Lakeport	I	Bridge Arbor Bikeway (Alt #2)	Hwy 20/ Main St	Bridge Arbor Rd	8297	N	\$315
Upper Lake/ Nice to Lakeport	III	Bridge Arbor Rd	Westlake Road	End of Bridge Arbor Rd	3907	N	\$148

(\*) This route includes a portion of new roadway north of the existing segment of Dam Rd. Extension (City of Clearlake)

## **Narrative Descriptions by Jurisdiction**

This section provides a general description of the proposed bike routes and key destinations in the communities of Lake County.

### City of Lakeport and the Lakeport Planning Area (unincorporated portion of Lakeport)

Lakeport is the County seat of Lake County and is a major employment center in the County. The city of Lakeport is bordered by Clear Lake on the east, and State Route 29 to the west, with the city limits extending west to include property accessed from Parallel Road. Lakeport is the major employment center for Lake County, and the majority of government offices are located in Lakeport, including the County Courthouse. The public schools for the Lakeport area are co-located on a campus at the north end of the City limits. Lakeport Boulevard, Martin Street, and 11<sup>th</sup> Street are key east-west routes and are all identified as proposed bikeways. Tenth Street, from Pool Street to Main Street, is a proposed Class III route which provides a parallel route to 11<sup>th</sup> Street on a residential street with low vehicle traffic. Main Street/High Street/Lakeport Boulevard is the primary north-south bikeway route in the city and provides access to downtown Lakeport and Clear Lake. Many government offices are located in the downtown area, and shopping centers with grocery stores are located on 11<sup>th</sup> Street and Lakeport Boulevard. The Lake County Tribal Health Clinic is located on Bevins Court, which is accessed from Bevins Street, a street that connects Lakeport Boulevard with Martin Street. Lake Transit routes travel on a number of the key bicycle routes including: Lakeport Boulevard, Main Street, Parallel Drive, Martin Street, Bevins Street, 11<sup>th</sup> Street and Lakeshore Drive. Lake Transit also provides service to Sutter Lakeside Hospital located in the unincorporated north Lakeport area on Hill Road.

There are two significant proposed projects expected to be constructed within the next five years that will generate trips in Lakeport: the new County Courthouse and the new location for the Mendocino College – Lake Center campus. The new Courthouse location is planned for Lakeport Boulevard, just east of SR 29 on undeveloped property adjacent to an existing commercial and retail shopping center. The new Mendocino College - Lake Center is planned for the southwest section of the City and west of SR 29 on Parallel Drive on currently undeveloped property. It is likely that future commercial and retail development will be more attracted to the areas near these two sites.

Lakeport Boulevard and South Main Street, from First Street to Lakeport Boulevard, are designated as both Class II and III routes. The designation of these routes as Class III is intended as an interim designation since the right-of-way needed for Class II improvements is unlikely to be obtained in the near future. However, with the proposed construction of the courthouse on Lakeport Boulevard and the college on Parallel Drive, it is important to provide connectivity from the downtown area to these attractors. Construction of interim Class III improvements, in conjunction with the City's other short term goals, will provide a continuous route from the residential neighborhoods north of town, through the downtown area and to these new attractors. Class III improvements would include signage and roadway markings to indicate the bicycle route and alert motorists to the presence of bicyclists.

The City of Lakeport obtained HSIP funding for a traffic calming project on Lakeshore Drive from Ashe Street to Lange Street which is scheduled for construction in late 2011 and will include repaving the existing bicycle lanes.

Lakeshore Boulevard extends north of the Lakeport City limits and intersects with the Nice-Lucerne cut-off which is the primary route from Lakeport to communities along the north shore of Clear Lake. The proposed Bridge Arbor Trail would provide a Class I multi-use path as a link between the greater Lakeport area and the communities of Upper Lake, Nice and Lucerne. The Konocti Vista Casino Resort is located south of Lakeport and is accessed from Soda Bay Road on Mission Rancheria Road. Konocti Vista Casino Resort has a restaurant, hotel, RV park and a marina with 90 boat slips.

