# MONO COUNTY

# REGIONAL TRANSPORTATION PLAN

**Adopted October 15, 2001**

**Mono County Local Transportation Commission**
**Mono County Community Development Department**
**Town of Mammoth Lakes Community Development Department**

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# TABLE OF CONTENTS


**EXECUTIVE SUMMARY** ..... **1**

TRANSPORTATION GOALS ..... 1
SUMMARY OF NEEDS AND ISSUES ..... 2
SUMMARY OF TRANSPORTATION SYSTEM ..... 3
SUMMARY OF ALTERNATIVE SYSTEMS ..... 4
COMPLIANCE WITH AIR QUALITY PLAN ..... 4
SUMMARY OF FUNDING PROGRAMS ..... 5
SUMMARY OF PUBLIC PARTICIPATION IN RTP UPDATE ..... 6
SUMMARY OF RECOMMENDED ACTIONS ..... 7
SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS ..... 8

**1. PLANNING PROCESS** ..... **10**

LEGAL AUTHORITY AND PURPOSE OF THE PLAN ..... 10
COORDINATION WITH APPLICABLE PLANS & PROGRAMS ..... 11
PUBLIC PARTICIPATION ..... 12
PLANNING ANALYSIS ..... 13
DOCUMENTS INCORPORATED BY REFERENCE ..... 14

**2. NEEDS ASSESSMENT** ..... **17**

INTRODUCTION ..... 17
ASSUMPTIONS ..... 17
*Demographic Projections* ..... *17*
*Land Use Forecasts* ..... *19*
*Air Quality Attainment Status* ..... *20*
*Performance Conditions (LOS)* ..... *22*
*Costs of Alternatives* ..... *23*
*Timeframes* ..... *24*
*Environmental Resources of Concern* ..... *24*
**ISSUES & NEEDS** ..... 25
*Safety & Operational Issues, Including Emergency Preparedness* ..... *25*
*Maintenance of the Existing Regional Transportation System* ..... *26*
*Interregional Travel Demand & Corridor Needs* ..... *29*
*Capacity Issues* ..... *29*
*Specialized Needs* ..... *32*
*Goods Movement* ..... *33*
*Local Corridor Needs* ..... *33*
*Traffic Demand, Mono County* ..... *35*
*Demand Management Strategies* ..... *36*
*Parking Management* ..... *37*
*Environmental & Energy Impacts* ..... *38*
*Community Needs & Issues* ..... *39*
*Regional Intelligent Transportation System Architecture* ..... *46*

*Resource Sharing & Partnership Opportunities* ... *47*
*Coordination with Caltrans Systems Planning* ... *47*
*Cross-Jurisdictional Communications Network Needs* ... *48*
*Scenic Routes/Scenic Highway Designation* ... *48*
*Town of Mammoth Lakes Transportation System* ... *52*
*Travel Demand, Town of Mammoth Lakes* ... *55*
*Transit* ... *60*
*Non-Motorized Facilities* ... *63*
*Aviation* ... *66*

**3. REGIONAL POLICY ELEMENT ... 72**

LAND USE ISSUES ... 73
ECONOMIC FACTORS ... 75
ENVIRONMENTAL ISSUES ... 76
LIVABLE COMMUNITIES ... 80
OPERATIONAL IMPROVEMENTS ... 83
NON-MOTORIZED TRANSPORTATION ... 85
TRANSIT ... 86
PARKING ... 88
AVIATION ... 89
PLAN CONSISTENCY ... 90
COMMUNITY & INDUSTRY CONSENSUS DEVELOPMENT--PUBLIC PARTICIPATION PLAN ... 91

**4. COMMUNITY POLICY ELEMENT ... 95**

OVERVIEW ... 95
ANTELOPE VALLEY POLICIES ... 96
SWAUGER/DEVIL'S GATE POLICIES ... 97
BRIDGEPORT VALLEY POLICIES ... 98
BODIE HILLS POLICIES ... 99
MONO BASIN POLICIES ... 104
YOSEMITE POLICIES ... 109
JUNE LAKE POLICIES ... 112
MAMMOTH VICINITY/UPPER OWENS POLICIES ... 144
LONG VALLEY POLICIES ... 145
WHEELER CREST POLICIES ... 147
TRI-VALLEY POLICIES ... 148
OASIS POLICIES ... 149
TOWN OF MAMMOTH LAKES POLICIES ... 150

**5. ACTION ELEMENT ... 158**

OVERVIEW OF ACTIONS ... 158
*Longrange Systemwide Transportation Plan* ... *158*
*Corridor Preservation* ... *159*
*Previous Plan Accomplishments* ... *159*
*Plan Implementation and Review: Performance Measures* ... *160*

*Air Quality* ..... *163*
*Land Use/Airport Land Use* ..... *164*
*New Technologies* ..... *164*
*Environmental Impacts* ..... *165*
*Emergency Preparedness Planning* ..... *165*
*Resource Sharing & Public/Private Partnerships* ..... *165*
IMPLEMENTATION STRATEGIES ..... 167
*Highways* ..... *167*
*Local Roadways* ..... *172*
*Transit* ..... *173*
*Interregional Connections* ..... *175*
*Aviation* ..... *176*
*Non-Motorized Facilities* ..... *178*

**6. FINANCIAL ELEMENT ..... 179**

COSTS TO OPERATE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM ..... 179
COST & REVENUE PROJECTIONS FOR TRANSPORTATION SYSTEM IMPROVEMENTS ..... 182
EXISTING & POTENTIAL NEW TRANSPORTATION FUNDING SOURCES ..... 186
FINANCIALLY CONSTRAINED PROJECTS ..... 190
FINANCIALLY UNCONSTRAINED PROJECTS ..... 190
POTENTIAL FUNDING SHORTFALLS OR SURPLUSES ..... 191

**7. GLOSSARY ..... 192**

**8. REFERENCES & PERSONS CONSULTED ..... 195**

**APPENDIX A: TRAFFIC DEMAND PROJECTIONS--UNINCORPORATED AREAS ..... 199**

**APPENDIX B: COUNTY DESIGNATED SCENIC HIGHWAY SYSTEM ..... 204**

**APPENDIX C: POTENTIAL MITIGATION MEASURES AND ENVIRONMENTAL ENHANCEMENT PROJECTS FOR TRANSPORTATION PROJECTS ..... 207**

**APPENDIX D: CALTRANS STIP/SHOPP CANDIDATE PROJECTS ..... 210**

**APPENDIX E: COUNTY ROAD MAPS ..... 213**

# TABLE OF TABLES

TABLE 1 MONO COUNTY POPULATION 1970-2000 ..... 17
TABLE 2 MONO COUNTY POPULATION PROJECTIONS, 2010-2020 ..... 18
TABLE 3 MONO COUNTY POPULATION PROJECTIONS BY COMMUNITY AREAS, 2000-2020 ..... 19
TABLE 4 SUMMARY OF CALTRANS SYSTEM PLANNING ROUTE CONCEPTS, ROUTES IN MONO COUNTY ..... 23
TABLE 5 1990 & 1998 AVERAGE DAILY TRAFFIC (ADT) VOLUMES, MONO COUNTY HIGHWAYS ..... 31
TABLE 6 MILEAGE OF MAINTAINED PUBLIC ROADS AS OF DECEMBER 31, 1998 ..... 34
TABLE 7 TRAFFIC DEMAND PROJECTIONS, MONO COUNTY ..... 36
TABLE 8 FACTORS AFFECTING TRAVEL DEMAND IN MAMMOTH LAKES ..... 56
TABLE 9 FUTURE TRAVEL DEMAND CHARACTERISTICS IN MAMMOTH LAKES ..... 59
TABLE 10 POPULATION PROJECTIONS, YOUNG PEOPLE & SENIORS ..... 61
TABLE 11 PUBLIC ASSISTANCE RECIPIENTS BY PROGRAM ..... 62
TABLE 12 MONO COUNTY AIRPORTS--CURRENT AND FUTURE AIRCRAFT ACTIVITY 69
TABLE 13 MONO COUNTY AIRPORTS--LANDING AND NAVIGATIONAL AIDS ..... 70
TABLE 14 CALIFORNIA TRANSPORTATION PLAN GOALS & STRATEGIES ..... 91
TABLE 15 BODIE STATE PARK CARRYING CAPACITIES ..... 99
TABLE 16 OH! RIDGE ROAD AND LEONARD AVENUE EXISTING CONDITIONS ..... 113
TABLE 17 SUMMARY OF COUNTY ROADWAY STANDARDS FOR JUNE LAKE ..... 114
TABLE 18 SCENIC HIGHWAY/BYWAY FACILITIES, JUNE LAKE ..... 117
TABLE 20 JUNE LAKE VILLAGE STREET LIGHT GUIDELINES ..... 121
TABLE 21 RECOMMENDED LANDSCAPING SPECIES ..... 122
TABLE 22 PROPOSED PEDESTRIAN TRAIL SYSTEM ..... 137
TABLE 23 SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM: SHOPP ..... 168
TABLE 24B SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM: STIP ..... 169
TABLE 25 LONG-RANGE HIGHWAY IMPROVEMENT PROGRAM ..... 171
TABLE 26 TOWN OF MAMMOTH LAKES PROJECTED EXPENDITURES ..... 179
TABLE 27 MONO COUNTY PROJECTED EXPENDITURES ..... 179
TABLE 28 TOWN OF MAMMOTH LAKES REVENUE PROJECTIONS ..... 180
TABLE 29 MONO COUNTY REVENUE PROJECTIONS ..... 181
TABLE 30 COUNTY AIRPORTS (LEE VINING)--SHORT-RANGE ACTION PLAN ..... 183
TABLE 30 COUNTY AIRPORTS (BRIDGEPORT)--SHORT-RANGE ACTION PLAN ..... 184
TABLE 31 MAMMOTH YOSEMITE AIRPORT, SHORT-RANGE ACTION PLAN ..... 185

# TABLE OF FIGURES

FIGURE 1 EXISTING HIGHWAY SYSTEM, MONO COUNTY ..... 28
FIGURE 2 DESIGNATED STATE SCENIC HIGHWAYS ..... 50
FIGURE 3 DESIGNATED COUNTY SCENIC HIGHWAYS ..... 51
FIGURE 4 TOWN OF MAMMOTH LAKES ROAD SYSTEM ..... 53
FIGURE 5 EXISTING TRAFFIC VOLUMES IN MAMMOTH LAKES ..... 57
FIGURE 6 LEONARD AVENUE EXISTING RIGHTS-OF-WAY AND POTENTIAL ONE WAY TRAVEL LANES ..... 115
FIGURE 7 POTENTIAL SCENIC HIGHWAY FACILITIES ..... 116
FIGURE 8 VILLAGE CONNECTOR ROAD AND PARKING AREAS ..... 119
FIGURE 9 POTENTIAL ROADWAY ALTERNATIVES, DOWN CANYON ..... 126
FIGURE 10 POTENTIAL SHUTTLE BUS SYSTEM ..... 129
FIGURE 11 EXISTING SNOW STORAGE AREAS, JUNE LAKE VILLAGE ..... 135
FIGURE 12 GULL LAKE TRAILS ..... 138
FIGURE 13 JUNE LAKE TRAILS ..... 139
FIGURE 14 JUNE LAKE VILLAGE ROADSIDE TRAILS ..... 140
FIGURE 15 DOWN CANYON TRAILS ..... 141
FIGURE 16 X-COUNTRY SKI TRAILS ..... 142
FIGURE 17 SNOWMOBILE TRAILS ..... 143

# EXECUTIVE SUMMARY

## TRANSPORTATION DIRECTIVES

Transportation goals in the Mono County Regional Transportation Plan (RTP) include the following:

- Correlate development of the transportation and circulation system with land use development;
- Plan and implement a transportation and circulation system that is responsive to the County's economic needs and fiscal constraints and that maintains the economic integrity of the County's communities.
- Plan and implement a transportation and circulation system that provides access to the County's community, economic, and recreational resources while protecting and enhancing its environmental resources.
- Develop and enhance the transportation and circulation system in a manner that protects the County's natural and scenic resources and that maximizes opportunities for viewing those resources.
- Provide for the development of a transportation and circulation system that preserves air quality in the County.
- Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow and alternative transportation modes to the automobile.
- Provide for an improved countywide highway and roadway system to serve the long range projected travel demand at acceptable levels of service and to improve safety.
- Maintain the existing system of streets, roads and highways in good condition.
- Provide for the use of non-motorized means of transportation within Mono County.
- Provide for the parking needs of residents and visitors, particularly in community areas.
- Provide for the safe, efficient, and economical operation of the existing airports in the County.
- Policies and programs in the Mono County RTP shall be consistent with State and Federal goals, policies, and programs pertaining to transportation systems and facilities (see Table14, California Transportation Plan Goals & Strategies, in Chapter 3, Policy Element-Regional).
- Provide for a community based public participation process that facilitates communication among citizens and agencies within the region and ensures cooperation in the development, adoption, and implementation of regional transportation plans and programs. The desired goal is consensus regarding a system wide approach that maximizes utilization of existing facilities and available financial resources, fosters cooperation, and minimize duplication of effort.

**SUMMARY OF NEEDS AND ISSUES**

Existing and future transportation needs and issues include the following:

- Improving and maintaining state and federal highways since they are the major roadways in the county.

- Maintaining and improving county roadways and obtaining additional funding to do so.

- Ensuring that future development pays for the impacts it places on the local transportation and circulation system.

- The California Transportation Commission (CTC) has suggested that improving the coordination between regional project planning and environmental streamlining would be the most effective way planning resources could be brought to bear for better project delivery. In response, there is the need to work with appropriate agencies such as Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, and the Town of Mammoth Lakes to define environmental objectives, to design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, and to incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems.

- Enhancing the scenic qualities of highway projects and related highway maintenance facilities.

- Increasing transit services at local, regional, and inter-regional levels in order to improve air quality, reduce congestion, and provide alternative methods of moving people and goods to and through the county.

- Improving and expanding non-motorized facilities both within and between community areas. There is the potential to link existing trail systems, which are predominantly on public lands, to newly developed trail systems on private and county lands in community areas.

- Providing adequate community parking facilities in community areas for all types of vehicles.

- Encouraging additional carpooling and studying the potential to provide additional park and ride facilities.

- Expanding air services and transit connections at the Mammoth/Yosemite Airport in order to help alleviate surface transportation problems in the Town of Mammoth Lakes. Continued improvement of the airport facilities is necessary in order to expand services.

- Correlating development of the transportation and circulation system with future land use development.

- Ensuring that local transportation planning and programs are consistent with State and Federal goals, policies, and programs pertaining to transportation systems and facilities.

- Participating in regional transportation planning and projects, such as the Yosemite Area Regional Transportation System (YARTS) and the Sierra Nevada Intelligent Transportation Systems (ITS) Strategic Plan, and joint planning efforts with Kern, Inyo, and San Bernardino Counties, in order to develop an efficient regional system.

- Continuing to increase public participation in the transportation planning process and ensuring that all shareholders in the local transportation system are represented in the planning process.

- Residents of community areas throughout the unincorporated area of the county are concerned about providing safety improvements to the highway and roadway system and establishing and maintaining local trail systems for use by bicyclists, pedestrians, equestrians, and other non-motorized users.

- The main issue in the Town of Mammoth Lakes is improving air quality, reducing congestion, and maintaining the resort character of the Town by providing additional pedestrian and bicycle facilities and by developing a year-round townwide transit system.

**SUMMARY OF TRANSPORTATION SYSTEM**

The transportation system in Mono County is typical of many rural counties. Private automobiles are the primary mode of moving people; trucks are the primary mode of moving goods. Throughout the county, the transportation system is a key support system that sustains the social, economic and recreational activities in the county. The terrain, the weather and the lack of a sufficient population base to support them have limited other modes of transportation. These factors continue to restrict the development of alternatives to the existing transportation systems in the county.

U.S. Highway 395 is the principal route to and through Mono County. It is the primary route suitable for emergency purposes and the principal route to the county's many recreational and tourist attractions. Highway 6 and several state highways provide regional links to U.S. 395. The highway system will continue to be the main access for both residents and visitors to and through the county.

The County currently has 684 miles of county maintained roads. Although most of the county roadway system is established, there remains a need for new facilities in some community areas, in order to alleviate congestion and provide for continued growth. Maintenance of existing roadways remains the highest priority for the county roadway system. The Town of Mammoth Lakes' roadway system is also mostly complete.

Transit services in the county currently include inter-regional and countywide services provided by Inyo-Mono Transit, and local services in the Town of Mammoth Lakes provided by Mammoth Area Transit and private shuttle services. Countywide services are expected to increase in response to demand and the availability of funding; local services in the Town are expected to increase as the Town implements its Transit Plan.

Three public airports are located in Mono County: Mammoth/Yosemite Airport, Lee Vining Airport, and Bridgeport Airport (Bryant Field). The Town of Mammoth Lakes owns and operates the Mammoth/Yosemite Airport; the County owns and operates the Lee Vining and Bridgeport airports. The Master Plans for all three airports have recently been updated.

Planned improvements at the Lee Vining Airport and Bryant Field will increase safety at those airports. Planned improvements at the Mammoth/Yosemite Airport will increase safety and expand the facilities to support 757 commercial aircraft service.

Facilities specifically for non-motorized activities, such as bicycling, are limited. Many non-motorized activities occur on numerous trails and roads on public lands or on existing roadways where the shoulder may or may not be wide enough to accommodate the use. Policies in the RTP promote the development of additional non-motorized facilities for pedestrians, bicyclists, and cross-country skiers, primarily in community areas, in order to reduce dependence on the automobile, reduce air emissions, and increase the livability/walkability of local communities. RTP policies also promote the development of regional bike trails.

## SUMMARY OF SYSTEM OPTIONS AND ALTERNATIVES

The existing transportation system in Mono County includes the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally recreational facilities for bicyclists and pedestrians). Alternatives to the existing transportation system in the county are limited by the county's isolation, topography, extreme weather conditions, small population, large distances between communities, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside of existing developed areas.

Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of new alternative routes for highways and roadways during the 20-year timeframe of this RTP is unlikely due to lack of demand for additional roads, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas.

The existing transportation system in the county (highway/roadway system, transit services, aviation facilities, non-motorized facilities) has been designed to accommodate increasing demand for those facilities and services over the 20-year timeframe of this RTP. Demand for additional alternative methods of transportation, other than those currently existing in the county, is not anticipated to occur over the 20-year timeframe of this RTP, given the constraints noted above.

## COMPLIANCE WITH AIR QUALITY PLAN

### *National Non-Attainment Areas*

As of 2000, the Mono Basin and Mammoth Lakes were designated as non-attainment areas for the national particulate matter ($PM_{10}$) standard, although the California Air Resources Board has recommended that those areas be designated as attainment areas (see www.arb.ca.gov, National Area Designations Map—PM10). Particulate matter ($PM_{10}$) in the Mono Basin results from dust from the exposed lakebed of Mono Lake. $PM_{10}$ in Mammoth Lakes is primarily a problem in winter, resulting from wood burning, resuspended road cinders, and auto emissions.

### *State Non-Attainment Areas*

As of 2000, Mono County was designated as a transitional non-attainment area for the state ozone standard. Ozone data collected by the State Air Resources Board in Mammoth Lakes indicate that ozone concentrations have decreased in Mammoth in recent years and the area has not exceeded state or federal standards in recent years [see www.arb.ca.gov ,Ozone Data Summary (1995-1998)]. In the past, the State Air Resources Board concluded that ozone

exceedence in the Great Basin Air Basin (Alpine, Inyo and Mono Counties) was caused by transport from the San Joaquin Valley Air Basin; the Great Basin Unified Air Pollution Control District adopted an Ozone Attainment Plan for Mono County that identified the County as an ozone transport area. As of 2000, the County was also designated a non-attainment area for the state $PM_{10}$ standard (see www.arb.ca.gov , State Area Designations Map—PM10).

***Compliance with State Implementation Plan (SIP)***

Regional transportation plans must conform to the requirements of the State Implementation Plan (SIP) for air quality control. The requirements for conformity apply "…in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section 1203 (b)(1)]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes ($PM_{10}$ emissions resulting primarily from resuspended road cinders and auto emissions). As a result, the Air Quality Management Plan for the Great Basin Unified Air Pollution Control District (GBUAPCD) and the State Implementation Plan (SIP) for Mono County do not include any transportation related requirements other than for the Town of Mammoth Lakes. Plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation include the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations, the Mammoth Lakes Revised Transportation and Circulation Element, and the Mammoth Lakes Transit Plan. Those plans are incorporated by reference in this RTP (see Chapter 1, Documents Incorporated by Reference).

***Transportation Related Air Quality Mitigation***

The Town's Transit Plan and the Revised Transportation and Circulation Element of the Town's General Plan contain policies that intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

## SUMMARY OF FUNDING PROGRAMS

Funding for operations and maintenance of the transportation system in Mono County is expected to come from traditional revenue sources, i.e.:

- Highway & Roads: Local Transportation Fund (LTF), State Highway Account, State Highways Operations and Protection Program (SHOPP), State Gas Tax, Regional Surface Transportation Program (RSTP), General Fund.
- Transit: State Transit Assistance (STA), Federal Transit Assistance (FTA).
- Aviation: California Aid to Airports Program (CAAP), General Fund.
- Non-Motorized Facilities: General Fund.

Funding for transportation improvements is also expected to come from traditional revenue sources:

- Highways & Roads: STIP funds.
- Transit: STIP funds, Federal Transit Assistance (FTA) grants.
- Aviation: California Aid to Airports Program (CAAP), Federal Aviation Administration (FAA) grants and local match, public/private partnerships.
- Non-Motorized Facilities: STIP funds.
- Environmental Enhancement projects: Environmental Enhancement & Mitigation Program (EEM),
- TEA: Transportation Enhancement Activities

**SUMMARY OF PUBLIC PARTICIPATION IN RTP UPDATE**

Public participation during the transportation planning process was provided through a number of committee meetings, public workshops, and outreach programs:

- The County's Regional Planning Advisory Committees serve as citizens advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs.
- Community meetings and workshops to address specific transportation issues addressed Pedestrian Safety on Hwy. 395 in Lee Vining; Walkable Communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; 4-laning of 395 in the Antelope Valley; and other transportation issues.
- The County has partnered with Caltrans District 9 in an outreach effort to provide local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process.
- The Town of Mammoth Lakes used a Transit Technical Advisory Committee to assist in developing the Town's Transit System Design and Development Plan.
- Input from Native American communities in the County was provided through use of the transportation plans for the Bridgeport Colony and the Benton-Paiute Reservation and through outreach programs to the County's Native American communities.
- Input from persons with disabilities was provided through the Unmet Needs hearing process and through consultation with social service providers serving the disabled population in the county.

**SUMMARY OF RECOMMENDED ACTIONS**

The 2001 Mono County RTP Action Element includes the following recommendations:

- Direct County Road Department funds to the operation and maintenance of existing roadways. Roadway construction or rehabilitation projects are limited to those eligible and included in the STIP.

- In the short-range, direct Town Road funds to the operation and maintenance of existing roadways. Roadway construction or rehabilitation projects are limited to those eligible and included in the STIP.

- The current adopted STIP for Mono County serves as the short-range highway improvement program. In the past, STIP projects have been confined to highway projects. With the passage of SB 45, STIP funds are now available for a variety of transportation improvement projects. As a result, although the STIP contains primarily highway projects, it also contains projects on county and town roads, as well as pedestrian and bikeway improvements, and transit projects. These are specific action items to be completed in the immediate future. General action plans, both short-term and long-term, for county and town roads, aviation, pedestrian facilities, and bikeway facilities are outlined in this RTP.

- Caltrans' Interregional Improvement Program (IIP) is generally short-range and serves as the long-range highway improvement program for this RTP.

- The Lee Vining and Bridgeport (Bryant Field) airports are operated by the County. The County is in the process of updating the comprehensive plans for these airports. An increase in transient activity is expected at the Lee Vining Airport, however, due to a new emphasis on its proximity to Yosemite National Park.

  Short-range action plans for the Lee Vining Airport and Bryant Field in Bridgeport are provided by the Capital Improvement Plan for each airport and include a number of safety improvements.

- The Mammoth/Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Extensive improvements are planned for the Mammoth/Yosemite Airport to enable the airport to support 757 commercial aircraft service. The short-range action plans for the Mammoth/Yosemite Airport is provided by the Mammoth/Yosemite Airport Capital Improvement Plan.

- The action plans for transit focus on implementing policies in the Mono County Transit Plan and the Town of Mammoth Lakes Transit Plan, both incorporated by reference in this RTP. Specific purposes of the Mono County Transit Plan are to analyze existing transit services and to provide a concise summary of those services, to evaluate the needs of county residents and visitors for transit services, to estimate future demand for transit services, to evaluate funding opportunities to sustain the long-term viability of the transit system, and to delineate policies for the future development and operation of transit systems in the county. Since adoption of the Transit Plan, the Mono County Transit Service has expanded its routes in response to needs identified in the Plan and at annual unmet needs hearings.

The Town's Transit Plan and the Revised Transportation and Circulation Element of the Town's General Plan contain policies that intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

- Recommended actions that focus on interregional connections includes continuing participation in the Yosemite Area Regional Transportation System (YARTS), in the planning process for the Sierra Nevada Intelligent Transportation System (ITS) Strategic Plan, in the intercity transit planning process with Inyo and Kern counties and Caltrans District 9, and in the collaborative regional transportation planning process with Kern, Inyo, and San Bernardino counties.

- The County's action programs for bicyclists, pedestrians, equestrians, cross-country skiers and other non-motorized modes of transportation focus on implementing the Mono County Trails Plan that includes the General Bikeway Plan (incorporated by reference in this RTP). RTP policies call for the provision of wider shoulders for bike and other uses as a component of rehabilitation projects on streets and highways. In compliance with this policy, the STIP includes several rehabilitation projects on county streets that include the construction of bike lanes.

- The Town of Mammoth Lakes' action programs for bicyclists, pedestrians, and other non-motorized users focus on implementing the Town's General Bikeway Plan and the Mammoth Lakes Trail System Plan. Current STIP projects in Mammoth Lakes include the construction of bike routes and sidewalks on several roads throughout Mammoth Lakes.

- Active and continuous involvement in the STIP process to maximize funding opportunities for rehabilitation and construction projects throughout the County.

- Maintenance activities on County non-paved roads open public lands to ensure access to remote areas.

- Paving of higher-use non-paved County roads to efficiently utilize County maintenance dollars.

**SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS**

Potential significant environmental impacts resulting from plan implementation have been discussed in detail in the FEIR (SCH # 91032012) adopted for the 1992 update of the Mono County Regional Transportation Plan, and in the EIR adopted for the Town of Mammoth Lakes General Plan. The Final Mono County General Plan EIR (SCH# 91032012) also analyzed the potential impacts of the portion of the RTP that served as an update to the County General Plan's Circulation Element. In addition to the Mono County and Town EIRs, the 1991 June Lake Area Plan Final EIR (SCH# 84112606) analyzed transportation improvements contained in the

Circulation Element of the Area Plan. The FEIRs address the environmental impacts of the previously listed projects. The most significant environmental impact would be loss of wildlife habitat and wildlife resulting from an expanded circulation system and increased use of that system.

Policies and action plans in the 2001 update of the RTP have not changed substantially from those in the prior plan, or from the transportation policies contained in the 1993 Mono County General Plan and the June Lake Area Plan. Nor have environmental conditions changed substantially. In accordance with § 15164 of CEQA, an addendum to the prior EIR has been prepared for the 2001 update of the Mono County RTP.

# 1. PLANNING PROCESS

## LEGAL AUTHORITY AND PURPOSE OF THE PLAN

RTP Maintenance
The Mono County LTC intends to maintain a current and up to date RTP. The Commission, the Town of Mammoth Lakes, and communities will continue to review and refine this plan information and directives on an annual basis. It is anticipated that some adjustments to the RTP will be necessary upon the adoption of the California Transportation Plan. In addition, comments received during the 2001 review of the RTP that require further public and community consideration will be addressed during plan maintenance in accordance with state requirements. At a minimum, this plan shall be updated every four years.

Section 65080 et. seq. of the Government Code requires the preparation of Regional Transportation Plans (RTPs) and the update of those plans at least every four years. Federal planning requirements, i.e. the Transportation Equity Act for the 21st Century (TEA 21), apply to metropolitan areas. The California Transportation Commission (CTC) encourages all areas to follow the federally mandated comprehensive planning process in order to develop uniform plans statewide.

The purpose of a Regional Transportation Plan is to:

- Provide a clear vision of the regional transportation goals, policies, objectives and strategies;
- Provide an assessment of the current modes of transportation and the potential of new travel options within the region;
- Predict the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region's mobility and accessibility needs;
- Identify guidance and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements, in sufficient detail, to serve as a foundation for the:
    - Development of the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP), and the Interregional Transportation Improvement Program (ITIP);
    - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process decisions;
    - Identification of project purposes and need;

- Development of an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP).

- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies responding to statewide and interregional transportation issues and needs;

- Provide a forum for: 1) participation and cooperation, and 2) to facilitate partnerships that reconcile transportation issues which transcend regional boundaries and;

- Involve the public, federal, State and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

## COORDINATION WITH APPLICABLE PLANS & PROGRAMS

State planning law and the Transportation Efficiency Act for the 21st Century (TEA-21) requires extensive coordination with applicable local, state and federal plans and programs during the development of the RTP. Development of the 2001 Mono County RTP has been coordinated with the following plans and programs:

**Local Plans and Programs**
Benton-Paiute Reservation Transportation Plan
Bridgeport Indian Colony Transportation Plan
Comprehensive Land Use Management Plans (CLUPs) for Mammoth/Yosemite Airport, Lee Vining Airport and Bryant Field Airport
Mono County Capital Improvement Program

Mono County General Plan and Area Plans
Mono County Multimodal Plans:
Bodie Hills Multimodal Plan
June Lake Multimodal Plan
Mono Basin Multimodal Plan
Mono County Ozone Management Plan
Mono County Pavement Management System Program
Mono County Trails Plan, including the General Bikeway Plan
Mono County Transit Plan
Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations
Town of Mammoth Lakes General Bikeway Plan
Town of Mammoth Lakes Trail System Master Plan
Town of Mammoth Lakes Sidewalk Plan
Town of Mammoth Lakes Capital Improvement Plan
Town of Mammoth Lakes Revised Transportation and Circulation Element
Town of Mammoth Lakes Transit Plan

**Regional Plans and Programs**
Coalition for Unified Recreation in the Eastern Sierra (CURES)--Enhancement Projects

Great Basin Unified Air Pollution Control District--Regulation XII, Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects
Inyo-Mono LTC Liaison Committee
Inyo-Mono Transit programs
Mono County Collaborative Planning Team--Guiding Principles
Regional Transportation Improvement Program (RTIP)
Yosemite Area Regional Transportation System (YARTS) Short-Range Transit Plan

**State Plans and Programs**
California Aviation System Plan (CASP)
Caltrans District 9 systems planning documents
Interregional Roads System Plan (IRRS)
Interregional Transportation Improvement Program (ITIP)
Interregional Transportation Strategic Plan (ITSP)
State Highway Operation and Protection Program (SHOPP)
State Transportation Improvement Program (STIP)
Sierra Nevada Region ITS Strategic Deployment Plan

**Federal Plans and Programs**
Bureau of Land Management, Bishop Resource Area, Resource Management Plan
Bureau of Land Management North of Bishop Resource Area OHV Plan
Federal Transportation Improvement Program (FTIP)
Inyo National Forest Land and Resource Management Plan
Toiyabe National Forest Land and Resource Management Plan

## PUBLIC PARTICIPATION

**LTC Citizen Advisory Committees**
Public participation during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The County's Regional Planning Advisory Committees serve as citizens advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs. The purpose of the citizens advisory committees is to ensure that Mono County develops a transportation plan responsive to the changing needs and desires of its citizens, as well as to the users of the system. There are planning advisory committees in Antelope Valley, Swauger Creek/Devil's Gate, Bridgeport Valley, Mono Basin, June Lake, Mammoth Vicinity/Upper Owens, Long Valley, Wheeler Crest, and Tri-Valley.

In addition to regularly scheduled citizen advisory committee meetings, the LTC holds public information meetings and workshops to address specific transportation issues, projects, and planning processes. These meetings have addressed pedestrian safety on Hwy. 395 in Lee Vining and the Hwy. 395 widening process in the Mono Basin; livable communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; 4-laning of 395 in the Antelope Valley; and other transportation issues.

The LTC has also partnered with Caltrans District 9 in Bishop to develop new methods of outreach for local residents. Caltrans has drafted a Public Participation Plan and similar policies have been included in this RTP. Outreach efforts focus on providing local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process. These efforts have included websites

established by both Caltrans and the LTC, in addition to the public information meetings discussed above.

**Town of Mammoth Lakes Advisory Committees**

The Town of Mammoth Lakes used a Transit Technical Advisory Committee to assist in developing the Town's Transit Plan. The committee included representatives from Town staff, the Local Transportation Commission, the U.S. Forest Service, Great Basin Unified Air Pollution Control District, Mammoth Area Shuttle and the Mammoth Lakes Lodging Association. The Town also used a public review process during the recent update of its Circulation Element.

**Native American Communities**

Mono County has two Native American communities, the Bridgeport Colony and the Benton-Paiute Reservation. Each of those communities has a small tribal housing area and residential roadways. Input from Native American communities in the County was provided through use of the transportation plans prepared by the Bureau of Indian Affairs for the Bridgeport Colony and the Benton-Paiute Reservation. Ongoing outreach programs to the County's Native American communities provide additional input concerning tribal concerns; e.g., the County is currently working with the Bridgeport Colony to coordinate transportation issues for the tribe's expansion plans.

**Disabled Population**

Input from persons with disabilities was provided through the Unmet Needs hearing process and through consultation with social service providers serving the disabled population in the county [e.g. the Inyo-Mono Area Agency on Aging (IMAAA), Mono County Department of Social Services).

## PLANNING ANALYSIS

As required by State planning law, the planning analysis for the 2001 Update of the Mono County addresses the following, where applicable:

Local General Plans, specific plans and master plans;

- Local General Plans, specific plans and master plans;
- Previous regional plans;
- State plans, specifically for statewide issues, priorities and emerging programs;
- Airport Land Use Plans or Comprehensive Land Use Plans;
- Land use and community issues including livability and sustainability;
- Environmental impacts (e.g. wetlands, cultural resources, energy consumption, sensitive species) and potential mitigation measures;
- Economic development;
- Air quality assessments, conformity with the SIP, in federal nonattainment and maintenance areas;
- California Clean Air Act transportation performance measures, in state nonattainment and maintenance areas;
- Local Air Quality Plans;
- Congestion Management Programs;
- Transportation Demand Management Strategies;
- Federal legislation (e.g. TEA 21 planning factors), and federal programs (e.g. Welfare to Work);
- State legislation such as SB 45 (Chapter 62 Statutes 1977) and CEQA regulations;
- Specialized transportation needs;

- Application of new technologies such as Intelligent Transportation Systems (ITS);
- Regional aviation system plans, airport master plans;
- Public/private partnerships and/or outsourcing opportunities;
- Expenditure priorities established by state legislation;
- Regional/Statewide system (ITS) system architecture standards;
- Caltrans Systems Planning products such as: Transportation Concept Reports/Route Concept Plans, Corridor Studies;
- Caltrans Transportation System Development Program;
- Caltrans District System Management Plan;
- The California Transportation Investment Strategy;
- Caltrans Interregional Transportation Strategic Plan;
- Unmet transit needs;
- Bikeway plans;
- Regional system performance outcomes and related criteria such as:

    - Safety and Security
    - Mobility and Accessibility
    - Reliability
    - Cost effectiveness
    - Economic well-being
    - Environmental quality
    - Customer satisfaction
    - Sustainability
    - Equity

- Analytical requirements of the former MIS process; and
- Other sources and issues as appropriate (e.g. TDM options such as ridesharing, carpooling, park and ride lots, travel substitution strategies, etc.).

## DOCUMENTS INCORPORATED BY REFERENCE

The following documents are incorporated by reference into the Mono County RTP. They provide additional information and policy direction concerning transportation issues in Mono County:

Bureau of Indian Affairs. Sacramento Office.
**Benton-Paiute Reservation Transportation Plan.** 1997.
**Bridgeport Indian Colony Transportation Plan.** 1997. *
* See Attachment I
Mono County Planning Department.
**Mono County General Plan, Circulation Element**. 1993.
**Mono County Trails Plan (including General Bikeway Plan)**. 1994.
**Mono County Transit Plan**.

Town of Mammoth Lakes.

**Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations (Chapter 8.30 of the Municipal Code).**

**Mammoth Lakes General Bikeway Plan**. 1997.

**Mammoth Lakes Revised Transportation and Circulation Element.** 2001.

**Mammoth Lakes Sidewalk Plan.** 1997.

**Mammoth Lakes Trail System Master Plan**. 1991.

**Mammoth Lakes Transit Plan**. 2000.

**Mammoth Lakes Airport Master Plan**.

Yosemite Area Regional Transportation System.

**Short-Range Transit Plan**. 2000.

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# 2. NEEDS ASSESSMENT

## Assumptions, Issues & Needs

### INTRODUCTION

This chapter provides the following:

- A description of the existing transportation systems in the unincorporated areas of Mono County and in the Town of Mammoth Lakes.
- An assessment of existing and projected transportation needs in the County and the Town.
- An analysis of the assumptions used to develop the needs.

### ASSUMPTIONS

This section contains assumptions about population growth, land use and development, economic factors, environmental issues, and consistency with other transportation planning documents. These assumptions guide the development of policies presented in Chapter III of this RTP.

#### DEMOGRAPHIC PROJECTIONS

Mono County's population in 2000 was 12,853 with 7,094 persons (55 %) in Mammoth Lakes and 5,759 persons (45 %) in the unincorporated portion of the county (U.S. Census, 2000 Redistricting Data). Table 1 shows the County's population growth over the past thirty years.

**TABLE 1 Mono County Population, 1970-2000**

| | |
|---|---|
| 1970 | 4,100 |
| 1980 | 8,700 |
| 1990 | 10,050 |
| 2000 | 12,853 |

Sources: www.dof.ca.gov, Statistical Abstract, 1999, Table B-3.
U.S. Census, 2000 Redistricting Data.

Table 2 shows population projections for the county for the next 20 years. It includes the percent of the population over the age of 15 as an indicator of the number of people who may be able to drive and the percent of the population aged 15-69 as an indicator of the number of people most likely to be driving. Since the 2000 population already exceeds the population projected for 2010 by the State Department of Finance, it is assumed that population growth will

be greater than that currently projected by the DOF. Once DOF updates its projections in response to the 2000 Census data, this assumption will be reviewed.

**TABLE 2 Mono County Population Projections, 2000-2020**

| Year | Total Population | # and % 15+ Years | # and % 15- 69 Years |
|---|---|---|---|
| 2010 | 12,561 | 10,504 (84%) | 9,559 (76 %) |
| 2020 | 14,166 | 11,506 (81 %) | 9,991 (71%) |

Source: www.dof.ca.gov , Population Projections by Year, Age, and Race, 2000.

Table 3 shows population projections by community areas through the year 2020. Again, since the 2000 population already exceeds the population projected for 2010 by the State Department of Finance, it is assumed that population growth will be greater than that currently projected by the DOF. Once DOF updates its projections in response to the 2000 Census data, this assumption will be reviewed.

The community projections are based on the following assumptions: that the unincorporated area will continue to house approximately 45 percent of the total countywide population and that the population distribution in the unincorporated community areas will remain similar to the population distribution in 2000. The last assumption may not hold true. Antelope Valley is experiencing increasing development pressures from the Gardnerville/Carson City area; Chalfant is experiencing a similar pressure for expansion from the Bishop area; and the Long Valley communities are experiencing continuing pressure from residents who work in Mammoth.

It is important to note that the population projections shown in Table 3 are for permanent year-round residents. Mono County, and particularly community areas such as Mammoth Lakes and June Lake, experiences much higher peak populations during periods of heavy recreational use, a factor that has a direct impact on the transportation system. Projected peak populations are utilized to determine transportation/travel demand in Mammoth Lakes and June Lake.

***Assumptions*** ***Population growth in Mono County is greater than that currently projected by the State Department of Finance (see Table 2). Once DOF updates its projections in response to the 2000 Census data, this assumption will be reviewed. Population distribution in the County will remain as it is, with approximately 55 % of the population in Mammoth Lakes, and 45 % of the population in the unincorporated community areas. Population distribution in the unincorporated communities will remain as shown in Table 3, although the population figures in those communities will be reviewed once DOF updates its population projections in response to the 2000 Census data. Mammoth Lake, June Lake, Lee Vining, and Bridgeport experience much higher peak populations during periods of heavy recreational use.***

**TABLE 3 Mono County Population Projections By Community Areas, 2000-2020**

| | 2000 Pop. | % of 2000 Pop. | 2010 Pop. | 2020 Pop. |
|---|---|---|---|---|
| **Mono County** | 12,853 | 100 % | 12,561 | 14,166 |
| **Mammoth Lakes** | 7,094 | 55.19 % | 6,932 | 7,818 |
| **Unincorp. Area** | 5,759 | 44.81 % | 5,629 | 6,348 |
| **Antelope Valley** | 1,498 | 26.01 % | 1,464 | 1,651 |
| **Bridgeport Valley** | 711 | 12.35 % | 695 | 784 |
| **Mono Basin** | 493 | 8.56 % | 482 | 543 |
| **June Lake** | 613 | 10.64 % | 599 | 675 |
| **Long Valley/Wheeler** | 1,478 | 25.66 % | 1,444 | 1,629 |
| **Tri-Valley** | 966 | 16.77 % | 944 | 1,065 |

Notes: Percent of population for Mammoth Lakes and the Unincorporated Area are a percentage of the total county population. Percent of population for the unincorporated communities is a percentage of the total unincorporated area population. These percentages are from the 2000 U.S. Population Census.
Numbers may not equal 100 due to rounding.

