

MIDDLETOWN COMMUNITY ACTION PLAN *(Final Report)*



Lake County/City Area Planning Council

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table of contents

I. INTRODUCTION.....	11
II. POLICY CONTEXT.....	17
III. EXISTING CONDITIONS.....	27
IV. COMMUNITY PARTICIPATION.....	81
V. CIRCULATION PLAN.....	91
VI. DESIGN CONCEPTS.....	117
VII. DOWNTOWN PRIORITY IMPROVEMENT PLAN.....	131
VIII. PRIORITY IMPROVEMENT PLAN SOUTH OF DOWNTOWN.....	165
IX. COMMUNITY GATEWAYS.....	179
X. ACTION PLAN.....	183
XI. FUNDING.....	189
APPENDIX	

list of tables

TABLE 1 - EXISTING ON-STREET PARKING INVENTORY.....	62
TABLE 2 - EXISTING OFF-STREET PARKING INVENTORY.....	63
TABLE 3 - MATH COMMENTS REGARDING TRANSPORTATION IMPROVEMENTS.....	84
TABLE 4 - ON-STREET PAVED PARKING SPACES.....	147
TABLE 5 - OFF-STREET PAVED PARKING SPACES.....	149
TABLE 6 - DOWNTOWN PLAN COST ESTIMATES.....	185
TABLE 7 - SR 29 SOUTH OF DOWNTOWN COST ESTIMATES.....	186

table of figures

Figure 1 - Planning Area Boundary	14
Figure 2A - Regional Bikeway Plan	24
Figure 2B - Regional Bikeway Plan	25
Figure 3 - Safe Routes to School Plan	26
Figure 4 - Roadway Classification	29
Figure 5 - Lake County Roadway Standards	30
Figure 6 - Existing Bicycle/Pedestrian Facilities	31
Figure 7 - Existing On-Street Paved Parking	32
Figure 8 - Existing Off-Street Parking Areas	63
Figure 9 - Existing Transit Routes	65
Figure 10 - Existing Zoning	76
Figure 11 - Existing Zoning (Downtown Area)	77
Figure 12 - Property Parcel Boundaries	78
Figure 13 - Property Parcel Boundaries (Downtown Area)	79
Figure 14 - Roadway Users	93
Figure 15 - Complete Streets - A Roadway for All Users	95
Figure 16 - Pedestrian Facilities	96
Figure 17 - Bike Facilities/Bike Lanes	97
Figure 18 - Bike Facilities-Shared Lanes and Multi-Use Path	98
Figure 19 - Parking Facilities	99
Figure 20 - Transit Facilities	100
Figure 21 - Circulation Plan	102
Figure 22- Arterial Streets within Downtown	103
Figure 23 - Arterial Streets Outside Downtown	104
Figure 24 - Local Roadways Improvement Concepts	105
Figure 25 - Circulation Plan (Cross Sections)	106
Figure 26 - Bike Routes	108
Figure 27 - Class I Multi-Use Trail	109
Figure 28 - Multi-Use Trails	113
Figure 29 - Shared Multi-Tread Trail	114
Figure 30 - Shared Use Single Tread Trail	115
Figure 31 - SR 29 Improvements Within the Middletown Community as Contained Within the SR 29 South Corridor Engineered Feasibility Study	134
Figure 32A - Middletown High School and Elementary School Driveway and Drop-Off Area Improvement Plan - Option A	136
Figure 32B - Middletown High School and Elementary School Driveway and Drop-Off Area Improvement Plan - Option B	137
Figure 33 - Pedestrian and Bicycle Improvements	143
Figure 34 - On-Street Paved Parking Improvements	145
Figure 35 - Existing Paved Off-Street and Potential New Off-Street Parking Areas	149
Figure 36 - Parklet Concept Plan	159
Figure 37 - Downtown Plan (Figure Index)	160
Figure 38A - Downtown Priority Improvement Plan (Option A - On-street Parking and No Bike Lanes on SR 29 Between Douglas Street and Wardlaw Street)	161
Figure 38B - Downtown Priority Improvement Plan (Option B - Bike lanes and No On-Street Parking on SR 29 Between Douglas Street and Wardlaw Street)	162

table of figures (continued)

Figure 39 - Downtown Plan	163
Figure 40 - Downtown Plan	164
Figure 41 - South Area Plan (Figure Index)	174
Figure 42 - South Area Plan	175
Figure 43 - South Area Plan	176
Figure 44 - South Area Plan	177
Figure 45 - South Area Plan	178

appendix

APPENDIX A - FACILITY INVENTORY DATA

APPENDIX B - COMMUNITY OUTREACH MATERIAL

APPENDIX C - MIDDELTOWN AREA PLAN TRANSPORTATION OBJECTIVES,
GOALS & POLICIES

executive summary

This Middletown Community Action Plan (MCAP) is intended as a guide to help develop a safe and fully functional transportation system for the Middletown community to support economic development and promote growth. This study was completed concurrent with the SR 29 South Corridor Engineered Feasibility Study (SR 29 EFS) that identifies both initial and future transportation enhancements along this important State facility that runs north/south through the community. Both of these studies were conducted with extensive public outreach and benefited greatly by input obtained from the Middletown Area Town Hall (MATH), Middletown Area Merchants Association, Middletown Rancheria, Middletown Unified School District, Hidden Valley Lake Association and community input. The project team and Technical Advisory Committee included participation from Caltrans, Lake APC, Lake County Public Works, Lake County Community Development, and Lake Transit.

This plan contains a Circulation Plan chapter that provides a long range multi-modal transportation plan for all roadways within Middletown. Many of the existing roads are two lane rural facilities that provide travel primarily for cars. Over time these roadways can be developed to include additional asphalt area for on-street parking and paved sidewalk areas for pedestrians. The plan also contains Downtown Plan and SR 29 South of Downtown chapters that provide improvement concepts for multi-modal transportation projects that are considered the highest priority. The improvements identified within these plans create a well connected transportation system for all types of travel, including pedestrian, bikes, equestrian and transit. Many of these improvements are either directly within the State right-of-way along Calistoga Street (SR 29) or are County facilities that provide additional east/west and parallel north/south connections to complement improvements on SR 29.

executive summary

The Action Plan chapter of this report contains the Goals and Action Items for all the multi-modal improvements contained in the Downtown Plan and SR 29 South of Downtown chapters. This chapter also contains cost estimates for all improvements.

The final chapter of this report contains a list of potential funding sources for these improvements. A description of State, Federal and Local funding programs along with a description of what types of transportation improvements can be funded through each program is also included in this chapter.

introduction

The Middletown Community Action Plan is a guide for developing a vibrant multi-modal transportation system within the Middletown Community. It is a planning tool that will facilitate optimized planning decisions regarding development of a safe and efficient transportation system for use by community residents and visitors. The vision embodied with this plan is a walkable, bike safe, transit friendly transportation system that encourages all modes of travel and connects the community, it's residents and visitors. This vision encompasses the desire of community residents to maintain the wonderful rural aesthetics of the town while providing a circulation system that serves all members of the community.

This plan is divided into the following chapters:

I - Introduction

II - Policy Context

III - Existing Conditions

IV - Community Participation

V - Circulation Plan

VI - Design Concepts

VII - Downtown Priority Improvement Plan

VIII - Priority Improvements South of Downtown

IX - Gateway Monuments

X - Action Plan

XI - Funding

Each of these chapters builds upon one another to ultimately create a comprehensive plan. The Policy Context chapter provides an overview of the most important existing State, Federal and County planning documents and the policies that provide the larger planning context upon which this Action Plan is built, including Complete Street planning laws. The Middletown Area Plan, a separate document which was adopted by the Lake County Board of Supervisors on August 17, 2010, is discussed in detail within the Policy Context Chapter. The plan contains detailed planning policies that provide the framework for this plan. The relationship between this plan and the Middletown Area Plan and over arching General Plan is mutually complimentary and consistent. Policies and concept plans within this plan reflect and supplement the Area Plan with greater precision while reflecting the desired characteristics of the community. Relevant policies within the Area Plan have been included verbatim in the Appendices to provide the reader access to these important policies directly within this planning document.

The Existing Conditions chapter provides a detailed account of the existing transportation system within the planning area. This chapter also includes an overview of existing zoning and parcel boundaries as a reference to the transportation system.

Community participation is a critical component of this plan and the input received during various outreach

methods is summarized within the Community Participation chapter. Various community organizations along with State and County departments have provided valuable information for this plan.

The next chapter entitled Design Concepts provides a general overview of various transportation related improvements that are applicable to this plan. The chapter illustrates how these designs fit within the community and a description of their benefits.

The next two chapters contain specific improvements for both the critical downtown core area, along with the segment of SR 29 south of the downtown to Rancheria Drive. These plans provide conceptual design layouts for the following aspects of the transportation system; roadway and intersection safety improvements, pedestrian walkways and public space, bike lanes and routes, transit routes and stops, automobile travel lanes and intersection controls, on-street parking, and streetscape beautification concepts.

The Action Plan chapter provides specific Goals and Action Items to implement this plan. This chapter also contains cost estimates for all improvements contained in the Downtown Plan and SR 29 South of Downtown chapters.

The final chapter contains a list and description of various funding sources to fund the planning and construction of Middletown's important street facilities.

Planning Area Boundary

The Planning Area Boundary for this project is illustrated in Figure 1. Both the Middletown Community Growth Boundary (as contained in the Middletown Area Plan) and the Middletown Rancheria are included within the Planning Area Boundary.

STUDY PURPOSE

The primary objectives of this project are as follows:

- ◆ Conduct a comprehensive community involvement process to better understand the needs and desires of the community
- ◆ Build upon the Middletown Area Plan and Lake County 2030 Blueprint
- ◆ Identify multi-modal transportation options and solutions
- ◆ Conduct an intensive community outreach effort to understand the needs and desires of the community
- ◆ Determine feasibility of multi-modal transportation options and solutions to move towards project readiness
- ◆ Develop a comprehensive Community Action Plan
- ◆ Build community support and involvement
- ◆ Develop an effective implementation and funding strategy with short and long range goals

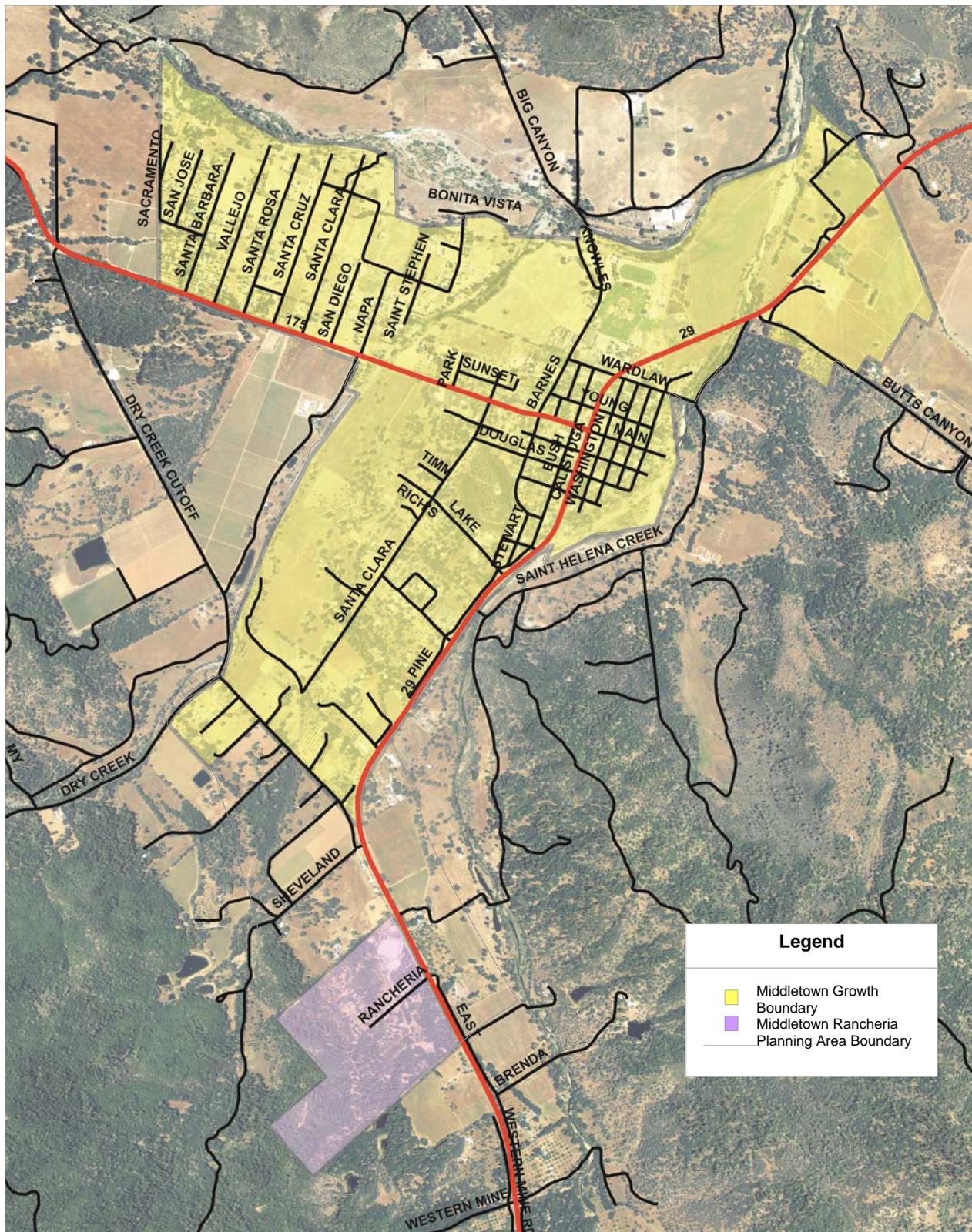
The State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP) studies are interrelated and have been completed as a combined project. The State Route 29 South Corridor Engineered Feasibility Study (EFS) identifies and analyzes potential improvement alternatives to the SR 29 State Highway system from the Napa County line to the intersection of SR 29 / SR 53.

The purpose of the EFS is to enhance interregional and regional travel by reducing congestion and balancing local community needs along the SR 29 south corridor. This corridor serves a growing amount of commuter traffic traveling from residential subdivisions in Lake County to employment destinations in the northern Bay area. The increase in interregional traffic volume has created congestion concerns.

In addition, SR 29 functions as the Middletown community “main street,” and peak hour traffic congestion has posed a significant challenge to both motorized and non-motorized traffic mobility and safety. Improvement alternatives are required that will improve interregional mobility and safety that are compatible with community “main street” and “Livability” needs.

The Middletown Community Action Plan (CAP) addresses public safety, traffic circulation, non-motorized travel, and transit needs within the Middletown area. Transportation improvement alternatives are based upon the engineering analysis completed within the

FIGURE 1 - PLANNING AREA BOUNDARY



EFS. The CAP includes a comprehensive community involvement process jointly performed with Caltrans and project partners including Lake APC, County of Lake, Middletown Area Town Hall (MATH), Lake Transit and the Middletown Rancheria tribal community. The MCAP includes:

- ◆ Downtown area streetscape plan
- ◆ Downtown area parking plan (with an emphasis on traffic circulation)
- ◆ Safety improvements
- ◆ Access improvement plan for downtown area
- ◆ Traffic calming improvements
- ◆ Bicycle and pedestrian facilities
- ◆ Mobility improvement projects (for all modes)
- ◆ Conceptual transportation improvement design plans for potential safety, access management, traffic calming, non-motorized and mobility improvements
- ◆ Preliminary cost estimates
- ◆ Funding recommendations
- ◆ List of potential funding sources
- ◆ Implementation strategy for potential improvements

policy context

The Middletown Community Action Plan is built upon the foundation of previously adopted Lake County planning documents including the following:

- ◆ General Plan
- ◆ Regional Transportation Plan
- ◆ Lake County 2030 Regional Blueprint Plan
- ◆ Middletown Area Plan
- ◆ Transit Passenger Facility Plan
- ◆ Regional Transportation Bikeway Plan
- ◆ Konocti Regional Trails Master Plan
- ◆ Safe Routes to School Plan

Each of these plans guides the growth and land development within the County and Middletown Community for both current and long term conditions. The General Plan is the primary plan for establishing goals, policies, zoning and activities allowed on each land parcel. This plan ensures the compatibility and continuity of the entire region with each community. Policies and goals within the General Plan are then refined within the related specialized regional and community plans. Of these plans, the Middletown Area Plan provides the most detailed guidance for creation of this Action Plan. Summaries of the various community plans and the guidelines outlined within each plan which informed the creation of MCAP are contained within this chapter.

STATE AND FEDERAL COMPLETE STREET POLICIES

Definition of Complete Streets

Complete Streets is a planning principle that requires all transportation facility to be planned, designed, operated, and maintained to provide safe mobility for all users. These users include; bicyclists, pedestrians, transit vehicles, truckers, and motorists.

Complete street concepts apply to rural, suburban, and urban areas, and must be appropriate to the function and context of the transportation facility. Implementation of Complete Street policies requires an in depth understanding of the community (or local context). Planning, designing, and constructing complete streets must be specifically formulated to complement the local context and the particular needs and opportunities of each project.

California State Policies

In September 2008, Gov. Arnold Schwarzenegger signed into law Assembly Bill 1358, the Complete Streets Act. This law requires cities and counties, when updating general plans involving local transportation systems, to ensure that those plans account for the needs of all roadway users. In December 2010, the Governor's Office of Planning & Research developed general plan update guidelines for implementing the provisions of AB 1358.

Implementing Complete Streets supports the transportation related policies required by the California Complete Streets Act of 2008 (AB 1358). In addition, it supports the goals of reducing greenhouse gas emissions, set out in the California Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 375, which further requires development of sustainable communities strategies. It is also expected that Complete Streets policies will be included in the next federal transportation reau-

thorization bill requiring projects funded at the federal level to be consistent with Complete Street design concepts.

Many State and local agencies through the United States have also adopted Complete Street policies. Currently, approximately 490 jurisdictions in United States have adopted a Complete Streets policy. Some of these jurisdictions have passed legislation enacting policies into law, while others have implemented their policies by executive order or internal policy. Other jurisdictions have passed non-binding resolutions in support of Complete Streets, or created transportation plans that incorporate Complete Streets principles. Similarly, the Middletown Community Action Plan has been created to incorporate Complete Street policies and design concepts for all improvements contained within the plan.

Federal Policies

In 2010 the U.S. Department of Transportation issued a policy statement on bicycle and pedestrian accommodation, declaring its support for their inclusion in federal-aid transportation projects and encouraging community organizations, public transportation agencies, and state and local governments to adopt similar policies. On June 20, 2013, Representatives Doris Matsui (D-CA) and David Joyce (R-OH) introduced the bipartisan measure, the *Safe Streets Act of 2013 (H.R. 2468)*, which would require that the safety, interests and con-

venience of all users be considered in the design and construction of federally-funded transportation projects. This legislation would call on states and Metropolitan Planning Organizations (MPOs) to establish a Complete Streets policy for federal transportation projects that is flexible enough to accommodate all types of projects in all locations across the country. Currently this federal law is pending adoption.

Caltrans Complete Street Policies

Caltrans has also adopted Complete Street design concepts as provided by Deputy Directive 64-Revision #1: 'Complete Streets: Integrating the Transportation System' (DD-64-R1) that was signed on October 2, 2008. This directive indicates that Caltrans will strive to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System (SHS). This document directs State efforts to view all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Caltrans Deputy Directive also supports the efforts to develop integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is

implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in transportation system planning and continuing through project delivery, maintenance, and operations. Developing a network of complete streets requires collaboration among all State and local agencies and stakeholders.

The Caltrans Complete Streets Action Plan includes the following goals as they relate to Complete Street policy and design:

Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.

Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.

Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.

Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.

Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.

More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the

obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

Benefits of Complete Streets

Based upon national research, providing complete streets within the Middletown community would increase travel options which in-turn reduces congestion, increases system efficiency, and enables environmentally sustainable alternatives to single driver automotive trips. Developing Complete Streets within the community would address issues related to mobility and accessibility, community and economic development, safety, physical and environmental health, transportation cost, and equity. Benefits for the Middletown community include:

- ◆ Enhanced mobility and accessibility by improving the quality and availability of the transportation connections between various land uses including; residences, schools, parks, public transportation, offices, and retail destinations. This connected network encourages the development of what is commonly referred to as "livable" or "walkable" communities.
- ◆ Downtown revitalization based upon increased private investment leading to improved property values and promotion of tourism.

- ◆ Improved overall quality of life by creating an environment where people are encouraged to interact and develop a sense of community.
- ◆ Improved safety by providing pedestrians, bicyclists, and drivers with adequate facilities and reduced travel speeds.
- ◆ Bicyclists benefit from slower traffic speeds and the provision of bicycle-friendly facilities such as bicycle lanes, trails, pavement marking such as sharrows, and bike racks.
- ◆ Promotes active transport for all users including children, the elderly, and the disabled leading to improved physical health.
- ◆ Promotes increased use of sustainable modes of transportation (e.g., walking, cycling, and transit), which are associated with environmental benefits related to greenhouse gas emissions, impervious coverage, storm water runoff, and water quality.
- ◆ Lowers transportation costs by providing individuals and families with options other than driving.

MIDDLETOWN AREA PLAN

The Middletown Area Plan is a guide for long-term growth within the Middletown Planning Area which includes the community of Middletown. This plan was

adopted by the Lake County Board of Supervisors on August 17, 2010. Specific sections within the Area Plan provide detailed guidance relating to community transportation system. Chapter 5 entitled Community Development contains discussions, objectives, policies and implementation strategies that directly relate to the Middletown Community. The transportation objectives, goals and policies from the Middletown Area Plan can be found in Appendix C.

Lake County 2030 Regional Blueprint Plan

The purpose of the Regional Blueprint plans is to engage the residents of Lake County in articulating a vision for the long term future of their region. A preferred growth scenario was selected to guide regional and local land use. The purpose of the Community Workshops, were held to engage residents of Middletown Community in articulating a vision for the long term future of their whole region.

The Lake County 2030 vision is described in this document. The vision is to preserve what Lake County values, to improve the quality of life for all of the residents and to attain elements of a sustainable lifestyle. The vision is supported by seven principles such as environment, agriculture, growth and development, economy, public infrastructure, public services, and recreational and cultural resources.

The Lake County Regional Blueprint states that the citizens desired a facility that provides access for disable persons such as sidewalk ramps for wheelchairs and scooters. Residents also wanted a bike route around the Lake, an expansion of fixed route bus services, and dial-a-ride shuttle services with improvement in connectivity to other regions.

The Blueprint Community workshop #5 conducted for Middletown Community concluded that the citizens desired an increase in alternatives to driving. Citizens also desired a better accessibility to public transportation like buses and airports. It acknowledged the issue of population dispersion, expensive solutions and lack of funding being the reason for improvements taking longer than usual.

Growth and Development Principles

- ◆ focus growth and development within existing communities, using policies of infill, and mixed use development
- ◆ strengthen downtown and historic areas and develop town squares
- ◆ create walkable and bikeable neighborhoods
- ◆ encourage high quality building and community design
- ◆ promote the unique character of communities and maintain physical separation with open space and agriculture

- ◆ maintain the rural feel of the County
- ◆ provide quality housing for all ages, financial circumstances, and cultures
- ◆ clean up blight and degraded properties
- ◆ provide network of parks and trails

Lake County Regional Transportation Bikeway Plan

Lake County/City Area Planning Council is the lead agency in publishing the Lake County Regional Transportation Bikeway Plan. The purpose of the plan is to provide safe, adequate and connected facilities and routes for bicycle travel within and between the communities of Lake County. The plan contains the bikeway classification, development of the Plan with public involvement, conditions, challenges, opportunities, goals, objectives and policies related to the Bikeway Plan. The table and map of existing and proposed bikeway in different cities and communities is also provided.

In Middletown on SR 29, a bikeway facility exists between Callayomi Street and Young Street. For the other section of SR 29 passing through Middletown a bikeway facility is proposed. On the SR 175 from the SR 29 to the intersection of SR 175 with Dry Creek, a bikeway path is proposed as per the plan. There are several

other internal bikeway facilities proposed to connect the schools and recreational area with the residential area. Additionally, a bikeway facility is also proposed near Middletown Rancheria. Figures 2A and 2B illustrate these plans.

Konocti Regional Trails Master Plan

The purpose of the Konocti Regional Trails (KRT) Master Plan is to provide the guiding framework for the development of the trails throughout Lake County for the purpose of recreation and transportation.

The document provides the regional trail background, benefits, overview of Lake County and existing Parks and Recreation Lands. The document states the policies, plans, design, implementation and management of trails. Further the document, based on public workshops and online trails survey divides the Konocti Regional Trail system into six study areas as follows: Northshore Study Area, Westshore Study Area, Konocti Region Study Area, Eastshore Study Area, South County (SC) Study Area, Clear Lake Study Area.

South County Study Area of the KRT Master Plan includes the areas of Hidden Valley, Middletown and Cobb.

The recommendations from the KRT Master Plan have been used to inform and guide the MCAP.

Lake County Safe Route to School Plan

Lake County/ City Area Planning Council is the lead agency in publishing the Lake County Safe Route to School Plan (SRTS). The purpose of the plan is to serve as a guideline for public agencies to improve walking and bicycling conditions on routes to schools. This document provides planning and policy review for the unincorporated areas of Lake County and the cities of Lakeport and Clearlake. It provides the analysis, recommendation, funding and resources for the safe routes to school plan within Lake County.

The SRTS section 4.7 pertains to schools in the City of Middletown. As stated under Existing Conditions, students do not use the crosswalk when crossing the east leg of the Wardlaw Avenue/Highway 29 intersection; therefore, a crossing guard is needed for the east leg. Also, the Minnie Cannon drop off/pick-up area is narrow and becomes congested. A map summarizes the improvements needed to make the school route safer (costing \$13,600) is illustrated in Figure 3.

FIGURE 2A - REGIONAL BIKEWAY PLAN

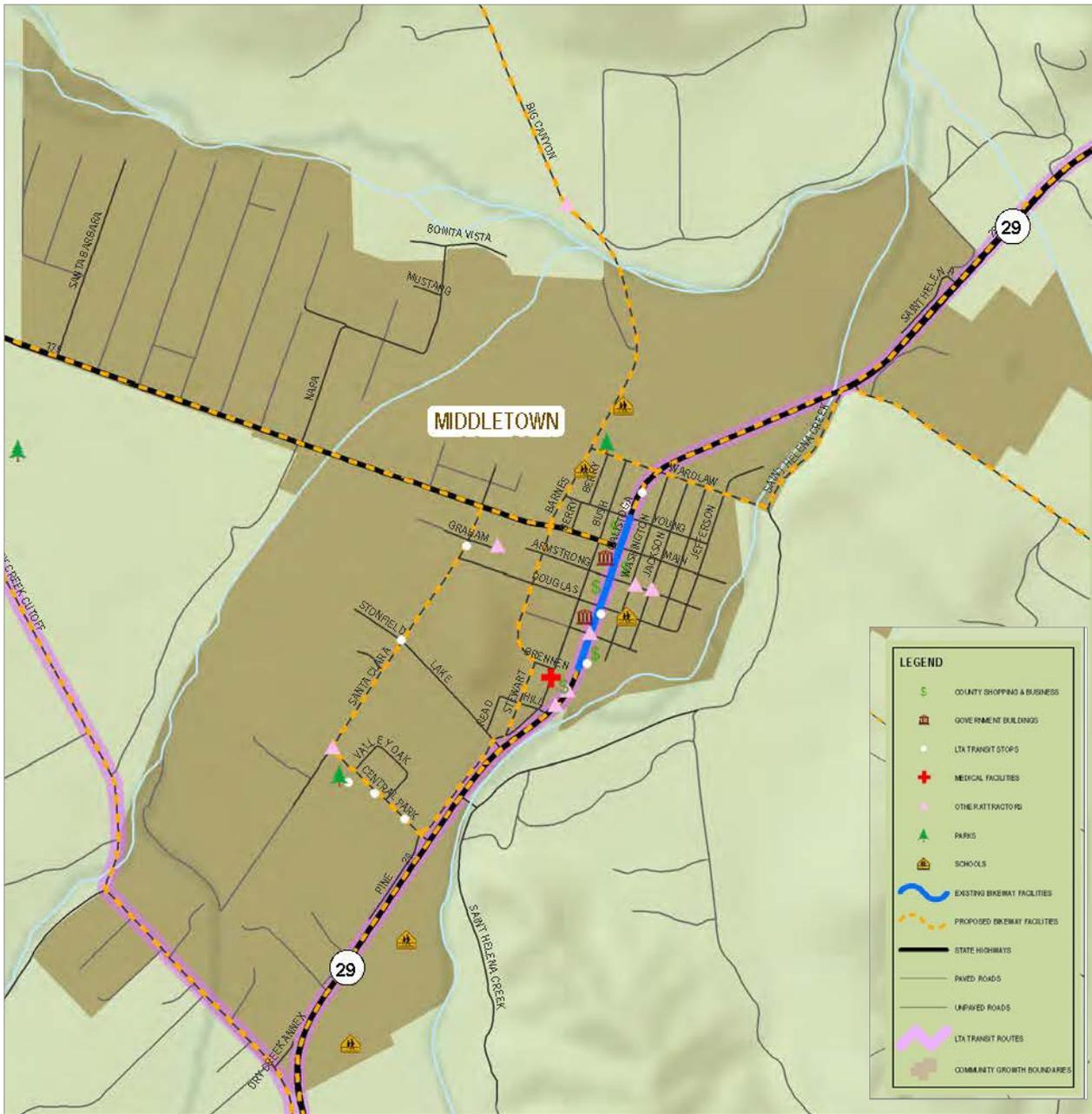
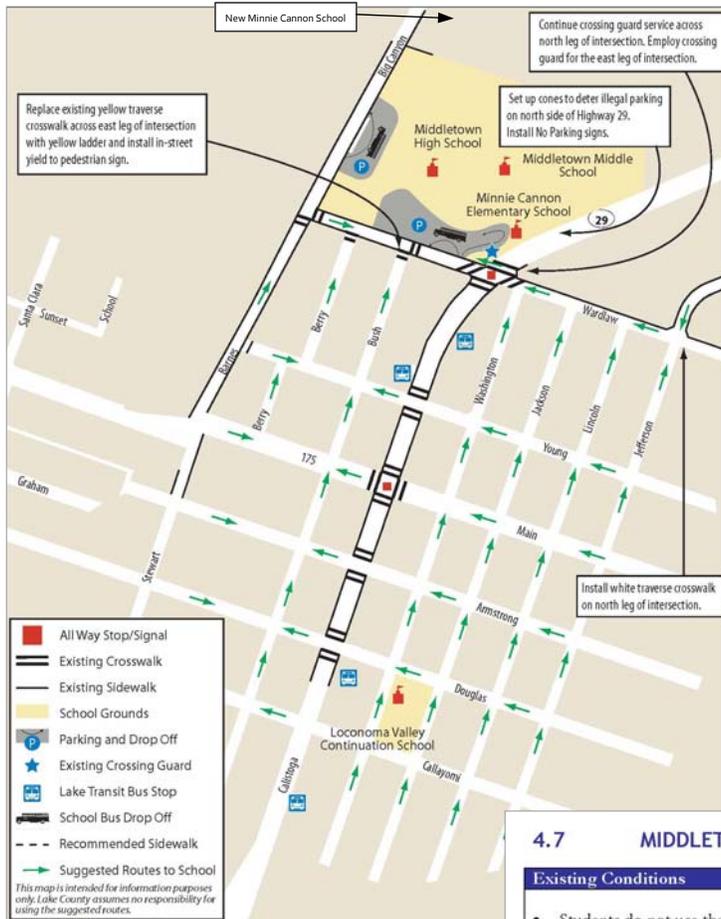


FIGURE 2B - REGIONAL BIKEWAY PLAN



FIGURE 3 - SAFE ROUTES TO SCHOOL PLAN



4.7 MIDDLETOWN SCHOOLS

Existing Conditions

- Students do not use the crosswalk when crossing the east leg of the Wardlaw Avenue/Highway 29 intersection.
- Crossing guard is needed for the east leg of the Wardlaw Avenue and Highway 29.
- The Minnie Cannon drop off/pick-up area is narrow and becomes congested.



A crossing guard assists students across Highway 29 at Wardlaw Avenue.

Public Outreach Summary

- A public workshop was held on February 24, 2009.
- School administrators were asked to identify problems and solutions, which are reflected in the recommended improvements map.



Parents and students identify improvements to the Middletown schools' area.

Planned Improvements

- Middletown Unified has long term plans to relocate Middletown High School to west side of Big Canyon Road.

Estimated Cost for Improvements on the Map

\$13,600

existing conditions

An overview of existing roadway and land use conditions within the Middletown Community are provided within this chapter. Middletown is located in southern Lake County at an elevation of 1,099 feet. The population was 1,323 at the 2010 census, up from 1,020 at the 2000 census. Existing roadways within the community are typically rural in nature with only isolated paved pedestrian sidewalks and unpaved paths. Many of the roadways are narrow and predominately service automobile travel. Bike lanes are located on a short section of SR 29.

Roadway Classification

The term “Roadway Classification” refers to the hierarchy by which streets and highways are grouped according to the type of service they are intended to provide. These roadway classification systems for Middletown are defined in the Lake County General Plan Transportation and Circulation Element. This document is used by the County as a standards and policy document that defines the roadway systems within the County. Figure 4 illustrates the functional classification of all roadways with the Middletown study area. The chart below entitled “Lake County Roadway Standards”, is contained within the County General Plan, and provides a summary of the roadways characteristics and design parameters for each of these roadway classifications. A description of each

Lake County Roadway Standards

	Minor Arterial	Major Collector	Minor Collector	Local
Design Speed	60 mph	50 mph	40 mph	30 mph
Number of Lanes	2-4	2-4	2	2
Lane Width	12	12 ft	11ft	11 ft
Right-of-Way Width	60	50 ft (min)	50 ft	50 ft
Maximum Grade	12%	12%	12%	16%

roadway classification and how these different roadway types relate to each other are contained in the following sections, divided by roadway type. Figure 5 contains a cross-section graphic of these four roadway types. Figures 5, 6 and 7 illustrate the location of existing bicycle/pedestrian, on-street paved parking, and transit routes respectively, within the study area.

The transportation facilities included in this study have been surveyed to determine existing configurations. Details of each study area roadway and intersection are contained in Appendix A. This appendix contains a transportation facilities identification map that provides a numbered reference for each roadway and intersection associated with the inventory table. The following roadway/intersection attributes are contained in this table; name, pavement width, existing right-of-way, length, number of travel lanes, intersection control, existing daily traffic volumes, and existing level of service (LOS).

The following sections provide a general summary of existing conditions for all roadways within the Middletown study area divided into functional classification categories.

Principal or Minor Arterials

As defined by the County General Plan, arterials primarily link cities and towns both within and outside the state. Arterials act as the roadways that allow travel at

higher speeds and long distances without significant interruption by intersection and driveways. Traffic volumes and capacities are greater than collector or local streets as disclosed in the next two sections. Within the Middletown study area, two roadways are classified as arterials as follows:

- ◆ Calistoga Street (SR 29)
- ◆ Main Street (SR 175)

Both of these arterial streets are owned and operated by Caltrans and provide access to locations both within Lake County and beyond. SR 29 runs north/south through Middletown and acts as the community's "main street". SR 175 runs east/west and intersects with SR 29 in the downtown area and also acts as a "main street" within Middletown. The term "main street" refers to a roadway that is fronted by commercial and retail uses that forms the core roadway within a community. These two roadways are very valuable assets to the community and are well maintained by Caltrans.

Calistoga Street (SR 29)

Of all roadways within the Middletown community, Calistoga Street (SR 29) is the most important facility. As mentioned above, this roadway serves as the community's "main street" and provides transportation opportunities that benefit local merchants and help sustain the economic livelihood of Middletown.

FIGURE 4 - ROADWAY CLASSIFICATION

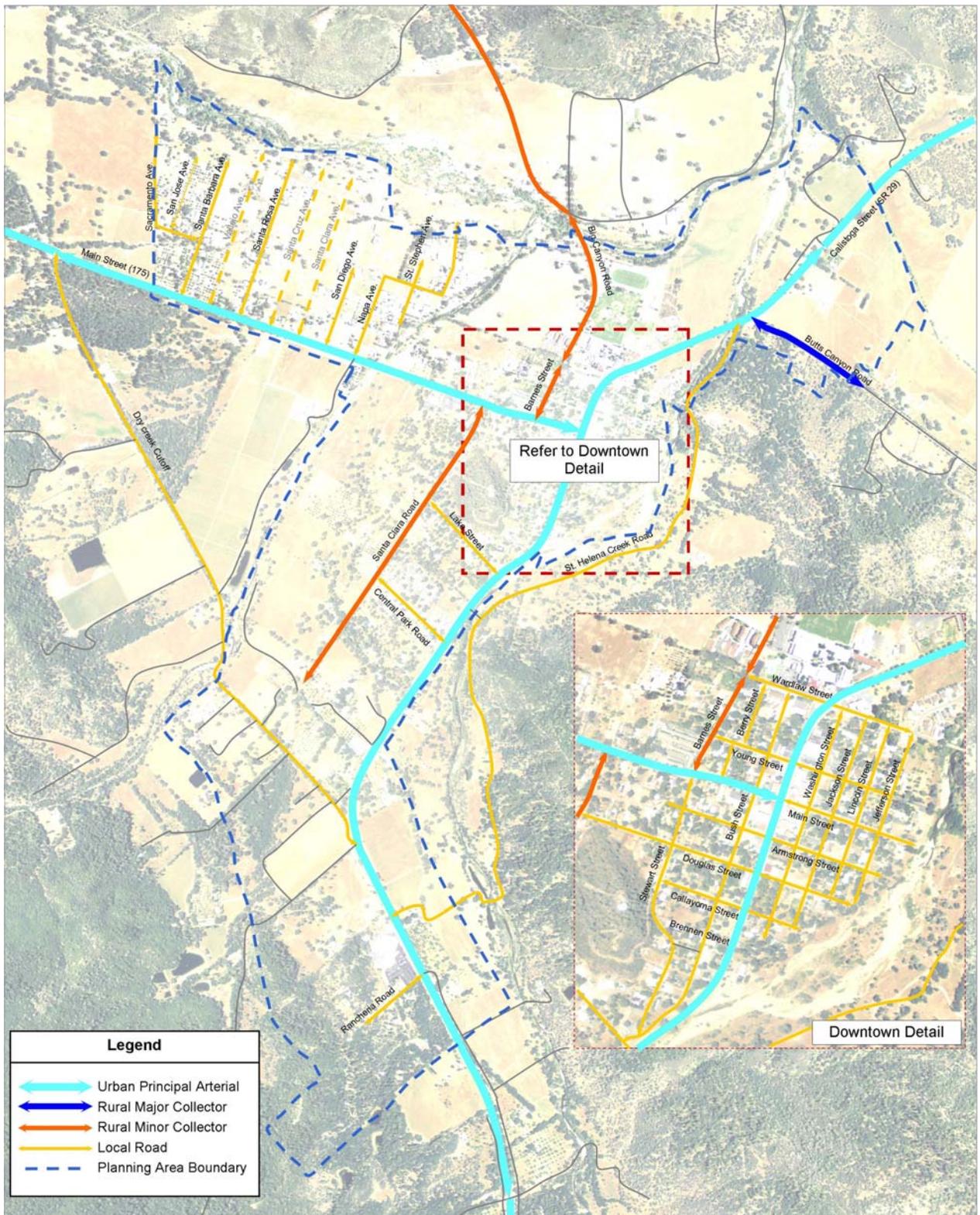
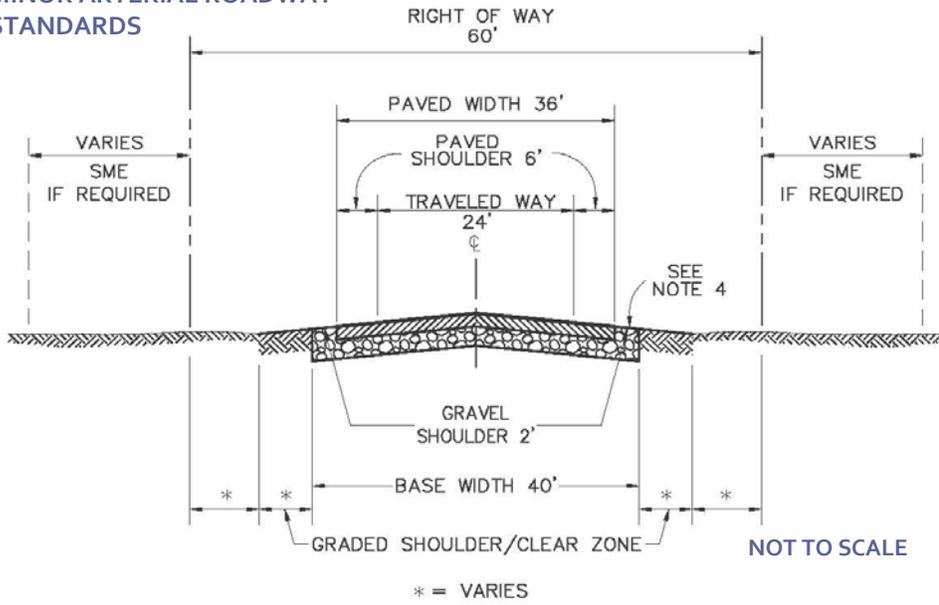
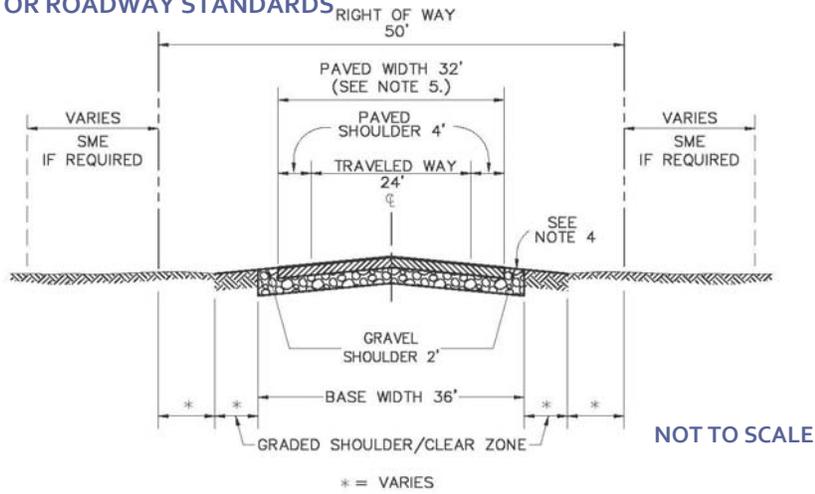


FIGURE 5 - LAKE COUNTY ROADWAY STANDARDS

MINOR ARTERIAL ROADWAY STANDARDS



COLLECTOR ROADWAY STANDARDS



LOCAL ROADWAY STANDARDS

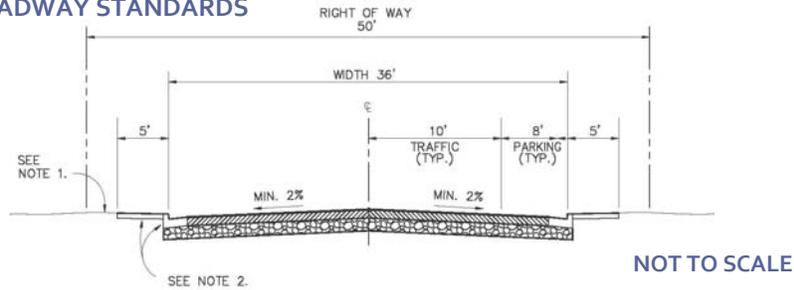


FIGURE 6 - EXISTING BICYCLE/PEDESTRIAN FACILITIES

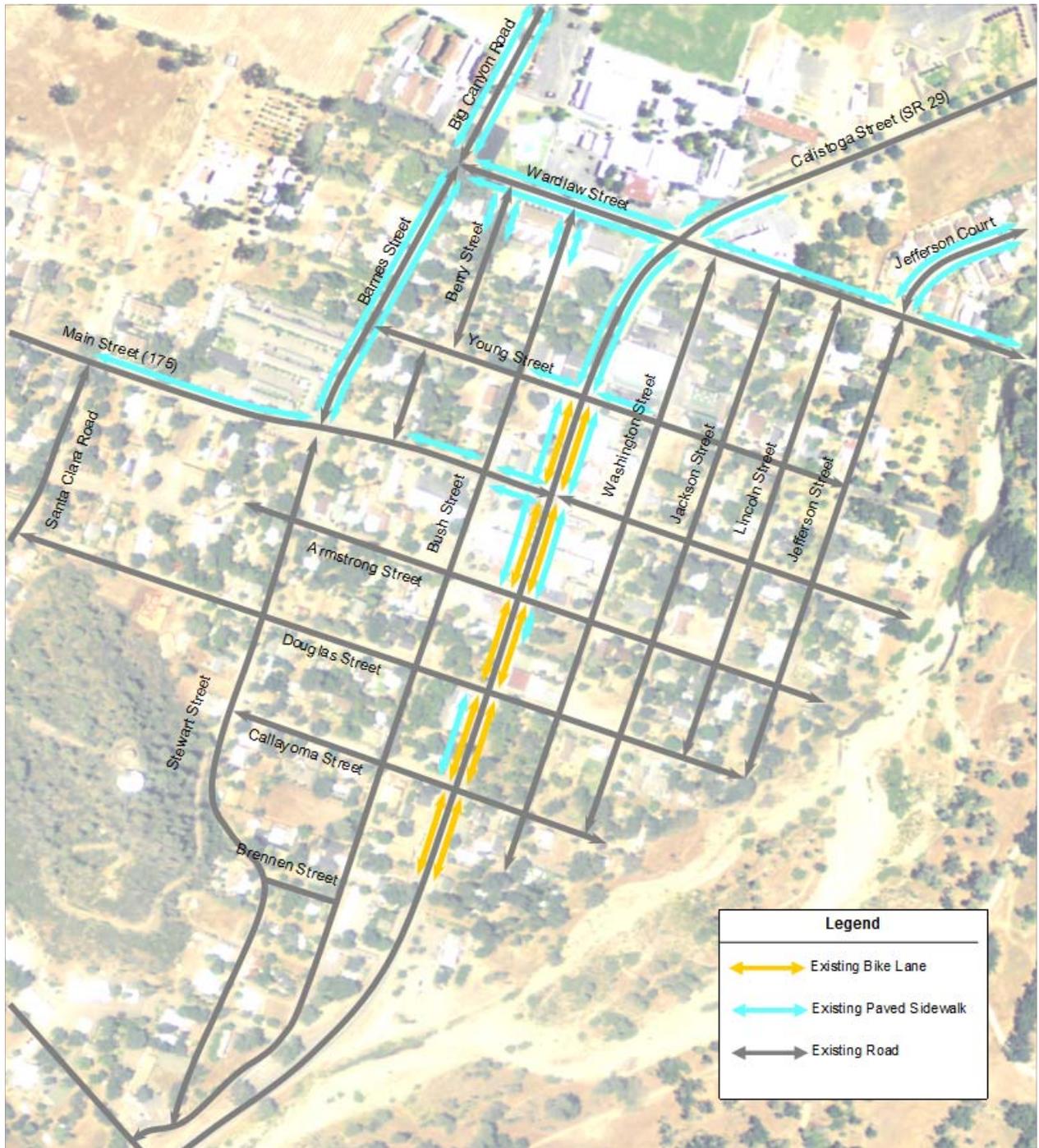


FIGURE 7 - EXISTING ON-STREET PAVED PARKING



Though Middletown SR 29 has two travel lanes and mostly narrow two foot shoulders with the exception of the segment within the downtown area. County roadways that intersect with SR 29 are mostly controlled by stop signs at the approach and have short tapers for right turns. The speed limit is 55 mph south of Lake Street. At Lake Street the northbound speed limit drops to 45 mph followed by a drop to 30 mph just north of Hill Avenue.

In the southern portion of the study area Rancheria Road serves the Twin Pine Casino. Due to traffic volumes, the intersection has left and right turn lanes as shown below and on the following page. The roadway at this location is approximately 12 feet wider to the south and 24 feet wider to the north to accommodate turn lanes. The shoulder is also wider at 8 feet.

The Dry Creek Cutoff intersection (pictured on the following page) has a short 120 foot taper for southbound right turns but no left turn lane for northbound movements. Dry Creek Cutoff is an informal 1.8 mile southwest bypass route around Middletown that links to SR 175. Dry Creek has a stream crossing that is only open when it is safe to cross, usually when there is no water in the creek bed.

North of Dry Creek Cut-Off there are various public roadway access points including CJS Ranch Supply driveway and Middletown Adventist Church driveway (as shown on the following pages).



Approaching Rancheria Road on SR 29 Northbound



SR 29 S/O Dry Creek Cut-Off Looking North



SR 29 S/O CJS Ranch Supply Driveway Looking North



SR 29 at CJS Ranch Supply Dr. Looking Northwest



SR 29 S/O Adventist School Driveway Looking North



SR 29 Looking North Approach Downtown



To the north, both Central Park Road and Hill Avenue have northbound left turn lanes (shown below and on the following page). The left turn lane at Central Park is about 350 feet long and the left lane at Hill Avenue is shorter, only about 130 feet. On the west side is a frontage road, Pine Street, from which provides for local private access circulation.

The change in speed limit at Lake Street into town is commensurate with a rapid increase in access connections and an urban street cross section. The highway transitions to two through lanes with bike lanes and on-street parking. There is no median. Pavement width varies between 48 and 55 feet. There are no turn lanes so any left turning vehicles must wait in the through lane for a gap in approaching traffic.

Between Hill Street and Wardlaw Street on-street parking is allowed (images on following pages). The parking lane is eight feet wide in places with additional off-set from the through lanes to the bike lane.

The intersection of SR 29 and SR 175 (shown on the following page) is located at the very heart of the downtown area. This intersection is controlled with a traffic signal and does not have left-turn lanes. Traffic can currently pass on the right when vehicles are stopped to make left-turns and which has resulted in accidents at this intersection. Sidewalks are provided at each of the intersection corners as shown in the picture on the following page.

SR 29 Looking North Towards Central Park Road



SR 29 Looking North at Hill Street Intersection

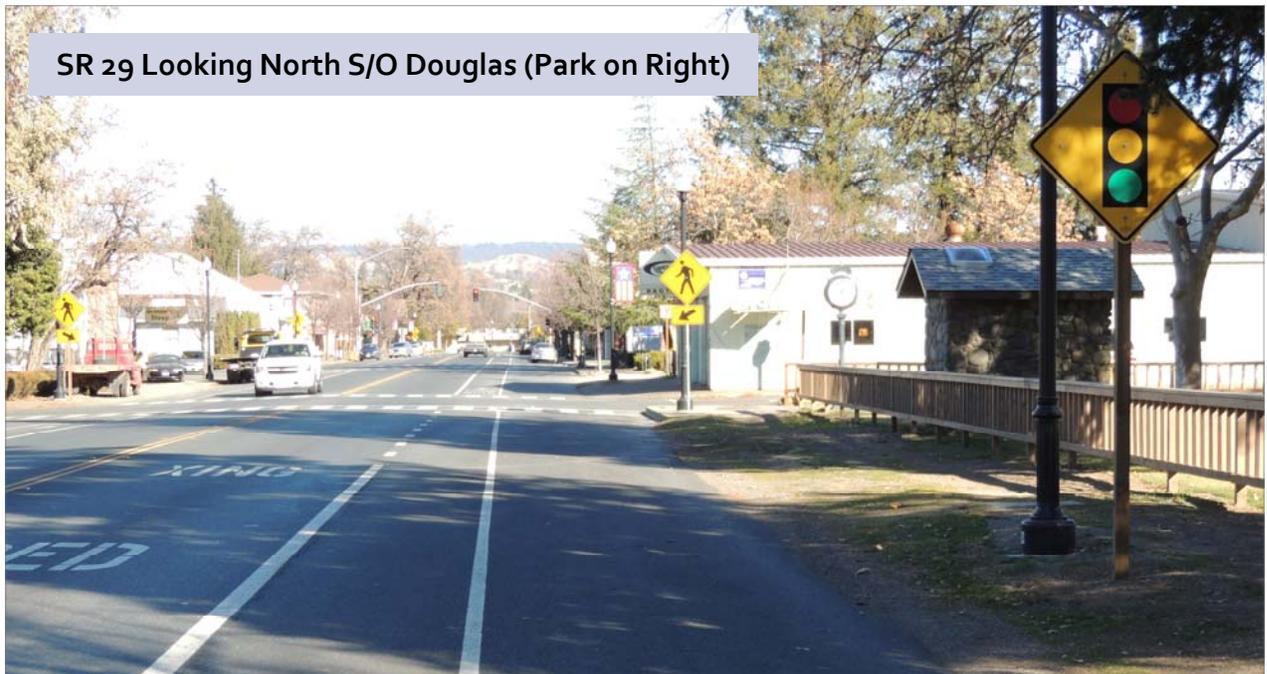


Intersection of SR 29 and SR 175





SR 29 Southbound from Armstrong Street



SR 29 Looking North S/O Douglas (Park on Right)

SR 29 Looking North Towards SR 175 Intersection



SR 29 Looking North at Young Street



The Wardlaw Street intersection is the busiest in the downtown area. In the northwest are three schools, elementary, middle and high. School start and end times are off-set, but the intersection can be quite busy with parents dropping off in the morning and picking up in the afternoon. The parking lot driveway is immediately west of the intersection. Parking lot circulation works well and the drop-off queue rarely extends beyond the driveway.

The largest volume of children cross in the afternoon at the north crosswalk as shown below. This is where the adult crossing guard provides assistance. There are no sidewalks north of Wardlaw.

Immediately north of Wardlaw, the speed limit changes from 30 to 45 mph as shown on the following page while still adjacent to the schools. A school zone limit of 25 mph applies but only if children are present.

Both shoulders are about 10 feet wide north of Wardlaw for a distance of about 600 feet before reducing to about two feet. This is a transition area. There are two private accesses along this section, the Jolly Kone's two driveways and also the main driveway to the Middletown Bible Church and K-12 Christian School at the north end of the school zone (image on the following page). There are no left turn accommodations and all left turns must be made from the through lanes.



North of Wardlaw Street on SR 29 Northbound



SR 29 Looking North at Bible Church Driveway



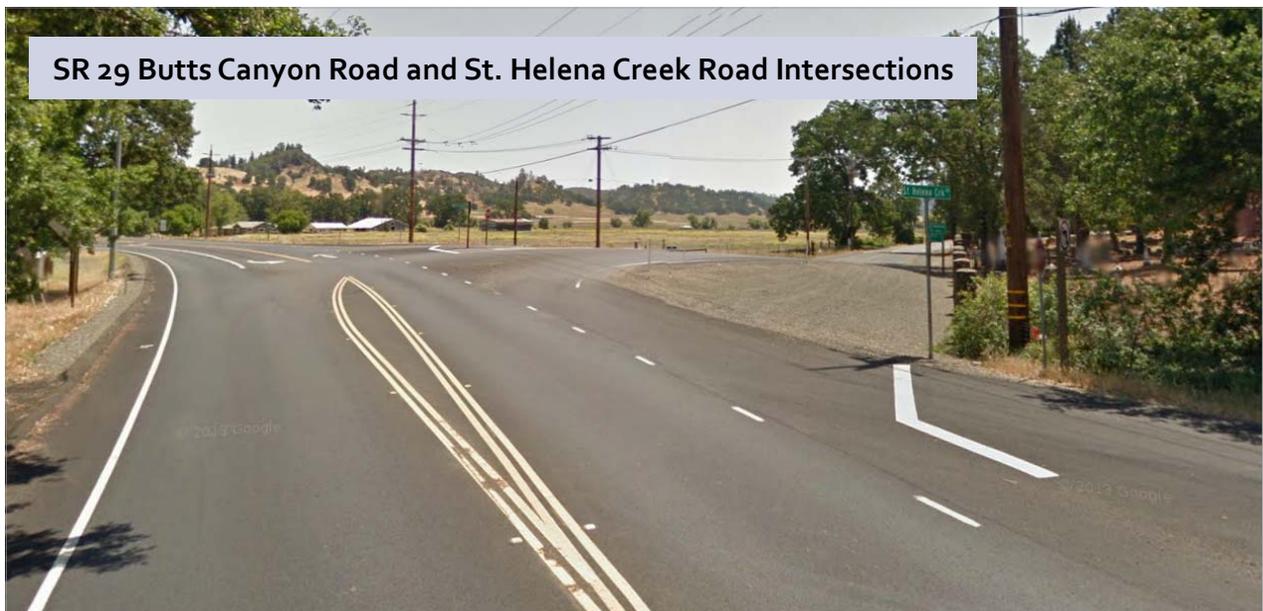
The speed limit on SR 29 increases from 45 to 55 mph immediately north of the school zone. The highway has two lanes with narrow shoulders. In this section there is only one major intersection, Butts Canyon Road to the east (shown below). Both left and right turn lanes are provided.