In the long term, and as development occurs, Alden Lane, Mellor Drive and Sixth Street may be developed as through streets and at that future time would include bicycle routes. This would provide improved connectivity, especially for north-south bicycle routes in the northern section of the City.

#### City of Clearlake and the Lower Lake Planning Area (unincorporated area)

The City of Clearlake is located along the shores of Clear Lake and is bisected by State Route 53, a seven mile route that connects State Routes 20 and 29 and carries regional and interregional traffic. There are a limited number of east/west routes crossing SR 53 to connect the community. North – south routes for bicycles are limited in the eastern portion of the City. A proposed road connecting Dam Road to Phillips Avenue for improved north-south travel on the east side of the city has been identified by the City of Clearlake and is included in the Bikeway Plan and the 2010 Regional Transportation Plan. This proposed road would include Class II bike lanes. Old Highway 53 is the major north-south bikeway route in the western portion of the City, with Olympic Drive and Austin Road providing the east-west route. Lakeshore Drive travels along the lakefront and provides access to the downtown area of the City, then travels east/west to link with the eastern portion of the city. Commercial and retail businesses are located along Olympic Drive and Lakeshore Drive, and Lake Transit provides service on both streets.

The Clearlake campus of Yuba College is located east of SR 53 and is accessed by Dam Road Extension. The schools that serve students in the Clearlake area are co-located to the south of the City in the community of Lower Lake. While located within the unincorporated area of the County, this is a key destination for the community of Clearlake. Lake Transit provides service to the public schools and the Yuba College campus.

The Lakeshore Drive corridor from Olympic Drive to Old Highway 53 is considered the “downtown” of the City and is identified as a proposed Class III bikeway. The community has expressed interest in improving the transportation infrastructure and improving safety along this corridor, including bicycle facilities. This area provides access to Clear Lake and includes many tourism focused businesses. Commercial and retail zoned property west of and adjacent to SR 53 is the site of the former Pearce Field airport. This area is the largest

area of undeveloped commercial and retail property in the City of Clearlake and is likely to attract development in the future. Future proposed projects should incorporate bikeways into the existing and proposed routes that would serve this area. A large residential development with 665 housing units and a nine-hole golf course is proposed in the southeastern section of the City. If developed this project should incorporate bicycles routes and link into the routes proposed in this plan.

#### Kelseyville Planning Area and Rivas Planning Area

In addition to the downtown area, the community of Kelseyville has a number of outlying residential developments, including the Clearlake Rivas, Riviera West, Riviera Heights and Buckingham. The area is also a key agricultural area with orchards, vineyards and grazing land. With the exception of the Riviera Elementary School located in the Clearlake Rivas, Kelseyville schools are located near downtown, with the high school, middle school and one elementary school co-located at the south end of town. Clear Lake State Park is located in Kelseyville and is accessed from Soda Bay Road. The State Park has 147 camp sites, a lakeside beach and picnic area, a visitor's center, boat launch ramp and boat rentals. Big Valley Road travels from the Lakeport area through Finley to Kelseyville and is identified as a proposed Class III bikeway.

In 2010, bicycle lanes were constructed on State Street, and a multi-use path was constructed between State Street and Gaddy Lane.

#### Middletown Planning Area and Cobb Mountain Planning Area

Middletown is the primary commercial and service area for southern Lake County and is located at the junction of State Route 29 and 175. The Hidden Valley Lake community is located approximately five miles north of downtown Middletown. The public schools that serve the area, including middle and high school students from the Cobb Mountain area, are co-located in downtown Middletown. Twin Pine Casino and Hotel is located just south of downtown Middletown.

In 2010, Class II bicycle lanes were striped in downtown Middletown on State Route 29 (Calistoga Street) from Young Street to 360 feet south of Callayomi Street near Perry's Deli. A new senior center and library building is scheduled to begin construction in the fall of 2011 on Washington Street, one block from SR 29, in downtown Middletown.