Sources: www.dof.ca.gov , Statistical Abstract, Table B-4. 2000 U.S. Census, Population.

## LAND USE FORECASTS

### *Local Residential Traffic/Transportation*

The Land Use Element of the County's General Plan contains policies that focus future growth in and adjacent to existing communities. Substantial additional development outside of existing communities is limited by environmental constraints, the lack of large parcels of private land, and the cost of providing infrastructure and services in isolated areas. Land use policies for community areas in the county (developed by the county's citizens regional planning advisory committees) focus on sustaining the livability and economic vitality of community areas. The General Plan anticipates that growth in the unincorporated area will occur primarily in the Antelope Valley, Bridgeport Valley, June Lake, Wheeler Crest/Paradise, the Tri-Valley, and Long Valley. Traffic impacts will be most noticeable on Hwys. 395 and 6.

*Assumption* ***Development will occur in and adjacent to existing community areas that are served by existing highway systems. Traffic impacts from future development will be most noticeable on Hwys. 395 and 6.***

***Commuters***

Many county residents do not work in the community in which they live. Residents in the Antelope Valley commute to work in Bridgeport and in Gardnerville, Minden, and Carson City in Nevada; residents of the Tri-Valley area commute to work in Bishop; and residents of Long Valley, June Lake, and Benton commute to work in Mammoth Lakes. Bridgeport is the only unincorporated community with a large portion of its residents working in the community. Development in Mammoth Lakes, and rising housing prices there, is forcing many residents of Mammoth to move elsewhere (Crowley Lake, June Lake, Bishop) and commute to jobs in Mammoth Lakes.

***Assumption*** ***The separation between jobs and housing will continue, and will increase in the future due to the nature of the County's tourist-based economy. Traffic volumes will increase as this trend continues, particularly on State highways in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, Wheeler Crest).***

U.S. Hwy 395

***Recreational/Tourist Traffic***

Mono County experiences a great deal of recreational travel, both to and through the county. Most of that traffic occurs on Hwy. 395, and in the summer months on Hwys. 120, 108, and 89, that provide access to the area from the west side of the Sierra. Recreational traffic creates specific problems for the interregional and local transportation and circulation system, due both to the amount and type of that traffic. Winter ski weekends, particularly during peak holiday periods, result in a traffic pattern, both in communities and on highways, which simulates rush hour traffic patterns found in more urban areas. Recreational events during the summer may also create congested traffic patterns, particularly in community areas, and safety concerns with slow-moving recreational vehicles, particularly on 2-lane sections of roadways. County communities are concerned about maintaining the livability of communities while providing for smoothly flowing traffic through their communities. Recreational and tourist traffic is discussed in greater detail in the Issues and Needs section of this chapter, under the heading "Specialized Needs/Recreational Traffic".

***Assumption*** ***As recreational use continues to expand in the Resort Corridor along Hwy. 395, visitation and travel to points of historic, cultural, and scenic beauty in other parts of the County will increase proportionately, creating a need for additional specialized transportation facilities throughout the county, including pedestrian and bicycle facilities, turnouts/vista points, rest areas, information kiosks, and parking for recreational vehicles. Safety issues associated with recreational traffic, both in communities and along highways, will remain a high priority.***

## AIR QUALITY ATTAINMENT STATUS

***National Non-Attainment Areas***

As of 2000, the Mono Basin and Mammoth Lakes were designated as non-attainment areas for the national particulate matter ($PM_{10}$) standard, although the California Air Resources Board has recommended that those areas be designated as attainment areas (see www.arb.ca.gov, National Area Designations Map—PM10). Particulate matter ($PM_{10}$) in the Mono Basin results from dust from the exposed lakebed of Mono Lake. $PM_{10}$ in Mammoth Lakes is primarily a problem in winter, resulting from wood burning, resuspended road cinders, and auto emissions.

$PM_{10}$ concentrations in the Mono Basin have been declining in recent years, as the level of Mono Lake rises and less lakebed is exposed [see www.arb.ca.gov, PM10 Air Quality Data Summaries (1993-1997)]. $PM_{10}$ concentrations in Mammoth Lakes have remained relatively stable in recent years (ibid).

***State Non-Attainment Areas***

As of 2000, Mono County was designated as a transitional non-attainment area for the state ozone standard. Ozone data collected by the State Air Resources Board in Mammoth Lakes indicate that ozone concentrations have decreased in Mammoth in recent years and the area has not exceeded state or federal standards in recent years [see www.arb.ca.gov ,Ozone Data Summary (1995-1998)]. In the past, the State Air Resources Board concluded that ozone exceedence in the Great Basin Air Basin (Alpine, Inyo and Mono Counties) was caused by transport from the San Joaquin Valley Air Basin; the Great Basin Unified Air Pollution Control District adopted an Ozone Attainment Plan for Mono County that identified the County as an ozone transport area.

As of 2000, the County was also designated a non-attainment area for the state $PM_{10}$ standard (see www.arb.ca.gov , State Area Designations Map—PM10).

***Compliance with State Implementation Plan (SIP)***

Regional transportation plans must conform to the requirements of the State Implementation Plan (SIP) for air quality control. The requirements for conformity apply "…in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section 1203 (b)(1)]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes ($PM_{10}$ emissions resulting primarily from resuspended road cinders and auto emissions). As a result, the Air Quality Management Plan for the Great Basin Unified Air Pollution Control District (GBUAPCD) and the State Implementation Plan (SIP) for Mono County do not include any transportation related requirements other than for the Town of Mammoth Lakes. The following section addresses plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Those plans and policies (including the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations, the Mammoth Lakes Revised Transportation and Circulation Element, and the Mammoth Lakes Transit Plan) are incorporated by reference in this RTP (see Chapter 1, Documents Incorporated by Reference).

***Transportation Related Air Quality Mitigation***

In compliance with GBUAPCD requirements, and in consultation with the GBUAPCD and other agencies, the Town adopted an Air Quality Management Plan prepared by the GBUAPCD, including Particulate Emissions Regulations (Chapter 8.30 of the Municipal Code). These regulations set a peak level of VMTs (vehicle miles traveled) at 106,600 per day and direct that the Town review development projects in order to reduce potential VMTs. Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The Plan also requires the Public Works Director to undertake a street sweeping program to reduce particulate emissions caused by road dust and cinders on Town roadways.

The most current VMT count for Mammoth Lakes shows 70,105 VMT on a peak day in 1995. Town staff has utilized a linear growth rate to project a figure of 73,935 VMT for a peak day in 2000. The latest projection for VMTs at buildout is 109,400 per day, slightly higher than the limit of 106,600 per day set by the Particulate Emissions Regulations. The higher projection will require the Town to increase its transit ridership on peak days.

The Town's Transit Plan and the Revised Transportation and Circulation Element of the Town's General Plan contain policies that are intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

*Assumption* ***Increased traffic volumes will result in increases in pollutant emissions, particularly $PM_{10}$. This will continue to be a problem in Mammoth Lakes, especially during congested periods in the winter when inversion layers trap the pollutants close to the ground. Improved transit services will help address air quality issues in Mammoth Lakes. Transportation related air emissions will not impact other community areas in the county.***

## PERFORMANCE CONDITIONS (LOS)

Performance conditions, or Levels of Service (LOS—see Glossary for an explanation of LOS), on State and Federal highways are governed by Caltrans systems planning. The emphasis in District 9, which includes Inyo and Mono Counties and in eastern Kern County, is on maintaining and improving the interregional transportation network. Higher priorities are given to major improvements on principal arterial routes than to minor arterials or major collectors. Table 4 shows Caltrans' planned LOS for state and federal highways in Mono County. Caltrans has been working to increase capacity on Hwy. 395, the route on which performance conditions are affected the most by traffic levels.

Performance conditions on local streets are generally not a concern since local streets typically carry only local traffic; state and federal highways serve as the main access to each community in the county and carry the greatest amount of traffic.

*Assumption* ***Performance conditions, or LOS, on the county's highway system will remain as shown in Table 4.***

## CAPITAL OPERATIONS AND MAINTENANCE COSTS

Operation and maintenance costs are more thoroughly broken down in the Financial Element section.

**TABLE 4 SUMMARY OF CALTRANS SYSTEM PLANNING ROUTE CONCEPTS, ROUTES IN MONO COUNTY**

| ROUTE | FUNCTIONAL CLASSIFICATION | CONCEPT LOS | CONCEPT FACILITY[a] |
|---|---|---|---|
| 6 | Minor arterial | B | 2-lane conventional |
| 89 | Minor arterial | D | 2-lane conventional |
| 108 | Minor arterial | D | 2-lane conventional |
| 120 | Minor arterial | D | 2-lane conventional |
| 158 | Major collector | D | 2-lane conventional |
| 167 | Minor arterial | D | 2-lane conventional |
| 168 | Minor arterial | D | 2-lane conventional |
| 182 | Major collector | D | 2-lane conventional |
| 203 | Minor arterial | E | 2-lane conventional/ 4-lane conventional |
| 266 | Major collector | D | 2-lane conventional |
| 270 | Major collector | E | 2-lane conventional |
| 395 | Principal arterial | B, C, E | 4-lane expressway/conventional/ 2-lane conventional |

NOTES: a. A "conventional" facility has no access control.
An "expressway" facility has limited access control.

SOURCE: Caltrans Dist. 9 System Management Plan, 1988. US 395 Transportation Concept Report, 1999.

## COSTS OF ALTERNATIVES

The existing transportation system in Mono County includes the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally recreational facilities for bicyclists and pedestrians). Alternatives to the existing transportation system in the county are limited by the county's isolation, topography, extreme weather conditions, small population, large distances between communities, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside of existing developed areas.

Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of alternative routes for highways and roadways during the 20-year timeframe of this RTP is unlikely due to lack of

demand for additional roads, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas.

The existing transportation system in the county (highway/roadway system, transit services, aviation facilities, non-motorized facilities) has been designed to accommodate increasing demand for those facilities and services over the 20-year timeframe of this RTP. Demand for additional alternative methods of transportation, other than those currently existing in the county, is not anticipated to occur over the 20-year timeframe of this RTP, given the constraints noted above.

*Assumption* ***It is assumed that alternatives to the existing transportation system in Mono County will not be developed during the 20-year timeframe of this RTP. The Cost of Alternatives is not a relevant issue for this RTP.***

**TIMEFRAMES**

*Assumption* ***The short-term timeframe for planning purposes for the Mono County RTP is 10 years. The long-term timeframe for the Mono County RTP is 20 years.***

**ENVIRONMENTAL RESOURCES OF CONCERN**

Mono County's economy is dependent on natural-resource based recreation and tourism. Projects that detract from or degrade those natural resources are a concern. Environmental resources of special concern in relation to transportation planning and projects include scenic resources, wildlife and wildlife habitat, air quality, and noise.

*Assumption* ***Mono County communities and the LTC have been very pro-active in seeking transportation improvements that add to the livability of local communities. Within communities, Mono County's tourist based economy can be enhanced by flexible highway designs, better facilities for pedestrians and cyclists, adequate parking facilities, reduced travel speeds, reduction of vehicle trips, and creating an environment that does not favor the automobile over other transportation modes.***

## SAFETY AND OPERATIONAL ISSUES, INCLUDING EMERGENCY PREPAREDNESS

***Emergency Preparedness***

The Mono County Standardized Emergency Management System (SEMS) Plan, developed by the Office of Emergency Services, outlines how emergency workers should respond to major emergencies within the county. It is a link in the chain connecting the detailed standard operating procedures (SOPs) of local public safety agencies to the broader state and federal disaster plans. It addresses potential transportation-related hazards, including potential hazards from earthquakes, volcanic eruptions, floods, and hazardous materials transport. It also addresses emergency preparedness and emergency response for the regional transportation system, including the identification of emergency routes. Alternative access routes in Mono County are limited primarily to the existing street and highway system due to the terrain and the large amount of publicly owned land. However, the County has developed alternative access routes for community areas that had limited access (i.e. North Shore Drive in June Lake, the Mammoth Scenic Loop north of Mammoth Lakes). GIS mapping of the County will enhance and support alternative route awareness for emergency response and incident location.

***Aviation Safety***

In past years, a number of airplanes have crashed in the high elevations of the Sierra. As air traffic increases, the likelihood of further aircraft accidents in the more inaccessible areas of the high country also increases. The FAA recently installed an instrumentation system at the Mammoth/Yosemite Airport intended to help reduce the numbers of accidents in that area. Planned improvements at all airports in the county (e.g. lighting, fencing, taxiways, runway overruns) will increase safety at all airports.

***Highway Safety***

The California Highway Patrol (CHP) tracks collisions in Mono County (see www.chp.ca.gov , Statistics, Tables 8a-8m). Between 1989 and 1998, Mono County had an average of 6 fatal collisions per year with an average of 8 persons killed per year. During the same period, there was an average of 127 injury collisions per year with an average of 212 persons injured. Most collisions and injuries occur from November through February and June through July, the periods of heaviest tourist visitation.

Additional transportation related safety issues include the following:

- The potential for avalanches is a concern in community areas throughout the County, i.e. Twin Lakes, Virginia Lakes, Lundy Lake, June Lake, and Long Valley, along Hwy. 395 in the areas just north of Lee Vining, east of McGee Mountain, and at Wilson Butte between Mammoth Lakes and June Lake, and along S.R. 158, the June Lake Loop. In June Lake, the recently completed North Shore Drive provides an alternative route into June Lake that is intended to mitigate the impacts of potential avalanches along S.R. 158.

- Increased levels of truck traffic on highways are a safety concern. Hwys. 395 and 6 have been identified as interstate truck routes and are experiencing increased levels of truck traffic. Commercial truck traffic increased from 2% of all traffic in Mono County in 1989 to 11.5 % in 2000 (Caltrans, US 395 Origination and Destination Report, Year 2000). Commercial trucks entering the county at Benton accounted for 43 % of the traffic on Hwy. 6. Safety concerns focus on the impact of oversized trucks on the safety and capacity of 2-lane

highway sections and the lack of paved shoulders and adequate sight distances. Narrow shoulders create hazardous conditions if vehicles must pull over for emergencies. Narrow shoulders are also less desirable for bicyclists, especially when being passed by large trucks. The recent four-laning of Hwy. 395 in various parts of the County has mitigated safety issues in those areas.

- Recreational vehicle traffic creates the same safety concerns as trucks. Recreational vehicle traffic decreased from 13.4 % of all traffic in the County in 1989 to 3.2 % of all traffic in 2000 (Caltrans, US 395 Origination and Destination Report, Year 2000). Some of that decrease may be attributable to the fact that the 1989 survey was done on a holiday and the 2000 survey was not.

- Hazardous materials spills are a concern throughout the County. The potential for such accidents is highest on Hwys. 395 and S.R. 6, where truck traffic is greatest. Trucks haul a variety of commodities through Mono County, with the greatest number hauling water, followed by hay, french fries, and retail goods (Caltrans, US 395 Origination and Destination Report, Year 2000). The Hazardous Waste Element of the County General Plan contains policies to address hazardous waste spills. The Mono Standardized Emergency Management System (SEMS) Plan, prepared by the Office of Emergency Services, also addresses emergencies resulting from hazard materials spills.

- Hospitals in Mono County have limited capacity for multi-casualty incidents. Accidents causing more than six to ten serious injuries require transport of the victims to facilities outside of the County. Many accident victims with critical injuries are also transported to facilities outside the County. During certain times of the year, or during certain hazardous conditions, access to various parts of the County may be limited.

- Due to the isolated nature of much of the highway mileage in the County, the extreme weather conditions experienced throughout the year, and the fact that cellular and car phones may not work well in certain areas of the County, there may be a need to provide some type of emergency communications device (such as call boxes) at select locations along County highways.

## MAINTENANCE OF THE EXISTING REGIONAL /INTERREGIONAL TRANSPORTATION SYSTEM

### *Overview*

Mono County is a rural county located on the eastern side of the Sierra Nevada. The county has an area of 3,103 square miles and in 2000 had a total population of 12,853 persons. The county has one incorporated area, the Town of Mammoth Lakes, which had a population of 7,094 in 2000. The County's other communities are scattered throughout the area, primarily along U.S. Hwy. 395 and State Hwy. 6.

Approximately 94 percent of the land in the County is owned by public agencies; approximately 88 percent is federally owned and is managed by the Forest Service and the Bureau of Land Management. The limited private land base limits the growth potential for permanent residents but it also provides the foundation for the County's tourist-based economy. The spectacular scenery in the County and the many varied recreational opportunities provide a tremendous recreational draw, especially for people from Southern California.

The transportation system in Mono County is typical of many rural counties. Private automobiles are the primary mode of moving people: trucks are the primary mode of moving goods. Throughout the County, the transportation system is a key support system that sustains the social, economic and recreational activities in the County. The terrain, the weather and the lack of a sufficient population base to support them have limited other modes of regional transportation. These factors continue to limit the development of alternative regional transportation systems in the County.

***Highway System***

U.S. Highway 395 is the principal route to and through Mono County. It is the only direct route to and through the County for the shipment of goods and materials. It is also the only route suitable for emergency purposes and the principal route to the county's many recreational and tourist attractions.

Hwy. 395 extends approximately 120 miles from northwest to southeast Mono County. It provides regional transportation connections to Reno and Lake Tahoe to the north, the Bay Area and the Central Valley to the west, and the greater Los Angeles area to the south. In 1998, U.S. 395 carried annual average daily traffic (ADT) volumes of approximately 3,900 vehicles throughout the County (actual figures varied from 3,500 vehicles at the Nevada state line at Topaz to 5,500 vehicles at the northbound junction with Rte. 203). Peak month ADT volumes varied from 9,600 at the northbound junction with Rte. 203 to 4,700 in Bridgeport.

Hwy. 395 in Mono County is identified as a regionally significant part of the Interregional Road System (IRRS), as a lifeline route, and as part of the National Truck Network on the National Highway System (NHS), which authorizes use by larger trucks and gives them access to facilities off of the route. The majority of Hwy. 395 in Mono County is also identified as a freeway/expressway.

Route 6 also provides regional transportation connections in Mono County. It extends over 30 miles in Mono County--towards Bishop in the south and towards Nevada to the north and east. In 1998, annual ADT volumes on Rte. 6 varied from 3,200 vehicles at the junction with Hwy. 395 in Bishop to 840 vehicles at the northbound junction with Hwy. 120 in Benton.

Route 6 is a popular alternate route north when poor weather affects conditions on Hwy. 395. Route 6 is identified as part of the National Truck Network on the National Highway System (NHS) and is on the eligible Interregional Road System (IRRS).

S.R. 120 extends nearly 60 miles through Mono County, from Tioga Pass in Yosemite National Park east to Benton. Other routes that connect to U.S. 395 include: S.R. 89 (Monitor Pass), S.R. 108 (Sonora Pass), S.R. 167 (to Hawthorne, Nevada), S.R. 158 (the June Lake Loop), S.R. 270 (to Bodie), S.R. 182 (from Bridgeport to Yerington, Nevada), and S.R. 203 (to Mammoth). S.R. 168 and S.R. 266, connecting Big Pine in Inyo County and Nevada, cross the extreme southeast corner of the County.

Tioga Pass, Sonora Pass, Monitor Pass and S.R. 270 to Bodie are all closed during the winter, as is the northern portion of S.R. 158, S.R. 203 from 4 miles east of the Mono County boundary west, and the portion of 120 between Hwy. 395 and Benton. During periods of heavy snowfall, S.R. 167 and the southern portion of S.R. 158 may also be closed. Figure 1 shows the existing highway system in the County.

**FIGURE 1 EXISTING STATE HIGHWAY SYSTEM, MONO COUNTY**

## INTERREGIONAL TRAVEL DEMAND & CORRIDOR NEEDS

***Highway 395***

Highway 395 is, and will remain in the long-term, the major access to and through Mono County and the major transportation route in the area. It connects the Eastern Sierra with Southern California and with the Reno/Tahoe region in Northern Nevada. The primary needs for Hwy. 395 throughout Mono County are 4-laning from the Inyo/Mono county line to Lee Vining; safe winter access countywide; increased passing opportunities; adding adequate shoulders during Hwy. 395 maintenance projects to enable safe pedestrian and bike use; as well as increased motorist safety; improved system safety and maintenance; adequate Flexible Congestion Relief programs; and the development of sufficient revenue sources to meet these needs.

***Hwy. 6***

Route 6, from the Inyo County line north of Bishop to the Nevada state line, provides regional/inter-regional transportation connections and is a major trucking route between Southern California and the western mountain states (Washington, Idaho, Montana). Caltrans has identified the primary purpose of the route as interregional traffic (largely trucks). The route is currently a maintenance only route with some improvements planned for the future as traffic volumes increase. The major local concern about Rte. 6 is safety during the periodic dust storms that occur in the area. Dust from plowed fields and from the deposits from flash floods blows across the highway decreasing visibility. Caltrans is working with local landowners to develop an irrigation plan to mitigate dust problems from plowed fields. Since the area is subject to flash floods, little can be done about dust resulting from flood deposits. An ITS dust sensor warning system to alert drivers in advance of arriving at dust storm locations might also be considered.

***Routes 120, 167, 182, 108, and 89***

The remaining state highways in the County provide interregional access east and west from Hwy. 395 to Nevada and to the western side of the Sierra. Routes 120, 108, and 89, which cross the Sierra in high mountain passes, are closed in the winter. The main concern on these routes is continued adequate maintenance, including timely road openings following winter closures.

***Mountain Passes***

There is some interest in attempting to keep the mountain passes (Tioga, Sonora, and Monitor) open as long as possible in order to increase access from the west and provide an economic boost to local communities. The Tioga Pass Council was formed to lobby to keep Tioga Pass open as long as possible. Residents in communities near Sonora and Monitor Passes are also interested in keeping those passes open as long as possible.

## CAPACITY ISSUES

***Regional Problems***

Capacity problems on the regional system occur on Hwy. 395 in northern Mono County, on Hwy. 203 in the Town of Mammoth Lakes, and on Hwy. 158 in June Lake Village. Caltrans systems planning documents provide existing and long-range levels of service for those routes and proposed improvements.

The Caltrans District 9 System Management Plan states that the "overriding concern of the District [regarding Hwy. 395] is the eventual 4-laning ... [of the highway] to Lee Vining, in order to achieve a Concept Level of Service of B. North of Lee Vining, on Route 395, passing lanes, truck-climbing lanes, and operational improvements will be necessary at specific locations to maintain a Concept Level of Service of C. There are environmental and geometric constraints

prohibiting a higher LOS." Hwy. 395 in northern Mono County is also nearing capacity in most of its 2-lane sections. There are environmental concerns to making improvements in these area.

***Local Problems***

Congestion on Hwy. 203 (Main Street) in Mammoth Lakes and between town and the ski area continues to be a problem in the winter. Traffic is also heavy during certain periods in the summer. The heavy traffic levels impact air quality in the Town, particularly in winter as a result of auto emissions and the resuspension of cinders used on plowed roads. Policies and programs in the Town's Transit Plan and Revised Transportation and Circulation Element focus on reducing automobile usage.

Congestion on Hwy. 158 in June Lake Village is a major concern. The June Lake Multimodal Plan contains policies and programs to address that issue.

***Average Daily Traffic Volumes***

Table 5 shows Average Daily Traffic (ADT) volumes on Mono County Highways in 1990 and 1998. In many cases, particularly on the County's most heavily traveled routes (i.e. Hwys. 395, 6, and 203), traffic volumes have decreased between 1990 and 1998. Volumes have increased in other areas (e.g. Hwy 270, the "Bodie Road") as recreational use of those areas has increased.

**TABLE 5 1990 & 1998 AVERAGE DAILY TRAFFIC (ADT) VOLUMES, MONO COUNTY STATE HIGHWAYS**

| Route | Location | Peak Hour[a] 1990/1998 | Peak Month[b] 1990/1998 | Annual[c] 1990/1998 |
|---|---|---|---|---|
| **395** | Junction 203 West [d] | 710/970 | 9,600/9,600 | 6,000/5,500 |
| | June Lake Junction [e] | 640/690 | 6,000/6,800 | 4,000/3,900 |
| | Tioga Pass Junction [f] | 1,200/640 | 9,300/6,400 | 5,500/4,100 |
| | Bridgeport [g] | 950/550 | 7,800/4,700 | 5,000/3,300 |
| | Sonora Junction [h] | 1,050/510 | 7,500/4,700 | 5,200/2,750 |
| | Nevada State Line | 680/550 | 4,800/5,400 | 4,100/3,500 |
| **6** | Junction 395 (Bishop) | 190/310 | 3,300/3,400 | 3,200/3,200 |
| | Benton Station | 180/130 | 1,350/1,450 | 1,200/1,200 |
| | Nevada State Line | 200/95 | 1,250/930 | 1,050/840 |
| **168** | Oasis, Junction 266 north | 40/45 | 280/260 | 170/200 |
| **266** | Oasis, Junction 168 | 10/25 | 160/190 | 110/130 |
| **203** | Minaret Summit | 140/180 | 1,100/1,450 | 850/1,100 |
| | Minaret Junction | 2,000/2,050 | 16,100/15,400 | 12,500/11,300 |
| | Old Mammoth Junction | 1,900/1,900 | 17,100/14,400 | 13,500/10,300 |
| **158** | June Lake Junction 395 | 220/260 | 2,150/2,550 | 1,400/1,450 |
| | Grant Lake Junction 395 | 120/110 | 900/700 | 600/460 |
| **120** | Yosemite East Gate | 360/250 | 2,050/2,000 | 1,500/1,350 |
| | Tioga Pass Junction 395 | 500/380 | 3,500/3,800 | 2,200/1,100 |
| | Mono Mills Junction 395 | 85/110 | 620/1,300 | 380/660 |
| | Benton Station | 50/70 | 460/700 | 400/400 |
| **167** | Pole Line Junction 395 | 40/40 | 520/370 | 400/210 |
| | Nevada State Line | 35/25 | 460/300 | 350/190 |
| **270** | To Bodie State Hist. Park | 80/130 | 450/720 | 340/540 |
| **182** | Bridgeport Junction 395 | 170/210 | 1,500/1,750 | 1,250/1,200 |
| | Nevada State Line | 130/110 | 510/380 | 440/300 |
| **108** | Sonora Pass | 100/140 | 710/860 | 440/420 |
| | Sonora Junction 395 | 200/150 | 800/1,350 | 700/650 |
| **89** | To Monitor Pass | 80/120 | 520/620 | 360/520 |

**Table 5 Notes:**

a. These are estimated figures.

b. The peak month ADT is the average daily traffic for the month of heaviest traffic flow.

c. Annual average daily traffic is the total traffic volume for the year divided by 365 days. Some routes are regularly closed for one month or more during the winter; ADT figures for those routes reflects travel when the route is open. Routes regularly closed during the winter include the following:

Route 89--Monitor Pass, Jct. Rte. 395 to Jct. Rte. 4, 17.5 miles.
Route 108--Sonora Pass, 6 miles east of Strawberry to 7 miles west of Jct. Rte. 395, 35 miles.
Route 120--Tioga Pass, Crane Flat to 5 miles west of Jct. Rte. 395, 55 miles.
Route 120--Mono Mills Road, 2 miles east of Jct. Rte. 395 to 6 miles west of Jct. Rte. 6, 37.6 miles.
Route 158--June Lake Loop, Powerhouse to north Jct. Rte. 395, 8.6 miles.
Route 203--Mammoth Lakes Road, Mono/Madera County line to 1 mile east.

Route 270--Bodie Road, Jct. Rte. 395 to Bodie, 9.8 miles.

d. Reflects traffic turning into Mammoth. Counts on 395 going north from 203 are lower.
e. Reflects traffic turning into June Lake. Counts on 395 going north from 158 are lower.
f. Reflects traffic from 120 north on 395 towards Lee Vining. Counts on 395 going south from 120 are lower.
g. Reflects traffic going north out of Bridgeport. Counts on 395 going south from Bridgeport are lower.

- Reflects traffic going north from the Sonora Junction. Counts on 395 going south from the junction are lower.

**SOURCE:** Caltrans 1990 and 1998 Traffic Volumes on California State Highways.

## SPECIALIZED NEEDS

### *Recreational Travel*

Mono County experiences a great deal of recreational travel, both to and through the county. Most of that traffic occurs on Hwy. 395. In the summer, additional traffic occurs on Hwys. 120, 108, and 89, that provide access to the area from the west side of the Sierra. Recreational traffic creates specific problems for the local transportation and circulation system, due both to the amount and type of that traffic. Winter ski weekends, particularly during peak holiday periods, result in a congested traffic pattern, both in communities and on the highway, which simulates rush hour traffic patterns found in more urban areas. Recreational events during the summer may also create congested traffic patterns, particularly in community areas.

Recreational travelers have special needs, such as turnouts/vista points, rest areas, and information about local recreational areas, interpretive information, lodging, and travel routes. Recreational travelers also create safety concerns on local and state highways and roads; sightseers often travel slowly, disrupting the traffic flow, and may stop along the road to enjoy the view or take photos, creating a hazardous situation. Recreational vehicles travel slowly on the many steep routes in the area, disrupting traffic flow, particularly in areas where the road is only two lanes. In community areas, recreational vehicles often have difficulty parking or use more than their share of limited parking spaces. Recreational vehicles account for 3.9 percent of the traffic in Mono County on Hwy. 395 during the summer months and 1.0 percent of the traffic in winter (Caltrans, US 395 Origination and Destination Report, Year 2000).

Many of the needs of recreational travelers have been addressed by recently completed or ongoing projects. The four-laning of Hwy. 395 to Lee Vining has eliminated many of the problems resulting from slow moving vehicles. Transportation enhancement projects related to the Eastern Sierra Scenic Byway have provided turnouts and information for travelers. The June Lake, Mono Basin, and Bodie Hills Multimodal Plans address parking in community areas and transportation linkages between communities and recreational areas.

### *Disabled Persons*

The Americans with Disabilities Act (ADA) requires public and private transportation projects to comply with the ADA. This requires that transportation facilities are accessible to disabled persons; e.g., pedestrian facilities, parking areas, turnouts, kiosks, etc. must be wheelchair accessible.

All transit services must also comply with the requirements of the ADA. The ADA requires the availability of wheelchair lift-equipped fixed route buses and door-to-door service for disabled persons who cannot use the fixed-route service. Inyo-Mono Transit buses are equipped with wheelchair lifts and also provide door-to-door demand responsive service.

Policies in this RTP require all transportation and transit projects to comply with the requirements of the ADA.

## GOODS MOVEMENT

Goods movement to and through Mono County occurs on the interregional highway system, i.e. Hwys. 395 and 6. There are no railroads in the county and no air freight services. As noted previously, Hwy. 395 in Mono County is identified as part of the National Truck Network on the National Highway System (NHS), which authorizes use by larger trucks and gives them access to facilities off of the route. Hwy. 395 provides regional transportation connections and truck access between Southern California and Reno, Nevada.

U.S. 6, from the Inyo County line north of Bishop to the Nevada state line, provides inter-regional transportation connections and is a major trucking route between Southern California and the western mountain states (Washington, Idaho, Montana). It is also identified as a part of the National Truck Network and Caltrans has identified the primary purpose of the route as interregional traffic (largely trucks).

Truck traffic in Mono County, primarily for commodity movement, is increasing. In 1989, commercial truck traffic accounted for 2 percent of all traffic; in 2000, truck traffic accounted for 11.5 percent of all traffic countywide and 43 percent of all traffic on Hwy. 6 (Caltrans, US 395 Origination and Destination Report, Year 2000). Trucks haul a variety of commodities through Mono County, with the greatest number hauling water, followed by hay, french fries, and retail goods (Caltrans, US 395 Origination and Destination Report, Year 2000).

## LOCAL CORRIDOR NEEDS

### *Overview*

Local corridor needs include state highways that serve primarily local traffic (i.e. they do not provide interregional connections), county roads, city streets, and public roads operated by various other local, state, and federal agencies. Table 6 shows the mileage of maintained public roads in Mono County. Local corridor needs in the Town of Mammoth Lakes are discussed later in this chapter under the heading Town of Mammoth Lakes.

**TABLE 6 MILEAGE OF MAINTAINED PUBLIC ROADS AS OF DECEMBER 31, 1998**

| Jurisdiction | Mileage |
|---|---|
| County Roads | 684.04 |
| City Streets (Mammoth Lakes) | 43 |
| State Highways | 310.56 |
| State Parks | 9.30 |
| U.S. Forest Service | 427.30 |
| Bureau of Land Management | 712.3 |
| Bureau of Indian Affairs | 2.6 |
| **Total** | **2,183.64** |

**SOURCE**: California Statistical Abstract, 1999 State Department of Finance, Table J-1; Mono County Road Department.

***State Route 203***
State Route 203 provides access from Hwy. 395 to Mammoth Lakes, to Mammoth Mountain Ski Area, and to Red's Meadow and Devil's Postpile in the summer months. Congestion on 203 in Mammoth Lakes and between town and the ski area continues to be a problem in the winter, resulting in adverse air quality impacts, primarily from resuspension of road dust and cinders and auto emissions. Traffic is also heavy during certain periods in the summer. Congestion, and the resulting air quality impacts, are the major concerns on Rte. 203.

***State Route 158***
State Route 158, the "June Lake Loop", provides access from Hwy. 395 to the community of June Lake. There are operational and safety concerns on this route, particularly in the Village and Down Canyon areas of June Lake. These concerns focus on easing congestion in the Village by providing adequate off-street parking; providing alternate routes; providing for alternatives to the automobile; and providing safer routes for non-motorized forms of transportation.

***County Roads***
The County currently has 684.04 miles of county maintained roads (County Road System Maps are included in Appendix D). Of that maintained mileage, 179.07 miles are paved, 168.47 miles are plowed in the winter, and 197.87 miles traverse National Forest lands. Although most of the County roadway system is already established, there remains a need for new facilities. These needs are generally addressed in the community policy section (e.g. June Lake) in order to complete the circulation system, alleviate congestion and provide for continued growth. The main access to all communities in the county is state highways, i.e. Hwys. 395, 158, and 6.

In addition to the County roads, there is an extensive network of private and federally controlled roads in the County, many of them unimproved. The federal roads, on lands managed by the Forest Service and Bureau of Land Management, are mostly unmaintained dirt roads that receive limited use from logging trucks and off-highway vehicles (OHVs). The Forest Service and the BLM have developed management plans for OHV use. The private roads in the county are mostly in community areas and are mostly substandard roads that do not meet the County Roadway Standards and as a result have not been accepted into the County Roadway Systems.

Substandard roads are a particular problem in June Lake. In 1981, the Mono County Public Works Department recognized the Loop's existing constraints to roadway construction and developed a special set of arterial/commercial and collector/residential road standards tailored

to meet those constraints. These standards permit lower design speeds and narrower roads than in other areas of the county.

Major development projects have been able to comply with these standards, however the costs of upgrading older roads will continue to preclude their improvement and ultimate acceptance into the County maintenance program. This is true throughout the County. Property owners on private roads will continue to bear all maintenance costs as private roads do not qualify for state and federal maintenance funding.

On county roads, the primary needs for local streets and roads are snow removal, regular pavement maintenance and major rehabilitation. Heavy snowstorms, rapid freeze-thaw deterioration and heavy visitor traffic create an unusually high demand for snow removal and regular annual maintenance. The Mono County Road Department currently provides road surface and shoulder repair, signing, striping and snow removal, as well as minor and major improvements such as road surfacing and alignment improvements. Operating revenues that support these services are provided through various state and federal revenue generating programs, including state gas taxes, vehicle code fines, timber receipts, federal and secondary funds, transportation allocations, and motor vehicle license fee taxes.

The potential impacts of large-scale future development on the County road system continue to be a major concern. Traffic volumes of future development may impact portions of the existing road system. There is a need for mitigation of future impacts to the transportation system and for a standardized means of assessing potential impacts from future projects.

***Roads on Native American Lands***

The transportation systems serving the Bridgeport Indian Colony and the Benton-Paiute Reservation include county roads, tribal roads, and roads managed by the Bureau of Indian Affairs. Transportation needs for each location include road upgrades, ongoing road maintenance, and new road construction to serve existing and proposed development (see Bureau of Indian Affairs. Benton-Paiute Reservation Transportation Plan; Bridgeport Indian Colony Transportation Plan).

## TRAFFIC DEMAND, MONO COUNTY

Traffic demand projections for the unincorporated areas of Mono County are based on potential trip generation rates of projected residential land uses. The methodology used to compute those projections is explained in detail in Appendix A—Traffic Demand Projections, Unincorporated Areas. Table 7 summarizes the data presented in Appendix A.

**TABLE 7 TRAFFIC DEMAND PROJECTIONS, MONO COUNTY**

| | Estimated Avg.Vehicle Trips | Estimated Peak Hour Vehicle Trips | Estimated % Increase over current ADT |
|---|---|---|---|
| Antelope Valley | 334.2 | 35.7 | 1.5 % |
| Bridgeport Valley | 330.4 | 35.2 | 1.2 % |
| Mono Basin | 120.8 | 12.9 | 2.5 % |
| June Lake | 271.4 | 27.7 | 14.5 % |
| Long Valley | 328.8 | 33.9 | 4.9 % |
| Tri-Valley | 172.5 | 18.6 | 9.8 % |

The analysis in Appendix A notes that the estimated increases over current Average Daily Traffic (ADT) figures are not significant increases. North Shore Drive into June Lake is expected to help mitigate the larger expected traffic increase in June Lake.

## DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) refers to measures designed to reduce vehicle trips, trip lengths, and congestion. TDM encourages wider use of transit, vanpools, carpools, and other alternatives to the single occupant automobile. TDM measures provide alternatives to large investments in new highway and transit systems, which are limited by lack of money, adverse community reactions, and other factors. TDM measures are designed to modify travel demand patterns, resulting in lower capital outlays. They may be implemented within a short timeframe and evaluated quickly. Several policy issues arise in determining the extent to which TDM may be used to reduce congestion, including the effectiveness of voluntary vs. mandatory measures, and the need to apply them only to new development or to all employers of a specific size.

The transportation system in Mono County does not experience severe congestion except in limited areas, and at limited times. Due to a number of factors, some TDM measures are not particularly viable options in the unincorporated areas of Mono County at this time. Bicycling is generally not a year-round option for commuters in many areas of the County due to the long distances traveled and severe winter weather conditions. There is some potential in county communities to increase pedestrian facilities; the county is in the process of developing planning principles to convert county communities (i.e. Crowley Lake, Lee Vining, June Lake, and Bridgeport) to more livable/walkable communities. Mammoth Lakes is also developing more pedestrian oriented facilities.

Due to the high number of people who work outside of the community in which they live, there may be additional potential for carpooling or vanpooling. Currently, Mammoth Mountain Ski

Area provides vanpooling services for its employees, county employees in the Antelope Valley carpool to Bridgeport, and informal park and ride areas are in use throughout the county (e.g. at the junction of Hwys. 203 and 395 and at June Lake Junction). There is a potential to improve and provide additional park and ride facilities and to encourage carpooling, especially in the Mammoth Lakes vicinity. Mono County is in the process of obtaining this data. Most recently as from a transit survey in the Crowley Lake area… Mono Eventually, bus or shuttle service to Mammoth Lakes from surrounding communities may be desirable.

The use of transit for commuter and everyday transportation demand management purposes in Mono County is somewhat limited due to the long distances traveled and the relatively small population base. Outside of Mammoth Lakes, transit use within community areas is not a viable option. Transit service to recreational destinations, however, is a viable TDM measure in Mono County. Shuttle service to Devil's Postpile National Monument has been in place for many years in order to reduce traffic impacts. In 2000, the Yosemite Area Regional Transportation System (YARTS) began a pilot program providing shuttle service from Lee Vining (and other counties surrounding Yosemite National Park) to Yosemite Valley. There may be the potential to develop shuttles to other popular recreation destinations in the County, such as Bodie State Historic Park, in order to reduce environmental impacts from increasing traffic to those destinations. The multi-modal plan developed for the Bodie Hills supports the development of shuttle service.

Recent technological advances may also contribute to transportation demand management. As more people are able to conduct their business electronically via telecommunications networks, commuter travel demand should decrease.

## PARKING MANAGEMENT

Mono County's Land Development Regulations in the General Plan generally require on-site parking in the unincorporated area, developed in compliance with standards in the Regulations. Single family residences must provide two parking spaces (three in June Lake) and other uses must provide a specific number of parking spaces based on the intensity of the use. Most parking provided in commercial areas is uncovered, either on-street parking or parking lots.

Parking standards in Mammoth Lakes are listed in Title 17 (Zoning) of the Town Municipal Code. A minimum of three off-street spaces (one covered) is required for single family residences. Multi-family and non-residential uses require off-site parking based upon the use intensity. Parking for major developments must be understructure or undersurface in order to improve the aesthetics of projects and to encourage transit or pedestrian facility use.

Parking issues and needs include the following:

- Review of proposals for commercial business expansions, has shown a lack of adequate parking to meet the parking needs of commercial built-out in community areas such as Bridgeport, Lee Vining, June Lake. Limited parking aggravates traffic flow, increases traffic hazards, and may limit the economic health of an area. Parking for buses and large trucks is a problem in some areas. Future development, particularly of recreational areas and associated commercial uses, will greatly increase the demand for parking facilities.

- On-street parking is also a problem in some areas and creates safety concerns. In the winter, on-street parking may hinder snow removal operations. In some communities, on-street parking of large trucks creates a nuisance.

- Some communities would like to see the creation of community parking areas instead of requiring all businesses to develop small individual parking areas. There is also a need in Lee Vining to consider developing or designating a site for large truck parking.