The intersection of St. Helena Creek Road is a one-way northbound roadway intersecting SR 29 approximately 50 feet south of the Butts Canyon Road intersection. This intersection is stop controlled as shown in the picture below.

North of Butts Canyon there are several minor public intersections and private driveways to either ranches or residences. Most of the parcels have access to Saint Helena Lane on the west side of the road.

Within the downtown area between Wardlaw Street to the north and Douglas Street to the south, SR 29 provides paved sidewalks along most of the east and west sides. Within these sidewalk areas decorative street lighting and tree wells provide well designed street-scape amenities that complement the historic charm of the Middletown community, as shown in the pictures on the following page. Several of the street tree wells have commemorative coverings (pictured on the following page) that further the existing "sense of place" within the downtown.

Many of the decorative street lights have banners that provide color and vibrancy as shown in the picture on the following pages.



Sidewalks on SR 29 within the Downtown Area



Street Tree Commemorative Cover on SR 29 within Downtown Area



Decorative Street Lights and Banners within the Downtown Area



SR 29 Access Management Conditions

This section covers vehicular access conditions along SR 29 and provides an overview of access management concerns that will be incorporated into the improvement plans. Access conditions are reviewed in the section starting in the south portion of SR 29 and moving north.

The segment north of Rancheria Road to Lake Street has several public access roadways and private driveways that are accessed directly from the main traveling lane on SR 29. There are only isolated left-turn lanes along this section, specifically at Rancheria Road and Central Park Road. Historical accident data shows a high concentration of accidents along this section of highway. At Lake Street the northbound speed limit drops to 45 mph followed quickly by a drop to 30 mph just north of Hill Avenue. South of Lake Street the speed limit is 55 mph.

Between Hill Street and Armstrong Street there are many private direct accesses. Some of these access locations are narrow driveways, while others are wider with less definition to the actual driveway entrance, creating undefined sections of parking areas. Various parking locations requires the driver to back out onto SR 29. In addition, these access points result vehicles needing to make mid-block right and left turns.

No left turn lanes are provided north of Hill Avenue. Field observations indicate that sometimes the westbound left turn queue to Main Street creates a queue

that backs to (and through) the Armstrong intersection.

A few driveways have on-street parking on both sides of the driveway which limits intersection sight distance for entering vehicles. There is a slight improvement to sight distance with the presence of the additional bike lane width allowing a vehicle to 'nose-out' further to see traffic before entering the through lane. These conditions also create site distance issues for bicyclists.

The driveway on the north side of Hardester's into the parking lot has several site related concerns.

Southbound customers on SR 29 stop in the through lane waiting to make a left only about 210 feet south of the Wardlaw traffic signal. When vehicles are parked along the curb, northbound drivers cannot see the driveway or a vehicle in the driveway as the sight lines are blocked by parked cars as shown in the photos on the right. When exiting this driveway, sight distance to the south and north is frequently blocked by parked cars. What makes this driveway more unique is that it is on the inside of a curve, making sight distance more difficult than on a straight roadway. At this point the bike lane has ended and the travel lane is closer to the curb, making sight distance for the entering driver more difficult. There are a few more driveways along this curve but the Hardester's north parking lot experiences the most traffic. The next three businesses to the north have the primary parking in the back off of Washington Street.

Hardester's Driveway Located on Right (under 25 mph sign)
Not Visible to SR 29 Northbound Traffic



Limited Sight Distance at Hardester's Driveway (white vehicle)



As previously mentioned in this chapter, north of Wardlaw Street the highway shoulders are about 10 feet wide for a distance of about 600 feet before reducing to about two feet wide. Along this section of highway there are only two significant private access locations. The Jolly Kone has two driveways along with the main driveway to the Middletown Bible Church and K-12 Christian School at the north end of the school zone. Access to these driveways is made from the traveling lane on SR 29 as there are no left turn lanes along this section of highway. Speeds along this section of highway increase as the speed limit increases from 45 to 55 mph immediately north of the school zone. Historical accident data indicates that this section of highway has a high concentration of accidents.

The intersection at Butts Canyon Road has both left and right turn lanes that are provided on the side road. The intersection is not flat but is in a "super-elevation" curve. This means the road is sloped to the west edge of the pavement since the speed of the highway is 55 mph. This adds a little complexity to this 'T' intersection and there is a hump that vehicles must deal with if driving on the Butts Canyon approach leg. The intersection is further complicated by the close proximity, about 50 feet to the south, of Saint Helena Creek Road which is a one-way roadway in the northbound direction as shown in the photo to the right.

Main Street (SR 175)

Main Street (SR 175) runs east/west through the study area and intersects with SR 29 in the middle of the downtown area. The segment from Dry Creek Cut-Off in the western portion of the study area is a two lane roadway with two foot shoulders. The speed limit along this segment is 55 mph and changes to 45 mph just east of the Dry Creek bridge (pictured to the right) and reduces again to 35 mph at Santa Clara Street (pictured on following pages).

Similar to SR 29, the segment of SR 175 from just east of the Dry Creek Bridge to SR 29 serves as an east/west "main street" for Middletown. This segment of roadway currently provides two travel lanes, isolated on-street parking and some sections of sidewalk as illustrated earlier in Figures 6 & 7.

Unlike SR 29, the segment of SR 175 with the downtown core area does not currently have decorative lighting or street trees. Various segment currently have sidewalk wide enough to provide these important amenities.

SR 175 Looking East at Dry Creek Bridge



State Route 175 Looking East West of Stewart Street / Barnes Street



Rural Minor and Major Collectors

Collector roads provide access between local streets and arterials. As defined in the County General Plan, Rural Minor Collectors link smaller urban areas and other places of interest that are not served by the Arterial system. As their name implies, Rural Minor Collectors collect traffic from the Local Streets and distribute it to the Arterial system or to the smaller urban areas that they directly serve. Rural Major Collectors provide circulation between neighborhoods. These collector street systems carry less traffic and have lower capacities as compared to the Arterial system of streets. Within the Middletown study area the following roadways are as classified as either Rural Minor or Rural Major Collectors:

- ◆ Rural Major Collector
 - ◇ Butts Canyon Road
- ◆ Rural Minor Collector
 - ◇ Santa Clara Road
 - ◇ Barnes Street
 - ◇ Big Canyon Road

Butts Canyon Road

Butts Canyon Road (shown to the right) is classified in the County General Plan as a Rural Major Collector. Within the study area the roadway connects with SR 29 just north of the St. Helena Creek bridge and the St. Helena Creek Road intersection. The two intersections of Butts Canyon Road and St. Helena Creek Road on

SR 29 are separated by approximately 50 feet. St. Helena Creek Road is a way-one northbound facility with a stop controlled intersection just south of the Butts Canyon Road intersection.

The segment of Butts Canyon Road within the study area is a two lane collector (shown to the right) with approximately one to two foot shoulders. This facility runs east/west within the northern portion of the study area and provides connection to Guenoc Valley and Lake Berryessa to the east.

Santa Clara Road

Santa Clara Road is classified as a Rural Minor Collector within the County General Plan. This roadway is located west of the downtown area running north/south and paralleling SR 29. It connects with SR 175 to the north and Central Park Road to the south. Most of the road is fronted with residences and is a narrow two-lane roadway with no on-street parking or sidewalks (shown to the right).

Barnes Street and Big Canyon Road

Similar to Santa Clara Road, Barnes Street and Big Canyon Road are classified in the County General Plan as Rural Minor Collectors. These two roadways are located in the northwest portion of the study area and form one continuous roadway with a name change at Wardlaw Street. Barnes Street connect with SR 175 and becomes Stewart Street to the south. Barnes Street ends at Wardlaw Street and become Big Canyon Road.



Butts Canyon Road Approach SR 29



Santa Clara Road Looking North Approaching Douglas Street

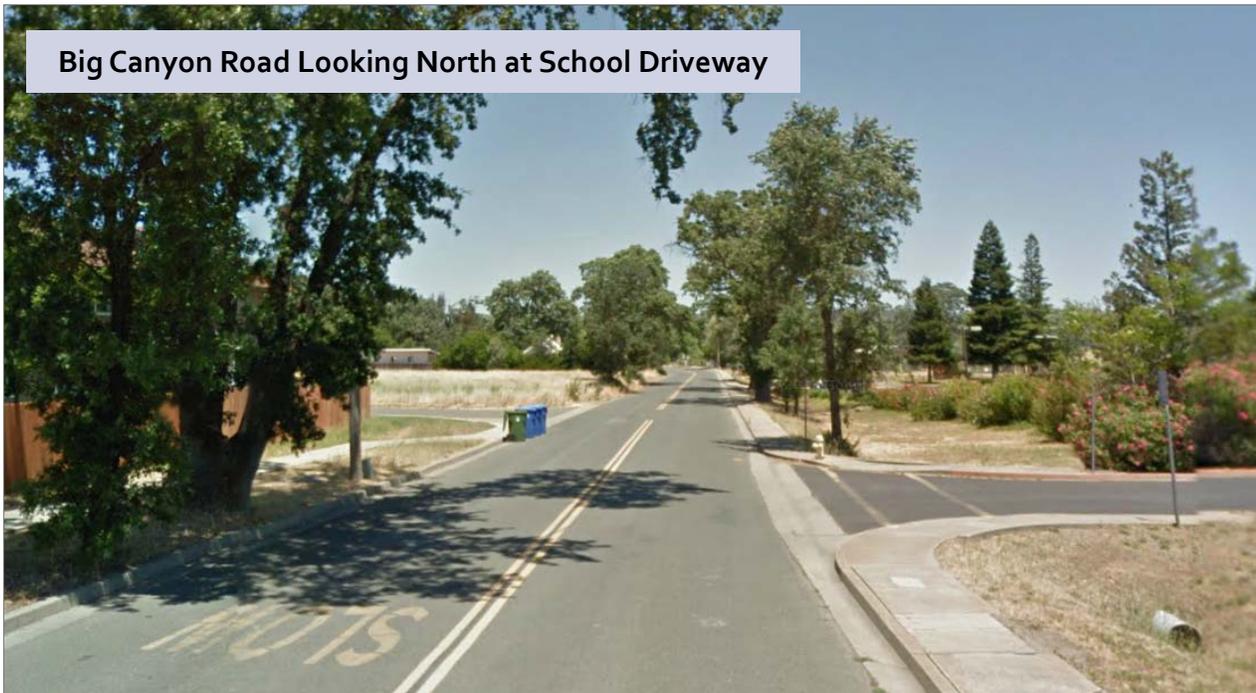
The segment of Barnes Street and Big Canyon Road north of SR 175 to Knowles Lane (shown below) is a two lane collector with paved on-street parking and sidewalks. North of Knowles Lane there is only sidewalk on the east side adjacent to the school ball fields.

Local Roads and Streets

The majority of roadways within the Middletown study area are classified as local roads and streets. As defined in the County General Plan, local roadways primarily provide traffic movement within communities and are generally low speed, low volume roads. Traffic movement is of secondary importance on the local system, meaning that the roadway design is not intended to carry high volumes of traffic over longer distances.

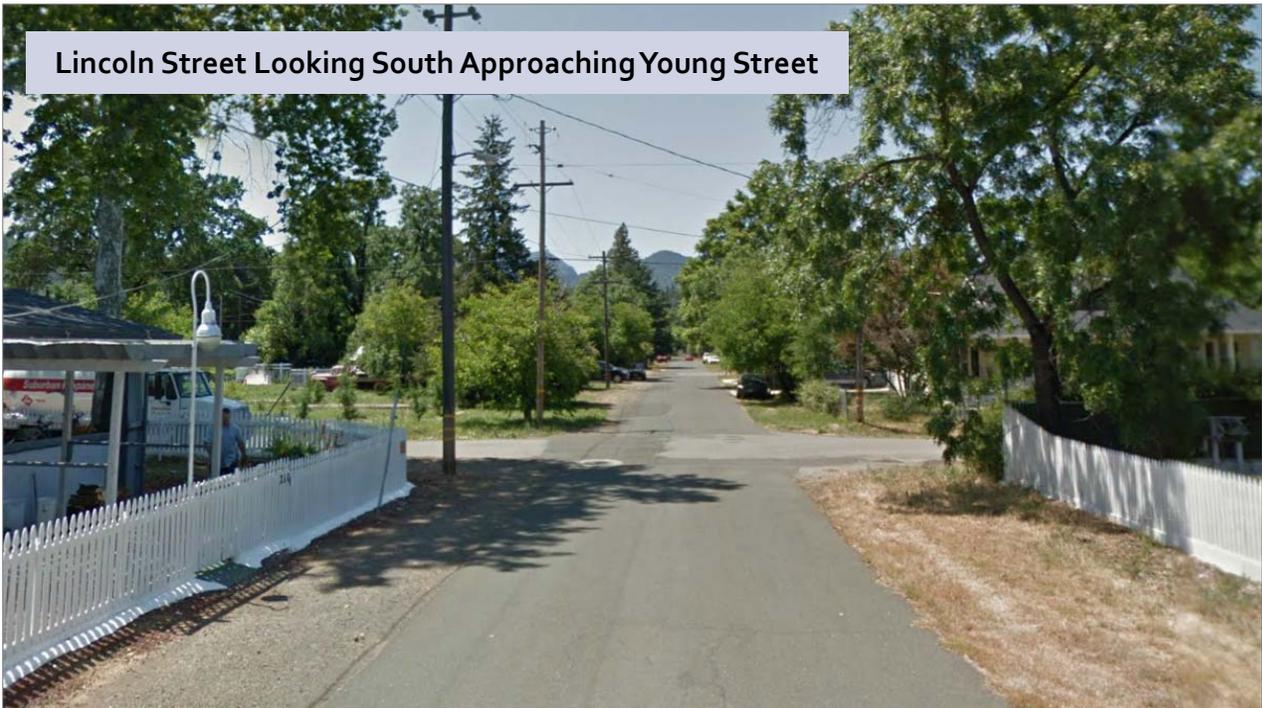
Compared to arterial and collector roadways local roads carry the lowest volume of traffic and have the least capacity. The roadways listed in the table to the right entitled “Local Roadways Within Middletown” are classified as local roads.

The majority of roadways within the study are classified as local roadways. The configuration of most of these roads is very similar. Typically these roads are narrow paved roadways (as shown to the right on Lincoln Street and on the following pages) with less than 24 feet of paved surface. Typically (though not always) they do not provide on-street parking or have paved sidewalks. Many of these roadways have either dirt or gravel shoulders that provide limited parking and walking areas outside of the paved roadways.



Local Roadways Within Middletown

Sacramento Avenue	San Jose Avenue	Santa Barbara Avenue
Vallejo Avenue (future)	Santa Rosa Avenue	Santa Cruz Avenue (future)
Santa Clara Avenue (future)	San Diego Avenue	Napa Avenue
St. Stephen Avenue	Lake Street	Central Park Road
Dry Creek Cutoff	St. Helena Creek Road	Rancheria Road
Wardlaw Street	Young Street	Main Street
Armstrong Street	Douglas Street	Callayomi Street
Stewart Street	Berry Street	Bush Street
Washington Street	Jackson Street	Lincoln Street
Jefferson Street	St. Helena Creek Bridge Rd.	

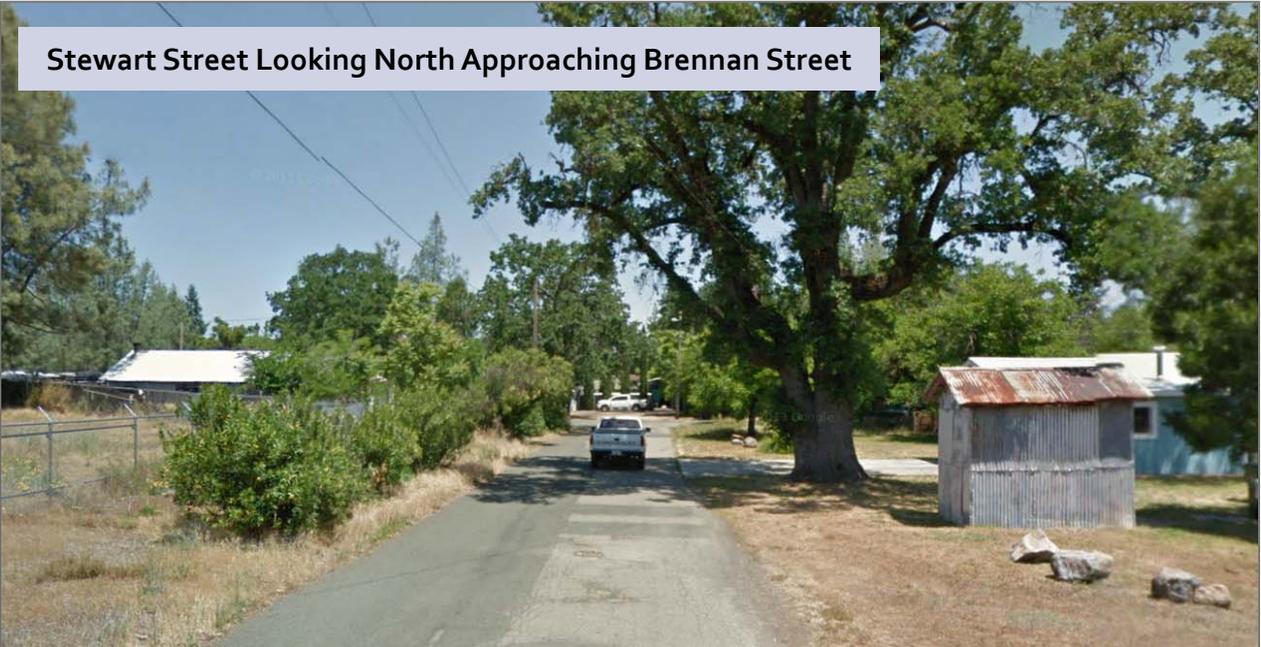


Lincoln Street Looking South Approaching Young Street

Dry Creek Cut-Off Looking North Approaching Merson Road



Stewart Street Looking North Approaching Brennan Street



Wardlaw Street Looking East Approaching Jefferson Street



Wardlaw Street Looking West From SR 29



Santa Clara Avenue Looking North from SR 175



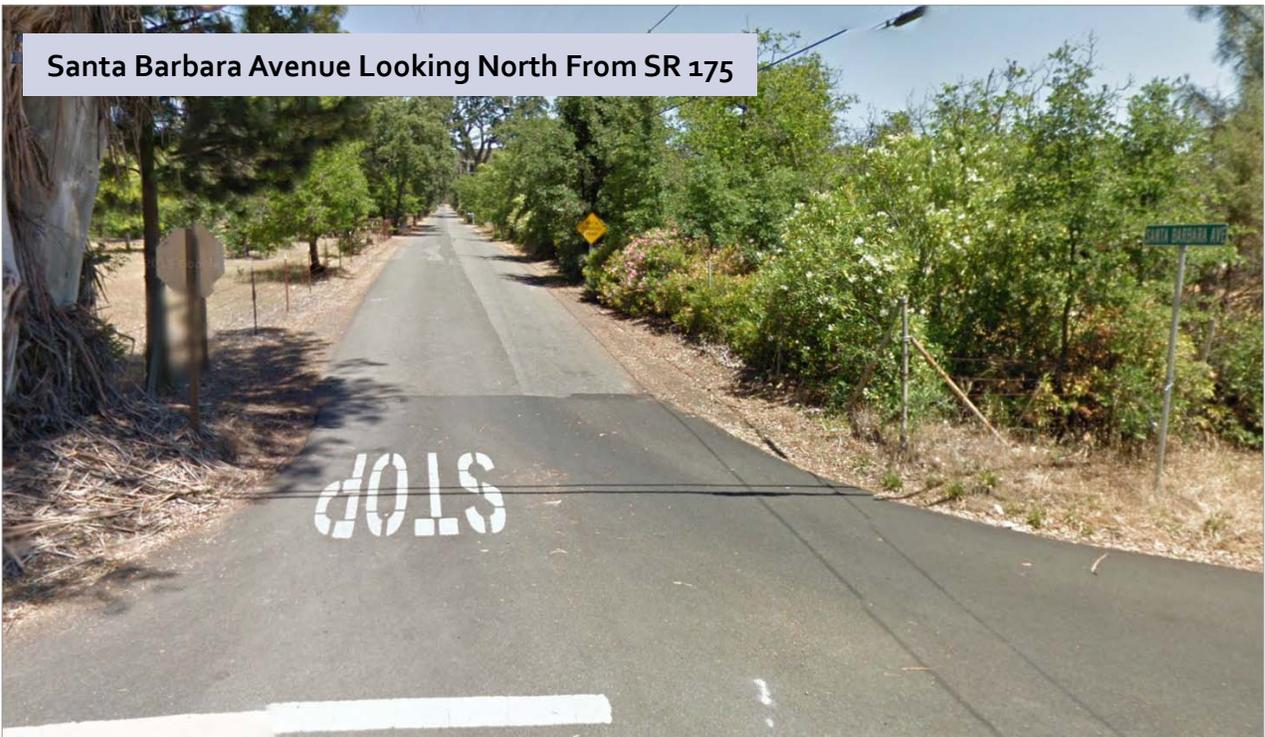
Washington Street Looking North Approaching Young Street



Douglas Street Looking West Towards SR 29 (Park on Left)



Santa Barbara Avenue Looking North From SR 175



Some of the local roadways such as Wardlaw Street are fully developed to County standards and provide both on-street parking and paved sidewalks. Other roadways such as Barnes Street (shown on following page) or Douglas Street west of SR 29 provide both on-street parking and paved sidewalks, but only for short sections and for some roadways only on one side of the roadway.

Pedestrian Facilities

Paved pedestrian sidewalk facilities within the Middletown study are limited to roadways that are developed to full State or County standards with sufficient pavement to allow room for both travel lanes and parking with curb, gutter and sidewalk facilities adjacent to the parking lane, such as SR 29 within the downtown area as shown on the following page. This also requires proper drainage on adjoining streets. As previously mentioned in this report, many of the roadways within Middletown are narrow two-lane streets with only enough pavement for two lanes of travel. Pedestrian travel along these streets is limited to dirt or gravel shoulder areas with sufficient drainage to allow passage, or walking within the vehicular travel lane.

Figure 6 contained earlier in this section illustrates the roadways within Middletown that currently provide paved sidewalk facilities for pedestrians.

These roadways include:

- ◆ Calistoga Street (SR 29) - Callayomi Street to Douglas Street (west side)
- ◆ Calistoga Street (SR 29) - 50 feet south of Armstrong Street (east side)
- ◆ Calistoga Street (SR 29) - Armstrong Street to Wardlaw Street (both sides)
- ◆ Calistoga Street (SR 29) - Wardlaw Street to 50 feet north (west side)
- ◆ Calistoga Street (SR 29) - Wardlaw Street to 200 feet north (east side)
- ◆ Main Street (SR 175) - Santa Rosa Road to Barnes Street (north side)
- ◆ Main Street (SR175) - Berry Street to Bush Street (south side)
- ◆ Main Street (SR 175) - Bush Street to SR 29 (both sides)
- ◆ Barnes Street/Big Canyon Road - SR 175 to Knowles Lane (both sides)
- ◆ Wardlaw Street - Barnes Street to SR 29 (both sides)
- ◆ Wardlaw Street - SR 29 to St. Helena Creek Bridge (north side)
- ◆ Berry Street and Bush Street - 100 feet south of Wardlaw Street (both sides)
- ◆ Young Street - Bush Street to Washington Street (north side)
- ◆ Jefferson Court - Entire street (both sides)



Sidewalks on Barnes Street North of SR 175



Sidewalks within Downtown Area

Parking Facilities

Off street paved parking within private parking areas is provided for within various commercial establishments within the downtown. The Twin Pines Casino also provides parking facilities for customers. There are no dedicated public surface parking lots within Middletown except for the Trailside Park off Dry Creek Road. Many of the historic buildings within the downtown area do not have adequate on-site parking and rely on public parking for customers. Paved on-street parking facilities within Middletown (such as on SR 29 shown to the right) are limited to roadways that have sufficient pavement to allow room for both travel lanes and parking such as on the north side of Douglas Street west of SR 29.

As previously mentioned in this report, many of the roadways within Middletown are narrow two-lane streets with only enough pavement for two lanes of travel. Parking along these streets is limited to dirt or gravel shoulder areas with sufficient drainage.

Figure 7 contained earlier in this chapter illustrates the roadways within Middletown that currently provide on-street paved parking. These roadways include:

- ◆ Calistoga Street (SR 29) - Douglas Street to Wardlaw Street (both sides)
- ◆ Main Street (SR 175) - Santa Rosa Road to Barnes Street (north side)
- ◆ Main Street (SR175) - Berry Street to Bush Street (south side)
- ◆ Main Street (SR 175) - Bush Street to SR 29 (both sides)
- ◆ Barnes Street/Big Canyon Road - SR 175 to Knowles Lane (both sides)
- ◆ Wardlaw Street - Barnes Street to Bush Street (both sides)
- ◆ Wardlaw Street - Bush Street to SR 29 (both sides)
- ◆ Berry Street and Bush Street - 100 feet south of Wardlaw Street (both sides)
- ◆ Young Street - Bush Street to Washington Street (north side)
- ◆ Jefferson Court - Entire street (both sides)

Table 1 on page 62 provides a summary of on-street parking spaces currently provided within the downtown core.

Off-Street Parking Improvements

Off-street parking within the downtown area is primarily provided in private parking lots associated with existing commercial building. Public off-street parking is provided at the school and post office.

Figure 8 on page 63 shows the location of existing off-street parking lots within the downtown core area.

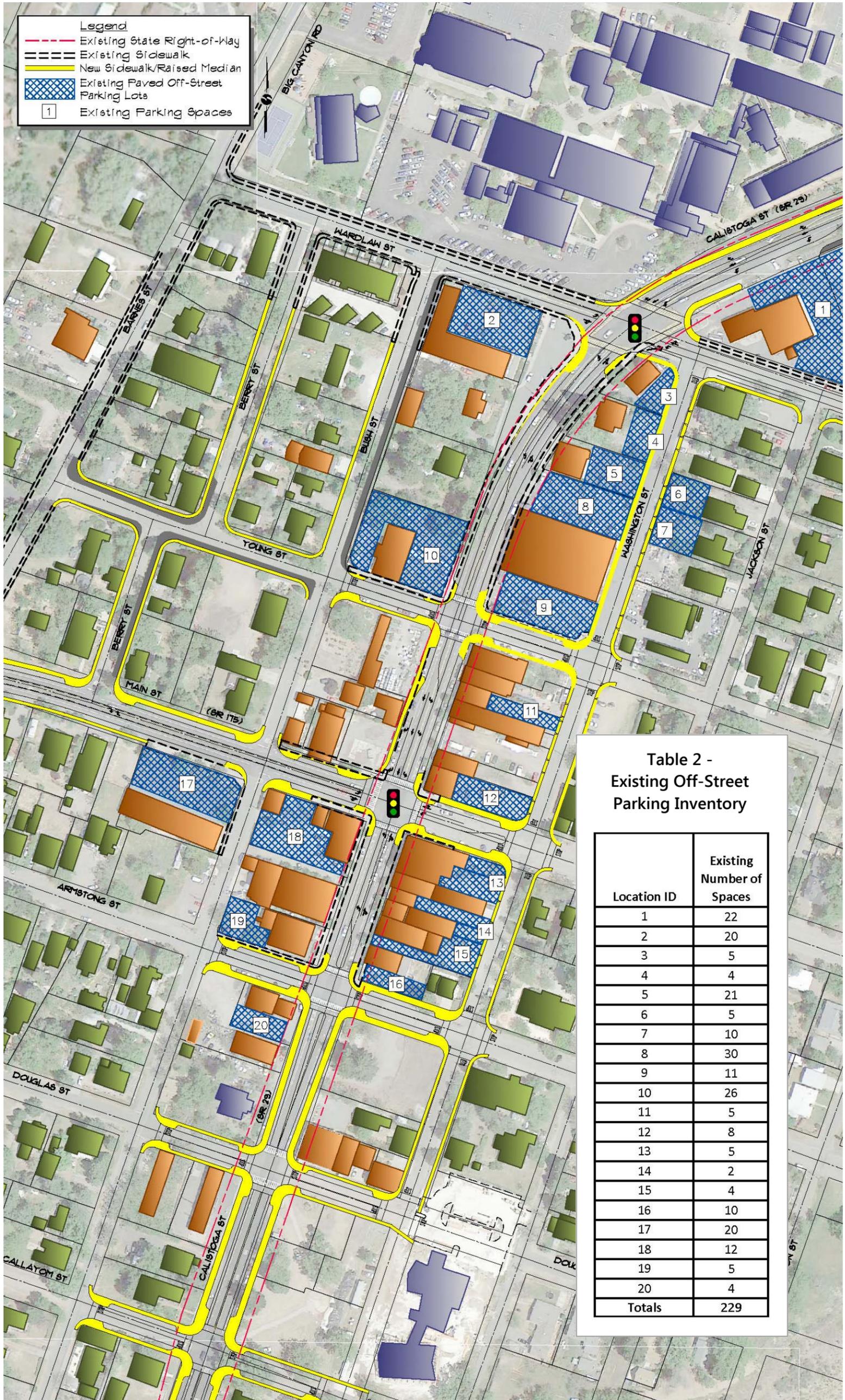
Table 2 to the right contains the number of existing off-street parking spaces per location.



Table 1 - Existing On-Street Parking Inventory

Street Name	Location	Existing Number of Spaces
Calistoga Street (SR 29)	Wardlaw Street to Lake Street	96
Main Street (SR 175)	Santa Clara Road to Washington Street	92
Barnes Street/Big Canyon Rd.	SR 175 to Knowles Lane	81
Wardlaw Street	Barnes Street to SR 29	44
Berry Street	SR 175 to Wardlaw Street	6
Bush Street	SR 175 to Wardlaw Street	6
Washington Street	Wardlaw Street to Douglas Street	0
Young Street	Bush Street to Washington Street	13
Armstrong Street	Bush Street to Washington Street	0
Douglas Street	Bush Street to Washington Street	0
Callayomi Street	Bush Street to Washington Street	0
Totals		338

FIGURE 8 - EXISTING OFF-STREET PARKING AREAS



Delivery Truck Circulation

Circulation within the downtown core for delivery trucks is currently provided on Washington Street located on the east side of SR 29 for commercial properties fronting the east side of SR 29. Bush Street on the west side of SR 29 provides limited delivery truck access for commercial properties fronting the west side of SR 29. Delivery trucks can also use the existing on-street paved parking space along both sides of SR 29 when vehicles are not parked, or if the spaces are reserved by cones ahead of time.

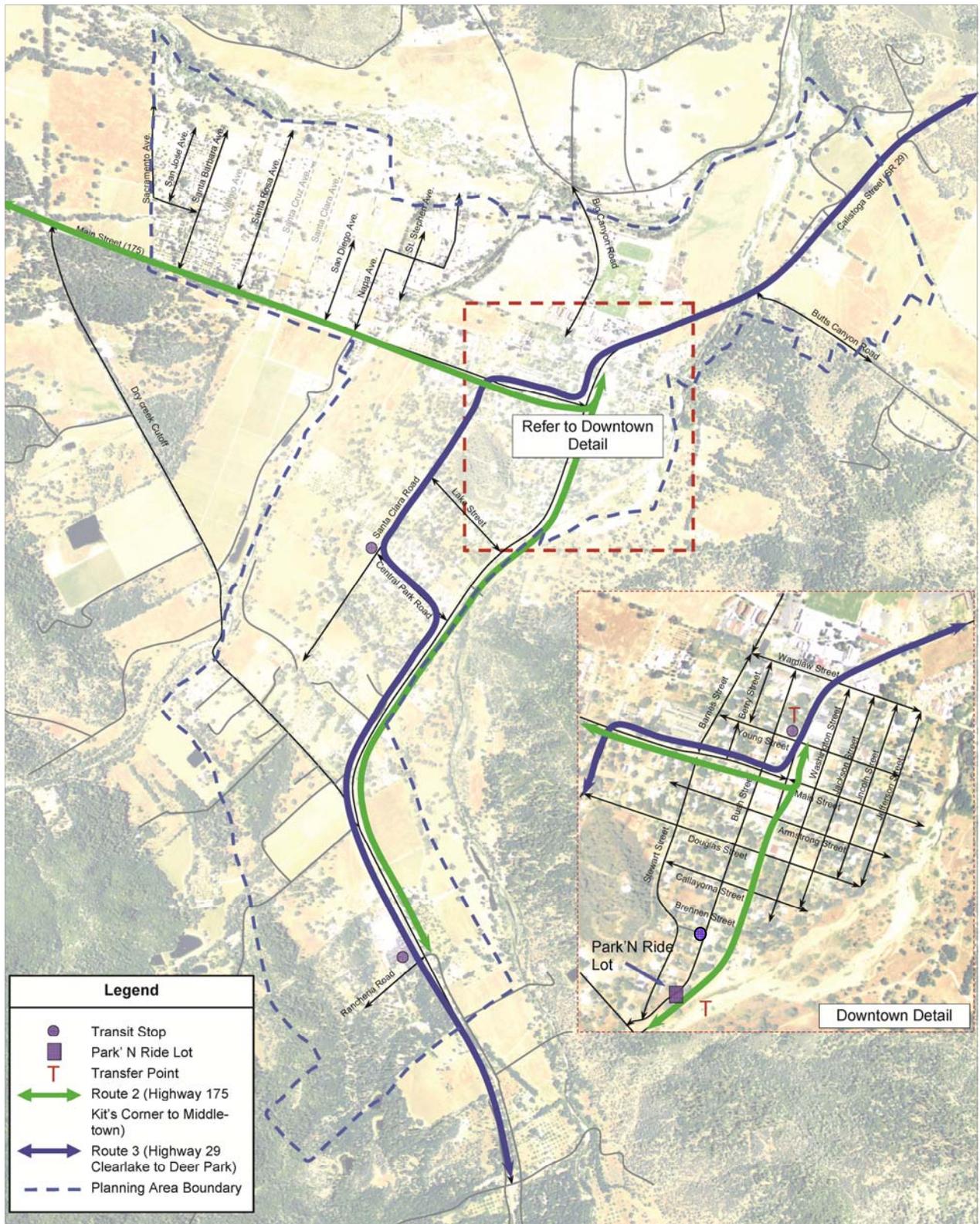
Transit Facilities

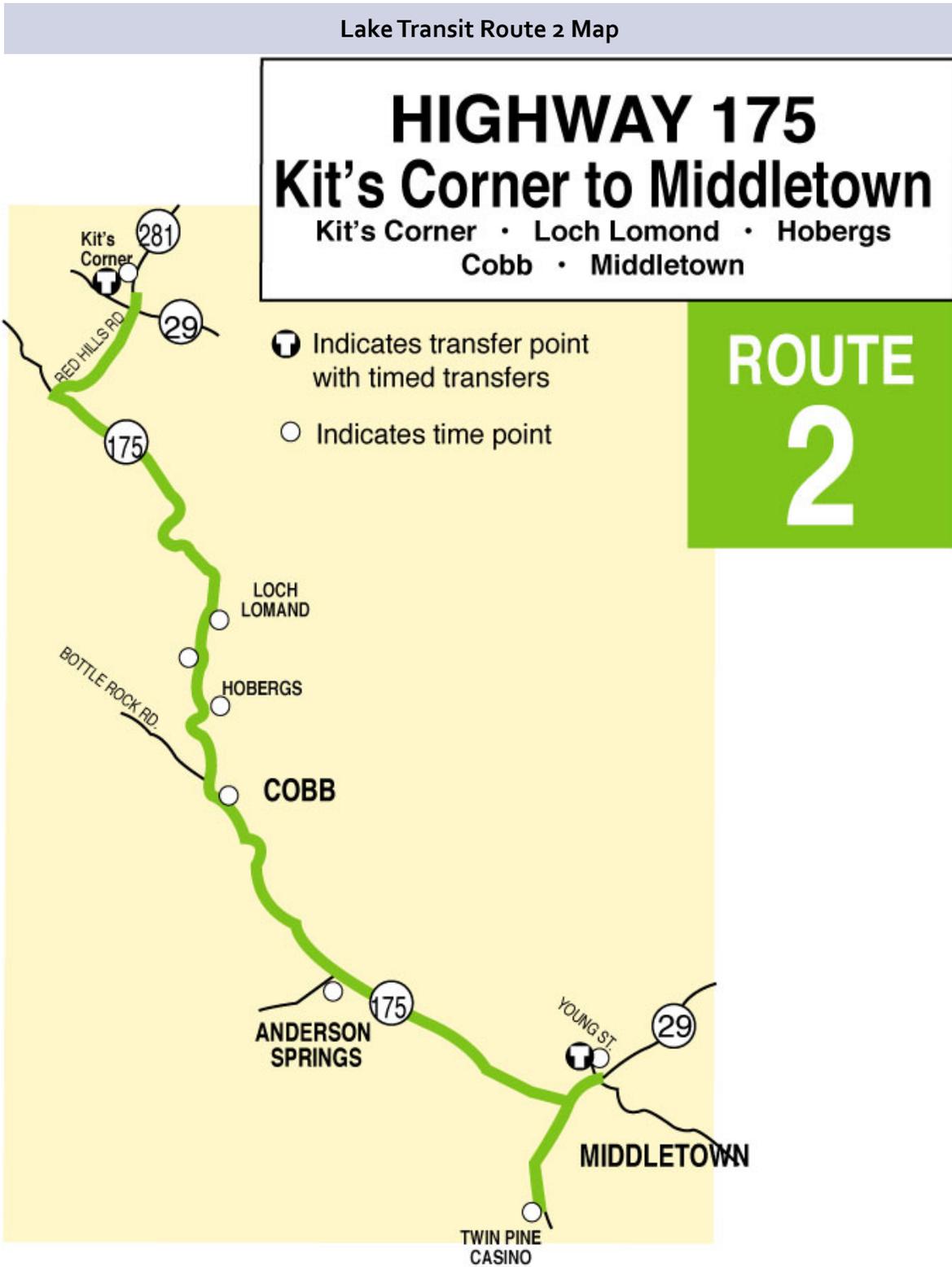
Lake Transit provides two separate transit routes within the study corridor as illustrated in Figure 9. Route 3 (illustrated on the following pages) and provides daily bus service between Ray's Foods and St. Helena Hospital except on Sundays. Route 2 (also illustrated on the following pages) provides weekday (Monday through Friday) service between Kit's Corner and Twin Pines Casino.

Two transit stops are located on SR 29. On the west side of SR 29 there is a transit stop just north of Young Street and on the east side of SR 26 there is a transit stop just south of Armstrong Street (photo below and on the following pages).

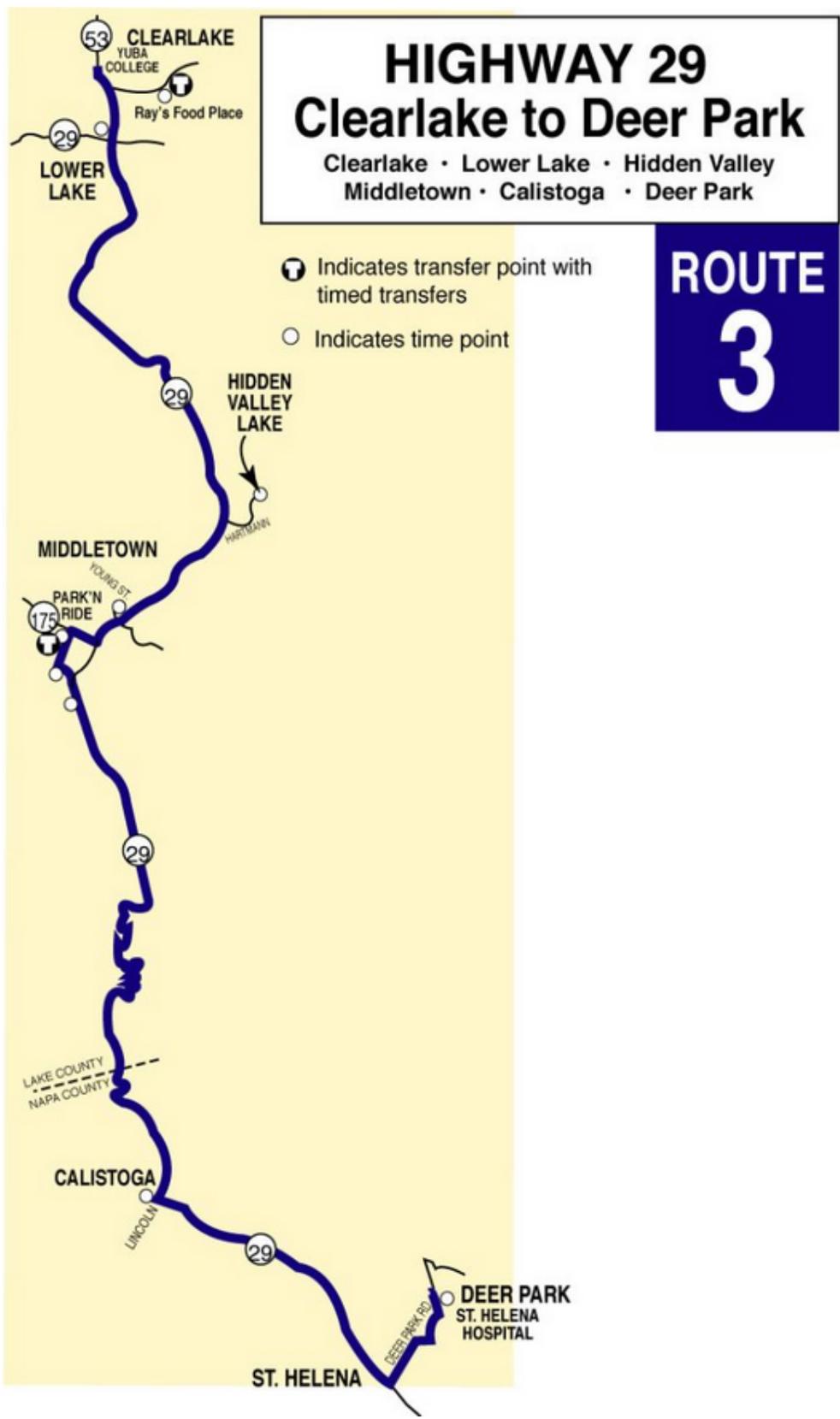


FIGURE 9 - EXISTING TRANSIT ROUTES





Lake Transit Route 3 Map



Lake Transit Route 2 Schedule

Southbound - KIT'S CORNER TO MIDDLETOWN

Soda Bay Road
Kit's Corner 🚩
7:40
11:35
2:35
6:03

Mountain Resorts			
Loch Lomond	Hobergs	Cobb - Hardester's Market	Hwy 175 & Anderson Springs Rd
7:53	7:56	8:00	8:08
11:46	11:49	11:53	12:01
2:46	2:49	2:55	3:03
6:14	6:17	6:21	6:29

Middletown	
Twin Pine Casino	Hwy 29 & Young St 🚩
8:22	8:26
12:15	12:19
3:17	3:20
6:43	6:47

Northbound - MIDDLETOWN TO KIT'S CORNER

Middletown
Hwy 29 & Young St 🚩
6:45
8:26
10:26
3:36

Mountain Resorts			
Hwy 175 & Anderson Springs Rd	Cobb - Hardester's Market	Hobergs	Loch Lomond
6:51	7:00	7:03	7:06
8:35	8:44	8:47	8:50
10:35	10:44	10:47	10:50
3:45	3:54	3:57	4:00

Soda Bay Road
Kit's Corner 🚩
7:20
9:04
11:08
4:15

Lake Transit Route 2 Schedule

Southbound - CLEARLAKE - HIDDEN VALLEY - MIDDLETOWN - DEER PARK

Clearlake	Lower Lake	Hidden Valley Lake
Ray's Food Place/ Walmart	Hwy 53 & Hwy 29	Hartmann & Hidden Valley Rd
6:10	6:14	6:29
7:55	7:59	8:14
10:00	10:04	10:19
12:45	12:49	1:04
4:45	4:49	5:04

Middletown		Calistoga	Deer Park
Hwy 29 & Young St	Twin Pine Casino	Lincoln Ave Bridge	St Helena Hospital
6:39	6:44	7:14	--
8:21	8:30	9:00	9:20
10:26		To Route 2 ---->	
1:11	1:20	1:50	2:10
5:11	5:16	5:45	--

Northbound - DEER PARK - MIDDLETOWN - HIDDEN VALLEY - CLEARLAKE

Deer Park	Calistoga
St Helena Hospital	Lincoln Ave Bridge
--	7:25
9:30	9:50
From Route 2 ---->	
2:20	2:40
--	5:50
From Route 2 ---->	

Middletown	
Twin Pine Casino	Hwy 29 & Young St
7:55	8:00
10:15	10:21
	12:19
3:05	3:20
6:20	6:25
	6:52

Hidden Valley Lake	Lower Lake	Clearlake
Hartmann & Hidden Valley Rd	Hwy 53 & Hwy 29	Ray's Food Place / Walmart
8:10	8:25	8:29
10:36	10:51	10:55
12:29	12:44	12:48
3:30	3:45	3:49
6:35	6:50	6:54
7:02	7:17	7:21

Transit Stop on East Side of SR 29 s/o Armstrong Street



Middletown Trailside Park on Dry Creek Road



Equestrian Facilities

Equestrian trails within the Middletown study area are limited to two facilities including the Trailside Park located north of Dry Creek Road west of the downtown area (shown to the previous page). This is a County park that provides parking facilities for horse trailers, hitching posts, and restroom facilities. Various trails are established within the park that lead back to the parking area. Currently there are no established equestrian trails that connect with this trail system outside the park boundaries.

The second equestrian facility is the Central Park Horse Arena located on Central Park Road and Santa Clara Street.

Informal trails are also present along SR 29 from Rancheria Road to CJS Ranch Supply driveway on both sides of the roadway, extending to Pine Street on the west side of the road (as shown below). Both of these informal trails are within the State right-of-way.

Community Demographics

Middletown was established in 1871 and historically served as a service community in a predominantly agricultural area of southern Lake County. Today, Middletown is the service center for surrounding communities of Hidden Valley Lake to the north, a number of smaller communities located to the northwest on Cobb Mountain, and rural areas located south and east of Middletown. The jobs/housing imbalance between

Informal Equestrian Trail on West Side of SR 29 s/o Pine Street



Lake County and Napa and Sonoma counties has increased commute traffic through town as residents travel from Lake County to work in Napa and Sonoma counties as well as other Bay Area regions. The geothermal industry, concentrated in southern Lake County and northern Sonoma County, is a major employer for the region. The Calpine Geothermal Visitor's Center is located at the south end of town. Middletown is the first community encountered by travelers entering Lake County from the south on State Route 29 which is the "main street" for Downtown Middletown. The intersection with State Route 175, a primary route to western and northern Lake County, is located in the center of downtown. The downtown area runs along the east and west sides of SR 29 from approximately Wardlaw Street on the northern end of town to Callayomi Street on the southern end of town.

Middletown's downtown is a classic "historic small town". The existing development of the downtown area can be described as mixed use, with both businesses and residential development located within the project area. Businesses and services located downtown serve the southern region of the County, and include the Post Office, a grocery store, numerous churches, a senior center, library, restaurants and offices. The main campus of the Middletown Unified School District is located at the north end of downtown where the high school, middle school and one of the district's elementary schools are co-located (shown to the right). Two private schools are also located in the project area. A few blocks west of SR 29 is the Cen-

tral Park horse arena which is popular with equestrians. At the south end of the project area is the Middletown Rancheria and Twin Pine Casino and Hotel. Middletown is a destination for both local residents and tourists. The residents want to maintain a rural, safe community as well as encourage investment in downtown businesses and promote economic vitality.

Community development efforts recently completed or currently in the planning stages further the vision for downtown Middletown. These projects include:

- ◆ The recently constructed community center (shown to right) which is now home to the new library and new Middletown Senior Center.
- ◆ The new Middletown community park is located adjacent to the community center and encompasses an entire block that was previously vacant and undeveloped. The majority of improvements to the park were completed by community members and donations of materials and labor from local businesses and service organizations. (bordered by the community center, Douglas Street, SR 29, and Callayomi Street)
- ◆ The Gibson Museum and Cultural Center planned for the Gibson Library building (on State Route 29 and shown on the following page). Efforts are being coordinated by the Lake County Historical Society's Gibson Committee in partnership with the County of Lake. Currently, the group is planning for the grand opening to be held in May 2014.

High School and Elementary School Located west of SR 29 on Wardlaw St.



Senior Center Located east of SR 29 on Douglas Street





Gibson Museum Located on SR 29 at Callayomi Street

This Community Action Plan aims to facilitate continued improvements in downtown Middletown with a focus on improving circulation, access and connectivity within the community, and also improving safety for all users of the transportation system. Such improvements support economic revitalization, an important priority for the community. As noted in the Middletown Area Plan (Chapter 5), the compact pedestrian scale, existing small-town character and historic architecture of Middletown are important strengths of the community. Vacant and under-developed parcels, as

well as vacant buildings, provide the opportunities for the establishment of new businesses in Middletown within the existing downtown area. Utilizing and improving these aspects of the community, as exemplified by recent community projects, can strengthen the community and support the local economy. Providing a stronger connection between downtown and the Middletown Rancheria/Twin Pine Casino & Hotel through the development of a multi-use trail is one example of how the CAP aims to improve access and circulation.

Land Use Patterns

Zoning within the Middletown study is divided into numerous categories consistent with County zoning. Figure 9 and 10 contain a simplified zoning map that illustrates the residential, commercial and other land use patterns within Middletown. As shown in these figures, the majority of commercial/retail zoning occurs along SR 29. Surrounding this commercial zoning is predominately residential zoning.

The land uses depicted in Figures 10 and 11 are comprised of properties that are divided into separate parcels. These parcel boundaries are illustrated in Figures 12 and 13.

The land use patterns along with regional travel patterns create the existing traffic conditions within Middletown. The primary destination of many trips within the study area is the commercial district within the downtown. Another major attractor of travel trips is the school complex located in the northwest portion of Middletown. This is followed by the Twin Pines Casino located in the southern portion of the study area.

Other significant travel destinations include the new Senior Center located on Douglas Street just east of SR 29 and the new Gibson Museum located on the opposite side of the street. Additionally, there are two schools along SR 29, the Bible Church school located north of Wardlaw Street, and the Middletown Adventist School located to the south.

Given the existing land use patterns and location of major destinations within Middletown the primary corridor of travel is in a north/south orientation along SR 29. This travel is a combination of vehicles, pedestrians, bicycles and some equestrian travel. East/west travel within the overall study area is limited to SR 175. Other east/west travel is primarily from residential locations traveling to SR 29. There are no regional east/west roadways that run through the Middletown area.