#### Upper Lake/ Nice-Lucerne Planning Area and Shoreline Communities Planning Area

State Route 20 runs along the north shore of Clearlake and provides primary access to the communities of Upper Lake, Nice, Lucerne, Glenhaven, and Clearlake Oaks. Public schools attended by students from the north shore communities of Upper Lake, Lucerne and Nice are co-located in Upper Lake. The majority of development along this corridor is residential and tourism related businesses. The County of Lake recently relocated the Mental Health Department office to Lucerne, and a visitor's center is located there as well. Robinson Rancheria Resort and Casino is located in Nice and is accessed from SR 20.

Safety is a key concern for bicycle commuters along the north shore because alternate routes to SR 20 are limited and portions of SR 20 have limited shoulders. Recent improvements have been completed on some sections of SR 20 in this area to widen shoulders. A round-about is scheduled for construction in 2012 at the intersection of SR 20 and the Nice-Lucerne cut-off in the community of Upper Lake. A Safe Routes to School grant was awarded in 2009 for pedestrian improvements near East Lake Elementary School in Clearlake Oaks.

#### Cobb Mountain Planning Area

The Cobb Mountain Planning area includes a number of small communities located on Cobb Mountain. The community of Cobb is located near the junction of SR 175 and Bottle Rock Road, and is the location of the post office, grocery store, Cobb Mountain Elementary School and other services. State Route 175 travels from Middletown over Cobb Mountain to Kelseyville and Lakeport. Lake Transit provides service along SR 175, linking the Cobb Mountain area with Middletown, Kelseyville and Lakeport.

## **Safety and Education Programs**

### California Highway Patrol – Countywide

CHP staff is available upon request to conduct bicycle safety and education presentations to schools in Lake County. While the focus of these presentations is on elementary schools, presentations can also be made to middle and high school groups. The CHP has a safety outreach booth each year at the Lake County Fair where they provide a variety of safety and educational materials for children and adults. The CHP also has a small supply of bicycle helmets which are distributed on a request basis at their office. The CHP actively enforces the Vehicle Code, including provisions pertaining to bicycle operation.

### Lake County Sheriff's Office

The Lake County Sheriff's Department has jurisdiction over the non-incorporated areas of Lake County in communities including Kelseyville, Middletown, Cobb Mountain Lower Lake, Upper Lake, Nice, Lucerne and Clearlake Oaks. The Lake County Sheriff's Department has a variety of literature on bicycle safety and helpful tips for children and bicyclists which is available upon request.

### Lakeport Police Department

The Lakeport Police Department (LPD) has a School Resource Officer (SRO). The School Resource Officer works closely with the Lakeport Unified School District and schools located in the City of Lakeport on a variety of issues, including traffic enforcement near schools and student safety. The LPD registers students' bicycles which aids in the recovery of bicycles that are lost or stolen. At times the LPD has coordinated with community groups, such as the Boy Scouts, to conduct Bicycle Rodeos and provide educational information to students on bicycle safety. The LPD coordinates the D.A.R.E program in the Lakeport schools for 5<sup>th</sup> and 8<sup>th</sup> grade classes. The SRO noted that bicycle safety and education efforts could be incorporated into the D.A.R.E. program. There is interest within the LPD to develop a crossing guard program.

### Clearlake Police Department

In the past the City of Clearlake Police Department has provided presentations and materials on bicycle safety in the schools, but due to current staffing levels and budget constraints these services are no longer available.

## **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 included in this Plan. Potential funding sources for projects in Lake County are discussed below.

### **Bicycle Transportation Account (BTA)**

The BTA, administered by Caltrans, provides state funds for city and county projects that improve safety and convenience for bicycle commuters. The Streets and Highways Code defines a bicycle commuter as *“a person making a trip by bicycle primarily for transportation purposes including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.”* To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) in accordance with State requirements. BTA is a competitive funding program which requires a 10% local match. Since 1990, BTA grants have funded construction of several bikeways in Lake County.

### **Safe Routes to School Grants (SRTS and SR2S)**

Two separate Safe Routes to School Programs are administered by Caltrans: the State-legislated program referred to as SR2S and the Federal Program referred to as SRTS. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school. In recent years, all three jurisdictions in Lake County have been successful in their applications for Safe Routes to School grants. These two grant programs are a key funding source which will be actively pursued to implement projects consistent with the Lake County Safe Routes to School Plan.