## ENVIRONMENTAL AND ENERGY IMPACTS

***Impacts Resulting from Transportation System Improvements***
Environmental impacts resulting from improvements to the transportation system will be limited in Mono County since much of the system is already in place. Road development occurs primarily in developed community areas or adjacent to existing highways. Mono County RTP and General Plan policies focus development in community areas and encourage the use and improvement of existing facilities, rather than construction of new facilities. General Plan policies require future development with the potential to significantly impact the environment to assess the potential impact(s) prior to project approval and to recommend mitigation measures to avoid, and to mitigate the identified impacts, both on-site and off-site. The previous requirement also applies to potential impacts to the transportation system. In addition, RTP and General Plan policies promote preservation of air quality and scenic resources.

***Environmental Mitigation Measures and Enhancement Projects***
In its 2000 Annual Report to the California Legislature, the California Transportation Commission (CTC) suggested that improving the coordination of regional project planning and environmental processing/streamlining would greatly benefit the transportation planning process. In its report, the CTC included a number of recommendations directed at improving the environmental streamlining process as it relates to transportation planning and projects. Pertinent recommendations from the CTC have been included in this RTP.
Caltrans, the Forest Service, the Bureau of Land Management (BLM), the California Department of Fish and Game (DFG), the Local Transportation Commission (LTC), the County, the Town of Mammoth Lakes, and other interested agencies and organizations have been working together to incorporate environmental mitigation measures and enhancement projects into the planning process for road improvements to both state and local circulation systems. Environmental enhancement grants have been received for several projects, including the Eastern Sierra Scenic Byway, and the Mammoth Lakes Trail System.

RTP policies encourage appropriate agencies such as Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, and the Town of Mammoth Lakes to work together to define environmental objectives, to design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, and to incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems.

***Impacts to Local Wildlife from Increased Use of System***
Increased use of the transportation system may result in impacts to local wildlife. Limited visibility, road speeds, migration paths and driver error result in road kills of deer, rodents, mammals and birds. Caltrans has long endeavored to solve this dilemma by designing roadways and highways in a manner that increases visibility and by limiting the amount and type of vegetation along the shoulders. They have been diligent in providing ample signing opportunities to warn the unaware driver of the deer migration paths and nearby habitats. Caltrans is continuing to assess the potential benefits of additional signing and other measures. Deer crossings under highways have proved effective in some areas, but they are costly since several miles of tall fencing are needed on each side of the crossing to be effective.

## COMMUNITY NEEDS & ISSUES

This section outlines transportation concerns that have been identified by Community and Regional Planning Advisory Committees as being important issues in their communities.

***Antelope Valley (Topaz, Coleville, Walker)***

- The priority concern in the area is safety improvements on Hwy. 395 and Eastside Lane. Residents would like to see turn lanes at heavily used areas on Hwy. 395, such as the high school in Coleville. On Eastside Lane, the safety concern is the first turn on Eastside north of its intersection with Hwy. 395.

- Residents of the Antelope Valley consider their existing community road system, much of which is unimproved private roads, to be adequate.

- Residents question the need for 4-laning Hwy. 395 in the Antelope Valley, especially since Nevada presently has no plans for four lanes. Residents would prefer that the route remain two lanes with operational improvements such as shoulder widenings, fences and underpasses for deer, and potentially some landscaping. Residents are also interested in retaining the scenic qualities of Hwy. 395 between communities, and current alignment.

- There is a great deal of interest in a loop bike route throughout the Valley for use by touring bicyclists. There is some interest in providing facilities for pedestrians and equestrians along a similar loop route. There is not a great deal of interest in providing routes for mountain bikes.

***Swauger Creek/Devil's Gate***

- Restricting fence design to facilitate the migration and movement of wildlife, with particular attention given to deer migration routes and protection from highway traffic.

- Establishing a speed limit of 25 mph on all secondary roads.

- Limiting development of new secondary roads to those necessary for access to private residences; minimizing the visual impact of roads, using construction practices (drainage, culverts, road bases and finishes) that minimize dust and erosion problems; and prohibiting construction on designated wet meadow areas.

***Bridgeport Valley***

- Residents of Bridgeport are concerned about safety along Hwys. 395 and 182 from the Evans Tract to the dam at Bridgeport Reservoir. Many residents bike and walk along the shoulders of the highways in this area. Residents would like to recommend shoulder widenings along Hwys. 395 and 182 from the Evans Tract to the dam as a priority item.

- Other safety concerns include how to enforce the speed limit through the town; the design of several intersections, including the Hwy 182/395 junction, the Emigrant Street junction with Hwy. 395 and the Twin Lakes Road junction with Hwy. 395 south. The number of deer kills on Twin Lakes Road from the start of the Hunewill Hills to Twin Lakes is also a concern.

- Parking is a problem on Main Street and around the county buildings, especially during the months when there are the most visitors and when court is in session. There is some interest in providing additional off-street parking for county employees, people attending court, and visitors to the area, possibly next to the Probation Department or on empty lots on Emigrant Street.

- There is interest in developing a bike lane connecting Bridgeport and Twin Lakes, either by widening the shoulder or by creating a separate bike path that parallels the existing roadway. There is also some interest in eventually developing a loop bike trail by connecting the Twin Lakes bike trail to Buckeye Canyon Road and linking that segment to a trail around the reservoir.

***Bodie Hills (Issues/Needs identified in the Bodie Hills Multimodal Plan)***
Issues in the Bodie Hills include improving transportation facilities and upgrading parking facilities, particularly for buses, at Bodie State Park. The Bodie Planning and Advisory Committee has recommended the use of unique and historically compatible modes of travel to Bodie, such as re-activating the old railroad grade from Mono Mills to Bodie, providing for equestrians and horse drawn wagons and carriages in the state park., and establishing a trail system in the Bodie Hills that provides for equestrian, cycling and pedestrian use.

- Transportation improvements into the park and in the area surrounding the park are also needed. Paving the Bodie Road up to the cattle guard and having it accepted into the State Highway system at the edge of the Bodie Bowl and designating Highway 270 as a scenic highway with turnouts and interpretive displays are recommended. Paving of Cottonwood Canyon Road to Bodie is recommended to reduce dust. If visitation continues expanding beyond the carrying capacity of Bodie State Park and to accommodate wintertime visitors, a visitor center near the intersection of S.R. 270 and U.S. 395 is recommended. Also, there is some interest in constructing a satellite parking facility and shuttle bus service outside the Bodie Bowl.

***Mono Basin (Issues/Needs identified in the Mono Basin Multimodal Plan)***
Community goals for the area include the following:

Maintain the small town quality of life for residents.
Increase tourism opportunities—develop Lee Vining as a destination rather than a quick-stop highway town.
Improve visitor services.
Maintain and increase the attractiveness of the community.

- There is an opportunity to enhance the visual appearance of Lee Vining along Hwy. 395. Enhancements may include: landscaping, raised pedestrian crossings with variations in pavement texture/appearance, street furniture, revised parking configurations, and provisions for the convenient loading and unloading of tour buses.

- The Caltrans and Mono County road maintenance facilities detract from the appearance of the Lee Vining commercial district. There is an opportunity, as these facilities are relocated, to redevelop those properties in a manner that contributes to an attractive main street appearance. There is also an opportunity to coordinate road maintenance facility needs of other entities, such as Mono County and the Forest Service, with the relocation of the Caltrans shop. If these facilities are not relocated, there is a need to enhance their appearance through landscaping, solid fencing, painting, etc.

- There is an opportunity to balance competing needs through reengineering the five lane section of Hwy. 395 through Lee Vining. Competing needs include: convenient parking for business patrons; slower traffic, bike lanes, and pedestrian facilities for residents; traffic flow in front of businesses; and convenient interregional travel for motorists traveling through Mono County.

- As Hwy. 395 improvements occur directly north and south of Lee Vining, there will be opportunities to provide visual interest and community gateway design enhancements.

- There is community concern that the conventional traffic engineering goal of moving the most traffic possible at the highest feasible speed should not be the priority for Hwy. 395 through Lee Vining. Pedestrian safety and comfort, roadway aesthetics, and community economics are of equal or greater concern to the community.

- There is a need for pedestrian improvements throughout Lee Vining and adjacent areas. These improvements may include:

  a. Safe pedestrian crossings across Hwy. 395 in Lee Vining. Improvements to slow traffic may include: variations in pavement surface, raised intersections, reconfigured traffic lanes, flashing caution lights, and crosswalk landmarks.
  b. A flashing yellow light on Hwy. 395 north of Lee Vining, to slow southbound traffic entering Lee Vining.
  c. Post and enforce slow speed limits along Hwy. 395 within Lee Vining to minimize conflicts with pedestrians crossing the highway. Speeds on Hwy. 395 along Mono Lake should also be lowered to minimize conflicts with recreational visitors to the lake.
  d. Additional pedestrian trails to and from local activity nodes, such as the Mono Basin Visitor Center and Mono Lake.

- There is need for bikeway improvements throughout the Mono Basin. There are opportunities to include wider shoulders adequate for bike use as part of scheduled road maintenance projects and to provide other improvements for cyclists.

- Lee Vining lacks adequate parking facilities for visitors and buses in the summer months. Much of the existing commercial district lacks sufficient area for onsite parking. Trucks parked throughout the community with idling engines cause air and noise pollution and detract from the attractiveness of the community. Potential solutions to these issues include the following:

  a. Restrict truck parking and engine idling in certain areas of Lee Vining and consider siting a truck parking facility in the region.
  b. Tailor parking standards to meet Lee Vining's unique conditions.
  c. Acquire land and develop one or more community parking areas for the Lee Vining business district. The existing Caltrans and County road shops, when vacant, could serve as community parking areas.
  d. Design parking facilities to enhance the appearance of the business district. Design standards should ensure that future parking areas are well landscaped, sited in scale with adjacent structures, and appropriately buffered from adjacent sensitive land uses.

- There is a need to consider future expansion of Lee Vining when determining community parking needs.

- Hwy. 120, both west through Yosemite and east to Benton, is closed in the winter. There is local interest in keeping both sections of the highway open longer and in maintaining Hwy. 120 east to Benton for winter access. There is a need to consider different approaches to increasing funding and responsiveness to maintenance needs on Hwy. 120 through Yosemite, including:

  a. Organizational options, such as Caltrans assuming maintenance responsibility.
  b. Establishing a Tioga Pass Authority to maintain the road.
  c. Using Park fees for road maintenance.

- There is a need to provide safe access around avalanche hazards on Hwy. 395 just north of Lee Vining. An avalanche bypass road north of Lee Vining would funnel traffic through the Mono Basin Visitor Center and could also improve access to the tufa area just north of the Visitor Center.

- Local transit services (Mono County Transit Service) could be expanded and improved to better link Lee Vining and Mono City with other communities along the Hwy. 395 corridor. Local transit should also link Lee Vining with other eastside attractions such as Bodie, South Tufa, and the Lee Vining Airport. Transit vehicles should provide storage for bicycles and backpacks.

- Low cost backpacker shuttles should be considered to reduce multi-day parking.

- The Lee Vining Airport lacks a comprehensive master plan. An airport master plan, along with an updated airport land use plan, is needed to coordinate improvements and land uses for the airport vicinity. As one of the closest public airports to Yosemite National Park, there is the potential to increase use of the Lee Vining Airport by Yosemite visitors.

***June Lake (Issues/Needs identified in the June Lake Multimodal Plan)***

- SR 158, a two-lane County-designated scenic highway, and the June Lake Loop's major roadway, experiences traffic congestion during peak periods in the winter and summer. Winter travel is further hindered by winter weather conditions.

- Traffic congestion is expected to increase as a result of improvements to June Mountain Ski Area and associated development. Increased traffic will aggravate congestion and conflicts between vehicles and pedestrians, as well as the frequency of accidents.

- Steep slopes, sensitive environmental habitats, and a limited right-of-way hinder the widening of SR 158.

- Small lot configurations, building encroachments into setbacks, and fragmented ownership impede roadway improvements. The inability to provide adequate access to some private lands will limit the development potential of those lands.

- June Lake Village--the central commercial and retail district--lacks a cohesive and integrated system for traffic, parking, and pedestrian circulation. Also, Caltrans reports that the rate of accidents along Route 158 in the June Lake Village exceeds the statewide average for similar highways.

- Presently, the Loop lacks alternatives to automobile use. Future land uses and recreational opportunities will depend heavily upon a properly designed and integrated circulation system.

- Parking in the Loop's commercial centers and at recreational facilities is limited or restricted. The lack of adequate parking aggravates traffic flow, creates traffic safety hazards and may constrain tourist sales revenues as well as future development. In winter, on-street parking hinders snow removal and internal circulation.

- Snow removal on SR 158 in the Village during business hours causes a perception of traffic delays and must remove the snow parking problems for businesses. Limited snow storage sites have not been established. At times, pedestrians must share plowed roadways in the Village with vehicles, increasing traffic congestion and safety hazards.

- The limited circulation system creates both internal and external circulation problems. Restricted internal circulation could hamper fire fighting or other emergency efforts. Limited external access, i.e. mobility between the Loop and Hwy. 395, could hinder evacuation efforts in the event of a major catastrophe.

- Many June Lake Loop roadways feature improper grading, shoulder improvements, setbacks, and roadway design. These features increase the cost of maintenance, repair, and snow removal; limit access for emergency service vehicles; and add to erosion and traffic circulation problems.

- Sidewalks along both sides of Highway 158 through the Village are the only existing pedestrian trails. Sidewalks feature either an asphalt or concrete surface and vary in width from approximately 4', predominately on the westside, to 2' on the eastside. Obstructions such as stairs with handrails to individual businesses, driveways to individual businesses, portable business signs and sign posts, clutter the sidewalks.

- Field surveys with Caltrans personnel have indicated that a June Lake Village project featuring a connector road, community parking lots, and pedestrian improvements could qualify for TEA 21 funding due to its multi-modal aspect of relieving traffic congestion.

- Many roadway easements were drawn without regard for the existing topography or the feasibility of constructing future roadways. Numerous property owners abutting "unbuildable" roadway easements have applied to abandon the public's interest in existing paper roads. The Street and Highway Code establishes the procedure for the County to abandon its interest in public rights-of-way. Under the Code, roads eligible for abandonment must be impassable and the County must not have expended public funds on the road in the last five years. The County Board of Supervisors vacates public rights-of-way on a case-by-case basis after receiving a petition from adjacent property owners,

noticing adjacent property owners about the proposal, and holding a public hearing on the proposed vacation. There is an opportunity to identify routes that may be vacated.

- After the County vacates the public interest in rights-of-way along street easements, the property under the former easement reverts to the property owners adjoining the former road easement. Street abandonment often benefits property owners adjacent to roadways by enlarging existing parcels and providing more area for development.

- The County's vacation of road rights-of-way could hinder future fire protection or emergency service efforts by limiting access. Abandonments could also hinder the activities of the JLPUD or SCE, which currently use existing roadway easements for access and for the location of sewer and water facilities and electrical facilities.

- The June Lake Loop lacks distinctive street signs that blend in with the mountain character of the community. As part of the 911 emergency response program, the County has started to install common street signs throughout the County. The signs are constructed out of redwood and mounted on a single 4 x 4 wooden support post. The signs are brown in color and feature white letters routed into the sign face.

- Public transportation in June Lake is limited to one intercity transit system, one inter-regional bus line, one employee bus line and limited shuttle bus service provided by a local reservation service. Private charter bus lines for organized alpine skiing trips or other traveling groups also offer non-scheduled regional and inter-regional transit service. There is an opportunity to increase transit access to and throughout the June Lake community.

- The June Lake Loop can greatly benefit from improved and expanded pedestrian trails to improve safety, to increase pedestrian traffic in commercial areas, and to expand the range of recreational opportunities. Currently, most of June Lake's trails are on public lands managed by the United States Forest Service and provide access to destinations outside of the community. Figure 4 shows existing trailheads and trails in the Loop. There is an opportunity for pedestrian trails on private lands to link major commercial centers with residential development, lodging facilities and recreational nodes.

- Cross-country ski trails, which do not exist in the Loop, could link future development and provide an alternative to automobile travel.

- Potential cross-country ski trail alignments in the Loop are severely limited by avalanche dangers. Other factors limiting trails include the availability of snow on a consistent basis and the existence of private property predominately in the flatter areas of June Lake.

***Mammoth Vicinity/Upper Owens***

- Maintaining the scenic corridor along Hwy. 395 and providing bike routes in the western portion of Long Valley on existing roadways.

***Long Valley (Long Valley, McGee Creek, Crowley Lake, Aspen Springs, Sunny Slope)***

Issues in the Long Valley area (i.e. the communities of Long Valley, McGee Creek, Crowley Lake/Hilton Creek, Aspen Springs, and Sunny Slope) include maintaining the rural recreational character of the area while developing an effective and safe circulation system. Long Valley

residents are interested in providing adequate emergency access, upgrading local roads to county standards, discouraging traffic in residential areas, and encouraging alternative transportation systems within the communities.

- Residents have expressed an interest in providing bike lanes in the following areas: along Crowley Lake Drive from Tom's Place to Long Valley; around Crowley Lake to the Benton Crossing Road; from Long Valley to the Convict Lake Road so that bicyclists can ride off Hwy. 395; from Long Valley to Mammoth Lakes, possibly along the utility right-of-way; and along South Landing Road.

- One local safety issue is providing routes for pedestrians and cyclists in the Crowley Lake/Hilton Creek area, along Crowley Lake Drive and South Landing Road, either by increasing the shoulder or providing separate routes. A portion of South Landing Road is currently a private road. In order to increase the shoulder there, the County would need to acquire dedications from some property owners. The recently completed bikeway along Crowley Lake Drive from South Landing Road to the community center has increased bicycle safety in the community of Crowley Lake. Interest has also been expressed in developing improved trails along portions of the Whiskey Creek riparian corridor through portions of the community.

- Residents are also concerned about safety at the intersection of Lower Rock Creek Road and Hwy. 395. There is some interest in eliminating that intersection and realigning Lower Rock Creek Road so that it terminates at Crowley Lake Drive at Tom's Place and/or developing a separate Class I bicycle path from Tom's Place to Lower Rock Creek Road.

***Wheeler Crest/Paradise (Swall Meadows, Pinon Ranch)***

- Residents are interested in providing an improved transportation system that protects and accesses the unique scenic, recreational and environmental resources of the area. Alternative transportation systems, both within the community area and linking the area to other communities in the region, are a major concern. Residents in Paradise are interested in providing a bike path between Paradise Estates and the Inyo county line.

***Tri-Valley (Benton, Hammil, Chalfant)***

- Residents are interested in safety and access to the rest of the County. Issues in this area include the provision of adequate and safe access to Rte. 6 with sufficient distances between access points; safety along Rte. 6 during hazardous conditions (primarily dust storms); the provision of rest stops along Hwy. 6; the inclusion of Hwy. 6 into the County-wide scenic highway system for its historic significance; and the provision of a bike path connecting Bishop and Chalfant, either by widening the shoulders along Rte. 6 or by providing an alternative route along the abandoned railway lines east of Rte. 6. Residents also believe that there is a need for a fire station and an emergency landing strip in Hammil.

***Oasis***

- Oasis, in the extreme southeastern corner of the county, is separated from the rest of the county by the White Mountains. Access to the area is either from Nevada, or on S.R. 168, which connects Big Pine in Inyo County to Oasis. S.R. 266 connects Oasis to roads in Nevada. Oasis is an agricultural area and has no transportation needs aside from regular maintenance of the existing highway system.

**REGIONAL INTELLIGENT TRANSPORTATION SYSTEM ARCHITECTURE**

In 1999, Caltrans released the **Intelligent Transportation System Deployment Initiatives: "A Shared Vision for California"**. That document recommends initiatives to fully integrate Intelligent Transportation Systems (ITS) (e.g. computers, electronics, telecommunications, and other technologies) with transportation planning and operations. Caltrans has identified six classes of mobility services that would benefit from ITS:

- Transportation Management (TM) to monitor events, speedily dispatch incident response teams, manipulate signal systems, predict and estimate delays, and advise on route alternatives.
- Traveler Information (TI) to empower individual travelers to make informed travel decisions of most appropriate routes, modes, and/or travel times
- Electronic Payment (EP) to provide users with a broadly deployed, interoperable mobile payment system for tolls, parking, transit, and private commercial transactions.
- Goods Movement (GM) for efficient, safe, and legal movement of trade goods, into, out of, and through California.
- Public Transportation (PT) to enhance existing services and add new delivery options for door-to-door delivery service competitive with the private automobile.
- Vehicle Safety and Control (VSC) to provide multiple levels of automated driver warning and assistance and increase driving safety, comfort and convenience.
  (Caltrans, 1999, ITS: "A Shared Vision for California")

Caltrans notes that ITS projects in California and elsewhere have proven benefits, including reductions in accidents, incident response times, and travel times, increases in travel speeds and transit on-time performances, and decreases in emissions and operating costs per transit vehicle mile.

Many ITS applications are most effective when the services are offered across jurisdictional boundaries. As a result, the Sierra Nevada Intelligent Transportation Systems Strategic Plan is being developed to serve the central Sierra region, including Mono County. The Mono County LTC is participating in that planning process.

The vision statement for the Sierra Nevada ITS Strategic Plan area addresses concerns specific to the central Sierra region:

> "ITS will be mainstreamed into the local planning and project development processes to help meet the current and future transportation needs of residents, travelers, businesses, and organizations in the Sierra Nevada region, in conformity with the National ITS Architecture, to:
>
> - Enhance travel safety across the region;
> - Enhance the efficiency and effectiveness of the region's transportation systems;
> - Support the local and regional economy; and
> - Enhance and preserve community values."

Existing ITS services in the central Sierra region, including Mono County, are primarily information and transit oriented. Pre-trip travel information, en-route driver information, route

guidance, and traveler services information are available in a variety of formats. Public Transportation Management and Personalized Public Transit services are utilized by Inyo-Mono Transit.

## RESOURCE SHARING AND PARTNERSHIP OPPORTUNITIES

The County, the Town, and the LTC currently participate in several resource sharing/partnership projects:

- The LTC has initiated a collaborative regional transportation planning process with Kern, Inyo and San Bernardino Counties to pool STIP funds for high priority projects for access from Southern California;
- The County has shared funds with Caltrans to complete the Rush Creek 4-lane project;
- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite; and
- The Town has partnered with Mammoth Mountain Ski Area to improve Mammoth/Yosemite Airport and market airline service to Mammoth.

RTP policies promote the development of additional resource sharing and partnership projects as the opportunity arises. In addition, the California Transportation Commission (CTC), in its 2000 Annual Report to the California Legislature, suggested that improving the coordination of regional project planning and environmental processing/streamlining would greatly benefit the transportation planning process. In its report, the CTC included a number of recommendations directed at improving the environmental streamlining process as it relates to transportation planning and projects. Pertinent recommendations from the CTC have been included in this RTP.

## COORDINATION WITH CALTRANS SYSTEM PLANNING

Caltrans conducts long-range planning ("System Planning) for all state routes at the District level. System Planning is composed of three elements: 1) Transportation Concept Reports (TCRs); 2) Route Development Plans (RDPs); and 3) District System Management Plans (DSMPs). The TCR is a concept, with supporting rationale, of how the route should operate and what the physical facility should look like over the next 20 years. The RDP identifies fundable improvements over the next 10 years leading towards attainment of the route concept. The DSMP outlines the system management guide. Since the major roadways in Mono County are state highways, there is a need for close coordination of planning between Caltrans, the Local Transportation Commission, the County, the Town of Mammoth Lakes, and federal and state resource management agencies since much of the land crossed by highways is federal land.

There is the potential for appropriate agencies such as Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, and the Town of Mammoth Lakes to work together during the planning process to define environmental objectives, to design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, and to incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems. These agencies should then work together to ensure that identified measures are implemented. There is the potential to obtain cooperative funding for projects.

**CROSS-JURISDICTIONAL COMMUNICATION NETWORK NEEDS**

The County and the Mono County LTC have been working to improve communications concerning transportation projects and needs with surrounding counties and with other transportation service providers in the region.

- The County has initiated a collaborative regional transportation planning process with Kern, Inyo and San Bernardino counties to develop high priority projects for access from Southern California;
- The LTC participates in the Sierra Nevada Intelligent Transportation Systems (ITS) Strategic Plan planning process along with other transportation agencies in the central Sierra region;
- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite; and
- The LTC has partnered with Caltrans in an outreach effort to provide local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process.

**SCENIC ROUTES/SCENIC HIGHWAY DESIGNATION**

Most of Mono County's scenic resources are visible from the highways and are experienced by visitors primarily from the highways. The county's scenic resources are an important component of its environmental and economic well-being; as a result, there is a need to preserve and improve the scenic qualities of the highways and the scenic resources visible from the highways. Existing scenic highway designations in the county are limited.

State-designated Scenic Highways in Mono County include the following segments (see Figure 2):

- Route 89 between post mile 3.2 and the Alpine County line, post mile 7.6.
- Route 395, in the following sections:
  From the Inyo County line (post mile 0.0) to the junction with State Route 120 west (post mile 50.7);
  From post mile 52.0 north of Lee Vining High School to south of the Evans Tract in Bridgeport (post mile 74.5);
  From the Emigrant Street junction in Bridgeport (post mile 76.8) through Walker Canyon (post mile 104.8); and
  From the junction with State Route 89 (post mile 117.0) to the Nevada State line (post mile 120.5).

County-designated Scenic Highways are shown in Figure 3 and described in Appendix B. County-designated Scenic Highways are subject to Mono County General Plan policies (Conservation/Open Space Element, Visual Resource policies) and to the requirements of the Scenic Combining District in the county's Land Development Regulations, both of which restrict the type of development that can occur in the scenic highway corridor.

Federally designated Scenic Byways in Mono County include the Eastern Sierra Scenic Byway project, which encompasses Hwy. 120 in Lee Vining Canyon and Hwy. 395 from the Nevada state line in Mono County to southern Inyo County. Federal funds have been used to provide enhancement projects such as scenic byway kiosks, scenic vista points, and rest areas

along the Eastern Sierra Scenic Byway.

**FIGURE 2 DESIGNATED STATE SCENIC HIGHWAYS**

**FIGURE 3 DESIGNATED COUNTY SCENIC HIGHWAYS**

There is some interest in providing additional turnouts and scenic vista points along scenic routes throughout the County. Additionally, there is interest in preserving agricultural and open space lands for their scenic values. Caltrans and the County maintain several roadyards adjacent to Hwy. 395 throughout the County. There is some interest in screening or relocating the existing facilities in order to reduce the visual impacts of those facilities.

## TOWN OF MAMMOTH LAKES TRANSPORTATION SYSTEM

*The following descriptions of the Town's transportation system are excerpts from the Town of Mammoth Lakes General Plan Revised Transportation and Circulation Element.*

### Road System

The major access into the Town of Mammoth Lakes is via State Route 203, which intersects with US Highway 395 just east of the Town limits. SR 203 (also named Main Street) is a four-lane road from US 395 through the majority of the developed portion of Town. SR 203 returns to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area, and terminates at the Mono-Madera county line. Portions of SR 203 are augmented by frontage roads. According to Caltrans' classification system, State Route 203 is a minor collector for the westernmost 0.7 miles. Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access from the Town to US 395 to the north. The Town's Road System is shown in Figure 4.

### Parking

Parking in Mammoth Lakes is largely provided in private lots. In addition to the substantial parking lots provided at ski access portals, significant private parking facilities are provided at commercial centers. At present, there are no off-street public parking facilities in the community.

Existing parking lots in the Town are well utilized during periods of peak visitor activity. The public has noted that traffic congestion in and around the Town is caused in part by a shortage of accessible private and public parking.

### Transit

There are currently a number of public and private transit operations serving the Town:

- The Mammoth Area Shuttle (MAS) system, operated by the Mammoth Mountain Ski Area, provides winter public transit service to a variety of ski, recreational, dining, lodging, and retail areas, carrying over 600,000 passenger-trips annually.

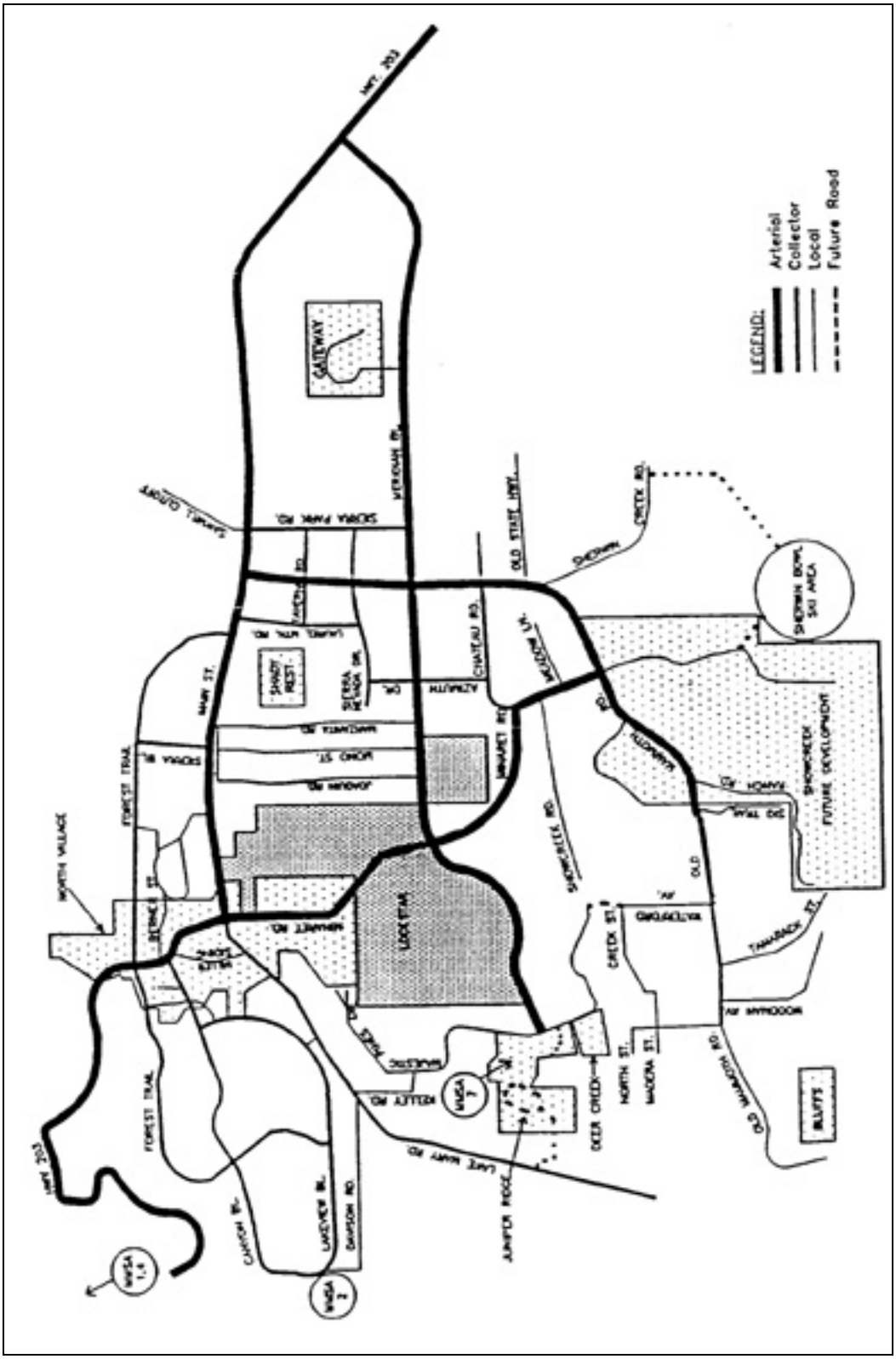
- During the summer months, the US Forest Service subsidizes a shuttle bus program that operates a visitor shuttle from Mammoth Mountain Inn to Red's Meadow and Devil's Postpile National Monument.

- Condominiums and hotels provide on-demand shuttle services for their guests to the ski areas and to the Mammoth/Yosemite Airport.

- Mammoth Mountain and June Mountain ski areas provide scheduled shuttle services between Bishop, Mammoth Lakes and June Lake, restricted to ski area employees living in Bishop.

- Taxicab service is offered on a metered, demand-responsive basis.

**FIGURE 4 TOWN OF MAMMOTH LAKES ROAD SYSTEM**



- The Inyo-Mono Dial-A-Ride provides services three days a week connecting Mammoth Lakes with Bishop to the south, and two days a week to Lee Vining and Bridgeport to the north.

- YARTS provides summer weekend shuttle service to Yosemite.

**Non-Motorized Facilities**

Biking, including organized bike races, has become an increasingly popular activity in and around the Town. The *General Bikeway Plan*, updated in March of 1997, provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist.

The Town of Mammoth Lakes Trail System Master Plan (MLTSMP) adopted in May 1991, focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, equestrians and cross-country skiers. The MLTSMP would connect and pass through a series of parks and open-space areas, having numerous access points in and around the Town. Because of the significant existing and future traffic congestion in the Town and the relatively compact development pattern, non-motorized facilities can be more than recreational facilities. A comprehensive trail system for pedestrian, cycling, and cross-country skiing will reduce auto travel, as well as providing important recreational amenities for visitors and community residents.

In an effort to further develop an extensive pedestrian facility system, the Town has identified commercial and arterial streets that warrant expansion of sidewalks.

**Aviation**

The Mammoth/Yosemite Airport is an important attribute to the community. The airport is a FAA certified commercial airport, currently offering charter services. Plans are currently being formulated to reinstate seasonal scheduled air service to Dallas and Chicago as well as to southern and northern California. The Mammoth/Yosemite Airport is owned and operated by the Town of Mammoth Lakes.

In 1998, the Mono County Airport Land Use Commission adopted a Comprehensive Land Use Plan (CLUP) for the Mammoth/Yosemite Airport. This plan provides for major development and expansion of the airport terminal area, including a hotel, major infrastructure improvements, aircraft support facilities, and passenger terminal. The plan also establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

**Transportation Issues**

*The following transportation issues are excerpts from the Town of Mammoth Lakes General Plan Revised Transportation and Circulation Element.*

1. State Route 203 (Main Street) experiences significant traffic congestion in Mammoth Lakes and between the Town and Mammoth Mountain Ski Area during the winter months. This traffic congestion adversely impacts air quality, due to auto emissions, diesel fumes from buses, and re-suspended road dust and cinders. Traffic congestion is also of concern during certain periods in the summer, both along arterial streets in the Town, as well as between Mammoth Lakes, Red's Meadow and Devil's Postpile.

2. Local transit services are limited, with seasonal interruptions and changes in schedules, which reduces the ridership potential for transit service. As a result, the residents and

visitors are unnecessarily dependent on the private automobile. Mammoth Lakes is currently not fully benefiting from the potential usage of public transit seen in similar mountain resort communities.

3. Regional and inter-city public transit serving Mammoth Lakes is irregular and not scheduled in a coordinated manner, and lacks a designated terminal station. These constraints cause these services to be inconvenient for visitors and local residents.

4. Facilities for non-motorized travel, including sidewalks, bike paths, and walking trails are limited and do not provide safe continuous routes that link recreational activity areas with commercial, new growth, or residential areas.

5. Dues to Issues 2, 3, and 4, there is a reliance on the private automobile. Parking availability is inadequate in commercial activity centers during periods of peak visitor activity, which exacerbates traffic congestion and generates illegal on-street parking that may hinder snow removal and internal circulation, as noted by the Town during snow removal operations.

6. The Mammoth/Yosemite Airport's ability to offer expanded services (such as commercial scheduled air service) is limited due to inadequate facilities, runways, and aircraft ramps. The lack of infrastructure improvements reduces visitor air access to the region, which in turn maintains dependency on the automobile and perpetuates traffic problems in the community.

7. Traffic congestion is expected to increase as a result of expansion of the Mammoth Mountain Ski Area as well as new growth areas/developments, including North Village, Sierra Star, and Snowcreek. Increased traffic, due to these expansions and new developments, will aggravate congestion and increase conflicts between vehicles and pedestrians.

8. Some of the Town's arterial roadways provide traffic capacity in excess of existing or forecast future needs, unnecessarily increasing their impact on the pedestrian/bicycle environment and the overall visual quality of the community.

## TRAVEL DEMAND, TOWN OF MAMMOTH LAKES

*The following section is an excerpt from the Town of Mammoth Lakes General Plan Revised Transportation and Circulation Element.*

### Existing Travel Demand

Travel demands in Mammoth Lakes are defined by both resident activity as well as visitor activity. Year-round, the community's permanent population of roughly 5,000 generates travel demand patterns much like any other community of similar size, including employment trips, shopping trips, school trips, and recreational trips. In addition, however, the community's transportation network is impacted by the travel demand generated by visitors, which adds up to roughly an additional 24,000 persons to the overnight population during the winter ski season. A summary of factors impacting existing travel demand is presented in Table 8.

Existing traffic volumes are depicted in Figure 5 (LSA Associates, Inc., *North Village Specific Plan Existing Plus Project Travel Impact Analysis*, Revised June 22, 2000). As shown, the highest traffic volumes in the community are found on Main Street between Minaret Road and Old Mammoth Road, with 15,900 to 16,400 vehicles per typical winter Saturday. The second-busiest street is Old

Mammoth Road between Chateau Road and Main Street with 9,400 to 11,500 vehicles per typical winter Saturday. Traffic volumes on all other roadways are less than 10,000 vehicles per day.

**TABLE 8**
**FACTORS AFFECTING TRAVEL DEMAND IN MAMMOTH LAKES**

**TABLE 3: Characteristics of Existing Mammoth Lakes Travel Demand**

**Existing Persons At One Time (PAOT)**

| Nordic and Alpine Skiers | Permanent Residents | Other Visitors | Total PAOT |
|---|---|---|---|
| 22,000 | 5,000 | 2,000 | 29,000 |

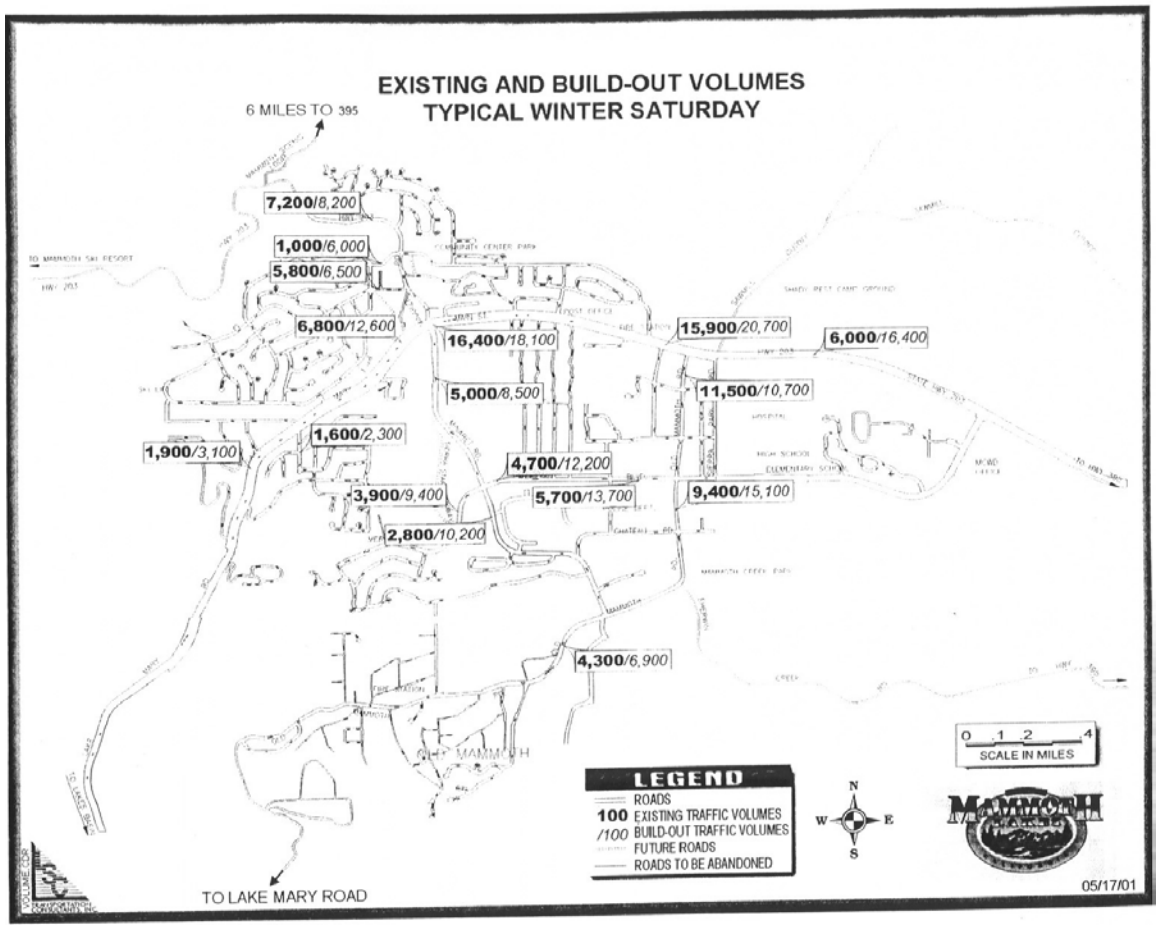
*Source: The Town of Mammoth Lakes General Plan*

**Number of Visitors at Each Ski Area Portal**

| | Main Lodge | Canyon Lodge | Chair 15/ 24 | Total MMSA |
|---|---|---|---|---|
| Weekday Mid-Season: High | 3,300 | 2,500 | 1,100 | 6,900 |
| Weekday Mid-Season: Low | 1,500 | 1,000 | 400 | 2,900 |
| Average Saturday | 7,000 | 4,500 | 2,000 | 13,500 |

*Source: MMSA Planning (Thom Heller 3/21/00)*

**FIGURE 5**
**EXISTING TRAFFIC VOLUMES IN MAMMOTH LAKES**



Review of existing travel conditions yield the following findings:

- Traffic activity varies substantially with season. Caltrans' counts from 1997 indicate that average daily traffic on Main Street just west of Forest Trail in the peak summer month of August (5,289) slightly exceeds the peak winter month (February) volume of 5,247. In comparison, the lowest monthly volume of 2,365 occurs in October, and corresponds to only 45 percent of the traffic volume in the peak month.