FIGURE 10 - EXISTING ZONING

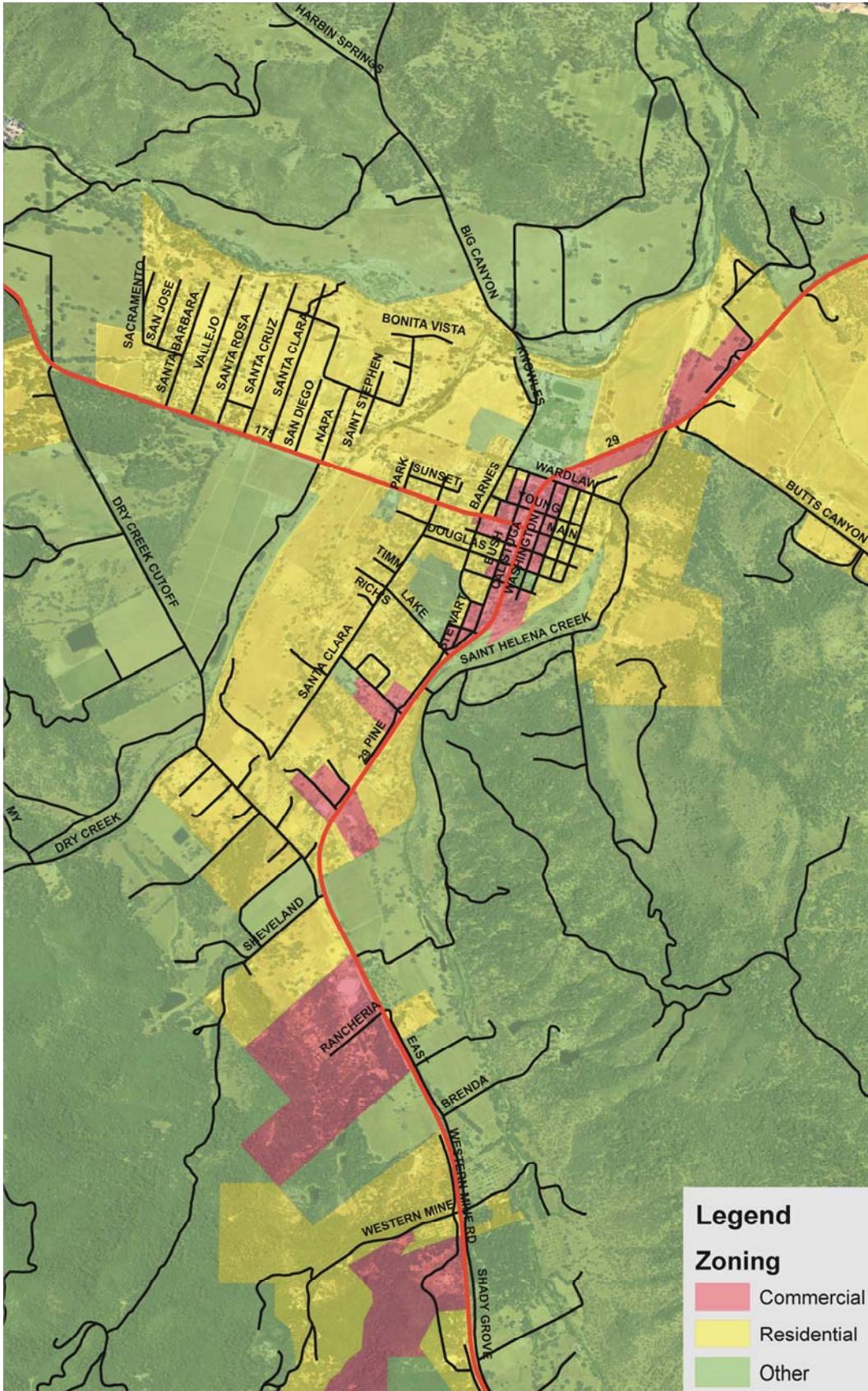


FIGURE 11 - EXISTING ZONING (DOWNTOWN AREA)

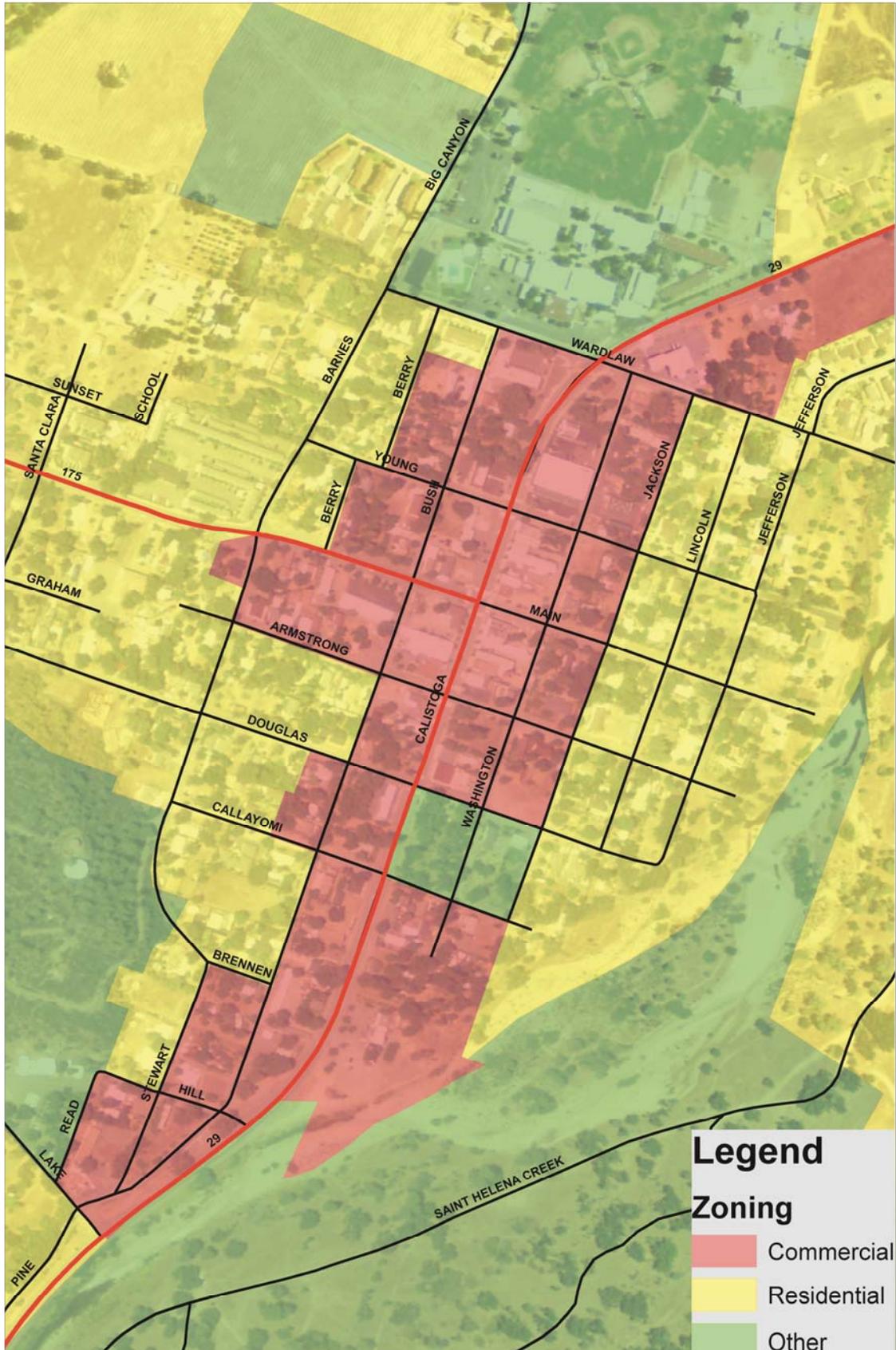


FIGURE 12 - PROPERTY PARCEL BOUNDARIES

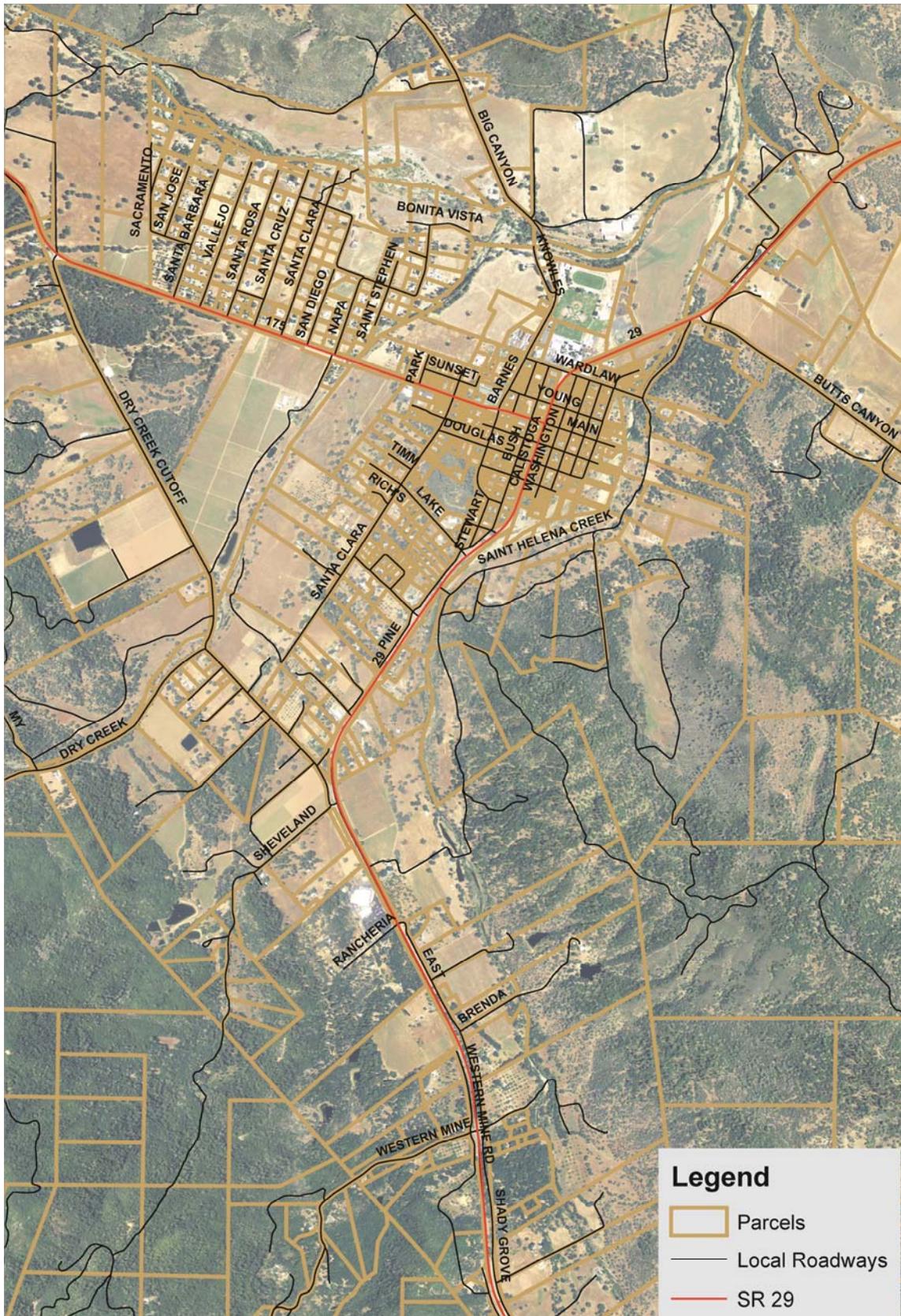
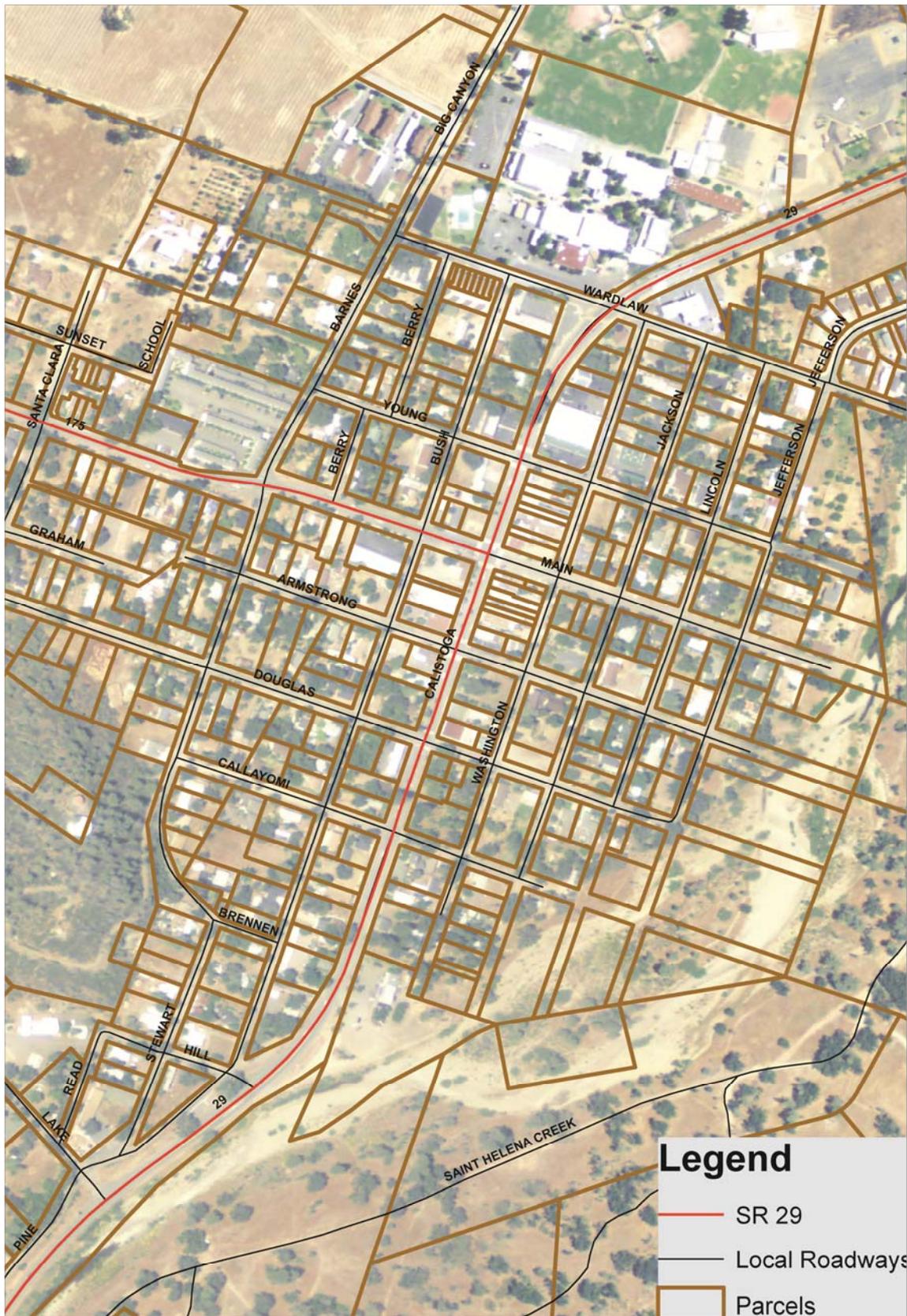


FIGURE 13 - PROPERTY PARCEL BOUNDARIES (DOWNTOWN AREA)



community participation

Community involvement for the Middletown Community Action Plan (MCAP) is a continuation of community involvement and participation in the development of the Lake County 2030 Blueprint and the Middletown Area Plan, where strong interest was expressed by community members in improving the community of Middletown. Community involvement was also key to the development of the Partnership Planning Grant application, a competitive Caltrans transportation planning grant program which provides the funding for the MCAP. Staff from Lake APC and members of Middletown Area Town Hall (MATH) worked together to develop the grant application, and community interest generated fourteen letters of support that were submitted with the grant application. The community members of Middletown, including MATH and the Middletown Area Merchants Association (MAMA), are proactive and have taken action to improve their community through a variety of projects. Such commitment from the community will be important to implementing the Middletown Community Action Plan.

Shortly after Caltrans announced that the grant for the MCAP was selected for funding, Caltrans District 1 also received funding to conduct an Engineered Feasibility Study (EFS) of the southern portion of State Route 29 in Lake County (from the Napa/Lake County line north to the intersection with SR 53 in Lower Lake). Realizing the opportunity to coordinate these two projects, one consultant team was contracted to conduct both projects. This approach allowed for an expanded and more robust community outreach effort and more in-depth engineering feasibility analysis of potential improvements within the Middletown Community Action Plan project area.

Extensive community outreach events actively engaged the community to develop the Middletown Community Action Plan. Key activities included:

- ◆ Formation of Community Advisory Committee (CAC)
- ◆ Creation and maintenance of a dynamic project website

- ◆ Four highly attended community meetings
- ◆ Community comment documentation and summary
- ◆ Coordination with local media representatives to inform the community about the project and opportunities to participate and provide input.

This chapter provides a brief summary of each CAC and community meeting. Appendix B contains a detailed summary of each meeting agenda, content, and input.

The first Community Advisory Committee (CAC) was held on October 17, 2012 from 3:00 to 4:30 in the Calpine Geothermal Visitors Center. Ten stakeholder representatives participated in the first Community Advisory Committee meeting in Middletown, (see table below) hosted by Caltrans and the Lake County/City Area

Planning Council (Lake APC) as part of the SR 29 South Corridor EFS and MCAP project. CAC members attending this meeting are as follows:

The objectives of this first CAC meeting included:

- ◆ Providing participants with the background and introduction to the project
- ◆ Educating participants about the purpose and need of the project
- ◆ Presenting an overview, schedule and the goals of the project
- ◆ Facilitating a discussion and collecting input on stakeholder key interests/issues
- ◆ Collecting input on stakeholder Community Values as they relate to the project

Community Advisory Committee Members

<i>Name</i>	<i>Organization</i>
Greg Baarts	California Highway Patrol
Bill Chapman	Hidden Valley Lake Association
Claude Brown	Lake County Chamber of Commerce
Brock Falkenberg	Lake County Office of Education
Gary Graves	Middletown Area Merchants Association (MAMA)
Joe Sullivan	Middletown Area Town Hall (MATH)
Carlos Negrete	Middletown Rancheria
Korby Olson	Middletown Unified School District
Mike Wink	South Lake County Fire Protection District
Larry Galupe	Twin Pine Casino

Extensive input and critical project related information was obtained at this meeting especially from MATH, MAMA, and the Hidden Valley Lake Association. Comments received by MATH are contained in Table 3 on the following page.

The first Community meeting was held on January 22, 2013 from 5 PM to 7 PM at Calpine Geothermal Visitor Center with 70 community members attending and participating. The group represented a broad range of community members from throughout the project area. This meeting was planned by Lake APC and Caltrans to encourage public participation in the State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP) projects. The purpose of the meeting was to introduce the project and team members to the community, provide an overview of the two coordinated projects, address community questions or concerns, and obtain input from the community on their issues, concerns and perceived opportunities and constraints related to the projects.

During the community meeting, the attendees were invited to provide their issues, comments and opportunities for improvement through an interactive exercise. Large maps of the project area were posted throughout the room and participants were able to identify issues and suggest improvements. The project team facilitated the discussion and all of the comments were collected and categorized. The participants provided a



TABLE 3 - MATH COMMENTS REGARDING TRANSPORTATION IMPROVEMENTS

Comment Number	Location	Description	Additional Comments
1	Intersection at SR 29 & Rancheria Road	Signal Light at the Rancheria	
2	West of Intersection at SR 29 & Rancheria Road	Public trail begin (bike, walk, equestrian)	
3	South-East corner of intersection at SR 29 & Rancheria Road	Relocate "Welcome to Middletown" Sign	
4	Along Rancheria, west of SR 29	Public trail continues	
5	On SR 29 near Rancheria between two lanes	Divide highway (island or feature)	
6	Intersection at Shevland Road & SR 29	Street Lights	
7	Intersection at Shevland Road & SR 29 in northbound direction	Turn Lane	
8	SR 29, north of Shevland Road	Re-align curve	Connect Santa Clara to Dry Creek Road
9	Road accessing the CJS Ranch Supply & Appeal	Turn lane at CJS	
10	Dry Creek Annex Road	Continue frontage road	
11	Middletown Adventist School	Turn Lane at 7th Day Adventist Church. Traffic Calming Feature	
12	Middletown Adventist School	Safe Route to School	
13	Intersection at SR 29 & Lake Street	Fire Department activated warning Light	Roundabout
14	Intersection at SR 29 & Lake Street	Turn Lane at Lake Street	
15	At South-West corner of intersection at SR 29 & Hill Avenue	Street Lights for Commuter Parking	
16	SR 29, north of Hills Avenue at the curvature segment	Traffic Calming feature/crosswalk	
17	On SR 29 between Perry's Deli and Eagle/Rosa Motel	Decorative crosswalk between Perry's Deli and Eagle/Rose Motel	
18	From north of Eagle/Rosa Motel to Callayomi Street	Sidewalks on both sides of street	
19	Park near intersection of SR 29 & Douglas Street	Decorative crosswalk at the park	
20	Post office on North-West corner of SR 29 & Armstrong Street	Decorative Crosswalks at post Office	
21	On Armstrong along SR 29	Bulb Outs both side of street	
22	Intersection at SR 29 & CA 175	Decorative crosswalks all four corners of CA 175 & SR 29 intersections	
23	Intersection at SR 29 & CA 175	Bulb outs at all four corners	
24	On SR 29, east side	Charging station on Main Street	
25	Between hardester & Tri-Counties on Young Street	Decorative crosswalks & Bulb outs at Hardester/tri Counties Corner	No Parking on Westside of SR 29 between Wardlaw Street & TriCounty Bank
26	At South-West corner of SR 29 & Wardlaw Street	Reclaim parking/Park at Wardlaw	
27	At North-East of SR 29 & Wardlaw Street near High School	Add Right turn only for school drop-off area/ after drop-off time configure parking area	
28	Intersection at SR 29 & Wardlaw Street	Continue Blub out street design	
29	Along Christian School, east side	Sidewalk to Christian School, safe route to school	
30	On SR 29 at Christian School in northbound direction	Left turn lane into Christian School	

broad range of comments and suggestions, which were organized into following categories:

- ◆ Safety
- ◆ Congestion
- ◆ Bike Routes
- ◆ Pedestrian Facilities
- ◆ Transit Services
- ◆ Parking
- ◆ School
- ◆ Equestrian
- ◆ Roadway Landscaping
- ◆ Historical Presentation
- ◆ Environmental Preservation - Erosion
- ◆ Environmental Preservation - Others
- ◆ Other - Accessibility
- ◆ Other -Recommendations
- ◆ Other - Business
- ◆ Other - Signage
- ◆ Other - Information

Community members were also able to provide input through comment cards at the workshop and through the interactive project website after the community meeting. The actual comments received from the

Community meeting and project website can be found in Appendix C along with a summary of the meeting and photos of the community meetings.

The second CAC meet meeting was held on June 4, 2013, 3 p.m. – 4:30 p.m. at the Middletown High School Multi-Use Facility followed by the second community meeting at 5:00. The primary purpose of this meeting was to provide the community with an overview of the Existing Conditions Draft Report and provide an introduction to Complete Street planning principles for the Middletown Community Action Plan.

Input from the community was obtained through group exercises and question/answer sessions. CAC members were divided among three tables, each with a facilitator. They were asked to review a large map of the Middletown Area, and note answers to specific questions including the following:

Map #1 – Vehicle/Transit

1. What are your common trips?
2. What are your alternate routes when the common routes are congested?
3. What are key origins and destinations?
4. What challenges do you encounter?

Map #2 - Bicycle

1. Where do you or others ride a bike?
2. Where would you or other like to ride a bike?

3. What are key origins and destinations?
4. What challenges do you encounter?

Map #3 – Walk/Equestrian

1. Where do you or others walk/ride?
2. Where would you or others like to walk/ride?
3. What are key origins and destinations?
4. What challenges do you encounter?

In addition handout questionnaires were distributed to obtain CAC member input on the following questions:

Questionnaire #1 – Review of Community Values and Transportation Vision Statement

Questionnaire #2 – Historic Downtown Middletown Questionnaire

1. What one mobility improvement should be implemented in Historic Downtown Middletown?
2. When visiting downtown, where do you go?
3. How do you access downtown and what mode of transportation do you use?
4. Where are some opportunities for downtown gathering places?

The meeting included a slide presentation, which included a recap of the study need and purpose, a brief overview of the project, and a summary of the existing conditions report data. Key points related to existing



conditions included: a summary of comments received from the first community meeting; roadway congestion levels; roadway level of service; collision rates along the corridor; access management; and environmental constraints. The presentation then focused on an introduction to complete street planning for the Middletown area. Key points during this discussion included the definition of complete streets; identification and review of the Middletown “complete streets” planning area, roadway types and potential improvement options; and examples of complete street concepts.



Following the presentation and Q&A/discussion, attendees were invited to participate in a group exercise related to the MCAP project area. Attendees were given multi-colored dots to place on large maps in reference to obtaining their input on priority transportation improvements including:

- ◆ Local street improvements
- ◆ Collector street improvements
- ◆ Arterial street improvement

Meeting attendees were also asked to complete a Meeting Feedback Form, and were provided with a Project Comment Card that they could complete and return at their convenience. The comment card provided the project website and email address where comments and questions related to the project could be submitted at any time.



The third community meeting was a joint CAC and community outreach meeting held on November 13, 2013 from 6 p.m. - 8 p.m., also at the Middletown High School Multi-Use Facility in Middletown.

The purpose and focus of the third community meeting was to solicit stakeholder feedback to continue to help shape the jointly implemented State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP), with the following focus:

- ◆ Provide an update on area Caltrans maintenance projects
- ◆ Provide an overview of proposed improvement over the entire SR 29 South Corridor study area from the Napa County Line to SR 53
- ◆ Solicit community stakeholder feedback on the proposed improvements

The community meeting began with a Power Point presentation and questions and answers, followed by a stakeholder voting process on the proposed improvements. Additional informational material included poster boards with maps of the study area and proposed improvements. Handouts included a project comment card and meeting evaluation form.

Meeting participants were given colored dots and asked to submit votes regarding whether they “agree” or “disagree” that the appropriate transportation improvements within each the following categories:

- ◆ Safety
- ◆ Congestion relief
- ◆ Traffic calming
- ◆ Pedestrian/bike/equestrian
- ◆ Timeframes (initial and future)





Participants also were provided with project comment cards to add additional qualitative feedback. Meeting attendees were also asked to complete a meeting evaluation form.

The fourth community meeting is scheduled for January 29, 2014 at the Middletown High School Multi-Use Facility in Middletown..

In addition to the project community meetings, MATH and the Middletown Area Merchants Association (MAMA) met to discuss the project, review maps of the downtown area, and provide specific suggestions and identify issues. This input was discussed at the second community meetings and provided critical input to the development of the plan.



circulation plan

The circulation plan for the Middletown Community Action Plan (MCAP) is a long range planning framework for developing a vibrant community interconnected with an efficient and pedestrian friendly transportation network. The plan builds upon both the State and County roadway system and conforms to standards for both agencies. This chapter provides a general framework and does not identify specific roadway improvements. A more detailed level discussion of conceptual design is contained in the following chapters.

VISION AND PRINCIPLES

The Vision

The vision for Middletown's transportation system provides an inspiration and a planning framework to create the desired character for the vibrant Middletown community and the network of roads, sidewalks, bike lanes, transit facilities, and equestrian trails that comprise the transportation system. It is based upon the existing built environment (assets) and the opportunities these assets provide, and upon both analysis and valuable community input.

The vision was also crafted based upon input from various transportation needs exercises by both the Advisory Committee and community. This vision is as follows:

"Preserve the unique rural nature of Middletown while creating a safe, well connected pedestrian friendly livable community that fosters a strong local economy and sense of place."

Planning Principles

Planning principles for Middletown's circulation plan were also formulated based upon input from the Advisory Committee and community. These planning principles provide the framework for developing the transportation improvements concepts for the MCAP planning area. These planning principles are as follows:

- ◆ Provide a well balanced multi-modal transportation system.
- ◆ Develop bicycle lanes and routes to provide alternative modes of automobile travel.
- ◆ Increase safety for pedestrians and bicyclists.
- ◆ Promote a vibrant downtown with good access, convenient parking, and sense of "place".
- ◆ Create well designed connections that link existing and new open spaces and community facilities.
- ◆ Develop an interconnected multi-use and equestrian trail system.

Complete Streets

As discussed in the previous chapter, Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete

streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

Roadway Users

As illustrated in Figure 14, there are many different users who require safe access within the public street system.

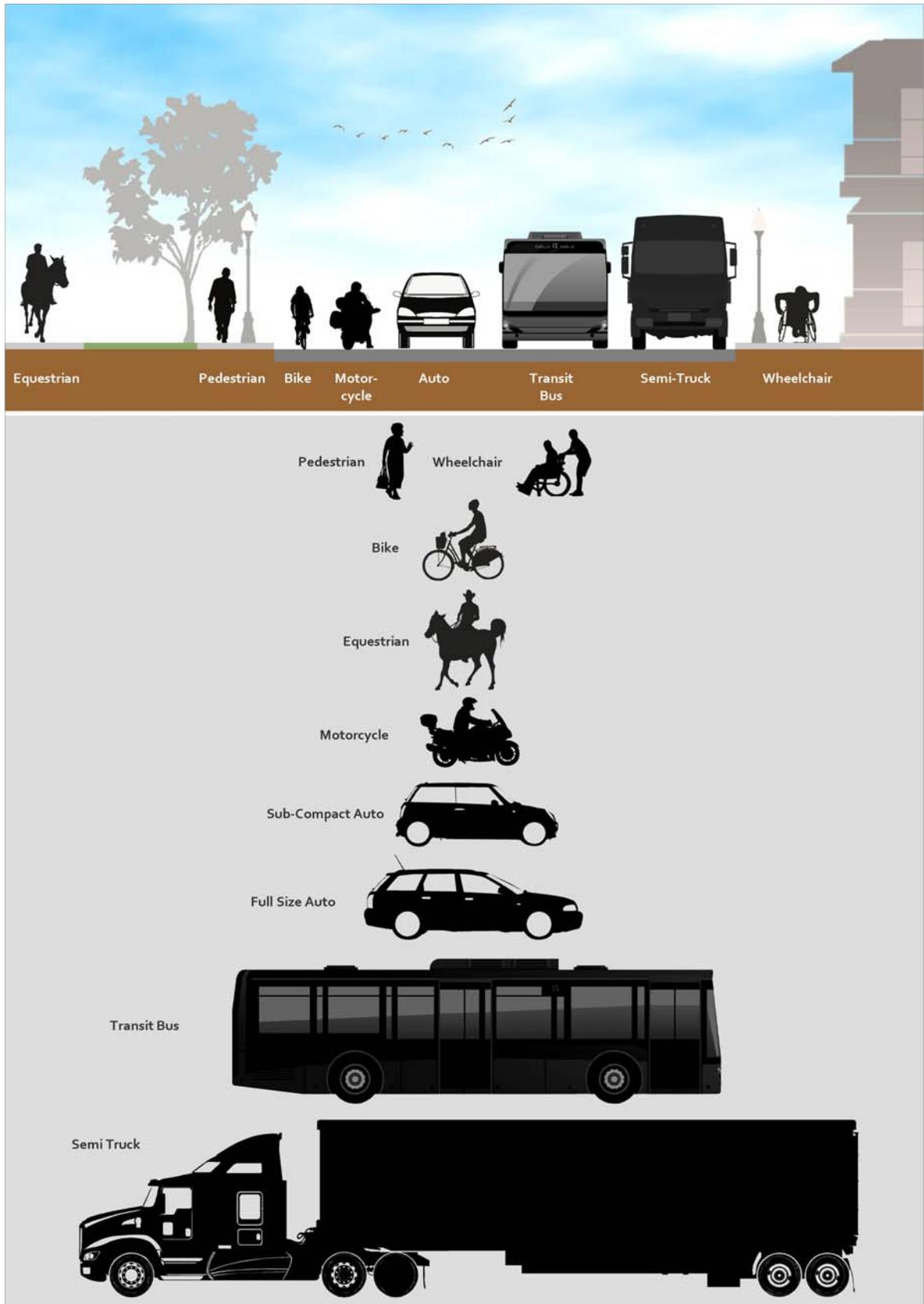
These users include:

- ◆ Pedestrians
- ◆ Wheelchairs
- ◆ Bikes
- ◆ Equestrians
- ◆ Motorcycles
- ◆ Sub-Compact Automobiles
- ◆ Full Size Automobiles
- ◆ Transit Buses
- ◆ Semi Trucks

Figure 14 also provides a relative size comparison for each of these roadway users. The design concepts for all roadways within the MCAP are required by both State and County standards to safely accommodate each of these users.

Within the MCAP planning area most streets are currently constructed as two-lane roadways that primarily accommodate automobiles. The principle of creating

FIGURE 14 - ROADWAY USERS



complete streets is focused on providing safe transportation improvements for all the users (listed on the previous page) within the roadway system. Figure 15 illustrates how the streets within the MCAP planning area could over time meet the needs of all users. The design concepts in the next section have been formulated to act as guiding principles to achieve the vision for the MCAP transportation system.

Pedestrians and Wheelchairs

As the roadways within the MCAP are fully developed there will be system of interconnecting pedestrian paths (sidewalks), as discussed in the next section. Figure 16 illustrates the area within a typical street these pedestrian paths would be constructed. Wheelchair users would also use these paths.

Bikes

Bikes would be accommodated with either dedicated bike lanes shared multi-use path or within the shared vehicle lane within the MCAP transportation system. Figures 17 and 18 illustrate the area within a typical street these bike lanes and shared vehicle/bike routes would be constructed.

Parking

The public roadway system with the MCAP planning area must also provide areas for on-street parking. Two different forms of parking include diagonal and parallel

parking. Figure 19 illustrates the area within a typical street these parking areas would be constructed.

Transit

Transit buses typically travel within the automobile lane on a roadway. In order to pick-up and drop off users transit stops are required. Figure 20 illustrates the area within a typical street these transit stops would be constructed.

Design Concept

The design concept for Middletown's circulation plan builds upon both the existing county and state roadway systems. As contained in the Existing Conditions chapter and illustrated in Figure 5, the roadways within the MCAP planning area are designated as follows:

- ◆ Principal Arterials
- ◆ Rural Major Collectors
- ◆ Rural Minor Collectors
- ◆ Local Road

The principal arterials are SR 29 and SR 175 and form the primary transportation connections within the MCAP planning area. The remainder of roadways within the planning area are all two-lane county rural major collectors, rural minor collectors or local roads. The available right-of-way for each of these roadways is contained in Appendix A.

FIGURE 15 - COMPLETE STREETS - A ROADWAY FOR ALL USERS

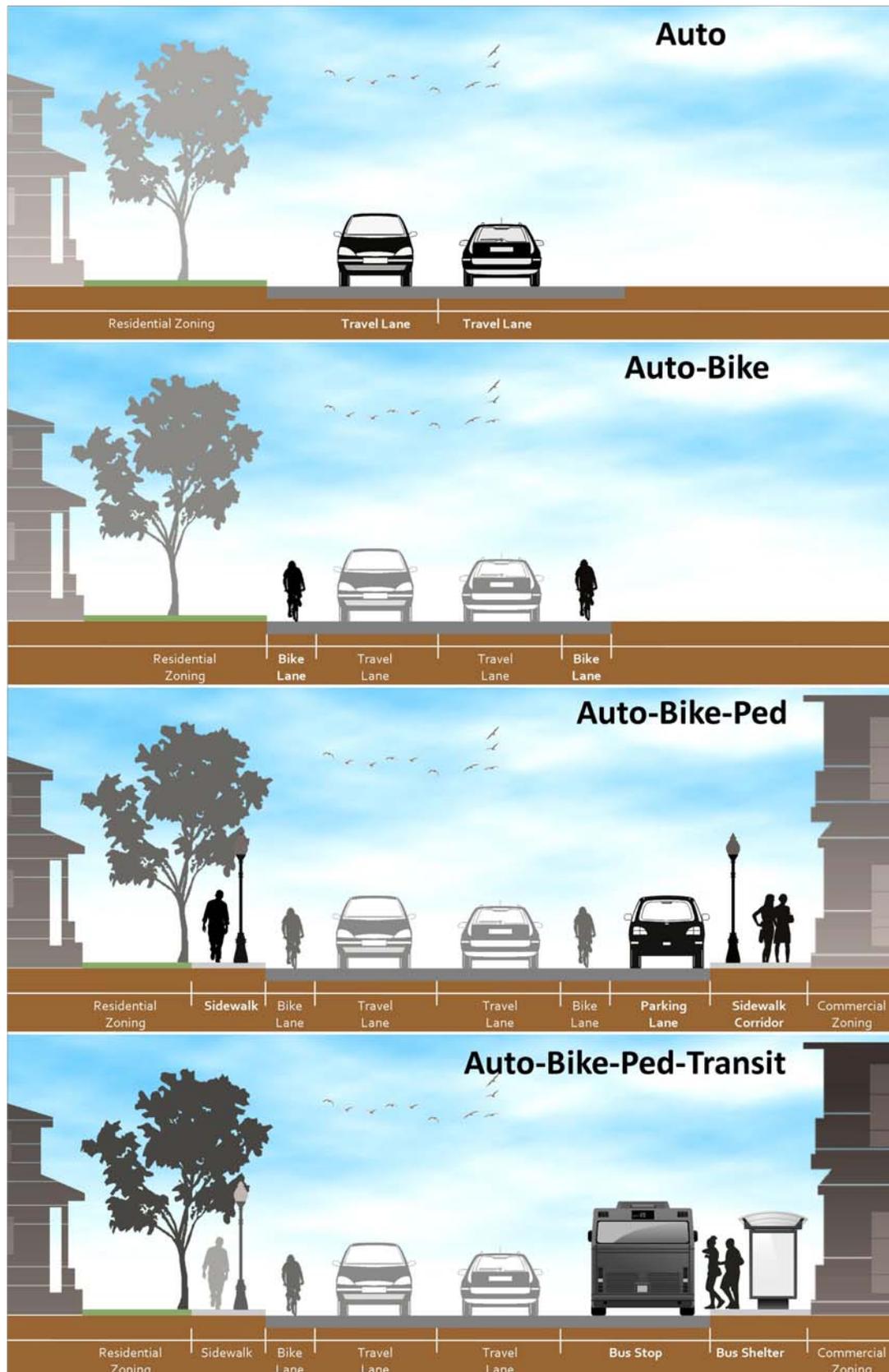


FIGURE 16 - PEDESTRIAN FACILITIES



FIGURE 17 - BIKE FACILITIES/BIKE LANES



FIGURE 18 - BIKE FACILITIES - SHARED LANES AND MULTI-USE PATH



FIGURE 19 - PARKING FACILITIES



FIGURE 20 - TRANSIT FACILITIES



Design concepts for the roadways within the MCAP planning area have been categorized as follows:

- ◆ Arterials - Within Downtown
- ◆ Arterials - Outside of Downtown
- ◆ Collectors and Local Roads

Figure 21 illustrates these roadway categories for all roads within the MCAP planning area. Future roadways contained in this figure are roads that currently have existing County right-of-way but are not constructed.

Figures 22, 23, and 24 provide the respective design cross sections for each of these three categories, along with photographs of either existing MCAP streets that conform to these design standards, or photographs of typical streets within other areas of California that also conform to design standards.

Roadways

The majority of roadways within the MCAP planning area are narrow two lane roads with either limited or no paved shoulders, with the exception of SR 29 and SR 175. Narrow travel lanes on these roadways limits capacity and increases safety problems. Many of the residential local roads have narrow gravel shoulders used by residents to park their vehicles. These parked vehicles further narrow the area for vehicle, pedestrian and bicycle travel and compound the limited capacity and more critical the safety conditions of the roadway.

Providing additional pavement on narrow local and collector roads within the MCAP planning area is recommended to improve both the automobile capacity of these roadways along with improving safety. The majority of roads currently have approximately 20 to 24 feet of pavement with the exception of SR 29 and SR 175. County standards provide for a total of 32 to 36 feet of pavement (including gutter pan) depending on the classification (collector or local).

Figure 25 illustrates the roadways within the MCAP planning area that should be improved with additional paved shoulders to provide adequate room for on-street parking and standard widths for automobile travel lanes.

Future daily traffic volume projections for all roadways within the plan area are contained in Appendix B. Based upon these future projections daily level of service (LOS) values were calculated to determine if any of the roadways within the plan area would require additional lanes. Based upon this analysis no roadway other than SR 29 would require additional travel lanes to provide acceptable daily LOS conditions in the future.

Extensive traffic capacity and accident analysis was completed on SR 29 through the plan area as contained in the SR 29 EFS. All improvements contained within this plan are consistent with the finding in the SR 29 EFS.

FIGURE 21 - CIRCULATION PLAN

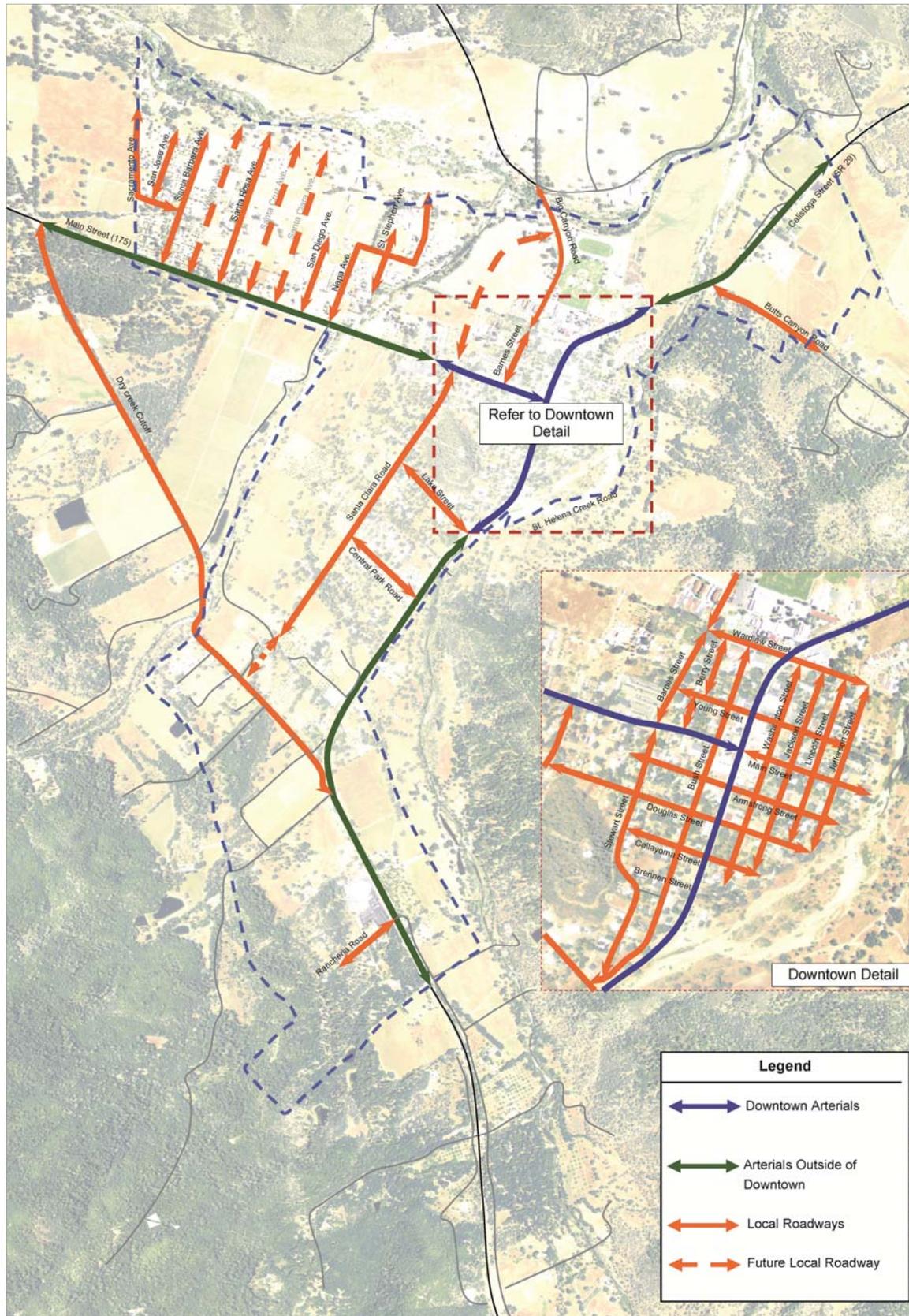


FIGURE 22 - ARTERIAL STREETS WITHIN DOWNTOWN

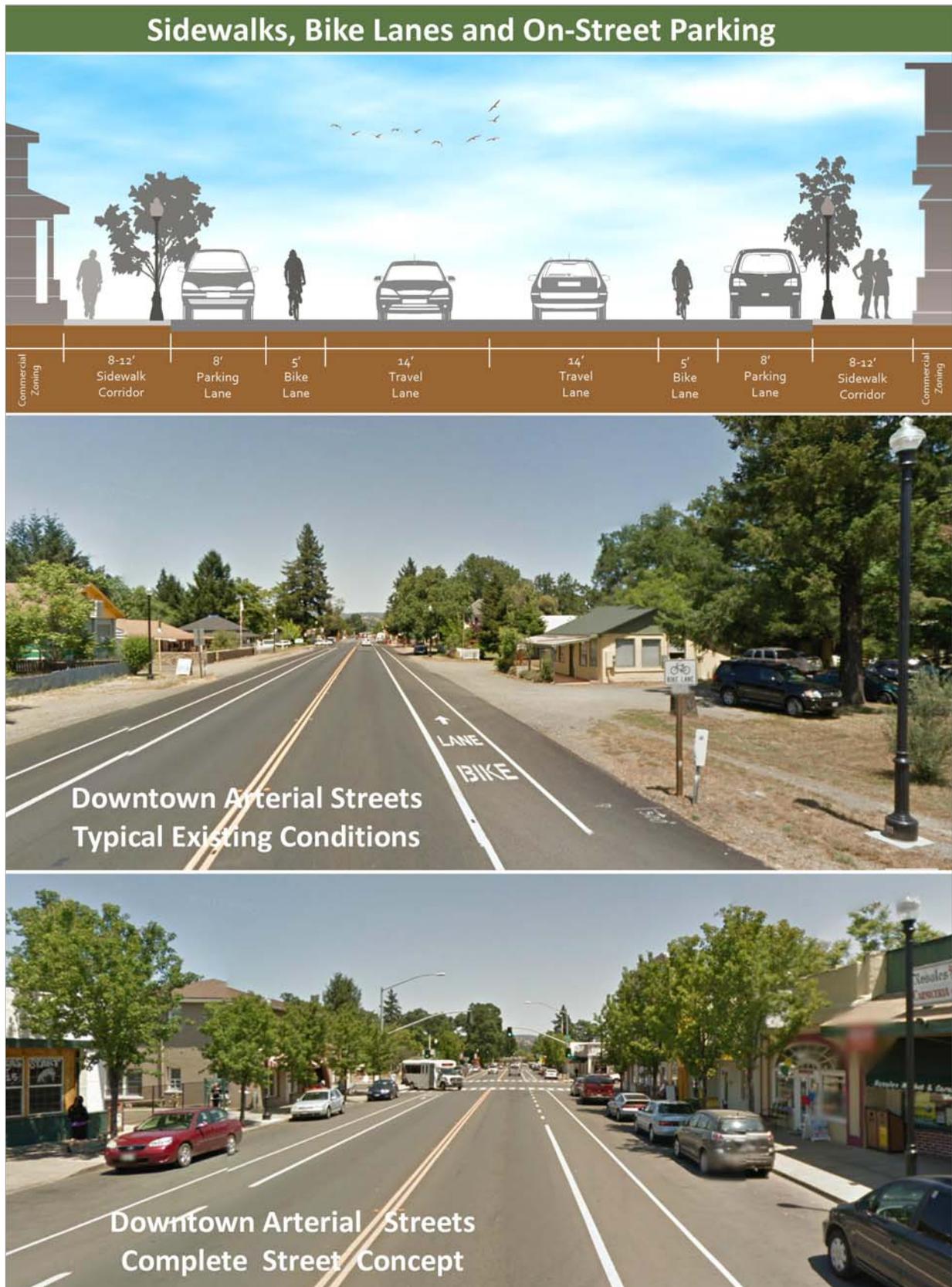


FIGURE 23 - ARTERIAL STREETS OUTSIDE DOWNTOWN

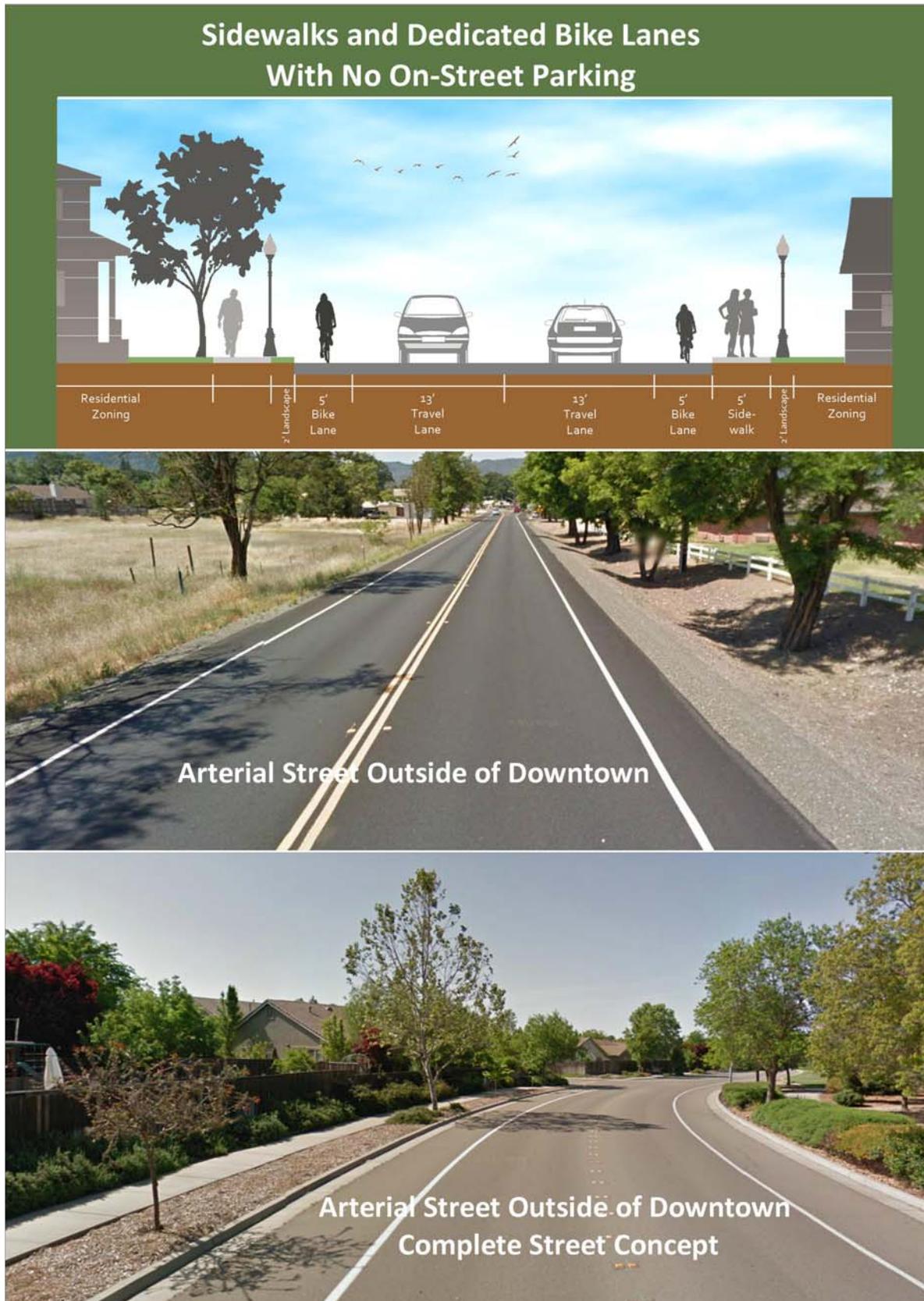


FIGURE 24 - LOCAL ROADWAYS IMPROVEMENT CONCEPTS

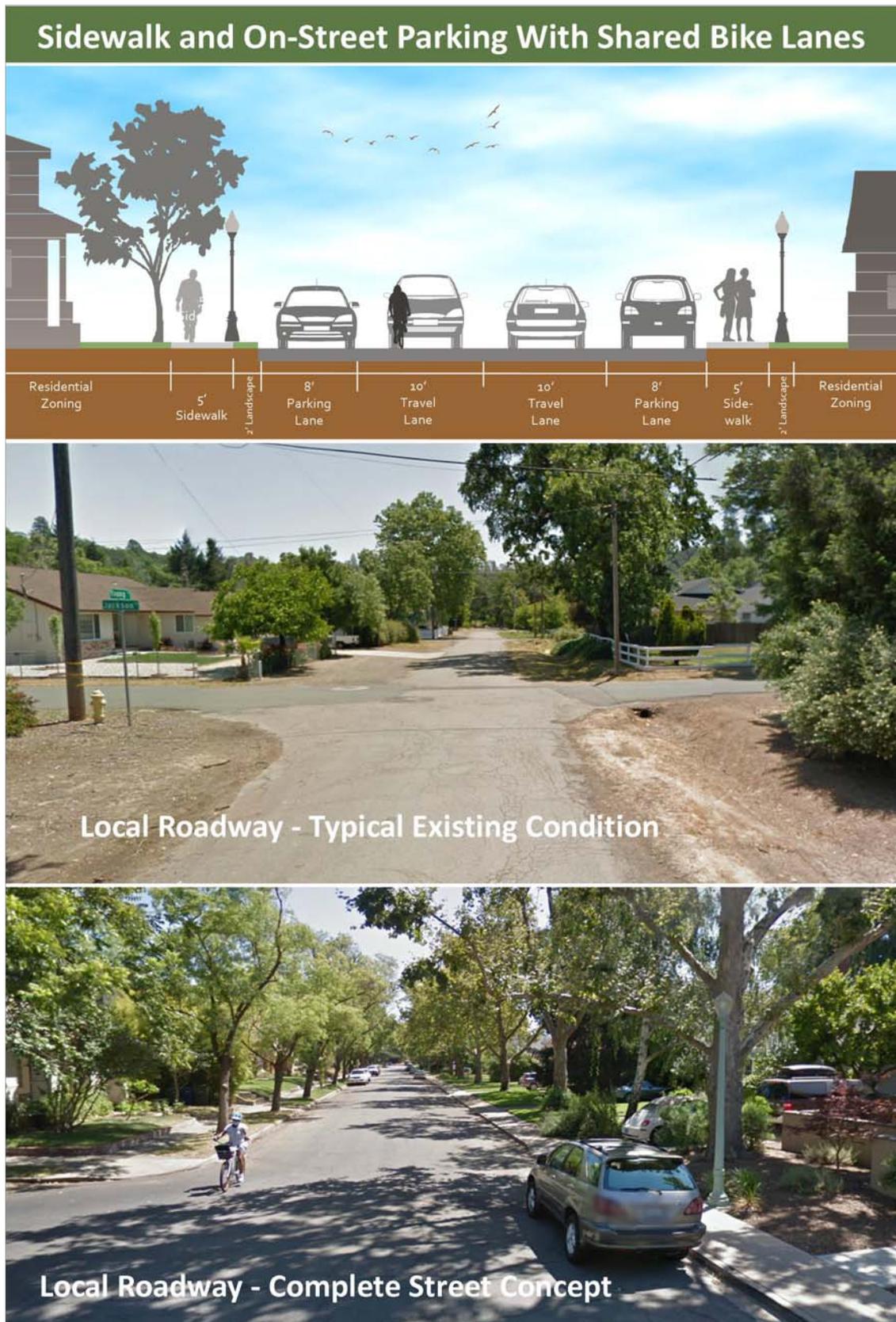
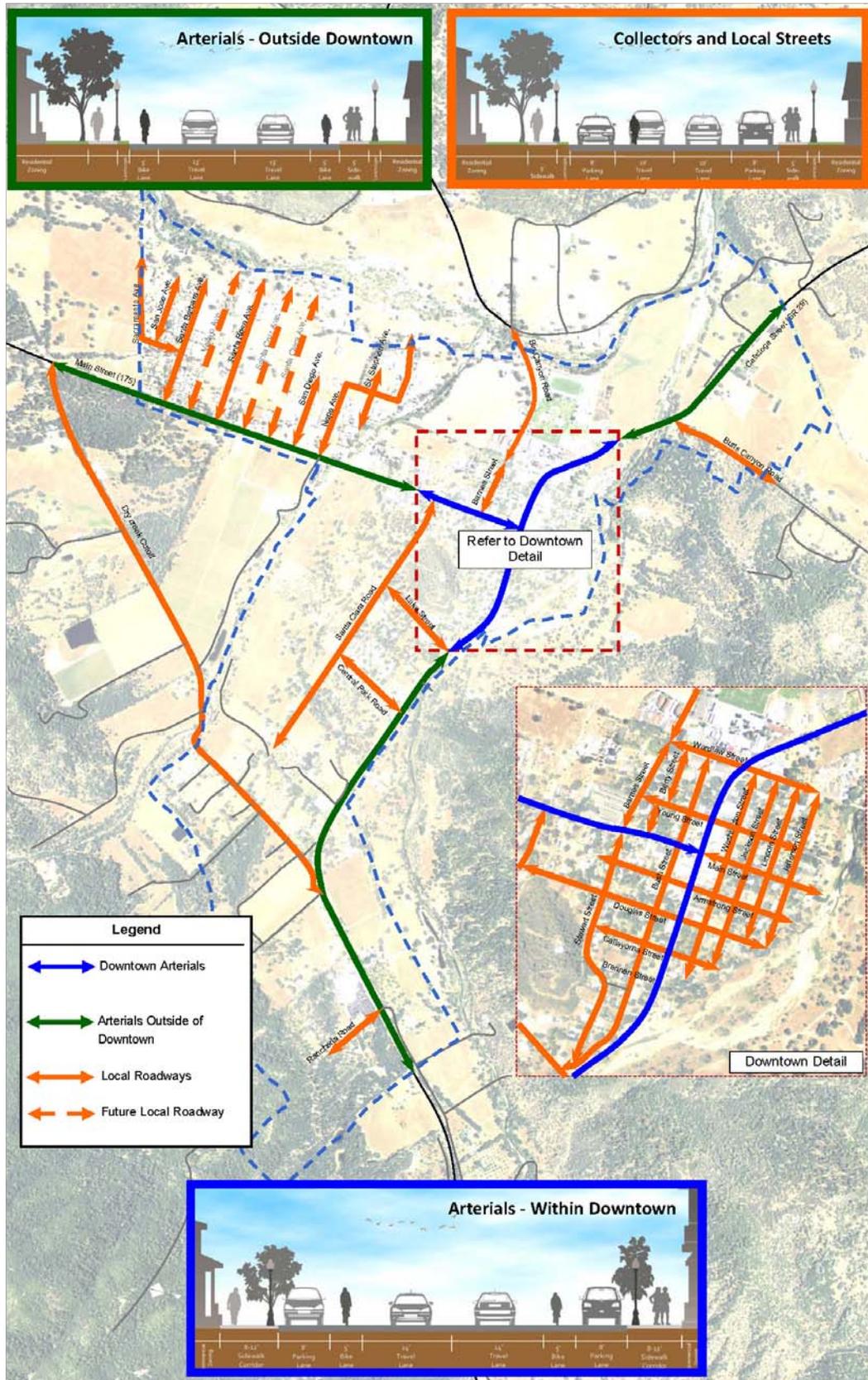


FIGURE 25 - CIRCULATION PLAN (CROSS SECTIONS)



The Middletown Area Plan (MAP) contains a recommendation to extend Santa Clara Road north of SR 175 to Big Canyon Road and south of Dry Creek cut-off. Based upon the future conditions analysis discussed above, this extension is not required from a roadway capacity standpoint but has been included within this plan to provide a parallel travel route to SR 29. Extension of this roadway would require obtaining new right-of-way and would have high construction costs. These future connections are not considered high priority.