### **State Transportation Improvement Program (STIP)**

STIP funds are the main source of transportation related funding within the Lake County region, and are primarily intended for capital projects. Eligible projects include improving state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects.

### **Regional Surface Transportation Program (RSTP)**

RSTP funds are distributed annually by the APC to each local entity on a formula bases. In Lake County, these funds have historically been used for local streets and roads projects, but they are occasionally used for bikeway projects.

### **Office of Traffic Safety (OTS)**

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

### **Transportation Enhancement (TE) Program**

TE is a Federal funding source that provides funds for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities.

Eligible projects include facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, landscaping and other scenic beautification.

### **Transportation Development Act (TDA)**

The TDA provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds come from local sales tax. The APC annually allocates 2% of LTF funding for bicycle and pedestrian projects. Often, these funds are used by local agencies as a match for competitive grants such as the SRTS Programs or BTA grants.

Increasingly, the challenge to obtain funding for bicycle transportation projects requires both creativity and coordination with other agencies. This is especially true when funding bicycle and pedestrian projects which are often considered a lower priority than road projects and may not be eligible or competitive for traditional transportation funding sources. The importance of working cooperatively with other agencies and organizations on planning, designing and funding projects is exemplified by recent accomplishments in communities along the northshore. The Lake County Redevelopment Agency has secured funding for and managed the construction of a number of projects to improve pedestrian infrastructure in the communities of Upper Lake, Lucerne, Nice and Clearlake Oaks. The most extensive project included complete reconstruction of Main Street and the installation of sidewalks, crosswalks and lighting in Upper Lake. Such efforts which involve a variety of community goals, including improved pedestrian and bicycle infrastructure and safety, provide the opportunity to address multiple issues and leverage funding to achieve these goals.



### Past Expenditures for Bikeway Projects in Lake County

Year	Source	Recipient	Amount	Project
1980-81	TDA	Lakeport	\$1,480	Bicycle Racks
1985-86	TDA	Lake County	\$12,183	Sidewalk & Bike Path (Lake Street in Lower Lake)
1986-87	TDA	Clearlake	\$18,845	Bicycle & Pedestrian Path (Austin Road)
1989-90	TDA	Lake County	\$29,405	Bicycle Lane (Lakeshore Blvd)
1990-91	TDA	Lake County		Bicycle Lane (Lakeshore Blvd)
1991-92	TDA	Lake County/ Lakeport		Bicycle Lane (Lakeshore Blvd)
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	Prop. 116	Lake County	\$316,758	Lake Street
1993	Prop. 116	Lake County	\$175,480	Lakeshore Blvd, Phase II
1993	Prop. 116	Lake County	\$164,200	Konocti Road
1993	Prop. 116	Clearlake	\$302,400	Austin Road*
1993	TEA	Clearlake	\$170,883	Old Hwy 53
1994-95	TDA	Lake County	\$9,000	Bicycle Lane (Lakeshore Blvd)
1994-95	TDA	Lake County	\$9,000	Bicycle Lane (Lake Street)
1994-95	TDA	Lakeport	\$30,334	Lakeshore Boulevard
1995	BLA	Lake County	\$90,000	Konocti Road
1996-97	TDA	Lakeport	\$19,986	Lakeshore Boulevard
1998	TEA	Lake County	\$210,584	Hartmann Road
1999	TEA	Lake County	\$817,000	Lakeshore Blvd (Phase III)
1999-2000	TDA	Lake County	\$36,400	Lakeshore Boulevard
2001-2002	TDA	Lake County	\$22,770	Lakeshore Blvd (Phase III)
2004	BTA	Lake County	\$218,000	Lake Street II
2009	Indian Gaming Fund	Lake County	\$171,000	Install Class II bike lanes on a portion of Big Valley Road and a portion of Highland Springs Road
2010	STIP Prop 1B Local	Lake County	\$850,000 \$665,000 \$60,000	Improvements to State Street (Kelseyville) included Class II bike lanes from Main Street to Gaddy Lane, and Class I path between State Street and Gaddy Lane

Prop. 116 = Non-urban Proposition 116 (Section 99628) funds programmed in 1993

(\*) In 2000, this project was changed to an Olympic Drive pedestrian project.