- Summer traffic volumes are substantially higher during the weekend than during the mid-week period. As an example, counts on Lake Mary Road indicate weekend volumes that are roughly double mid-week levels.

- Reflecting historic patterns of ski area facilities and amenities, a substantial portion of existing access to the MMSA is provided via Minaret Road. This concentration of ski area traffic (particularly at the end of the ski day) on a two-lane facility with limited capacity creates the Town's most significant recurring traffic congestion problem.

- On a peak winter day, approximately 28 percent of skiers access Mammoth Mountain Ski Area via transit.

**Future Travel Demand**

In addition to general growth in travel resulting from increases in population and visitation, travel demand in Mammoth Lakes will be impacted by the following planned development:

The North Village project
The Snowcreek and Sherwin Ski Area project
The Sierra Star project
The Airport Facility and Service Expansion project

A number of smaller residential and lodging projects will also increase travel demand. As part of the North Village and Sierra Star projects, access to the MMSA will be substantially modified…increasing the proportion of access that is provided by portals other than the Main Lodge.

Traffic analyses conducted for the Town, as well as for the North Village Specific Plan, indicate that total peak winter Saturday person-trips will increase from the current level of approximately 125,000 to approximately 250,000 at build-out of the General Plan. Considering shifts in travel mode, average winter day traffic volumes on Town roadways will increase by roughly 25 to 33 percent upon build-out of the community.

Future ski area expansions and new development are also expected to increase traffic demand. Table 9 presents future travel demand characteristics. Potential future maximum visitors is estimated to be 37,000 while potential maximum persons-at-one-time is estimated to be 52,000.

**TABLE 9**
**FUTURE TRAVEL DEMAND CHARACTERISTICS IN MAMMOTH LAKES**

**TABLE 4: Characteristics of Future Mammoth Lakes Travel Demand**

**Maximum Number of Visitors at Each Portal - Planned**

| MMSA | Main Lodge | Canyon Lodge | Chair 15/24 | Gondola Village |
|---|---|---|---|---|
| 24,000 | 7,000 | 5,000 | 6,000 | 6,000 |

*Source: MMSA Planning (Thom Heller 3/21/00)*

**Potential Maximum Visitors**

| | Skiers at One Time |
|---|---|
| Nordic | 5,000 |
| MMSA | 24,000 |
| Sherwin Bowl | 8,000 |
| Total Alpine Skiers | 32,000 |
| Total Peak Persons-At-One-Time | 52,000 |

*Source: The Town of Mammoth Lakes General Plan*

*Note: PAOT is calculated using QUAD Consultants weighted average ratio of 1.63 PAOT per Alpine SAOT. QUAD Consultants, Inc., Winter Population Survey Report, 1983.*

## TRANSIT

*Existing Transit Services*
The following transit services are currently available in Mono County:

**Inter-Regional Transit**
As of August 2001, there is no scheduled inter-regional transit service between Los Angeles and Reno, as there has been in the past. Mono County, in cooperation with Inyo and Kern counties and Caltrans District 9, retained LSC Transportation Consultants Inc. to determine what inter-city transit alternatives exist along the Hwy. 395 corridor for both the short term and long term. LSC's draft report (LSC, June 2001) recommends that Inyo-Mono Transit and Kern Regional Transit provide one North Route and one South Route connecting to Carson City and Ridgecrest to provide lifeline links to necessary services.

Non-scheduled regional and inter-regional transit service is also offered by private charter lines, with the majority typically originating from Southern California, and less frequently from the Bay Area and Las Vegas. The majority of charter buses stop in Mammoth Lakes. According to the Mammoth Lakes Visitor Bureau, approximately 20 to 30 buses per day serve Mammoth Lakes in the summer months, and approximately 10 to 15 buses per day in the winter months.

**Countywide Public Transit/Inyo-Mono Transit**
Inyo-Mono Transit provides transit services throughout the county and to Bishop and Carson City. It provides scheduled and demand-responsive services for senior citizens, handicapped persons, low-mobility persons, and the general public.

**Yosemite Area Regional Transportation System (YARTS)**
A two-year demonstration project to provide a "positive alternative choice for access to (Yosemite National Park) for visitors, employees, and residents began in May, 2000 (for further information see www.yosemite.com ). Service will be provided to and from Lee Vining in Mono County (and locations in Mariposa and Merced Counties) on a schedule that connects with the Yosemite National Park shuttle service. Bus shelters will be provided at two locations in Lee Vining; bus signs will be provided at two additional locations in Lee Vining.

**Mammoth Lakes Transit Services**
Public transit service is provided in Mammoth Lakes by the Mammoth Area Shuttle (MAS). This system is not intended to provide comprehensive services to local residents, but is designed to transport visitors in Mammoth Lakes to a variety of ski, recreational, dining, lodging and retail areas. The system is operated by Mammoth Mountain Ski Area and currently operates in the winter. The shuttle buses are used in the summer to operate a tourist shuttle from Mammoth Mountain Inn to Red's Meadow and Devil's Postpile National Monument.

Dial-A-Ride service, provided by Inyo-Mono Transit, is also available in Mammoth Lakes to meet local transit needs.

**Lodging-based Shuttles**
Condominiums and hotels in Mammoth Lakes and June Lake provide this service. These shuttles provide on demand service to the Mammoth/Yosemite Airport and to the ski areas for lodging guests.

**Taxicab Service**
Taxicab services are offered in Mammoth Lakes on a metered, demand-responsive basis.

**Mammoth Mountain and June Mountain Ski Areas**
The ski areas provide scheduled employee shuttle service between Bishop, Mammoth and June Lake. Ridership is restricted to ski area employees living in Bishop.

**Inyo Mono Area Agency on Aging**
IMAAA serves the transportation needs of senior citizens. The Agency takes seniors shopping, to the doctor, or to obtain other services, locally or long distance. Senior trips go to destinations such as AARP conventions, Reno, or Los Angeles. IMAAA runs a meals-on-wheels program and helps distribute government surplus food throughout the County.

**Toiyabe Indian Health Project**
The Toiyabe Indian Health Project provides transportation for Native Americans and their families for shopping, medical and other necessary purposes. Based in Bishop, the project provides transportation in both Inyo and Mono Counties.

**School Buses**
The county's dispersed population and the location of its public schools require some students to travel many miles to and from school. Both the Eastern Sierra Unified School District and the Mammoth Lakes School District provide bus services for their students.

***Transit Dependent Populations***
Transit needs may be assessed in terms of those segments of the population that are dependent on some form of public transportation. In Mono County, this is generally young people, seniors, disabled persons, or low-income persons. Table 10 shows population projections for young people and seniors. The total percentage of the population under 15 and 60 or older will remain relatively stable in 2000 and 2010 (approximately 33-34 % of the population); in 2020, it will rise to 44 percent of the countywide population. It should be noted that the senior population is projected to rise from 13 percent of the countywide population in 2000 to 25 percent of the countywide population in 2020. The senior population often has mobility concerns that require specialized transportation.

**TABLE 10 POPULATION PROJECTIONS, YOUNG PEOPLE AND SENIORS**

| | 2000 | 2010 | 2020 |
|---|---|---|---|
| Under 15 years old | 20 % | 16 % | 19 % |
| 60 years or older | 13 % | 18 % | 25 % |

Source: State Department of Finance (DOF) population projections, 1999. See www.dof.ca.gov .

Estimates prepared by the U.S. Census Bureau, Small Area Income and Poverty Estimates Program (see www.census.gov ) show 997 persons (9.5 % of the population) living in poverty in Mono County in 1995, approximately the same number (967 persons, 9.7 % of the population) counted in the 1990 Census (see www.census.gov ). Table 11 provides information on the number of persons receiving public assistance in Mono County. The number of aid recipients has fallen in recent years as a result of new federal and state requirements that require aid recipients to participate in work related activities.

**TABLE 11 PUBLIC ASSISTANCE RECIPIENTS BY PROGRAM**

| | 1997 | 1998 | 1999 |
|---|---|---|---|
| CalWORKs (1999); AFDC (1997, 1998) | | | |
| Total | 265 | 244 | 183 |
| Adult | 78 | 61 | 43 |
| Children | 187 | 183 | 140 |
| Food Stamps | 370 | 351 | 227 |
| General Relief | 17 | 4 | 4 |
| Welfare to Work (1999); GAIN (1997) | 26 | NA | 43 |

Notes: AFDC = Aid to Families with Dependent Children.
Food stamps includes persons receiving public assistance and those not receiving public assistance.
GAIN = Greater Avenue for Independence. GAIN data are not available for 1998.

Source: Employment Development Department, Labor Market Information, Social & Economic Data, Table 1. See www.calmis.cahwnet.gov .

Transit issues and needs include the following:

- The **Mono County Transit Plan** is incorporated as part of the Mono County RTP (see Chapter I, Planning Process). That plan provides greater detail concerning transit needs, facilities, and services in Mono County. The **Mammoth Lakes Transit Plan** is also incorporated as part of the Mono County RTP and provides greater detail concerning transit needs, facilities, and services in Mammoth Lakes.

- The current principal method of transportation to and through Mono County is the highway system. Alternative methods of moving people and goods to and through the County are limited. There is no rail service. The existing airports, because of their high altitude location and the often severe weather conditions in the area, are limited in the amount and type of service that they can accommodate. There is a continuing interest in expanding air service to the Mammoth/Yosemite Airport; see the section on Aviation later in this chapter.

- There is a current need for increased transit services to reduce congestion and related air quality impacts, particularly in Mammoth Lakes and potentially in June Lake. Increased transit services between community areas are probably not considered to be cost effective at this time; limited service is now available and is used primarily by senior citizens. Future development may increase the need for an improved regional transit system, particularly if large scale recreational development occurs.

- Transit dependent populations in Mono County include young people, seniors, and low income persons. Over the next twenty years, the population of young people is projected to remain relatively stable while the senior population is projected to almost double, from 13 % of the population to 25 %. Estimates show 9.5 % of the County's population living in poverty in 1995, approximately the same number as in 1990. Although low income persons traditionally are transit dependent, social service providers indicate that they tend to be less so in Mono County where the need for a car is greater than in more urbanized areas. In Mono County, low income persons tend to pool their resources to get a car as soon as they can.

- The June Lake Multimodal Transportation Plan and the Bodie Hills Multimodal Plan both encourage the development of transit shuttle services in their respective areas.

- As of August 2001, there will be no scheduled inter-regional transit service between Los Angeles and Reno, as there has been in the past. Mono County, in cooperation with Inyo and Kern counties and Caltrans District 9, retained LSC Transportation Consultants Inc. to determine what intercity transit alternatives exist along the Hwy. 395 corridor for both the short-term and long-term. **The US 395 Corridor Intercity Transit Study** (Draft Report, June, 2001) concludes that "…the main focus of services will be for low-income persons, persons without access to an operable automobile, elderly persons, persons with disabilities, and youth. The needs of the general public and commuters will not be pursued due to limited financial resources and relatively low demand" (LSC, 2001, p. 32).

  The recommended service plan in the report is intended to address requirements of the Americans with Disabilities Act (ADA), documented unmet transit needs that are reasonable to meet, the stated desire of the study participants to provide inter-regional mobility, and the need to address efficiency issues through management, financial, and service modifications. Inyo-Mono Transit and Kern Regional Transit will provide one North Route and one South Route connecting to Carson City and Ridgecrest to provide lifeline links to necessary services.

  Funding for transit operating costs and capital improvements over the coming ten years should be provided through a combination of existing funding sources (farebox revenues, Local Transportation Funds, FTA Section 5311 funds, and FTA Section 5311 (f) funds).

- All transit services must comply with the requirements of the Americans with Disabilities Act (ADA). The ADA requires the availability of wheelchair lift-equipped fixed route buses and door-to-door service for disabled persons who cannot use the fixed-route service. Inyo-Mono Transit buses are equipped with wheelchair lifts and also provide door-to-door demand responsive service.

**NON-MOTORIZED FACILITIES**

Biking has become an increasingly popular activity in Mono County, with many areas in the county experiencing extensive use for mountain biking and touring. Several bike races occur in the summer months in and around the Mammoth Lakes area. Despite its increasing popularity, however, there are few facilities in the county specifically for bicyclists. Currently, the only bike lanes or bike paths in Mono County are a stretch of bike lane along Mammoth Creek that extends up to and crosses Meridian Boulevard connecting with a bike lane adjacent to the Trails Subdivision. The Trails Subdivision trail connects the Elementary and High Schools with Shady

Rest Park, located north of Main Street. There is also a striped bikeway along the shoulder on a portion of Rte. 203 within Mammoth, a short (0.3 mile) striped bikeway along Crowley Lake Drive in the vicinity of Aspen Springs, and a recently completed bikeway along Crowley Lake Drive from South Landing Drive to the community center.

Aside from riding on the shoulders of the 4-lane sections of US 395, much of the touring in the County occurs on roadways where the shoulder may or may not be wide enough to accommodate bicyclists safely. Much of the mountain biking occurs on numerous trails and roads on public lands. Mammoth Mountain Ski Area operates a mountain bike park in the summer months using trails and roads on Mammoth Mountain.

Policies in this RTP call for the development of wide shoulders at the time rehabilitation projects occur on local highways and streets. This policy is being implemented in the 1998 State Transportation Improvement Program (STIP) where funds have been allocated for the construction of wider shoulders alongside rehabilitation projects on local roadways on several street segments in Crowley Lake, along Benton Crossing Road, on Eastside Lane in Antelope Valley, and along Lake Mary Road in the Lakes Basin in Mammoth Lakes.

Trail systems for other non-motorized activities, such as horseback riding, cross-country skiing, and hiking are located on public lands throughout the County. Other than hiking trails, little attention has been given to pedestrian facilities in the County. Some communities have sidewalks, but no community has extensive pedestrian facilities. With increasing traffic levels, the need for additional safety devices, markings and traffic direction for pedestrians is increasing. The County and Caltrans are in the process of developing pedestrian planning principles to provide more walkable communities, particularly in Crowley Lake, June Lake, Lee Vining, and Bridgeport. In addition, the current State Transportation Improvement Program (STIP) includes funding for projects to construct sidewalks along Hwy. 158 in June Lake Village and to replace sidewalks along Hwy. 395 in Lee Vining.

In Mammoth Lakes, non-motorized facilities for the use of pedestrians, bicyclists, equestrians and cross-country skiers have been comprehensively planned. Because of the significant existing and future traffic congestion in Mammoth Lakes, non-motorized facilities can be more than recreational facilities. A comprehensive system of walking, bicycle and cross-country trails will reduce auto travel and provide important visual and activity amenities for visitors and community residents. The Town continues to implement its plans for non-motorized facilities by improving and linking additional portions of its trails systems.

Non-motorized issues and needs include the following:

- The County completed a Trails Plan, including a General Bikeway Plan, in 1994. That Plan is incorporated as part of the Mono County RTP and was adopted with the 1994 Update of the RTP. It provides comprehensive planning for non-motorized facilities in the unincorporated areas.

  The overall purpose of the Mono County Trails Plan is to establish trail systems that facilitate multi-modal travel and recreation within, around and between unincorporated communities in the county. The plan addresses regional routes that provide access to communities throughout the county and to major recreational areas and existing trail systems, and community routes that provide access throughout communities and to surrounding recreational areas.

The Trails Plan is intended to expand upon and implement policies in the Mono County General Plan, associated Area Plans, and the RTP, and to coordinate with the applicable plans of Federal land management agencies. The Plan focuses primarily on the development of facilities for recreational users, both residents and visitors.

- The Town of Mammoth Lakes Trail System Master Plan (1991) is incorporated as part of the Mono County RTP. It provides comprehensive planning for non-motorized facilities in the Town of Mammoth Lakes.

- There is a growing need for additional trail systems throughout the County, both within and between community areas. There is the potential to link existing trail systems, which are predominantly on public lands, to newly developed trail systems on private and county lands in community areas. State planning law (Section 65302 (e) et seq. of the Government Code) requires every city and county to consider a trail system in its open space element. The law also requires every city and county to consider the feasibility of integrating its trail system with appropriate segments of the state system.

- Most bicycle travel in the region now occurs on streets and highways without special bike facilities. This will probably be true in the future as well. In some instances, some street systems may be fully adequate for safe and efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. In other cases, signing and/or striping can serve as a means to alert motorists of the presence of bicyclists that may be using the roadway.

  In past RTPs and Circulation Elements, the Mono County LTC adopted the policy that the most important effort that could be undertaken to enhance bicycle travel would be improved maintenance of existing roads that are used regularly by bicyclists. This effort requires that increased attention be given to the shoulder portion of roadways where bicyclists are expected to ride. Caltrans has indicated that they have put increased sweeping into their maintenance budget and have received good feedback.

  The consideration of bicycle needs in construction projects and in safety and operational improvements is also important. Through the Mono County Trails Plan the County road system has been reviewed to determine the immediate needs of bicyclists in terms of increasing safety for riders and requests by users for bicycle lanes. Many rural highways are used by touring bicyclists and locals for recreational travel and travel between communities. The development and maintenance of paved roadway shoulders with a standard four-inch edgeline stripe would significantly improve the safety and capacity for bicyclists.

- There is an opportunity to create an Eastern Sierra Regional Bike Trails System that would serve the needs of the large population of mountain bikers in the Eastern Sierra. This proposed system would provide a regional non-wilderness trail system close to 300 miles long in Inyo and Mono Counties. Ninety percent of the system would be on existing trails, old railroad alignments, wagon roads, abandoned roads, and canals; ten percent of the system would require new construction. Funding for the development of such a system is available from a variety of sources including TEA 21 programs, State Recreational Funds, and the Rails to Trails Foundation. Such a trail would provide opportunities for scenic views, wildlife viewing, geography and geology lessons, and history and cultural interpretive sites. The trail could be promoted as a cultural tourism corridor/route and would be available from existing highways at numerous points providing day use opportunities.

- In January 2000, the Mono County LTC voted to support the following requests from the Sierra Cycling Federation for bike route signing in Mono County on state highways and county routes:

  Hwy. 395 north and south from Tom's Place to Hwy. 158.
  June Lake Loop (Hwy. 158) in both directions.
  Hwy. 120 to Benton in both directions.
  Hwy. 395 north of June Lake Junction to Lee Vining in both directions.
  Hwy. 203 from Hwy. 395 to Mammoth Mountain Ski Area in both directions.
  Upper Rock Creek Road from Tom's Place to Mosquito Flat in both directions.
  Lower Rock Creek Road from Tom's Place to the Inyo County Line in both directions.
  Benton Crossing Road to Hwy. 120 in both directions.
  Crowley Lake Drive to Sherwin Creek Road in both directions.
  Owens River Road in both directions.

  With the exception of Upper Rock Creek Road, all routes have been identified in the RTP and Mono County General Plan Circulation Element as Regional Bike Routes. Caltrans wants to ensure that bike route signage on state highways is coordinated with bike route signage on other county routes. They intend to install signs as soon as they verify that routes proposed for bike route signage are appropriate for bicycle usage.

- There is a need for improved and expanded pedestrian facilities in community areas throughout the County, both to improve safety and to increase access to commercial core areas in communities. The community issues section of this document identifies those areas where improved pedestrian facilities are needed, such as the June Lake Village. The Livable Communities planning process is developing planning principles, included in this RTP, to convert communities in the county to more walkable communities. The focus is on Crowley Lake, Lee Vining, June Lake, and Bridgeport.

## AVIATION

Three public airports are located in Mono County: Mammoth/Yosemite Airport, Lee Vining Airport, and Bridgeport Airport (Bryant Field). In addition to the airports, there are several helipads located throughout the county.

### Mammoth/Yosemite Airport

Mammoth/Yosemite Airport, located 8 miles east of Mammoth Lakes, is a FAA certified commercial airport offering charter services. It is owned and operated by the Town of Mammoth Lakes. The airport provides convenient access for recreation, tourism, and charter services, as well as emergency access for medical and fire-fighting activities.

In the past, limited commercial air service has been available to the Southern California area; scheduled air service was last available in 1996. The Town has recently updated the Master Plan for the Mammoth/Yosemite Airport and is in the process of developing the airport to support 757-sized commercial aircraft service out of Dallas and Chicago. The Mammoth/Yosemite Airport is owned and operated by the Town of Mammoth Lakes.

The Mammoth/Yosemite Airport provides an important link in the statewide aeronautics system. Pilots flying the Owens Valley-Long Valley corridor along the eastern Sierra front find

the airport to be a vital means of avoiding rapidly shifting weather conditions. The airport is subject to the Federal Aviation Regulations (FAR) Part 139, which sets standards for the operation and safety of airports with small commercial carriers. Under FAR Part 139, the Mammoth/Yosemite Airport is required to have procedure manuals, as well as crash, fire, and rescue equipment.

The Town of Mammoth Lakes has formed a public/private partnership with Mammoth Mountain Ski Area (MMSA) to develop the airport to support 757-sized aircraft out of Dallas and Chicago. The Town is developing the airport, including widening and lengthening the runway and taxiways, airline ramps, a new terminal, and other safety improvements. MMSA is providing a revenue guarantee for commercial airline service into the airport. . The short-term capital improvement program for Mammoth/Yosemite Airport, including improvements and maintenance projects, is included in Chapter 5, Action Element.

**Lee Vining Airport**

Lee Vining Airport, located in Lee Vining, is designated as a "Limited Use-Recreational Access" facility serving the general aviation public. It is owned and operated by Mono County. The airport provides convenient access for recreation and tourism, as well as emergency access for medical activities.

The airport has three hangars and one based aircraft. The existing apron provides parking for up to 7 aircraft. The airport has a pilot-activated lighting system and a navigational beacon but no aviation fuel is available. The airport is located at an elevation of 6802 feet. The existing runway is 4,095 feet long and 50 feet wide. There is no parallel taxiway or approach-related lighting.

The current runway length and width are inadequate for even small aircraft under FAA standards. Runway grades and cross slopes also do not meet FAA criteria. The Capital Improvement Program for the airport includes a number of measures to increase safety; e.g., replacement of the runway with a properly graded one that is 4,940 feet long and 60 feet wide, paved overruns at both ends of the runway, a full length parallel taxiway, lighting enhancements, perimeter fencing and a card access control gate, and an automatic weather observation system. The short-term capital improvement program for Lee Vining Airport, including improvements and maintenance projects, is included in Chapter 5, Action Element.

**Bryant Field (Bridgeport)**

Bryant Field Airport, located in Bridgeport, is designated as a "Community" facility serving the general aviation public. It is owned and operated by Mono County. The airport provides convenient access for business and tourism, as well as emergency access for medical and fire fighting activities.

The airport has one hangar and one based aircraft. The existing apron provides parking for up to 20 aircraft. The airport has a pilot-activated lighting system, a navigational beacon, and aviation fuel available. The airport is located at an elevation of 6468 feet. The existing runway is 4,239 feet long and 60 feet wide. A parallel taxiway serves about 2/3 of the runway length; extension of the taxiway is limited by the proximity of Bridgeport Reservoir. There is no approach-related lighting.

The Capital Improvement Program for the airport includes a number of measures to increase safety; e.g., paved overruns at each end of the runway, lighting enhancements, a card access control gate and perimeter fencing, and an automatic weather observation system. The short-

term capital improvement program for Bryant Field, including improvements and maintenance projects, is included in Chapter 5, Action Element.

**Helipads**

In addition to the airports, there are several helipads in the County. One is operated by the U.S. Marine Corps at their Mountain Warfare Training Center at Pickle Meadows. Others are operated by the Forest Service and BLM, primarily for fire fighting purposes. Helipads located at Mammoth Hospital in Mammoth, and at Mono General Hospital and Bryant Field in Bridgeport, are used for air ambulance services.

**Airport Planning Documents**

Airport Master Plans guide the future growth and development of an airport and identify improvements needed to respond to aviation demand over a twenty year timeframe. Master Plans and Airport Layout Plans were adopted for Bryant Field and the Lee Vining Airport in June, 2001, and for the Mammoth/Yosemite Airport in July, 1998.

Comprehensive Land Use Plans (CLUPs) are adopted by the Airport Land Use Commission (ALUC). These plans have two primary purposes: 1) to provide for the orderly growth of each public use airport and the area surrounding the airport within the jurisdiction of the ALUC, and 2) to safeguard the general welfare of the public within the vicinity of the airport. CLUPs were adopted for Bryant Field and the Lee Vining Airport in June, 2001, and for the Mammoth/Yosemite Airport in October, 1994.

**Aviation Forecasts and Trends**

Aircraft activity in Mono County is primarily general aviation activity, i.e. aircraft used for fire fighting, emergency services, charter service, business or recreational use. As shown in Table 12, general aviation aircraft activity will continue to play an important role in Mono County and the Eastern Sierra region. Aviation services and the existing airport infrastructure are necessary for the movement of people and light cargo, firefighting, and emergency medical purposes. For visitors, the air services provide the only alternate mode of transportation into Mono County (other than driving). For residents, air services permit rapid communication with business, governmental and medical centers throughout other areas of the state and rapid emergency medical transportation when necessary.

**TABLE 12**
**Mono County Airports: Current and Future Aircraft Activity**

| Airport | 2000 Based Aircraft | 2000 Aircraft Operations | 2010 Aircraft Operations |
|---|---|---|---|
| Bryant Field | 1 | 3,375 | 4,500 |
| Lee Vining | 1 | 2,000 | 2,667 |
| Mammoth/Yosemite | 60 | 7,000 | 14,100 |
| **TOTAL** | **62** | **12,375** | **21,267** |

Source: 1999 CASP Statewide Forecasts and ICASP Inventory Sheets in **Summary of the Interregional California Aviation System Plan: Eastern Sierra Region**.

Although Mammoth/Yosemite Airport is a FAA certified commercial service airport providing charter service, plans are in the works to develop the facility for regularly scheduled passenger service. The Town of Mammoth Lakes was recently awarded a $28.7 million federal aviation grant to upgrade the airport facilities for larger aircraft and has partnered with Mammoth Mountain Ski Area to improve the area as a resort destination. This is the main reason for the forecasted increase in operations at that airport of 101% from 7,000 in 2000 to 14,100 in 2010, well above the national average growth rate of 1-2 % per year.

Mammoth/Yosemite Airport is the only airport in Mono County that provides air cargo service. One carrier currently provides air courier service five days a week. Cargo in the region consists mainly of small personal and commercial parcels. Although cargo is expected to increase moderately over the next 20 years, it appears that the current facilities will meet the cargo capacity demands of the region through 2010 (ICASP:Eastern Sierra Region).

No major capacity enhancing problems were identified for Mono County in the ICASP:Eastern Sierra Region. Mammoth/Yosemite Airport is already planning capacity improvements to cover the anticipated increase in activity as a future resort.

**TABLE 13**
**Mono County Airports--Landing and Navigational Aids**

| Airport | Published Instrument Approach | VASI | REIL | UNICOM | FSS | Control Tower | AWOS | PAPI |
|---|---|---|---|---|---|---|---|---|
| Lee Vining | No | No | No | No | No | No | No | No |
| Bryant Field | No | No | No | No | No | No | No | No |
| Mammoth Lakes | No | No | No | Yes | No | No | Yes | Yes |

**NOTES:** VASI--Visual Approach Slope Indicator, an airport lighting facility.
REIL--Runway End Identifier Lights.
UNICOM--A non-governmental radio station that may provide airport information.
FSS--Flight Service Station, a communications facility.
AWOS--Automated Weather Observation System.
PAPI--Precision Approach Position Indicator.
**Source**:Mono County Public Works Department; Town of Mammoth Lakes.

Aviation issues and needs include the following:

- There are no transportation terminals in the County aside from the terminal at the Mammoth/Yosemite Airport. Use of that facility is discussed in the Mammoth/Yosemite Comprehensive Land Use Plan (CLUP) and the Airport Master Plan. The three airports in the County are important for both residents and visitors. For visitors, the air services provide the only alternate mode of transportation into Mono County. For residents, the air service permits rapid communication with governmental, business, and medical centers in the western part of the state and rapid emergency medical transportation when necessary.

- Land use at all airports in the County is governed by the Airport Land Use Commission (ALUC). The Commission has adopted Comprehensive Land Use Plans (CLUPs) for the airports in the county.

- Operational and safety improvements are planned at Bryant Field and the Lee Vining Airport; e.g., paved overruns at each end of the runways, lighting enhancements, card access control gates and perimeter fencing, automatic weather observation systems, and other improvements. The short-term capital improvement programs for Bryant Field and the Lee Vining Airport include these operational and safety improvements (see Chapter 5, Action Element).

- Expansion of commercial airline service, general aviation operations and transit connections is considered to be an integral element in alleviating surface transportation problems in the Town of Mammoth Lakes. Continued improvement of the Mammoth/Yosemite Airport

facilities and creation of revenue-generating airport businesses will be necessary before the airport can assume its full role in expanding air transportation services.

- The Town of Mammoth Lakes has formed a public/private partnership with Mammoth Mountain Ski Area (MMSA) to develop the airport to support 757-sized aircraft out of Dallas and Chicago. The Town's role is develop the airport as needed, i.e. $ 15 million paving project to widen and lengthen the runway and taxiways, airline ramps, etc.. MMSA is willing to subsidize commercial airline service into the airport and has a letter of commitment from American Airlines. MMSA is considering long-term subsidization of commercial airline service at a cost of approximately $ 12 million. The entire project is estimated to cost $ 35 million. The FAA, on a 90 %-10 % match, will probably fund approximately $ 25 million of the projected costs.

# 3. REGIONAL POLICY ELEMENT

> "The purpose of the Policy Element is to address legislative, planning, financial, and institutional issues and requirements, as well as any areas of regional consensus (e.g. land use policies). The Policy Element presents guidance to decision-makers of the implication, impacts, opportunities, and foreclosed options that will result from implementation of the RTP."
>
> Regional Transportation Plan Guidelines, 1999, p. 12

The Policy Element is required to: 1) describe the transportation issues in the region; 2) identify and quantify regional needs expressed within both a short and a long-range framework; and 3) maintain internal consistency with the Financial Element fund estimates [California Government Code 65080 (b)]. The Policy Element should also describe how policies were developed, identify any significant changes in policies from previous plans, and provide the reasons for those changes.

Transportation issues and regional needs are described in Chapter 2, Needs Assessment. Policies for the Mono County RTP are based on the issues and needs identified in Chapter 2. As described in Chapter 1, Planning Process, the development and updating of the RTP includes ongoing public participation.

The focus of this Policy Element remains the same as in previous RTPs; maintaining existing streets and highways and developing additional transit and non-motorized facilities. This RTP includes new policy sections for the Bodie Hills and Yosemite, and a revised policy section for the Mono Basin that incorporates policies from the Mono Basin Multimodal Transportation Plan.

## POLICIES

This section contains regionally oriented transportation policies for Mono County. They are presented in the following format [as required by California Government Code 65080 (b)]:

| | |
|---|---|
| Goals: | End results toward which effort is directed. They are expressed in general terms and are timeless. |
| Policies: | Direction statements that guide future decisions with specific actions. |
| Objectives: | Results to be achieved by an identified point in time. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives must be linked to short-range and long-range transportation implementation goals. |

The policies address the following topic areas:

| | | |
|---|---|---|
| Land Use Issues | Transit | Livable Communities |
| Economic Factors | Parking | |
| Environmental Issues | Aviation | |
| Operational Improvements | Plan Consistency | |
| Non-Motorized Transportation | Community and Industry Consensus Development | |

## LAND USE ISSUES

**GOAL I** **Correlate development of the transportation and circulation system with land use development.**

**POLICY 1:** Plan and implement a transportation and circulation system that is consistent with the land use and circulation policies in the Mono County General.

**Objective 1.1:** Evaluate the RTP to ensure consistency with Mono County General Plan policies.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement every four years with update of RTP.

**Objective 1.2**: Amend these policies as necessary to ensure consistency between the RTP and Mono County General Plan policies.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement every four years with update of RTP.

**POLICY 2**: Plan and implement a transportation and circulation system to provide, but not substantially exceed, the capacities needed to serve the long range travel demand of residents and visitors.

**Objective 2.1**: Periodically update the long range regional travel demand by assessing changes in land use and projected demographic changes, conducting travel surveys throughout the County and traffic counts on county roads, and by incorporating data from Caltrans' traffic monitoring system and traffic census program (e.g. Average Daily Traffic (ADT) volumes for state highways).
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement every four years with update of RTP.

**Objective 2.2**: Implement a biennial traffic counting program on county roads.
**Timeframe:** Implement within two years (FY 2003-2004); continue biennial counts over the 20-year timeframe of this plan.

**POLICY 3**: Plan and implement a transportation and circulation system that supports the County's Land Use objectives of concentrating development in community areas.

**Objective 3.1**: Accommodate future circulation and transit demand by using existing facilities more efficiently, or improving and expanding them before building new facilities.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review compliance every four years with update of RTP.

**POLICY 4:** Plan and implement a transportation and circulation system that supports the County's Land Use objectives of maintaining and enhancing local economies.

**Objective 4.1**: Avoid highway bypass of communities; instead, work to develop livable communities in those communities where the highway is Main Street while recognizing where inter-regional concerns and functional classification

constraints exists.
**Timeframe:** Ongoing over the 20-year timeframe of this plan.

**POLICY 5:** Future land use/development projects with the potential to significantly impact the transportation system shall assess the potential impact(s) prior to project approval. Examples of potential significant impacts include:

1. causing an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system; and/or
2. disrupting or dividing the physical arrangement of an established community.

The analysis shall:

a. be funded by the applicant;
b. be prepared by a qualified person under the direction of Mono County;
c. assess the existing traffic and circulation conditions in the general project vicinity;
d. describe the traffic generation potential of the proposed project both on-site and off-site; and
e. recommend mitigation measures to avoid or mitigate the identified impacts, both on-site and off-site.

Mitigation measures and associated monitoring programs shall be included in the project plans and specifications and shall be made a condition of approval for the project. Projects having significant adverse impacts on the transportation system may be approved only if a statement of overriding considerations is made through the EIR process.

Traffic impact mitigation measures may include, but are not limited to, off-site operational improvements, transit improvements, or contributions to a transit fund or road improvement fund.

**Objective 5.1:** Adopt an ordinance establishing traffic mitigation and roadway improvement fees. The ordinance shall require payment of these fees at the time of building permit approval. The amount of any fee imposed shall bear a reasonable relationship to the traffic generated by a use and the costs of facility improvements necessary to maintain an acceptable level of service.
**Timeframe:** Within two years (FY 2003/2004).

**POLICY 6:** Require new development, when determined to be necessary by the Public Works Director and found to be consistent with application laws by County Counsel, to provide dedications for improvements such as bicycle and pedestrian paths, transit facilities, snow storage areas, and rights-of-way for future public roads identified in the Circulation Element, in conformance with the Subdivision Map Act (Government Code Section 66475 et seq.).

**Objective 6.1:** Amend County Code Section 17.36.100 to conform to Policy 6. Until such time as the County Code is amended, Policy 6 shall supersede Mono County Code Section 17.36.100.
**Timeframe:** Within two years (FY 2003/2004).

**Objective 6.2:** Identify roads that in the future should be dedicated as county roads and which would require right-of-way dedications from adjacent properties.
**Timeframe:** Within two years (FY 2003/2004).

**Objective 6.3:** Require new specific plans to contain a detailed plan, including financing arrangements, for local roadway and transit improvements (as applicable).
**Timeframe:** Within two years (FY 2003/2004).

## ECONOMIC FACTORS

**GOAL I** **Plan and implement a transportation and circulation system that is responsive to the County's economic needs and fiscal constraints and that maintains the economic integrity of the County's communities.**

**POLICY 1**: Continue to develop and implement public/private partnerships for the development, operation, and maintenance of transportation improvements in the County.

**Objective 1.1:** Seek partnership opportunities for the following projects:
- Improvements to Mammoth/Yosemite Airport
- Countywide bicycle trail development
- Pedestrian improvements in community areas
- Transportation options to Bodie State Historic Park
- Eastern Sierra Rural ITS Transit System
- Other transportation projects as applicable.

**Timeframe:** Airport improvements, bicycle trail development, pedestrian improvements—within two years (FY2003/2004). Other projects—within the 10 year short-term timeframe of this plan.

**POLICY 2:** Maintain existing public/private partnerships and seek ways of expanding those partnerships.

**Objective 2.1:** Maintain the partnership between the Town and Mammoth Mountain Ski Area for airport development. Seek other possible partners for that project.
**Timeframe:** Within two years (FY 2003/2004).

**POLICY 3**: Enhancement of the County's tourism and outdoor recreation based economy shall be a high priority in planning and developing transportation improvements for the County.

**Objective 3.1:** Continue to participate in the Yosemite Area Regional Transportation System (YARTS).
**Timeframe:** Ongoing over the 20-year timeframe of this plan.

**Objective 3.2**: Develop bicycle, pedestrian, parking, and transit facilities that enhance accessibility to and around community areas.
**Timeframe**: See policies for non-motorized facilities later in this chapter.

**POLICY 4:** Ensure that new development, and related transportation system improvements, occurs only when a funding mechanism is available for the improvements needed to achieve specified levels of service.

**Objective 4.1:** Require new development, where applicable, to fund related transportation improvements as a condition of project approval. Under Government Code Section 53077, such developer exactions shall not exceed the cost of the benefit.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**POLICY 5**: Ensure that those benefiting from transportation improvements pay for those improvements.

**Objective 5.1:** Prioritize funding responsibility for transportation system improvements as follows:

Improvements that serve countywide traffic demand = State & Federal funding
Improvements that serve local area demand = local funding (public & private)
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

## ENVIRONMENTAL ISSUES

**GOAL I Plan and implement a transportation and circulation system that provides access to the County's community, economic, and recreational resources while protecting and enhancing its environmental resources.**

**POLICY 1:** Transportation system improvements shall be conducted in a manner that minimizes disturbance to the natural environment.

**Objective 1.1:** Future transportation improvement projects with the potential to significantly impact environmental resources shall assess the potential impact(s) prior to project approval in compliance with Mono County General Plan policies in the Conservation/Open Space Element.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 1.2:** Implement policies in the County's Conservation/Open Space Element pertaining to the development and implementation of programs to minimize deer kills on roadways in the county, including clearing brush, improving signage, and enforcing speed limits.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement as highway/road projects are proposed.

**POLICY 2:** Work with applicable agencies to fully integrate environmental review and processing into the regional transportation planning process.

**Objective 2.1:** Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, the Town of Mammoth Lakes, applicable citizen planning committees and other appropriate agencies should work together to 1) define environmental objectives, 2) design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, 3) incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems, and 4) seek funding for implementation of identified mitigation measures and environmental enhancement projects.

Environmental enhancement projects are identified in Appendix C of this Plan.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement as transportation improvements projects are proposed and developed.

**GOAL II Develop and enhance the transportation and circulation system in a manner that protects the County's natural and scenic resources and that maximizes opportunities for viewing those resources.**

**POLICY 1:** Develop and maintain roads and highways in a manner that protects natural and scenic resources.

**Objective 1.1**: Locate roads so that topography and vegetation screen them. When feasible, use existing roads for new development. Minimize cut and fill activities for roadway construction, especially in scenic areas and along hill slopes. Minimize stream crossings in new road construction.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement during project design and construction.

**POLICY 2**: Maintain State and Local scenic highway and byway designations and provide opportunities to enhance/interpret natural and scenic resources along those routes.

**Objective 2.1:** Pursue funding for additional improvements (turnouts, interpretive areas) along Hwy. 395.

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 2.2:** Visually enhance/screen or relocate County and Caltrans maintenance yards along Hwy. 395 to less visually sensitive areas.

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 3:** Designate additional Federal, State, and Local scenic highways and byways within the County.

**Objective 3.1:** Work with appropriate agencies and organizations, such as CURES (the Coalition for Unified Recreation in the Eastern Sierra), to support the designation of additional scenic highways and byways in the County.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 3.2:** Support recommendations in the BLM's Bishop Area Resource Management Plan for the designation of the following scenic and backcountry byways[1]:

| Scenic Byways: | Backcountry Byway: |
|---|---|
| Geiger Grade (north from Bodie) | Bodie to Aurora Road |
| Bodie Road | |
| State Highway 89 | |

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 4:** Incorporate public art into both non-motorized and motorized transportation facilities and projects to enhance user enjoyment and visual appeal.

**Objective 4.1:** Work with the Mono County Arts Council or other agencies to acquire funding for public art projects as part of related transportation improvement projects.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 4.2**: Where feasible, use public art elements such as natural rock sculptures or designed low-profile screening to mitigate potential visual impacts.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**GOAL III Provide for the development of a transportation and circulation system that preserves air quality in the County.**

**POLICY 1:** Implement Transportation Demand Management (TDM) measures to reduce the amount of investment required in new or expanded facilities, reduce auto emissions, and increase the energy efficiency of the transportation system. Share responsibility for implementation of TDM actions with the Town, Caltrans and the private sector, including developers of new projects and existing employers.

**Objective 1.1:** Develop a TDM program for the county offices.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 1.2**: Encourage TDM and traffic mitigation measures that divert automobile commute trips to transit whenever it is reasonably convenient. Encourage the following private sector and local agency programs:

a. Programs for new projects may include: site design for transit access, bus turnouts and passenger shelters, secure bicycle parking, street layouts and geometrics which accommodate buses and bicycles, land dedication for transit.

[1]Proposed scenic byways are primarily paved or all-weather maintained roads suitable for standard automobiles. Backcountry byways are not surfaced and usually require a 4-wheel drive vehicle.

b. Employer programs to encourage transit use to existing job centers may include: transit information centers, transit ticket subsidies for employees, private transit services.

c. Local government programs may include: site design for transit access, bus turnouts and passenger shelters, park and ride lots.

d. Advanced technology applications that assist in reducing trip generation and/or provide traveler information to enhance local traffic patterns.