Pedestrian Paths

The same issues posed by the existing conditions within the MCAP planning area discussed in the previous section, such as narrow roads with limited or no paved shoulders and parking in gravel shoulders, will also factor into pedestrian related improvements.

In regards to pedestrian paths, the narrow gravel shoulders currently serve pedestrians. County standards provide for a five (5) foot sidewalk adjacent to the paved shoulder section of the roadway.

Figure 25 illustrates the proposed improvements to roadways within the MCAP planning area, priority improvements are discussed at a detailed design level in subsequent chapters.

Bicycle Facilities

The Lake County Regional Bikeway Plan (2011) has been adopted by Lake APC and Lake County. Figures 2A and 2B in the Policy Context chapter illustrate both existing and proposed routes within the plan area.

The following roadways within the MCAP planning area are designated as bike routes within the regional plan as illustrated in Figure 26:

- ◆ Main Street (SR 175)
- ◆ Calistoga Street (SR 29)
- ◆ Dry Creek Cut-Off
- ◆ Central Park Road
- ◆ Santa Clara Road
- ◆ Stewart Street
- ◆ Pine Street (south to Central Park Road)
- ◆ Barnes Street
- ◆ Big Canyon Road
- ◆ Wardlaw Street
- ◆ St. Helena Creek Road (north of Wardlaw)
- ◆ Butts Canyon Road

FIGURE 26 - BIKE ROUTES

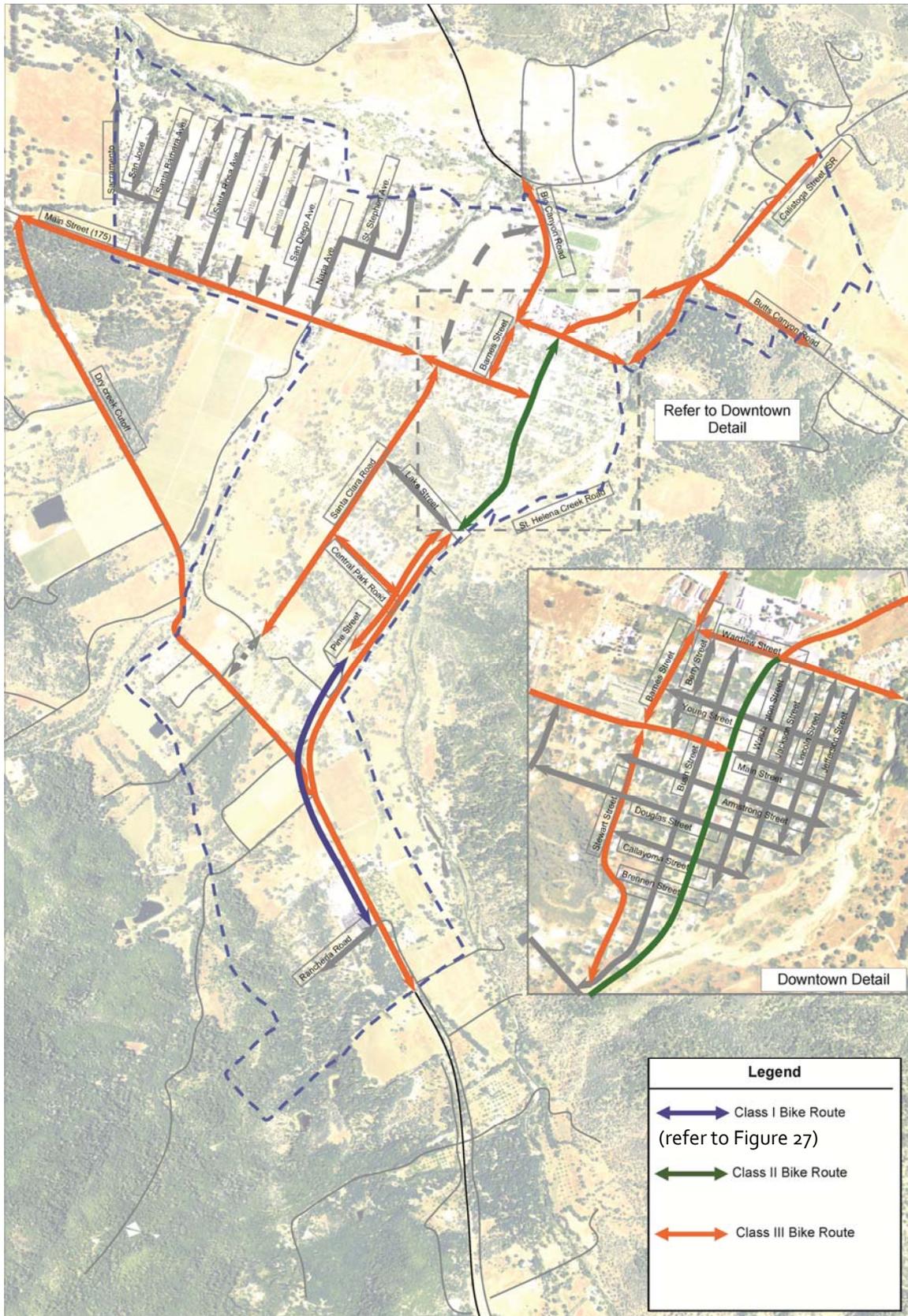
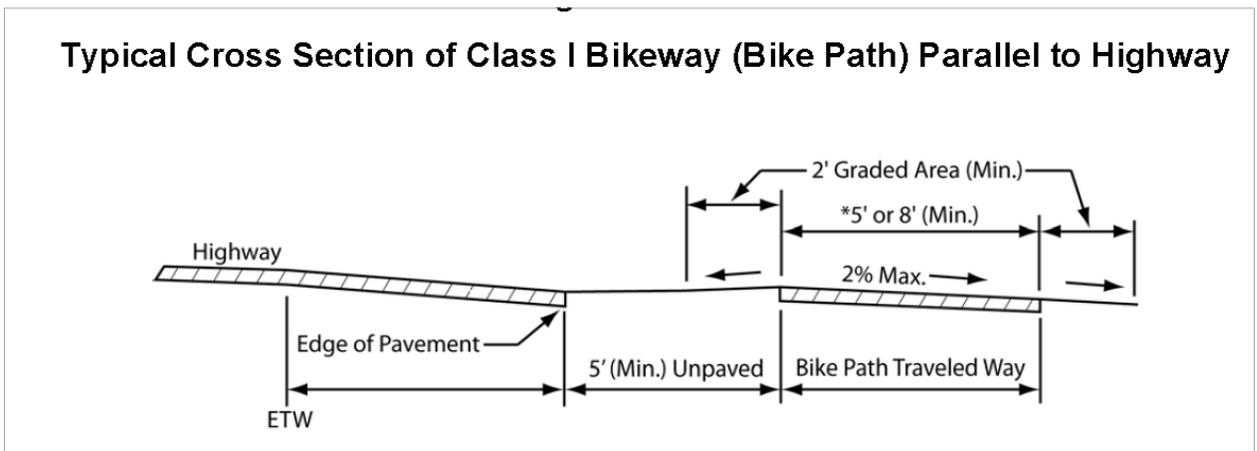
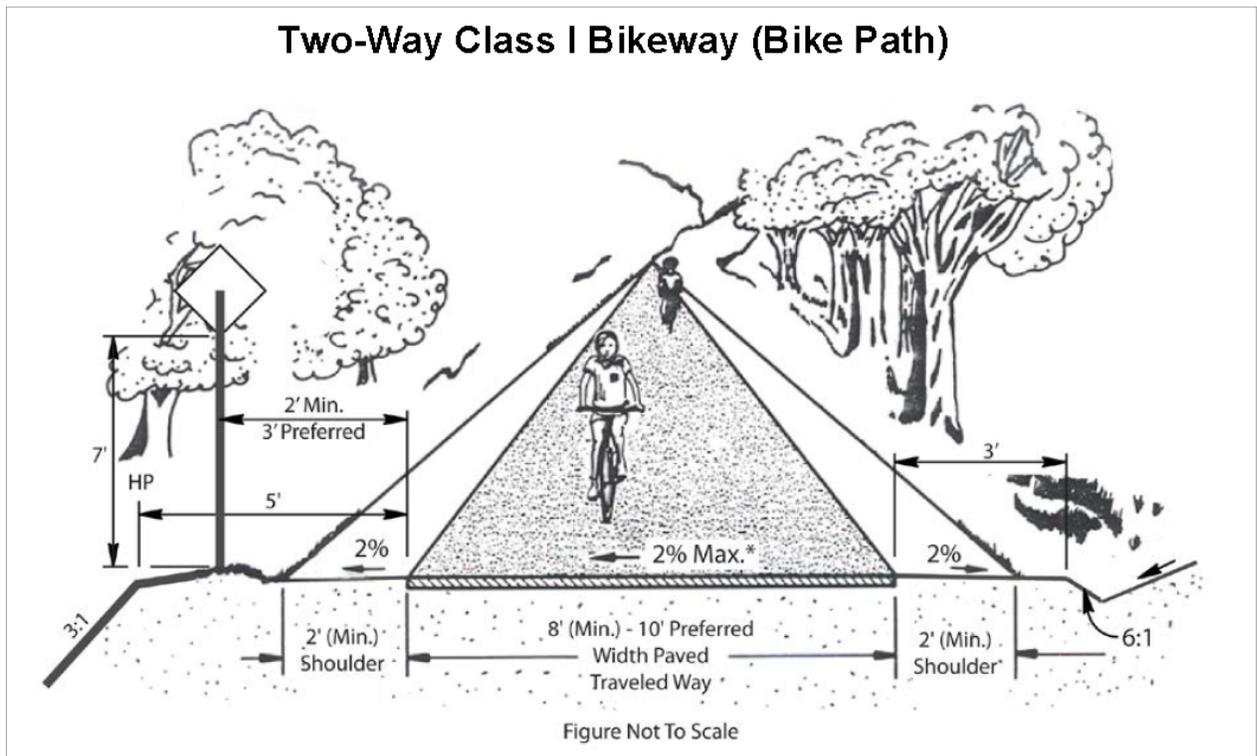


FIGURE 27 - CLASS I MULTI-USE TRAIL



The only road within the MCAP planning area that has dedicated bike lanes is State Route 29 from Young Street to just south of Callayomi Street. Bicycle travel on all other roadways within the MCAP planning area is limited to the shared automobile travel lane.

County roadway standards do not provide for dedicated bike lanes within the standard roadway cross section. For all local and collector streets within the MCAP planning area bike travel could either be accommodated by restricting parking within the 8 foot shoulder area of the road and striping a dedicated bike lane, or shared with the automobile lane. As most roadways in the MCAP planning area are residential streets with the exception of SR 29 and SR 175, restricting on-street parking and striping dedicated bike lanes is not recommended on local or collector roadways, with the exception of Wardlaw Street as discussed below.

The widening of existing pavement on all local and collector roadways within the MCAP planning area will improve the safety of shared bike lanes. In addition, the five foot sidewalks recommended in the previous section will also improve bike safety by providing a dedicated path of travel for pedestrians.

Dedicated bike lanes on SR 29 should be extended from Young Street to Wardlaw Street, and from just south of Callayomi Street to Lake Street. To provide bike lane/route connections through the MCAP planning area, dedicated bike lanes are recommended on Wardlaw

Street east of SR 29 to St. Helena Creek Road. For southern bike connections, a multi-use trail is recommended on the west side of SR 29 south of Lake Street to Rancheria Road. Design concepts for these facilities are presented in the next chapter.

On-Street Parking

The majority of roadways within the MCAP planning area do not provide sufficient pavement width for on-street parking. Roadway widening improvements recommended above would provide an 8 foot paved roadway section for on-street parking on all local and collector roadways. Design concepts for improvement to paved parking at priority locations is presented in the following chapters.

Off-Street Parking

Public parking lots within the downtown business section are very limited. Additional public off-street parking lots should be provided to support parking demands within the downtown area. The following chapter presents design concepts for these parking areas.

Decorative Lighting

Decorative lighting is provided within the downtown area primarily along Calistoga Street (SR 29) from Wardlaw Street to Callayomi Street, as shown to the right.

Also shown on this page is a photo showing the decorative banners mounted to the light poles used by the community.

Downtown Commercial District along SR 29 - Existing Decorative Lights



Banner on Light Pole



The community has expressed a desire to extend the decorative light poles within the downtown area. The priority plan in the next chapter provides additional details on these streetscape improvements.

Equestrian Trails

The Middletown community is actively involved in equestrian events. Located just east of the MCAP planning area boundary is the Middletown Trailside Park with vehicular access from Dry Creek Cutoff. The park is operated by Lake County and provides equestrian parking and trail access.

Based upon input received from the community at the public workshops there is a desire to connect downtown Middletown with both the Middletown Trailside Park and Middletown Rancheria with an equestrian trail. Figure 28 illustrates a potential alignment for these trails.

The trail system along Dry Creek Cut-Off would require new right-of-way. No property owners were contacted during the preparation of this plan. As such the feasibility of this trail section of the plan would require additional studies.

A shared-use Class I bikeway and equestrian trail is recommended along the west side of SR 29 from Rancheria Road to Pine Street, the types of paths to be utilized within this area are illustrated in Figures 29 and 30.

Riders and their mounts, hikers, runners, bicyclists, and people with disabilities can safely share the same well designed trail. Design parameters for this trail should be consistent with Equestrian Design Guidebook for Trails, Trailheads, and Campground - USDA/FHWA.

Priority Projects

The transportation improvements identified in the circulation plan will be implemented over time based upon available funding. The following chapters provide design concepts for priority improvements within the study area. The following list provides a priority for area wide improvements as contained in the circulation plan, based upon safety, community needs, community input, and costs:

- ◆ Sidewalks and multi-use path connectivity (safe routes to school)
- ◆ On-street parking within the downtown area
- ◆ Bike lanes and route connectivity
- ◆ Equestrian trails and connectivity
- ◆ Entry monuments and transportation art

FIGURE 28 - MULTI-USE TRAILS

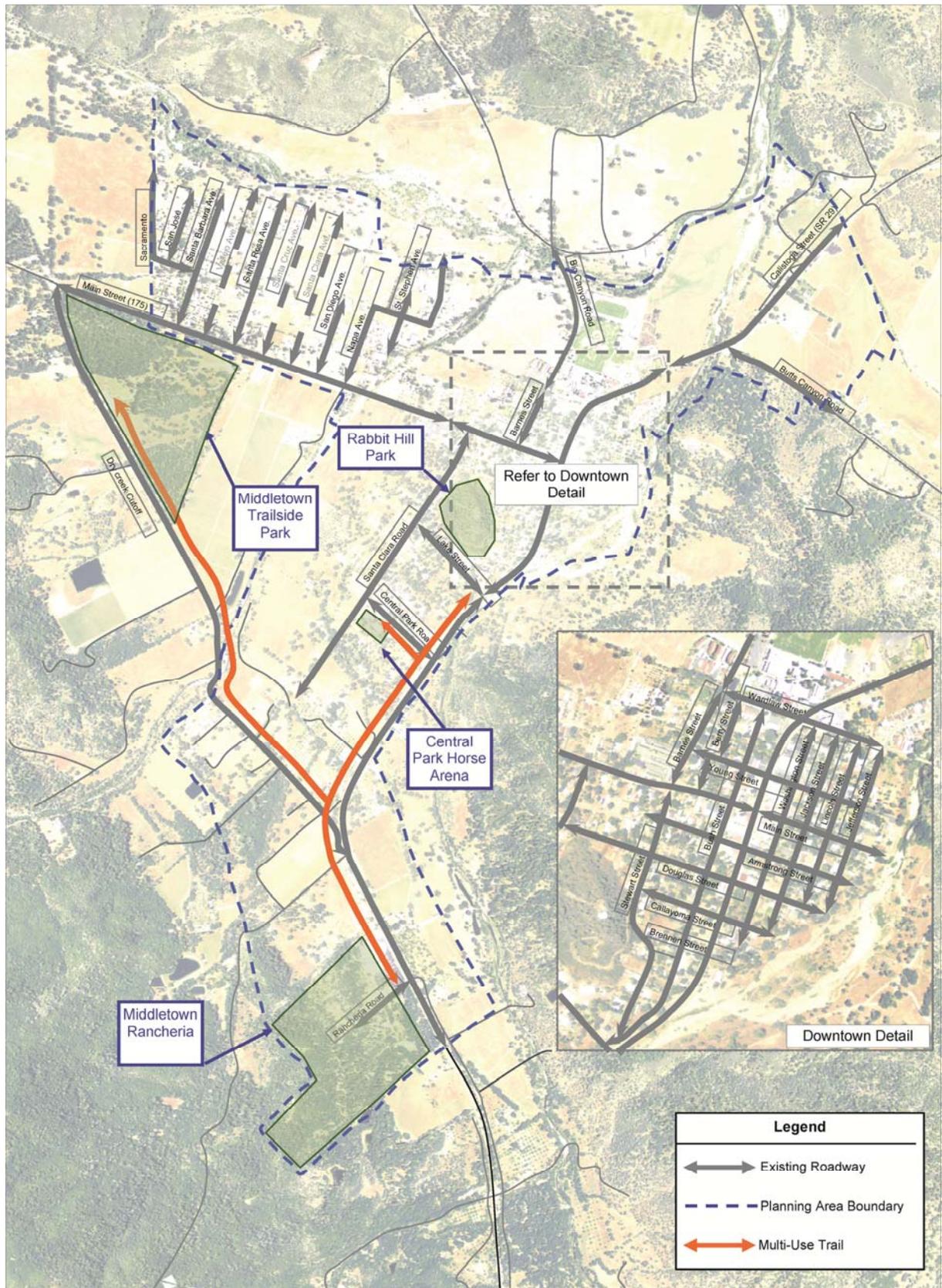
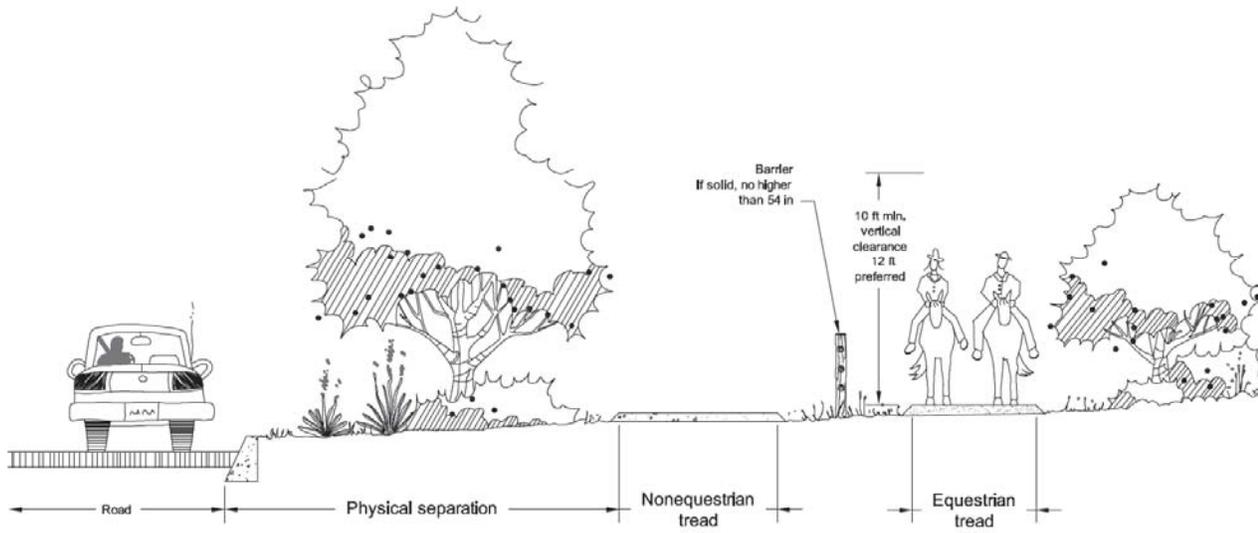
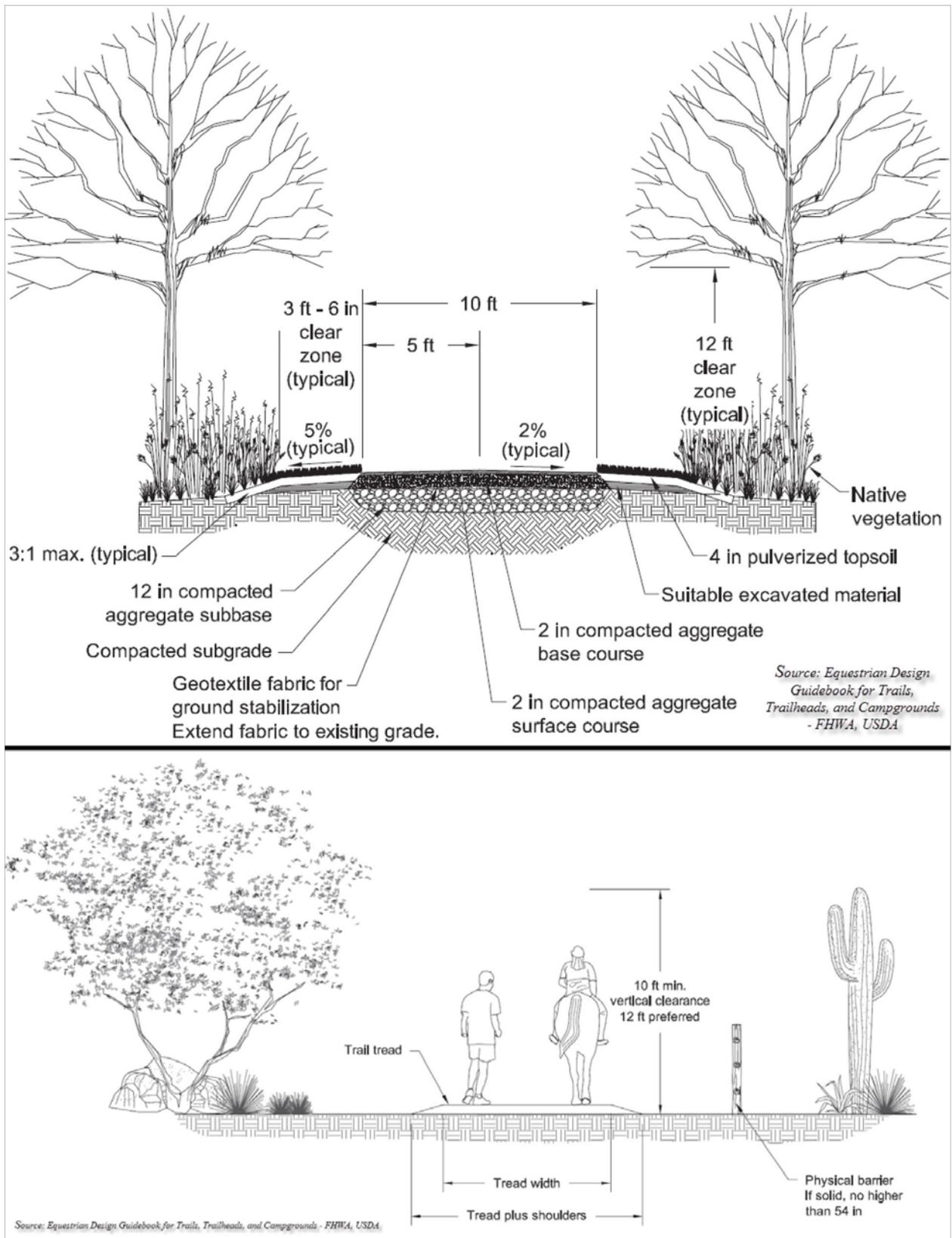


FIGURE 29 - SHARED USE MULTI-TREAD TRIAL



Source: Equestrian Design Guidebook For Trails, Trailheads and Campgrounds - FHWA, USDA

FIGURE 30 - SHARED USE SINGLE TREAD TRIAL



design concepts

The Circulation Plan outlined in the previous chapter provides a general framework for developing street improvements on both of the state highway facilities that traverse through downtown Middletown (SR 29 and SR 175). Design concepts for improvements to these important roadways (as contained in the State Route 29 South Engineered Feasibility Study) are presented in this section. These design concepts are consistent with the Caltrans guidelines contained in "Main Streets: Flexibility in Design and Operations", along with other state and county standards.

Within the community of Middletown both SR 29 (Calistoga Street) and SR 175 (Main Street) serve as main streets. Both of these important roadways provide access to businesses, residential roads and other nearby properties. These roads serve pedestrians, bicyclists, businesses and public transit, with motorized traffic traveling at speeds of 20 to 40 miles per hour. Each of these roadways provide identity and character to Middletown, promoting multi-modal transportation, supporting economic growth, and have both scenic and historic value.

Both Caltrans and Lake County are strategic partners for the Middletown community in developing enhancements to both state and county facilities that promote the community's vision and needs. Design standard deviations from either Caltrans or Lake County roadway policies or standards to meet community visions may require approval of an exception to a policy or nonstandard feature. Early communication between the community and state or county staff will help to identify opportunities to meet community needs. Early consultations will also open discussion about other options that may conform to department policy or standards and not require exception related approvals.

Planning and Design Parameters

The following planning and design parameters were taken into account in developing the conceptual improvements contained within the following chapters:

- ◆ Providing safe and efficient transportation
- ◆ Attainment of community goals and objectives
- ◆ Providing for the needs of low mobility and disadvantaged groups
- ◆ Lower motorized operating speeds
- ◆ Improved Level of Service (LOS)
- ◆ Reduced congestion levels and reduction of motorist delay

- ◆ Improved pedestrian access and mobility
- ◆ Improved access to schools and businesses
- ◆ Improved safety
- ◆ Improved bicycle accessibility and mobility
- ◆ Protecting and preserving scenic and historic qualities and attributes

Traffic Calming

Traffic calming is the combination of mainly physical measures that reduce the negative impacts of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming measures can be used to enhance livability of community “main streets”.



Reducing the Number of Lanes

Reducing the number of lanes can provide space for features such as wider shoulders, bicycle lanes, sidewalks, and medians, or the addition of left turn lanes or parking. Reducing the number of lanes may reduce the potential for collisions and may decrease speeds and smooth traffic flow. However, reducing the number of lanes may also reduce the facility vehicular level of service, which may not be acceptable to the community. Both SR 29 and SR 175 are two-lane roadways and would not require a reduction in the number of lanes to meet these design parameters.

Reducing Lane Width

Lane width plays an important role for both motorized and non-motorized users. Wider lanes tend to improve driver comfort. The operations and physical dimensions of cars, recreational vehicles, trucks and buses, the classification or use of the highway and prevailing speeds, all influence the selection of the appropriate lane width. For highways that serve as main streets, particularly those that operate at lower speeds, lane widths narrower than the standard 12 feet may be appropriate. Reduced lane widths in combination with other traffic calming measures may encourage slower speeds, which is desirable for a main street. Where existing right-of-way is limited, reducing lane widths can provide adequate shoulder width for bike lanes and sidewalks. However, a standard 12 foot outside lane width is preferred where there is

significant recreational vehicle and truck traffic or the “main street” is a designated bus or truck route. Both SR 29 and SR 175 have significant volumes of recreational vehicles and trucks, and are designated bus routes. Therefore, a 12 foot lane width has been incorporated into the design concepts.

Transverse Rumble Strips

Transverse Rumble Strips (TRS) may be used selectively on approaches to a “main street” where a speed reduction is desired and where speed limit or warning signs are installed. On a state highway, a speed reduction will typically occur in a transition from rural to downtown conditions. This design concept was not incorporated based upon both the concern for noise and the location of roundabouts on both the northbound and southbound approaches to the downtown. Roundabouts serve to slow vehicles to approximately 25 miles per hour.

Visual Cues

Visual cues help drivers recognize that they are entering a “main street” or downtown area of increased pedestrian, bicycle or other non-motorized activity, and in combination with other traffic calming measures such as roundabouts will help to reduce vehicle speeds. Visual cues encourage motorists to park and experience the “main street” amenities. Examples of visual

cues that have been incorporated into the design concepts to reinforce this transition include the following:

- ◆ “Gateway” signs (or monuments)
- ◆ Sidewalks with curb and gutter
- ◆ Raised medians and traffic islands
- ◆ Landscaping in medians, sidewalk planting strips and planters
- ◆ Ornamental lighting
- ◆ Planters
- ◆ Benches
- ◆ Trash receptacles
- ◆ Decorative street light poles
- ◆ Artwork
- ◆ Bus shelters
- ◆ Street furniture
- ◆ Pedestrian signs
- ◆ Textured crosswalks
- ◆ Bulb outs
- ◆ Transportation Art

All of these fixed object design elements have been located beyond the minimum horizontal clearance distance or clear recovery zone consistent with state standards.

Roundabouts

The “main street” design concepts incorporate the use of roundabouts at several locations based upon traffic flow and safety conditions to provide the desired traffic safety and calming effects consistent with a well designed main street. Roundabouts can reduce the number and severity of collisions for all highway users. Additionally, roundabouts have the following important benefits for the Middletown community:

- ◆ Reduce speeds of vehicles
- ◆ Improve access and traffic circulation
- ◆ Reduce delay
- ◆ Reduce the number of channelization lanes (left-turn lanes)
- ◆ Provide more space for bicycle and pedestrian facilities
- ◆ Improve pedestrian mobility
- ◆ Reduce fuel and/or energy consumption
- ◆ Lower vehicle emissions
- ◆ Provide unique opportunities for landscaping and other aesthetic treatments
- ◆ Serve as a physical and operational interface (or gateway) between rural and urban areas where speed limits change



On-Street Parking

In addition to roundabouts, on-street parking provides traffic calming affects. Design parameters for the “main street” design concepts take into account a driver’s clear line of sight to an intersection. This is especially important for bicyclists traveling on the outermost portion of a roadway and pedestrians or disabled persons who may not be tall enough to be seen above a parked vehicles.

Angled parking can be used to accommodate more parking spaces on the main street. Angled parking can be either a forward (nose-in) or reverse (back-in) design. However, angled parking can create safety problems due to the varying length of vehicles and sight distance limitations associated with backing up against oncoming traffic. Therefore angled parking has not been incorporated into the “main street” design concepts.



Raised Median Islands

Raised median islands have been incorporated into the “main street” design concepts at each of the roundabouts. Roundabout design requires both a center raised median and approach “splitter island” medians to channel vehicular traffic and reduce conflicts between pedestrians and vehicles by allowing pedestrians to cross only one lane of traffic at a time. The raised splitter islands have been designed to provide enough refuge for pedestrians to safely cross “main street”.

Sharrows

Shared lane pavement markings (or “sharrows”) are bicycle symbols that are placed within the paved section of the roadway to guide bicyclists. These symbols help motorists to avoid car doors and remind drivers to share the road with cyclists. Sharrows are different than bicycle lanes as they do not designate a specific section of the roadway for the exclusive use of bicyclists. Rather, sharrows guide bicyclists to the best place to ride, and also help motorists to expect bicyclists within the lane. For motorists and bicyclists, sharrows provide many advantages.

Pedestrian Facilities

Sidewalks - The “main street” design concepts include sidewalks through downtown Middletown. Where right-of-way is available these sidewalks have been designed with a 10 foot width. This width provides the ability for a



pair of pedestrians to walk side by side or to pass comfortably. All sidewalks and curb ramp designs are configured to meet accessibility requirements of the Americans with Disabilities Act (ADA).

Pedestrian Crossings - The "main street" design concepts include pedestrian crossing facilities at multiple locations. While primarily serving pedestrians, these crossings also serve other types of non-motorized crossings, such as equestrians and bicycles. Pedestrian crossings include: overhead signing, raised islands for pedestrian refuge, and traffic control systems (e.g., flashing beacons with warning signs or in-roadway warning lights).

Intersections - Pedestrian crosswalk markings have been incorporated into the "main street" design concepts where they are needed to channelize pedestrians into a preferred path at intersections. Pedestrian crosswalk markings are not required at every intersection but are located at selected locations to maintain safe pedestrian paths of travel.

Mid-Block Crossings - Mid-block pedestrian crossings are generally unexpected by motorists and should be discouraged unless there is clear and reasonable justification for installation. The "main street" design concepts do not include mid-block crossings as there are adequate intersections to provide safe crosswalk designs



Bicycles On Sidewalks - In general, the use of sidewalks for bicycle travel is not desirable due to conflicts between pedestrians and bicyclists. Extremely wide sidewalks do not necessarily add to the safety of all users. Wide sidewalks encourage higher bicycle speeds and can increase potential for conflicts with motor vehicles at intersections as well as with pedestrians and fixed objects. Also, wider sidewalks may draw other users, including skateboarders, push scooters and in-line skaters. Sidewalks wider than 10 feet have not been included in the "main street" design concepts.

Textured Pavement in Pedestrian Crossings - The pedestrian crossings in the "main street" design concepts include stamped asphalt concrete to provide a textured/aesthetic surface treatment. These textured cross-walk surface treatment also have painted crosswalk markings as required by state standards.

Sidewalk Bulbouts (Curb Extensions) - Sidewalk bulbouts are extensions of the sidewalk into the roadway at intersections. They are designed to give pedestrians greater visibility as they approach the intersection crossing, decrease the distance they must cross and slow traffic. The "main street" design concepts include sidewalk bulbouts with textured/aesthetic surface treatment and are an integral part of the streetscape design.

In-Roadway Flashing Lights - Cross-walk-warning systems such as In-Pavement Flashing Lights are considered traffic control devices. They can be installed in the pavement to warn highway users of a condition that is not readily apparent to the driver and may require the road user to slow or come to a stop. The "main street" design concept includes use of these traffic control devices at specific locations.





Street Lighting

The “main street” design concepts include adequate lighting for pedestrians to feel secure at night. Decorative lighting fixtures have been included to enhance downtown Middletown's unique sense of place. Decorative lighting used in final designs must meet current federal and state safety standards.



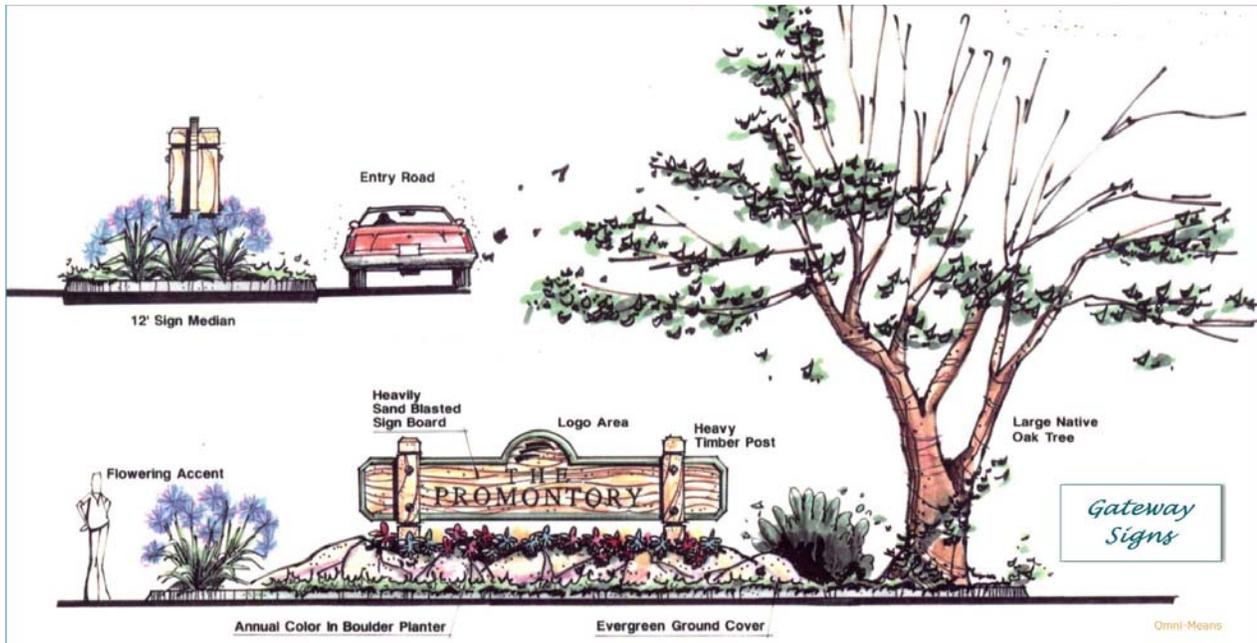
Street Furnishings

The street furnishings identified in the “main street” design concepts include benches, kiosks, bollards, bike racks and planters. Street furnishings provide pedestrians a place to rest and socialize. To enhance pedestrian activity within the downtown the “main street” design concepts include places to sit, such as benches, low walls, planter edges and wide steps. Furniture layouts for sidewalks within these designs are placed away from the pedestrian path. Tables for dining are not appropriate within Caltrans right-of-way except under a special event permit.

Street Landscaping

Street landscaping makes downtowns more livable, beautiful and unique. Well designed landscaping along the roadway, close to the highway or in medians can increase driver awareness of the immediate environment and may alter driver behavior, resulting in slower speeds and a safer main street. A row of trees may calm traffic by making the road appear narrower. Street trees also add an attractive canopy over the “main street” and may increase comfort for pedestrians. They create comfortable spaces and soften lighting. They cool streets in the summer, and provide a windbreak in the winter. Trees also create distinctive identity and seasonal interest. The “main street” design concepts include the use well placed trees to add these design features.





Banners and Decorations

Caltrans reviews submittals and issues permits for the erection of banners, decorations and temporary signing over and within conventional highway rights-of-way for events sponsored by local agencies and nonprofit organizations. Banners, decorations and temporary signing must be placed beyond minimum horizontal and vertical clearance requirements.

Authorized banners and decorations over the roadway must have a minimum vertical clearance and be suspended securely from permanent structures or poles. Temporary supports are not allowed and the use of state facilities, including but not limited to intersection signals, overhead signs or light poles, is prohibited.

Permanent overhead signs or arches may not be erected or suspended over any state highway.

Gateway Monuments

Integration of Middletown's transportation system to reflect community values may be achieved through enhancements that include Gateway Monuments. A gateway monument is defined as any freestanding structure or sign, not integral or otherwise required for the highway facilities that communicates the name of a region, community or area. A Gateway Monument may include the officially adopted seal or slogan of the Local Entity. Gateway Monuments differ from Transportation Art in that Gateway Monuments may include text and must be a freestanding structure or sign, not integral to a required highway facility.



Transportation Art

Transportation art provides the ability to make transportation facilities more context sensitive to the local community and reflect their aesthetic, cultural and environmental values. Caltrans has a Transportation Art Program to encourage communities like Middletown to use applicable roadway facilities, structures and right-of-way spaces for creative expression through the visual arts. Well-conceived art forms, properly located, can enhance the experiences of those using transportation facilities and enrich the environment of neighboring communities. The “main street” design concepts incorporate transportation art primarily in the raised center roundabout islands intersections.

Placement of such artwork is conditional on appropriate maintenance agreements and assurance that its maintenance does not create safety concerns on the state highway.

downtown priority improvement plan

This chapter provides an overview of the priority transportation improvements identified within the Downtown area. These improvement concepts have been established to create a vibrant multi-modal transportation system. The plan provides improvement concepts for the following transportation areas:

- ◆ Safety Improvements
- ◆ Vehicular Circulation
- ◆ On-Street Parking
- ◆ Off-Street Parking
- ◆ Bike Facilities
- ◆ Pedestrian Facilities
- ◆ Regional Connector Routes
- ◆ Community Input

The downtown improvement plan was formulated from extensive input from the community including the Middletown Area Town Hall (MATH) and Middletown Area Merchants Association (MAMA). These organization have spent considerable time and effort to identify existing transportation problems and potential solutions. MATH provided the project team with large scale aerial maps showing areas of concern and potential solutions. A written summary of thirty three (33) transportation comments was used in the creation of the downtown priority improvement plan. These comments can be found in Chapter 4, within Table 3.

SR 29 South Corridor Engineered Feasibility Study (EFS)

The State Route 29 South Corridor Engineered Feasibility Study Report evaluates potential safety and operational improvements including possible bicycle and pedestrian facilities on the section of State Route 29 (SR 29) from the Lake County/Napa County line to SR 53. The improvements to SR 29 through the Middletown area contained within this report provide the basis for downtown transportation improvements on SR 29. The selection of preferred design concepts considered community input (MATH and MAMA), potential funding sources as well as engineering, environmental, and other constraints anticipated as these projects are implemented.

The study also reviewed transportation safety and operational enhancements within the community of Middletown. These included multi-modal connections and gateway treatments to increase a driver's sense of arrival when their vehicle enters the community. The purpose of heightening a driver's awareness of the community is to influence driving behavior. Ideally, these improvements would lead to reduced speeds and increased safety and accessibility.

The roadway enhancements studied for this report will require lead time before construction. For those features that can be installed in the shorter term (initial enhancements), the length of this lead time will primarily depend

on when funding becomes available. Other concepts require a longer lead and are referred to as future enhancements as these improvements will require certain conditions to be met prior to seeking funding or initializing the project development process. The following is a list of initial (short-term) and future improvements on SR 29 through the downtown area of Middletown, as contained within the EFS.

Initial Improvements

- ◆ Northbound and Southbound Left-Turn Lanes at SR 29/Main Street (SR 175)
- ◆ Eastbound and Westbound Left-Turn Lane at Wardlaw Street
- ◆ Southbound Right-Turn Lane at Wardlaw Street
- ◆ Radar Feedback Signs - Wardlaw Street to Butts Canyon Road

Future Improvements

- ◆ Shoulder Widening and Center Left-Turn Lane from Wardlaw Street to Butts Canyon Road
- ◆ Bike Lanes, On-Street Parking and Sidewalks from Douglas Street to Lake Street
- ◆ Sidewalk Bulbouts and Decorative Crosswalks at Callayomi Street, Douglas Street, Armstrong Street, Main Street (SR 175), Young Street, and Wardlaw Street

- ◆ Sidewalk from Wardlaw Street to Bible Church Driveway (west side)
- ◆ Eastbound and Westbound Left-Turn Lanes at Main Street (175)
- ◆ Roundabout at Wardlaw Street
- ◆ Roundabout or Traffic Signal at Butts Canyon Road

Figure 31 provides a summary of all improvements on SR 29 within the Middletown area as contained within the EFS.

School Traffic

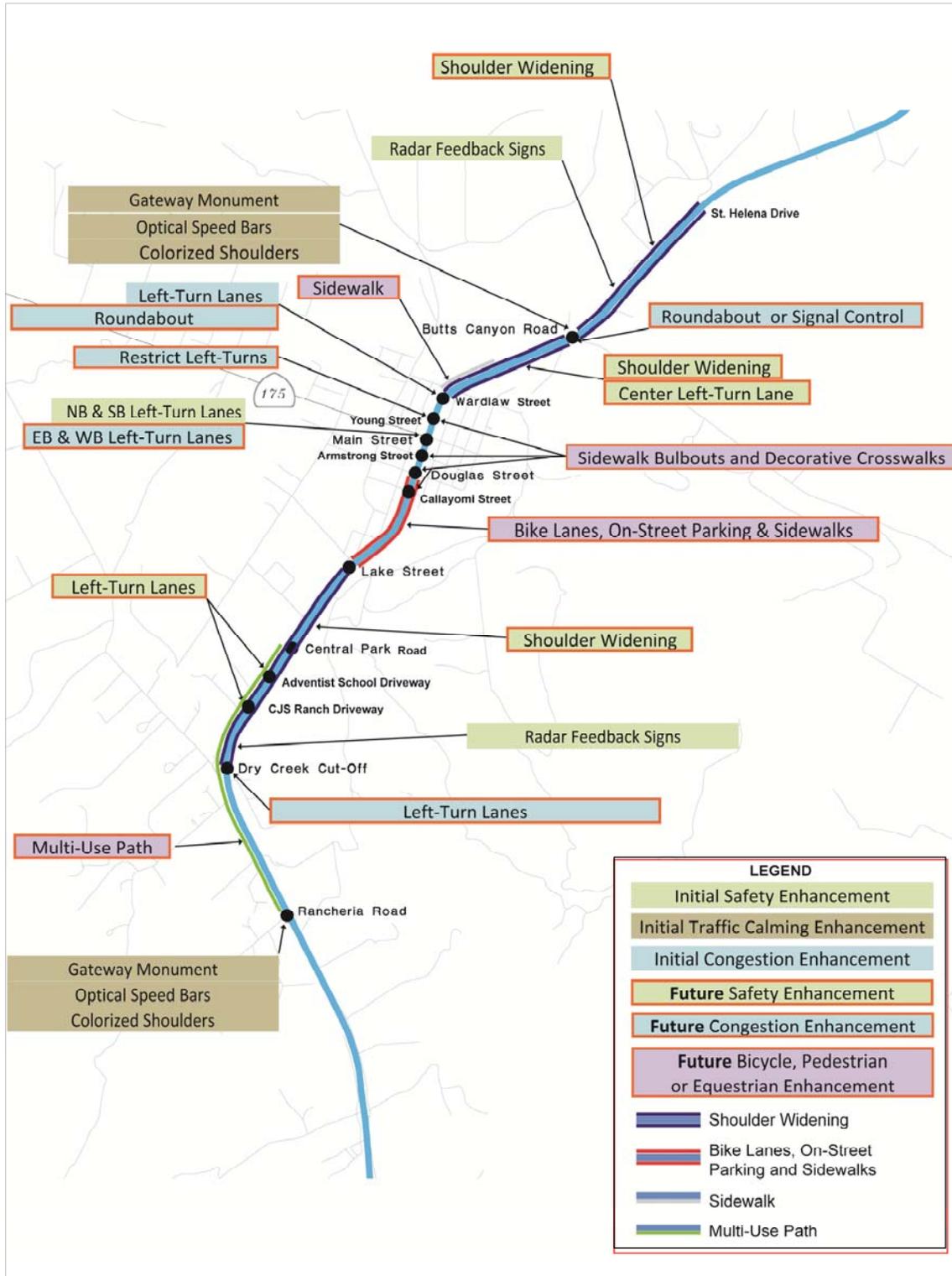
Traffic associated with the High School and Elementary School located north of Wardlaw Street on the west side of SR 29 creates congestion both on Wardlaw Street

and SR 29. This congestion creates vehicular queuing problems especially at the adjacent signalized intersection of SR 29 and Wardlaw Street. Improving these congestion problems is a critical component of this plan. The following improvement concepts are contained within the downtown plan:

- ◆ Southbound right-turn lane at the Wardlaw Street/SR 29 intersection (photo below)
- ◆ Closure of driveway on Wardlaw Street just west of SR 29 (photo below)
- ◆ Revisions to on-campus student drop-off areas
- ◆ Revisions to driveway access directions (ie. in-bound and outbound)



FIGURE 31 - SR 29 IMPROVEMENTS WITHIN THE MIDDLETOWN COMMUNITY AS CONTAINED WITHIN THE SR 29 SOUTH CORRIDOR ENGINEERED FEASIBILITY STUDY



These improvements are intended to improve traffic flow during peak times associated with school pick-up and drop-off activities. Figures 32A and 32B provide two circulation plan options. Both of these options include closure of the first driveway located close to SR 29 and changing the main access to the next driveway to the west. This will help eliminate vehicular backup into the SR 29/Wardlaw Street intersection. In addition both options included a new internal connector roadway and changing the direction of travel (dedicated inbound and dedicated outbound) for the driveway located on Big Canyon Road.

Option A would circulate traffic for school drop-off entering from the Big Canyon Road driveway and then exiting on Wardlaw Street. Student drop off would occur on the new internal connector roadway. Option B would reverse this circulation flow with vehicles entering the campus from Wardlaw Street, dropping off students at the new internal connector roadway and exiting on Big Canyon Road.

Safety Improvements

Safety improvements within the downtown area are primarily located on SR 29 which has the highest traffic volumes flows and greatest concentration of pedestrians and bicyclists. Vehicle speeds and pedestrian visibility are the two most critical issues regarding safety within the downtown area. The downtown plan includes improvement concepts to help reduce vehicular speeds and

increase the visibility of pedestrians for motorists as well as increasing the pedestrians visibility of vehicles. Pedestrian flashing beacons are recommended at several intersections within the downtown area. Radar feedback signs on SR 29 both north and south of the downtown area will help to increase drivers awareness of their speeds and help to reduce overall travel speeds. Sidewalk bulbouts and decorative crosswalks (as described in the previous chapter) are included at the following locations within the downtown plan:

- ◆ Callayomi Street
- ◆ Douglas Street
- ◆ Armstrong Street
- ◆ Main Street (SR 175)
- ◆ Young Street
- ◆ Wardlaw Street

The photos on the pages following Figures 32A and 32B show of the existing street corners where these bulbouts would be installed. Later in this chapter Figures 38 through 40 contain illustrations of where these bulbouts would be located within the downtown area from an overhead aerial perspective, along with lighted crosswalks.

Traffic Congestion Improvements

Existing peak hour traffic volumes along with future increases in peak hour traffic require additional turning

FIGURE 32A - MIDDLETOWN HIGH SCHOOL AND ELEMENTARY SCHOOL DRIVEWAY AND DROP-OFF AREA IMPROVEMENT PLAN - OPTION A

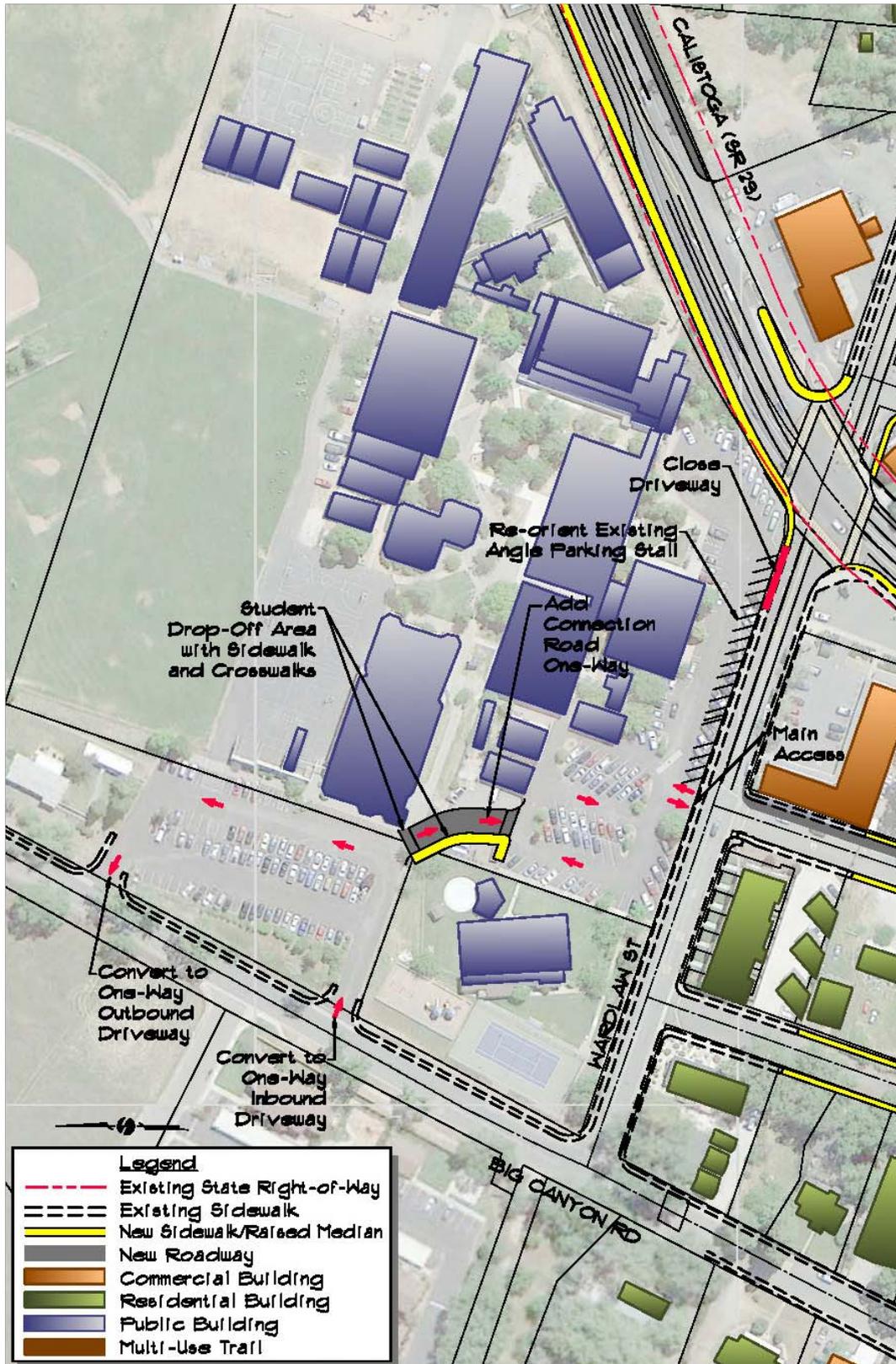
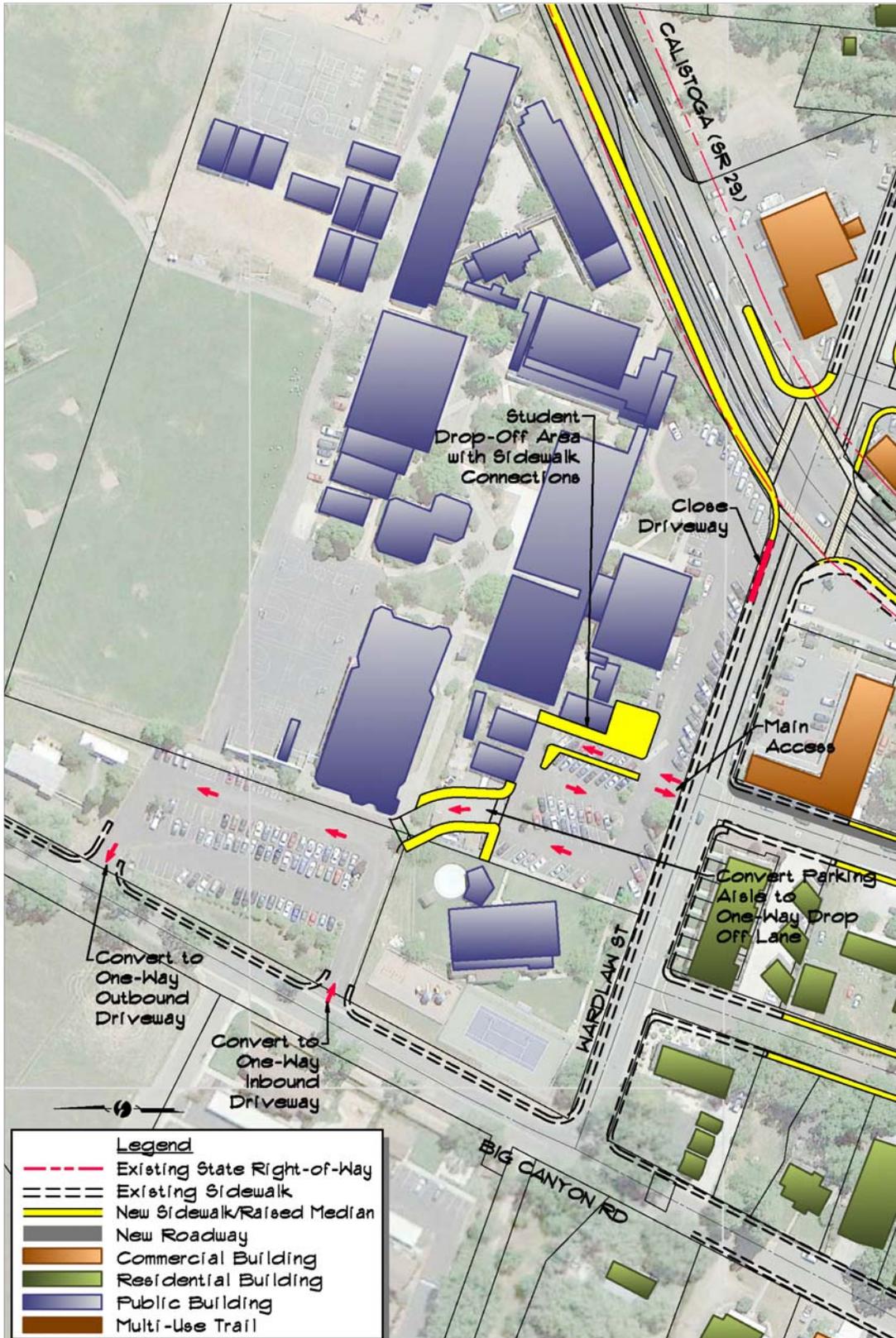


FIGURE 32B - MIDDLETOWN HIGH SCHOOL AND ELEMENTARY SCHOOL DRIVEWAY AND DROP-OFF AREA IMPROVEMENT PLAN - OPTION B



Callayomi Street/SR 29 Intersection from SR 29 Looking North



Douglas Street/SR 29 looking North



Armstrong Street/SR 29 looking North

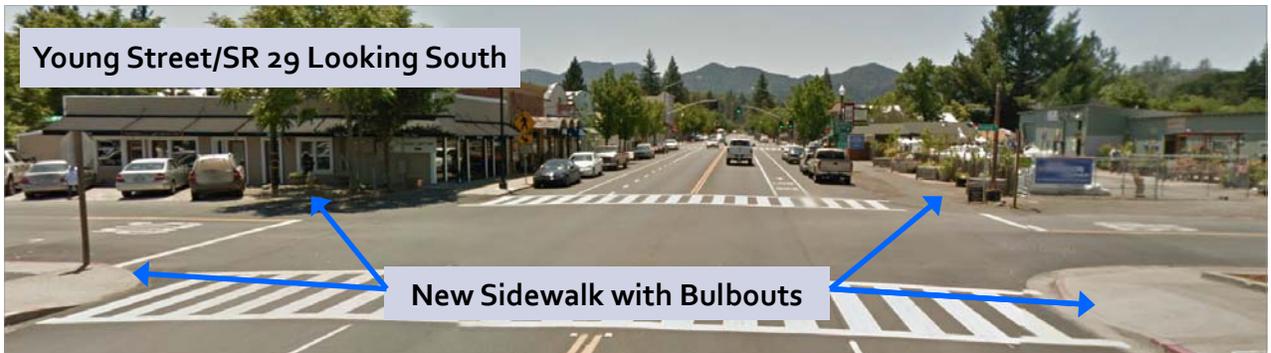


Main Street (SR 175)/SR 29 looking South



Sidewalk Bulbouts

Young Street/SR 29 Looking South



New Sidewalk with Bulbouts

Wardlaw Street/SR 29 Looking North



New Sidewalk with Bulbouts

lanes on SR 29 through the downtown area to provide acceptable traffic operating conditions. Traffic volumes on other roadways within the downtown will remain low and do not require traffic capacity increasing improvements.