### Current Bikeway Projects Underway in Lake County

Year (based on funding source)	Source	Recipient	Amount	Project	Status/Phase
2011-12	SRTS	Clearlake	\$311,530	Dam Road, Class II bike lane (fills a gap in existing route)	Construction expected in 2011-12
2011-12	TE	Clearlake	\$164,418	Old Hwy 53 from Lakeview to SR 53 Class II bike lanes	construction programmed in 2011-12
2013-14	TE	County	\$266,000	Class II bike lane project on South Main Street/ Soda Bay Road combined with a road widening project	TE funds cover a portion of the cost of the bike lanes for this project. Construction expected in 2013-14

### Future Financial Needs for Bikeway Project in Lake County

Class	Miles	Estimated Cost
I	14.40	\$130,000 – 260,000 / mile = \$1,872,000 - \$3,744,000
II	54.48	\$800,000 – 1,600,000 / mile = \$43,584,000 - \$87,168,000
III	226.34	\$1,500/mile = \$339,510

## 2011 Lake County Regional Bikeway Plan Annotated Bibliography

There are many studies, reports and plans that relate to and support elements of the 2011 Lake County Regional Transportation Bikeway Plan. This annotated bibliography provides a list, and short description, of these documents. These documents are included by reference in the 2011 Lake County Regional Transportation Bikeway Plan. Some documents may be scheduled for updating. Web sites are included, if available, to provide access to the most recent version or information on the documents. Some of the documents developed by the Lake County/City Area Planning Council are available at [www.lakeapc.org](http://www.lakeapc.org)

AARP Public Policy Institute. *Planning Complete Streets for an Aging America*. 2009. #2009-02.

The study encourages transportation planners and decision makers to build upon the principles of Complete Streets to address the specific needs of older drivers and pedestrians. The study argues that “adoption of these principles ultimately improves the safety for all road users.” The study includes an inventory and evaluation of Complete Streets policies.

California Attorney General’s Office. *Project Level Mitigation Measures*. 2010

This document includes various mitigation measures that may reduce the global warming related impacts at the individual project level. The Attorney General’s Office prepared the document for local agencies to use in the development of CEQA documents.

Caltrans. *Deputy Directive 64-R1: Complete Street Implementation Action Plan*. 2010

This Plan was a requirement of Caltrans Deputy Directive 64-R1”Complete Streets: Integrating the Transportation System”. It was created from a list of suggested action items provided by a large cross section of Caltrans Department staff and is organized into seven categories. A Complete Streets Steering Committee has established to oversee implementation of the Action Plan.

Caltrans. *Lake County Coordinated Public Transit-Human Services Transportation Plan*. 2008.

Known as the Coordinated Plan, development of this document was part of a larger planning effort on behalf of 23 counties in non-urbanized areas within California. Federal planning requirements specific that designated recipients of certain sources of funds administered by the Federal Transit Administration (FTA) must certify that projects funded with those federal dollars are derived from a coordinated plan. Such projects are intended to improve the mobility of individuals with disabilities, older adults, and people with limited incomes.

Caltrans. *Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planner and Engineers*. 2005

This document is a reference guide which compiles information and concepts from various agencies and organizations regarding pedestrian and bicycle facilities. The document is a guide for those responsible for making professional engineering decisions.

Caltrans. *Strategic Highway Safety Plan (SHSP), Version 2*. 2006

This Plan (SHSP) is a statewide, comprehensive, data-driven plan that provides a coordinated framework for reducing fatalities and serious injuries on California's public roads. The SHSP establishes statewide goals, objectives and strategies to address California's safety needs.

City of Clearlake. *Lakeshore Drive Design Guidelines*. 2008

These Guidelines provide recommendations on design controls in the area along Lakeshore Drive between Redbud Park and Austin Park in the City of Clearlake.

City of Lakeport. *City of Lakeport General Plan 2025*. 2009

The Lakeport General Plan is the official document used by decision makers and citizens to guide and interpret the City's long range plans for development of land and conservation of resources. The Lakeport General Plan includes the seven mandatory Elements as well as three optional Elements including an Urban Boundary Element, Community Design Element and Economic Development Element.