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 1.3:** Encourage TDM and traffic mitigation measures that increase the average occupancy of vehicles as follows:

a. Employer and developer programs may include vanpools, carpools, ridesharing programs, preferential parking, and transportation coordinator positions.

b. Local government or agency programs may include flexibility in parking requirements.

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 1.4:** Work as a member of the Rural Counties Task Force to pursue and secure funding for local transportation and demand management projects.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 2:** Encourage large employers (50+ employees) to provide transit to employees and to promote carpooling among their employees.

**Objective 2.1:** Work with existing large employers to set up and monitor employee transit programs, such as employee shuttle services and carpooling.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 2.2:** Require future largescale development to coordinate transportation services for employees with the provision of employee housing and, if necessary, to submit an employee transportation program as a condition of development approval.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 3:** Transportation plans and projects shall be consistent with the Ozone Attainment Plan for Mono County, the Air Quality Management Plan for Mammoth Lakes, the Particulate Emissions Regulations for Mammoth Lakes, the GBUAPCD's Regulation XII, Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act, and other applicable local, state, and federal air emissions regulations.

**Objective 3.1**: Consult with the Great Basin Unified Air Pollution Control District (GBUAPCD) on transportation plans and projects and on the transportation element of future development projects.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project processing/approval.

## LIVABLE COMMUNITIES

**GOAL I** **Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow and alternative transportation modes to the automobile.**

**POLICY 1:** Design or modify roadways to keep speeds low within community areas in order to provide a safe, walkable pedestrian environment through communities.

**Objective 1.1**: Design or modify roadways to keep speeds on local streets in accordance with Mono County Code 11.12.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 1.2:** Design or modify roadways inside communities to keep speeds on arterials and collectors in accordance with Mono County code 11.12.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 1.3:** Increase pedestrian and transit friendliness of streets by using context sensitive design measures such as those listed below. Some of these measures may not be appropriate on interregional routes.

Gateway entrances
Narrower travel lanes (10-11 feet)
Medians with turning pockets
Bike lanes
Provision for parking lanes (7-8 feet)
Roundabouts
Bus pullouts for regional and intra-city bus service
Landscaping between street and sidewalk (including triple tree canopy with median)
6-12 foot wide sidewalks at right-of-way line
Textured or colored pavement materials in sidewalks and streets in selected locations
Neckdowns
Numerous crosswalks
Flashing lights or other warning devices
Pedestrian oriented warning signs
Landscape treatments to help slow traffic
Building design and placement to give a sense of enclosure
Aesthetically compatible CMS/speed radar feedback/alert system to slow traffic and enforce speed limits through towns

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**POLICY 2:** Increase safety, mobility and access for pedestrians and bicyclists within community areas.

**Objective 2.1:** Design the street system with multiple connections and direct routes.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 2.2:** Provide networks for pedestrians and bicyclists that are as safe as the network for motorists. Create functional, safe and secure travel ways for pedestrians and bicyclists may include the following measures:

Sidewalks with ample widths
Vertical curbs
Planter strips to separate sidewalks from the street
Parked cars along the street
Crosswalk lanes provided at regular and frequent intervals
Raised medians with pedestrian refuges where warranted on wide streets
Adequate lighting
Bus pullouts for regional and intra-city bus service
Bicycle lanes in town centers serving as a 5 or 6 foot buffer between the parking lane or sidewalk and the travel lane. Bicycle lanes should be striped or extra wide curb lanes should be provided.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 2.3:** Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets; e.g., separate trails along direct routes and new access points for walking and biking.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 2.4:** Incorporate transit-oriented design features into streetscape renovations; e.g., covered shelters, marked bus pull-outs.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**POLICY 3:** Transform communities into more attractive, functional, safe and enjoyable spaces.

**Objective 3.1:** Utilize context sensitive traffic control alternatives wherever feasible. Explore alternatives to traffic signals including 4-way stop signs and roundabouts.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 3.2**: Provide streetscape improvements; e.g., lighting (for edges, walkways, and to screen parking areas), landscaping, benches, trash receptacles.

**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 3.3:** Maintain public spaces; e.g., pressure wash sidewalks, remove litter, groom landscaping, repair damaged benches and trash receptacles.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 3.4:** Continue to be creative in dealing with snow plowing and storage in order not to block sidewalks, parking areas, and street access in community areas.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 3.5:** Work to improve ADA access in all communities.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 3.6:** As land uses and building changes occur, seek to provide a walkable development pattern with a mix of uses within that area.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 3.7:** Improve parking in community areas by implementing the following measures:

Clearly mark on-street parking
Provide parking on side streets with direct and easy connections to main street
Control access to parking areas
Consider mixed use designs that incorporate parking behind or below commercial or other structures.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**POLICY 4:** Consider and develop context sensitive design measures for communities. Work with Caltrans to consider and develop "context sensitive design" standards for communities along state Hwys including the inter-regional routes.

**Objective 4.1:** Work with Caltrans to consider and develop context sensitive design standards within developed communities on the state highway system.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 4.2:** Identify and develop a demonstration projects for the implementation of context sensitive designs and measure their success.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 4.3:** Monitor the work of Caltrans, Division of New Technologies, to keep abreast of new products and features as they are approved.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 4.4:** Work closely with Caltrans, Mono County, the Town of Mammoth Lakes and product manufactures to have new products developed for applications on the town, county, and state transportation system.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

## OPERATIONAL IMPROVEMENTS

**GOAL I** **Provide for an improved countywide highway and roadway system to serve the long-range projected travel demand at acceptable levels of service and to improve safety.**

**POLICY 1:** Enhance the safety of the countywide road system.

**Objective 1.1:** Support projects on local roads that upgrade structural adequacy, consistent with Caltrans standards and County Road standards.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 1.2:** Support projects outside of community areas that widen existing narrow streets, highways and bridges in areas experiencing heavy truck traffic, where consistent with the policies of this plan.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 1.3**: Provide effective measures to increase capacity for arterial roads that are experiencing congested vehicle flow.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 1.4:** Support an efficient and effective winter snow removal operation.
**Timeframe:** Ongoing over the 20-year timeframe of this project.

**Objective 1.5:** Support CMS,HAR, and /or curve warning system (i.e. ITS) deployments where effective in reducing accidents.
**Timeframe:** Ongoing over the 10 and 20-year timeframe of this plan.

**Objective 1.6:** Investigate and identify where additional snow storage areas are needed.
**Timeframe:** Over the 10-year timeframe of this plan.

**POLICY 2:** Ensure that the County's multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

**Action 2.1**: Use the CIP to establish improvement priorities and scheduling for transportation system improvement. Prioritize improvement needs based on the premise that maintenance, rehabilitation, and reconstruction of the existing system has first call on available funds.
**Timeframe:** Ongoing over the 20-year timeframe of this project; review every two years with update of the STIP.

**POLICY 3:** Local roads shall be engineered using system performance criteria (safety, cost, volume, speed, travel time).

**Objective 3.1**: Require new development to comply with the County Road Improvement Standards as a condition of project approval. The Department of Public Works shall work with developers to meet this objective where appropriate.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

**Objective 3.2**: Public Works will review and update County road standards to provide alternative design standards.
**Timeframe**: Within two years (FY 2003/2004).

**Objective 3.3**: Require correction of potential safety deficiencies (e.g. inadequate road width, lack of traffic control devices, intersection alignment) as a condition of project approval.
**Timeframe**: Within two years (FY 2003/2004).

**POLICY 4:** Mainstream Intelligent Transportation Systems (ITS) into planning and project development processes in compliance with the Sierra Nevada ITS Strategic Plan, and national ITS architectural standards.

**Objective 4.1:** Continue to participate in the Sierra Nevada ITS Strategic Plan planning process.
**Timeframe**: Ongoing over the 20-year timeframe of this plan.

**Objective 4.2**: Propose and implement ITS services, as applicable, during the construction, rehabilitation, and/or reconstruction of state highways and county roadways.
**Timeframe**: Ongoing over the 20-year timeframe of this plan.

**POLICY 5**: Ensure that transportation projects comply with the requirements of the Americans with Disabilities Act (ADA) and are accessible to all persons.

**Objective 5.1**: Integrate ADA requirements into the planning and development processes for all transportation projects.
**Timeframe**: Ongoing over the 20-year timeframe of this plan.

**POLICY 6**: Establish and maintain a Level of Service E or better on a typical peak-hour along arterial and collector county roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway intersections that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.
**Timeframe**: Ongoing over the 20-year timeframe of this plan; review applicability every 4 years during update of RTP.

**GOAL II Maintain the existing system of streets, roads and highways in good condition.**

**POLICY 1:** Establish maintenance, rehabilitation and reconstruction priorities for County roads based on financial and health and safety considerations.

**Objective 1.1**: Work with Caltrans to develop maintenance and rehabilitation strategies for County roads.
**Timeframe**: Ongoing over the 20-year timeframe of this plan; review every two years, during the STIP process.

**Objective 1.2**: Work with the County Public Works Department to develop maintenance, rehabilitation, and reconstruction priorities for County roadways.
**Timeframe**: Ongoing over the 20-year timeframe of this plan; review every two years, during the CIP process.

**POLICY 2:** Pursue all means to maximize funding for roadway maintenance.

**Objective 2.1**: Maximize State and Federal funding for roadway maintenance.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement during annual budget process.

**Objective 2.2:** Promote full distribution of "County Minimum" appropriations.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement during annual budget process.

**Objective 2.3:** Investigate the use of alternative funding mechanisms for roadway improvements and maintenance; e.g., mitigation fees, sales tax initiatives, redevelopment areas, assessment districts, and the use of zones of benefit.
**Timeframe:** Within the next 10 years, during the short-term timeframe of this plan.

**Objective 2.4:** Investigate management alternatives for improving and maintaining privately owned roadways; e.g.,. county or special district management, community groups or association management. Require new development projects proposing private roads to establish a road maintenance entity as a condition of project approval.
**Timeframe:** Within the next 10 years, during the short-term timeframe of this plan.

## NON-MOTORIZED TRANSPORTATION

**GOAL I Provide for the use of non-motorized means of transportation within Mono County.**

**POLICY 1:** Develop and implement multi-modal transportation plans for all community areas to provide for the development of well-coordinated and designed non-motorized and motorized transportation facilities.

**Objective 1.1:** Implement policies and programs in the multi-modal plans adopted for the Bodie Hills, Mono Basin, and June Lake.
**Timeframe**: Within the next 5 years (FY 2006-2007).

**Objective 1.2**: Develop with Caltrans multi-modal plans for the Antelope Valley, Bridgeport, Crowley Lake, Wheeler Crest, and Tri-Valley and implement those plans once they are adopted.
**Timeframe**: Within the next 5 years (FY 2006-2007).

**POLICY 2:** Seek opportunities for Federal, State, County, Town, and private participation, when appropriate, in the construction and maintenance of non-motorized facilities.

**Objective 2.1:** Seek partnership opportunities for the following projects:

Countywide bicycle trail development
Pedestrian improvements in community areas
Transportation options to Bodie State Historic Park
Other non-motorized transportation projects as applicable
ADA compliance

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 3**: Plan for and provide a continuous and easily accessible trail system within the region, particularly in June Lake and other community areas. When possible, use existing roads and trails to develop a trail system. Connect the trail system to commercial and recreational areas and parking facilities.

**Objective 3.1:** Work with appropriate agencies, organizations, and community groups to develop an Eastern Sierra Regional Bike Trails System, a regional non-wilderness trail system for non-motorized users. The trail should utilize existing alignments where possible.

**Timeframe:** Within the next 2 years (FY 2003-2004).

**Objective 3.2:** Require rehabilitation projects on streets and highways to consider including bicycle facilities (e.g. wider shoulders) that are safe, easily accessible, convenient to use, and which provide a continuous link between destinations.

**Timeframe:** Ongoing over the 20-year timeframe of this plan: review compliance during the County budget process and the biennial SHOPP and STIP process.

**POLICY 4**: Develop a safe and convenient pedestrian circulation system as a portion of the total transportation network.

**Objective 4.1:** Implement the Livable Communities goals and policies as previously discussed in that section (for further information see **Livable Communities for Mono County Report,** Draft, January 30, 2000):

## TRANSIT

**GOAL I** **Assist with the development and maintenance of transit systems as a component of multi-modal transportation systems in Mono County.**

**POLICY 1:** In association with other regional and local agencies, provide transit services that are responsive to the future needs of commuters and transit dependent persons (e.g. senior citizens, disabled persons, youth, persons without cars).

**Objective 1.1:** Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

**Timeframe:** Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

**Objective 1.2:** Support public transit financially to the level determined 1) by the "reasonable to meet" criteria during the annual unmet needs hearing, and 2) by the amount of available funds.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

**Objective 1.3:** Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

**Objective 1.4:** Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review biennially at the time of the STIP planning process.

**Objective 1.5:** Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

**Objective 1.6:** Work with appropriate agencies to coordinate the provision of transit services in the County in order to provide convenient transfers and connections between transit services.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

**POLICY 2:** Promote the development of an inter-modal transportation system in Mono County that coordinates the design and implementation of transit systems with parking facilities, trail systems, and airport facilities.

**Objective 2.1:** Coordinate the design and implementation of transit systems with parking facilities, trail systems, and airport facilities, including convenient transfers among transit routes and various transportation modes.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project planning and design.

**Objective 2.2:** Encourage paratransit services in community areas. Promote efficiency and cost effectiveness in paratransit service such as use of joint maintenance and other facilities.
**Timeframe:** Within the 10 year short-term timeframe of this Plan.

**Objective 2.3:** Require major traffic generating projects to plan for and provide multiple modes of circulation/transportation. This may include fixed transit facilities, such as bus turnouts and passenger shelters.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project planning and design.

**Policy 3:** Pursue funding for transit related capital improvements.

**Objective 3.1:** Establish a transit replacement program that includes funding through the STIP.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 3.2:** Pursue funding for capital improvements such as bus shelters, transportation hubs, office space for administration, dispatch centers, vehicle maintenance facilities, etc.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 4:** Promote the development of improved inter-regional transit services.

**Objective 4.1:** If warranted, work with transit service providers to improve the existing regional bus transit service.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 4.2:** Support expansion of the regional air transportation system.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

**Objective 4.3** Continue to participate in the Yosemite Area Regional Transportation System (YARTS).
**Timeframe:** Ongoing over the 20-year timeframe of this plan.

## PARKING

**GOAL I Provide for the parking needs of residents and visitors, particularly in community areas.**

**POLICY 1:** Public parking facilities shall serve the needs of residents and visitors.

**Objective 1.1:** Inventory parking demand, and existing parking hazards and limitations, in community areas and recreational destinations (e.g. Bodie State Historic Park, Mono Lake, etc.). Develop a prioritized list of needed public parking improvements.
**Timeframe:** Within the next two years (FY 2003-2004).

**Objective 1.2:** Design and operate public parking facilities in a manner that maximizes use of those facilities (e.g. joint use parking, centralized community parking for downtown commercial facilities, convenient connections to transit and pedestrian facilities) so that the overall area required for parking is minimized.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

**Objective 1.3:** Minimize the visual impacts of parking areas through the use of landscaping, enclosed parking, siting that screens the parking from view, or other appropriate measures.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

**POLICY 2:** Public parking facilities shall be a component of the multi-modal transportation system within Mono County.

**Objective 2.1:** Connect parking facilities to pedestrian, bicycle, and transit facilities in a manner that provides convenient connections.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

**Objective 2.2:** In community areas, develop public parking facilities in conjunction with the implementation of livable communities principles (see non-motorized facilities policies).
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

**Objective 2.3:** Promote the development of park and ride facilities where appropriate along Highway 395 to promote informal carpooling and to provide for future transit service.
**Timeframe:** Within the 10 year short-term timeframe of this plan.

## AVIATION

**GOAL I** **Provide for the safe, efficient, and economical operation of the existing airports in the County.**

**POLICY 1:** Maintain and increase the safety at county airports.

**Objective 1.1:** Work with the Town of Mammoth Lakes on the future development of the Mammoth/Yosemite Airport to provide improvements to increase the safety and efficiency of the operation.
**Timeframe:** Within the 10-year short-term timeframe of this plan.

**Objective 1.2:** Assess safety needs at the Lee Vining and Bridgeport airports, including annual operations and maintenance needs.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the RTP update process.

**Objective 1.3:** Obtain available funding for operations and maintenance at county airports.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement annually.

**POLICY 2:** Maintain adequate facilities throughout the County to meet the demand of residents and visitors for passenger, cargo, agricultural and emergency aviation services.

**Objective 2.1:** Assess the demand for passenger, cargo, agricultural and emergency aviation services at county airports.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the RTP update process.

**Objective 2.2:** Obtain available funding for capital at county airports.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the STIP process.

**POLICY 3:** The county's airports shall be a component of the multi-modal transportation system within Mono County.

**Objective 3.1:** Ensure that transit services are available from the Mammoth/Yosemite Airport to surrounding communities (e.g. Mammoth Lakes, June Lake).
**Timeframe:** When regular airline service to Mammoth Lakes is implemented.

**POLICY 4:** Development and operations of each of the county's airports shall be consistent with surrounding land uses and the surrounding natural environment.

**Objective 4.1:** The Airport Land Use Commission shall update Comprehensive Land Use Plans (CLUPs) for the Bridgeport, Lee Vining, and Mammoth/Yosemite airports to ensure land use compatibility. The CLUPs shall also be consistent with the County General Plan, the Town of Mammoth Lakes General Plan, applicable Area Plans and Specific Plans and other local plans such as the Inyo and Toiyabe Land and Resource Management Plans, the Mono Basin Scenic Area Comprehensive Management Plan, and the BLM's Resource Management Plan.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement every four years, if necessary, in conjunction with the RTP update.

## PLAN CONSISTENCY

**GOAL I Policies and programs in the Mono County RTP shall be consistent with State and Federal goals, policies, and programs pertaining to transportation systems and facilities.**

**POLICY 1:** Coordinate policies and programs in the Mono County RTP with regional system performance objectives.

**Objective 1.1:** Coordinate local transportation planning with Caltrans regional system planning for local highways.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

**POLICY 2:** Coordinate policies and programs in the Mono County RTP with statewide priorities and issues addressed in the California Transportation Plan, the Interregional Transportation Strategic Plan, the Sierra Nevada Region ITS SDP, and other State transportation planning documents (see Table 14 for California Transportation Plan goals and strategies).

**Objective 2.1:** Coordinate local transportation planning with Caltrans systems planning for local highways.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

**Objective 2.2:** Ensure that local transportation planning is consistent with the RTIP, STIP, and FSTIP.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

**POLICY 3:** Ensure that policies and programs in the Mono County RTP are consistent with Federal and State programs addressing accessibility and mobility.

**Objective 3.1:** Ensure that local transportation planning is consistent with the requirements of the Americans with Disabilities Act (ADA).
**Timeframe:** Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

**Objective 3.2:** Ensure that local transportation planning is consistent with the requirements of the Welfare to Work program (CalWORKs) by implementing the following Priority 1 Activity from the Mono County Job Creation Plan for 2000-2005:

"Work with the Mono County Local Transportation Commission (LTC) to include CalWORKs needs when defining unmet transit needs."

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement during the annual unmet needs hearing. Also review CalWORKs needs during the STIP process and at the time of the RTP update.

## COMMUNITY & INDUSTRY CONSENSUS DEVELOPMENT--PUBLIC PARTICIPATION PLAN

**GOAL I** **Provide for a community based public participation process that facilitates communication among citizens and agencies within the region and ensures cooperation in the development, adoption, and implementation of regional transportation plans and programs. The desired goal is consensus regarding a system wide approach that maximizes utilization of existing facilities and available financial resources, fosters cooperation, and minimize duplication of effort.**

**POLICY 1:** Actively foster the public outreach process in order to increase community participation in the transportation planning process.

**TABLE 14**
**CALIFORNIA TRANSPORTATION PLAN GOALS & STRATEGIES**

**The Vision:**

- The transportation system is safe, effective, reliable, interconnected and equitable. It provides viable and safe transportation choices for all Californians.
- Advanced transportation technologies are used to optimize system capacity and operations, respond promptly to incidents, and provide traveler information on all modes, including incidents, special events, scheduled construction or maintenance and route alternatives.
- Communities are designed to facilitate walking, biking, and transit use to access work, school, shops and services.
- Communities use information technology, e-government, e-commerce, online educational and tele-work opportunities resulting in fewer vehicle trips.
- Goods and services move safely and efficiently throughout the state and across transportation modes.

**The Goals:**

- Increase public safety and preserve the transportation system.
- Improve mobility.
- Maintain California's economic prosperity.
- Maximize efficient fuel and energy usage.
- Provide viable transportation choices.
- Provide an affordable, accessible transportation system that serves all Californians.
- Enhance the environment and reflect community values.

**The Strategies:**

- Educate local, regional and state planners, decision-makers, and users on transportation, environmental and land-use linkages.
- ♦ Collaborate with other agencies to develop statewide policies and incentives to encourage livable community development patterns and sustainable use of resources.
- ♦ Provide incentives to promote integrated land use, housing and transportation through regional and inter-regional collaboration and decision-making.
- ♦ Use advanced technologies to improve safety, enhance the life and capacity of the transportation system and maximize system operation.
- ♦ Re-examine design standards for roads that serve as main streets and for integrating safe pedestrian and bicycle facilities within the transportation system.
- ♦ Work with Congress and the Legislature for increased flexibility in transportation funding.
- ♦ Encourage public/private partnerships to maximize system capacity and operation, such as deploying intelligent transportation monitoring, management, safety, and information systems.
- ♦ Provide a mechanism to fully fund the maintenance and operation of the existing system.
- ♦ Integrate land-use and transportation decision-making, including methods to assess the cumulative environmental, infrastructure and fiscal impacts of land-use decisions.
- ♦ Employ innovative approaches to transportation challenges.

Source: California Transportation Plan 2025, California Transportation Plan Themes, Draft, July 2001.

**Objective 1.1:** To improve efficiency and policy coordination, utilize existing community entities whenever possible for public outreach during the transportation planning process.

In the Town of Mammoth Lakes, coordinate transportation planning activities with the following entities:

Town Council and its advisory commissions/committees, i.e.:
- Planning Commission
- Airport Advisory Committee
- Parks and Recreation Commission
- Visitor's Bureau
- Chamber of Commerce
- Other special purpose advisory groups

Local special districts, such as the Mammoth Community Water District, the Mammoth Lakes Fire Protection District, and the Hospital District

In the unincorporated area, coordinate transportation planning activities with the following entities:

Board of Supervisors and its advisory commissions/committees, i.e.:
- Planning Commission
- Regional Planning Advisory Committees
- June Lake Citizens Advisory Committee
- Tourism Commission
- Local Chambers of Commerce
- Other special purpose advisory groups

Local special districts and regional agencies, such as the Local Agency Formation Commission (LAFCO), the Great Basin Unified Air Pollution Control District (GBUAPCD), the Lahontan Regional Water Quality Control Board (LRWQCB), and Caltrans District 9.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement on monthly basis or as needed.

**Objective 1.2:** Coordinate transportation planning activities through established forums, such as:

Coalition for Unified Recreation in the Eastern Sierra (CURES).
Mono County Collaborative Planning Team
Regional Planning Advisory Committee meetings.
Workshops on specific transportation related topics (e.g. Livable Communities, pedestrian planning, bicycle planning).
Annual unmet needs hearing for transit issues.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement as needed to address specific topics.

**Objective 1.3:** Reach out to solicit input on transportation policies and programs from groups unrepresented or underrepresented in the past; e.g., Native American communities, Hispanic community members.

**Timeframe:** Ongoing over the 20-year timeframe of this plan; develop outreach programs as needed during the next two years.

**POLICY 2:** Coordinate transportation planning outreach programs with Caltrans in a manner that provides for efficient use of agency staff and citizen participation.

**Objective 2.1:** Group transportation related items on commission/committee agendas quarterly when feasible. Provide Caltrans with descriptions of agenda items at least two weeks before the quarterly meetings.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement on quarterly basis or as needed.

**Objective 2.2:** For commissions/committees that deal with state highway issues on a more frequent than quarterly basis, facilitate communication between Caltrans and the commissions/committees.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement as needed.

**Objective 2.3:** Work with Caltrans to ensure consultation with local groups during the preparation of Project Study Report and similar documents and allow for public participation during the design phase. For locally initiated transportation planning projects on the State Highway System, coordinate with Caltrans to allow for public participation.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement as needed during the planning process.

**Objective 2.4:** Coordinate with Caltrans to determine when transportation issues are of such broad community interest that informational meetings or hearings hosted by Caltrans would be the most beneficial way of gathering community input.
**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement as needed.

# 4. COMMUNITY POLICY ELEMENT

## OVERVIEW

This chapter includes policies for community areas in Mono County. These policies were developed by local citizens planning advisory committees and reflect community consensus on transportation needs within those community areas. They are intended to be consistent with the regional policies presented in the previous chapter; however, in some cases, public consensus in certain areas may not agree with the regional policies in the previous chapter. These policies should be considered when developing and implementing overall RTP policies and programs.

These policies are presented in a format that is consistent with the Mono County General Plan, i.e. Goals, Objectives, Policies, Actions (except for the Town of Mammoth Lakes policies that are consistent with the Town's General Plan). Policies are presented for the following community areas:

Antelope Valley
Swauger Creek/Devil's Gate
Bridgeport Valley
Bodie Hills
Mono Basin
Yosemite
June Lake
Mammoth Vicinity/Upper Owens
Long Valley
Wheeler Crest
Tri-Valley
Oasis
Town of Mammoth Lakes

Policies for the Bodie Hills, Mono Basin, and June Lake are taken from the Multimodal Transportation Plans for those areas.

# ANTELOPE VALLEY POLICIES

**GOAL**

Provide and maintain an orderly, safe, and efficient transportation system that preserves the rural character of the Antelope Valley.

**OBJECTIVE A**

Retain the existing scenic qualities of Hwy. 395 in the Antelope Valley.

Policy 1: Ensure that future highway improvements in the Antelope Valley protect the scenic qualities in the area.

Policy 2: Consider additional landscaping along Hwy. 395 in appropriate areas.

Policy 3: Support preservation of the existing heritage trees along Hwy. 395.

**OBJECTIVE B**

Support safety improvements to the existing circulation system in the Valley.

Policy 1: Support operational improvements to the existing 2-lane Hwy. 395.

*Action 1.1*: Promote shoulder widenings along Hwy. 395 to allow for bike, pedestrian, and equestrian use.

*Action 1.2*: Promote the installation of turn lanes on Hwy. 395 in areas of heavy use, such as at the high school in Coleville.

*Action 1.3*: Consider improvements to reduce deer collisions in the Valley, such as fences and underpasses, guzzlers, and forage enhancement projects.

*Action 1.4*: Support operational and safety improvements on Eastside Lane, particularly on the corner north of the intersection of Eastside Lane and Hwy. 395.

Policy 2: Investigate the feasibility of restricting hazardous material transport along U.S. 395 adjacent to the West Walker River (designated as a Wild and Scenic River).

**OBJECTIVE C**

Provide a loop trail system in the Valley for use by bicyclists and pedestrians.

Policy 1: Seek funding for development of bicycle, pedestrian and equestrian trails along the identified routes in the Valley.

## SWAUGER/DEVIL'S GATE POLICIES

**GOAL**

Provide and maintain a circulation system that maintains the rural character of the area.

**OBJECTIVE A**

Correlate circulation improvements and future land use development.

Policy 1: Minimize the impacts of new and existing roads.

*Action 1.1*: Limit new secondary roads to those necessary for access to private residences.

*Action 1.2*: Minimize the visual impacts of roads by using construction practices that minimize dust and erosion.

*Action 1.3*: Prohibit roadway construction on designated wet meadow areas.

*Action 1.4*: Establish a speed limit of 25 mph on all secondary roads.

# BRIDGEPORT VALLEY POLICIES

**GOAL**

Provide and maintain a safe and efficient transportation system in the Valley while retaining the rural qualities of the area.

**OBJECTIVE A**

Provide safety improvements to the existing circulation system in the Valley.

Policy 1: Support operational improvements to Hwys. 395 and 182.

*Action 1.1*: Recommend shoulder widening along Hwys. 395 and 182 from the Evans Tract to the Bridgeport Reservoir Dam.

*Action 1.2*: Recommend study of safety/operational improvements at the following intersections: junction Hwys. 395 and 182; Emigrant Street junction with Hwy. 395; and Twin Lakes Road junction with Hwy. 395 southbound.

Policy 2: Request the California Highway Patrol to enforce the speed limit in Bridgeport.

Policy 3: Provide parking improvements in order to address parking-related safety problems.

*Action 3.1*: Study the need to further restrict parking at the corners of side streets entering Hwy. 395 in Bridgeport.

*Action 3.2:* Study the desirability of providing additional off-street parking for county employees, for court use, and for visitors to Bridgeport.

**OBJECTIVE B**

Provide a trail system in the Valley for use by bicyclists, pedestrians, and equestrians.

Policy 1: Designate trails from Bridgeport to Twin Lakes, along Hwys. 395 and 182 from the Bodie Road to the Bridgeport Reservoir dam, around the dam to the Old Ranger Station, and from the Old Ranger Station along Buckeye Canyon Road to the Twin Lakes Road.

*Action 1.1*: Seek all available funding sources for trail improvements.

Policy 2: Preserve historical free access for equestrian use.

*Action 2.1*: Encourage dispersed equestrian use consistent with plans and zoning.

# BODIE HILLS POLICIES[2]

**GOAL**

Provide for multiple modes of access to Bodie to enhance safe convenient travel and accessibility for Bodie visitors, in a manner consistent with the Bodie Experience.

**OBJECTIVE A**

Improve existing transportation and access to the Bodie Bowl. Minimize congestion, traffic noise, dust, and improve rough roads and parking facilities.

Policy 1: Limit traffic in the State Park to a level consistent with the Bodie Experience [the Bodie Experience is defined in the **Bodie Bowl Area of Critical Environmental Concern and Bodie Hills Planning Area: A Recommended Cooperative Management Plan (Draft 1994).** Policies from that document have been incorporated into the Mono County Land Use Element.]

*Action 1.1*: When developing traffic limitations for the Bodie Hills Planning Area, consider the Carrying Capacities for the Park (see Table 15), as established in the Bodie State Historic Park Resource Management Plan of 1979.

**TABLE 15 BODIE STATE PARK CARRYING CAPACITIES**

| Area | Instantaneous Capacity | Turnover Factor | Total Capacity | Parking Spaces |
|---|---|---|---|---|
| Townsite | 400 persons | 4 | 1600 | |
| Standard Mill | 50 persons | 4 | 200 | 135 |
| Milk Ranch Picnic Area | 40 persons | 3 | 120 | |
| Interpretive Center with Picnic Area | 140 persons | 11 | 1600 | 40 |
| TOTAL | 630 | --- | 3,520 | 175 |

Source: Bodie State Historic Park Resource Management Plan, 1979.

*Action 1.2:* Recommend to State Parks that they update the carrying capacity estimates shown in Table 15.

*Action 1.3*: Develop a parking lot and shuttle system terminal near Bodie. The location of the terminal should be determined through an on-going planning process with the public and the Bodie Planning Advisory Committee.

*Action 1.4:* Promote development of a Bodie Visitor Center outside the Bodie Bowl; encourage development of interpretive facilities at the Center to relieve visitor impacts on the Town and to assist in dispersing Bodie visitors.

[2] These policies are from the Bodie Hills Multimodal Transportation Plan.

Policy 2: BLM, Caltrans and Mono County should continue to provide a road system in the Bodie Hills that serves the public and private landowners.

*Action 2.1:* BLM will consult with the private landowners, Mono County and the Bodie Hills Steering Committee prior to any actions that might affect access to private or public property.

*Action 2.2:* Mono County should consider accepting dedication of secondary routes across private lands as unimproved, low maintenance county roads when the private landowner makes application.

*Action 2.3:* Existing roads should be utilized whenever possible; construction of new roads should be avoided except where essential for health, safety and access to private property.

*Action 2.4:* State Parks should continue to work with Mono County to seek and implement methods to reduce the washboard and dust problems on the county roads leading into the Area of Critical Environmental Concern (ACEC)—i.e. the Bodie Bowl.

**OBJECTIVE B**

Provide for alternative modes of travel into Bodie.

Policy 1: Promote the use of unique and historically compatible modes of travel to Bodie, such as rail, horse drawn wagons and carriages, and equestrian.

*Action 1.1:* Support preservation of the old railroad grade from Mono Mills to Bodie.

*Action 1.2:* Investigate the potential and financial feasibility of reconstructing the rail, and reestablishing rail service to Bodie.

*Action 1.3:* Highlight and interpret the old railroad grade as a trail route to Bodie.

*Action 1.4:* Provide for wagons and similar historically compatible travel modes to Bodie through concession agreements and designation of routes.

*Action 1.5:* Seek funding for development of historically compatible modes of transportation to Bodie.

Policy 2: Develop a trails system for the Bodie Hills that provides for equestrian, cycling, and pedestrian use.

*Action 2.1:* Inventory existing trails in the Bodie Hills. Request State Parks to inventory trails within the Historic Park.

*Action 2.2*: Identify in this plan, the Mono County Trails Plan, the Bodie State Historic Park Management Plan, and the BLM North of Bishop Off Highway Vehicle Plan, pedestrian, bicycle and/or equestrian trails that will provide alternative access into Bodie. Existing trails, rather than new trails, should be utilized to access an area whenever practical.

*Action 2.3:* Avoid development of, or promotion of, trails crossing private property without the land owners consent.

*Action 2.4:* BLM and State Parks should inform private landowners of proposed actions or improvements on public lands that may affect adjacent private lands.

*Action 2.5:* Seek grants and other funding for trail system development.

*Action 2.6:* Prioritize trail development/improvement projects in this plan to expedite applications for grant funding.

*Action 2.7:* Coordinate trail development with other modes of travel; provide trail linkages to the visitor center, parking areas, transit hubs and recreation nodes.

*Action 2.8:* Request State Parks to take the following actions:

1. Rake or otherwise smooth the path from the parking lot into town.
2. Provide some close bus parking or a loading area.
3. Provide some sort of rustic shade structure near the rest rooms and bus loading area with adequate seating for 20-30 people.
4. Keep restrooms operable. If closed for some reason, bring in a porta-potty near the parking lot.
5. Keep the drinking fountain operable. Consider installing a couple more within the park. (This is a high desert environment with potential for dehydration and sunstroke, etc.).

*Action 2.9:* Provide bicycle racks and a bicycle parking area at the Visitors Center.

*Action 2.10:* Consider winter use for appropriate trails. Designate applicable trails available for Nordic ski, snowshoe and snowmobile use.

*Action 2.11:* Pursue development of a Bodie loop bike route along Highway 270, Cottonwood Canyon Road, Highway 167 and Highway 395. The route should consist of a shared roadway with minimum 4-foot paved shoulder. Cottonwood Canyon Road should ultimately be paved with similar shoulders.

**OBJECTIVE C**

Provide transportation amenities that facilitate use of multiple modes of travel, such as scenic turnouts, interpretive kiosks, a common signing program, and a transit hub.

Policy 1: Highlight Highway 270's designation as a BLM Scenic Byway.

*Action 1.1:* Develop a roadside interpretive program for Highway 270 and the Cottonwood Canyon Road, including scenic turnouts.

*Action 1.2:* Seek funding for scenic turnouts, roadside interpretive amenities, roadside recreation facilities and associated improvements along Highway 270.

*Action 1.3:* Coordinate the Bodie Scenic Byway with the Highway 395 Scenic Byway. Provide for common signage, kiosk designs, and interpretive facilities where feasible.

Policy 2: Pursue improvements in the Bodie Hills that enhance visitor access and amenities consistent with the Bodie Experience.

*Action 2.1:* Develop a parking lot and shuttle system terminal near Bodie. The location of the terminal should be determined through an on-going planning process with the public and the Bodie Planning Advisory Committee.

*Action 2.2:* Continue to seek methods to reduce the washboard and dust problems on routes leading into the ACEC.

*Action 2.3:* Pave and maintain Hwy. 270 to the cattle guard at the edge of the Bodie Bowl.

*Action 2.4:* Until Hwy. 270 is paved to the cattle guard, the Mono County Road Department should maintain the road in accordance with the agreement between Mono County and State Parks.

*Action 2.5:* Recommend that Mono County pave the Cottonwood Canyon Road. Until it is paved the Road Department should apply a dust inhibitor or road sealant where needed.

*Action 2.6:* Concessionaires may be considered for solving transportation problems such as providing shuttle services or alternative access such as horse back.

**OBJECTIVE D**

Maintain the road system in the Bodie Hills Planning area.

Policy 1: BLM and Mono County will continue to provide a road system in the Bodie Hills that serves the public and the private landowners.

*Action 1.1:* BLM will consult with the private landowners and the Bodie Hills Steering Committee prior to closures or other actions that might affect access to private property.

*Action 1.2:* Mono County will consider accepting dedication of secondary routes across private lands as unimproved, low maintenance county roads where the private landowner makes application.

**OBJECTIVE E**

Facilitate travel connections with local and regional recreation nodes and visitor services, such as Mono Lake and Yosemite, and the Bridgeport, June Lake and Mammoth Lakes recreational attractions.

Policy 1: Promote transportation and transit improvements between recreational attractions.

*Action 1.1:* Provide for bus and transit facilities in or near the Bodie Bowl.

*Action 1.2:* Pursue improvements for elderly and handicap access to Bodie.

*Action 1.3:* Support improvements, transit connections and Bodie information dissemination at Lee Vining, Bridgeport and Mammoth/Yosemite Airports.

*Action 1.4:* Seek transit/shuttle service from local communities to Bodie by the Inyo Mono Dial-a-Ride, through the Local Transportation Commission's unmet needs process.

Policy 2: Development projects with the potential to adversely impact circulation at Bodie shall provide appropriate mitigation.

*Action 2.1*: Any proposed project that would potentially result in an increase of traffic into, through or around the State Park may be required to develop an alternative access that will avoid the Park.

*Action 2.2:* Proposed projects shall comply with the requirements of the Regional Transportation Plan, including the following policies.

Policy 3: Require new development, where applicable, to fund related transportation improvements as a condition of project approval. Under Government Code Section 53077, such developer exactions shall not exceed the cost of the benefit.

*Action 3.1:* Future development projects with the potential to significantly impact the transportation system shall assess the potential impact(s) prior to project approval. Examples of potential significant impacts include:

1. causing an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system: and/or
2. disrupting or dividing the physical arrangement of an established community.

The analysis shall:

a. be funded by the applicant;
b. be prepared by a qualified person under the direction of Mono County;
c. assess the existing traffic and circulation conditions in the general project vicinity;
d. describe the traffic generation potential of the proposed project both on-site and off-site; and
e. recommend mitigation measures to avoid or mitigate the identified impacts, both on-site and off-site.

Mitigation measures and associated monitoring programs shall be included in the project plans and specifications and shall be made a condition of approval for the project. Projects having significant adverse impacts on the transportation system may be approved only if a statement of overriding considerations is made through the EIR process.

*Action 3.2:* Traffic impact mitigation measures may include, but are not limited to, off-site operational improvements, transit improvements, or contributions to a transit fund or road improvement fund.

# MONO BASIN POLICIES[3]

**GOAL**

Provide and maintain a multi-modal circulation system and related facilities that promote the orderly, safe, and efficient movement of visitors, residents, goods and services within the Mono Basin; which invites pedestrian use, provides for pedestrian and cyclist safety and contributes to the vitality and attractiveness of the Lee Vining community; and which facilitates travel to Yosemite and other nearby points of interest.

**OBJECTIVE A**

Provide operational and safety improvements along highways in the Mono Basin.

Policy 1: Promote the inclusion of safety improvements along Highways 395, 120, and 167 in routine maintenance projects.

*Action 1.1*: Request Caltrans to incorporate turnouts for scenic viewing and congestion relief into highway rehabilitation projects in the Mono Basin.

*Action 1.2*: Work to assure that speed limits are safe and appropriate to the density and mix of uses by pedestrians, sightseers, motorists, residences and businesses along Hwy. 395, consistent with state law.

Policy 2: Fully consider the safety needs of cyclists and pedestrians, as well as motorists, in the design and maintenance of highway improvements.

*Action 2.1*: Work with Caltrans, the Mono LTC, and other applicable agencies to ensure that pedestrian needs and opportunities are addressed in the design and environmental assessment phases of road projects.

*Action 2.2*: Recommend the incorporation of appropriate measures to slow traffic approaching Lee Vining on Hwy. 395 from the south.

**OBJECTIVE B**

Provide a comprehensive coordinated trail system in the Basin for use by bicyclists, pedestrians, and equestrians.

Policy 1: Periodically review, update and implement the Mono Basin portions of the Mono County Trails and Bikeway Plan.

*Action 1.1*: The Mono Basin RPAC shall annually review the Mono County Trails and Bikeway Plan and recommend appropriate adjustments.

*Action 1.2*: Request Caltrans to incorporate wider shoulders sufficient for bike travel (8 feet) into highway rehabilitation projects in the Mono Basin.

[3] These policies are from the Mono Basin Multi-modal Transportation Plan.

*Action 1.3*: Encourage the inclusion of cyclist amenities; e.g., bike parking areas and racks, water and shade at activity centers in the Mono Basin. Activity centers include community and visitor centers, scenic kiosks and turnouts, interpretive sites, campgrounds, schools, parks, and some business establishments.

**OBJECTIVE C**

Improve parking opportunities in Lee Vining.

Policy 1: Pursue the development of additional parking for the Lee Vining central business district.

*Action 1.1*: Assess the availability of feasible parking sites near or within the central business district.

*Action 1.2*: Investigate the feasibility of establishing a parking district to acquire, improve and maintain public parking areas. Consider mechanisms to allow for local businesses to participate in the district for the purpose of securing needed off site commercial parking spaces.