Turning lanes are proposed at the following locations on SR 29:

- ◆ Wardlaw Street - Southbound right-turn lane
- ◆ Wardlaw Street - Eastbound and westbound left-turn lanes
- ◆ Main Street (SR 175) - Northbound and southbound left-turn lanes
- ◆ Main Street (SR 175) - Eastbound and westbound left-turn lanes
- ◆ Main Street (SR 175) - Southbound right-turn lane

The photos to the right show the location within these intersections where these turn lanes would be installed. Later in this chapter, Figures 38 through 40 contain illustrations of where these left-turn lanes would be located within the downtown area from an overhead aerial perspective.

Installation of these turn lanes on SR 29 is critical in maintaining acceptable traffic congestion during peak hours, especially during the peak summer months. Adding these turn lanes will impact either the existing striped bike lanes or on-street parking located between Young Street and Armstrong Street. This section of SR

29 is constrained by existing buildings and widening beyond the existing cross-section is not feasible. Addition of the left-turn lanes would require approximately twelve (12) feet of width that would require removal of either the existing bike lane or on-street parking areas along this section of highway. This determination would be made during the Caltrans encroachment permit process.

The photos on the following page show the location where either the striped bike lane or on-street parking would be eliminated (photos showing left-turn locations). Later in this chapter, Figures 38A and 38B, respectively contain illustrations of design concepts with either on-street parking or bike lanes along this section of SR 29 within the downtown area from an overhead aerial perspective.

Addition of eastbound and westbound left-turn lanes on Wardlaw Street would require the removal of on-street parking from Barnes Street to Jackson Street along both sides of the roadway.

Pedestrian Plan

Pedestrian improvements within the downtown plan consist primarily of sidewalks and are complemented by the sidewalk bulbout extension discussed in the previous section under Safety Improvements. As discussed within the Existing Conditions chapter, many of the roadways within the downtown area currently do not have sidewalks. Adding additional sidewalks that pro-

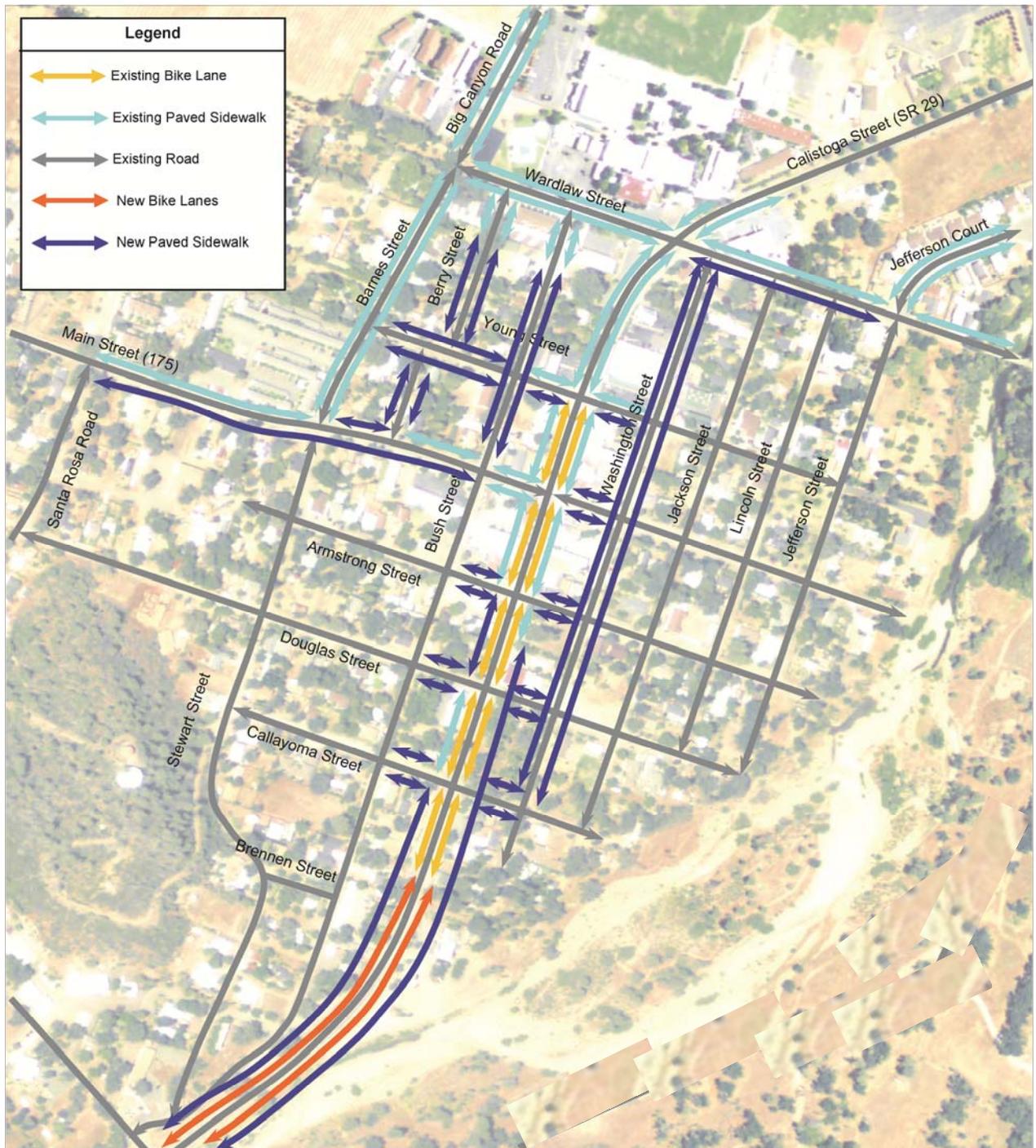


vide pedestrian connections within the downtown is a critical component of this plan. Sidewalks increase pedestrian safety and improve the walkability and economic livelihood of the downtown. As contained in Figure 33, and shown in the photos to the right, sidewalks are proposed on the following streets:

- ◆ SR 29 - Wardlaw Street to Bible School Driveway (west side)
- ◆ SR 29 - Young Street to Callayomi Street (various locations west and east sides)
- ◆ Wardlaw Street - SR 29 to Washington Street (south side)
- ◆ Young Street - Bush Street to Washington Street
- ◆ Main Street (SR 175) - Barnes Street to Washington Street
- ◆ Armstrong Street - Bush Street to Washington Street
- ◆ Douglas Street - Bush Street to Washington Street
- ◆ Callayomi Street - Bush Street to Washington Street
- ◆ Washington Street - Wardlaw Street to Callayomi Street
- ◆ Berry Street - Main Street (SR 175 to just south of Wardlaw Street)
- ◆ Bush Street - Main Street (SR 175 to just south of Wardlaw Street)



FIGURE 33 - PEDESTRIAN AND BICYCLE IMPROVEMENTS



Later in this chapter Figures 38 through 40 contain illustrations of where these sidewalks would be located within the downtown area from an overhead aerial perspective.

The downtown area sidewalk plan helps to create a network of walkable areas within the downtown. The plan provides the ability to walk on sidewalks from the new Senior Center and soon to be opened historic museum located on Callayomi Street on the southern portion of the downtown area to the High School and Elementary School in the northern portion of the downtown. This plan provides the ability for visitors to walk through the downtown commercial area on both sides of SR 29 as well as gaining access to new parking areas proposed along the east/west streets within the downtown as discussed in the Parking Improvements section.

On-Street Parking Improvements

Currently paved on-street parking is only provided on various roadway sections within the downtown as illustrated in Figure 7 in the Existing Conditions chapter. The proposed downtown plan provides a significant increase in downtown paved on-street parking. As illustrated in Figure 34, new paved on-street parking areas are included on the following roadways:

- ◆ SR 29 - Douglas Street to Lake Street (west and east sides of highway)
- ◆ Young Street - Bush Street to Washington Street
- ◆ Main Street (SR 175) - Barnes Street to Washington Street
- ◆ Armstrong Street - Bush Street to Washington Street
- ◆ Douglas Street - Bush Street to Washington Street
- ◆ Callayomi Street - Bush Street to Washington Street
- ◆ Washington Street - Wardlaw Street to Callayomi Street
- ◆ Berry Street - Main Street (SR 175 to just south of Wardlaw Street
- ◆ Bush Street - Main Street (SR 175 to just south of Wardlaw Street

Similar to the pedestrian improvements contained within the downtown plan the proposed on-street parking improvements will provide additional parking for merchants along SR 29. These parking areas are complemented by the sidewalk system also proposed within the plan. These two components will improve visitor access to core destinations along SR 29. No parking duration limits are recommended for either existing or new spaces. Table 4 on page 147 contains a list of existing and proposed parking spaces that are contained within the parking plan.

Photos on the following page show example locations types where this additional on-street parking is proposed. Later in this chapter Figures 38 through 40 contain illustrations of design concepts for these on-street parking improvements within the downtown area from an overhead aerial perspective.

FIGURE 34 - ON-STREET PAVED PARKING IMPROVEMENTS

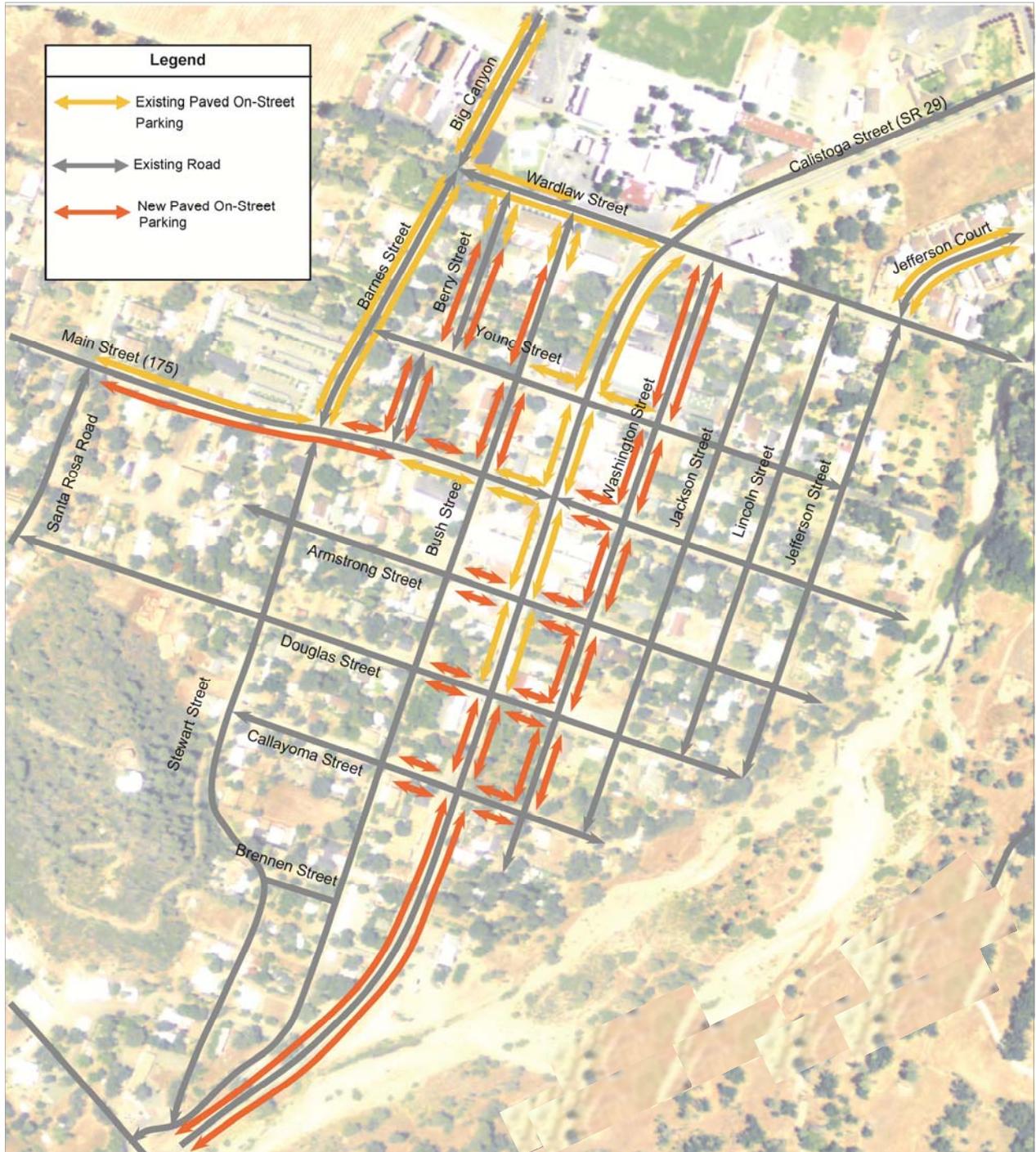




Table 4 - On-Street Paved Parking Spaces

Street Name	Location	Existing Number of Spaces	New Spaces	Total Spaces Provided
Calistoga Street (SR 29)	Wardlaw Street to Lake Street	96	92	188
Main Street (SR 175)	Santa Clara Road to Washington Street	92	102	194
Barnes Street/Big Canyon Rd.	SR 175 to Knowles Lane	81	0	81
Wardlaw Street	Barnes Street to SR 29	44	0	44
Berry Street	SR 175 to Wardlaw Street	6	51	57
Bush Street	SR 175 to Wardlaw Street	6	51	57
Washington Street	Wardlaw Street to Douglas Street	0	92	92
Young Street	Bush Street to Washington Street	13	13	26
Armstrong Street	Bush Street to Washington Street	0	26	26
Douglas Street	Bush Street to Washington Street	0	26	26
Callayomi Street	Bush Street to Washington Street	0	26	26
Totals		338	479	817



Off-Street Parking Improvements

Off-street parking within the downtown area is primarily provided in private parking lots associated with existing commercial building. Public off-street parking is provided at the school and post office. Figure 35 shows the location of existing off-street parking lots within the downtown core area. In addition, this figure also shows the locations of potential new off-street parking areas.

Table 5, to the right, contains the number of off-street parking spaces for both existing and potential new area.

Delivery Truck Circulation

Circulation within the downtown core for delivery trucks is currently provided on Washington Street located on the east side of SR 29 for commercial properties fronting the east side of SR 29. Bush Street on the west side of SR 29 provides limited delivery truck access for commercial properties fronting the west side of SR 29. Delivery trucks can also use the existing on-street paved parking space along both sides of SR 29 when vehicles are not parked, or if the spaces are reserved by cones ahead of time.

The improvement plan outlined in this chapter will provide additional on-street parking areas that can be utilized for commercial deliveries.

Bike Facilities

Bike facilities within the downtown plan are consistent with the Lake County Regional Bikeway Plan (2011).

The regional plans identifies the following roadways within the downtown area where bike routes are recommended:

- ◆ SR 29 and SR 175 - Through the downtown area of Middletown
- ◆ Stewart Street - SR 29 to SR 175
- ◆ Barnes Street - SR 175 to Wardlaw Street
- ◆ Dry Creek Cut-Off
- ◆ Santa Clara Road
- ◆ Central Park Road
- ◆ Wardlaw Street - Barnes Street to St. Helena Creek Road
- ◆ St. Helena Creek Road north of Wardlaw Street

These bike routes provide both connections with the Middletown area as well as connections to the regional bikeway system. The downtown plan includes the following bike facility improvements:

- ◆ Calistoga Street (SR 29) - Wardlaw Street to Hill Street (Class II bike lanes) *{Note: For downtown concept plan Option A only.}*
- ◆ Main Street (SR 175) - Santa Rosa Road to Washington Street (Class III bike route)
- ◆ Stewart Street - SR 29 to SR 175 (Class III bike route)

FIGURE 35- EXISTING PAVED OFF-STREET AND POTENTIAL NEW OFF-STREET PARKING AREAS

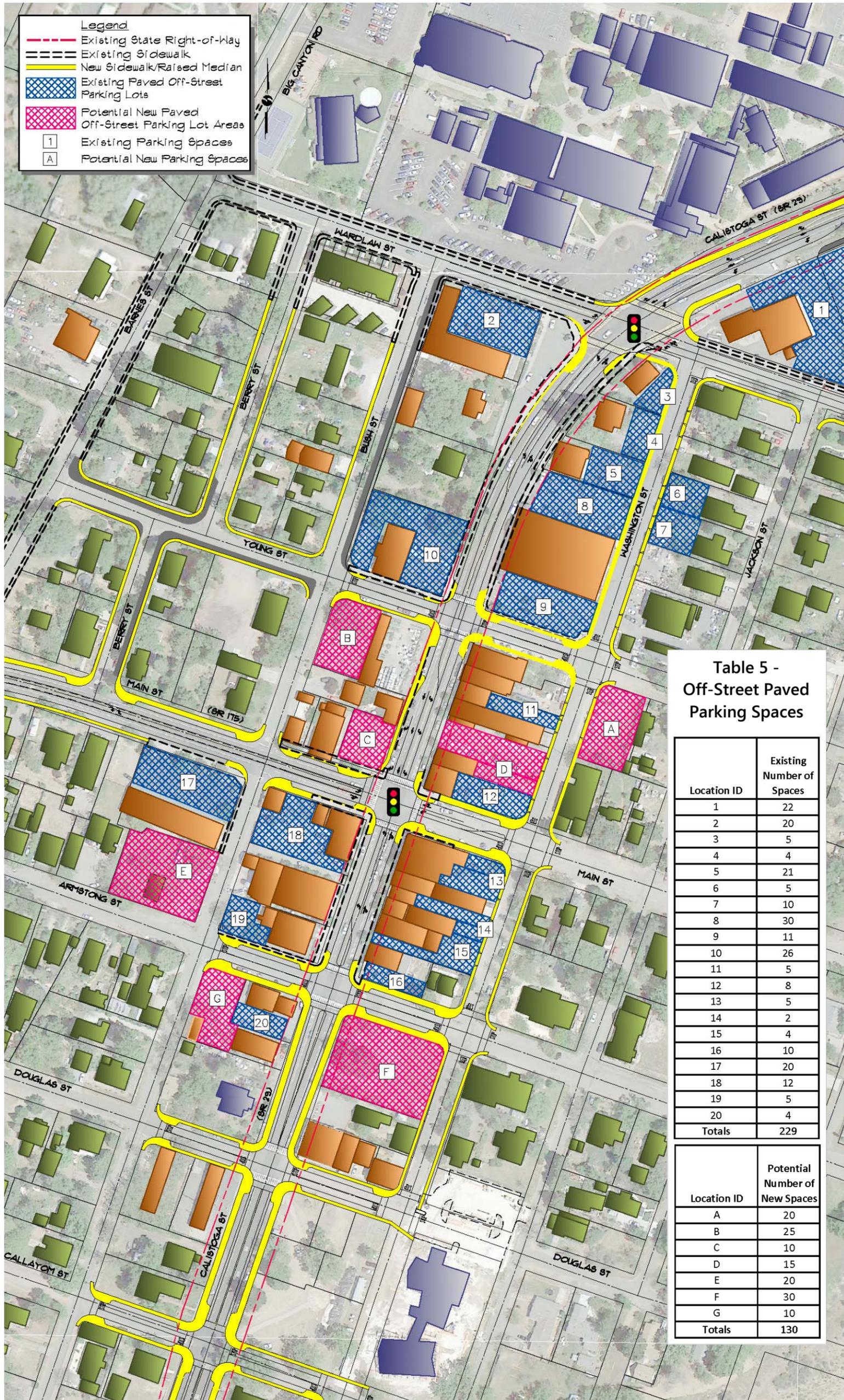
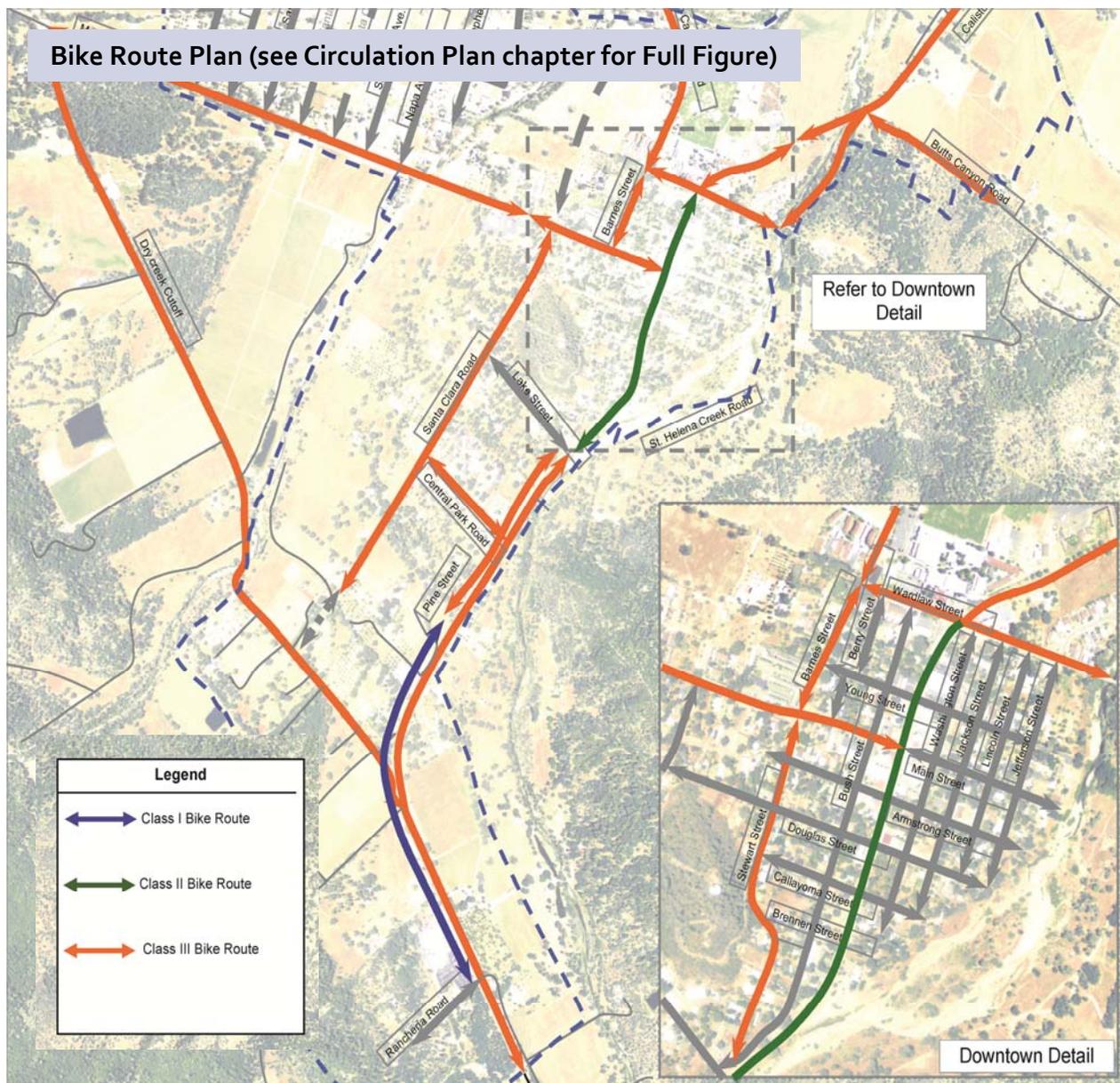


Table 5 - Off-Street Paved Parking Spaces

Location ID	Existing Number of Spaces
1	22
2	20
3	5
4	4
5	21
6	5
7	10
8	30
9	11
10	26
11	5
12	8
13	5
14	2
15	4
16	10
17	20
18	12
19	5
20	4
Totals	229

Location ID	Potential Number of New Spaces
A	20
B	25
C	10
D	15
E	20
F	30
G	10
Totals	130





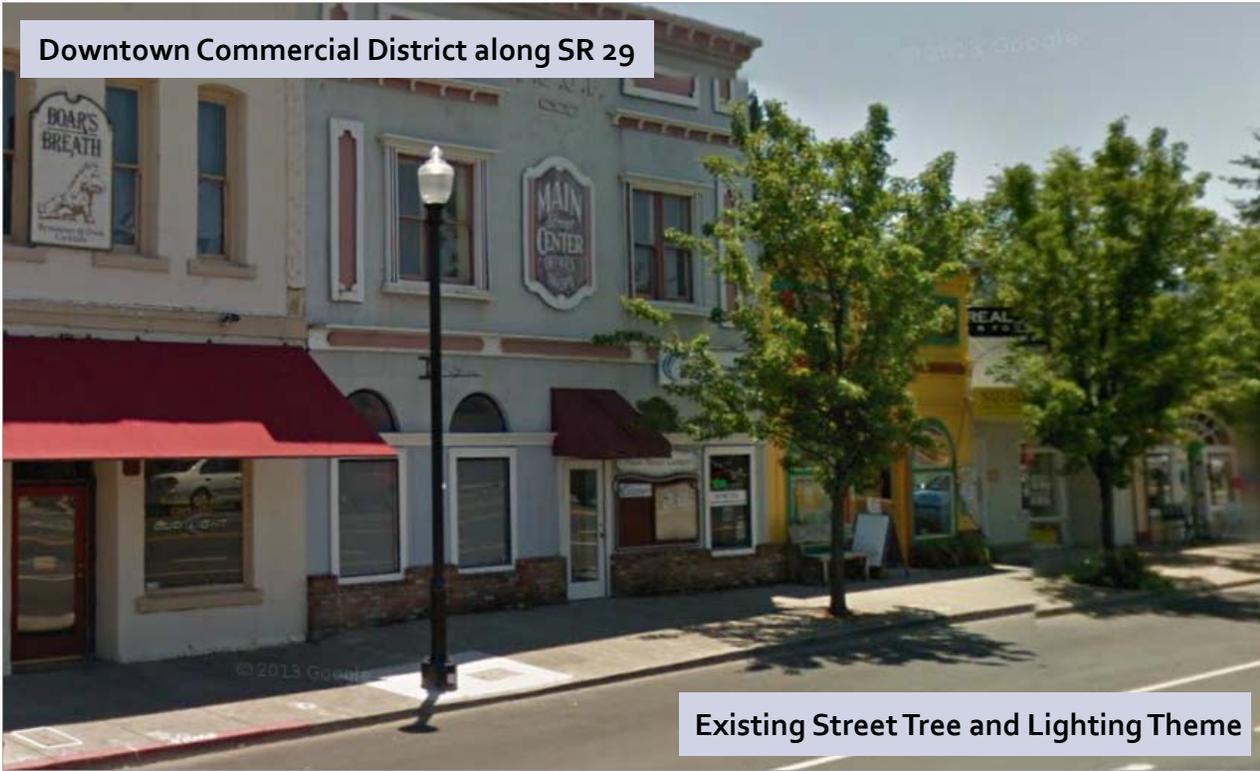
- ◆ Barnes Street - SR 175 to Wardlaw Street (Class III bike route)
- ◆ Wardlaw Street - Barnes Street to St. Helena Creek Bridge (Class III bike route)
- ◆ St. Helena Creek Road - Wardlaw Street to Butts Canyon Road (Class III bike route)

The photos on this page and to the left show bike route locations and selected locations within the plan area.

The downtown bikeway plan is also complemented with additional bike facility improvements on SR 29

both north and south of the downtown area. These improvements would consist of shoulder widening along the existing highway. In addition, the Circulation Plan chapter identifies the overall bike route plan as illustrated to the left.

Sharrow markings are recommended on SR 29 from Douglas Street to Wardlaw Street for improvement concept Option A only. Sharrows are not required on any other bike routes given the roadways cross sections and expected traffic flows.



Streetscape Improvements

Streetscape improvements have been identified to create a sense of place within the downtown area. These streetscape improvement areas include improvements to both existing sidewalks corridors and new streetscape zones. These high priority projects are as follows:

- ◆ Existing Sidewalk Corridors
- ◆ Calistoga Street (SR 29) - Wardlaw Street to Armstrong Street

New Streetscape Zones

- ◆ Calistoga Street (SR 29) - Armstrong Street to Lake Street
- ◆ Main Street (SR 175) - Washington Street to Barnes Street
- ◆ Priority sidewalk locations (see Figure 32)

Streetscape improvements within these areas would consist of the following:

- ◆ Wide Sidewalks Zones (photo on next page)
- ◆ Decorative Street Lighting (see photo to left)
- ◆ Street Trees (see photo to left)
- ◆ Benches (photo on next page)
- ◆ Banners on Street Lights (see photo to right)
- ◆ Commemorative Street Tree Covers (photo on next page)

Extend Use of Banners



Both existing and new streetscape areas should be designed to provide consistency and flow from existing streetscape improvements, especially those on SR 29 from Wardlaw Street to Douglas Street.

Transit Facilities

Existing transit facilities within the downtown area are described in the Existing Conditions chapter. New transit facilities and services are included with direct relationship to the new Senior Center.

Lake Regional Transit is working with the Social Services Transportation Advisory Council (SSTAC) to ensure adequate bus facilities are provided to the new Senior Center. These services may include a parking

Extend Use of Commemorative Street Tree Covers



Extend Use Combined Wide Sidewalks, Street Trees and Decorative Lighting





loading space and new transit stop. The preferred location for the transit stop is on Douglas Street just west of the Senior Center.

A new transit stop of Douglas Street would require a section of curb, gutter and sidewalk between the location of the new stop and the Senior Center. These facilities would be required to provide adequate access to/from the stop location. This location is shown below.

New sidewalks along the south side of Douglas Street are also included in the plan to connect the new transit stop to the Senior Center (photos to right). The fixed route bus routes that would service this location include buses from Hidden Valley, Cobb Mountain, and housing areas along SR 29 south of Middletown.

Park Facilities

The existing park located east of SR 29 between Douglas Street and Callayomi Street is located directly west of the Senior Center and provides a valuable asset to the community. The park is also located close to the Gibson Museum located across SR 29 on Callayomi Street.

The County is improving the existing park with new fencing, lighted walkways and other amenities. To complement these improvements the segment of Douglas Street east of SR 29 to the Senior Center located on the north side of the park, and the segment of Callayomi Street east of SR 29 along the





south side of the park will include new sidewalks and on-street parking within the downtown plan (photos on previous page).

Improvements within the downtown plan also include a new small park called a “parklet” to be located on the west side of SR 29 just south of Wardlaw Street within property formerly owned by Caltrans that was deeded over to the County. This small park would include

decorative lighting shade trees, benches, lighted pathways and other amenities that would complement the downtown streetscape improvements.

Figure 36 Illustrates the location of the park along with possible shade tree locations. The pictures below illustrate possible park bench and pathway concepts as currently contained in the park south of Douglas Street.



FIGURE 36 - PARKLET CONCEPT PLAN

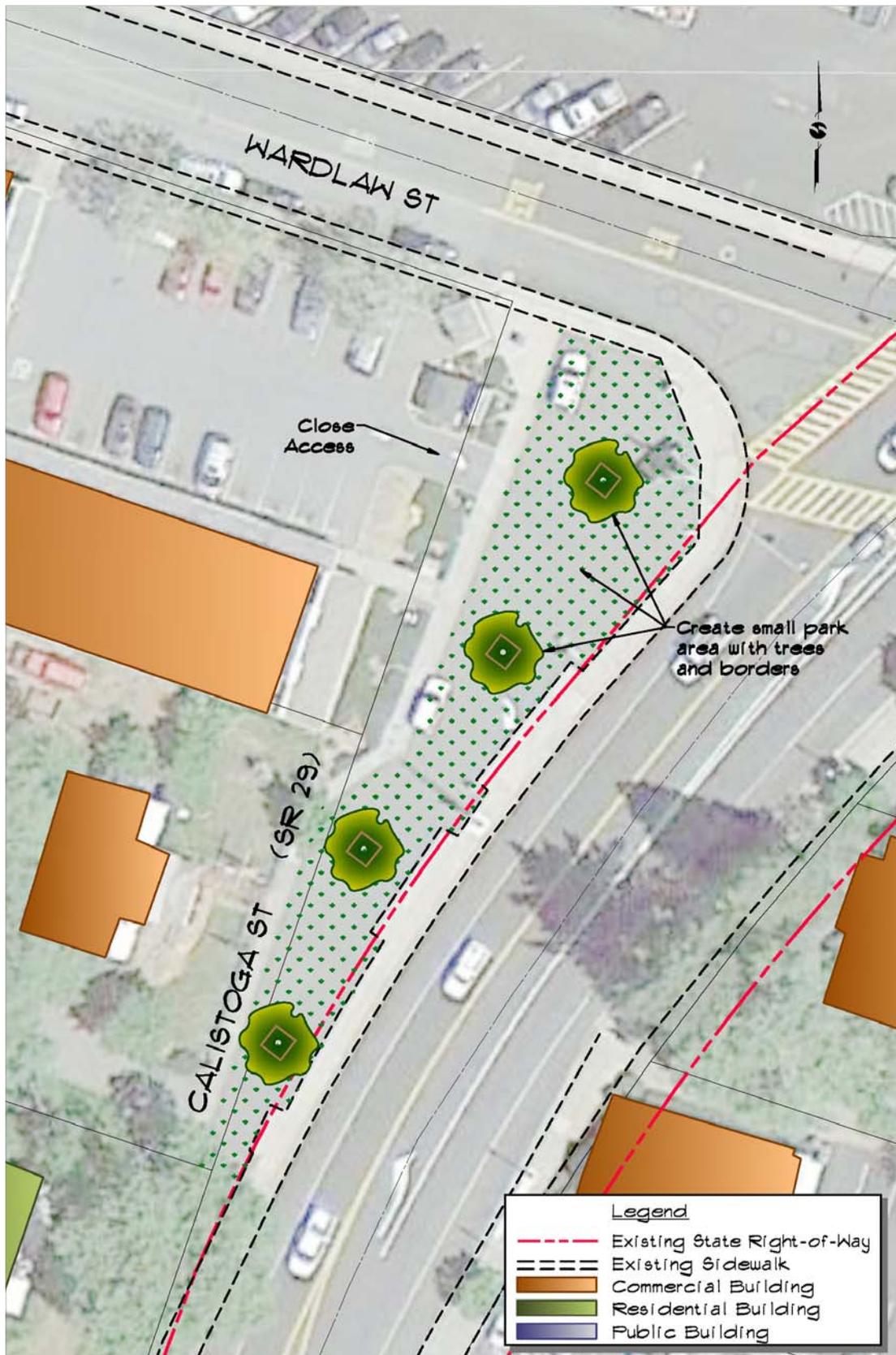


FIGURE 37 - DOWNTOWN PLAN (FIGURE INDEX)

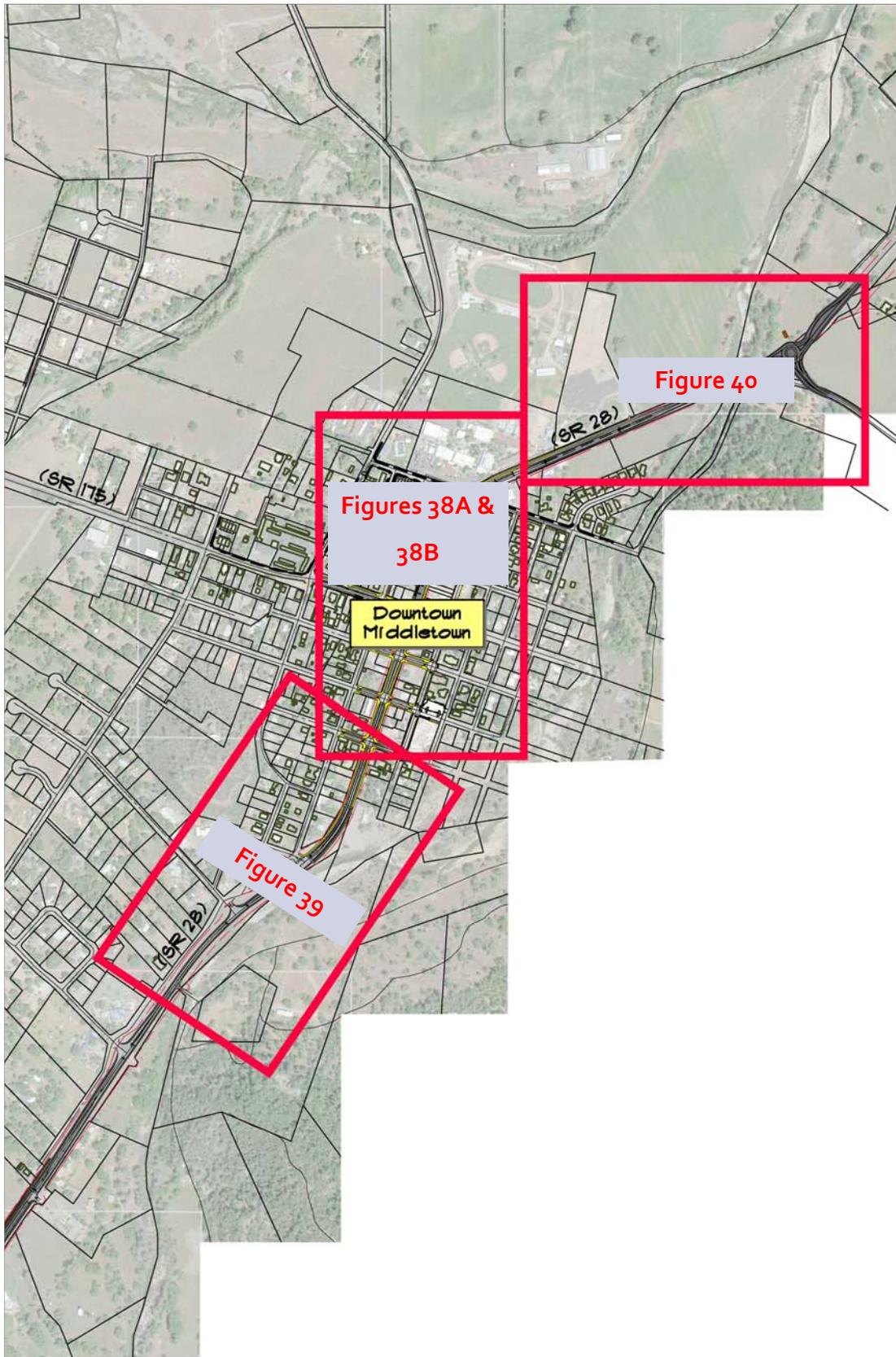


FIGURE 38A - DOWNTOWN PRIORITY IMPROVEMENT PLAN

(OPTION A - ON-STREET PARKING AND NO BIKE LANES ON SR 29 BETWEEN DOUGLAS STREET AND WARDLAW STREET)



FIGURE 38B - DOWNTOWN PLAN

(OPTION B - BIKE LANES AND NO ON-STREET PARKING ON SR 29 BETWEEN DOUGLAS STREET AND WARDLAW STREET)

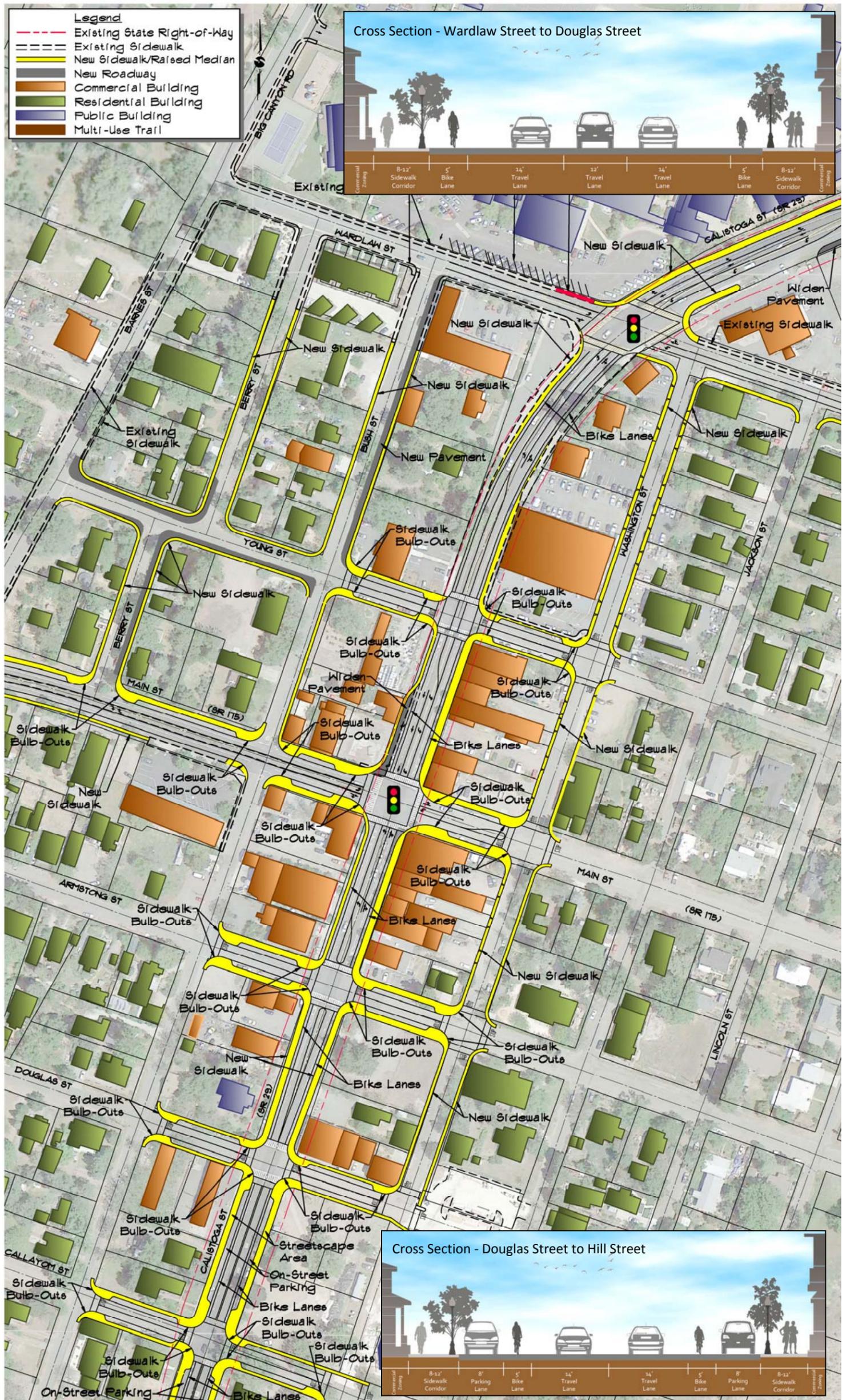
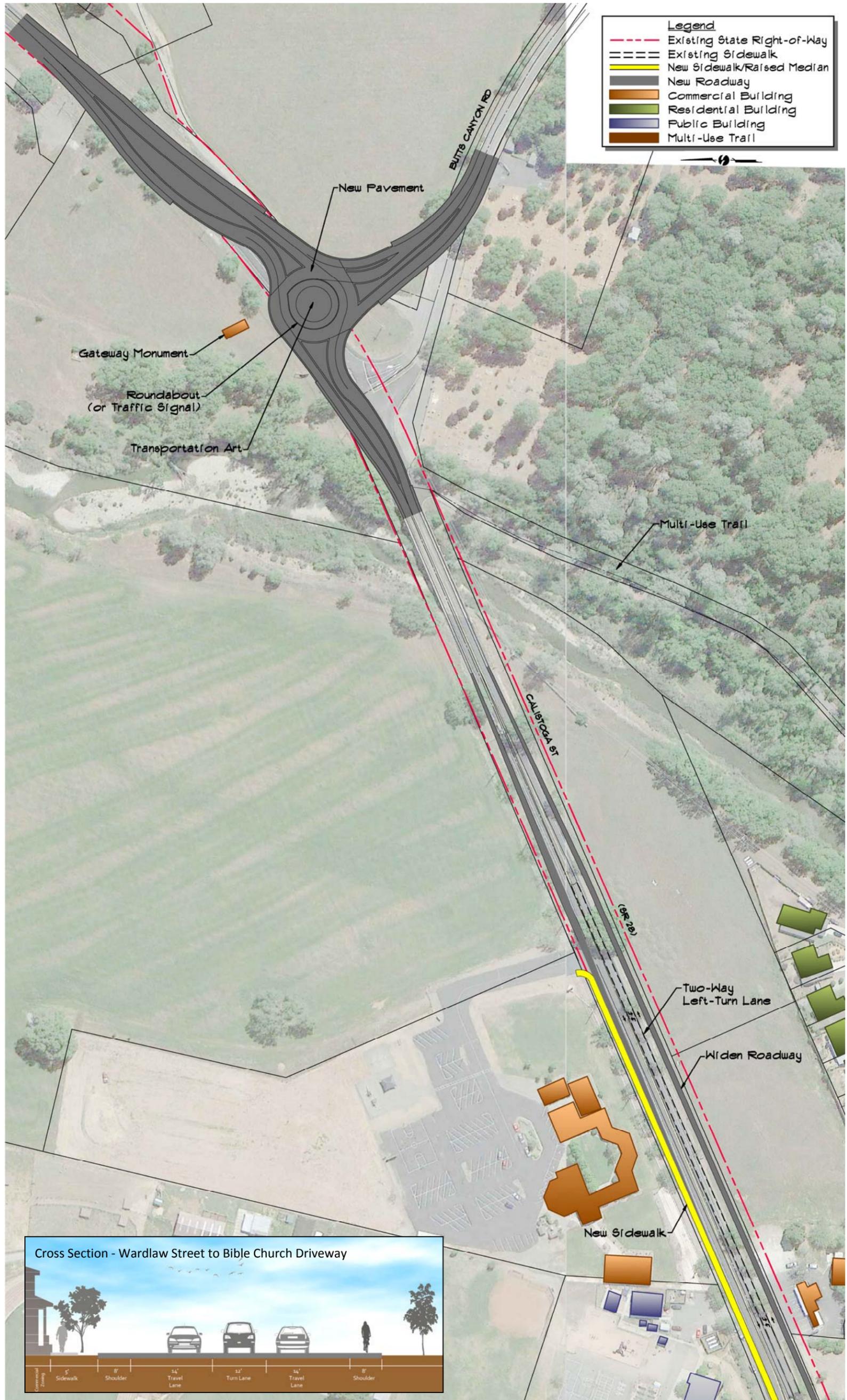


FIGURE 39 - DOWNTOWN PLAN



FIGURE 40 - DOWNTOWN PLAN



priority improvement plan south of downtown

This chapter provides an overview of the priority transportation improvements identified within the area of Middletown south of the downtown area beginning at Hill Street. These improvement concepts have been established to create a vibrant multi-modal transportation system that compliments the improvements contained within the downtown area. This portion of the Middletown Community is more rural with fewer streets and no commercial core area. This area contains the Middletown Rancheria which is located on the southern end of the community. Transportation connection between the Rancheria and the downtown is critical to the economic vitality of the community. This plan provides recommendations for improvements for the areas:

- ◆ Safety Improvements
- ◆ Vehicular Circulation
- ◆ Bike Facilities
- ◆ Pedestrian Facilities
- ◆ Regional Connector Routes

The southern area improvement plan was formulated from extensive input from the community including the Middletown Area Town Hall (MATH), Middletown Area Merchants Association (MAMA), and the Rancheria. These organizations have spent considerable time and effort to identify existing transportation problems and potential solutions. As with the downtown area, MATH provided the project team with large scale aerial maps showing areas of concern and potential solutions. A written summary of the thirty (30) transportation comments used in the creation of the improvements within the southern area can be found in Chapter 4 within Table 3.

SR 29 South Corridor Engineered Feasibility Study (EFS)

The State Route 29 South Corridor Engineered Feasibility Study Report evaluates potential safety and operational improvements including possible bicycle and pedestrian facilities on the section of State Route 29 (SR 29) from the Lake County/Napa County line to State Route 53. The improvements to SR 29 through the Middletown area contained within this report provide the basis for southern area transportation improvements on SR 29. The selection of preferred design concepts considered community input (MATH and MAMA), potential funding sources as well as engineering, environmental, and other constraints anticipated as these projects are implemented.

The following is a list of initial (short-term) and future improvements on SR 29 through the downtown area of Middletown, as contained within the EFS.

Initial Improvements

- ◆ Radar Feedback Signs - Dry Creek Cut-Off to Lake Street
- ◆ Gateway Monuments and Colorized Shoulders at Rancheria Road

Future Improvements

- ◆ Left-Turn Lanes at CJS Ranch Supply Driveway
- ◆ Left-Turn Lanes at Adventist School Driveway
- ◆ Shoulder Widening from Dry Creek Cut-Off to Lake Street

- ◆ Multi-Use Trail (Class I) from Rancheria Road to Pine Street
- ◆ Left-Turn Lanes at Dry Creek Cut-Off

Safety Improvements

Safety improvements within the southern area are primarily located on SR 29 which has the highest traffic flows and greatest concentration of pedestrians and bicyclists. Vehicle speeds and pedestrian/bicyclist visibility are the two most critical issues regarding safety within this area. The southern area plan includes improvement concepts to help reduce vehicular speeds and provide additional facilities for pedestrians and bicyclists. Radar feedback signs on SR 29 are proposed from Dry Creek Cut-Off to Lake Street. These signs will help to increase drivers awareness of their speeds and help to reduce overall travel speeds.

Additional safety improvements include shoulder widening from Dry Creek Cut-Off to Lake Street and left-turn lanes at the following intersections:

- ◆ Dry Creek Cut-Off
- ◆ CJS Ranch Supply Driveway
- ◆ Adventist School Driveway

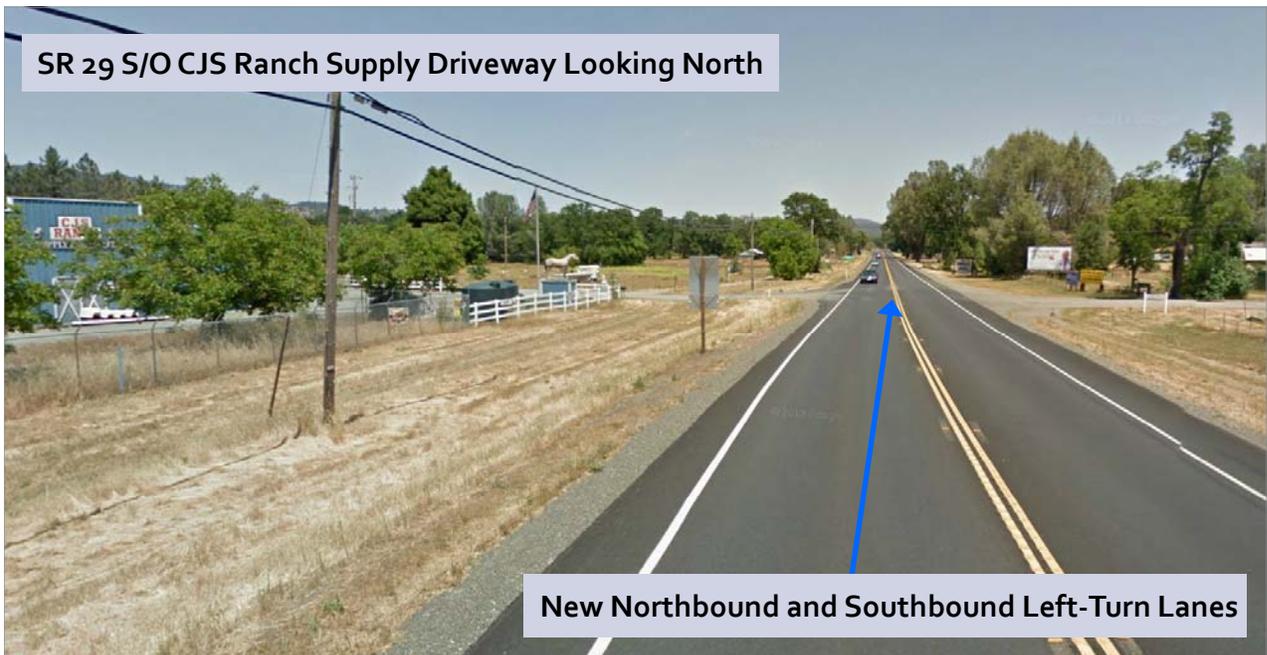
Photos on the following pages show the section along SR 29 where these improvements would be installed. Later in this chapter Figures 42 through 45 contain illustrations of where these improvements would be located from an overhead aerial perspective.