Clearlake Vision Task Force. *Report of the Clearlake Vision Task Force*. 2007

In 2007, 50 residents and business owners in Clearlake who volunteered their services to participate in a community-driven planning process for Clearlake. The role of the Task Force was to chart a course for Clearlake's future and recommend policies to fulfill the vision. This report summarizes this process and presents recommendations.

County of Lake. *2008 Lake County General Plan*. 2008.

The General Plan provides the County with a consistent framework for the sustainable management of natural and built infrastructure, as well as decision making associated with those resource and land use. The General Plan's maps, diagrams, and policies form the basis for County zoning, discretionary entitlements, subdivision, resource management, and public works actions.

County of Lake. Shoreline Communities Area Plan. 2009

The Shoreline Communities Area Plan is a guide for long-term growth and development in the planning area and is a complement to the Lake County General Plan. It is a planning tool that will facilitate refined planning decisions based on community values and priorities of the residents of the planning area.

County of Lake. *Transportation Master Plan 2009-2014*. 2009

This Plan describes the County of Lake Public Works Department's transportation program and lists proposed projects beginning with the 2010 construction season and through the 2014 construction season. The plan also includes a financial analysis which summarizes existing financial sources and forecasts anticipated revenue. The plan focuses on pavement and bridge preservation and construction projects. The plan is reviewed and updated annually.

County of Lake, Redevelopment Agency. *Implementation Plan for the Northshore Project Area*. 2011

This document is the five-year Implementation Plan (2011-2016) for the Northshore Redevelopment Project Area which includes the communities of Upper Lake, Nice, Lucerne, Glenhaven and Clearlake Oaks. These communities are located along the State Route 20 corridor. The Plan includes a Redevelopment Component and a Housing Component. Proposed programs include improvements to streets and roads, with specific reference to parking, traffic circulation, pedestrian and bicycle facility improvements.

County of Lake, Redevelopment Agency. *Lucerne Promenade Master Plan*. 2005

The Lucerne Promenade Master Plan provides the vision for the Lucerne Promenade, the waterfront portion of the town of Lucerne along the shoreline of Clear Lake. The plan specifies the design of particular areas and identifies potential traffic calming measures along State Route 20.

County of Lake, Redevelopment Agency. *Northshore Project Area Implementation Plan 2006-2011*. 2006

This Plan is a five year implementation plan for the Northshore Project Area which encompasses the unincorporated communities of Clearlake Oaks, Glenhaven, Lucerne, Nice and Upper Lake. The purpose of the Plan is to define the Agency's strategy to achieve goals and objectives to eliminate blight, and improve and preserve affordable housing within the Project Area.

Lake County/City Area Planning Council. *2010 Lake County Regional Transportation Plan*. 2010

The Regional Transportation Plan (RTP) provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. The RTP guides decisions about all types of transportation and the related facilities needed for an effective transportation system. Updated every five years, the RTP is a long range (20-year horizon) planning tool to guide decisions and set priorities for the Lake County region. As the Regional Transportation Planning Agency (RTPA) for the Lake County region, the Lake County/City Area Planning Council (APC) is responsible for preparing the RTP.

Lake County/City Area Planning Council. *Highway 20 Traffic Calming and Beautification Plan*. 2005.

This purpose of this Plan, developed in coordination with the County of Lake Redevelopment Agency and Caltrans, is to facilitate and encourage improvements that help realize the community's vision for the Highway 20 Corridor along the north shore of Clear Lake. The Plan includes improvements to pedestrian facilities and a mix of traffic calming measures to create a more pedestrian friendly "main street" feel through the communities of Nice, Lucerne and Clearlake Oaks. The Plan suggests potential projects and identifies potential funding sources. Since its adoption, some of the projects in the Plan have been constructed through the efforts of the County of Lake Redevelopment Agency.