*Action 1.3:* Investigate and designate suitable sites for truck parking near Lee Vining.

Policy 2: Manage existing and future parking areas in a manner that maximizes their utility and minimizes conflicts with residential land uses.

*Action 2.1*: Develop design standards for parking lot development to ensure that parking areas are landscaped and buffered to prevent noise, air pollution, and visual impacts on nearby properties.

*Action 2.2*: Consider amendments to the Mono County Zoning and Development Code parking requirements for commercial uses in Lee Vining, such as reducing the number of required parking spaces and relaxing paving requirements.

*Action 2.3*: Consider prohibiting truck parking along local streets in Lee Vining and restricting truck parking to designated areas outside of Lee Vining, but within walking distance.

*Action 2.4*: Consider requiring new development or expansion of existing development to provide twenty percent of their required parking spaces for oversize uses, i.e. trucks, trailers, buses, RVs.

**OBJECTIVE D**

Develop and implement a comprehensive streetscape plan for the Lee Vining commercial district that enhances pedestrian safety and makes Lee Vining a more attractive place to walk, live and work.

Policy 1: Develop a collaborative set of policies for the Hwy. 395 corridor through Lee Vining. Participating entities should include:

| | |
|---|---|
| Mono County | Local Transportation Commission |
| Local businesses | Caltrans |

| | |
|---|---|
| Lee Vining community | Lee Vining Public Utility District<br>Lee Vining Fire Protection District |

Policies should address:

| | |
|---|---|
| Road improvements | Underground utility placement |
| Pedestrian facilities | Community entryway improvements |
| Cross walks | Street furniture/trash bins |
| Parking | Lighting |
| Transit facilities | Speed limits and enforcement |
| Signage | Corridor aesthetics |
| Landscaping/fencing | Architectural themes |
| Drainage facilities | |

Policy 2: Pursue available funding for streetscape improvements.

*Action 2.1*: Prepare Project Study Reports for projects which implement the streetscape plan to qualify for State Transportation Improvement Program funding.

*Action 2.2*: Request the inclusion of Lee Vining streetscape improvement projects in the Regional Transportation Improvement Program and the State Transportation Improvement Program.

*Action 2.3*: Seek grant funding, including Transportation Enhancement Activities (TEA) funds, Environmental Enhancement and Mitigation Program (EEMP) funds, and Community Development Block Grants (CDBG) funds to implement the streetscape plan.

*Action 2.4*: Work with Caltrans through the highway project planning and environmental review processes to fund applicable aspects of the streetscape plan through project mitigation and design.

Policy 3: Ensure that streetscape improvements are compatible with maintenance practices and capabilities.

*Action 3.1*: Improvement designs should be sensitive to maintenance issues and minimize potential conflicts with maintenance operations. Improvement designs should be reviewed by the entities responsible for their maintenance.

*Action 3.2*: Aggressively pursue innovative ways of meeting both community improvement needs and subsequent maintenance requirements.

*Action 3.3*: Conduct periodic meetings with the community, affected businesses, and maintenance providers to monitor the success of improvements and to adjust plans as necessary.

Policy 4: Improvement designs for the Hwy. 395 corridor in Lee Vining shall address the needs of all feasible modes of people movement, including transit, cyclists, pedestrians, and local and interregional traffic. The movement of interregional

traffic shall not be the sole consideration in the design of highway improvements within the Lee Vining community.

**OBJECTIVE E**

Continue to plan for and improve airport facilities to expand air travel opportunities for residents and to increase tourism opportunities.

Policy 1: Prepare and maintain an airport master plan for the Lee Vining Airport.

*Action 1.1*: Pursue funding for preparation of a Lee Vining Airport Master Plan.

*Action 1.2*: Promote the use and improvement of the Lee Vining Airport for Yosemite travelers as the closest airport to Yosemite National Park.

**OBJECTIVE F**

Coordinate circulation improvements with land development in a manner that maintains the small town quality of life for residents.

Policy 1: Transportation improvements should accompany development projects that impact the circulation infrastructure.

*Action 1.1*: Require development projects to include transportation improvements to accommodate project demands on the circulation infrastructure, including pedestrian improvements, adequate parking for autos and buses, improved encroachments onto public roads, and associated drainage improvements.

*Action 1.2*: Promote land development that enables people to live near their workplaces and that reduces dependence on the automobile.

**OBJECTIVE G**

Consolidate road maintenance facilities when feasible.

Policy 1: Coordinate maintenance facility planning among Mono County, Caltrans, and other agencies in the Mono Basin.

*Action 1.1*: Request Caltrans to include Mono County and other agencies in the planning of its new road maintenance facility in the Mono Basin.

**OBJECTIVE H**

Provide for the transportation needs of the Yosemite area traveler in a manner consistent with the Yosemite Area Regional Transportation System (YARTS).

Policy 1: Coordinate Lee Vining transportation planning with the YARTS and local transportation providers.

*Action 1.1*: Request that one or more representatives from the Mono Basin and the County Supervisor representing the Mono Basin be appointed to serve on appropriate YARTS committees.

*Action 1.2*: Develop Yosemite regional transportation policies for inclusion in the Mono County RTP and the Mono County General Plan Circulation Element as part of the YARTS process.

*Action 1.3*: Assist YARTS by facilitating a community dialog on Yosemite transportation issues and policies.

**OBJECTIVE I**

Utilize technological advances to reduce demands on local roads and transportation facilities, and to provide convenient road and tourist information to area travelers.

Policy 1: Utilize technological advances to disseminate travel information in the region.

*Action 1.1*: Support Caltrans efforts to install changeable message signs at key locations along Hwy. 395 to disseminate travel information. Consider placement of such signs within the Mono Basin near Hwy. 167 and Hwy. 120 East. Signs should be appropriate for a rural setting and should not be billboard/urban style signs.

*Action 1.2*: Promote expanded use of the Internet, teleconferencing, and other technological means to reduce vehicle trips with the Mono Basin.

# YOSEMITE POLICIES

**GOAL**

Yosemite National Park is a national and world-wide treasure that must be protected and preserved. Bordering the Park's eastern boundary, and serving as its only access point from Eastern California, Mono County is an important component of the Yosemite region. Through its transportation planning efforts, the Mono LTC will assist in the preservation and protection of the Park by strengthening the relationship between the Yosemite region and its eastern gateway.

**OBJECTIVE A**

Support the Park's mission to preserve the resources that contribute to Yosemite's unusual character and attractiveness: its exquisite scenic beauty; outstanding wilderness values; diverse Sierra Nevada ecosystems; historic resources, including its Native American heritage; and its role in a national conservation ethic. These resources are to be made available for enjoyment, education, and recreation while leaving them unimpaired.

Policy 1: Management of Yosemite's congestion and access should be accomplished in a way that does not adversely affect the quality of life and quality of experience in gateway communities.

Policy 2: Work cooperatively with the National Park Service to support environmental preservation within the Yosemite region.

Policy 3: Transit related infrastructure should maximize consideration for the environment.

**OBJECTIVE B**

Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 1: In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that compliment the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

Policy 2: Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.

Policy 3: High priority should be given to developing a parking facility in the Crane Flat/Hwy. 120 junction area.

Policy 4: Maintenance and improvement projects on Hwy. 120 should focus on accommodating alternative transportation modes.

Policy 5: Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on Hwy. 120 both within and outside the Park.

Policy 6: Encourage the development of a transit connection between the east side and Tuolumne Meadows.

Policy 7: YARTS should be designed to accommodate bicyclists and bikes.

**OBJECTIVE C**

Encourage diversity in visitor destinations and experiences.

Policy 1: The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:

a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra.
b. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
c. Promoting YARTS marketing efforts to include information about gateway attractions.

Policy 2: Plan for and promote the concept that the Yosemite experience begins in the gateway communities. Marketing the Yosemite experience should be a countywide effort.

Policy 3: Provide facilities that support a diversity of visitors.

**OBJECTIVE D**

Provide for safe and consistent access between Yosemite National Park and its eastern gateway.

Policy 1: To facilitate visitor travel planning and provide some certainty for local gateway economies, the LTC should work with Yosemite National Park to guarantee opening and closing dates for Tioga Road (Hwy. 120 West).

Policy 2: Promote opening the areas along Hwy. 120 to Tuolumne Meadows as soon as conditions are safe. Provide sewage system alternatives to facilitate this policy.

Policy 3: Consider using pricing mechanisms as a means to fund Tioga Road opening activities.

Policy 4: Accurate and timely information about conditions in the Park should be available in the gateway communities.

Policy 5: Maintenance and improvement projects on Hwy. 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas.

**OBJECTIVE E**

Develop transportation infrastructure that supports access to and within the gateway communities.

Policy 1: Hwy. 120 should remain a trans-Sierra highway open to through traffic.

Policy 2: Support improvements to key access routes to Mono County and the eastern gateway corridors.

Policy 3: Resource management decisions in the Park (e.g. changes in allowable land uses, access, and overnight accommodations) should consider associated impacts to gateway communities and access corridors.

# JUNE LAKE POLICIES[4]

## BACKGROUND

In 1991, after a lengthy information collection process and numerous community meetings, the Mono County Board of Supervisors adopted the June Lake Area Plan to guide June Lake's future development. Throughout that process, transportation issues were identified as a particular concern in the June Lake Loop. The Area Plan's Circulation Element, which is multi-modal in nature, addressed transportation issues on a general policy basis.

The June Lake Multimodal Plan tiers off of the adopted Circulation Element to update and more specifically address issues previously identified. The June Lake Multimodal Plan was incorporated into the RTP in a prior update. Since the adoption of the June Lake Area Plan, some transportation issues have evolved to the point where specific projects or programs have been developed to implement some of the Plan's existing policies. The Multimodal Plan expands upon and supplements the existing Circulation Element with specific projects and additional actions. The Multi-modal Plan serves as June Lake's transportation policy for both the RTP and the June Lake Area Plan's Circulation Element.

## GOAL

Provide and maintain a multi-modal circulation system and related facilities that promote the orderly, safe, and efficient movement of people, goods, and services, and preserve the mountain village character of June Lake.

## OBJECTIVE A

Promote the development of a multi-modal circulation system that reduces vehicular congestion and enhances safety and accessibility.

Policy 1: Seek alternative funding mechanisms for circulation and related improvements.

*Action 1.1*: Continue to investigate and where feasible, implement the use of zones of benefit, assessment districts, redevelopment areas, mitigation fees, sales tax initiatives, and other financing alternatives for new roadway construction such as in the Peterson Tract road pavement project.

*Action 1.2*: Coordinate with the Local Transportation Commission in the planning of, and funding for, June Lake circulation improvements.

*Action 1.3*: Provide a roadside recreation facility, including parking areas, restrooms, and interpretive facilities adjacent to the June Lake Ballfield. Continue to seek grant funding from the environmental enhancement and mitigation program and other sources for the facility's development.

Policy 2: New roadway developments shall conform to adopted County Road Standards and, where applicable, the special June Lake roadway standards (See Table 17).

[4] These policies are from the June Lake Multi-modal Transportation Plan.

*Action 2.1:* As a condition of development approval, require that roadways meet Mono County standards. If, due to topography, physical constraints, lot size, or existing built areas, construction to county standards is not feasible, allow for alternative road designs and maintenance mechanisms as approved by the Department of Public Works (See Objective B).

**TABLE 16 OH! RIDGE ROAD AND LEONARD AVENUE EXISTING CONDITIONS**

**OH! RIDGE ROAD**

The Oh! Ridge Road runs across public lands and would not be constrained by topographic features or private development if widened.

**LEONARD AVENUE**

Leonard Avenue is a paved two-lane roadway with a width of between 18' to 26'. From the Bruce Street intersection to the West Village, Leonard Avenue climbs a moderate hill and is bordered by existing development. The Leonard Avenue rights- of-way (ROW) vary from 25' wide at the Bruce Street intersection to an anticipated maximum of 60' through the West Village and Rodeo Grounds. The 25' wide section starts at the Bruce Street intersection and stretches for approximately 270' before the ROW widens to 40' with 10' wide snow storage easements on either side (Figure 6). From the eastside of the West Village through the Rodeo Grounds, a 60' wide ROW is anticipated. Except for the 25' wide section, it appears that adequate ROW and snow storage easements exist for widening Leonard Avenue. Near the intersection of Leonard Avenue and Bruce Street, future road widening would require the acquisition of additional rights-of-way. Another potential alternative to roadway widening would be to construct a separate southbound travel lane off of Leonard Avenue to Granite Avenue. This travel lane would separate uphill and downhill travel lanes on Leonard Avenue.

Policy 3: Ensure, where feasible, that the sight distance at major ingress and egress points is adequate. If conditions prevent adequate sight distances, signs noting the presence of access points should be erected.

*Action 3.1:* Use the development review process to ensure that new connections with S.R. 158 provide adequate sight distance.

Policy 4: Promote traffic safety and sight-seeing opportunities by maintaining low travel speeds along Highway 158 and North Shore Drive .

*Action 4.1:* Continue enforcing current speed limits.

*Action 4.2:* Work with Caltrans to construct, where feasible, roadside turnouts that are consistent with current scenic highway/byway designs. Turnouts may serve to allow faster vehicles to pass, to provide additional vantage points to appreciate the scenic beauty, and to accommodate public transportation facilities. Turnouts could also form the basis for the proposed loop-wide system of self-guided interpretive tours using audio tapes, brochures and roadside exhibits.

**TABLE 17 SUMMARY OF COUNTY ROADWAY STANDARDS FOR JUNE LAKE**

Special County Roadway Standards for June Lake were developed in 1981 to take into consideration the Loop's topography and land ownership constraints. Relative to countywide standards, June Lake standards allow for slightly narrower rights-of-way and paved cross sections.

Collector/Residential -- Roadway serving any number of residential lots and functioning as a residential collector.

1) Minimum Rights-of-Way -- 60 feet.
2) Width of Pavement -- 26 feet.

Arterial/Commercial -- County maintained roadway designed as arterial roadway to provide access into and /or through a commercial area.

1) Minimum Rights-of-Way -- 60 feet.
2) Width of Pavement -- 40 feet.

Refer to: County of Mono Road Improvement Standards (1981) for additional guidance.

*Action 4.3:* Work with Caltrans and the USFS to include Highway 158 and North Shore Drive in State and Federal Scenic Highway/Byway Programs, which provide funding opportunities for scenic overlooks, road signing and interpretive displays. The scenic highway/byway program should include the existing developed facilities shown in Figure 7 and listed in Table 18.

*Action 4.4:* Assist the Coalition for Unified Recreation in the Eastern Sierra (CURES) in developing the June Lake Kiosk at the south June Lake Junction into the starting and ending point of the self-guided June Lake Loop scenic highway tour. Audio cassettes and literature on the scenic features of the June Lake Loop could be borrowed and returned at the Kiosk.

*Action 4.5:* Cooperate with Caltrans, the Forest Service and the community to develop common signing and an interpretative theme for Highway 158 and North Shore Drive. The sites shown in Figure 7 and listed in Table 18 should be the basis for the future scenic highway program but should not preclude constructing additional scenic turnouts or interpretative facilities.

*Action 4.6:* Develop the June Lake scenic highway/byway program in phases as funding allows with signing taking place first, followed by interpretative facilities at existing turnouts, and then new turnouts and facilities, unless funding for specific sites in the program becomes available.

**Figure 6 Leonard Avenue Existing Rights-of-Way and Potential One Way Travel Lanes**

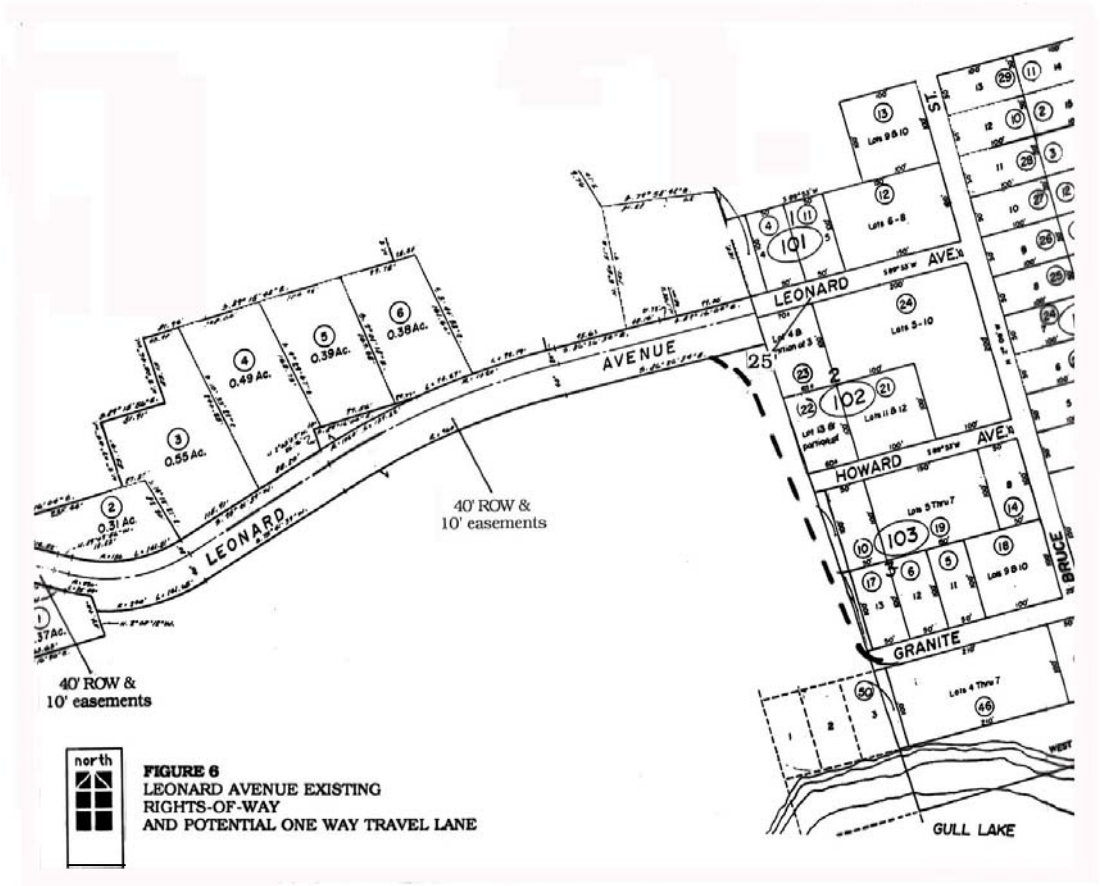


**FIGURE 7 POTENTIAL SCENIC HIGHWAY FACILITIES, JUNE LAKE**

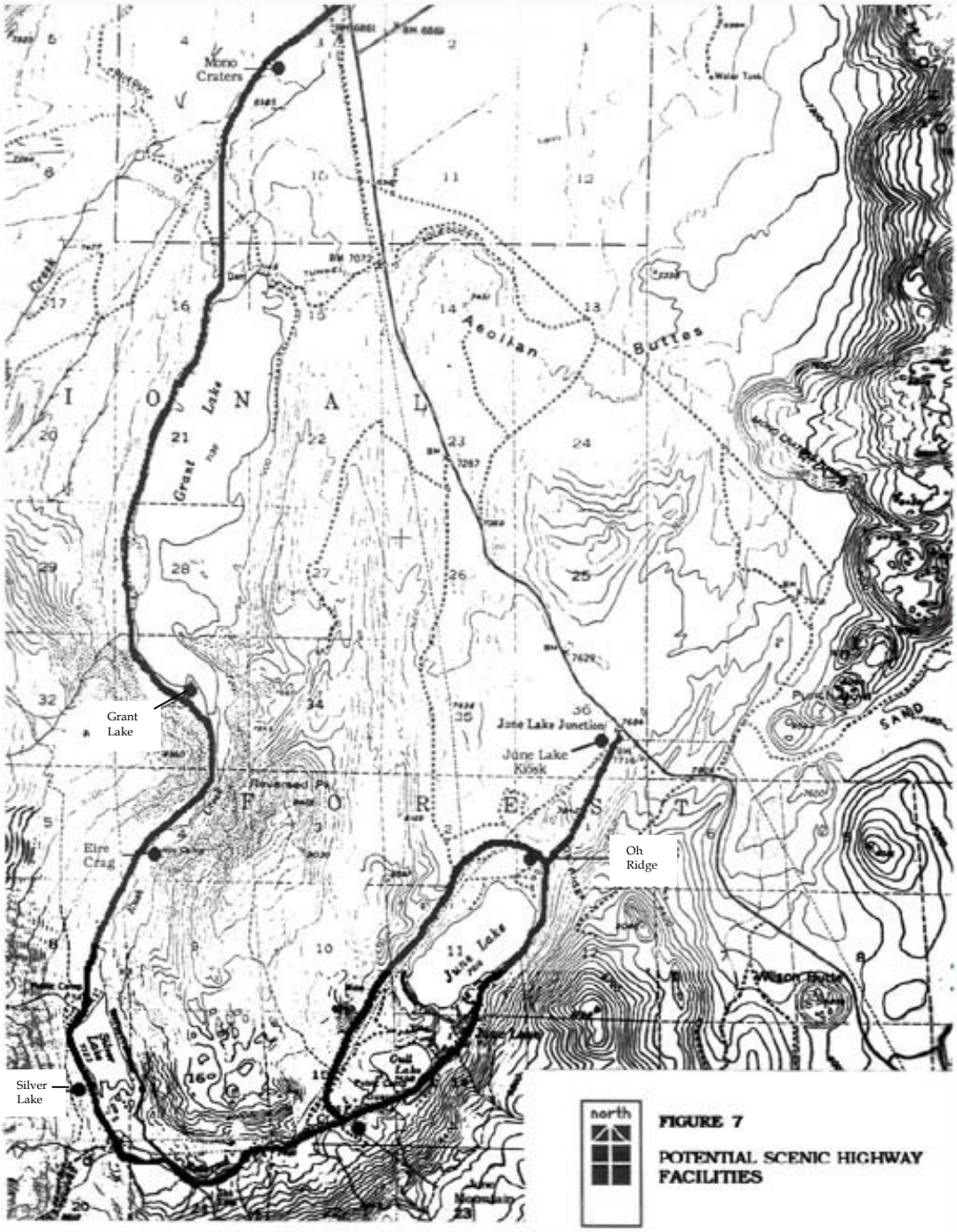


**TABLE 18 SCENIC HIGHWAY/BYWAY FACILITIES, JUNE LAKE**

| SITE | POSSIBLE INTERPRETIVE FEATURES |
|---|---|
| S.R. 158 | |
| Oh! Ridge | June Lake, June Mountain Ski Area Lodge, Carson Peak, June Lake Beach |
| June Mt. Ski Area Parking lot | Carson Peak, Ski Area Lodge, Nature Trail |
| Silver Lake | Carson Peak, Silver Lake |
| Eire Crag | Eire Crag , Rush Creek |
| Grant Lake | Grant Lake and Rush Creek, Mono Craters |
| Mono Craters | Mono Craters |
| North Shore Drive | |
| June Lake Ballfield | June Mountain Ski Area Lodge, Carson Peak, Gull Lake |

*Action 4.7*: Develop land use policies to retain scenic views available North Shore Drive, particularly prominent visual resources in the West Village and Rodeo Grounds areas such as Gull Lake, the Gull Meadow area surrounding the north-west corner of Gull Lake, and the Rodeo Meadow area located northwest of the Rodeo Grounds land exchange. Land use policies should retain distinctive visual corridors by using appropriate design measures such as limiting building heights, requiring landscaping along the access road through developed areas, using natural topography to visually screen development, and clustering development. Other measures may include retaining existing vegetation along the alignment, limiting areas of cut and fill, using building materials and colors which blend in with the surrounding landscape and limiting intersections with arterial or collector streets. These types of measures should be incorporated into future specific plans prepared for development in the West Village and Rodeo Grounds areas.

**OBJECTIVE B**

Encourage alternative roadway design, improvement and maintenance programs in existing subdivisions that conform to topographical, institutional and economic constraints.

Policy 1: Limit disruption of built areas when acquiring rights-of-way by using existing road-ways and limiting on-street parking on such roadways when necessary.

*Action 1.1*: In situations where existing private roadways can not meet adopted County Roadway Standards - such as in the design of road improvements for substantially developed subdivisions with substandard lots and streets, where topographical/environmental constraints and existing building placement prohibit reasonable compliance - consider alternative designs prepared by or under the direction of a California registered civil engineer. Alternative designs may include one-way streets, one-way streets with turnouts, and two-way streets with reduced pavement width, snow storage easements, or rights-of-way. Alternative designs however, must provide adequate emergency access in conformance with minimum fire safe standards and snow storage and exhibit

sound engineering judgment. The Mono County Department of Public Works shall review and approve all alternative roadway designs.

Policy 2: Investigate management alternatives for improving and maintaining privately owned roadways.

*Action 2.1*: Study the feasibility of allowing the County and/or Special Districts such as the June Lake Public Utility District to upgrade and maintain certain private roadways.

*Action 2.2*: Investigate the potential for community groups or associations to obtain funding for up-grading private roads.

*Action 2.3*: Require new developments proposing private roads to establish a road maintenance entity as a condition of project approval. The Department of Public Works shall review all proposed maintenance agreements.

Policy 3: In areas constrained by limited rights-of-way, steep intersections, minimal setbacks from development, and inadequate site distances, consider adopting one-way street programs to more efficiently use existing road facilities.

*Action 3.1*: Investigate and if feasible and desirable, implement one-way streets.

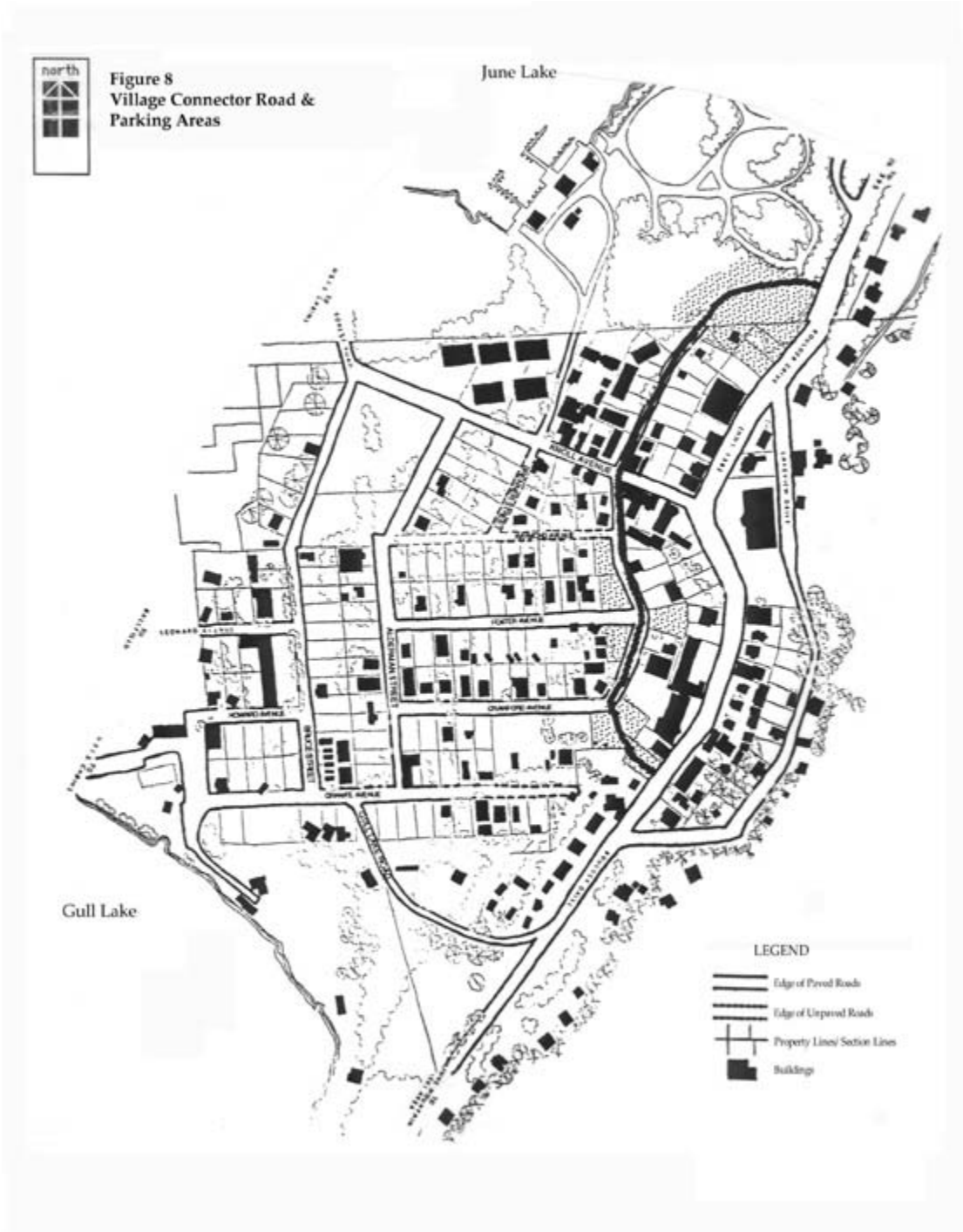
**OBJECTIVE C**

Provide for a circulation system that facilitates commercial infill and redevelopment in the Village.

Policy 1: Develop a Commercial District connector street connecting with S.R. 158 on both ends of the Village.

*Action 1.1*: Acquire land for constructing a connector street through the Village that would connect or provide access to public parking areas. Figure 8 shows a potential alignment generally corresponding with Crawford Avenue and also potential public parking areas. It would be necessary to acquire easements or private property for the western intersection. The final alignment of the access road and the location of parking areas would depend on the ability to acquire

**FIGURE 8 VILLAGE CONNECTOR ROAD AND PARKING AREAS**



private property from "willing sellers." If "willing sellers" are not found, the County may pursue condemnation to acquire property.

*Action 1.2*: In conjunction with the connector road and the construction of replacement off-street parking, consider on-street parking restrictions on S.R. 158.

*Action 1.3:* Investigate the availability of redevelopment monies, major thoroughfare exaction monies, Caltrans and County funding, and private/public partnership funds, for financing the connector road.

Policy 2: Promote the development of collector streets that enhance commercial growth in the Village area.

*Action 2.1*: Consider extending Granite Avenue from Brenner Street to the proposed June Lake Village connector roadway.

Policy 3: Utilize redevelopment and/or Specific Plan processes to develop and implement a pedestrian-oriented circulation system for the Village.

*Action 3.1*: Conduct public meetings/workshops to gauge local support for redevelopment of the Village.

*Action 3.2*: If acceptable to the Community, pursue the redevelopment process recommended in the June Lake Redevelopment Feasibility Study.

*Action 3.3:* If redevelopment proves unfavorable to the Community, consider using the Specific Plan process to coordinate Village capital improvements and to identify other potential funding sources.

Policy 4: Promote the development of crosswalks, sidewalks, neckdowns,[5] public siting areas, and pedestrian trails in the Village that enhance safety, compliment the non-motorized vehicle trails, and promote the Village's pedestrian atmosphere.

*Action 4.1*: Focus June Lake Village Streetscape improvement programs on enhancing the appearance and attractiveness of the existing commercial district streetscape including local streets. Streetscape programs should focus on widening the existing sidewalks, removing obstacles from pedestrian paths, developing crosswalks, developing additional public space, removing redundant driveways, promoting facade improvements, installing landscaping, and replacing the existing street lights. Street lighting guidelines and recommended landscaping species are contained in Tables 20 and 21. A Preferred Alternative has been developed by the June Lake CAC and submitted as a TEA project that will implement streetscape improvements on Main Street (SR158).

*Action 4.2*: Work with Caltrans and the Mono County Public Works Department in developing the June Lake Village improvement program. Items to consider would include traffic safety, on-street parking, drainage, snow storage, and snow removal.

[5] Raised landing areas used to clearly demarcate pedestrian space and also to slow vehicular traffic.

**TABLE 20 JUNE LAKE VILLAGE STREET LIGHT GUIDELINES**

1. Lights should be placed at the curb to provide a visual progression down the street and to accentuate the pedestrian area.
2. The lights should be mounted between 10 to 14 feet high above the sidewalk to maintain the pedestrian scale and to keep lights out of the reach of pedestrians.
3. Lighting should be installed to illuminate the sidewalk and the street nearest the curb.
4. Electrical wires should be placed underground.
5. Spacing of light fixtures should be between 50 and 100 feet.
6. Lighting should be shaded on the top and sides, and directed downward to illuminate the street and sidewalk in a manner to prevent glare. Lights should be shielded to prevent vandalism.
7. Light poles should feature clean lines and weather resistant materials such as metal alloy or aggregate.

*Action 4.3*: Investigate the feasibility of a facade improvement program that provides low interest loans or grants to business owners in the June Lake Village. The program should fund improvements to the external portions of buildings and should require matching funds from eligible business owners.

*Action 4.4:* Coordinate a trail signing program.

*Action 4.5*: Delineate roadside trails along existing roadways in the June Lake Village. Potential roadside trails would include the Knoll Avenue to Granite Avenue to Gull Lake Road Loop and the Village's connector roadway. Roadside trails should be integrated with trails, trailheads or activity centers located on National Forest lands. Provide for several pedestrian access trails to link residential areas to Hwy. 158 commercial areas.

*Action 4.6*: If feasible, develop sidewalks along the Village connector roadway.

*Action 4.7*: Design and install missing sidewalk segments along Main Street.

*Action 4.8*: In accordance with the California Transportation Plan, work with Caltrans to implement the preferred alternative Main Street plan developed by the June Lake CAC.

Policy 5: Work with Caltrans to acquire funding for the construction of the connector road, community parking lots, and pedestrian improvements.

*Action 5.1*: Apply for available state and federal funding sources.

*Action 5.2*: Investigate other potential funding sources such as main street programs, economic development grants, rural renaissance grants, and enterprise zones.

**TABLE 21 RECOMMENDED LANDSCAPING SPECIES**

**PRIMARY or TYPICAL**

For use in raised and flush planters, may also be suitable for movable planters. All plants grow year round, feature seasonal color, require little maintenance and are low growing.

| Plant Type | Common Name | GENUS and species | Leaf/bloom period |
|---|---|---|---|
| shrub | Mugo Pumilo or Mugo Mugo | PINUS mugo pumilo or PINUS mugo mugo | small evergreen |
| "shrub" | Lavender | LAVANDULA angustifolia 'Hidcote' or 'Munstead' | summer flowering "shrub" |
| bulb | Grape Hyacinth | MUSCARI armeniacum | spring blooming |
| bulb | Daffodils | NARCISSUS various yellow or white | spring blooming |
| perennial | Yarrow 'Moonshine' | ACHILLEA 'Moonshine' | summer blooming |
| annual | California Poppies | ESCHSCHOLZIA californica | summer blooming |

**SECONDARY or ADDITIONAL**

For selective variety and/or use in larger planting areas in addition to typical. Some plants may require more water and/or general maintenance, however none are heavy on water or maintenance. Organized within categories roughly by order of leaf/bloom period.

| Plant Type | Common Name | GENUS and species | Leaf/bloom period |
|---|---|---|---|
| tree | Colorado Blue Spruce | PICEA pungens 'Glauca' | evergreen |
| tree | Crabapple 'Royalty' | MALUS 'Royalty' | spring flowering/leaf color |
| tree | Mountain Ash | SORBUS Aucuparia | spring flowering/berries |
| tree | Quaking Aspen | POPULUS tremuloides | native |
| shrub | Juniper 'Tam' | JUNIPERUS 'Tamariscifolia' | evergreen |
| shrub | Mugo | PINUS mugo | evergreen |
| shrub | Lilac | SYRINGA, various | flowering shrub |
| shrub | Bridal Wreath | SPIREA vanhouttei or SPIREA prunifolia 'plena' | flowering shrub |
| "shrub" | Yucca | YUCCA filamentosa | flowering "shrub" |
| bulb | Tulips | TULIPA, various | spring blooming |
| bulb | Tiger Lilies | LILIUM, various | summer blooming |
| ground cover | Siberian Ivy | HEDERA helix 'Siberian' | evergreen |
| ground cover | Hen & Chicks | SEMPERVIVUM tectorum | "rock garden" succulent |
| ground cover | Snow-in-Summer | CERASTIUM tomentosum | spring blooming |
| ground cover | Yellow Sedum | SEDUM | evergreen/spring blooming |
| perennial | Candytuft | IBERIS sempervirens | evergreen/spring blooming |
| perennial | Basket-of-Gold | AURINIA saxatilis | spring blooming |
| perennial | Iceland Poppies | PAPAVER nudicaule | spring blooming |
| perennial | Blue Flax | LINIUM perenne | native/spring blooming |
| perennial | Columbine | AQUILEGIA, various | spring blooming |
| perennial | Lupine | LUPINUS, native or hybrid | spring blooming |
| perennial | Oriental Poppy | PAPAVER orientale | spring blooming |
| perennial | Sweet William | DIANTHUS barbatus | summer blooming |
| perennial | Daylilies | HEMEROCALLIS, various | summer blooming |
| perennial | Coreopsis 'Sunray' | COREOPSIS lanceolata | summer blooming |
| perennial | Cupid's Dart | CATANACHE caerulea | summer blooming |
| perennial | Shyasta Daisies | CHRYSANTHEMUM maximum | summer blooming |
| perennial | Penstemon | PENSTEMON, various | summer blooming |
| perennial | Black-eyed Susan | RUDBECKIA hirta | summer blooming |
| perennial | Liatris | LIATRIS spicata | summer blooming |
| perennial | Purple Coneflowers | ECHINACEA purpurea | summer blooming |
| annual | Field Poppy | PAPAVER rhoes | summer blooming |
| annual | Bachelor's Buttons | CENTAUREA cyanus | summer blooming |

| | | | |
|---|---|---|---|
| annual | Cosmos | COSMOS bipinnatus | summer blooming |
| annual | Sunflowers | HELIANTHUS, various sizes | summer blooming |

**OBJECTIVE D**

Promote the development of a West Village/Rodeo Grounds circulation system that provides for multiple modes of transportation and promotes a pedestrian atmosphere.

Policy 1: West Village/Rodeo Grounds Specific Plans should provide for development that encourages visitors to leave their cars and use alternative modes of transportation such as walking, bicycling or shuttle bus service.

*Action 1.1*: Work with developers through the Specific Plan processes to provide pedestrian trails and amenities, bicycle/cross-country ski trails, shuttle bus facilities, and if feasible, direct ski lift access.

*Action 1.2*: Work with the June Mountain Ski Area in determining appropriate modes of transportation to directly link the Rodeo Grounds/West Village area to June Mountain.

**OBJECTIVE E**

Promote the development of a Down Canyon circulation system that improves internal circulation and winter access, while retaining the Down Canyon's rustic, residential character.

Policy 1: Improve the Down Canyon circulation system by promoting the construction of new roadways to serve new development, and paving, realigning, and widening existing roadways.

*Action 1.1*: Work with the Local Transportation Commission to conduct a circulation improvement alternative analysis for the Down Canyon Area. Figure 9, that depicts potential roadway alternatives, should form the basis for any future studies. Besides analyzing and then proposing roadway alternatives, the circulation study should focus on alternative funding mechanisms.

*Action 1.2*: Work with developers of projects with the potential to cause traffic/congestion impacts to conduct related off-site roadway improvements or contribute to a fund for roadway improvements. Under Government Code 53077, such developer contributions shall not exceed the cost of the benefit.

*Action 1.3*: Upgrade S.R. 158 through the Down Canyon Commercial District as new development occurs in the area.

**OBJECTIVE F**

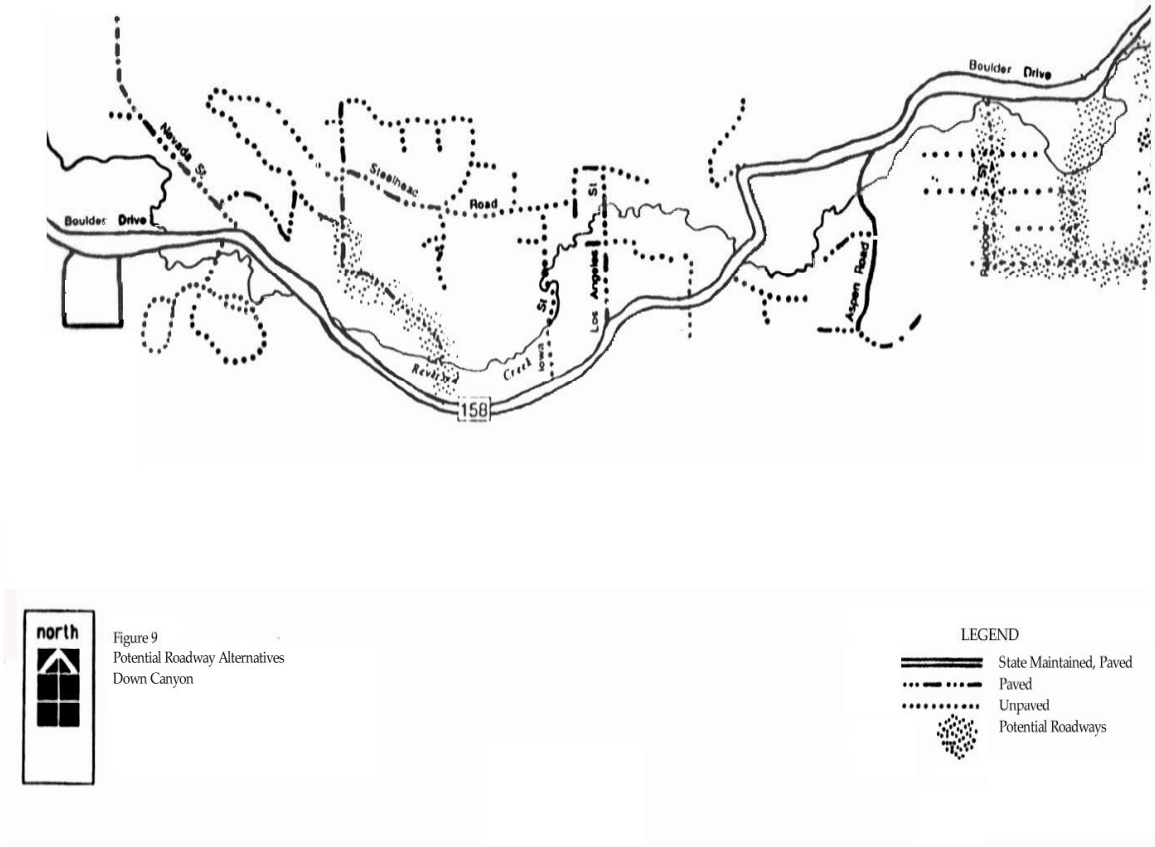
Promote the development of a multi-modal circulation system that adequately provides for the needs of residents and visitors, while maintaining and protecting the June Lake Loop's natural and scenic resources.