SR 29 S/O Dry Creek Cut-Off Looking North



New Northbound Left-Turn Lane

SR 29 S/O CJS Ranch Supply Driveway Looking North



New Northbound and Southbound Left-Turn Lanes



Pedestrian and Bicycle Improvements

Pedestrian improvements within the south area plan consist primarily of shoulder widening along SR 29 and a Class I multi-use trail. As contained in the previous section, shoulder widening on SR 29 is proposed from Dry Creek Cut-Off to Lake Street. These improvements will provide additional area for both pedestrians and bicyclists to travel within this area of the community.

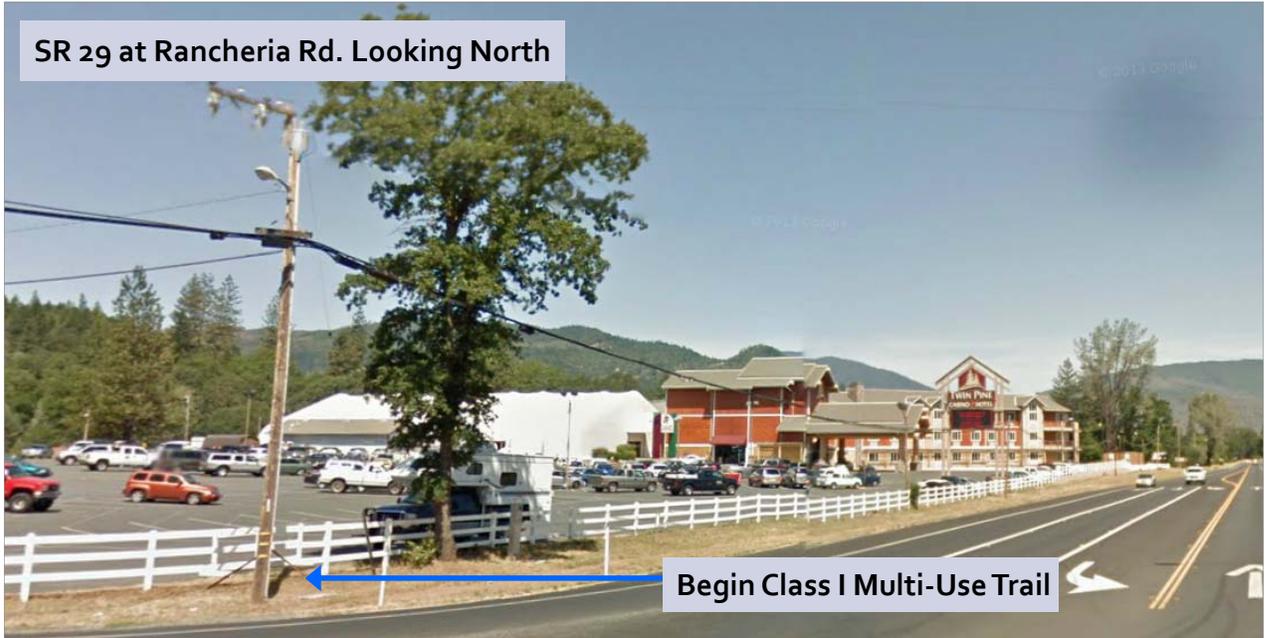
In addition to shoulder widening, the south area plan includes a Class I multi-use trail from Rancheria Road to Pine Street. This facility would consist of a 10 foot paved trail for use by both pedestrians and bicyclists. In addition, lighted crosswalks are recommended at

the Adventist School driveway to provide a safe crossing of SR 29 for pedestrians using the multi-use trail.

Photos on the following pages show the location of the Class I multi-use trail, along with cross-sections. Later in this chapter Figures 42 through 45 contain illustrations of where the multi-use trail would be located within the southern area from an overhead aerial perspective.

The shoulder widening and multi-use trails help to create a connection of walkable and bike friendly areas between the southern area and the downtown. The plan provides the ability to walk or bike between the Rancheria and downtown Middletown. This plan pro-

SR 29 at Rancheria Rd. Looking North



Begin Class I Multi-Use Trail

Dry Creek Cut-Off at SR 29 Looking South



Class I Multi-Use Trail with Crosswalk on Dry Creek Cut-Off

SR 29 at CJS Ranch Supply Dr. Looking Northwest



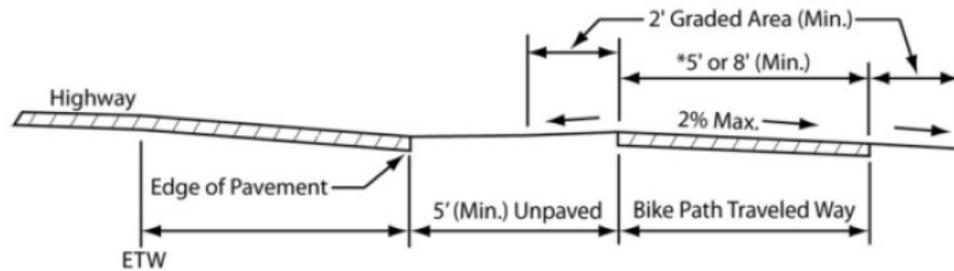
Class I Multi-Use Trail with Crosswalk at Driveway

SR 29 at End of Pine St. Looking Northwest



End of Class I Multi-Use Trail with Connection to Pine Street

Typical Cross Section of Class I Bikeway (Bike Path) Parallel to Highway



Two-Way Class I Bikeway (Bike Path)

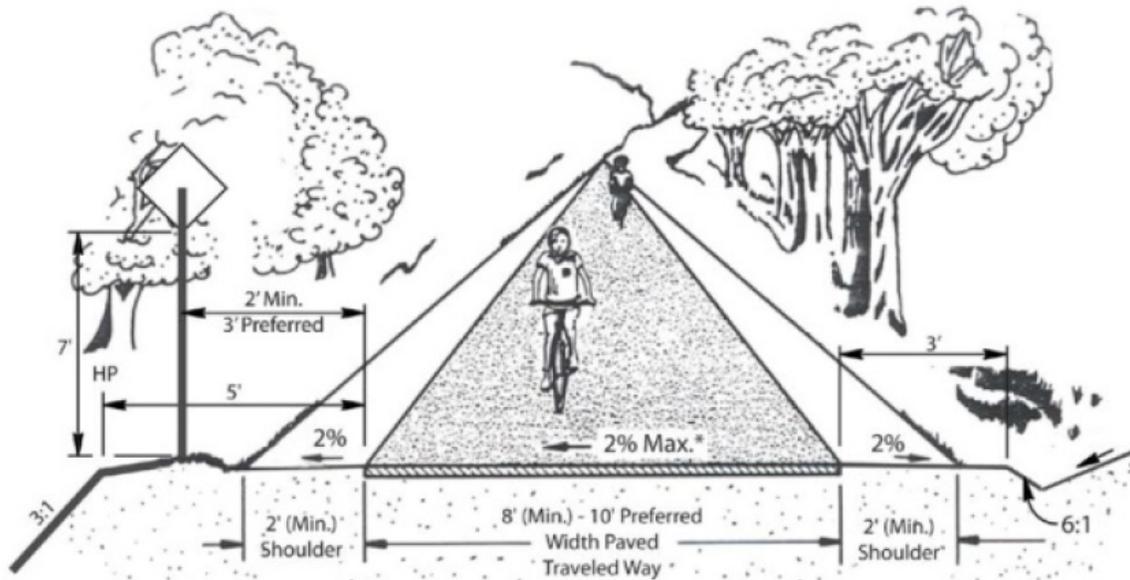


Figure Not To Scale

vides the ability for visitors at either the Rancheria or downtown commercial area to easily walk or bike between destinations.

Equestrian Improvements

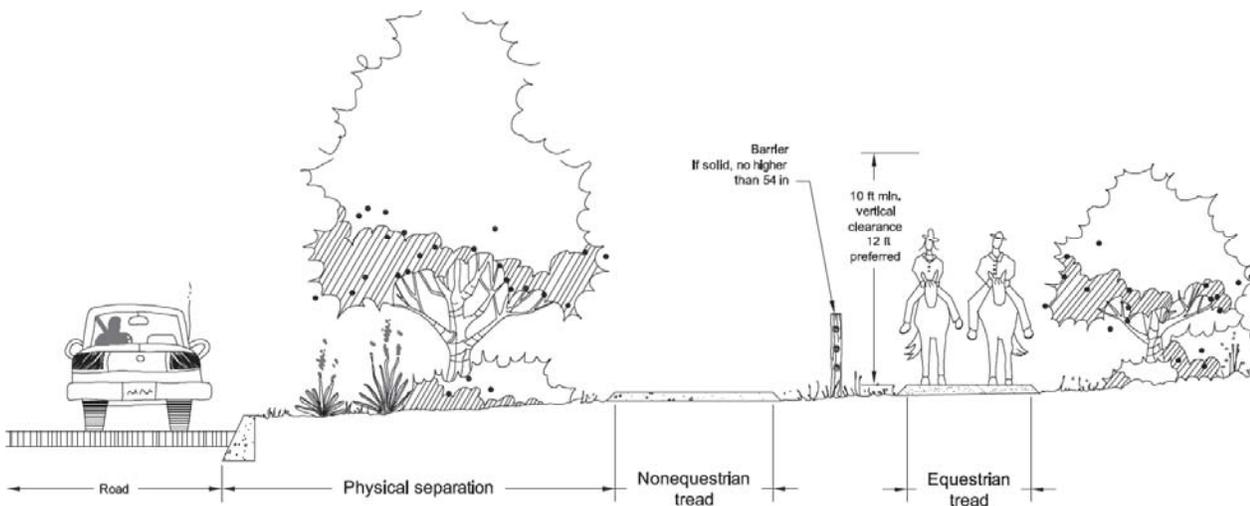
Equestrian trails within the Middletown study area are currently limited to the Trailside Park located north of Dry Creek Road west of the downtown area. This is a County park that provides parking facilities for horse trailers, hitching posts, and restroom facilities. Various trails are established within the park that lead back to the parking area. Currently there are no established equestrian trails that connect with this trail system outside the park boundaries.

Informal trails are also present along SR 29 from Rancheria Road to CJS Ranch Supply driveway on both

sides of the roadway, and extends to Pine Street on the west side of the road. Both of these informal trails are within the State right-of-way.

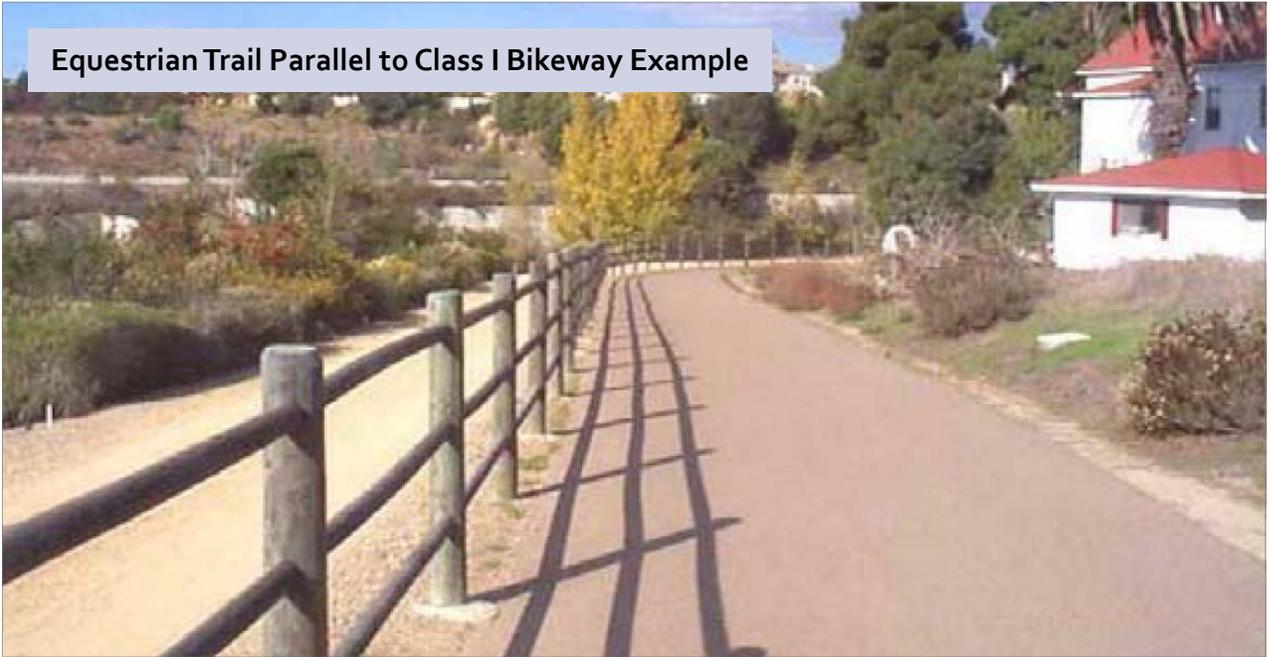
The improvement plan for the area south of the downtown includes developing a formal equestrian trail from Rancheria Road to Lake Street. The equestrian trail would be located on the west side of SR 29 within the State right-of-way. The segment from Rancheria Road to the extension of Pine Street would parallel the Class I bikeway as discussed in the previous section. The images on the following page illustrate similar parallel trail facilities in California. North of the Pine Street extension the equestrian trail would continue within the State right-of-way to Lake Street. Figures 42 through 45 illustrate the location of this trail.

Multi-Tread Shared Use Trail



Source: FHWA

Equestrian Trail Parallel to Class I Bikeway Example



Equestrian Trail Parallel to Class I Bikeway Example



FIGURE 41- SOUTH AREA PLAN (FIGURE INDEX)

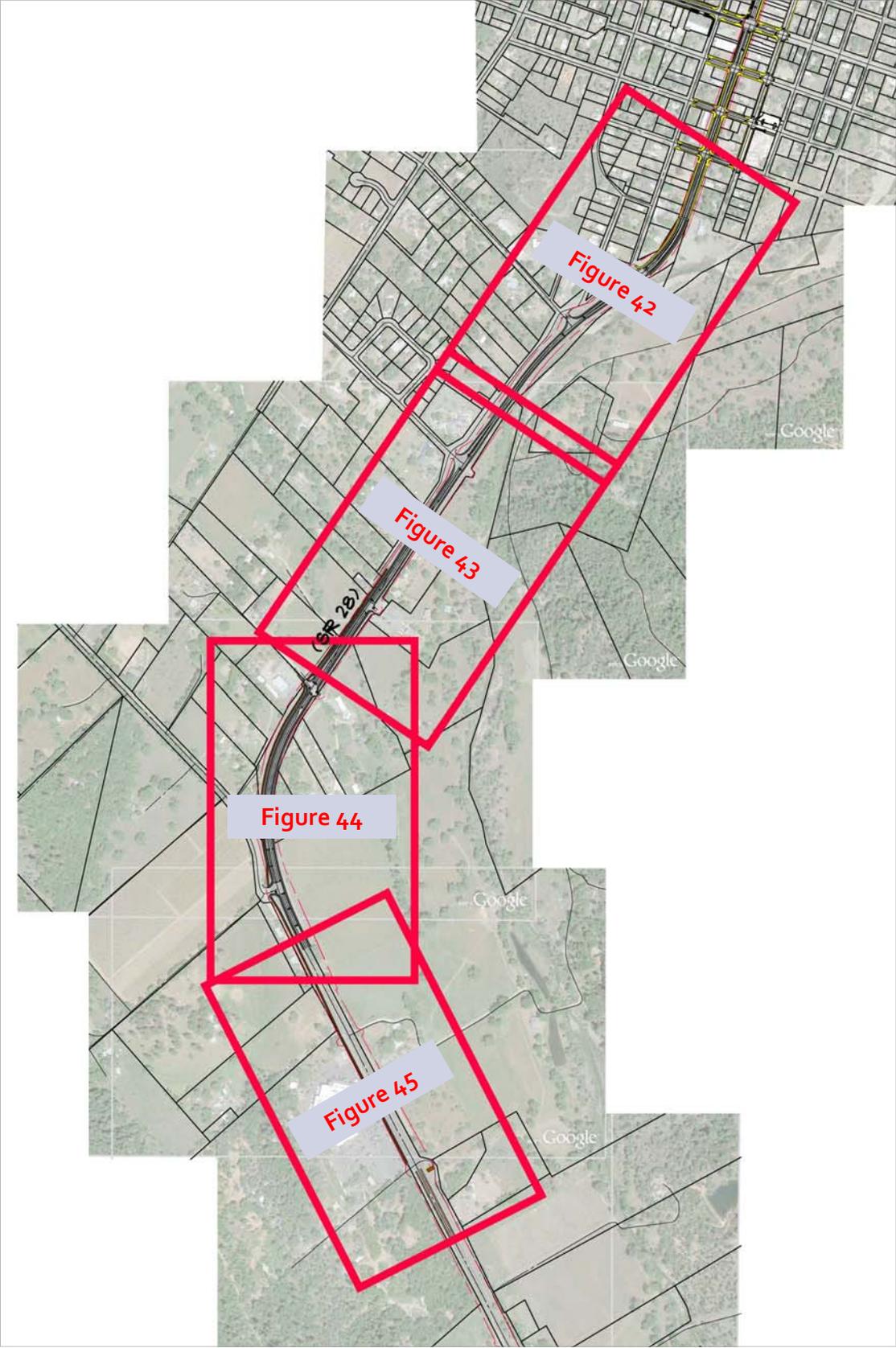
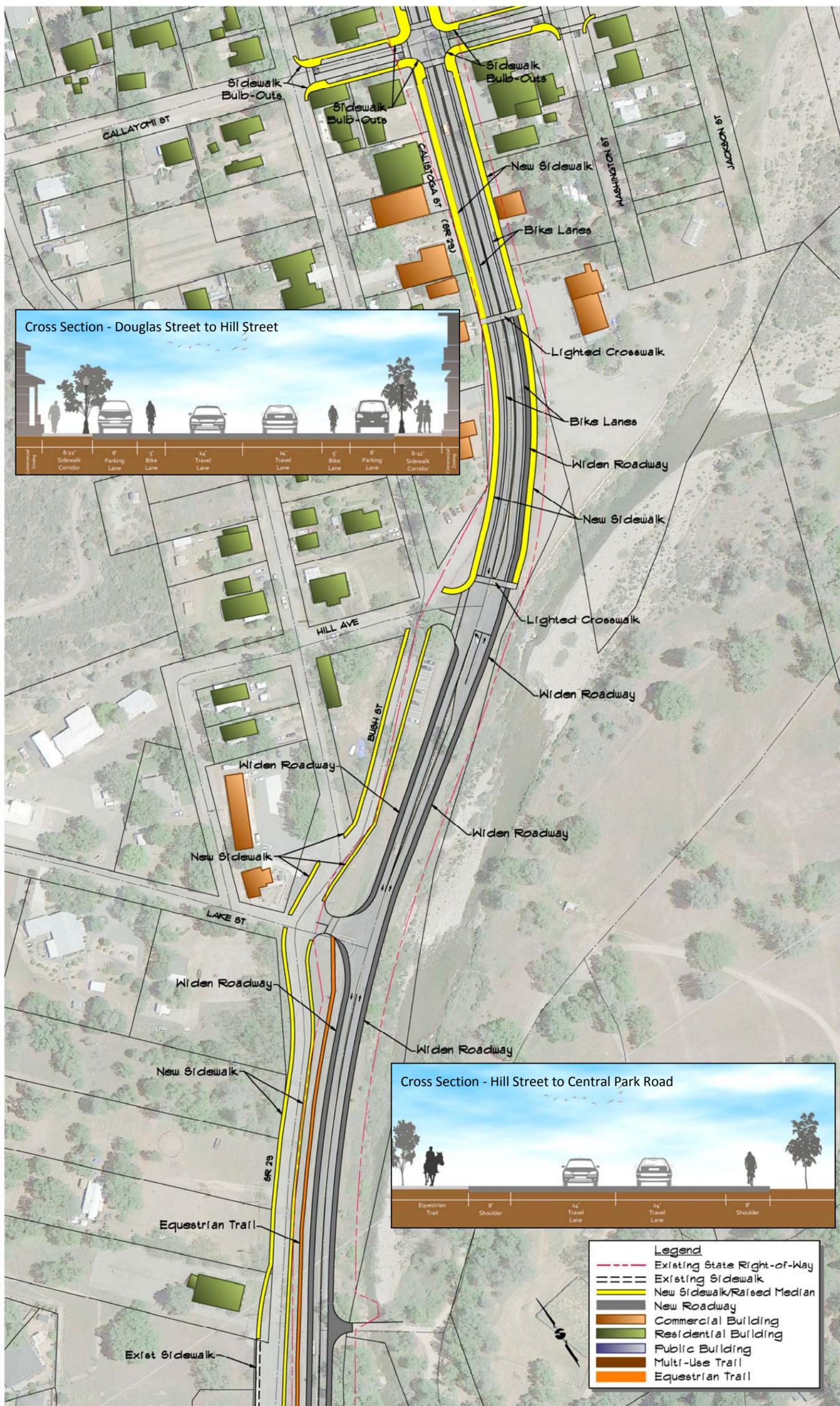


FIGURE 42 - SOUTH AREA PLAN



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FIGURE 43 - SOUTH AREA PLAN



FIGURE 44 - SOUTH AREA PLAN

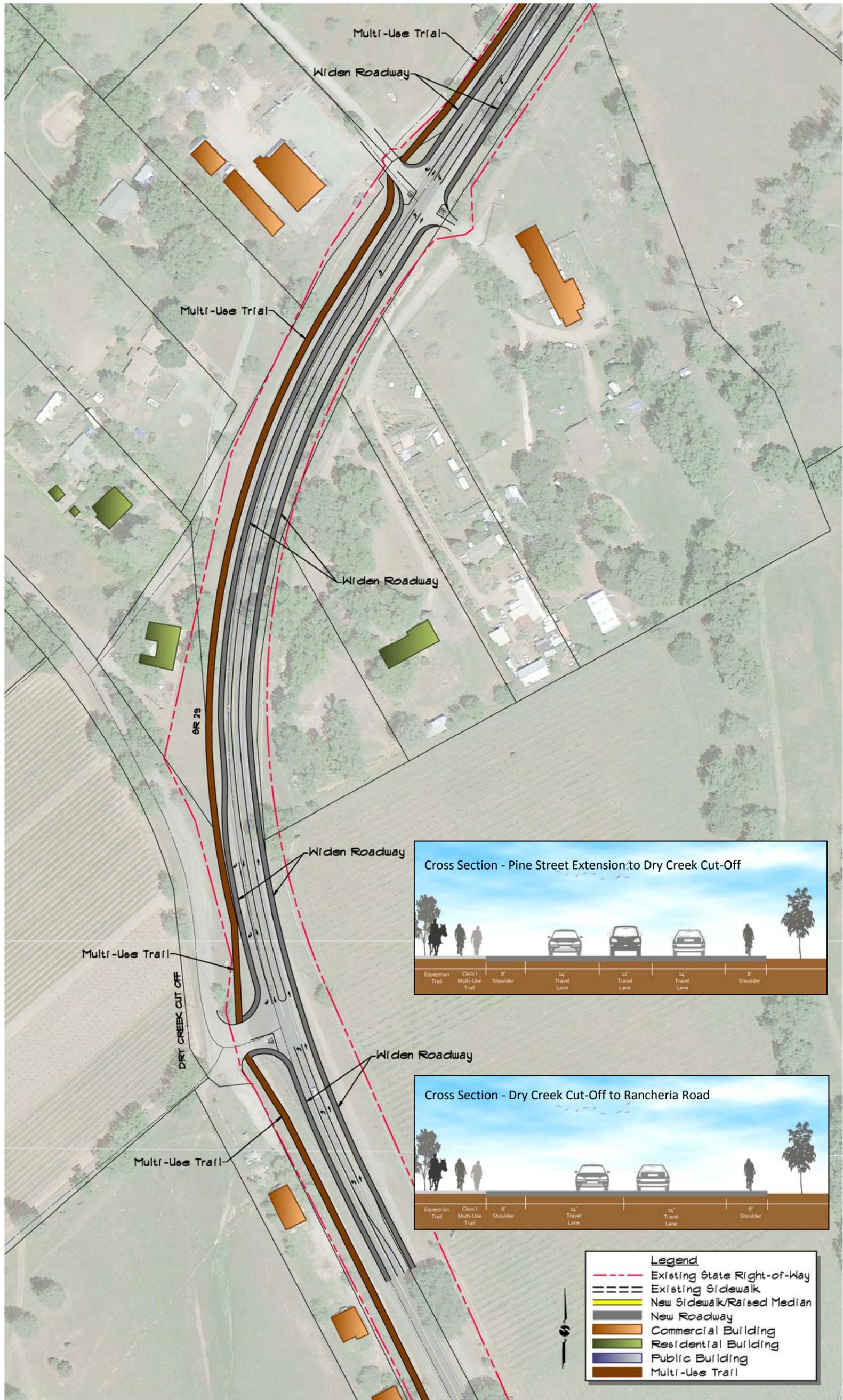


FIGURE 45 - SOUTH AREA PLAN



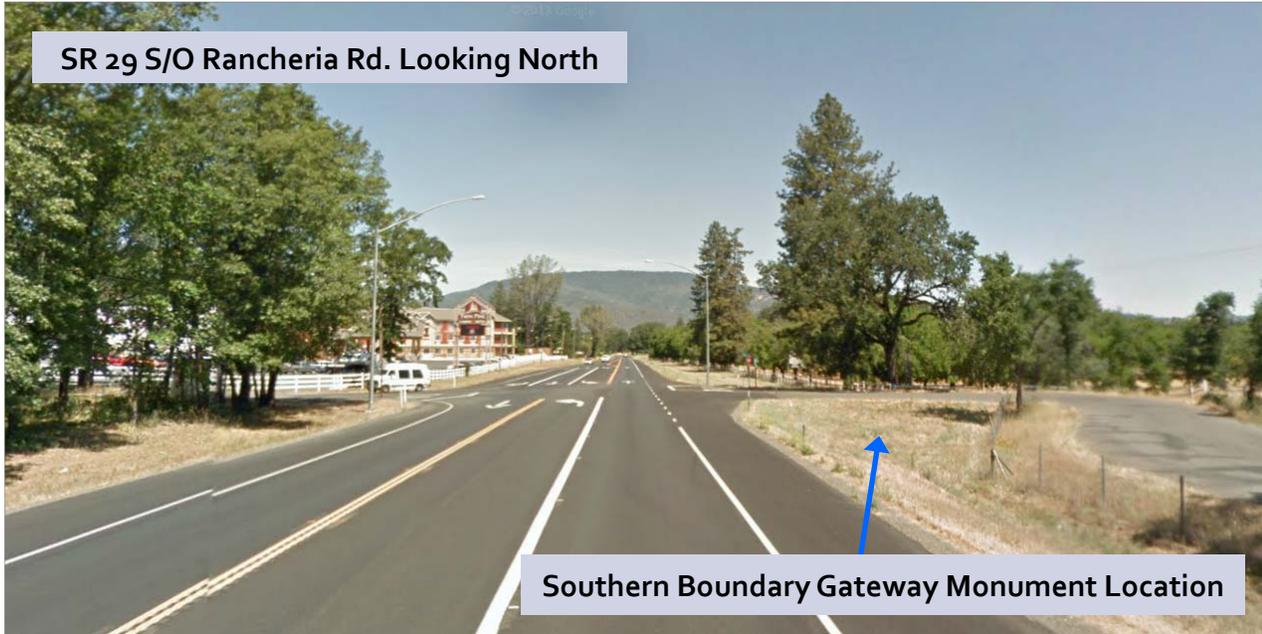
community gateways

As contained in the Design Concept chapter, integration of Middletown's transportation system to reflect community values may be achieved through enhancements that include Gateway Monuments. Gateway monuments are freestanding structures or signs, that communicate the name of the community to visitors. A Gateway monument may include the officially adopted seal or slogan to express the character of the community. For the Middletown community there are three distinctive entry locations that lend themselves to installation of gateway monuments, as following:

- ◆ SR 29 Southern Boundary at Rancheria Road
- ◆ SR 29 Northern Boundary at Butts Canyon Road (Existing Monument)
- ◆ SR 175 Western Boundary at Dry Creek Cut-Off

Each of these entry points into the community provides the ability to create a gateway feature that welcomes visitors into the community , as well as travelers passing through town. The photos on the following page provide potential locations for these monuments.





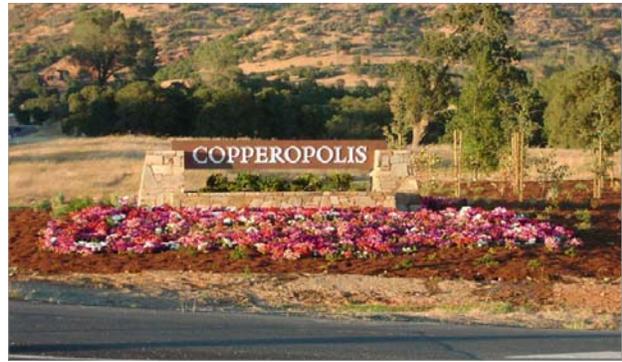
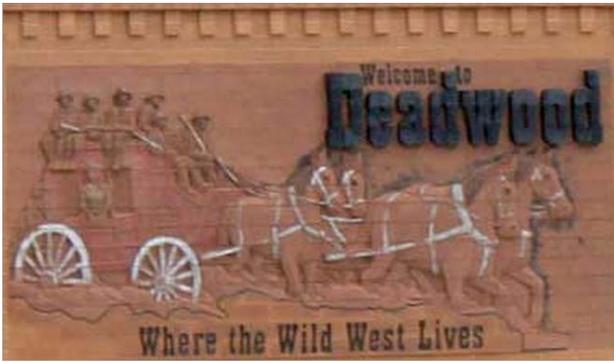
Existing Gateway Monument Location North of Rancheria Road



SR 175 at Dry Creek Cut-Off Looking East



Gateway monuments at the southern and western boundaries can be either designed to match the existing monument at the northern boundary or a new design could be selected for all three locations. The following are examples of gateway monuments in other rural communities.



action plan

The roadway improvements contained within this plan have been prioritized based upon safety, overall community needs, community input, and costs. The following sections provide direction for both implementing and funding these important community improvements.

Project Implementation

The Middletown Community Action Plan provides guidance for developing critical transportation improvements for both short-term and long-term conditions. These circulation improvements will require additional planning and design, along with the programming of funding before they are ready for construction. The five basic steps required to implement any of the circulation improvements is as follows:

- ◆ Adopt the Middletown Community Action Plan (MCAP)
- ◆ Identify funding for preliminary and final design
- ◆ Prepare necessary planning, engineering, and environmental clearance documents
- ◆ Obtain construction funding
- ◆ Project construction

Improvement Costs

Planning level cost estimates were developed for design concept improvements included within this plan. These planning level cost estimates contain the following categories:

- ◆ Planning and environmental clearance
- ◆ Design plans

- ◆ Construction support
- ◆ Right-of-way support
- ◆ Right-of-way
- ◆ Project construction

Tables 6 and 7 contains a summary of these costs. The improvements have been prioritized based upon input from the Community Advisory Committee.

Improvements to the existing transportation system within Middletown as contained in this report will take many years to develop. The improvement concepts contained within the Circulation Plan chapter cover all existing roadways and several future roadways within Middletown. These improvements may take twenty or more years to fund and construct. The Downtown Plan and SR 29 South of Downtown chapters contain specific priority improvement concepts that have been developed to provide a focused set of improvements that should be developed first.

This chapter provides an action plan for developing Middletown's transportation improvements as contained in the report. The following Goals and Action Items have been formulated to provide specific direction to help the community achieve the desired circulation system that will support the vibrancy and growth of the community. These Goals and Action items have been developed based upon the priority improvement concepts contained in both the Downtown Plan and SR 29 South of Downtown chapters. The Goals and Actions Items have

been divided into two main categories, motorized and non-motorized. Motorized refers primarily to improvements for single occupant vehicles, while non-motorized refers to improvements for pedestrians, bicycles, transit, equestrian, and roadway streetscape (ie, decorative lighting, street furniture, street trees, etc.)

The following section of this chapter contains potential funding sources for each of the Action Items contained below. Each action item provides a recommended funding source. These recommendations provide the most practical funding source, however other funding sources or a combination of funding sources could be pursued for any of these projects.

Goals and Action Items

Motorized

Goal V1: Develop final designs and construct northbound and southbound left-turn lane improvements at the SR 29/SR 175 intersection as contained in the State Route 29 South Corridor Engineered Feasibility Study .

Action Item V1a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP, HSIP, STIP, or SHOPP funding programs.

Action Item V1b: Ensure designs complement other transportation projects within the downtown as contained in Goal P3.

Table 6 Downtown Priority Improvement Plan				
Category	Location	Enhancement	Total Cost	Priority
Safety	Calistoga Street (SR 29) / Main Street (SR 175) Intersection	NB & SB Left-Turn Lanes	\$130,000	High
	Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road	Radar Feedback Signs	\$91,000	Low
	Calistoga Street (SR 29) - Butts Canyon Road to Bar X Ent. Rd.	Radar Feedback Signs	\$130,000	Low
	Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road	Center Left-Turn Lane	\$1,170,000	High
	Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road	Shoulder Widening	\$1,300,000	High
	Calistoga Street (SR 29) - Butts Canyon Road to St. Helena Drive	Shoulder Widening	\$2,470,000	Low
Traffic Calming	Calistoga Street (SR 29) / Butts Canyon Road	Gateway Monuments	\$97,500	Medium
	Calistoga Street (SR 29) / Butts Canyon Road	Optical Speed Bars	\$13,000	High
	Calistoga Street (SR 29) / Butts Canyon Road	Colorized Shoulders	\$32,500	Medium
Congestion	Calistoga Street (SR 29) / Wardlaw Street	Turn Lanes	\$780,000	High
	Calistoga Street (SR 29) / Main Street (SR175)	EB & WB Left-Turn Lanes	\$130,000	High
	Calistoga Street (SR 29) / Wardlaw Street	Roundabout	\$2,210,000	High
	Calistoga Street (SR 29) / Butts Canyon Road	Roundabout or Signal Control	\$3,250,000 \$3,510,000	Medium
Bicycle Pedestrian Parking Equestrian	Calistoga Street (SR 29) - Rancheria Road to Pine Street	Multi-Use Path	\$2,080,000	Low
	Calistoga Street (SR 29) - Lake Street to Douglas Street	Bike Lanes, On-Street Parking & Sidewalks	\$2,340,000	Medium
	Calistoga Street (SR 29) at Callayomi, Douglas, Armstrong, Young	Sidewalk Bulbouts and Decorative Crosswalks	\$650,000	Medium
	High School and Elementary School	Access and Parking Modifications	\$150,000	High
	Berry Street - Wardlaw Street to SR 175	Roadway Widening and Sidewalks	\$960,000	Medium
	Bush Street - Wardlaw Street to SR 176	Roadway Widening and Sidewalks	\$840,000	Medium
	Young Street - Barnes Street to SR 29	Roadway Widening and Sidewalks	\$1,010,000	Medium
	Main Street (SR 175) - Barnes Street to Washington St.	Roadway Widening and Sidewalks	\$1,430,000	Medium
	Washington Street - Wardlaw Street to Douglas Street	Roadway Widening and Sidewalks	\$1,690,000	Medium
	Armstrong Street - Bush Street to Washington Street	Roadway Widening and Sidewalks	\$470,000	Medium
	Douglas Street - Bush Street to Washington Street	Roadway Widening and Sidewalks	\$420,000	Medium
	Callayomi Street - Bush Street to Washington Street	Roadway Widening and Sidewalks	\$510,000	Medium
	Pine Street - South End to Hill Street	Roadway Widening and Sidewalks	\$2,930,000	Low
	Calistoga Street (SR 29) - Wardlaw Street to Bible Church Drwy. (west side)	Sidewalk	\$780,000	High

Table 7 Priority Improvement Plan South of Downtown				
Category	Location on SR 29	Enhancement	Total Cost	Priority
	Dry Creek Cut-Off to Lake Street	Radar Feedback Signs	\$91,000	Low
	CJS Ranch Driveway	Left-Turn Lanes	\$1,820,000	Low
	Adventist School Driveway	Left-Turn Lanes	\$1,170,000	High
	Dry Creek Cut-Off to Lake Street	Shoulder Widening	\$2,080,000	Low
Traffic Calming	Rancheria Road	Gateway Monuments	\$97,500	Medium
	Rancheria Road	Optical Speed Bars	\$13,000	Medium
	Rancheria Road	Colorized Shoulders	\$32,500	High
Congestion	Dry Creek Cut-Off	Left-Turn Lanes	\$1,170,000	Low
Bicycle Pedestrian	Rancheria Road to Pine Street	Multi-Use Path	\$2,080,000	High

Goal V2: Develop final designs and construct southbound right-turn lane, and eastbound and westbound left-turn lane improvements at the SR 29 / Wardlaw Street intersection as contained in the State Route 29 South Corridor Engineered Feasibility Study.

Action Item V2a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP, HSIP, STIP, or SHOPP funding programs.

Action Item V2b: Ensure designs complement other transportation projects within the downtown as contained in Goal P3.

Goal V3: Develop final designs and construct radar feedback signs north of Wardlaw Street and between Dry Creek Cut-Off and Lake Street as contained in the State Route 29 South Corridor Engineered Feasibility Study.

Action Item V3a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include HSIP, STIP, or SHOPP funding programs.

Goal V4: Develop final designs and construct shoulder widening and turn lanes on SR 29 as contained within the State Route 29 South Corridor Engineered Feasibility Study at various locations from Rancheria Road to St. Helena Lane.

Action Item V4a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include HSIP, STIP, or SHOPP funding programs.

Non-Motorized

Goal P1: Develop final designs and construct school parking and driveway improvements as contained in the Downtown Plan chapter of this report.

Action Item P1a: Coordinate with Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP funding programs.

Goal P2: Develop final designs and construct a Class I bikeway and equestrian trail on the west side of SR 29 from Rancheria Road to Pine Street as contained in the State Route 29 South Corridor Engineered Feasibility Study.

Action Item P2a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP, HSIP, STIP, or SHOPP funding programs.

Goal P3: Develop final designs and construct sidewalk bulbouts, decorative crosswalks, and connect all existing sidewalks along SR 29 within the downtown area from Callayomi Street to Wardlaw Street, and north to the Bible Church driveway as contained in the State Route 29 South Corridor Engineered Feasibility Study.

Action Item P3a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP, HSIP, STIP, or SHOPP funding programs.

Action Item P3b: Ensure designs complement other transportation projects within the downtown as contained in Goals P4 and P5.

Goal P4: Concurrent with Goal P3, develop final designs and construct on-street parking and sidewalk improvements as contained within the Pedestrian Improvements and Parking Improvement sections of the Downtown Plan chapter of this report.

Action Item P4a: Coordinate with Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP funding programs.

Action Item P4b: Ensure designs complement other transportation projects within the downtown as contained in Goals P3 and P5.

Goal P5: Concurrent with Goals P3 and P4, develop final designs and construct streetscape improvements along SR 29 from Wardlaw Street to Callayomi Street consistent with the recommendation made in the Streetscape Improvements section in the Downtown Plan chapter of this report.

Action Item P5a: Coordinate with Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP funding programs.

Action Item P5b: Ensure designs complement other transportation projects within the downtown as contained in Goals P3 and P4.

Goal P6: Develop final designs and construct pedestrian sidewalks, on-street parking and bike lanes on SR 29 from Douglas Street South to Hill Avenue as contained in the State Route 29 South Corridor Engineered Feasibility Study.

Action Item P6a: Coordinate with Caltrans and Lake APC to obtain funding for design plans and construction. Potential funding sources could include ATP, HSIP, STIP, or SHOPP funding programs.

Action Item P6b: Ensure designs complement other transportation projects within the downtown as contained in Goal P3, P4 and P5.

funding

Project Funding

Obtaining funding for the transportation improvements contained within the MCAP circulation plan is a complex, and involved process. There are many different funding mechanisms available, including federal, state, and local sources. In order to fund projects through all phases (design to construction) multiple-year funding commitments, from multiple funding sources may be required. Funding transportation projects in a rural area such as Middletown is an even greater challenge because many funding programs are based on population. Funding projects through non-traditional sources will require creative, innovative thinking.

Funding Options

As previously discussed, funding for the improvements contained with in the MCAP will be a complex process requiring a variety of funding sources, and each funding source has specific eligibility and application processes. This section provides a listing of available funding sources, a brief description of each source, and the process for obtaining the funds. Some funding sources are designed for planning and preliminary engineering level studies while other sources are intended for design and construction of improvements.

The following is excerpted from the Lake County 2010 Regional Transportation Plan (RTP) - State Highway Element, and provides an overview of funding levels for all State highway facilities within Lake County. A portion of these funds are potentially available for enhancements contained in the MCAP.

State Funding Programs

Funding for transportation projects on the state highway system comes from a number of sources and is managed primarily by Caltrans, with some involvement by the Lake

APC. Opportunities to increase and leverage funding need to be actively pursued at the Federal, State and local level. Increasingly, local and regional agencies have been developing transportation sales tax programs, transportation impact fee programs, and other approaches to generating funds for transportation projects.

In 2008 the Countywide Regional Transportation Impact Fee Program Report was completed. This report provides the foundation to develop a regional transportation impact fee program. To implement the program, the three jurisdictions, County of Lake, City of Lakeport and the City of Clearlake in coordination with the Lake APC would need to enter into an agreement that stipulates the fee levels, how fees would be collected, and the process for identifying and funding eligible projects. At the time of the update of the Regional Transportation Plan the Transportation Impact Fee Program is still in the development stages. The County of Lake does not have an established transportation sales tax, and past attempts to establish a transportation sales tax have failed. The City of Lakeport approved a half cent sales tax increase to generate funding for a variety of programs and projects, including transportation projects. This funding source is further discussed in the Backbone Circulation and Local Roads Element.

Regional Improvement Program (RIP) for STIP Programming and Interregional Transportation Improvement Program (ITIP)

The State Transportation Improvement Program (STIP) is the main source of transportation related funding within the Lake County region. At the State level, these funds are divided into two programs: (1) the Regional Improvement Program (RIP) funded from a local share of the 75% of State Highway Account (SHA) funds set aside for regional transportation agency programming, and the Interregional Improvement Program (IIP), funded from the remaining 25% available for State programming. The Lake County/City Area Planning Council (APC), as the Regional Transportation Planning Agency (RTPA) has authority to decide how to program Lake County region's share of RIP funds, subject to STIP eligibility guidelines. To be eligible, projects must be nominated by the regional agency in their Regional Transportation Improvement Program (RTIP). Caltrans has the authority to program the Interregional Transportation Improvement Funds. Similar to the RTIP, Caltrans must nominate projects within the Interregional Transportation Improvement Program (ITIP). Projects in the ITIP are consistent with projects in the 2010 RTP. STIP funds are primarily intended for capital projects. Eligible projects include constructing and widening state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separa-

tions, intermodal facilities, and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC), which has authority over the STIP, has not supported the programming of STIP funds for road rehabilitation projects in recent STIP cycles.

State Highway Operations and Protection Program (SHOPP)

The State Highway Operating and Protection Plan (SHOPP) is a four-year program of projects that have the purpose of collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. Non-capital projects are programmed through the SHOPP. The SHOPP is adopted simultaneously with the STIP every two years. While the Lake APC is allowed input to the SHOPP, the State has sole discretionary authority over the use of SHOPP funds.

The SHOPP program includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include projects to add through lanes to increase capacity.

Public Lands Highways Fund (PLH)

The Public Lands Highways Program provides funding for transportation projects that are on designated “Forest Highway Routes” that are adjacent to, or provides access to the areas served by federal public lands highways. Two main programs; one competes nationally and are awarded by a “Tri Agency” group composed of Caltrans USDA Forest Service and FHWA. The second program, funds are earmarked for California where projects are selected by Caltrans.

Environmental Justice Context-Sensitive Planning

This program funds projects that promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. Proposed projects should have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities. The following agencies may apply directly:

- ◆ Metropolitan Planning Organizations and Regional Transportation Planning
- ◆ Agencies
- ◆ Cities and Counties

- ◆ Transit Agencies
- ◆ Native American Tribal Governments

The following agencies may apply only as a sub-recipient:

- ◆ Universities and Community Colleges
- ◆ Community-Based Organizations
- ◆ Non-Profit Organizations (501.C.3)
- ◆ Public Entities

Community Based Transportation Planning

This program funds coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety. Proposed projects should have a clear focus on the coordination of transportation and land use planning. Eligible projects include those that improve mobility, access, and safety and promote sustainable and livable communities.

The following agencies may apply directly:

- ◆ Metropolitan Planning Organizations and Regional
- ◆ Transportation Planning
- ◆ Agencies
- ◆ Cities and Counties

- ◆ Transit Agencies
- ◆ Native American Tribal Governments

The following agencies may apply only as a sub-recipient:

- ◆ Universities and Community Colleges
- ◆ Community-Based Organizations
- ◆ Non-Profit Organizations (501.C.3)
- ◆ Public Entities

Federal Funding Programs

The Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified in 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. (23 U.S.C. 213 (a))

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to

public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

California Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)).

The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- ◆ Increase the proportion of trips accomplished by biking and walking,
- ◆ Increase safety and mobility for non-motorized users,
- ◆ Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- ◆ Enhance public health,
- ◆ Ensure that disadvantaged communities fully share in the benefits of the program, and
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

The Active Transportation Program will be divided as follows: 40% distributed on a population basis to and administered by Metropolitan Planning Organizations (MPOs); 10% administered by the state to small urban and rural regions on a competitive basis; and 50% administered by the state on a competitive basis open to eligible applicants statewide.

Under MAP 21 the Safe Routes to School (SRTS) program was eliminated, however similar type projects would be funded by the new Active Transportation Program (ATP) discussed above. The SRTS program was intended to increase the number of children in grades K-8 who walk or bicycle to school by removing barriers that currently prevent these activities. Barriers in the old program included lack of infrastructure, inadequate infrastructure that poses safety hazards, and lack of out-reach programs that promote walking/ bicycling through education and encouragement for children, parents, and the community. Eligible projects fell under the category of infrastructure (capital im-

provements) or non-infrastructure (education, encouragement, enforcement). Under the old SRTS program infrastructure projects must be located within a two mile radius of a grade school or middle school. The new guidelines for similar type projects will be created within the ATP in the coming months.

Partnership Planning for Sustainable Communities

This program funds transportation planning studies of multi-regional and statewide significance in partnership with Caltrans, including:

- ◆ Studies that identify regional, inter-county, and/or statewide mobility and access needs
- ◆ Corridor studies and corridor preservation studies
- ◆ Projects that evaluate transportation issues involving ground access to international borders, sea-ports, airports, intermodal facilities, freight hubs, and recreational sites
- ◆ Studies that lead to SB 375 Sustainable Communities Strategies implementation

The Middletown Community Action Plan (MCAP) was funding through this program.

Regional transportation planning agencies can apply for this program. The following may apply only as a sub-recipient:

- ◆ Universities and Community Colleges
- ◆ Native American Tribal Governments

- ◆ Cities and Counties
- ◆ Community-Based Organizations
- ◆ Non-Profit Organizations (501.C.3)
- ◆ Public Entities

This program funds projects that:

- ◆ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- ◆ Increase the safety of the transportation system for motorized and non-motorized users
- ◆ Increase the security of the transportation system for motorized and non-motorized users
- ◆ Increase the accessibility and mobility of people and freight
- ◆ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- ◆ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- ◆ Promote efficient system management and operation
- ◆ Emphasize the preservation of the existing transportation system

Transit Planning for Rural Communities

This program funds public transportation planning studies in rural or small urban areas of California (transit service area with population of 100,000 or less), including:

- ◆ Short-range transit development plans
- ◆ Transit marketing plans
- ◆ Site selection studies
- ◆ Transit service implementation plans
- ◆ Ridership surveys
- ◆ Social service improvement studies
- ◆ Transit coordination studies

Regional planning agencies may only apply as an applicant. The following may apply only as a sub-recipient:

- ◆ Transit Agencies
- ◆ Universities and Community Colleges
- ◆ Native American Tribal Governments
- ◆ Cities and Counties
- ◆ Community-Based Organizations
- ◆ Non-Profit Organizations (501.C.3)
- ◆ Public Entities

This program funds projects that:

- ◆ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

- ◆ Increase the safety of the transportation system for motorized and non-motorized users
- ◆ Increase the security of the transportation system for motorized and non-motorized users
- ◆ Increase the accessibility and mobility of people and freight
- ◆ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- ◆ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- ◆ Promote efficient system management and operation
- ◆ Emphasize the preservation of the existing transportation system

High Risk Rural Roads Program (HR3)

The purpose this program is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads. The project must be located on a rural major collector, a rural minor collector, or a rural local road. Projects must correct an identified safety hazard or problem. State, county, or city transportation planning agencies can apply for these funds. The federal reimbursement rate is 90%. Caltrans district staff will solicit candidate

projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate projects based on a Safety Index scoring mechanism.

Highway Safety Improvement Program (HSIP) The intent of this program is to significantly reduce public roadway fatalities and serious injuries. The emphasis will be at locations that are data and strategically driven. The HSIP has several major program features; separate fact sheets are available on each of these:

- ◆ Strategic Highway Safety Plan (SHSP)
- ◆ High Risk Rural Roads (HRRR)
- ◆ Reporting Requirements (HSIP Reports)

The project must be on any public road or publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or improved substantially. City or county transportation planning agencies can apply for these funds. The maximum funding amount for a project is \$1 million, and the federal reimbursement rate is 90%. Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate applications based on a Safety Index (calculated based on traffic safety data). A notice is made once a year to local agencies to submit applications for candidate HSIP projects.

Highways for LIFE

The Federal Highway Administration's program is a discretionary program that provides funding for projects with the purpose of advancing Longer-lasting highway infrastructure using Innovations to accomplish the Fast construction of Efficient and safe highways and bridges. Its goals are to:

- ◆ Improve safety
- ◆ Reduce congestion due to construction
- ◆ Improve quality
- ◆ Improve customer satisfaction

Highway projects where the project constructs, reconstructs, or rehabilitates a route or connection on an eligible Federal-aid highway and uses innovative technologies, manufacturing processes, financing, or contracting methods that meet performance goals for safety, congestion relief, and quality are eligible for funding. State transportation agencies can apply for these funds.

Transportation, Community, and System Preservation (TCSP) Program

This program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private-sector-based initiatives. Projects must plan and implement

strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, or examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. States, metropolitan planning organizations, local governments and tribal governments can apply for these funds.

Transportation Infrastructure, Finance, and Innovation Act of 1998 (TIFIA)

This program was established as a federal credit program for eligible transportation projects of national or regional significance under which the U.S. Department of Transportation (DOT) may provide three forms of credit assistance - secured (direct) loans, loan guarantees, and standby lines of credit. The program's fundamental goal is to leverage federal funds by attracting substantial private and other non-federal co-investment in critical improvements to the nation's surface transportation system. Highway, transit, passenger rail, certain freight facilities, and certain port projects may receive credit assistance through the TIFIA program. Public or private entities including state departments of transportation, local governments, transit agencies, special authorities, special districts, railroad companies, and private firms or consortia may apply for this program.

USDA Rural Development Community Facilities Program

This program is designed to develop essential community facilities for public use in rural areas. Through its Community Programs, the Department of Agriculture is striving to ensure that community facilities are readily available to all rural communities. Community Programs utilizes three flexible financial tools to achieve this goal: the Community Facilities Guaranteed Loan Program, the Community Facilities Direct Loan Program, and the Community Facilities Grant Program. Projects include schools, libraries, childcare, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centers, public buildings and transportation. Grants and loans are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. Rural Development guarantees up to 90% of loss of principal and interest on loans and bonds made to develop or improve essential community facilities in rural areas. The amount of grant assistance for project costs depends upon the median household income and the population in the community and the availability of grant funds (up to 75% of the project's cost).

Specialized Transit FTA 5310

Section 5310 provides capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate. Eligible applicants include the procurement of accessible vans and buses, communication equipment, mobility management activities, and computer hardware and software for eligible applicants. Private non-profit corporations, public agencies where no private nonprofits are readily available to provide the proposed service, and public agencies that have been approved by the State to coordinate services. Applicants receive 88.53% in federal funds and must provide 11.47% in local match.

Indian Reservation Roads (IRR) Program

IRR Program addresses transportation needs of tribes by providing funds for planning, designing, construction, and maintenance activities. The purpose of the IRR program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands and communities for Native Americans, visitors, recreationalists, resource users and other while contributing to the economic development, self-determination, and Native American employment. The program is jointly administered by the Federal Highway Administration's Federal Lands Highway Office and the Bureau of Indian Affairs (BIA).

Local Funding Programs

Local funds constitute about half of all public funds spent on transportation. Over one-third of local funds for transportation are derived from local sales tax measures dedicated to transportation purposes; the balance is made up from the local transportation funds, local general funds, transit fares, fees, assessments, and other local funds. State general sales tax generated in each county is returned to the respective county's local transportation fund. Under the authority of the RTPA, the money (about \$1 billion statewide) is allocated for local and regional transit services.

Local Sales Tax Measures

Transportation sales taxes are important revenue sources to the funding or regional transportation improvements throughout California. Transportation sales taxes are increases to the combined sales and use tax rate within the counties that approve them.

These transportation sales taxes are actually a kind of transactions and use tax. Under California law, transactions and use taxes may be approved locally and added to the combined state and local sales and use tax rate. The statewide sales and use tax, currently at 8.25%, includes portions that go to the state general fund, to several specific state funds including some for local allocation and use, and to the cities and counties essentially based on the location of the purchase.

Although collected along with the statewide base sales and use tax, transactions and use taxes differ somewhat in application and allocation from the sales and use tax. Transactions and Use Taxes generally apply to merchandise that is delivered in a jurisdiction which imposes such a tax. In practice the tax application and allocation for most retail sales will not differ from the sales and use tax. But there are some differences. Importantly, in the case of a sale or lease of a vehicle, vessel, or aircraft, a transactions and use tax is charged and allocated based on the location in which the property will be registered.

There are currently twenty counties (Source: California City Finance, September 2010) with transactions and use taxes for public transportation or transit. Nineteen of these counties are so-called "self-help counties," in which the tax is used to fund a long term transportation improvement plan and thereby garner state and federal matching funds. All but two of these taxes are at the ½ percent rate. Sonoma County's Transportation Tax is ¼ percent. Los Angeles County voters have approved three ½ percent transportation sales taxes for a combined rate of 1.5%. (Source: California City Finance, September 2010)

Local General Funds

Cities and counties are required by law to maintain a certain level of expenditures on streets and roads out of their general funds as a pre-condition to receiving their share of the State fuel tax revenues (local subvention).

Development Impact Fees

A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. (Gov. Code § 66000 (b)). The legal requirements for enactment of development impact fee program are set forth in Government Code §§ 66000-66025 (the "Mitigation Fee Act"), the bulk of which were adopted as 1987's AB 1600 and thus are commonly referred to as "AB 1600 requirements." A development impact fee is not a tax or special assessment; by its definition, a fee is voluntary and must be reasonably related to the cost of the service provided by the local agency. If a development impact fee does not relate to the impact created by development or exceeds the reasonable cost of providing the public service, then the fee may be declared a special tax and must then be subject to a two-thirds voter approval. (Cal. Const., Art. XIII A, § 4.)

The Lake County/City Area Planning Council completed the Countywide Regional Transportation Impact Fee Program study to facilitate adoption of an AB 1600 fee program. This program if adopted will provide partial funding for future transportation improvement needs. These needs are specifically required to support future development anticipated by Year 2030.

Year 2030 transportation improvement needs were determined by identifying all facilities that would operate with volumes in excess of daily LOS C capacity thresholds. Capacity thresholds were identified for each transportation facility type including facilities with substandard alignments and cross sections (i.e., roadways with narrow lanes and/or no shoulders). Substandard roadway configurations result in significantly lower capacities.

