

California Department of Transportation

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April 27, 2026

Draft EIR
Lake County 2050
General Plan
SCH: 2024010158

Ms. Mireya Turner, Director
Community Development Department
County of Lake
255 N. Forbes
Lakeport, CA 95453

Dear Ms. Turner:

Thank you for giving Caltrans the opportunity to review and comment on the draft EIR and the draft Lake County 2050 General Plan. We have reviewed the draft EIR for the Lake County 2050 General Plan, as well as the underlying Lake County 2050 General Plan, and offer the following comments:

State Highways

The Lake County 20250 General Plan incorporates its transportation policies into the eight chapters for the county's eight planning regions.

Within each of the eight community elements, in chapters 8 through 15, a countywide map is shown with roadway functional classifications. In these maps, always labeled as figure 4, every State Highway in Lake County is identified as a Principal Arterial. However, several segments of State Highways in Lake County are designated as either a Minor Arterial or a Major Collector. Corrections to the map are needed as follows:

HWY 29

Lower Lake to Napa County line, Minor Arterial

HWY 175

Lakeport to Lake County Line, Minor Arterial
Middletown to Bottle Rock Road, Major Collector
Bottle Rock Road to HWY 29, Minor Arterial

HWY 281

For its entire length, Major Collector

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To view the roadway functional classifications, please go to the California State Geoportals Public Road Functional Classification map layer is linked below:

https://gis.data.ca.gov/datasets/cf4982ddf16c4c9ca7242364c94c7ad6_0/about

Also, Caltrans requests Lake County to consider providing additional language to policy items C-2.5 and C 2.6 found in Chapters 8-15, located on page 46, 50, 51, 52, 53, 54 or 55, depending on the chapter.

Policy C-2.5, existing language: "Work with Caltrans to support maintenance and improvements to Caltrans-managed roadways to support these roadways operating at LOS D or better." Consider adding: "However, Caltrans no longer receives funding to maintain operational levels of service and instead receives funding that support strategies to minimize vehicle miles traveled and maximize the safety of all road users."

Policy C-2.6, existing language: "To maintain traffic flow and minimize potential collisions, only allow access from individual parcels to highways and arterials when access to lower road classifications is not feasible, as determined by the County." Consider adding: "The County is best able to assess the feasibility of making roadway connections to local or lower order roads, however, Caltrans right of way designations and permit requirements will govern the ability of applicants to obtain Caltrans encroachment permits."

Again, thank you for including Caltrans in the County's review process. Please contact me with questions or for further assistance with the comments provided at (707) 497-7742 or by email: <daniel.gjerde@dot.ca.gov>.

Sincerely,

Daniel Gjerde

DAN GJERDE
Local Development Review Coordinator
Caltrans District 1

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