Lake County/City Area Planning Council. *Lake County 2030 Regional Blueprint Plan*. 2010

The Lake County 2030 Blueprint Plan summarizes all three phases of the Lake County Regional Blueprint process, a long-term visioning effort for how the region will grow over a 20 year horizon. The process considered land use, transportation and housing, and utilized a computer growth modeling tool known as UPlan. The Plan presents the Blueprint vision and principles as well as a tool kit for implementation to assist local decision makers and planners.

Lake County/City Area Planning Council. *Lake County 2030 Regional Blueprint Report on Public Involvement*. 2009.

This report covers the public workshop process and synthesized findings as well as the public information and outreach efforts undertaken for the Lake County 2030 Regional Blueprint process.

Lake County/City Area Planning Council. *Lake County Regional Bikeway Plan*. 2006

The 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 towards meeting the provisions of the California Bicycle Transportation Act that are included in the Streets and Highways Code Section 890 through 894.2 and to enable an applicant agency to apply for funding under the State Bicycle Transportation Account (BTA).

Lake County/City Area Planning Council. *Lake County Safe Routes to School (SRTS) Plan*. 2009

The purpose of SRTS Plan is to identify opportunities to improve walking and bicycling conditions near schools in Lake County to increase walking and bicycling by students. The Lake County SRTS Plan provides guidance to public agencies and covers all schools within Lake County, including schools within the incorporated cities of Clearlake and Lakeport. The SRTS Plan also includes a step-by-step guide for school administrators on how to establish a SRTS program at the school or district level.

Lake County/City Area Planning Council. *Middletown Stop Sign Review*. 2008

This report summarized the review of STOP sign locations in Middletown. Traffic volume data was collected and site reviews of each intersection were conducted. Recommendations were presented for changes to the existing STOP signs in the study area.

Lake County/City Area Planning Council. *Route 53 Corridor Study*. 2010 draft.

This study aims to evaluate current and future traffic conditions, with a primary emphasis on access points, future interchange locations and designs, and long-term corridor improvements to address highway and local circulation needs along the State Route 53 corridor through the community of Clearlake.

Lake County/City Area Planning Council. *Ten Year Transportation Needs and Capital Improvement Program (CIP) in Lake County*. 2010.

This report is a comprehensive ten year multi-model transportation improvement program that includes Caltrans, Lake County, and the Cities of Clearlake and Lakeport. This program is intended to provide for the transportation needs of motorists, good movement, public transit, pedestrians and bicyclists over a ten year period of time, 2010 -2020.



Lake County/City Area Planning Council. *Transit Passenger Facilities Development Plan*. 2006

This report provides transit improvement standards appropriate to the specific conditions of the Lake Transit Authority service area. These standards are intended to guide government agencies, commercial and residential developers, employers, and others in their efforts to provide attractive and safe transit facilities for the County's transit patrons. The report also presents a recommended program of transit passenger facilities improvements.

Lake Transit Authority. *Transit Development Plan 2004-2011*. 2004

The Lake Transit Authority Transit Development Plan was developed to ensure that future improvements in public transit services will reasonably meet the needs of residents and visitors. The Plan is based upon a detailed analysis of transit demand and existing public transportation services in the County. The Plan includes recommended improvements and was updated in 2009.

Safe Routes to School National Partnership. *Safe Routes to School Local Policy Guide*. 2011

This guide was developed to help local communities and schools create, enact and implement policies which will support active and health community environments that encourage safe walking and bicycling and physical activity by children. The guide is intended to help community members, policy-makers, parents and advocate to create a healthy built environment that stems from a health in all policies approach.

Service Authority for Freeway Emergencies (SAFE). *SAFE Five-Year Strategic and Financial Plan*. 2008

The SAFE Plan is intended to guide Lake SAFE to full deployment of call box service in Lake County. The Plan is focused on the installation of call boxes identified in the current Implementation Plan as well as minor backfilling to reduce spacing between call boxes used by travelers along the state highway system in Lake County.

State of California, Business, Transportation and Housing Agency. *California Strategic Highway Safety Plan (SHSP)*. 2006

The SHSP guides safety activities within the State of California regarding all roadway users on all public roadways. The SHSP sets out a strategy to reduce traffic collisions in the State.