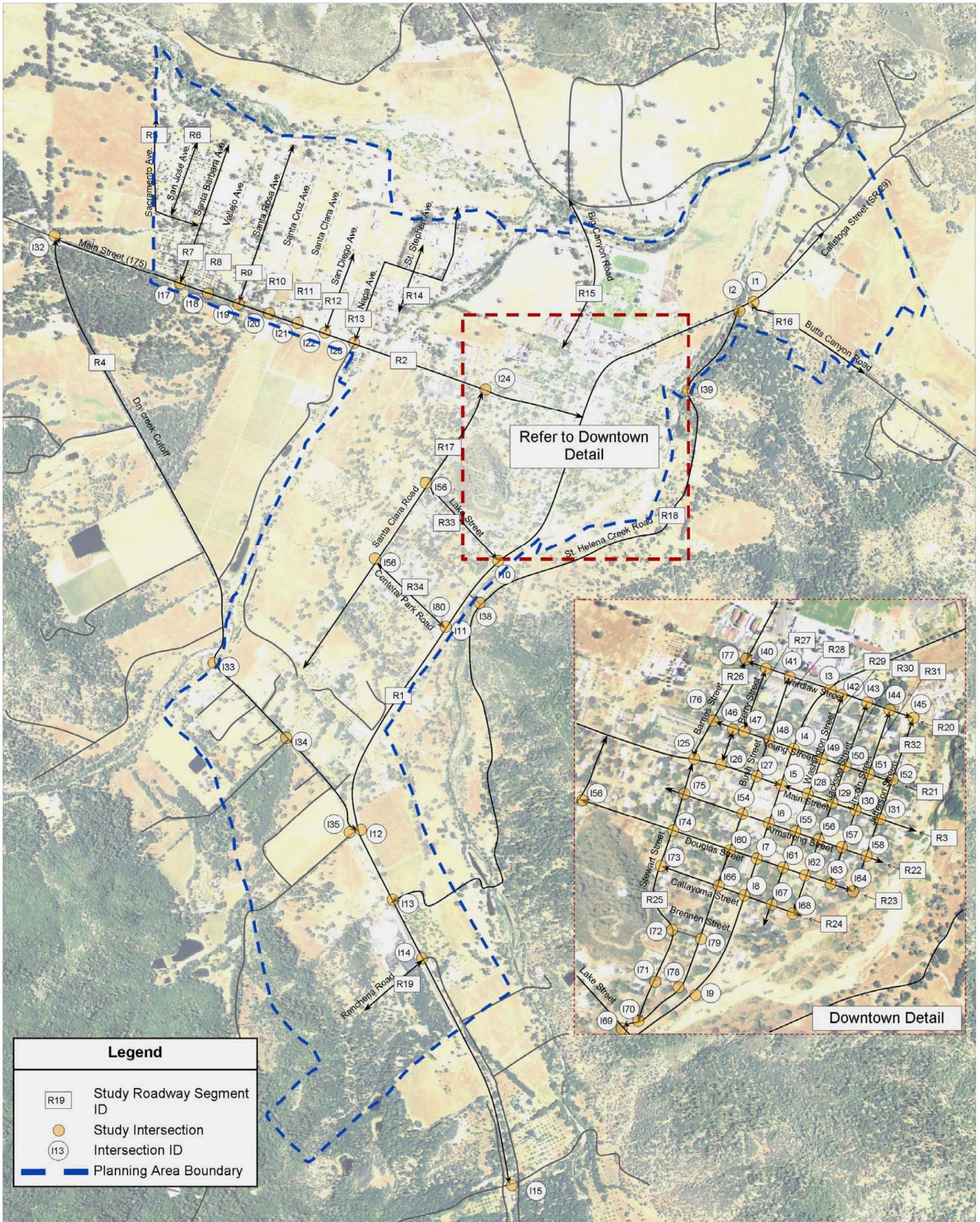
APPENDIX

A. Facility Inventory Data

B. Community Outreach Material

C. Middletown Area Plan Transportation Objectives, Goals & Policies

APPENDIX A
Facility Inventory Data



Transportation Facilities Inventory ID Map

Transportation Facilities Inventory

Facility Description				Existing Conditions																	
Facility Name	Jurisdiction	Project Limits		Location ID	Existing Functional Classification	Length of Roadway Segment (Ft.)	Intersection Control	Average Existing Right-of-Way (Ft.)	Developed Roadway Width (Ft.)	Existing Cross Section (Ft.) (Average Segment Widths)								Notes			
		From	To							Landscape Area	Sidewalk	Parking/Bike Lane/Gutter	Travel Lanes + Shoulder	Median	Travel Lanes + Shoulder	Parking/Bike Lane/Gutter	Sidewalk		Landscape Area		
Calistoga Street (SR 29)	Caltrans	St. Helena Lane	Western Mine Road	R1	2-Lane Major Arterial	9768	-	100	32					16		16			Refer to SR 29 EFS for details		
			Butts Canyon Road	R11	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			St. Helena Creek Road	R12	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Wardlaw Street	R13	-	-	Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Young Street	R14	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Main Street (175)	R15	-	-	Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Armstrong Street	R16	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Douglas Street	R17	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Callayomi Street	R18	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Hill Avenue	R19	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Lake Street	R110	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Central Park Road	R111	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Dry Creek Cutoff	R112	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			St. Helena Creek Road	R113	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Rancheria Road/E. Road	R114	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Western Mine Road	R115	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Main Street (175)	County	Dry Creek Cutoff	Calistoga Street (SR 29)	R2	2-Lane Major Arterial	7920	-	70	28					14		14			Drainage ditch, trees, fences outside paved area.		
			Dry Creek Cutoff	R116	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Santa Barbara Avenue	R117	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Vallejo Avenue	R118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Santa Rosa Avenue	R119	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Santa Cruz Avenue	R120	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Santa Clara Avenue	R121	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	
			San Diego Avenue	R122	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Napa Avenue	R123	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Santa Clara Road	R124	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	
Stewart Street/Barnes Street	R125	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Berry Street	R126	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Bush Street	R127	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Main Street	County	Calistoga Street (SR 29)	End	R3	Local Street	1140	-	70	30					15		15			15 foot gravel shoulder in places.		
			Washington Street	R128	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
			Jackson Street	R129	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-		
			Lincoln Street	R130	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
			Jefferson Street	R131	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Dry Creek Cutoff	County	Main Street (175)	Jefferson Street	R4	Local Street	8976	-	52	14					7		7			One lane road with ditch, trees, fences along road.		
			Dry Creek Road	R132	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-			
			Merson Road	R133	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-			
			Dry Creek Annex Road	R134	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-			
			Sheveland Road	R135	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-			
Sacramento Avenue	County	Santa Barbara Avenue	End	R5	Local Street	1841	-	32	18				9		9			Dirt road with trees and fences on each side.			
San Jose Avenue	County	Sacramento Avenue	End	R6	Local Street	1200	-	32	18				9		9			Trees and fences along road.			
Santa Barbara Avenue	County	Main Street (175)	End	R7	Local Street	2050	-	32	18				9		9			Trees and fences along road.			
Vallejo Avenue	County	Main Street (175)	End	R8	Local Street	-	-	32	-				-		-			No road exists.			
Santa Rosa Avenue	County	Main Street (175)	End	R9	Local Street	2300	-	32	18				9		9			Trees and fences along road.			
Santa Cruz Avenue	County	Main Street (175)	End	R10	Local Street	-	-	32	-				-		-			No road exists.			
Santa Clara Avenue	County	Main Street (175)	End	R11	Local Street	-	-	32	-				-		-			No road exists.			
San Diego Avenue	County	Main Street (175)	End	R12	Local Street	1100	-	32	18				9		9			Trees and fences along road.			
Napa Avenue	County	Main Street (175)	End	R13	Local Street	2100	-	32	18				9		9			Trees and fences along road.			
St. Stephens Avenue	County	South End	North End	R14	Local Street	1,000	-	32	18				9		9			Trees and fences along road.			
Big Canyon Road	County	Wardlaw Street	Diamond Ranch Road	R15	Minor Collector	2050	-	50	32	4	4		12		12		4	4	Ditch, trees and fences along road.		
Butts Canyon Road	County	Main Street (175)	Growth Boundary	R16	Major Collector	1700	-	50	24				12		12				Ditch, trees and fences along road.		
Santa Clara Road	County	Central Park Road	Main Street (175)	R17	Minor Collector	2800	-	50	24				9		9				Ditch, trees and fences along road.		
			Central Park Road	R16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Lake Street	R17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
St. Helena Creek Road	County	Calistoga Street (SR 29)- [South]	Calistoga Street (SR 29)- [North]	R18	Local Street	10300	-	No R/W	-										One lane dirt road.		
			St. Helena Creek Bridge Rd.	R18	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
			Wardlaw Street	R19	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Rancheria Road	County	Calistoga Street (SR 29)	End	R19	Local Street	1400	-	No R/W	20				-		-			Four foot gravel shoulder in places.			
Wardlaw	County	Barnes Street	St. Helena Creek Road	R20	Local Street	1840	-	42	32				4		12		12		4	Some sidewalks and gravel shoulders.	
			Berry Street	R140	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-		
			Bush Street	R141	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-		
			Washington Street	R142	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-		
			Jackson Street	R143	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
			Lincoln Street	R144	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
			Jefferson Street	R145	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-		
			Young Street	County	Barnes Street	Jefferson Street	R21	Local Street	1500	-	50	20					10		10		
Berry Street	R146	-				-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Berry Street	R147	-				-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Bush Street	R148	-				-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-		
Washington Street	R149	-				-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Jackson Street	R150	-				-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Lincoln Street	R151	-				-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		
Jefferson Street	R152	-				-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-		

Transportation Facilities Inventory

Facility Description					Vehicular Capacity Conditions							
Facility Name	Jurisdiction	Project Limits		Location ID	Existing Conditions			Year 2030 Conditions				
		From	To		Existing ADT	Existing Capacity Class	Existing LOS	Year 2030 ADT	Year 2030 LOS			
Calistoga Street (SR 29)	Caltrans	St. Helena Lane	Western Mine Road	R1	6,816	2-Lane Major Arterial	LOS A	12,912	LOS D			
			Butts Canyon Road	I1	-	-	-	-	-			
			St. Helena Creek Road	I2	-	-	-	-	-			
			Wardlaw Street	I3	-	-	-	-	-			
			Young Street	I4	-	-	-	-	-			
			Main Street (175)	I5	-	-	-	-	-			
			Armstrong Street	I6	-	-	-	-	-			
			Douglas Street	I7	-	-	-	-	-			
			Callawami Street	I8	-	-	-	-	-			
			Hill Avenue	I9	-	-	-	-	-			
			Lake Street	I10	-	-	-	-	-			
			Central Park Road	I11	-	-	-	-	-			
			Dry Creek Cutoff	I12	-	-	-	-	-			
			St. Helena Creek Road	I13	-	-	-	-	-			
			Rancheria Road/E. Road	I14	-	-	-	-	-			
Western Mine Road	I15	-	-	-	-	-						
Main Street (175)	County	Dry Creek Cutoff	Calistoga Street (SR 29)	R2	4,304	2-Lane Major Arterial	LOS A	6,880	LOS A			
			Dry Creek Cutoff	I16	-	-	-	-	-			
			Santa Barbara Avenue	I17	-	-	-	-	-			
			Vallejo Avenue	I18	-	-	-	-	-			
			Santa Rosa Avenue	I19	-	-	-	-	-			
			Santa Cruz Avenue	I20	-	-	-	-	-			
			Santa Clara Avenue	I21	-	-	-	-	-			
			San Diego Avenue	I22	-	-	-	-	-			
			Napa Avenue	I23	-	-	-	-	-			
			Santa Clara Road	I24	-	-	-	-	-			
			Stewart Street/Barnes Street	I25	-	-	-	-	-			
			Berry Street	I26	-	-	-	-	-			
			Bush Street	I27	-	-	-	-	-			
			Main Street	County	Calistoga Street (SR 29)	End	R3	680	Local Street	LOS A	1,112	LOS B
						Washington Street	I28	-	-	-	-	-
Jackson Street	I29	-				-	-	-	-			
Lincoln Street	I30	-				-	-	-	-			
Jefferson Street	I31	-				-	-	-	-			
Dry Creek Cutoff	County	Main Street (175)	Jefferson Street	R4	288	Local Street	LOS A	337	LOS A			
			Dry Creek Road	I32	-	-	-	-	-			
			Merson Road	I33	-	-	-	-	-			
			Dry Creek Annex Road	I34	-	-	-	-	-			
			Sheveland Road	I35	-	-	-	-	-			
Sacramento Avenue	County	Santa Barbara Avenue	End	R5	< 250	Local Street	LOS A	< 500	LOS A			
San Jose Avenue	County	Sacramento Avenue	End	R6	< 250	Local Street	LOS A	< 500	LOS A			
Santa Barbara Avenue	County	Main Street (175)	End	R7	< 250	Local Street	LOS A	< 500	LOS A			
Vallejo Avenue	County	Main Street (175)	End	R8	< 250	Local Street	LOS A	< 500	LOS A			
Santa Rosa Avenue	County	Main Street (175)	End	R9	< 250	Local Street	LOS A	< 500	LOS A			
Santa Cruz Avenue	County	Main Street (175)	End	R10	< 250	Local Street	LOS A	< 500	LOS A			
Santa Clara Avenue	County	Main Street (175)	End	R11	< 250	Local Street	LOS A	< 500	LOS A			
San Diego Avenue	County	Main Street (175)	End	R12	< 250	Local Street	LOS A	< 500	LOS A			
Napa Avenue	County	Main Street (175)	End	R13	< 250	Local Street	LOS A	< 500	LOS A			
St. Stephens Avenue	County	South End	North End	R14	< 250	Local Street	LOS A	< 500	LOS A			
Big Canyon Road	County	Wardlaw Street	Diamond Ranch Road	R15	< 500	Minor Collector	LOS A	< 750	LOS A			
Butts Canyon Road	County	Main Street (175)	Growth Boundary	R16	< 750	Major Collector	LOS A	< 1000	LOS A			
Santa Clara Road	County	Central Park Road	Main Street (175)	R17	< 250	Minor Collector	LOS A	< 500	LOS A			
St. Helena Creek Road	County	Calistoga Street (SR 29)- [South]	Central Park Road	I36	-	-	-	-	-			
			Lake Street	I37	-	-	-	-	-			
			Calistoga Street (SR 29)- [North]	I18	< 250	Local Street	LOS A	< 500	LOS A			
			St. Helena Creek Bridge Rd.	I38	-	-	-	-	-			
Rancheria Road	County	Calistoga Street (SR 29)	Wardlaw Street	I39	-	-	-	-	-			
			End	R19	1,376	Local Street	LOS B	2,288	LOS C			
			Wardlaw	County	Barnes Street	St. Helena Creek Road	R20	880	Local Street	LOS A	1,520	LOS B
			Berry Street	I40	-	-	-	-	-	-		
			Bush Street	I41	-	-	-	-	-	-		
Young Street	County	Barnes Street	Washington Street	I42	-	-	-	-	-			
			Jackson Street	I43	-	-	-	-	-			
			Lincoln Street	I44	-	-	-	-	-			
			Jefferson Street	I45	-	-	-	-	-			
			Jefferson Street	R21	296	Local Street	LOS A	864	LOS B			
			Berry Street	I46	-	-	-	-	-			
			Berry Street	I47	-	-	-	-	-			
			Bush Street	I48	-	-	-	-	-			
			Washington Street	I49	-	-	-	-	-			
			Jackson Street	I50	-	-	-	-	-			
			Lincoln Street	I51	-	-	-	-	-			
			Jefferson Street	I52	-	-	-	-	-			

Transportation Facilities Inventory

Facility Description					Existing Conditions																				
Facility Name	Jurisdiction	Project Limits		Location ID	Existing Functional Classification	Length of Roadway Segment (Ft.)	Intersection Control	Average Existing Right-of-Way (Ft.)	Developed Roadway Width (Ft.)	Existing Cross Section (Ft.) (Average Segment Widths)								Notes							
		From	To							Landscape Area	Shoulder	Parking/Bike Lane/Gutter	Travel Lanes + Shoulder	Median	Travel Lanes + Shoulder	Parking/Bike Lane/Gutter	Shoulder		Landscape Area						
Armstrong Street	County	Barnes Street	Jefferson Street	R22	Local Street	1800	-	50	20	-	-	-	10	-	10	-	-	-	-	Some gravel shoulders.					
			Stewart Street	I53	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
			Bush Street	I54	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
			Washington Street	I55	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
			Jackson Street	I56	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Lincoln Street	I57	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Douglas Street	County	Santa Clara Road	Jefferson Street	R23	Local Street	2270	-	50	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
			Stewart Street	I59	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
			Bush Street	I60	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Washington Street	I61	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Jackson Street	I62	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Lincoln Street	I63	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Callayomi Street	County	Stewart Street	Jefferson Street	I64	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
			Jackson Street	R24	Local Street	1150	-	50	20	-	-	-	10	-	10	-	-	-	-	-	-	Some gravel shoulders.			
			Stewart Street	I65	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Bush Street	I66	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Washington Street	I67	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Jackson Street	I68	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Stewart Street	County	Lake Street	Main Street (175)	R25	Local Street	2,210	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
			Lake Street	I69	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Bush Street	I70	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Hill Avenue	I71	-	-	4-Way Stop	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Brennan Street	I72	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Callayomi Street	I73	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Barnes Street	County	Main Street (175)	Douglas Street	I74	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Armstrong Street	I75	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Wardlaw Street	R26	Minor Collector	890	-	42	40	-	-	4	4	12	-	12	4	4	-	-	-	-	Some gravel shoulders.		
			Young Street	I76	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Wardlaw Street	I77	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Wardlaw Street	R27	Local Street	800	-	42	20	-	-	-	-	10	-	10	-	-	-	-	-	-	Some gravel shoulders.		
Bush Street	County	Lake Street	Wardlaw Street	R28	Local Street	3100	-	42	20	-	-	-	10	-	10	-	-	-	-	-	-	-			
			Hill Avenue	I78	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Brennan Street	I79	-	-	Uncontrolled	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Washington Street	County	Callayomi Street	Wardlaw Street	R29	Local Street	1720	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
Jackson Street	County	Callayomi Street	Wardlaw Street	R30	Local Street	1760	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
Lincoln Street	County	Douglas Street	Wardlaw Street	R31	Local Street	1450	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
Jefferson Street	County	Douglas Street	Wardlaw Street	R32	Local Street	1450	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
Lake Street	County	Santa Clara Road	Calistoga Street (SR 29)	R33	Local Street	1440	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
Pine Street	County	South End	Lake Street	R34	Local Street	2070	-	42	20	-	-	-	10	-	10	-	-	-	-	-	Some gravel shoulders.				
			Central Park Road	I80	-	-	TWSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			

Transportation Facilities Inventory

Facility Description					Vehicular Capacity Conditions				
Facility Name	Jurisdiction	Project Limits		Location ID	Existing Conditions			Year 2030 Conditions	
		From	To		Existing ADT	Existing Capacity Class	Existing LOS	Year 2030 ADT	Year 2030 LOS
Armstrong Street	County	Barnes Street	Jefferson Street	R22	< 250	Local Street	LOS A	< 500	LOS A
			Stewart Street	I53		-			
			Bush Street	I54		-			
			Washington Street	I55		-			
			Jackson Street	I56		-			
			Lincoln Street	I57		-			
			Jefferson Street	I58		-			
Douglas Street	County	Santa Clara Road	Jefferson Street	R23	176	Local Street	LOS A	304	LOS A
			Stewart Street	I59		-			
			Bush Street	I60		-			
			Washington Street	I61		-			
			Jackson Street	I62		-			
			Lincoln Street	I63		-			
			Jefferson Street	I64		-			
Callayomi Street	County	Stewart Street	Jackson Street	R24	< 250	Local Street	LOS A	< 250	LOS A
			Stewart Street	I65		-			
			Bush Street	I66		-			
			Washington Street	I67		-			
			Jackson Street	I68		-			
Stewart Street	County	Lake Street	Main Street (175)	R25	324	Local Street	LOS A	379	LOS A
			Lake Street	I69		-			
			Bush Street	I70		-			
			Hill Avenue	I71		-			
			Brennan Street	I72		-			
			Callayomi Street	I73		-			
			Douglas Street	I74		-			
			Armstrong Street	I75		-			
Barnes Street	County	Main Street (175)	Wardlaw Street	R26	324	Minor Collector	LOS A	379	LOS A
			Young Street	I76		-			
			Wardlaw Street	I77		-			
Berry Street	County	Main Street (175)	Wardlaw Street	R27	< 250	Local Street	LOS A	< 500	LOS A
Bush Street	County	Lake Street	Wardlaw Street	R28	358	Local Street	LOS A	419	LOS A
			Hill Avenue	I78		-			
			Brennan Street	I79		-			
Washington Street	County	Callayomi Street	Wardlaw Street	R29	127	Local Street	LOS A	149	LOS A
Jackson Street	County	Callayomi Street	Wardlaw Street	R30	< 250	Local Street	LOS A	< 500	LOS A
Lincoln Street	County	Douglas Street	Wardlaw Street	R31	< 250	Local Street	LOS A	< 500	LOS A
Jefferson Street	County	Douglas Street	Wardlaw Street	R32	< 250	Local Street	LOS A	< 500	LOS A
Lake Street	County	Santa Clara Road	Callistoga Street (SR 29)	R33	256	Local Street	LOS A	1000	LOS A
Pine Street	County	South End	Lake Street	R34	358	Local Street	LOS A	419	LOS A
			Central Park Road	I80		-			

APPENDIX B
Community Outreach Material



SR 29 South Corridor EFS and Middletown CAP

Community Advisory Committee Meeting #1 Summary

October 17, 2012, 3 p.m. – 4:30 p.m.
Calpine Geothermal Visitors Center
15550 Central Park Road, Middletown

MEETING ATTENDANCE

Ten stakeholder representatives participated in the first Community Advisory Committee meeting in Middletown, hosted by Caltrans and the Lake County/City Area Planning Council (Lake APC) as part of the SR 29 South Corridor EFS and Middletown CAP project. Meeting participants included the following:

Project Development Team

Name	Organization
Rex Jackman	Caltrans District 1
Jaime Hostler	Caltrans District 1
Lisa-Davey Bates	Lake County/City Area Planning Council (Lake APC)
Terri Persons	Lake County/City Area Planning Council (Lake APC)
Paul Miller	Omni-Means
Gene Endicott	Endicott Communications
Donna Lucchio	AIM Consulting

Community Advisory Committee (CAC)

Name	Organization
Greg Baarts	California Highway Patrol
Bill Chapman	Hidden Valley Lake Association
Claude Brown	Lake County Chamber of Commerce
Brock Falkenberg	Lake County Office of Education
Gary Graves	Middletown Area Merchants Association (MAMA)
Joe Sullivan	Middletown Area Town Hall (MATH)
Carlos Negrete	Middletown Rancheria
Korby Olson	Middletown Unified School District
Mike Wink	South Lake County Fire Protection District
Larry Galupe	Twin Pine Casino

Additional organizations invited, but unable to attend, included Lake Transit and Lake County Board of Supervisors.



SR 29 South Corridor EFS and Middletown CAP

INTRODUCTION

Project Overview

The Lake County/City Area Planning Council (Lake APC) in partnership with Caltrans District 1 is conducting a multi-component project, the State Route 29 (SR29) South Corridor Engineered Feasibility Study (EFS), and the Middletown Community Action Plan (CAP). The purpose of the SR 29 South Corridor EFS is to identify and analyze potential transportation improvement alternatives to enhance interregional and regional travel while balancing community needs within the SR 29 south corridor. The purpose of the Middletown CAP project is to conduct a comprehensive community outreach effort in Middletown to assist in the development of transportation improvement alternatives to be included in the Middletown CAP. The project objectives, or components, are complimentary in nature, both focused on incorporating community input into the improvement of transportation systems in the project area.

The SR 29 South Corridor EFS is funded by State Planning and Research (SP&R) funds, and the Middletown CAP is funded by Federal Highway Administration (FHWA) Partnership Planning Program Grant (PPP) funds.

Caltrans/Lake APC staff is supported by a team of consultants with expertise in transportation analysis, environmental planning, engineering design, and public outreach. The project is scheduled for completion in November 2013.

Primary Meeting Objectives

- Ensure CAC member understanding of the project background, goals, purpose and need, and schedule.
- Collect CAC member input on initial stakeholder key interests, issues and community values relating to the project.



Meeting Agenda and Format

Gene Endicott, lead facilitator, welcomed meeting participants, led the introduction of the project team and Community Advisory Committee representatives, and provided opening remarks and an overview of the meeting agenda. A PowerPoint presentation followed. Rex Jackman, Lisa Davey-Bates, and Terri Persons presented the project background, and Paul Miller provided an overview of the project, purpose and need, process, schedule and goals. Gene Endicott reviewed the roles and responsibilities of the CAC, and representatives were asked to identify their key interest/issues relative to the project. Following the presentation, Donna Lucchio facilitated a community values exercise. A summary of stakeholder input is below.



SR 29 South Corridor EFS and Middletown CAP

STAKEHOLDER INPUT

Primary Interest / Issues

CAC representatives were asked to identify their primary interest/issue in this project based upon a list of possible considerations. The list included: aesthetics, natural resources/environment, cultural resources, property values, land use, improved access/convenience, neighborhood vitality, pedestrian/bicycle friendly, economic development, transit, traffic circulation, safety, other.

The primary interests/issues of the CAC representative were as follows:

- Safety
- Traffic circulation
- Bicycle friendly
- Improved access and convenience, visibility
- Economic development
- Neighborhood vitality
- Cultural resources
- Pedestrian/student safety - Safe Routes to School (both ends of study area and at Post Office)
- Natural resources / environment (Coyote Creek, SR 29 grade)
- Connectivity (multi-modes of transportation including equestrian)
- Parking along SR 29 (a lack of parking in Middletown proper)



Lisa Davey-Bates asked the CAC if public transit was important. Some CAC members responded that the current system of being able to call and schedule a pick-up was adequate, but stops could possibly be improved.



Community Values Exercise

CAC members were asked to identify their community values as it relates to the Purpose and Need of this project and the organization they each represent. Stakeholders were asked the following three questions:

- What do you want to preserve?
- What do you want to avoid?
- What do you want to create?



SR 29 South Corridor EFS and Middletown CAP

Each response was written on a Post-it note, collected by the facilitators, and placed on a poster corresponding to the appropriate category.

A summary of the comments received is as follows:



PRESERVE
Buildings of historic value.
Cultural resources.
A rural community that maintains relationships and supports each other.
Rural and small-town USA.
Pedestrian use of Main Street.
Small town business environment.
Scenic route.
Foot traffic in Middletown (preserve and create more).
Small town atmosphere.
Access to businesses.
Quality of life.

AVOID
A highway that looks like it was copied from Southern California.
Unsafe pedestrian systems.
Traffic and safety issues.
Excessive "standard" highway signage.
Loss of community.
Cookie cutter appearance.
Non-friendly feeling or appearance to visitors.
Loss of cultural past influence.
Too much visual clutter.
An atmosphere which allows traffic to travel at a greater speed.



SR 29 South Corridor EFS and Middletown CAP

CREATE
Sidewalks from Hill Avenue to the “Jolly Kone” on Highway 29 in Middletown.
Sidewalk extensions from the curb for pedestrian safety.
Parking off of Highway 29.
Better visibility in Middletown.
Traffic patterns around the school that reduces congestion and improves safety for students.
Better routes for school traffic.
Bike/pedestrian routes to schools.
A user-friendly community focused on a downtown area that promotes community use and encourages community pride of ownership and support.
Landscaping compatible with the built environment.
Safer intersections.
Safe crossing patterns at the intersection of SR 29 / SR 53 (two large schools within ¼ mile).
Controlled intersections for emergency vehicles - Add “Opticom” sensors to all stop lights.
Appropriate and safe school bus stops and traffic patterns.
A safe transportation plan for residents, visitors and commercial users.
More places for citizen interaction.
A clean, industry-friendly community.
A compact downtown area.
Better walking routes to schools.
Diagonal parking on the south side of Highway 29 from Douglas to Wardlaw (approximately). This is a safety issue with the shoulders being too wide and cars driving in parking areas (between fog line and parking – conflict with cars, bikes, and pedestrians).
Traffic light at Award Arabian Lane with re-alignment of Hartman Road.
Traffic calming structures.
Safer intersections.
Greater (safer) pedestrian access.
An environment that will stand the test of time regarding aesthetics.
The “wow” factor when you pull into town.
Traffic calming improvements.
Opportunity to improve the economic development of the area.
Infrastructure to support greater economic development and tourism.
Safer roadways on SR 29, north of County Grade and Lower Lake. Many high-speed collisions occur in this area.

At the conclusion of the exercise, stakeholder input was reviewed and clarified, and additional input was recorded.



SR 29 South Corridor EFS and Middletown CAP

Stakeholder Written Comment Summary

The CAC was asked to complete a brief feedback form at the end of the meeting. A summary of written comments is as follows:

1. Information shared at the meeting was useful? Yes (8), No (0)
 - Exciting project! Can't wait to see the end result.
 - The overview was helpful.
2. Discussions were appropriately facilitated to engage all participants? Yes (8), No (0)
 - Yes, smaller groups have better conversations.
 - Great to have input now!
 - Good, like how the meeting moved forward.
3. The participants involved in the process are appropriate? Yes (8), No (0)
 - Add Central Park Association and Senior Center.
 - What about Lower Lake Area representatives / Konocti USD?
 - Lower Lake Action Committee – don't know if they are in the project area.
4. Any other recommendations to improve the meetings?
 - Good meeting / run very well.
 - More productivity.
 - Thank you for the information. Please provide all contact information from presenters. Thank you for the water and cookies.
 - Later in the afternoon would be better for me.
 - There is a Safe Routes to School report you should be aware of.
 - Number the intersections on the map(s) so people can comment.



NEXT STEPS / ADJOURNMENT

- Webpage link will be sent via email once finalized (www.LakeCountySR29.com); also will provide a dedicated email address to send questions/comments (info@LakeCountySR29.com) and an option to sign up for the project distribution list to receive updates, meeting announcements and notifications.
- CAC representatives should begin to communicate with organizations they represent regarding the project and methods for the community to participate.
- Community meeting currently is being planned for December or January.
- Next CAC meeting in January.



SR 29 South Corridor EFS and Middletown CAP

Community Meeting #1 Summary

DATE/LOCATION

January 22, 2013
 5 p.m. - 7 p.m.
 Calpine Geothermal Visitor Center
 15500 Central Park Road, Middletown

PUBLICITY AND NOTICING

Community meeting fliers were sent via email to all identified stakeholders and the Community Advisory Council (CAC), and posted to the project website (www.LakeCountySR29.com). CAC members distributed the meeting notification to their respective contacts and/or membership lists, and printed copies of the meeting notice were posted at the Middletown Library, Post Office, Hardester’s Market, the Calpine Geothermal Visitor Center, and the Shell Station at SR 29/SR 53.

A news release was sent to the following media outlets:

- Clearlake Observer
- Lake County News
- Middletown Times Star
- Napa Valley Register
- Santa Rosa Press Democrat
- Weekly Calistogan
- Ukiah Daily Journal
- St. Helena Star
- Lake County Record-Bee
- KXBX, KNTI, KUKI, KWINE, KPZ



The meeting notification schedule was as follows:

Task	Date
Distribute community meeting flier via e-mail to CAC, general stakeholder database, website sign-up database.	January 8, 2013
Post community meeting flier on project website.	January 8, 2013
Distribute community meeting news release to media list.	January 10, 2013
Post printed meeting flier at designated locations.	January 10, 2013
Follow-up phone calls to media list.	January 21, 2013
Follow-up email reminder (Constant Contact) to general stakeholder database and website sign-up database.	January 21, 2013



SR 29 South Corridor EFS and Middletown CAP

The Lake County News and Record-Bee both ran articles on January 11, 2013, publicizing the community meeting. The Record-Bee and Lake County News also posted meeting information to their on-line community calendars. A Record-Bee reporter attended the community meeting and an article about the meeting was published on January 23, 2013.

MEETING ATTENDEES

Approximately 70 community members attended the meeting.

Project team members in attendance included:

- Rex Jackman, Caltrans District 1
- Jaime Hostler, Caltrans District 1
- Lisa Hockaday, Caltrans District 1
- Kirsten Hurlburt, Caltrans District 1
- Lisa-Davey Bates, Lake APC
- Terri Persons, Lake APC
- Todd Mansell, Lake County
- Kevin Ingram, Lake County
- Paul Miller, Omni-Means
- Mrudang Shah, Omni-Means
- Gene Endicott, Endicott Communications
- Donna Lucchio, AIM Consulting



MEETING PURPOSE

This meeting was the first of up to four planned community meetings designed to solicit stakeholder feedback to help shape the State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP) project.

The purpose of the meeting was to:

- introduce the project and team members to the community
- provide an overview of the project and community-involvement process
- address initial community questions or concerns
- obtain stakeholder input on issues, concerns and perceived opportunities and constraints related to the project



SR 29 South Corridor EFS and Middletown CAP

MEETING FORMAT

The community meeting began with a Power Point presentation, followed by a Q&A session (presentation slides can be viewed on the project website), and solicitation of stakeholder comments on project maps. Information boards illustrating the overall project and enlarged sub-segments were also available for attendees to view, ask questions, provide input, and discuss concerns one-on-one with project staff. Handouts included a Project Fact Sheet, a Meeting Evaluation Form and a Project Comment Card.



MEETING SUMMARY

Gene Endicott, lead facilitator, welcomed meeting participants, led the introduction of the project team, and provided opening remarks, an overview of the meeting agenda, and a brief project introduction. He also reviewed the roles, responsibilities and membership of the Community Advisory Committee (CAC). Paul Miller provided an overview of the project that included the study need and purpose, schedule, identification of the project area, an overview of the process and what will be included in the completed study.



Following the presentation and Q&A/discussion, Donna Lucchio invited all attendees to participate in an interactive exercise. Attendees were provided sticky-notes and pens, and asked to write down all of the issues, comments and opportunities they had identified related to the project. They were instructed to place comments on the large map exhibit boards at the location representative of the specific comment. The project area was illustrated on nine presentation boards (overall project with sub-segments delineated, seven sub-segment maps, and Middletown).

Meeting attendees were also asked to complete a Meeting Evaluation Form, and were provided with a Meeting Comment Card that they could complete and return at their convenience. The comment card provided the project website and email address where comments and questions related to the project could be submitted at any time.



SR 29 South Corridor EFS and Middletown CAP

COMMUNITY INPUT

Summary of community input and questions:

Q&A / DISCUSSION

Questions (Q) and Answers (A) received from the group during discussion included:

Q: What grants are funding this study, who are they from and how much money was awarded?

A: The SR 29 South Corridor EFS is funded by State Planning and Research (SP&R) funds, and the Middletown CAP is funded by Federal Highway Administration (FHWA) Partnership Planning Program Grant (PPP) funds. Component A: State Route (SR) 29 South Corridor Engineered Feasibility Study) was budgeted at \$135,000 and Component B: Middletown Community Action Plan was budgeted at \$144,000.



Q: Quite a bit of work has been done already on 29 by Caltrans, but there are a couple of sections that need to be completed and are in very bad shape. Will this study delay any of that work?

A: This study will not disrupt any project that is currently in the pipeline.

Q: Lake Tahoe in a number of problem areas has installed concrete barriers in the highway median, which seems to be effective in reducing accidents. Is that an idea that is being considered for this study?

A: A national highway safety consultant is part of the project team and they will look at all possible safety measures that can be considered for this project area.

Q: When will we know what we will see relative to alternatives?

A: At the next community meeting, the project team will present all alternatives that are being considered for the study. We will ask for community input and comments on the alternatives.

Q: Will technical traffic analyses be completed as part of this study?

A: Yes

Q: Is this study specifically targeting highway and roads? What about erosion control?

A: This study is focused on transportation, however, we encourage the community to provide all important they deem important related to the project area.

Q: Is the CHP participating in this study?

A: Yes, they are providing data and a representative is participating on the Community Action Committee for the project.



SR 29 South Corridor EFS and Middletown CAP



Q: Isn't this area already considered a "safety corridor"?

A: There are a few locations within the corridor that rate above average for State standards.

Q: Will SWITRS data be analyzed as part of this study?

A: Yes, our highway safety consultant is looking at a 5-year SWITRS accident data report as part of this project.

Q: Isn't the project area considered a "scenic corridor"?

A: There is a section of the project area that is considered a "scenic corridor" by the County, and there are signage requirements in place related to the "scenic corridor".

Q: The Rancheria to Weatherwax Memorial Bridge is a critical area of this corridor. It is important that the Rancheria is connected visually as people pass through this area. It is one of the primary reasons MATH pursued the grant. Will this be addressed?

A: The study will include a review of gateway locations.

Q: More passing lanes need to be constructed in this corridor. Is this being looked at?

A: The study will include an analysis of passing lanes.





SR 29 South Corridor EFS and Middletown CAP

WRITTEN COMMENTS

A summary of all written comments received, categorized by project subsegment, is as follows:

OVERALL PROJECT

Comment	Criteria / Performance Measure
Wider bike lanes all over the County.	Bike Routes
Bike lane please. Landscape for beauty and erosion.	Bike Routes, Roadway Landscaping, Environmental
Barriers or divided highway is essential where 60 mph is the norm.	Safety
Trail from Middletown to Hidden Valley: prefer physical separation from highway.	Safety, Bike Routes, Pedestrian Facilities, Equestrian
Need to build bicycle lanes. Bicycles can be an economic asset (i.e. tourism) to Lake County, in addition to being a location mode of transportation.	Safety, Environmental Preservation, Economic Opportunity
Middletown has an interesting history.	Historical Preservation
Passers-through need a reason to stop.	Economic Opportunity
More gathering spots are needed.	Economic Opportunity
Parking is somewhat restricted.	Parking
Streetscape is inconsistent.	Roadway Landscaping
Architecture is quite varied.	Historical Preservation
Please utilize roundabouts (tough sell but worth it). Michigan left turn systems.	Safety, Congestion, Circulation
Emergency call boxes – what is status for zero cell service areas? I don't see any on SR 29.	Safety
Encourage a wave of heavy ticketing by CHP. The pocket book talks.	Safety
Passing lanes needed for south lanes. Twenty miles from Lower Lake to Napa County without passing lanes causes a lot of frustration with the current amount of traffic on the road.	Congestion, Safety
Turn lanes at all intersections would help with traffic flow.	Congestion, Safety
Twin Lakes access is a problem now and going to get a lot worse because there's a lot of population growth potential in the community. Left turn onto highway can take a long time and left into Twin Lakes is very dangerous. Need a left turn pocket.	Accessibility, Congestion, Safety
Please consider more left hand turn lanes and roundabouts. No more stop lights/stops.	Congestion, Safety
Please, slower traffic turnout with the law posed and enforced by the CHP, or more places with double lanes. We need these in the mountains too.	Congestion, Safety
More bus service.	Transit



SR 29 South Corridor EFS and Middletown CAP

SUBSEGMENT 1

Comment	Criteria / Performance Measure
Need passing lanes and left turn lanes along this route.	Bike Routes
Passing lanes, turnouts, calm road rage.	Safety, Congestion
Spelling of road is incorrect.	Other - Unrelated
Traffic calming – slow down the speed.	Safety
Wider bike lanes all over the County.	Bike Routes

SUBSEGMENT 2

Comment	Criteria / Performance Measure
Wider bike lanes all over.	Bike Routes
Heading north, 45 mph speed limit beginning at Casino and 55 mph should not start until one mile past schools.	Safety
Entrance to South County, turnout, Visitor Info Kiosk, History, Tourist attraction.	Safety, Roadway Landscaping, Historical Preservation
Highway landscaping to unify Twin Pines to Middletown.	Bike Routes, Pedestrian Facilities, Equestrian
Pedestrian, bicycle, equestrian access from Rancheria to Middletown.	Congestion
Reroute truck traffic around Middletown to allow for increase in business development in the future.	Safety, Economic Opportunity
Public horse riding arena at Central Park.	Bike Routes, Pedestrian Facilities, Equestrian
County park known as “100 Acrewood”. People ride horses to this park plus ride around the trails.	Bike Routes, Pedestrian Facilities, Equestrian
Need off-highway parking in Middletown.	Parking
Need a three-way stop sign at SR29 and Dry Creek cut-off.	Safety, Congestion

SUBSEGMENT 3

Comment	Criteria / Performance Measure
Make a left turn easier from Butts Canyon on to SR29. Signage, roundabout?	Safety
Road is not graded properly at Butts Canyon intersection for drivers turning onto SR29.	Safety
Agree to previously stated comment – they made this intersection more dangerous a couple of years ago.	Safety
Entrance (spelling)	Other – Unrelated
This was a good improvement – good rubber strips.	Other – Recommendation
Need bike lanes from Hidden Valley to Middletown.	Bike Routes
Wider bike lanes all over the County.	Bike Routes



SR 29 South Corridor EFS and Middletown CAP

SUBSEGMENT 4

Comment	Criteria / Performance Measure
Bike lane between Middletown and Hidden Valley.	Bike Routes
Trees and landscaping really helps improve the feel of community. Invest in landscaping please.	Roadway Landscaping
Wider bike lanes.	Bike Routes
Smart Traffic Light needed. Blinking red light is stupid.	Safety, Congestion
Roundabout/Circle if and only if merge lanes are incorporated, not yield signs.	Safety, Congestion
Grading of Hartmann onto SR29 is bad.	Safety
Please be consistent with the spelling when signing. The Putah Creek Bridge is after the Hartmann family, yet signs are also spelled Hartman.	Other – Signage
Change intersection to Arabian Lane.	Other – Unrelated
Permanent solution for Hartmann Road access – be better at Arabian Lane.	Accessibility
Room on each side of Highway 29 for 4 lanes between Hartmann and Hidden Valley.	Congestion
Spruce Grove Road and Spruce Grove Road Ext. (spelling)	Other – Unrelated
Access from Hidden Valley onto SR 29 should be a merge – design like most highway entrances.	Accessibility
What happened to the planned acceleration lane heading North when turning at Hidden Valley at the fountain entrance onto SR29?	Accessibility
Bike lane from here south to downtown Middletown.	Bike Routes
Dangerous to turn off of Spruce Grove due to southbound traffic on SR29.	Safety
Flashing lights or longer turning lane onto Spruce Grove Road from SR29.	Safety, Accessibility
Entrance to SR29 is very hard from Spruce Road.	Safety, Accessibility
Try to get the speed limit on Spruce Road reduced from 40 mpg to 30 or 35 mph, due to mailboxes, turning vehicles, school buses and kids.	Safety
There are serious erosion problems from Spruce Grove Road to Hofacker Lane. Please pay close attention. Lots of soil going into Coyote Creek and Hidden Valley Lake. Thanks for the stop sign at Hartmann Road.	Environmental Preservation



SR 29 South Corridor EFS and Middletown CAP

SUBSEGMENT 5

Comment	Criteria / Performance Measure
Erosion control needed.	Environmental Preservation
Erosion runoff is washing into Hidden Valley Lake silting up our lake.	Environmental Preservation
During rain, constant runoff across the road makes this stretch dangerous.	Environmental Preservation
Mud plus rock slides here on a regular basis. Hillside needs help.	Environmental Preservation
Erosion control needed – adjacent to creeks in many places.	Environmental Preservation
New paving soon.	Safety
Wider bike lanes all over the County.	Bike Routes
Safety of north of Hofacker, pavement horrible and hydroplaning.	Safety
New pavement.	Safety
Need bike lanes to Clear Lake.	Bike Routes
Lusian Lane and Agua Dulce Drive are not major access roads.	Other – Information
Sight access to the highway is unsafe because of high speed traffic curve has created many accidents.	Safety
Terrible road surface.	Safety

SUBSEGMENT 6

Comment	Criteria / Performance Measure
Access unsafe to driveway. Sight distance almost zero. Needs turning lane for trucking tree business.	Safety, Accessibility
Terrible road surface.	Safety
C Street needs left turn pocket on northbound SR29.	Safety
Turn lane at C Street.	Safety
Twin Lake access, especially left turn, to Highway 29 very difficult when traffic is heavy.	Accessibility, Congestion, Safety
This is a blood alley for no obvious reason.	Safety



SR 29 South Corridor EFS and Middletown CAP

SUBSEGMENT 7

Comment	Criteria / Performance Measure
Need double yellow lines (no passing) on sloped hill after curve where accidents have occurred.	Safety
Road too narrow on curve and icy.	Safety
Need curve sign before the curve in the road.	Safety, Other – Signage
Better visibility on curve between Twin Lake and Spruce Grove Road.	Safety
In the fog or dark night, people don't realize the rise they are coming up on in a wide curve; don't know to slow. In the fog, it is worse – more reflectors are needed. Five deaths in this short area in a year. Very heavy traffic.	Safety, Other – Signage
Very rough road.	Safety
Dead person's curve. Fix it now. Widen this curve so you have room to dodge and maneuver.	Safety
Do something with this turn. Four deaths. Road is too narrow and icy.	Safety
Fix intersection at Spruce Grove.	Safety
This was a great improvement.	Other – Recommendation
No turn lanes.	Safety
Finish this part of the road by widening to allow passing to the right.	Safety, Congestion
The corridor from the Lower Lake light to Twin Lakes has had five deaths in one year and several other accidents as well, including my husband at a stop to pull into our driveway at the end of October 2012.	Safety
First big turn coming from Lower Lake, going south, or even worse if travelling north to Lower Lake, the rise, turn and visibility. The very rough road has caused many problems here as well as how the road is marked for passing is a problem.	Safety, Other – Signage
I was involved in an accident in front of my house on SR29, two miles from Lower Lake. Many accidents and deaths have occurred on this corridor. We begged for signs, double yellow lines and warnings to let people know this area is tricky at best.	Safety, Other - Signage



SR 29 South Corridor EFS and Middletown CAP

MIDDLETOWN COMMUNITY

Comment	Criteria / Performance Measure
Roundabout/Traffic Circle	Safety, Congestion
Need 3-way stop sign.	Safety, Congestion
Build a bridge on the Dry Creek cutoff road at the Dry Creed Ford to route some traffic from SR29 and Cobb Mt. so the traffic doesn't go through Middletown.	Congestion
Across from the Central Park is our private bridge. We have 5 generations; only 3 houses on our property.	Historical Preservation
Flashing radar, speed limit signs coming into both ends of town.	Safety
Traffic calming, sidewalk, landscaping, pedestrian crossing striping.	Safety, Roadway Landscaping, Pedestrian Facilities
Slow traffic down coming into town, both directions.	Safety
Wider bike lanes all through the County.	Safety, Bike Routes
Reduce traffic in Middletown by building a by-pass round the town.	Safety, Congestion
Build a by-pass around town.	Safety, Congestion
Downtown Middletown needs pedestrian-only area. Bypass through traffic.	Safety, Congestion, Pedestrian Facilities
Need designated walking/bike path from Middletown to Rancheria.	Safety, Bike Routes, Pedestrian Facilities
Sometimes impossible to get on the highway on Friday nights in the summer, turning right, but especially left.	Congestion
Needs left turn lane on SR29 and CA175.	Accessibility
Bulb out at SR29 and CA175.	Accessibility
Need pedestrian crosswalk	Safety, Pedestrian Facilities
Need bike lane from downtown Middletown to north Spruce Grove Road.	Bike Routes
Turn at Wardlaw Street for school.	Safety, Accessibility
Turn lane into Bible Church.	Accessibility
Make Wardlaw one-way street heading east into Highway 29, in front of school.	Safety
Coming onto SR29 from Butts Canyon Road slopes away.	Accessibility
Equestrian crossing at Central Park Road.	Equestrian
Have you noticed the 45 mph speed limit slows down immediately followed by 30 mph? Way too close. Put the 45 mph further out of town – to the Casino even.	Safety
25 mph speed limit in town.	Safety
SR29 northbound left hand turn lane for Highway 175.	Accessibility
Pedestrian cross-walks. Do we need those flashing lights at the Post Office that a pedestrian turns on? Other cross-walks too?	Safety, Pedestrian Facilities
More parking at the Post Office; very busy intersection in the town.	Parking
Hike, bike, equestrian path to County park on CAS175, casino to town.	Bike Routes, Pedestrian Facilities, Equestrian



SR 29 South Corridor EFS and Middletown CAP

Comment	Criteria / Performance Measure
In front of the Bible Church, the Jolly Kane at the Preschool, you need to install a two-way left hand turn lane. The congestion is terrible when people travelling north try to turn into the Bible Church on the Preschool. And, it is terrible when people travelling south try to turn into Jolly Kane.	Accessibility
Set preferences for sidewalk construction.	Pedestrian Facilities, Streetscape
Establish an historic walk.	Pedestrian Facilities, Historic Preservation
Determine honorifics for recognition.	Other – Information
Walking/jogging/bicycle exercise circuits.	Pedestrian Facilities
Interconnect gathering spots and points of interest.	Economic Vitality
Improve safety.	Safety
Intersections Middletown and Hidden Valley – Why are our major intersections – school, Butts Canyon, Hartmann Road, Spruce Grove Road, on curves and next to bridges.	Safety, Accessibility

MEETING EVALUATION FORM

The attendees were asked to complete a brief feedback form at the end of the meeting. A summary of written comments is as follows:

1. How did you hear about today's meeting?
 - MAMA member; also paper
 - MATH and newspaper (2)
 - MATH Meeting
 - Various Community meetings
 - Newspaper (6)
 - Email (2)
 - Friend (3)

2. What information shared at today's meeting was most useful?
 - The timeline for getting it down.
 - Overall scope of project. Timeline helped too.
 - Timeline and goals.
 - Who, what and when it will be done.
 - That this is a plan in action.
 - Overall purpose of plan.
 - Planning parameters/timeframe.
 - The maps and outline of process.
 - Sample maps and our comments. (2)



SR 29 South Corridor EFS and Middletown CAP

- Maps, Q&A, timeline.
 - Willingness to listen to community input.
 - All of it. (2)
 - Overall, presentation was very informative.
 - Ongoing meetings and current project status.
 - How they are initializing a fix. Finally!
3. What information shared at today's meeting was least useful?
- I believe it was all necessary.
 - People's comments who did not listen to what you said.
 - When.
 - None.
 - Some of member comments were too specific and not useful at this stage.
 - Can't think of any.
 - Nothing – all informative.
 - All was useful.
4. Were discussions facilitated to engage all participants? What could we do better?
- I believe so.
 - Yes. (4)
 - Yes. Well done.
 - Yes. Larger crowd than anticipated but handled well.
 - Good job!!
 - Yes, it was a very good meeting. Very informative.
 - It was an excellent and organized meeting.
 - Excellent format and plan to use maps and sticky sheets. High level of professionalism in presentation and materials.
 - Post-it notes for feedback were engaging. Maybe bring group back for debrief and clarification of notes.
 - Define at the outset of meeting what was to take place and in more detail so people know what to expect and how meeting would proceed.
 - Construct the website for input from us. Widen the road and smooth the road better.
 - Explain that the meetings are for planning, not for a specific project.
 - I think if there was a person assigned to each map to discuss the relevant issues that would have been helpful.



SR 29 South Corridor EFS and Middletown CAP

5. What else would you recommend to improve future meetings?
 - Food.
 - Print outs of the slides. You can't see the screen from the back.
 - A better description and emphasis as to how the feedback was to be obtained, earlier in the meeting would have led to a more efficient meeting. People were giving verbal input not knowing what you had in mind re maps, post-its, etc.
 - More details as to what you are doing and when.
 - Lap boards or pads or clip boards for writing.
 - Just keep us informed as info comes in.
 - Make sure all participants can hear. It's difficult for the older ones when people who are speaking are behind them.
 - I think if there was a person assigned to each map to discuss the relevant issues that would have been helpful.
 - Round table break-out discussion.

NEXT STEPS / ADJOURNMENT

- View the project website regularly to keep up to date on project information. Also, join the project distribution list to be to receive updates, meeting announcements and notifications (www.LakeCountySR29.com).
- Submit comments or questions at any time via the project email (info@LakeCountySR29.com) and an option to sign up for the project distribution list to receive updates, meeting announcements and notifications.
- A web tool is currently under development that will allow community members to post specific comments related to the project, by sub-segment, as well as view all comments posted to date. Once this is active, everyone who has joined the distribution list will be notified via email.
- Share the website and email addresses with friends and neighbors. Encourage everyone to provide their input related to the project.
- Three additional community meetings are planned. Once dates are confirmed, they will be posted on the project website.



SR 29 South Corridor EFS and Middletown CAP

Community Advisory Committee Meeting #2 Summary

June 4, 2013, 3 p.m. – 4:30 p.m.
Middletown High School Multi-Use Facility
15846 Wardlaw Street, Middletown, CA

MEETING ATTENDANCE

Eight stakeholder representatives participated in the second Community Advisory Committee meeting in Middletown, hosted by Caltrans and the Lake County/City Area Planning Council (Lake APC) as part of the SR 29 South Corridor EFS and Middletown CAP project. Meeting participants included the following:

Project Development Team

Name	Organization
Rex Jackman	Caltrans District 1
Jaime Hostler	Caltrans District 1
Kirsten Hulburt	Caltrans District 1
Ralph Martinelli	Caltrans District 1
Lisa-Davey Bates	Lake County/City Area Planning Council (Lake APC)
Paul Miller	Omni-Means
Gene Endicott	Endicott Communications
Donna Lucchio	AIM Consulting

Community Advisory Committee (CAC)

Name	Organization
Claude Brown	Lake County Chamber of Commerce
Brock Falkenberg	Lake County Office of Education
Gary Graves	Middletown Area Merchants Association (MAMA)
Joe Sullivan	Middletown Area Town Hall (MATH) / Lake County Planning Commission
Carlos Negrete	Middletown Rancheria
Mike Wink	South Lake County Fire Protection District
Larry Galupe	Twin Pine Casino
Brian Engle	California Highway Patrol
Bill Waite	Hidden Valley Lake Association

Additional organizations invited, but unable to attend, included Lake County Board of Supervisors, Lake Transit, Middletown USD, Konocti USD, St. Helena Hospital, and Lake County Historical Society.



SR 29 South Corridor EFS and Middletown CAP

INTRODUCTION

Project Overview

The Lake County/City Area Planning Council (Lake APC) in partnership with Caltrans District 1 is conducting a multi-component project, the State Route 29 (SR29) South Corridor Engineered Feasibility Study (EFS), and the Middletown Community Action Plan (CAP). The purpose of the SR 29 South Corridor EFS is to identify and analyze potential transportation improvement alternatives to enhance interregional and regional travel while balancing community needs within the SR 29 south corridor. The purpose of the Middletown CAP project is to conduct a comprehensive community outreach effort in Middletown to assist in the development of transportation improvement alternatives to be included in the Middletown CAP. The project objectives, or components, are complimentary in nature, both focused on incorporating community input into the improvement of transportation systems in the project area.

The SR 29 South Corridor EFS is funded by State Planning and Research (SP&R) funds, and the Middletown CAP is funded by Federal Highway Administration (FHWA) Partnership Planning Program Grant (PPP) funds.

Caltrans/Lake APC staff is supported by a team of consultants with expertise in transportation analysis, environmental planning, engineering design, and public outreach. The project is scheduled for completion in November 2013.

Primary Meeting Objectives

- Provide an overview of the Existing Conditions Draft Report
- Introduction to Complete Street Planning for Middletown Community Action Plan

Meeting Agenda and Format

Gene Endicott, welcomed meeting participants, led the introduction of the project team and Community Advisory Committee representatives, and provided opening remarks and an overview of the meeting agenda. Paul Miller provided a PowerPoint presentation that included a recap of the study need and purpose, a brief overview of the project, and a summary of the existing conditions report data. Key points related to existing conditions included: a summary of comments received from the first community meeting; roadway travel time; collision rates along the corridor; and environmental constraints. The presentation then focused on an introduction to complete street planning for the Middletown area. Key points during this discussion included the definition of complete streets; the importance of a complete street program within the Middletown Area; and examples of complete street concepts. Following the presentation and discussion, Donna Lucchio facilitated a Middletown Area group exercise.