Policy 1: Design and enforce roadway construction measures that protect natural and scenic resources.

*Action 1.1*: Use the development review process to ensure that road and trail crossings do not alter stream courses or increase erosion and siltation.

*Action 1.2*: Where feasible, use natural features to screen roadway projects.

**FIGURE 9 -- POTENTIAL ROADWAY ALTERNATIVES, DOWN CANYON**



*Action 1.3*: Discourage road alignments that require large cut and fill activities in scenic areas and along hill slopes, unless necessary for safety purposes.

*Action 1.4*: Develop and implement a distinctive yet visually compatible road and signing program for the entire Loop area. Such a program should be developed in cooperation with the USFS, Caltrans and the Los Angeles Department of Water and Power.

*Action 1.5*: Investigate funding opportunities for installing road signs along private roadways. Signs installed along private roadways should be compatible with street signs installed along County maintained roads.

**OBJECTIVE G**

Develop a program to upgrade roadways and to vacate the County's interest in rights-of-way in areas where construction may be unfeasible due to topography or other conditions, or where access would be duplicated.

Policy 1: Inventory the existing road system, including the location of paper road easements, identify existing traffic patterns along existing roadways, and analyze the need for future road improvements in undeveloped paper road easements.

*Action 1.1*: Work with the June Lake Community to identify existing traffic patterns and to compile a list of roads suitable for County road vacation. Alignments suitable for vacation would include those that:

a. The County has determined to be impassable due to topography (i.e., steep slopes and rocky outcroppings) and environmentally sensitive resources such as streams and wetland areas.
b. The County has not expended funds on roads in the last five years.
c. Duplicate access to a lot or home.
d. Does not show as a major road in this Plan.
e. Does not have potential for other public use such as a bicycle or pedestrian trail.

*Action 1.2*: During the road inventory process, the County should work with the JLPUD, JLFPD, and SCE to ensure that proposed road abandonments would not hinder existing or future operations.

*Action 1.3*: Where feasible, the County should work with the United States Forest Service to acquire additional rights-of-way across National Forest lands to facilitate looped road access or to provide roadway alternatives that prevent the disturbance of sensitive resources on private lands.

**OBJECTIVE H**

Promote the usage of non-motorized forms of transit to minimize the impact of the automobile in the Village, West Village/Rodeo Grounds, and Down Canyon areas and to create pedestrian-oriented areas.

Policy 1: Provide, where feasible, paths for non-motorized modes of transit (e.g., pedestrians, cross-county skiers or bicyclists) on right-of-ways separate from auto roadways. These paths should link major lodging and parking facilities with recreational and commercial centers and should be maintained year-round.

*Action 1.1*: Connect parking facilities with commercial and recreational nodes using paths suitable for non-motorized modes of transit e.g. pedestrian, bicycle/cross-country ski trails.

*Action 1.2*: Investigate the potential of using various funding mechanisms such as grants, development mitigation measures, Bond issues or Quimby Act monies, to fund path construction.

Policy 2: Develop and maintain a system of non-motorized transit modes that minimize land use/circulation conflicts.

*Action 2.1*: Require dedication of right-of-way or easements as a condition of development or redevelopment in order to implement a pedestrian, cross-country and bicycle circulation system for the Village, West Village/Rodeo Grounds and Down Canyon areas.

Policy 3: Promote the development of a direct access transit system from the Village and West Village/Rodeo Grounds to the ski area.

*Action 3.1*: Work with the June Mountain Ski Area to develop ski-back trails from the ski area to concentrated use areas.

*Action 3.2*: Investigate the feasibility of developing an overhead lift into the Village from the Mountain. If such a lift is developed, ensure that it will: A) if financially feasible, operate during the summer months and compliment the summer recreation attractions of the Village area; B) minimize the visual impacts to the Village, June Lake and Gull Lake; C) and be architecturally compatible with other Village developments.

**OBJECTIVE I**

Promote the development of a public transit system that reduces the need for automobile usage, promotes the usage of non-motorized modes of transit and compliments the pedestrian-oriented vision of the Village.

Policy 1: Promote the development of a transit system that connects the Village with the ski area and the West Village/Rodeo Grounds. A loop shuttle bus system along S.R. 158, North Shore Drive, the proposed June Lake Village connector road, and Leonard Avenue connecting the June Lake Village, the West Village, the Rodeo Grounds and the June Mountain Ski Area, should be the backbone of the system (Figure 10).

*Action 1.1*: In cooperation with the USFS and the June Mountain Ski Area, study the feasibility of providing a low-cost or free demand responsive shuttle bus service that connects the above areas during the winter. This study should also consider expanding the system to provide year-round loop-wide service.

**FIGURE 10 -- POTENTIAL SHUTTLE BUS SYSTEM**

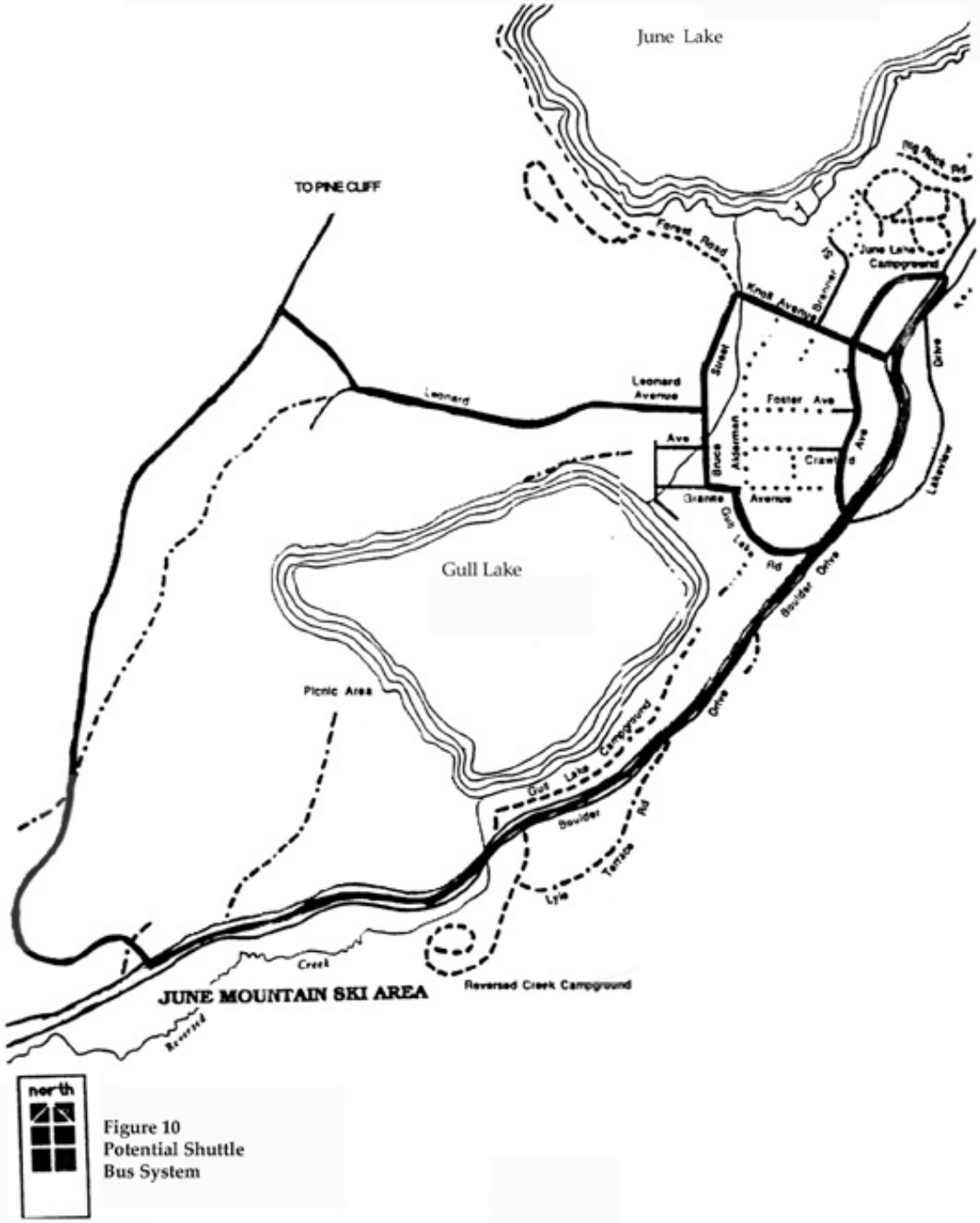



Figure 10
Potential Shuttle
Bus System

*Action 1.2*: Future development in the West Village and Rodeo Grounds Specific Plan areas should provide covered bus stop and turn around facilities along major arterials and in areas of concentrated recreational activity.

*Action 1.3*: Shuttle bus facilities should be incorporated into the June Lake Village circulation improvement program and into streetscape improvement programs.

*Action 1.4*: Work with the USFS and Caltrans to develop shuttle bus facilities (i.e., covered stops and turn around facilities) at major recreational nodes.

*Action 1.5*: Work with the Inyo-Mono Transit to identify potential public transportation routes between June Lake and other communities.

*Action 1.6*: Work with the LTC to solicit and identify unmet transit needs in the June Lake area, and to request allocation of transportation funds for June Lake's unmet transit needs.

Policy 2: Achieve a specified level of mass transit service (shuttle or full-size buses) to move skiers from outlying areas to and from the June Mountain Ski Area.

*Action 2.1*: Work with the USFS and June Mountain Ski Area to provide transit service to June Lake from outlying areas such as Mammoth Lakes.

*Action 2.2*: Investigate the potential for Inyo-Mono Transit to provide transit service to and from other communities such as Bishop, Mammoth Lakes, Bridgeport and Walker.

Policy 3: Encourage large employers to provide transit to employees not residing in June Lake, and also to promote carpooling among their employees.

*Action 3.1*: Work with large employers to set-up and monitor employee transit programs.

Policy 4: Improve regional transportation alternatives to the automobile.

*Action 4.1*: Support the expansion of the regional air transportation system.

*Action 4.2*: Support the establishment of a shuttle system between the Mammoth/Yosemite Airport and June Lake.

*Action 4.3*: Support improvements at the Lee Vining Airport.

**OBJECTIVE J**

Promote the construction of public parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the usage of alternatives to the automobile, and compliment the pedestrian-oriented village concept.

Policy 1: Promote the development of public parking facilities to encourage day usage of under-utilized areas.

*Action 1.1*: Work with the LTC, Caltrans and the Forest Service to improve parking facilities near appropriate day use areas and near backcountry trailheads.

Policy 2: Work to educate visitors and residents of the importance of legally parking their vehicles and using alternative modes of transit.

*Action 2.1*: Work with Caltrans, the USFS, June Mountain Ski Area, and local civic organizations to establish a Visitor Bureau that will, among other things, develop and distribute information on parking and transit alternatives.

Policy 4: Promote the construction of off-street public parking facilities adjacent to the proposed connector street near the Village commercial core.

*Action 4.1*: Promote the acquisition of lands for parking facility construction. Link the construction of parking lots and the connector road. First attempts to acquire parking areas should be from "willing sellers". If "willing sellers" are not available, acquire property using the condemnation process.

*Action 4.2*: Where feasible, promote the construction of small-public parking facilities rather then one large parking facility, in order to provide close, convenient parking for more businesses.

*Action 4.3*: Parking areas should provide convenient access to the Central Business District and should be constructed in close proximity to S.R. 158 and the proposed June Lake Village connector road.

*Action 4.4*: Consider establishing a parking district, which would allow for off-site parking for commercial and residential uses in the June Lake Village.

*Action 4.5*: Design parking areas to minimize potential visual impacts and to blend harmoniously into the existing built environment. Parking areas should incorporate the use of existing natural vegetation, site topography, and landscaping to visually break-up paved parking areas.

*Action 4.6*: If a parking area is constructed in the area east of the Village on National Forest land south of the June Lake campground, it should be designed to minimize potential visual impacts. This parking area would be located at the Village's gateway and would be highly visible to the visiting public. It would also provide visitor's with the first impression of June Lake's commercial district and built environment.

*Action 4.7*: Parking areas, particularly those located along S.R. 158, should be designed to minimize areas of non-activity or holes in the business district. Open public space such as a small plaza with benches and landscaping should be located along Highway 158 and parking areas should be located behind public areas.

*Action 4.8*: Incorporate shuttle bus facilities such as covered waiting areas and bus turn around/turnout areas into the parking areas.

*Action 4.9*: Investigate the potential for funding community parking areas through mechanisms such as grants, development mitigation funds, bond issues, state transportation funds or parking districts.

Policy 5: Review and update County parking requirements to provide greater flexibility for the June Lake Village Main Street. Require new developments to meet Mono County parking requirements.

*Action 5.1*: Use the Planning Permit process to ensure that development meets County parking standards.

*Action 5.2*: If meeting on-site parking standards is unfeasible, require developers to provide off-site parking in accordance with the Mono County Land Development Regulations or to contribute to a fund to construct public parking facilities. Exactions will not exceed the sum necessary to construct the development's required number of on-site parking spaces. Work with the community to develop flexible parking requirements for Main Street businesses.

Policy 6: Parking areas should be compatible with and not detract from the atmosphere of commercial districts. Facilitate pedestrian usage by promoting the construction of new parking areas behind structures or minimizing the visual impacts of parking areas through the use of landscaping or other parking lot design measures.

*Action 6.1*: Through the Planning Permit process work with project proponents to locate parking behind and/or below proposed structures, where applicable.

*Action 6.2*: Work with project proponents to improve existing parking areas and the design and construction of new parking areas. Parking lots should be designed to minimize driveway connections to streets, to minimize impacts of spill-over parking lot lighting on neighboring property owners, and to minimize visual impacts by breaking up paved areas with landscape planters or walkways constructed of materials other than asphalt. Walkways should be designed to promote pedestrian usage by separating pedestrian space from parking areas through the use of barriers or a change of materials, and through linkages with existing or proposed pedestrian facilities.

Policy 7: Promote the construction of additional on-site parking and limit on-street parking during winter peak periods.

*Action 7.1*: Require single-family homes to provide three (3) parking spaces per residence. All designated parking shall be located on-site unless a variance is obtained. This policy shall apply to all construction that expands the habitable space of an existing single-family home.

*Action 7.2*: Work with the community to establish parking restrictions for the winter season that limits or prevents on-street parking, and promotes the construction of additional on-site parking spaces.

Policy 8: Encourage the June Mountain Ski Area to provide demand responsive shuttle bus service to reduce the need for on-site parking at the mountain base and to provide patrons with an alternative to driving.

*Action 8.1*: Work with the USFS and June Mountain Ski Area to provide transit service between Mammoth Lakes and June Lake.

*Action 8.2*: Encourage the June Mountain Ski Area to provide for alternative parking during peak periods.

Policy 9: Limit patrons of the June Mountain Ski Area from parking along Route 158.

*Action 9.1*: Work with Caltrans and the June Mountain Ski Area to develop a traffic control/parking plan that minimizes traffic congestion and safety hazards created by parking along S.R. 158 on peak days. The plan should explore improved shuttle bus service, peripheral parking combined with shuttle buses, additional signs and traffic control/parking attendants, among others.

**OBJECTIVE K**

Promote the construction of enclosed, covered parking to improve June Lake's appearance and lessen the extent of snow removal.

Policy 1: Promote the construction of covered parking by providing density bonuses in the following land use designations: Neighborhood Commercial; Commercial; Commercial Lodging, Moderate and High; Mixed Use; and Multi-Family Residential, Moderate and High.

*Action 1.1*: Through the Planning Permit process, award density bonuses at a rate of 1 bonus unit per 2 covered parking spaces to projects that contain covered parking for at least 50 percent of the units. Projects with bonuses shall not exceed the maximum number of units permitted in the Community Development Element's Land Use Designation Section.

Policy 2: Residential and commercial development in Specific Plan areas should provide underground or covered parking with convenient access to pedestrian trails and alternative modes of transit. Density bonuses in Specific Plan areas will apply.

*Action 2.1*: Enforce parking requirements through the Specific Plan process.

**OBJECTIVE L**

Promote the development of a circulation system that provides safe, reliable year-round access to and around the southern half of the June Lake Loop.

Policy 1: Mitigate avalanche hazards along Route 158 on the south side of June Lake.

*Action 1.1*: Work with Caltrans to develop alternatives that limit the possibility of extended closures of Route 158.

*Action 1.2*: Explore using ITS applications to identify recognized avalanche closures.

Policy 2: Ensure that adequate roadside snow storage areas are provided in the Village, West Village/Rodeo Grounds, Down Canyon, and Pine Cliff areas.

*Action 2.1*: Acquire easements for snow storage in developing areas as a condition of development approval.

*Action 2.2*: If determined necessary, designate community snow storage areas.

*Action 2.3*: Work with project applicants, Caltrans and USFS to acquire alternative snow storage areas, when new development is proposed on properties currently used for snow storage (Figure 11), particularly in the June Lake Village.

Policy 3: Discourage the construction of grades that may be dangerous under winter conditions and the construction of roadways in avalanche areas unless adequate protection measures are taken.

*Action 3.1*: Require that adequate access, as defined in the Mono County Road Standards for June Lake, be provided as a condition of approval for use permits and land divisions.

*Action 3.2*: Limit the slope of private driveways to a maximum of 15 percent.

Policy 4: Maintain, to the extent possible, the separation of pedestrians and automobiles during winter conditions.

*Action 4.1*: Encourage property owners to clear snow from sidewalks during business hours.

*Action 4.2:* Initiate snow removal/grooming for priority community pedestrian and cross-country paths.

Policy 5: Work with Caltrans to improve snow removal operations in the June Lake Village along Highway 158.

*Action 5.1*: The County should investigate the feasibility of implementing no-parking periods along Highway 158 in the Village for snow removal purposes. These measures should take place for short time periods during non-peak hours and in close coordination with Caltrans. Providing alternative parking during snow removal periods should be a major consideration in developing this program.

*Action 5.2*: The County should support/assist the efforts of local business owners in the Village to work with Caltrans to improve snow removal in the Village.

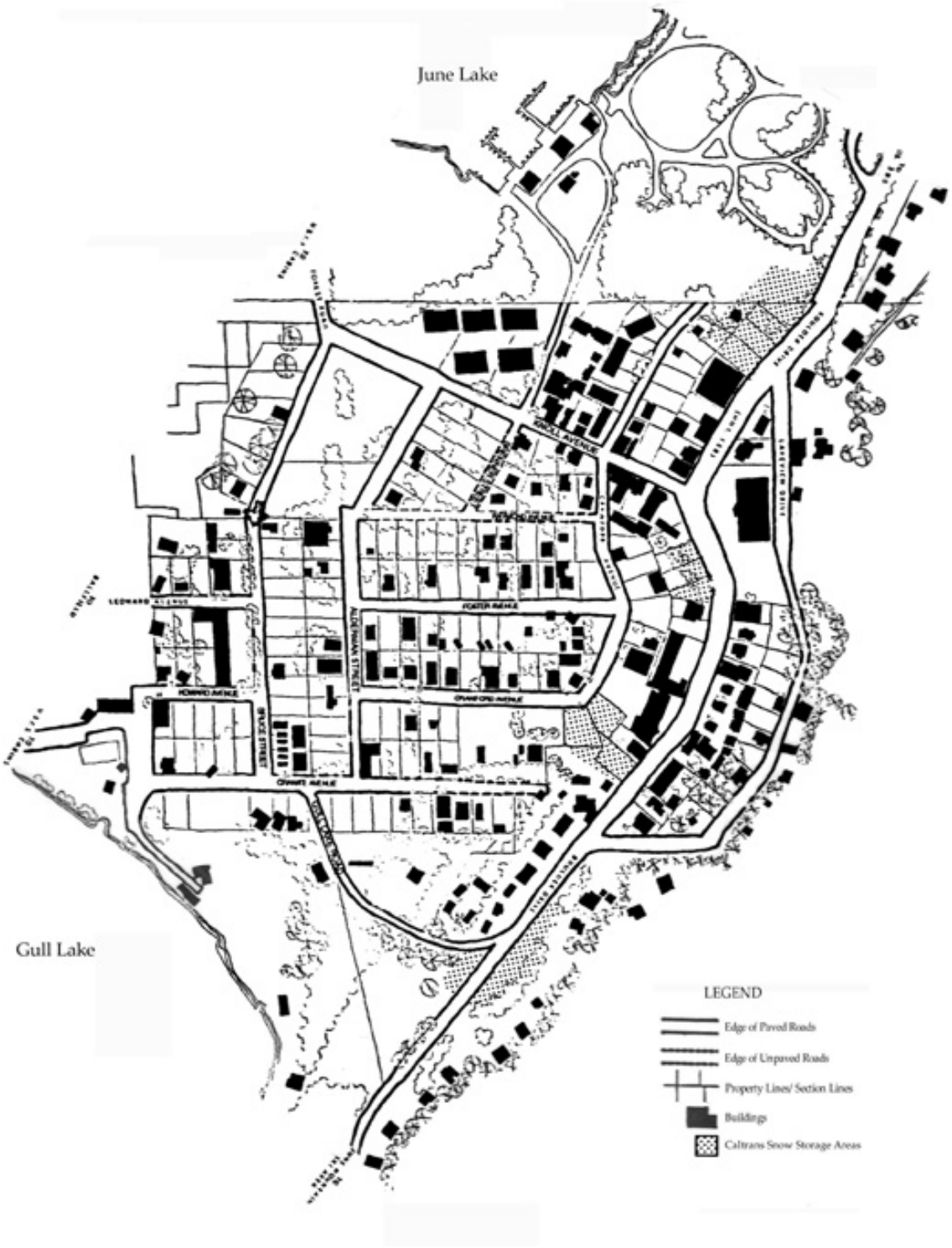
**OBJECTIVE M**

Develop a trail system that enhances recreational opportunities, promotes non-motorized vehicle use and links recreational activity areas with commercial or residential areas.

Policy 1: Develop a trail system that links recreational activity centers with each other or developed areas with recreational activity areas.

*Action 1.1*: Work with the Forest Service, other agencies and the community to develop a trail system consistent with Figures 12-17 and Table 22. Trails shall be constructed to the Forest Service's Standard Specifications for Construction of Trails.

**FIGURE 11 – EXISTING SNOW STORAGE AREAS, JUNE LAKE VILLAGE**



*Action 1.2*: Ensure that future development, particularly in the Rodeo Grounds/West Village Specific Plan areas, provides trail easements that are consistent with and complementary to the trails described in Table 22.

Policy 2: Ensure that maintenance costs are factored into the design of the trail system.

*Action 2.1*: Work with the Forest Service, other agencies, and community groups to maintain developed trails.

Policy 3: Work with Federal, State and local agencies as well as community groups to acquire funding for the development and maintenance of trails. The construction of trails should be consistent with the priorities established in Table 22.

Policy 4: Where feasible, promote cross-country skiing on pedestrian trails and on Class I bicycle paths during the winter.

*Action 4.1*: Work with the Forest Service and the community to develop and maintain a trail system that provides for additional recreational opportunities and also commuter use between residential and concentrated recreational areas. The trail system depicted in Figures 12-15 should be the basis for future trails.

*Action 4.2*: Develop storage devices for x-country skiers at major staging areas, particularly in established commercial areas such as the June Lake Village.

*Action 4.3*: Locate cross-country ski trails outside of potential avalanche areas and areas that could impact important wildlife species.

Policy 5: Promote snow mobile usage in areas outside of developed areas of the June Lake Loop, where recreational user conflicts may occur.

*Action 5.1*: Work with the USFS to continue to designate and mark additional trails for snow mobile use. Figure 17 shows the existing trails in and around June Lake.

**TABLE 22 PROPOSED PEDESTRIAN TRAIL SYSTEM**

**Gull Lake Trails**

1. This trail would start at the June Lake Park, proceed south around the Gull Lake Marina to the Forest Service frontage roadway along Gull Lake's southern shore (Priority -- High).

2. This trail would start at the June Lake Park, proceed along the northern shore of Gull Lake along the June Lake Public Utility District's sewer line easement, and then north-west across private land to the Leonard Avenue. The trail could be designed to either use the existing Forest Service road along the lake or extend up behind the Forest Service Permittee cabins. From the Leonard Avenue extension the trail would proceed in a south-easterly direction, skirting around the Gull Lake Meadow, and connect with the access roadway into the Gull Meadows picnic area (Priority -- High).

**June Lake Trails**

1. The main trail of the June Lake system would start off of Forest Drive in the June Lake Village and proceed around the northern shore of June Lake to the June Lake Beach area. The West Village area could be connected to this trail by a trail that follows the alternative access road and then drops down to the June Lake trail (Priority -- Moderate).

2. This June Lake trail would provide additional shore fishing access to the south-east corner of June Lake near the June Lake Beach. The trail would start at the June Lake Beach and generally follow an existing informal fisherman trail (Priority -- High).

**June Lake Village Roadside Trails**

1. This roadside trail would follow the Knoll Avenue to Bruce Street to Gull Lake Road one-way loop road system. The trail would require converting one of the existing vehicle travel lanes to a pedestrian or bicycle trail (Priority --Moderate).

2. The second roadside trail would parallel the June Lake Village connector road and would connect with the proposed parking areas located along the proposed connector road. This trail could be either a roadside trail or could feature separate sidewalks along the connector road (Priority -- Moderate).

**June Lake Village to June Mountain Ski Area Trail**

1. This trail would start on National Forest land above Lakeview Drive in the Village and proceed south-west around the Reversed Creek campground to the June Mountain Ski Area parking lot (Priority -- High).

**Down Canyon Trails**

1. This trail would start on the west side of the June Mountain Ski Area parking lot and proceeds west until connecting with the eastern end of the Peterson Tract (Priority -- Moderate).

2. This trails would start at the north-west corner of the Down Canyon area adjacent to the Silver Lake Meadow and follows Nevada Street past the Silver Lake permittee cabins to the Silver Lake campground (Priority -- Moderate ).

**FIGURE 12 -- GULL LAKE TRAILS**

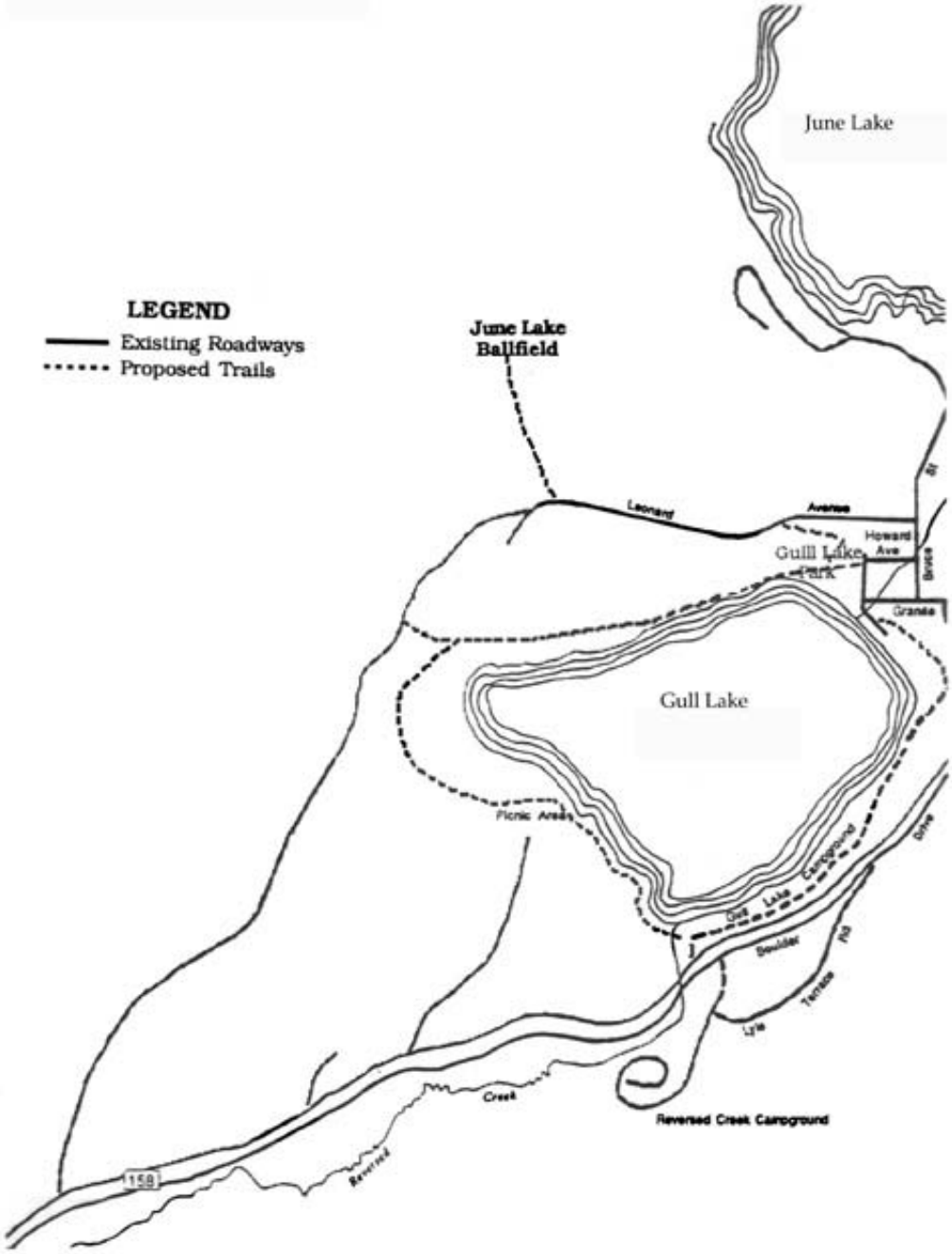
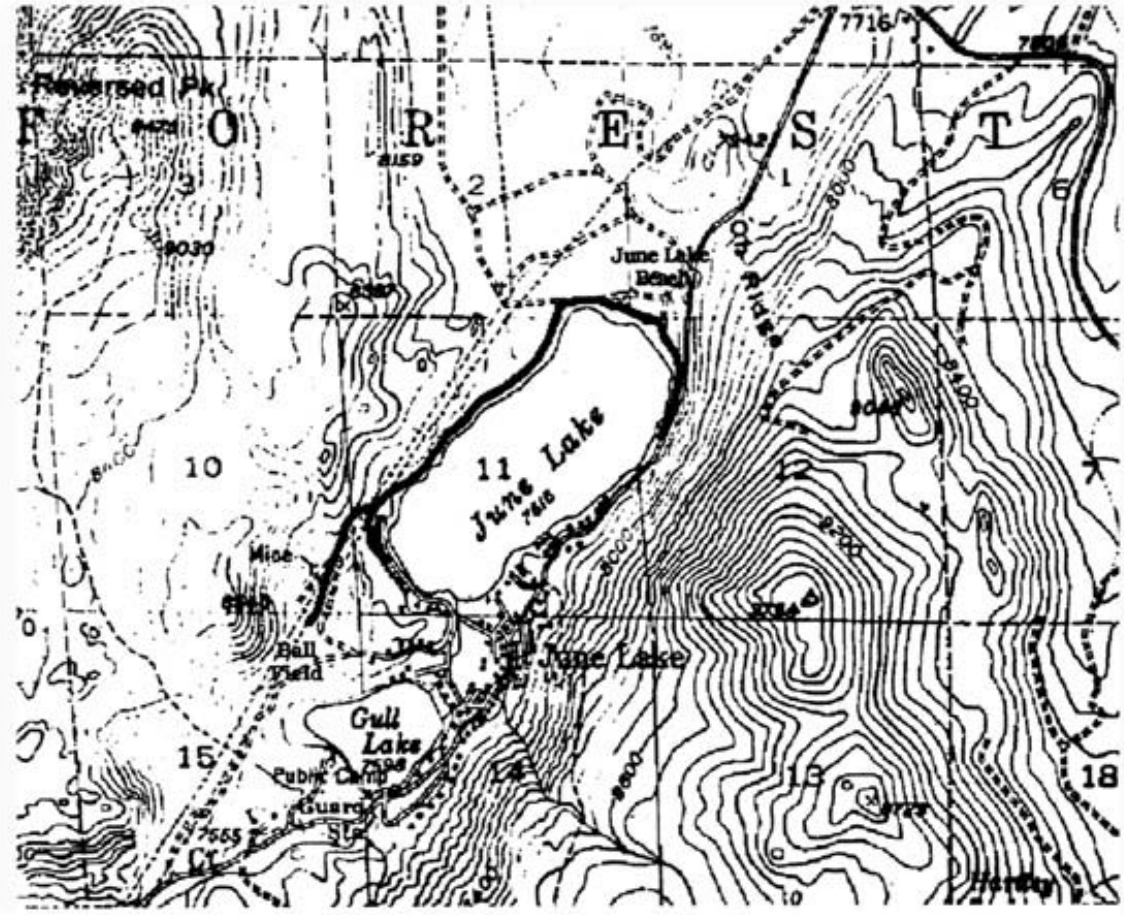


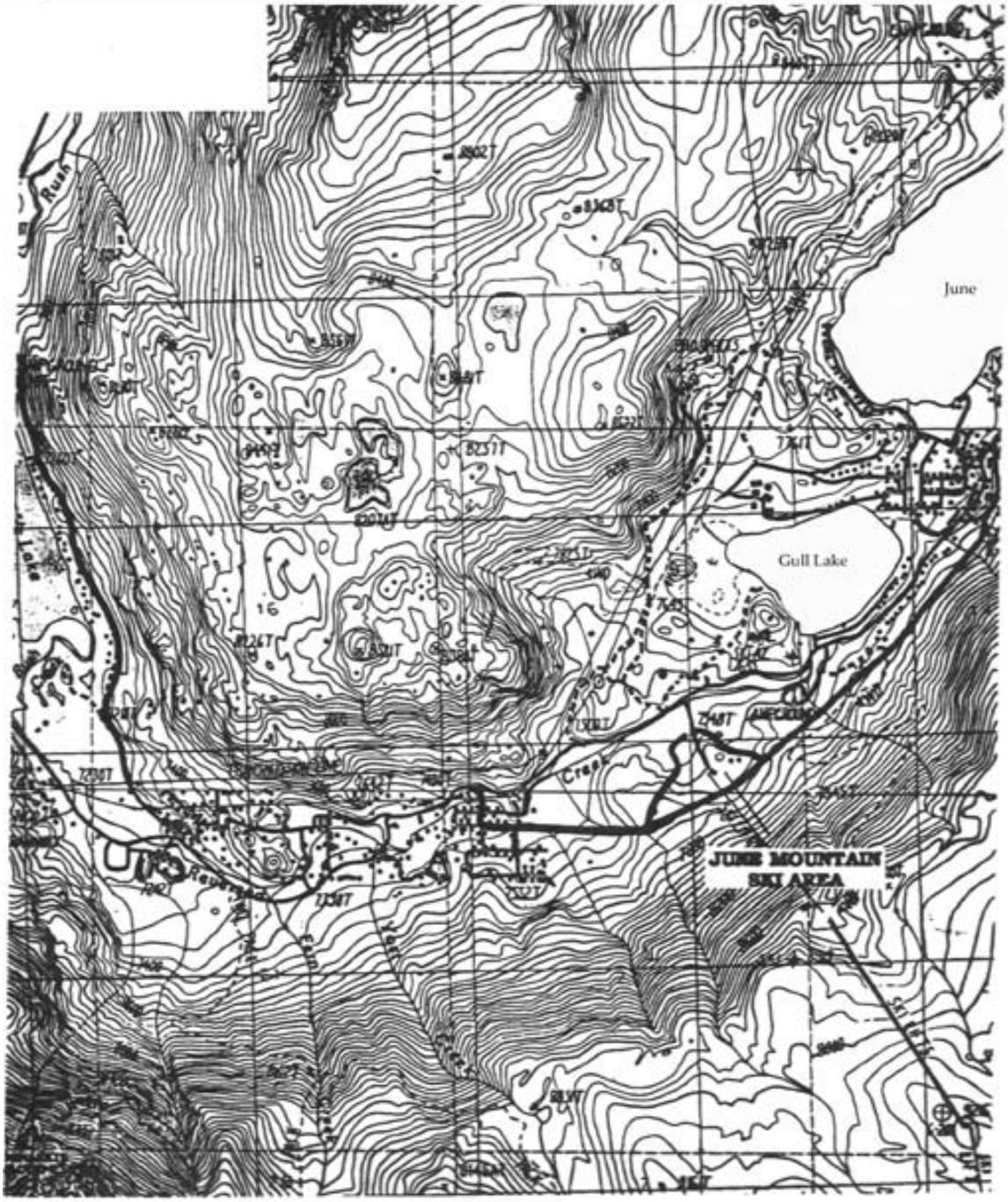
**FIGURE 13 -- JUNE LAKE TRAILS**




LEGEND
Proposed Trails

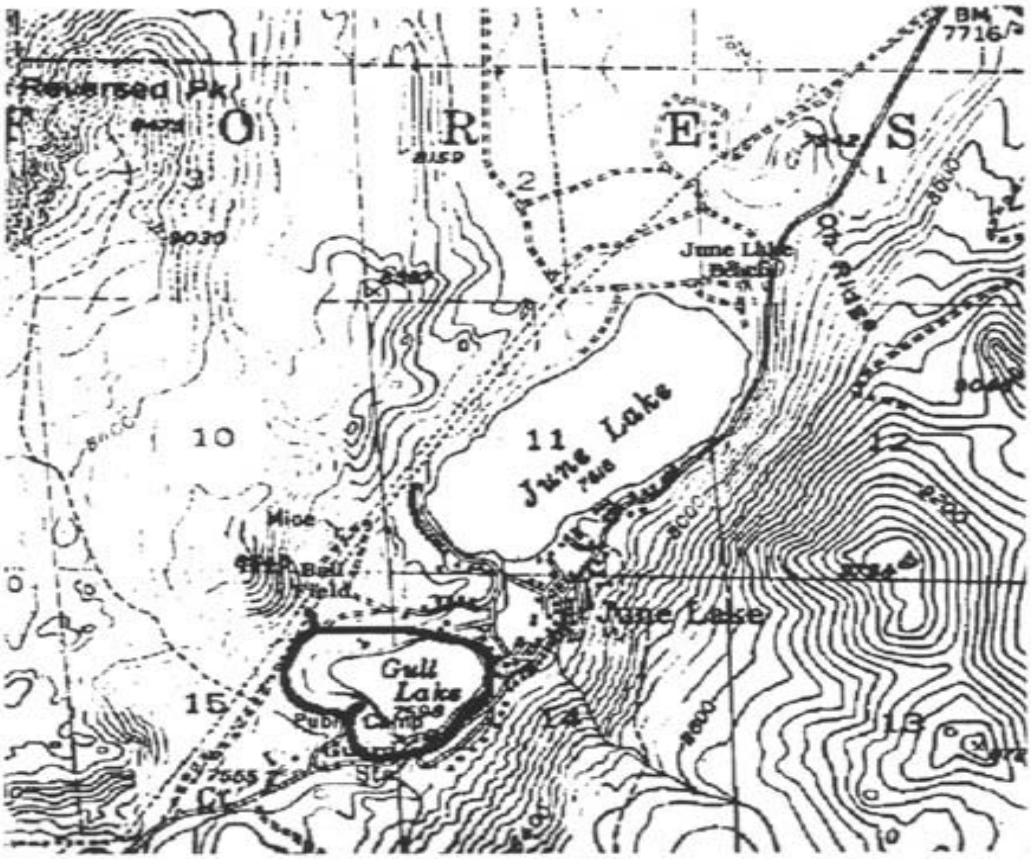
**FIGURE 14 -- JUNE LAKE VILLAGE ROADSIDE TRAILS**

**FIGURE 15 -- DOWN CANYON TRAILS**



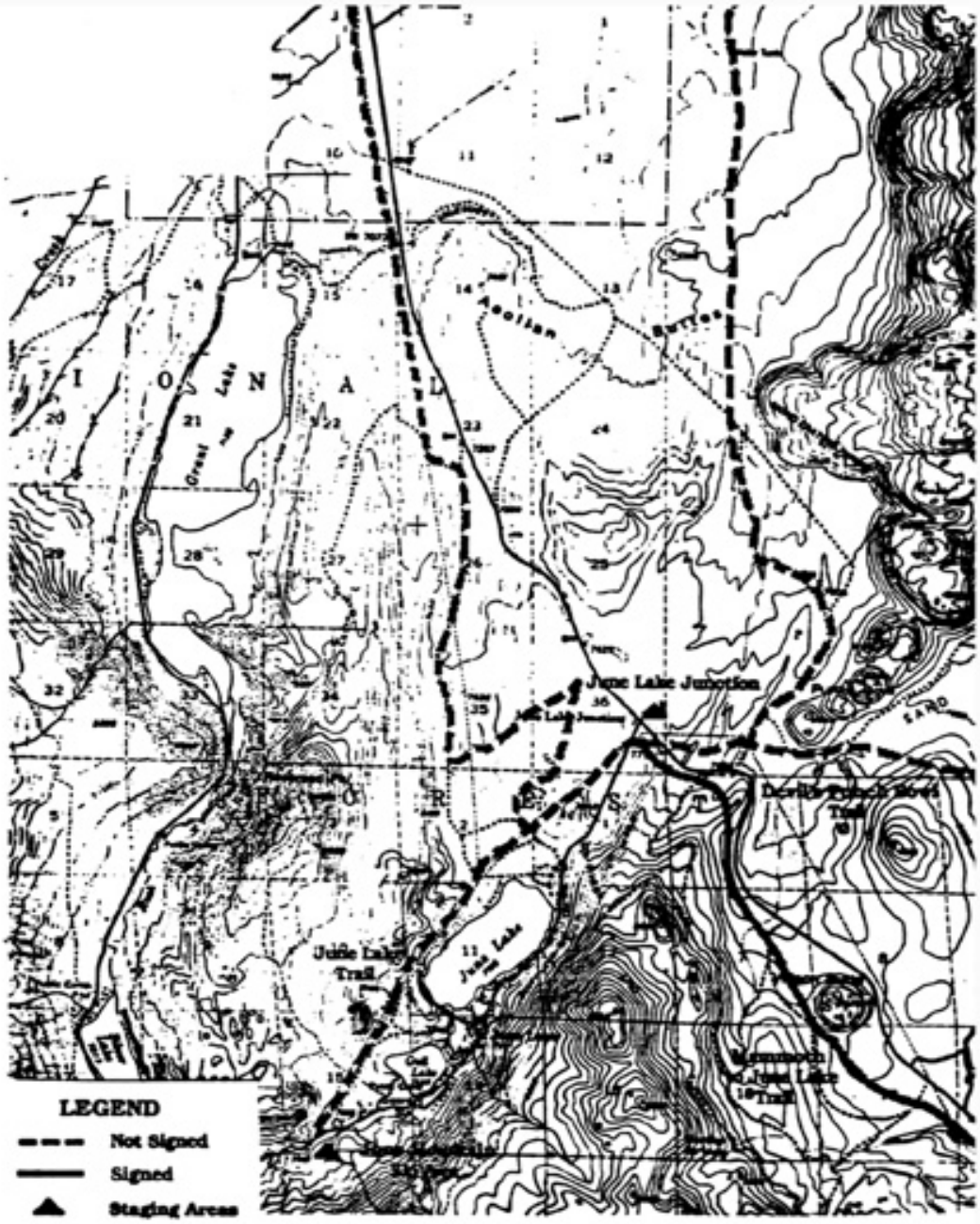

LEGEND
Trails

**FIGURE 16 -- X-COUNTRY SKI TRAILS**




LEGEND
Trails

**FIGURE 17 -- SNOWMOBILE TRAILS**



## MAMMOTH VICINITY/UPPER OWENS POLICIES

**GOAL**

Maintain a safe and efficient circulation system.