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STAKEHOLDER INPUT

MIDDLETOWN AREA GROUP EXERCISE

CAC members were divided among three tables, each with a facilitator. They were asked to review a large map of the Middletown Area, and note answers to specific questions using colored highlighter pens and sticky-notes, denoting paths of travel, origins and destinations, and challenges encountered. Map 1 represented vehicle or transit; Map 2, bicycle; and Map 3, pedestrian or equestrian modes of travel.



A summary of stakeholder input is as follows:

Map #1 – Vehicle/Transit

1. What are your common trips?
 - Throughout SR 29 along Middletown
 - CA 175 from Main Street to Dry Creek
 - Wardlaw St. from Barnes St. to Jefferson St.

2. What are your alternate routes when the common routes are congested?
 - Barnes Street and Wardlaw Street
 - Berry Street
 - Butts Canyon Road

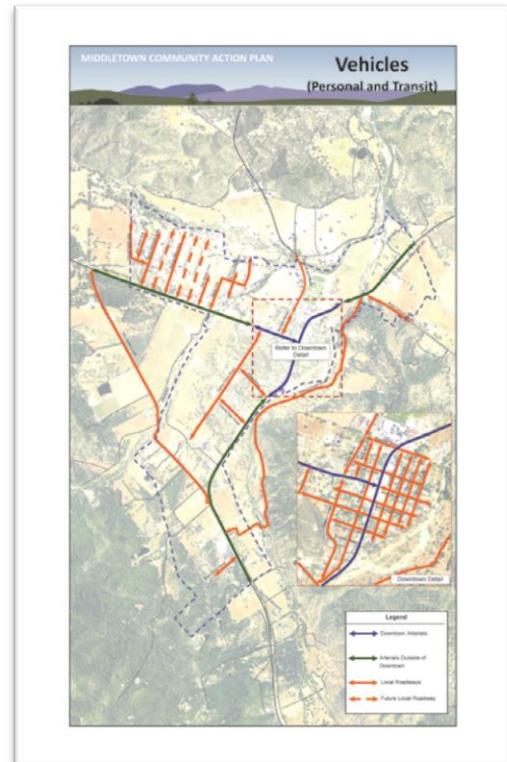
3. What are key origins and destinations?
 - Fire Station
 - Hidden Valley Lake to Middletown Rancheria
 - Pre-School
 - Charter School
 - High School
 - Napa Valley/Santa Rosa
 - JKL Ranch
 - Guenoc Lane
 - St. Joseph Church
 - Post-Office





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4. What challenges do you encounter?
- Low water crossing, closed in winter on Dry Creek Cutoff
 - Speeding on CA 175
 - Limited parking
 - Wardlaw signal timing is bad, resulting in congestion
 - Cross vehicle traffic at pre-school
 - Lack of sidewalks on street near school
 - Congestion during school time at traffic signal
 - Traffic backs up on Wardlaw Street near High School due to student drop-off
 - Guenoc Lane Bridge – stop sign doesn't allow access to highway at peak hour
 - St. Helena Creek Road is a private road
 - No street shoulder on CA 175
 - High school reaches congestion at 7:45 to 8:45 AM.
 - One-way people are travelling wrong direction with pedestrians on Butts Canyon Road
 - Wardlaw School cross walk guard continuously activates pedestrian light, so traffic signal is not performing optimally.



Map #2 - Bicycle

1. Where do you or others ride a bike?

Errand/commute/school routes

- SR 29 from CA 175 to Butts Canyon Road
- SR 29 from Young Street to Butts Canyon to further east on Butts Canyon, since Butts Canyon is a Bike Route
- SR 29 from Wardlaw Street to north of Middletown
- Main Street from SR 29 to Jefferson Street
- SR 29 from Callayomi Street to Wardlaw Street
- CA 175 from Dry Creek Cutoff to SR 29
- Generally, all streets in Middletown Area

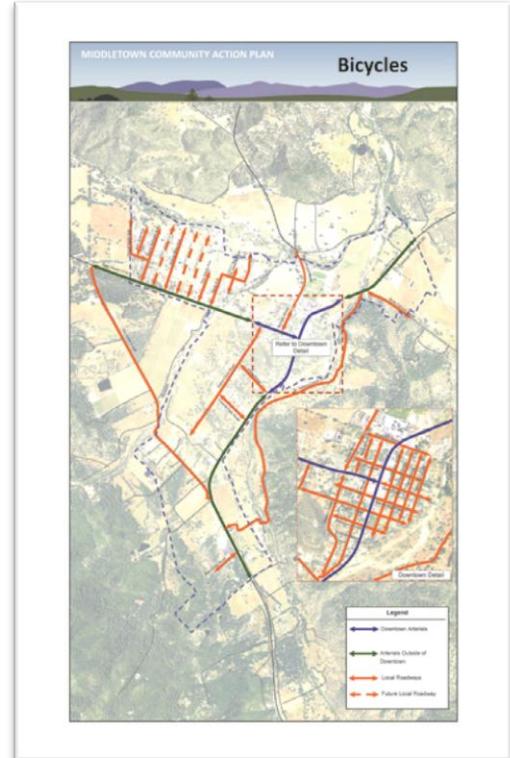
Recreation routes

- SR 29 from Rancheria Road to Butts Canyon Road
- Butts Canyon Road



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2. Where would you or other like to ride a bike?
 - SR 175 from SR 29 to west of Drycreek Cutoff.
3. What are key origins and destinations?
 - Butts Canyon & St. Helena Road
 - Downtown area
 - Main Street to Butts Canyon Road
 - All streets west of SR 29 on CA 175
 - Park
 - East of SR 29 on Main Street
 - Casino into town
4. What challenges do you encounter?
 - No Bike lane north of town
 - Bridge not wide enough from SR 29 to Butts Canyon Road
 - Bridge not wide enough at Napa Avenue
 - No Bike lane on SR 29, south of Middletown
 - No safe bike lane from Rancheria to town
 - Need consistent shoulder for bike travel
 - West side of town not paved
 - Need bike trail into the town
 - No shoulder on CA 175 on either side
 - At Rancheria Road exit (Casino), vehicular traffic does not stop at the stop sign
 - On SR 29, sight distance not sufficient for traffic turning from Butts Canyon Road. Vehicles exiting from Butts canyon road ignore stop sign
 - People drive in bike lane thinking it is turn lane
 - Bike route on Butts Canyon is also popular with motorcyclists travelling to Napa
 - The elevation of intersection at Butts Canyon makes it difficult to see non-motorized users
 - No non-motorized path from Downtown to Casino
 - At CJS Farm Supply, north of Dry Creek Road has sight distance issue, sharp triangle and grading problem, no pocket for transition traffic, and due to type of business it attracts heavy vehicles.
 - At Central Park during events experiences high volumes of pedestrian/equestrian traffic





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Map #3 – Walk/Equestrian

1. Where do you or others walk/ride?

General routes

- From Central Park Road to Santa Clara to CA 175 between Santa Clara Road and SR 29
- SR 29 between Central Park Road & CA 175
- Wardlaw Street between Barnes Street and SR 29
- Washington Street from Callayomi to Wardlaw Street
- SR 29 from Rancheria Road to Sheveland Road

School routes

- Generally, all streets in Middletown Area
- From Pathways Charter School to Callayomi Street
- From Lake County International Charter School to SR 29/CA 175 intersection
- SR 29 from Wardlaw Street to Butts Canyon Road

Equestrian routes

- SR 29 from Rancheria Road to Central Park Road
- Central Park Road and Santa Clara Road to CA 175
- CA 175 from Napa Street to SR 29 continuing on Wardlaw east to end of the street
- Big Canyon Road
- Central Park Road
- Santa Clara Road

2. Where would you or others like to walk/ride?

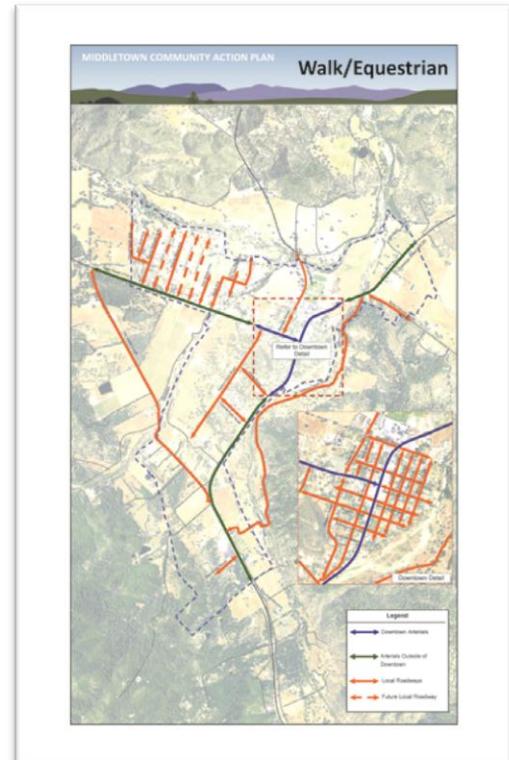
Equestrian routes

- SR 29 from Rancheria to Central Park
- Dry Creek Cutoff from SR 29 to CA 175
- CA 175 from Dry Creek Cutoff to intersection of SR 29 & CA 175

3. What are key origins and destinations?

General

- Park
- Post Office
- Church
- Hardesters





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School

- Hardesters Store, Store 24, Jolly Cone
- Lake County International Charter School
- Pathways Charter School
- Minnie Cannon Elementary School
- Middletown Middle 7 High-School

Equestrian

- 100 Acres Wood Park
- Public Riding Arena on Central Park
- Napa Street / CA 175 to Santa Clara Street Arena
- North of Middletown and Arena
- South of Rancheria Road and Central Park
- Dry Creek Equestrian Trail
- Central Park Equestrian Trail



4. What challenges do you encounter?

- High vehicular speeds
- Bad roadway conditions on Big Canyon Road
- A lot of children in neighborhood don't walk/bike to school because of no shoulder
- No designated trails for Bike/Pedestrian/Equestrian
- Wardlaw Street schools and other schools (like Special Ed, Charter Schools) do not have pedestrian facilities.
- Vehicular traffic travels at higher speed near school area.
- High volume of school children going from school to Jolly Cone, Store 24 and Hardesters.



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HANDOUT - QUESTIONNAIRES

Table facilitators provided each CAC member two one page questionnaires, one regarding the Transportation Vision Statement that would be included in the final Middletown Community Action Plan document, and the other on Historic Downtown Middletown. CAC members were asked to complete both questionnaires, and submit to a facilitator at the end of the meeting.

A summary of the questionnaire responses is below.

Questionnaire #1 – Community Values and Transportation Vision Statement

Community Values Regarding Transportation

Create a safe transportation system that promotes pedestrian, bicycle, and equestrian travel to create a sense of community for both residents and visitors.

1. Do you agree with this statement? Yes (4) No (0)
2. What would you change, add, delete?
 - Equestrian travel (limited) – specify roads
 - Should vehicular be included?
 - Safe routes to school.

Transportation Vision Statement

The community of Middletown envisions a transportation system that provides safe and convenient travel, encourages healthy active living, independent mobility, greater social interaction and community identity.

1. Do you agree with this statement? Yes (4) No (0)
2. What would you change, add, delete?

Questionnaire #2 – Historic Downtown Middletown Questionnaire

1. What one mobility improvement should be implemented in Historic Downtown Middletown?
 - Walking/shaded/historic plaques (descriptive of the history)
 - More sidewalks. Paved side streets
 - Angled parking in some areas. “Reno-Anderson Springs” style entry sign to town
2. When visiting downtown, where do you go?
 - Hardesters, banks, post office, shops
 - Store, bank, restaurants
 - From Perry’s to Jolly Cone on Hwy 29
 - Schools, Beulah’s, Cowpoke Café, Brewery



SR 29 South Corridor EFS and Middletown CAP

3. How do you access downtown and what mode of transportation do you use?
 - Car, walk
 - Car, walking
 - SR 29 and SR 175

4. Where are some opportunities for downtown gathering places?
 - New community park with the Library/Senior Center; Methodist Church (1 block off Hwy 29); Farmers' Market Hwy 29 and 175
 - Parks, Central Park
 - Library, High School, Lyons Club, Fire Station
 - Calpine, Twin Pines Casino, High School, Senior Center/Library

HANDOUT - MEETING FEEDBACK FORM

The CAC was asked to complete a brief feedback form at the end of the meeting. A summary of written comments is as follows:



1. Was the review of stakeholder comments and questions from the prior meeting useful?
Yes (3), No (0)

2. Was the information shared during the existing conditions summary discussion useful?
Yes (3), No (0)
 - Already evident.

3. Was information shared during the complete streets discussion useful?
Yes (3), No (0)

4. Was Middletown Area group exercise was useful?
Yes (3) No (0)
 - 3 was a good size group.

5. Any other recommendations?
 - Turn lane at preschool on Hwy 29.
 - Add to wish list, deceleration lane at SR 29 and Spruce Grove Rd. South.

NEXT STEPS / ADJOURNMENT

- Next CAC meeting will be held in September.
- Check project website for new and current project information and events.



SR 29 South Corridor EFS and Middletown CAP

Community Meeting #2 Summary

DATE/LOCATION

June 4, 2013

5 p.m. - 7 p.m.

Middletown High School Multi-Use Facility
15846 Wardlaw Street, Middletown, CA

PUBLICITY AND NOTICING

Community meeting fliers were sent via email to all identified stakeholders and the Community Advisory Council (CAC), and posted to the project website (www.LakeCountySR29.com). CAC members distributed the meeting notification to their respective contacts and/or membership lists, and printed copies of the meeting notice were posted at the Middletown Library, Senior Center, Post Office, Hardester's Market, the Calpine Geothermal Visitor Center, and the Shell Station at SR 29/SR 53.

A news release was sent to the following media outlets:

- Clearlake Observer
- Lake County News
- Middletown Times Star
- Napa Valley Register
- Santa Rosa Press Democrat
- Weekly Calistogan
- Ukiah Daily Journal
- St. Helena Star
- Lake County Television
- KXBX, KNTI, KUKI, KWINE, KPZ



The meeting notification schedule was as follows:

Task	Date
Distribute community meeting flier via e-mail to CAC, general stakeholder database, website sign-up database.	May 22, 2013
Post community meeting flier on project website.	May 21, 2013
Distribute community meeting news release to media list.	May 29, 2013
Post printed meeting flier at designated locations.	May 22, 2013
Follow-up email reminder (Constant Contact) to general stakeholder database and website sign-up database.	May 29 and June 3, 2013



SR 29 South Corridor EFS and Middletown CAP

The Lake County News and Record-Bee both ran articles on publicizing the community meeting. The Record-Bee and Lake County News also posted meeting information to their on-line community calendars.

MEETING ATTENDEES

Approximately 40 community members attended the meeting.

Project team members in attendance included:

- Rex Jackman, Caltrans District 1
- Jaime Hostler, Caltrans District 1
- Kirsten Hurlburt, Caltrans District 1
- Lisa-Davey Bates, Lake APC
- Paul Miller, Omni-Means
- Mrudang Shah, Omni-Means
- Gene Endicott, Endicott Communications
- Donna Lucchio, AIM Consulting

MEETING PURPOSE

This meeting was the second of up to four planned community meetings designed to solicit stakeholder feedback to help shape the State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP) project.

The purpose of the meeting was to:

- review public input to date
- provide an update on the project status and schedule
- present a summary of existing conditions data
- introduce complete streets planning concept as it relates to the Middletown project area
- solicit community input on the Middletown Community Action Plan





SR 29 South Corridor EFS and Middletown CAP



MEETING FORMAT

The community meeting began with a Power Point presentation, followed by a Q&A session and solicitation of stakeholder input on project maps of the Middletown area (presentation slides and exhibits can be viewed on the project website). Information boards illustrating existing conditions data for the SR 29 South Corridor were also available for attendees to view, ask questions, provide input, and discuss one-on-one with project staff. Handouts included a Project Fact Sheet, a Project Comment Card and a Meeting Feedback Form.

MEETING SUMMARY

Gene Endicott, welcomed meeting participants, led the introduction of the project team, and provided opening remarks, and an overview of the meeting agenda. Paul Miller moderated the slide presentation, which included a recap of the study need and purpose, a brief overview of the project, and a summary of the existing conditions report data. Key points related to existing conditions included: a summary of comments received from the first community meeting; roadway congestion levels; roadway level of service; collision rates along the corridor; access management; and environmental constraints. The presentation then focused on an introduction to complete street planning for the Middletown area. Key points during this discussion included the definition of complete streets; identification and review of the Middletown “complete streets” planning area, roadway types and potential improvement options; and examples of complete street concepts.

Following the presentation and Q&A/discussion, Joe Sullivan on behalf of the Middletown Area Town Hall (MATH) provided an explanation to the meeting attendees regarding efforts members of MATH have made to gather community input for the project. He presented 11 aerial maps with a legend corresponding to specific locations and suggested roadway improvements. Click [here](#) to view the maps and legend.



Donna Lucchio then invited all attendees to participate in a group exercise related to the Middletown CAP project area. Attendees were given two sets of colored dots (green, yellow, blue and red) to be placed on large maps representing the Middletown Planning Area. One map identified the arterial streets within the planning area - Calistoga Street (SR 29) and Main Street (SR 175). The second map identified the collector and local streets, which comprise all other streets within the planning area. Attendees were instructed to place one each of the colored dots (green, yellow, blue and red) on each of the two maps to represent their order of priority for potential roadway improvements. Green = #1 priority; Yellow = #2 priority; Blue = #3 priority; Red = #4 priority. See below for a summary of all community input.



SR 29 South Corridor EFS and Middletown CAP

Meeting attendees were also asked to complete a Meeting Feedback Form, and were provided with a Project Comment Card that they could complete and return at their convenience. The comment card provided the project website and email address where comments and questions related to the project could be submitted at any time.

COMMUNITY INPUT

Summary of community input and questions:

COLORED DOT EXERCISE

The following is a summary of all locations identified for arterial roads:

ARTERIAL ROAD	FROM	TO	PRIORITY			
			#1	#2	#3	#4
SR 29	Rancheria Road	Dry Creek Cutoff	4	4	0	1
SR 29	Butts Canyon Rd.	North of Middletown	4	0	0	0
SR 29	Wardlaw Street	Butts Canyon Road	2	1	1	2
SR 29	Main Street	Young Street	2	1	1	0
CA 175	SR 29	Barnes Street	2	1	0	0
SR 29	Armstrong Street	Main Street	1	2	3	0
SR 29	Dry Creek Cutoff	Central Park	1	1	0	1
CA 175	Barnes Street	Napa Street	1	0	0	0
SR 29	Lake Street	Callayoma Street	0	0	4	0
SR 29	Callayoma Street	Douglas Street	0	0	1	2
SR 29	Young Street	Wardlaw Street	0	0	0	3
SR 29	Central Park	Lake Street	0	0	0	0
SR 29	Douglas Street	Armstrong Street	0	0	0	0
CA 175	Napa Street	West of Napa Street	0	0	0	0

State Route 29 South Corridor EFS
and Middletown CAP

Community Input

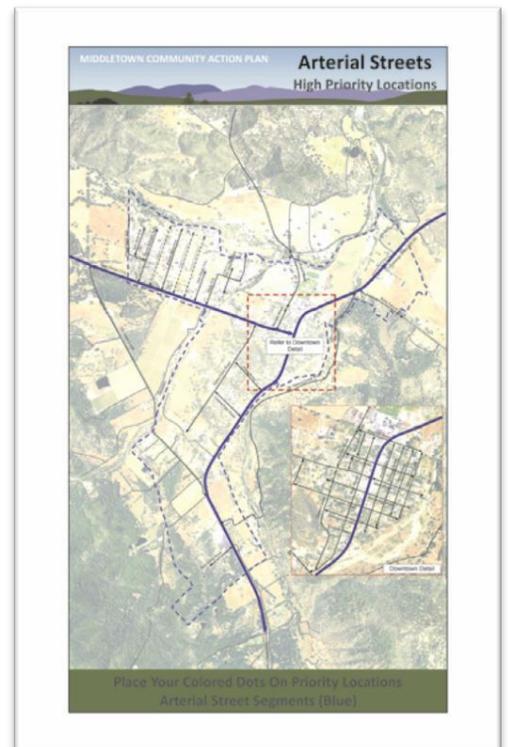
Place one each of the colored dots (green, yellow, blue, red) on each of the two Middletown Project Area Maps to represent priority improvement locations, as follows:

● = #1 Priority

● = #3 Priority

● = #2 Priority

● = #4 Priority

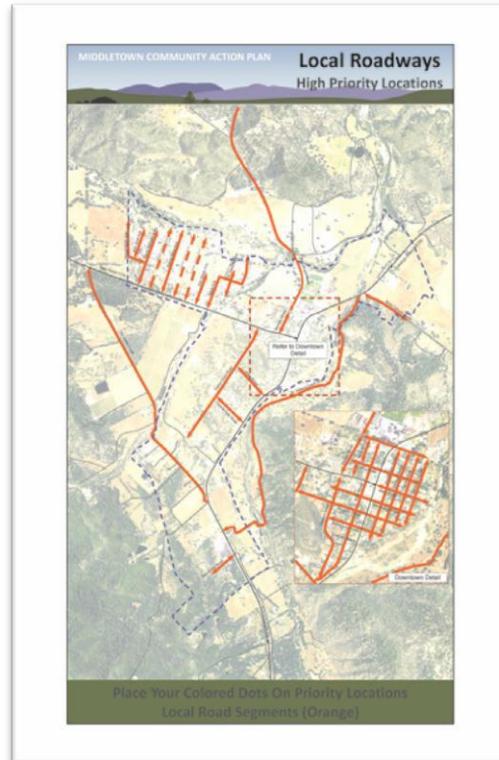




SR 29 South Corridor EFS and Middletown CAP

The following is a summary of all locations identified for local roadways:

LOCAL ROADWAY	PRIORITY			
	#1	#2	#3	#4
Armstrong Street	5	3	1	0
Drycreek Cutoff	2	2	4	2
Wardlaw Street	2	2	2	2
Big Canyon Road	2	0	0	0
Douglas Street	1	2	1	4
Rancheria Road	1	2	1	1
Callayoma Street	1	0	1	0
Sheveland Road	1	0	0	1
Butts Canyon Road	1	0	0	1
Barnes Street	0	3	0	0
Lake Street	0	1	0	2
Santa Clara Road	0	1	1	2
Bush Street	0	1	0	0
Main Street	0	0	2	0
Young Street	0	0	2	0
St. Helena Creek Road	0	0	1	0
Jackson Street	0	0	1	0
Lincoln Street	0	0	0	2





SR 29 South Corridor EFS and Middletown CAP

Q&A / DISCUSSION

Questions (Q), Answers (A) and Comments (C) received from the group during discussion included:

Existing Conditions Data

Q: Are bike routes the same as equestrian trails?

A: No, they are not.

Q: When was the study done? Was it in 2006, 2007 or 2008 when there was roadway construction?

A: The data was gathered in October 2012.

Q: Why are no collision fatalities noted? The outcome should be in the study.

A: That information will be in the complete study.

Q: Which intersection is Spruce Road?

A: The old Hidden Valley main gate.

Q: Will data include information on how long the highway was shut down when accidents occurred?
This is very important information for the community.

A: We will have to look into that. I'm not sure how that data is relevant to the study.

Q: What are the red dashed lines on the aerial maps?

A: These are the State right-of-way.

Q: Does anyone know the average number of bike traffic or expected bike traffic?

A: Yes, it will be in the study.

Q: Did you count scooters and bikes?

A: Yes.

Q: Will Spruce Grove be part of the study?

A: Yes.

Q: Will there be a rumble strip at SR 29?

A: Rumble strips may be considered depending upon the exact location.

Q: If there is a serious problem on the road, who should be first called?

A: County Public Works, the Caltrans Main District line.

Access Management

Q: The schedule in the Fact Sheet states 2012 -2013. Is that when resurfacing will be complete?

A: Resurfacing on Hwy 29 will start in August and be complete in the fall. The date in the fact sheet relates to the completion of the SR 29 South Corridor EFS and Middletown CAP Study.



SR 29 South Corridor EFS and Middletown CAP

Q: Why is the pavement already torn up? This is causing accidents and damage.

A: This is caused by prep work due to the deterioration of the road condition.

Environmental Constraints

Q: Where does erosion control fall in these constraints?

A: Erosion control falls under Geological studies.

Complete Streets

C: The Rancheria is included in the Middletown planning area.

Q: Is the Rancheria where the Twin Pines Casino is?

A: Yes.

Q: I didn't understand the "bulb-out".

A: A bulb-out shortens the path of travel of pedestrians, and separates them from vehicles at the cross walks. It also calms traffic.

Q: Calistoga has diagonal parking. We are told we can't have it. I would be interested in seeing statistics. Are the Calistoga statistics available?

A: No, we don't have the Calistoga statistics but they could possibly be located. Angled parking will not allow a bike lane on SR 29 and may result in smaller pedestrian corridor widths.

Q: Regarding bike lanes on the side roads. Is there any provision to combine use for pedestrians and cyclists in a shared use path?

A: This is a challenge with a 50-foot roadway. You need 8' with shoulders to accommodate this. It's possible for downtown.

C: Fifty foot roadways for County streets. They aren't all 50' in Middletown. When you start planning downtown streets they are not all going to be 50'; some will be 40'.

Q: At the September meeting, will there be recommendations for streets and what they will look like?

A: Yes.

Big Canyon Road

C: There is a fatal flaw in all this. What happens if Hwy 29 gets shut down before it hits SR 53? Vehicles will go down Big Canyon Road, a one-lane gravel road. This is high speed traffic (more than 100 per hour, due to a recent cyclist fatality). Everyone will take this route (buses, commuter traffic, Cal Fire). This is not on any map. It needs to be addressed. This is a big and dangerous problem. This is a regular occurrence when roadway shutdowns occur.

Q: There is a question that needs to be asked. Are they designating Big Canyon Road as a detour or is it just known and used? This makes a big difference.

A: Big Canyon is a local road the question should be redirected to the Lake County Office of Emergency Services (Willie Sapeta, 707-263-1813).

C: To support the Big Canyon community, there is tremendous amount of roadway that is substandard.



SR 29 South Corridor EFS and Middletown CAP

PROJECT COMMENT CARD

The attendees were asked to provide additional comments, questions or any other input on the State Route 29 South Corridor EFS and Middletown CAP Project. A summary of written comments is as follows:

- Traffic lights at Spruce Grove Rd at Hidden Valley Lake – several deaths at this intersection.
- Correct intersection at SR 29 and Butts Canyon Road.
- No parking on SR 29 across from Harvester's Market.
- Eliminate fences (or other obstruction) at cross streets.
- I just want Middletown to be beautiful and safe. We need to have traffic slow down as it passes Twin Pines Casino.
- I want Middletown to be the best that it can be.
- Connect Santa Clara to Dry Creek
- Round-a-bout at Lake and SR 29.
- Underground utilities on Armstrong East.
- On Hwy 29, 2 miles south of Lower Lake, just past the curve you are allowed to begin to pass at the top of the hill, the problem is that there is a depression at the bottom of the hill that can totally hide a small vehicle from another small vehicle that may begin to pass there. Also there is no way to avoid a head-on collision (unless the driver beginning to pass is able to quickly get back in their lane) as there is a guard rail right there and nowhere to pull to safety. Also regarding the curve here 2 miles south of Lower Lake, it needs warning signs. 1) Large arrows pointing to curved area or Slow Down – Curve Ahead; 2) Cross traffic ahead sign – for the southbound before the curve. People whip around that curve at 60 miles per hour and there is traffic in and out just past the curve.
- Very much needed for bike riders – rumble strips should be created for better protection.
- The crosswalk at the school area (elementary, middle and high school) should have an individual light for those crossing. The lights in all directions for vehicles should all turn red when those crossing by walking have the right of way. Due to the high number of students crossing, the vehicles on the road parallel are unable to proceed because of the pedestrians which cause a back-up of vehicles. Plus what I mentioned in my email.
- Let's do something ASAP to save lives. Mandatory headlight use on 29 corridor. Let Sacramento know we need more CHP to monitor the traffic speed. Many more lives will be lost while the grant process goes through its snail paced time before improvements are done.



SR 29 South Corridor EFS and Middletown CAP

MEETING FEEDBACK FORM

The attendees were asked to complete a brief feedback form at the end of the meeting. A summary of written comments is as follows:

1. How did you hear about today's meeting?
 - Email (9)
 - Project Stakeholder
 - MAMA and MATH (2)
 - Flyer

2. What information shared at today's meeting was most useful?
 - Hearing improvements to come to Hwy 29 to Lower Lake.
 - Clarifying to the community that this is simply a planning of improvements to the community.
 - Really? Not much because my main interest is in Spruce Grove Road and it was not discussed.
 - The involvement of MATH folks – local people doing good civic work.
 - I especially liked the statistics and the sharing of the vision. I also like the use of the maps.
 - What, who and when is helpful (wish it could be sooner than later). Why have a meeting at dinner time for most? Was this to cut down input?
 - Potential road improvements.
 - Arrived at 6:15 p.m. due to work.
 - That there will be another meeting to discuss area that concerns us.
 - Finding out about Big Canyon Road. Expected to find out more about Rt. 29 north of Middletown.

3. What information shared at today's meeting was least useful?
 - I believe it was all necessary.
 - Seems most of the information was repeated from prior meetings. There were no updates.
 - Total emphasis on Middletown, to exclusion of rest of the corridor.
 - PM reading text off the graphic. MATH representative "blaming" HVL residents for not being involved. Very unattractive.
 - It was all good.
 - We don't live in Middletown. The red dot should be priority #1. The maps on rear are 5 years old and out of date. Get fresh prints or photos.
 - Grants and their bureaucracy.

4. Were discussions facilitated to engage all participants? What could we do better?
 - I believe so.
 - Participation by all community groups and organizations. Hidden Valley needs more official participation. Reach out to the Board please.
 - No, not really. See above. The professionals should have explained what tonight's emphasis would be prior to the meeting.



SR 29 South Corridor EFS and Middletown CAP

- Good that you adjusted approach re: HVL residents' concerns. Note: even though I live in HVL, I put my dots on Middletown area maps because I would like a pleasant and safe 'hometown' to walk and shop in.
 - Excellent.
 - Stuck in comment mud too much. We do understand this is a study only. We ask for expediency on safety repairs.
 - Let people know what the discussion will address prior to meeting so comments can be relevant.
 - Yes – be more organized.
 - Presenters should have had input from locals to anticipate concerns more fully.
5. What else would you recommend to improve future meetings?
- More detailed announcement of what is to be discussed at meeting.
 - Twin Pine Casino and hotel can host meeting in the event center free of charge to accommodate the larger meetings.
 - Improve the descriptions on your maps so people can more quickly and efficiently identify which areas the maps pertain to.
 - Please start on time. Put names of roads on large aerial maps, and put landmarks on detail maps so we know where we are.
 - Please keep getting public input and make sure it is included in the final plan.
 - Actually feel you are organizing quite well and consolidated info about the meetings and progress made available to the public is important.
 - Post meeting agenda on meeting notice.
 - Keep children from disturbing the meeting.
 - Schedule meetings later for those who commute to Santa Rosa and work 8-5 p.m.
 - Have all questions wait till end. So many were answered in the presentation.
 - Meeting agenda and limits.

NEXT STEPS / ADJOURNMENT

- View the project website regularly to keep up to date on project information. (www.LakeCountySR29.com).
- Submit comments or questions at any time via the project email (info@LakeCountySR29.com)
- The next community meeting is scheduled for September, 2013.



SR 29 South Corridor EFS and Middletown CAP

Community Meeting #3 Summary

DATE/LOCATION

November 13, 2013

6 p.m. - 8 p.m.

Middletown High School Multi-Use Facility
15846 Wardlaw Street, Middletown

PUBLICITY AND NOTICING

Community meeting fliers were sent via email to all identified stakeholders and the Community Advisory Council (CAC), and posted to the project website (www.LakeCountySR29.com). CAC members were asked to distribute the meeting notification to their respective contacts and/or membership lists, and to post printed copies of the meeting notice at the Middletown Library, Post Office, Hardester's Market, the Calpine Geothermal Visitor Center, and the Shell Station at SR 29/SR 53.

A news release was sent twice to the following media outlets:

- Clearlake Observer
- Lake County News
- Middletown Times Star
- Napa Valley Register
- Santa Rosa Press Democrat
- Weekly Calistogan
- Ukiah Daily Journal
- St. Helena Star
- Lake County Record-Bee
- KXBX, KNTI, KUKI, KWINE, KPZ



The meeting notification schedule was as follows:

Task	Date
Distribute community meeting flier via e-mail to CAC and general stakeholder database.	Oct. 28, Nov. 4, Nov. 11
Send e-announcement via Constant Contact to project-website stakeholder database.	Oct. 28, Nov. 4, Nov. 11
Post community meeting flier on project website.	Oct. 28
Distribute community meeting news release to media list.	Oct. 29, Nov. 11
Post printed meeting flier at designated locations.	various

The Record-Bee ran an article about the community meeting on Nov. 6 and the Lake County News ran an article on Nov. 9. The Record-Bee and Lake County News also posted meeting information to their on-line community calendars.



SR 29 South Corridor EFS and Middletown CAP

MEETING ATTENDEES

Approximately 35 community stakeholders attended the meeting.

Project team members in attendance included:

- Rex Jackman, Caltrans District 1
- Lisa-Davey Bates, Lake APC
- Terri Persons, Lake APC
- Todd Mansell, Lake County
- Kevin Ingram, Lake County
- Paul Miller, Omni-Means
- Mrudang Shah, Omni-Means
- Gene Endicott, Endicott Communications



MEETING PURPOSE

This meeting was the third of up to four planned community meetings designed to solicit stakeholder feedback to help shape the jointly implemented State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP). The purpose of this meeting was to:

- Provide an update on area Caltrans maintenance projects
- Provide an overview of proposed improvement over the entire SR 29 South Corridor study area from the Napa County Line to SR 53
- Solicit community stakeholder feedback on the proposed improvements

MEETING FORMAT

The community meeting began with a Power Point presentation, and questions and answers, followed by a stakeholder voting process on the proposed improvements. Additional informational material included poster boards with maps of the study area and proposed improvements. Handouts included a project comment card and meeting evaluation form.



MEETING SUMMARY

Gene Endicott, facilitator, welcomed meeting participants, led the introduction of the project team, and reviewed the meeting agenda. Rex Jackman, Caltrans, provided an overview of area Caltrans maintenance projects. Paul Miller, Omni Means, reviewed the SR 29 south corridor proposed transportation improvements. Mr. Endicott then explained and facilitated the stakeholder voting process on

the proposed improvements.

Participants were given six sticky dots and asked to submit votes regarding whether they “agree” or “disagree” that the appropriate transportation improvements within each category (safety, congestion



SR 29 South Corridor EFS and Middletown CAP

relief, traffic calming, and pedestrian/bike/equestrian) and timeframes (initial and future) had been identified. Participants also were provided with project comment cards to add additional qualitative feedback. Meeting attendees were also asked to complete a meeting evaluation form.

COMMUNITY INPUT

Summary of community input and questions:

Q1 – What is the progress on the Hartmann Roundabout?

Caltrans is in the planning process for the roundabout at the Hartmann Road. The planning and design will be conducted as per the scheduled funding availability since it is a safety related improvement.

Q2 – Why is nothing being done for the erosion problem in the Hidden Valley Lake?

The question is out of this project scope.

Q3 – The cost for signal and roundabout shown during the presentation is only construction cost or does it include the additional right-of-way cost as well? It is a planning level construction cost only.

Q4 – We propose having a crosswalk at the Bible Church Christian School where left turn lane is proposed.

A multi-use facility is planned passing through that location. We will look into additional cross-walk requirements.



Q5 – I appreciate the colored crosswalk at the intersection, but have you considered flashing crosswalk. Pavement flashing crosswalk is generally proposed outside an intersection controlled crosswalk.

Q6 – Why are there no passing lane proposed?

The enhancement is proposed as per the model generated conditions. Model does not require need of a passing lane. However, a climbing lane is proposed at north of Spruce Grove Road (Lower Lake).

Q7 – Colorized crosswalk is a good idea for increasing visibility of the crosswalk. What about the pedestrian in the crosswalk?

Colorized crosswalk increases the visibility to make drivers aware helping pedestrians.

Q8 – The multi-use trail cost is proposed for \$20 million? Is the trail proposed to be built within the Caltrans' right-of-way or outside?

Mostly it is within Caltrans' right of way. The cost will be refined when it gets more specific.

Q9 – The presentation did not provide a bottom line enhancement cost summary. Also, can you provide any recommendation on funding sources?



SR 29 South Corridor EFS and Middletown CAP

The dollar value of enhancement is \$60 million. There are several funding sources available like SHOPP and SHIP programs through Caltrans. Additionally, the community that has a plan will have higher chance for finding a funding source compare to one that does not have a plan.

Q10 – Was there any feasibility done when determining improvements?

Yes, there were 100-foot scale image obtained and safety and access management consultants spent a lot of time on field looking at the overall needs and feasibility of a proposed enhancement. Additionally, environmental consultant also performed preliminary cultural, geological and natural habitat assessment. However there is budget constraint keeping in mind that it is 20-mile corridor. It is also important to realize that this is a planning level study so the enhancement recommended at location will need more design level feasibility study.

Q11 – As you can see the community here is very active. People who work together have more power. Do you recommend combining Middletown and Hidden Valley community for better say?

Yes, that is an excellent idea.

Q12 – Was there any oversight agency for this work?

Yes, there were three committee who was doing over-sight work on this project. There was the project team that was looking over the process through weekly and bi-weekly meetings. There was Technical Advisory Committee and Community Advisory Committee that are involved in the work as well.

PROJECT COMMENT CARDS

Seven project comment cards were submitted and addressed various additional proposed improvements and other related issues for project team evaluation.

MEETING EVALUATION FORM

Seven meeting evaluation forms were submitted, all indicating the information shared at the meeting was useful, and offering other suggestions for future stakeholder interactions.

NEXT STEPS / ADJOURNMENT

Mr. Endicott reported that the next and final community meeting is planned for February 2014 and will be focused on proposed improvements in Middletown as part of the Middletown CAP. The SR 29 EFS and Middletown CAP will be presented to the Lake County Planning Commission and Lake APC in February.



SR 29 South Corridor EFS and Middletown CAP

Community Advisory Committee Meeting #4 Summary

January 29, 2014, 3:30 p.m. – 4:30 p.m.
Middletown High School Multi-Use Facility
15846 Wardlaw Street, Middletown, Calif.

MEETING ATTENDANCE

Six members of SR 29 Engineered Feasibility Study (EFS)/Middletown Community Action Plan (CAP) Community Advisory Committee attended the January 29 meeting. Meeting participants included:

Project Development Team

Name	Organization
Rex Jackman	Caltrans District 1
Terri Persons	Lake APC
Paul Miller	Omni-Means
Mrudang Shah	Omni-Means
Gene Endicott	Endicott Communications

Community Advisory Committee (CAC)

Name	Organization
Voris Brumfield	United Methodist Church
Brock Falkenberg	Lake County Office of Education
Jim Comstock	Lake County Board of Supervisors
Carlos Negrete	Middletown Rancheria
Larry Galupe	Twin Pine Casino
Brian Engle	California Highway Patrol

The focus of this meeting was proposed transportation improvements included in the Middleton CAP.

MEETING SUMMARY

Gene Endicott, facilitator, welcomed meeting participants, led the introduction of the project team, and reviewed the meeting agenda. Paul Miller, Omni Means, then reviewed proposed improvements included in the draft Middleton CAP. Mr. Endicott then explained and facilitated the CAC voting process on the proposed Middletown improvements.





SR 29 South Corridor EFS and Middletown CAP

Participants were given dots and asked to submit votes to identify those Middletown transportation improvements they considered “high,” “medium” or “low” priorities. Results of the CAC voting process were as follows:

High Priority

- Calistoga Street (SR 29) / Main Street (SR 175)
Intersection- **NB & SB Left Turn Lanes**
- Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road- **Center Left-turn Lane**
- Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road - **Shoulder Widening**
- Calistoga Street (SR 29) / Butts Canyon Road - **Optical Speed Bars**
- Calistoga Street (SR 29) / Wardlaw Street - **Turn Lanes**
- Calistoga Street (SR 29) / Main Street (SR175) - **EB & WB Left-Turn Lanes**
- Calistoga Street (SR 29) / Wardlaw Street - **Roundabout**
- High School and Elementary School - **Access and Parking Modifications**
- Calistoga Street (SR 29) - Wardlaw Street to Bible Church Drwy. (west side) - **Sidewalk**
- Adventist School Driveway - **Left-Turn Lanes**
- Rancheria Road - **Colorized Shoulders**
- Rancheria Road to Pine Street -**Multi-Use Path**



Medium Priority

- Calistoga Street (SR 29) / Butts Canyon Road - **Gateway Monuments**
- Calistoga Street (SR 29) / Butts Canyon Road - **Colorized Shoulders**
- Calistoga Street (SR 29) / Butts Canyon Road - **Intersection Control**
- Calistoga Street (SR 29) - Lake Street to Douglas Street - **Bike Lanes, On-Street Parking & Sidewalks**
- Calistoga Street (SR 29) at Callayomi, Douglas, Armstrong, Young - **Sidewalk Bulbouts and Decorative Crosswalks**
- Berry Street - Wardlaw Street to SR 175 - **Roadway Widening and Sidewalks**
- Bush Street - Wardlaw Street to SR 175 - **Roadway Widening and Sidewalks**
- Young Street - Barnes Street to SR 29 - **Roadway Widening and Sidewalks**
- Main Street (SR 175) - Barnes Street to Washington St. - **Roadway Widening and Sidewalks**
- Washington Street - Wardlaw Street to Douglas Street - **Roadway Widening and Sidewalks**
- Armstrong Street - Bush Street to Washington Street - **Roadway Widening and Sidewalks**
- Douglas Street - Bush Street to Washington Street - **Roadway Widening and Sidewalks**
- Callayomi Street - Bush Street to Washington Street - **Roadway Widening and Sidewalks**
- Rancheria Road - **Gateway Monuments**
- Rancheria Road - **Optical Speed Bars**



SR 29 South Corridor EFS and Middletown CAP

Low Priority

- Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road - **Radar Feedback Signs**
- Calistoga Street (SR 29) - Butts Canyon Road to Bar X Ent. Rd. - **Radar Feedback Signs**
- Calistoga Street (SR 29) - Butts Canyon Road to St. Helena Drive - **Shoulder Widening**
- Calistoga Street (SR 29) - Rancheria Road to Pine Street - **Multi-Use Path**
- Pine Street - South End to Hill Street - **Roadway Widening and Sidewalks**
- Dry Creek Cut-Off to Lake Street - **Radar Feedback Signs**
- CJS Ranch Driveway - **Left-Turn Lanes**
- Dry Creek Cut-Off to Lake Street - **Shoulder Widening**
- Dry Creek Cut-Off - **Left-Turn Lanes**



NEXT STEPS / ADJOURNMENT

Mr. Endicott reported that the SR 29 EFS and Middletown CAP will be presented to the Lake APC board and County Board of Supervisors in February 2014, concluding the project.



SR 29 South Corridor EFS and Middletown CAP

Community Meeting #4 Summary

DATE/LOCATION

January 29, 2014

5 p.m. - 7 p.m.

Middletown High School Multi-Use Facility
15846 Wardlaw Street, Middletown

PUBLICITY AND NOTICING

Community meeting announcements were sent via email to area stakeholders and the Community Advisory Council (CAC), and meeting information was posted to the project website (www.LakeCountySR29.com).

A news release was sent twice to the following media outlets:

- Clearlake Observer
- Lake County News
- Middletown Times Star
- Napa Valley Register
- Santa Rosa Press Democrat
- Weekly Calistogan
- Ukiah Daily Journal
- St. Helena Star
- Lake County Record-Bee
- KXBX, KNTI, KUKI, KWINE, KPZ

MEETING ATTENDEES

Approximately 20 community stakeholders attended the meeting.



Project team members in attendance included:

- Rex Jackman, Caltrans District 1
- Terri Persons, Lake APC
- Todd Mansell, Lake County
- Kevin Ingram, Lake County
- Paul Miller, Omni-Means
- Mrudang Shah, Omni-Means
- Gene Endicott, Endicott Communications

State Route 29 South Corridor EFS
and Middletown CAP

**Community Meeting on Potential
Middletown Transportation
Improvements**

Date: Wednesday, January 29, 2014
Time: 5 p.m. - 7 p.m.
Middletown High School Multi-Use Facility
15846 Wardlaw Street, Middletown

This meeting will be focused on presentation and discussion of potential road, bike, pedestrian and equestrian improvements in Middletown that are identified in the Middletown Community Action Plan.

The separate and interrelated State Route 29 Engineered Feasibility Study -- the subject of the last community meeting on Nov. 13 -- is focused on potential improvements to SR 29 from the Napa County line to SR 53.

Under the management of Caltrans and the Lake County/City Area Planning Council, the combined studies are identifying potential transportation improvements that will make area travel safer and more convenient, reduce congestion and address other community needs. They are scheduled for completion early in 2014.

Project website:
www.LakeCountySR29.com

Logos for Caltrans and LAKE APC are displayed at the bottom.



SR 29 South Corridor EFS and Middletown CAP

MEETING PURPOSE

This meeting was the last of four planned community meetings designed to solicit stakeholder feedback on the State Route 29 South Corridor Engineered Feasibility Study (EFS) and Middletown Community Action Plan (CAP). The focus of this meeting was the Middletown CAP.

MEETING SUMMARY

Gene Endicott, facilitator, welcomed meeting participants, led the introduction of the project team, and reviewed the meeting agenda. Paul Miller, Omni Means, then reviewed proposed improvements included in the draft Middletown CAP. Mr. Endicott then explained and facilitated the stakeholder voting process on the proposed Middletown improvements.



Participants were given dots and asked to submit votes regarding whether they “agree” or “disagree” that the appropriate transportation improvements were identified for the Middletown community. Participants also were provided with project comment cards to add additional qualitative feedback.

STAKEHOLDER VOTING RESULTS

Stakeholders strongly supported the proposed improvements, as indicated in the voting results that follow.

Most of the proposed improvements were strongly supported by stakeholders. Exceptions included gateway monuments at SR 29 and Butts Canyon Road, eastbound and westbound left-turn lanes at SR 29 and Main Street (SR 175), roundabout at SR 29 and Butts Canyon Road, widening and sidewalks at Pine Street – South End to Hill Street. (Voting result tables follow.)

PROJECT COMMENT CARDS

Two project comment cards were submitted – one requesting a traffic light at SR 29 and Rancheria Road, and the other addressing issues at SR 29 and SR 175 and SR 29 and Wardlaw Street.

NEXT STEPS / ADJOURNMENT

Mr. Endicott reported that the SR 29 EFS and Middletown CAP will be presented to the Lake APC board and County Board of Supervisors in February 2014, concluding the project.



SR 29 South Corridor EFS and Middletown CAP

Downtown Priority Improvement Plan					
Category	Location	Enhancement	Total Cost	Agree	Disagree
Safety	Calistoga Street (SR 29) / Main Street (SR 175) Intersection	NB & SB Left-Turn Lanes	\$130,000	100.00%	0.00%
	Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road	Radar Feedback Signs	\$91,000	83.33%	16.67%
	Calistoga Street (SR 29) - Butts Canyon Road to Bar X Ent. Rd.	Radar Feedback Signs	\$130,000	85.71%	14.29%
	Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road	Center Left-Turn Lane	\$1,170,000	75.00%	25.00%
	Calistoga Street (SR 29) - Wardlaw Street to Butts Canyon Road	Shoulder Widening	\$1,300,000	100.00%	0.00%
	Calistoga Street (SR 29) - Butts Canyon Road to St. Helena Drive	Shoulder Widening	\$2,470,000	75.00%	25.00%
	Traffic Calming	Calistoga Street (SR 29) / Butts Canyon Road	Gateway Monuments	\$97,500	42.86%
Calistoga Street (SR 29) / Butts Canyon Road		Optical Speed Bars	\$13,000	80.00%	20.00%
Calistoga Street (SR 29) / Butts Canyon Road		Colorized Shoulders	\$32,500	66.67%	33.33%
Congestion	Calistoga Street (SR 29) / Wardlaw Street	Turn Lanes	\$780,000	100.00%	0.00%



SR 29 South Corridor EFS and Middletown CAP

	Calistoga Street (SR 29) / Main Street (SR175)	EB & WB Left-Turn Lanes	\$130,000	40.00%	60.00%
	Calistoga Street (SR 29) / Wardlaw Street	Roundabout	\$2,210,000	0.00%	100.00%
	Calistoga Street (SR 29) / Butts Canyon Road	Roundabout or Signal Control	\$3,250,000	50.00%	50.00%
			\$3,510,000	100.00%	0.00%
Bicycle Pedestrian Parking Equestrian	Calistoga Street (SR 29) - Rancheria Road to Pine Street	Multi-Use Path	\$2,080,000	100.00%	0.00%
	Calistoga Street (SR 29) - Lake Street to Douglas Street	Bike Lanes, On-Street Parking & Sidewalks	\$2,340,000	100.00%	0.00%
	Calistoga Street (SR 29) at Callayomi, Douglas, Armstrong, Young	Sidewalk Bulbouts and Decorative Crosswalks	\$650,000	100.00%	0.00%
	High School and Elementary School	Access and Parking Modifications	\$150,000	100.00%	0.00%
	Berry Street - Wardlaw Street to SR 175	Roadway Widening and Sidewalks	\$960,000	100.00%	0.00%
	Bush Street - Wardlaw Street to SR 176	Roadway Widening and Sidewalks	\$840,000	100.00%	0.00%
	Young Street - Barnes Street to SR 29	Roadway Widening and Sidewalks	\$1,010,000	100.00%	0.00%
	Main Street (SR 175) - Barnes Street to Washington St.	Roadway Widening and Sidewalks	\$1,430,000	100.00%	0.00%
	Washington Street -	Roadway Widening and	\$1,690,000	100.00%	0.00%



SR 29 South Corridor EFS and Middletown CAP

	Wardlaw Street to Douglas Street	Sidewalks			
	Armstrong Street - Bush Street to Washington Street	Roadway Widening and Sidewalks	\$470,000	100.00%	0.00%
	Douglas Street - Bush Street to Washington Street	Roadway Widening and Sidewalks	\$420,000	100.00%	0.00%
	Callayomi Street - Bush Street to Washington Street	Roadway Widening and Sidewalks	\$510,000	100.00%	0.00%
	Pine Street - South End to Hill Street	Roadway Widening and Sidewalks	\$2,930,000	50.00%	50.00%
	Calistoga Street (SR 29) - Wardlaw Street to Bible Church Drwy. (west side)	Sidewalk	\$780,000	100.00%	0.00%
Priority Improvement Plan South of Downtown					
Category	Location on SR 29	Enhancement	Total Cost	Agree	Disagree
	Dry Creek Cut-Off to Lake Street	Radar Feedback Signs	\$91,000	71.43%	28.57%
	CJS Ranch Driveway	Left-Turn Lanes	\$1,820,000	100.00%	0.00%
	Adventist School Driveway	Left-Turn Lanes	\$1,170,000	80.00%	20.00%
	Dry Creek Cut-Off to Lake Street	Shoulder Widening	\$2,080,000	80.00%	20.00%
Traffic Calming	Rancheria Road	Gateway Monuments	\$97,500	100.00%	0.00%



SR 29 South Corridor EFS and Middletown CAP

	Rancheria Road	Optical Speed Bars	\$13,000	100.00%	0.00%
	Rancheria Road	Colorized Shoulders	\$32,500	83.33%	16.67%
Congestion	Dry Creek Cut-Off	Left-Turn Lanes	\$1,170,000	100.00%	0.00%
Bicycle Pedestrian Equestrian	Rancheria Road to Pine Street	Multi-Use Path	\$2,080,000	100.00%	0.00%

APPENDIX C
Middletown Area Plan
Transportation Objectives, Goals & Policies

Transportation Objective 5.3.1

Development of safe and adequate public access for motor vehicles, bicycles, equestrians and pedestrians shall be encouraged for the orderly growth and development of the Middletown Planning Area.

Transportation Policy 5.3.1

- A)** Construction of improvements to intersections that warrant improvements in order to serve additional development shall be required as a condition of new commercial or residential development approvals having an impact upon traffic flows. Projects found to impact intersections that are close to reaching warrants for improvements shall be required to contribute pro-rata shares toward future improvement costs.
- B)** Future encroachments onto highways and collector roads from private properties should be discouraged when other access is possible. New collector streets shall be designed to minimize direct residential and commercial access in an effort to reduce “traffic friction” along collector street alignments. Use of non-access strips and frontage streets shall be considered for subdivisions when new collector streets are required.

- C)** Encourage the creation of zones of benefit within the existing Community Service Area for road maintenance and improvements.
- D)** Existing County roads and bridges should be upgraded where possible.
- E)** Encourage the investigation and use of permeable surface systems for county maintained roads, parking lots, sidewalks, curbs, etc.
- F)** Future development of property situated west of Middletown High School on Big Canyon Road should investigate the possibility of extending Santa Clara Road up from the South and tie it into Big Canyon Road.

Transportation Objective 5.3.2

Develop parking and pedestrian amenities that improve the aesthetics and safety of the downtown areas and encourage walkability, day and night.

Transportation Policy 5.3.2

- A)** Encourage installation of outdoor amenities such as shade trees, public benches, interesting lighting, outdoor sculpture, hanging flower baskets, flower beds, and awnings for shade and rain protection.
- B)** Improve parking, walkways, bicycle facilities

and multi-use trails and provide for periodic reviews of the circulation plan during the planning period.

Transit and Parking Objective 5.3.3

Improve access to public transportation.

Transit and Parking Policy 5.3.3

- A)** Consider transit access and compatibility during the review and approval process for commercial and residential development in the Planning Area.
- B)** Encourage bus stops near population centers in the Planning Area to facilitate public transit use.
- C)** Conversion and improvement of the Caltrans park and ride facility on Highway 175 to a public parking lot should be actively pursued by means of acquisition, joint use agreements or other methods available.

Bicycle and Pedestrian Objective 5.3.4

Develop circulation patterns that are consistent with the rural character of the Planning Area and support a pedestrian friendly, walkable downtown Middletown and Town Center area in the Coyote Valley Community Growth Boundary.

Bicycle and Pedestrian Policy 5.3.4

- A)** An integrated multi-use trails system should be developed along the following segments:
 1. Adjacent to St. Helena, Putah & Dry Creeks.
 2. Central Park to Trailside Park
 3. Trailside Park to Anderson Springs
 4. Hidden Valley Lake Subdivision to Middletown following creeks and streams to the greatest extent possible.
 5. Putah Creek in the vicinity of Hartmann Road and the Hidden Valley Lake Subdivision and Ranchos.
- B)** Development of bicycle and pedestrian paths within the Community Areas should be promoted as well as a multi-use path connecting Coyote Valley with Middletown. Class II bicycle lanes and multi-use paths shall be encouraged on new collector and arterial streets. Bicycle and multi-use trails shall also be encouraged in scenic areas and along waterways.
- C)** Provide a safe network for pedestrian and bicycle facilities. Develop bikeway facilities in accordance with the Lake County Regional Bikeway Plan. Separate facilities should be

provided where conditions warrant.

- D)** Detached sidewalks, street trees and connections to trail systems shall be encouraged when feasible in the downtown Middletown and Coyote Valley Town Center areas.
- E)** Alternative travel lanes or sidewalks should be incorporated into new residential and commercial development.
- F)** Develop a "Complete Streets" Best Practices program.