Policy 1: Study the feasibility and desirability of keeping the Owens River Road from Hwy. 395 to the Upper Owens River ranches open during the winter.

Policy 2: Support additional mitigation measures to reduce deer collisions, including placement of additional warning signs.

Policy 3: Protect the scenic values of land adjacent to and visible from Hwy. 395.

*Action 3.1*: Implement policies in the Visual Resource section of the Conservation/Open Space Element and in the Mammoth Vicinity section of the Land Use Element.

Policy 4: Recommend shoulder widening along Benton Crossing Road around Crowley Lake to increase safety for recreational users.

# LONG VALLEY POLICIES

**GOAL**

Provide and maintain a safe and efficient circulation system in Long Valley while retaining the rural qualities of the area.

**OBJECTIVE A**

Provide a coordinated trail system for use by bicyclists, pedestrians, and equestrians.

Policy 1: Recommend the following projects, in the stated order, as priority items for inclusion in the STIP or for alternative funding sources such as grants::

1. Widen shoulders along Crowley Lake Drive from Tom's Place to Long Valley, to provide for bicycle safety (tied to resurfacing of Crowley Lake Drive);
2. Widen shoulders along South Landing Road, from Crowley Lake Drive to Crowley Lake or construct a separate path, if identified in the Crowley Comprehensive Park Plan, to provide for bicycle safety (this would require acquiring the right-of-way from Lakeview Subdivision north);
3. Provide a trail from Long Valley to the Convict Lake Road to enable bicyclists to ride off of Hwy. 395.

Policy 2: Designate a bike trail around Crowley Lake on Benton Crossing Road.

Policy 3: Designate a bike trail from Long Valley to Mammoth Lakes.

Policy 4: Designate a bike path from Tom's Place to Lower Rock Creek Road.

**OBJECTIVE B**

Provide safety improvements on local streets and highways.

Policy 1: Recommend realignment of Lower Rock Creek Road so that it does not intersect with Hwy. 395 south of Tom's Place but terminates at Crowley Lake Drive south of Tom's Place.

**OBJECTIVE C**

Promote the development of a multi-modal circulation system that reduces vehicular congestion, enhances safety and accessibility, and provides convenient access to non-vehicular modes of travel.

Policy 1: Develop a Long Valley Multi-Modal Plan as part of future RTP updates.

**OBJECTIVE D**

Development a parkway/roadway plan for the Long Valley area that 1) addresses community concerns about bicycle and pedestrian safety; 2) includes streetscape improvements with traffic calming features, and 3) includes a village center architectural guidelines plan for the South Landing Road business area.

Policy 1: Complete a parkway/roadway plan for Crowley Lake Drive, South Landing Road, Pearson Road, and other streets to better address the needs and goals of the area residents as they relate to a more walkable/livable community.

Policy 2: Use this plan to define future improvements, funding, and construction of additional facilities to improve the walkability and livability of the streets in the community.

*Action 2.1*: When developing the parkway/roadway plan, utilize the following design guidelines developed by the community:

- Treat area roads as a parkway instead of just another street to move automobiles, and design these parkways to encourage use by all travel modes;
- Develop entry statements (signage, special road designs, surfacing with pavers/stamped concrete, landscaping, and lighting);
- Consider roundabouts, mini-roundabouts and or mini-circle at some stop sign locations, and bulbouts at key intersections;
- Plan for more bike lanes or bike paths;
- Improve pedestrian and ADA facilities (pedestrian islands, street furniture, cross walks with pavers or stamped concrete);
- Use median and landscaping improvements;
- Address speeding issues with additional traffic calming features;
- Encourage on-street parking for certain roadways in the community;
- Explore reductions in lane width (from 12′ down to 11′, 10′, or 9′);
- Reduce excess county right-of-way widths;
- Plan for lighting improvements along certain streets (new fixtures);
- Underground utilities where appropriate and/or make improvements to facilitate future undergrounding of utilities;
- Construct drainage improvements and improve snow storage areas;
- Explore creative ways and/or alternatives to the improvements requested; and
- Hire the appropriate consultant(s) to assist staff in meeting the walkable/livable goals of the community.

*Action 2.2*: Program and fund the desired improvements as monies become available.

## WHEELER CREST POLICIES

**GOAL**

Provide an improved transportation system that protects and accesses the unique scenic, recreational and environmental resources of the Wheeler Crest area.

Policy 1: Plan and develop alternate transportation modes in coordination with future road improvements and extensions (i.e. bikeways, hiking and equestrian trails).

*Action 1.1*: Use right-of-way not needed for road construction for bike/pedestrian paths.

Policy 2: Develop safe and efficient pedestrian facilities and walkways.

*Action 2.1*: Require school bus shelters as needed, when road improvement or widening is required as part of an adjacent development.

Policy 3: Provide sufficient off-street parking for all new development.

*Action 3.1*: Require two off-street parking spaces on the same site with the main building for each dwelling unit. Driveways shall be designed to minimize grade so that year-round access is assured, and on-street parking is avoided.

Policy 4: Seek provision of year-round scheduled transit services to link the community of Wheeler Crest with recreational sites as well as with business and employment centers.

*Action 4.1*: Establish and/or promote continuation of inter-city service: Bishop/Mammoth Lakes. Seek inclusion of Wheeler Crest onto the scheduled route.

Policy 5: Provide for the coordination of circulation and land use planning.

*Action 5.1*: Coordinate with the Mono County Transportation Commission to insure consistency for planning of all long range transportation routes, alternate transportation modes, and future funding sources.

Policy 6: Promote the construction and maintenance of a safe and orderly road system.

*Action 6.1*: New development shall utilize the existing road system whenever possible to minimize new road construction.

*Action 6.2*: Coordinate new development proposals with the Wheeler Crest Fire Protection District to ensure adequate emergency access.

*Action 6.3*: Cul-de-sacs shall provide minimum radii of 50 feet or as otherwise allowed by the Wheeler Crest Fire Protection District to ensure an adequate turn around space for emergency vehicles.

# TRI-VALLEY POLICIES

**GOAL**

Provide a safe and convenient transportation system in the Tri-Valley.

Policy 1: Ensure the safety of the transportation and circulation system in the Tri-Valley.

*Action 1.1*: Work with Caltrans and the California Highway Patrol to minimize the hazards associated with dust blowing across Hwy. 6.

*Action 1.2*: Coordinate new development with the White Mountain Fire Protection District and the Chalfant Community Service District to ensure adequate emergency access.

*Action 1.3*: Designate a site for a landing strip in Hammil for agricultural and emergency use.

Policy 2: Provide a bike route from the Inyo/Mono County line to Chalfant.

*Action 2.1*: Consider widening the shoulder along Hwy. 6 as part of future road improvements.

*Action 2.2:* Investigate the feasibility of establishing a bike trail along the abandoned railway right-of-way east of Hwy. 6 in Mono County.

Policy 3: Consider designating a bike route from Chalfant to Fish Slough.

Policy 4: Study the feasibility of providing rest stops or turnouts along Hwy. 6 throughout the Tri-Valley area.

Policy 5: Consider designating Hwy. 6 as a scenic highway/byway.

*Action 5.1*: Amend the Mono County General Plan's scenic highway system to include Hwy. 6, if supported by Tri-Valley residents.

## OASIS POLICIES

**GOAL**

Maintain a safe and efficient circulation system in the Oasis area.

Policy 1: Support regular maintenance by Caltrans of S.R.'s 168 and 266 to and through Oasis.

Policy 2: Support regular maintenance of county roads in the Oasis area.

# TOWN OF MAMMOTH LAKES POLICIES

**The following goals and policies are from The Town of Mammoth Lakes General Plan: Revised Transportation and Circulation Element.**

## Roadway Design

**Goal 1: Provide for the long-range development of the Town's roadway system that is consistent with adopted land use patterns, ensures the safe and efficient movement of the people and goods, minimizes impacts on the attractiveness of the community, and implements funding strategies for construction, improvement, and maintenance of existing and new roadways.**

*Policy 1.1*: Plan, design, and regulate roadways in accordance with the functional classification system described in this element, as shown in the Circulation Plan. Develop and adopt roadway standards as part of the Development Code.

*Policy 1.2*: The Town shall support the upgrading of State Route 14 and US Highway 395, as referenced in the Interregional Transportation Strategic Plan.

*Policy 1.3*: Prepare and implement road, sidewalk, and bikeway standards that recognize the Town's climatic conditions, in order to reduce long term maintenance costs of the road system.

*Policy 1.4*: At intersection on arterial roads, ensure that traffic control devices, and other traffic safety and operational improvements are installed for the safe and efficient movement of all types of traffic and pedestrians, and provide levels of service that conform to these policies. Lighting will be evaluated to meet safety standards.

*Policy 1.5*: Work with Caltrans to coordinate transportation system changes during high traffic flow events and weather emergencies, including traffic control officers, message signs, and temporary barriers.

*Policy 1.6*: To increase roadway capacity, investigate and give preference to alternatives to the construction of new traffic signals, including modern roundabouts and prohibitions on turn movements.

## Level of Service

*Policy 1.7*: Establish and maintain a Level of Service D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway intersections that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.

*Policy 1.8*: Require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may potentially result in significant traffic impacts. Level of service shall be computed according to the methodology presented in *the Highway Capacity Manual*. Cumulative impacts shall be modeled assuming full build-out of the General Plan.

*Policy 1.9*: In planning the Town's transportation system, strive for a balanced system that provides alternatives to the automobile while still meeting the level of service standards expressed in this Element.

**Roadway Network**

*Policy 1.10*: Accommodate through traffic in a manner that discourages the use of neighborhood roadways, particularly local streets.

*Policy 1.11*: The Town will investigate and, where appropriate, implement steps to address documented and significant "cut through" traffic problems on residential streets.

*Policy 1.12*: As feasible, while maintaining the level of service policy, reduce the number of travel lanes on SR 203 (Main Street), Minaret Road, Old Mammoth Road, and Meridian Blvd. Except for turn lanes at signalized intersections, Minaret Road south of Main Street, Meridian Boulevard west of Old Mammoth Road, and Old Mammoth Road from south of Chateau Road to Main Street should be provided with a maximum of three travel lanes (including a center two-way left-turn lane).

*Policy 1.13*: Strive to increase shoulders along SR 203, Minaret Road, Meridian Blvd., and Old Mammoth Road, in an effort to increase roadway circulation affected by snow storage and pedestrian traffic in shoulder sections along these roadways.

*Policy 1.14*: To aid the access of emergency vehicles and the evacuation of residents and visitors, secondary access routes should be provided and maintained to all portions of the community, consistent with the Mammoth Lakes Fire Protection District requirements.

**Financing of Improvements**

*Policy 1.15*: Establish a funding program to provide for the improvement and long-term maintenance of local roadways by updating the *Town of Mammoth Lakes Capital Improvement Program* and the *Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations*, to be consistent with this General Plan.

*Policy 1.16*: Pursue all appropriate federal, state, and local funding sources for street and highway improvements. Strive to secure financing in a timely manner for all components of the transportation system, to achieve and maintain adopted level of service standards, and to address potential safety problems.

*Policy 1.17*: Require proponents of development proposals to analyze the project's contribution to increased vehicle traffic, transit demand, air quality impacts, and pedestrian/bicycle traffic, and to implement improvements necessary to address the increase. Mitigation of significant project-related impacts may require improvements beyond those addressed by the *Town of Mammoth Lakes Capital Improvement Program* and the *Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.*

*Policy 1.18*: Require new development to dedicate right-of-way consistent with adopted road standards. New development, as warranted, shall pay its fair share of roadway, pedestrian, transit, bicycle, and airport improvements.

**Parking**

*Policy 1.19*: Reevaluate the parking requirements presented in Title 17 (Zoning) of the Town Municipal Code to ensure that excessive parking is not required, to address options for shared parking, covered parking, fee parking, and other parking alternatives, and to limit the need for large parking structures.

*Policy 1.20*: Consider the visual impacts of parking lots during project review. Implement design standards to locate parking to the rear of buildings, utilize land forms to reduce the bulk of structures, or provide substantial screening of parking areas.

*Policy 1.21*: Develop shared use of existing parking facilities for day visitor parking (such as the use of school parking on weekends and in the summer and the use of golf course parking in the winter) and develop tour bus parking facilities served by the community transit system. Parking facilities shall be strategically located to promote visitors parking their vehicles and using alternate modes of transportation.

*Policy 1.22*: Promote the construction of parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the usage of alternatives to the automobile, and support a pedestrian orientation to the Town's commercial activity centers.

*Policy 1.23*: Encourage the use of alternative transportation modes, as a means of reducing parking demand.

*Policy 1.24*: Eliminate winter parking on the Town's arterial and collector roadways.

*Policy 1.25*: Promote the use of shuttle transit services from development projects to major destinations, in order to reduce parking demand.

*Policy 1.26*: Develop bicycle parking standards in the Zoning Code.

**Inter-Jurisdictional Coordination**

*Policy 1.27*: Work with the Mono County Local Transportation Commission to periodically review and update the Regional Transportation Plan (RTP), at least as often as required by State law. Adopt and maintain a list of regionally significant streets and roads for inclusion in the RTP.

*Policy 1.28*: Work with adjacent jurisdictions to share land use and transportation information an transportation modeling results. Coordinate transportation planning with the Mono County Local Transportation Commission, Caltrans and the US Forest Service to address the impacts of new development; the transportation system components necessary to mitigate those impacts; the capital, operating, and maintenance cost of the components; and the costs covered by established funding sources.

*Policy 1.29*: Work with Caltrans to enhance operations on State Route 203; possibly including frontage road operations, driveway/encroachment issues, snow storage and removal, pedestrian circulation, and improving the visual and pedestrian qualities of the corridor.

*Policy 1.30*: Work with Caltrans and other jurisdictions to implement Scenic Highway status for State Route 203 corridors.

**Goal 2: Minimize the negative impacts of transportation infrastructure upon aesthetic values, and the natural, social, cultural, and historical features of the Town.**

*Policy 2.1*: Coordinate with service providers to underground utilities along existing roadways. Require underground utilities in new developments.

*Policy 2.2*: New roads and roadway improvements shall be located, designed, constructed and maintained in a manner that prevents adverse impacts to air quality, water quality and significant biological and scenic resources.

*Policy 2.3*: New roads and roadway improvements shall be correlated with the guidelines of the Noise Element of the *Town of Mammoth Lakes General Plan*.

*Policy 2.4*: New and replacement road lighting shall use fixtures and light sources that are shielded or constructed so that the source of illumination is not readily visible at a distance, without compromising traffic safety.

*Policy 2.5*: Ensure that roadways are no wider than adequate to safely accommodate traffic and bicycle demand.

*Policy 2.6*: Consider the modification of street geometry to address documented traffic speed, neighborhood cut-through, or safety issues. Any modification must be carefully evaluated in light of potential emergency response and snow removal impacts.

**Transit**

**Goal 3: Promote a safe and efficient transit system to reduce congestion, improve the environment, and provide a convenient and viable alternative to the private vehicle for both residents and visitors.**

*Policy 3.1*: Work with transit providers to provide year-round transit services within and to the Town that are timely, cost effective, convenient, and responsive to growth patterns and to existing and future transit demand.

*Policy 3.2*: Consider the need for future transit facility right-of-way in reviewing and approving plans for development and roadway construction or improvements. Incorporate features to encourage transit and reserve right-of-way for future transit access in plans for new growth areas. Transit right-of-way may either be exclusive or shared with other vehicles.

*Policy 3.3*: Develop transit and parking management strategies that encourage visitors to leave their private vehicles at their lodging property throughout the course of their stay.

*Policy 3.4*: Pursue available sources of funding for capital and operating costs of transit services. Stable local sources of operating funding, in particular, are recognized as essential for the long-term success of the public transit program.

*Policy 3.5*: Consider the transit needs of senior, disabled, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.

*Policy 3.6*: Encourage the development of an intermodal transit center and secondary facilities to provide convenient transfers between different modes of transport, an attractive place to wait for public transit services, and a centralized location at which to obtain information on alternative modes of transportation.

*Policy 3.7*: In the development of both community-wide land use plans and site plans for individual projects, strive to provide a development pattern that supports use of public transit through the clustering of land use density near established transit stops and the provision of convenient pedestrian connections to transit stops.

*Policy 3.8*: Require new development to provide sheltered public transit stops with turnouts where appropriate. Consider development of turnouts in existing developed areas when roadway improvements are made, or as deemed necessary for traffic flow and public safety.

**Transportation Control Measures (TCM)**

**Goal 4: Maximize the efficient use of transportation facilities to:**

- **Reduce travel demand on the Town's roadway system;**
- **Reduce the amount of investment required in new or expanded facilities needed to accommodate increased demand on the Town's roadway system;**
- **Reduce pollution emissions from motor vehicles; and**
- **Increase the energy efficiency of the transportation system.**

*Policy 4.1*: Promote the use of transportation control measures (TCM) that divert automobile trips to transit, walking, and bicycling through planning and provision of appropriate facilities and incentives. TCMs shall include the following:

Telecommunications support for telecommuting
Traffic flow improvements
Improvements in transit operations
Park-and-Ride lots
Ski back trails from MMSA
Alternate work schedules
Ride-share programs
Bicycling programs
Expansion of transit services
Ski area employee transit programs
Lift facilities into developed areas of town (Gondola Village)
Provide on-mountain facilities such as lockers and changing rooms to promote viable transit alternatives
Apres-ski activities at ski portals
Ski pricing strategies to minimize concentration of departing skiers, such as 1/2 day morning lift tickets

*Policy 4.2*: Provide for the development of a transportation and circulation system that maintains and preserves air quality in and around the Town.

*Policy 4.3*: Continue to investigate and promote feasible land use and transportation strategies that will reduce automobile trips.

*Policy 4.4*: Encourage major traffic generators, including the school district and ski resorts, to develop and implement trip reduction measures. In particular, ski area operations should be managed to reduce the overall PM peak traffic generation, and to disperse these trips between the various mountain portals.

*Policy 4.5*: Require transportation studies for major development projects to address potential use of bicycle routes, pedestrian trails, and public transportation to mitigate traffic impacts.

*Policy 4.6*: Work with other responsible agencies and organizations, including the Mono County Local Transportation Commission, the US Forest Service, and the Mammoth Mountain Ski Area to develop other measures to reduce vehicular travel demand, and meet air quality goals.

*Policy 4.7*: Promote the development of a public transit system that reduces the need for automobile usage, promotes the usage of non-motorized modes of transit, and compliments the pedestrian-oriented vision of the Town.

**Non-Motorized Transportation**

**Goal 5: Provide safe, comprehensive, and integrated system facilities for non-motorized transportation to meet the needs of commuters and recreational users, to provide an alternative to auto transportation, and to link recreational activity areas, commercial areas, and residential areas.**

*Policy 5.1*: Work with the Parks and Recreation Commission to continue implementation of the Mammoth Lakes Trail System Plan and the General Bikeway Plan, to establish a comprehensive and safe system of bicycle routes, pedestrian trails, and cross-country ski trails for short range commuting, shopping trips, and for recreational use. In particular, provision of a paved trail or sidewalk connecting the North Village area with commercial properties along Main Street is a high priority.

*Policy 5.2*: Develop an Over Snow Vehicle (OSV) plan.

*Policy 5.3*: Commercial uses, recreational activity centers, institutional uses, and multi-family residential areas shall be linked to the community-wide pedestrian trails network.

*Policy 5.4*: Provide a high-quality pedestrian environment (including amenities such as benches, shuttle shelters, streetlights, protected roadway crossings, and snow removal along sidewalks) throughout all commercial districts to encourage pedestrian travel as well as economic activity.

*Policy 5.5*: New bikeways shall be linked with other bikeways and parks, to provide safe continuous routes.

*Policy 5.6*: Pursue all available sources of funding for the development and improvement of trails for non-motorized transportation.

*Policy 5.7*: Establish pedestrian and bicycle access standards. Require developers to finance and install pedestrian walkways, equestrian trails, cross-country ski trails, and multi-use trails in new

development, consistent with adopted plans and policies, or as appropriate and necessary to address circulation needs.

*Policy 5.8*: Where feasible, promote cross-country skiing on trails through Town.

*Policy 5.9*: Strive to provide for a variety of non-motorized user experiences.

*Policy 5.10*: Consistent with Policy 1.13, separate pedestrian traffic from travel lanes and along the shoulders of arterial roads. Establish traffic patterns for the safe movement of pedestrians on these roads, and along school routes with sufficient pedestrian activity.

## Goods Movement

**Goal 6: Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.**

*Policy 6.1*: Assist public and private agencies in integrating freight services into regional transportation and economic development strategies.

*Policy 6.2*: Coordinate with Caltrans to promote efficient inter-regional goods movement along the US 395 corridor.

*Policy 6.3*: Strive to support federal and state efforts to levy higher user charges to adequately mitigate truck traffic impacts on roadways, consistent with the overall transportation goal.

*Policy 6.4*: Encourage the scheduling of freight deliveries to avoid periods of peak traffic congestion.

## Air Transportation

**Goal 7: Promote the maintenance and improvement of general and commercial aviation facilities, in a manner that is compatible with surrounding land uses.**

*Policy 7.1*: Support the continued use of Mammoth/Yosemite Airport as a general purpose airport.

*Policy 7.2*: Provide for adequate ground access to the Airport in transportation and planning improvements.

*Policy 7.3*: Upgrade the Airport to allow establishment of scheduled air service, to provide an economic benefit to the community while helping to alleviate surface transportation problems in the Town.

*Policy 7.4*: Implement airport improvements consistent with the Mammoth/Yosemite Airport Master Plan and the Airport Land Use Plan for the Mammoth/Yosemite Airport.

*Policy 7.5*: Seek state and federal funding for Airport improvements.

*Policy 7.6*: Encourage the provision and use of transit and shuttle services connecting the Town with the Airport, rather than the use of rental cars.

**Development of New Growth Areas**

**Goal 8: Promote the efficient movement of goods and people within new growth areas and between growth areas, and to other major destinations in the Town.**

*Policy 8.1*: Encourage development patterns within the urban limits to provide a variety of land uses, in order to maximize the proportion of trip purposes that can be accommodated by short trips.

*Policy 8.2*: Require that transportation systems in new developments be designed to provide residents and employees with the opportunity to accomplish many of their trips within the new development areas, and to other major destinations of the Town by walking, bicycling, cross-country skiing, and using public transit.

*Policy 8.3*: Promote the development of crosswalks, sidewalks, neck-downs for crosswalks, public sitting areas, pedestrian trails, bike trails, and cross-country ski trails in the new development areas, in order to enhance safety, compliment the non-motorized vehicle trails, and promote a pedestrian atmosphere.

# 5. ACTION ELEMENT

"The Action Element of the RTP consists of short and long-term activities that address regional transportation issues and needs. All transportation modes (highways, mass transportation, railroad, maritime, bicycle, pedestrian use, and aviation facilities and services) are addressed. In addition, the Action Element should also identify the investment strategies, alternatives and project priorities beyond what is already programmed. Aside from the emphasis on specific transportation modes, the Action Element should include a detailed discussion of transportation determinants. Determinants may include physical capacity constraints, transportation and land use coordination, information technology, etc.."

Regional Transportation Plan Guidelines, 1999, p. 13.

## OVERVIEW OF ACTIONS

### LONG RANGE SYSTEMWIDE TRANSPORTATION PLAN

The long range system wide transportation plan in Mono County over the 20-year timeframe of this RTP will include the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally recreational facilities for bicyclists and pedestrians). Alternatives to the existing transportation system in the county are limited by the county's isolation, topography, extreme weather conditions, small population, large distances between communities, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside of existing developed areas.

Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of alternative routes for highways and roadways during the 20-year timeframe of this RTP is unlikely due to lack of demand for additional roads, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas.

The existing transportation system in the county (highway/roadway system, transit services, aviation facilities, non-motorized facilities) has been designed to accommodate increasing demand for those facilities and services over the 20-year timeframe of this RTP. Demand for additional alternative methods of transportation, other than those currently existing in the county, is not anticipated to occur over the 20-year timeframe of this RTP, given the constraints noted above.

The established Mono County transit system (Inyo-Mono Transit) will continue to be an integral part of the transportation system. In the future, the use of transit will increase, particularly in community areas such as Mammoth Lakes and June Lake. Use of non-motorized facilities, such as bike and pedestrian trails, will also increase in the future, especially as additional monies become available to improve such facilities.

Use of the Mammoth/Yosemite Airport will increase in the future as operational and safety improvements are made at the facility and as the Town implements additional marketing efforts

to increase use of the facility. Use of the Bridgeport Airport will probably remain the same. Use of the Lee Vining Airport could increase as efforts such as YARTS promote alternative modes of travel to the Yosemite region.

## CORRIDOR PRESERVATION

***Highway 395***
Highway 395 is, and will remain over the long-term 20-year timeframe of this RTP, the major access to and through Mono County and the major transportation route in the area. The primary needs for Hwy. 395 throughout Mono County are safe winter access countywide; increased passing opportunities; adding adequate shoulders during Hwy. 395 maintenance projects to enable safe bike use; and the development of sufficient revenue sources to meet these needs.

***Route 6***
Route 6, from the Inyo County line north of Bishop to the Nevada state line, will continue to provide regional transportation connections and to serve as a major trucking route between Southern California and the western mountain states (Washington, Idaho, Montana). Caltrans has identified the primary purpose of the route as interregional traffic (largely trucks). The route is currently a maintenance only route with some improvements planned for the future as traffic volumes increase.

***Routes 120, 167, 182, 108, and 89***
The remaining state highways in the County are 2-lane minor arterials that provide interregional access east and west from Hwy. 395 to Nevada and seasonal access to the western side of the Sierra. The main concern on these routes is continued adequate maintenance, including timely road openings following winter closures.

## PREVIOUS PLAN ACCOMPLISHMENTS

The following progress has been made towards the implementation of policies and action items in the 1998 RTP:

- The LTC has initiated an update of the Mono County Transit Plan;
- The County is continuing to implement its GIS for transportation planning purposes;
- The County, in cooperation with the Town of Mammoth Lakes, has initiated a pavement management system to assist in identifying future rehabilitation projects on local road systems;
- The County worked with the CTC and Caltrans to expedite the Rush Creek 4-lane project, including the commitment of funds to cover a multi-million dollar funding shortfall;
- The LTC programmed a number of STIP projects, including state highway projects and local road projects;
- The LTC continued to participate in YARTS, including the recent YARTS pilot transit project;
- The LTC is participating with Caltrans in a Hwy. 395 Corridor Study;
- The LTC is working to refine an opening policy for Tioga Pass;

- The LTC is working with the State Department of Aeronautics to update the state aviation plan;
- The County has completed updates to the Master Plans for the Lee Vining and Bridgeport Airports;
- The Town has updated the Master Plan for the Mammoth/Yosemite Airport to accommodate planned expansion and improvements and has received FAA funding for the improvements. The Town has also partnered with Mammoth Mountain Ski Area to market the airport and bring scheduled commercial jet air service to Mammoth Lakes;
- The County is conducting a community review of a proposed regional bike trail in order to refine the initial proposal;
- The County and Town conducted a series of workshops on Walkable Communities in order to develop pedestrian planning principles for County communities;
- The LTC has initiated an outreach program to coordinate transportation planning with Native American communities in the County. The County is working with the Bridgeport tribe to coordinate transportation issues for their expansion plans;
- The LTC initiated a collaborative regional transportation planning process with Kern, Inyo, and San Bernardino counties and Caltrans. Those entities have formalized an MOU to pool funds for high priority STIP projects in the region;
- The LTC has partnered with Caltrans in an outreach effort to provide local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process;
- The Town has implemented a Dial-A-Ride Program to meet local transit needs in Mammoth Lakes;
- The LTC has been working with local social service agencies to evaluate local transportation needs for Welfare to Work participants;
- Inyo-Mono Transit has been designated a Coordinated Transit Service Agency (CTSA) that will enable them to be a direct claimant for funds and to coordinate transit services with other providers in order to make connections;
- Multimodal plans have been completed for the Bodie Hills, Mono Basin, and June Lake;
- The Eastern Sierra Scenic Byway improvements (kiosks, vista points) have been completed;
- Substantial portions of Hwy. 395 have been designated a State Scenic Highway;
- The Town of Mammoth Lakes has completed a Multimodal Transportation Study Report and is in the process of completing a Transit Plan. The Mono County LTC participates in the planning process for the Sierra Nevada Intelligent Transportation Systems Strategic Plan being developed to serve the central Sierra region, including Mono County.

**PLAN IMPLEMENTATION AND REVIEW: PERFORMANCE MEASURES**

Responsibility for implementation of the policy and action items in the RTP lies with the LTC, the Community Development Departments in the County and the Town, the Public Works Departments in the County and the Town, and Caltrans. These agencies, working with other appropriate agencies as necessary, will implement the programs identified in the RTP.

Review of the effectiveness of the actions and programs in meeting the plan's transportation goals will occur every four years during the required update of the RTP and will be based on the performance measures included in this RTP.

The RTP Guidelines require the inclusion of program level transportation system performance measures that reflect the goals and objectives adopted in the RTP. These performance measures are used to evaluate and select plan alternatives. The program level performance measures in the RTP set the context for judging the effectiveness of the RTIP, as a program, in furthering the goals and objectives of the RTP. The STIP Guidelines address performance measures for specific projects.

The California Transportation Plan, Transportation System Performance Measures Report (August 1998) identified "desired outcomes' for the transportation system that may be addressed in the RTP, along with other desired outcomes applicable to the area.

## MONO COUNTY RTP PERFORMANCE MEASURES

**Desired Outcome**: COST EFFECTIVENESS
**Performance Measure**: Transit Farebox Recovery Ratio
**Objective**: Maintain farebox recovery ratios at or above 10 %.
**Measurement Data**: Monthly farebox recovery ratios for Inyo-Mono Transit.
**Performance Indicator**: Monthly reports provided by Inyo-Mono Transit.

**Desired Outcome**: CUSTOMER SATISFACTION/CONSENSUS
**Performance Measure**: Public Participation in Transportation Planning
**Objective**: Maintain high levels of public participation in transportation planning process for state and local projects.
**Measurement Data** Transportation planning/projects are reviewed by public prior to adoption.
**Performance Indicator**: Consensus occurs on majority of transportation planning/projects.

**Desired Outcome**: ENVIRONMENTAL QUALITY
**Performance Measure**: Air Quality/Air Emissions
**Objective**: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.
**Measurement Data**: Existing air quality data from GBUAPCD.
**Performance Indicator**: Air quality data from GBUAPCD.

**Desired Outcome**: ENVIRONMENTAL QUALITY
**Performance Measure**: Environmental Protection and Enhancement
**Objective**: Fully analyze environmental impacts, short-term and long-term, of transportation decisions. Avoid or mitigate impacts and implement environmental enhancements where possible.
**Measurement Data**: Environmental standards in local planning documents.
**Performance Indicator**: Environmental documentation required to meet state and federal standards are adopted by local planning entities.

**Desired Outcome**: MOBILITY ON AVIATION SYSTEM
**Performance Measure**: Airport Usage Data
**Objective**: Expand accessibility to the airports in the County and increase usage at those airports.
**Measurement Data** Airport usage data provided by FAA, Mono County Public Works Department, and Town of Mammoth Lakes Public Works Department.
**Performance Indicator**: Evaluation of the change in airport usage at time of the next RTP update.

**Desired Outcome**: MOBILITY ON LOCAL ROADWAYS
**Performance Measure**: Levels of Service (LOS)
**Objective**: Maintain the LOS adopted by the County and the Town for local roadways.
**Measurement Data** Traffic counts converted to LOS.
**Performance Indicator**: Updated traffic counts converted to LOS.

**Desired Outcome**: MOBILITY ON REGIONAL HIGHWAY SYSTEM
**Performance Measure**: Levels of Service (LOS)
**Objective**: By 2010, LOS on the regional state highway system should be the LOS indicated in the Transportation Concept Reports for each highway.
**Measurement Data** Current LOS during peak traffic periods on state highway system.
**Performance Indicator**: Traffic counts provided by Caltrans.

**Desired Outcome**: MOBILITY ON TRANSIT SYSTEMS
**Performance Measure**: Ridership
**Objective**: Expand ridership on all transit systems (inter-regional, regional, community, Dial-A-Ride).
**Measurement Data** Ridership data provided by transit providers (Inyo-Mono Transit, Mammoth Area Shuttle, Yosemite Area Regional Transit system).
**Performance Indicator**: Evaluation of the change in ridership at time of the next RTP update.

**Desired Outcome**: MOBILITY/ACCESSIBILITY ON NON-MOTORIZED FACILITIES
**Performance Measure**: Mileage of non-motorized facilities and linkages provided between different segments of non-motorized facilities
**Objective**: By 2010, the mileage of non-motorized facilities in the County should increase. Linkages should be developed between non-motorized facilities both within communities and between communities.
**Measurement Data** Inventory of non-motorized facilities and linkages.
**Performance Indicator**: Updated mileage data for non-motorized facilities and linkages between those facilities.

**Desired Outcomes**: SAFETY
COST EFFECTIVENESS/EFFICIENCY
SUSTAINABILITY/LIVABILITY OF LOCAL COMMUNITIES
**Performance Measure**: Intelligent Transportation Systems (ITS)

**Objective**: Increase implementation of ITS locally and regionally in order to meet the goals of the Sierra Nevada ITS Strategic Plan.
**Measurement Data** Local and regional ITS in place in 2002.
**Performance Indicator**: Evaluation of local and regional ITS in place at time of the next RTP update.

**Desired Outcome**: SUSTAINABILITY/LIVABILITY OF LOCAL COMMUNITIES
ECONOMIC WELL BEING OF LOCAL COMMUNITIES
ENVIRONMENTAL QUALITY
CUSTOMER SATISFACTION
**Performance Measure**: Livable community design standards/projects for roads that serve as Main Street in communities
**Objective**: Integrate livable community design standards into the transportation planning process and implement livable community design projects.
**Measurement Data** Livable community facilities inventory.
**Performance Indicator**: Evaluation of number of livable community projects implemented by next update of the RTP.

## AIR QUALITY

### *Non-Attainment Designations*

As of 2000, the Mono Basin and Mammoth Lakes were designated as non-attainment areas for the national particulate matter ($PM_{10}$) standard. Particulate matter ($PM_{10}$) in the Mono Basin results from dust from the exposed lakebed of Mono Lake. $PM_{10}$ in Mammoth Lakes is primarily a problem in winter, resulting from wood burning, resuspended road cinders, and auto emissions.

As of 2000, Mono County was designated as a transitional non-attainment area for the state ozone standard. In the past, the State Air Resources Board concluded that ozone exceedence in the Great Basin Air Basin (Alpine, Inyo and Mono counties) was caused by transport from the San Joaquin Valley Air Basin. In response, the Great Basin Unified Air Pollution Control District adopted an Ozone Attainment Plan for Mono County that identified the County as an ozone transport area. As of 2000, the County was also designated a non-attainment area for the state $PM_{10}$ standard (see www.arb.ca.gov , State Area Designations Map—PM10).

### *Compliance with State Implementation Plan (SIP)*

Regional transportation plans must conform to the requirements of the State Implementation Plan (SIP) for air quality control. The requirements for conformity apply "…in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section 1203 (b)(1)]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes ($PM_{10}$ emissions resulting primarily from resuspended road cinders and auto emissions). As a result, the Air Quality Management Plan for the Great Basin Unified Air Pollution Control District (GBUAPCD) and the State Implementation Plan (SIP) for Mono County do not include any transportation related requirements other than for the Town of Mammoth Lakes. Plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation include the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations, the Mammoth Lakes Revised Transportation and Circulation Element, and the Mammoth Lakes Transit Plan. Those plans are incorporated by reference in this RTP (see Chapter 1, Documents Incorporated by Reference).

***Transportation Related Air Quality Mitigation***
The Town's Transit Plan and the Revised Transportation and Circulation Element of the Town's General Plan contain policies that intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

## LAND USE/AIRPORT LAND USE

Land use development in Mono County is constrained by the lack of privately owned land and by the lack of existing infrastructure (roads, utilities, water/sewer) outside of community areas. In addition, land use policies for community areas in the county (developed by the county's citizens regional planning advisory committees) focus on sustaining the livability and economic vitality of community areas. As a result, Mono County General Plan policies direct development to occur in and adjacent to existing community areas.

Many county residents do not work in the community in which they live. It is assumed that the separation between jobs and housing will continue, and will increase in the future due to the nature of the County's tourist-based economy. Traffic volumes will increase as this trend continues, particularly in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, Wheeler Crest).

Transportation strategies have been developed in conjunction with land use policies to focus development in and adjacent to already developed community areas that are served by existing highway systems and to ensure that adequate capacity will exist in the future. Airport land use policies focus on land use compatibility and safety issues.

## NEW TECHNOLOGIES

The Mono County LTC participates in the planning process for the Sierra Nevada Intelligent Transportation Systems Strategic Plan being developed to serve the central Sierra region, including Mono County. The vision statement for the Sierra Nevada ITS Strategic Plan area addresses concerns specific to the central Sierra region:

> "ITS will be mainstreamed into the local planning and project development processes to help meet the current and future transportation needs of residents, travelers, businesses, and organizations in the Sierra Nevada region, in conformity with the National ITS Architecture, to:
>
> - Enhance travel safety across the region;
> - Enhance the efficiency and effectiveness of the region's transportation systems;
> - Support the local and regional economy; and
> - Enhance and preserve community values."

Existing ITS services in the central Sierra region, including Mono County, are primarily information and transit oriented. Pre-trip travel information, en-route driver information, route guidance, and traveler services information are available in a variety of formats. Public Transportation Management and Personalized Public Transit services are utilized by Inyo-Mono Transit.

## ENVIRONMENTAL IMPACTS

Mono County's economy is dependent on natural-resource based recreation and tourism. Projects that detract from or degrade those natural resources are a concern. Environmental resources of special concern in relation to transportation planning and projects include scenic resources, wildlife and wildlife habitat, air quality, and noise.

Mono County communities and the LTC have been very pro-active in seeking transportation improvements that add to the livability of local communities. Mono County's tourist based economy can be enhanced by flexible highway designs, better facilities for pedestrians and cyclists, additional parking facilities, reduced travel speeds, reduction of vehicle trips, and creating an environment that does not favor the automobile over other transportation modes.

## EMERGENCY PREPAREDNESS PLANNING

The Mono County Standardized Emergency Management System (SEMS) Plan, developed by the Office of Emergency Services, outlines how emergency workers should respond to major emergencies within the county. It is a link in the chain connecting the detailed standard operating procedures (SOPs) of local public safety agencies to the broader state and federal disaster plans. It addresses potential transportation-related hazards, including potential hazards from earthquakes, volcanic eruptions, floods, and hazardous materials transport. It also addresses emergency preparedness and emergency response for the regional transportation system, including the identification of emergency routes. Alternative access routes in Mono County are limited primarily to the existing street and highway system due to the terrain and the large amount of publicly owned land. However, the County has developed alternative access routes for community areas that had limited access (i.e. North Shore Drive in June Lake, the Mammoth Scenic Loop north of Mammoth Lakes).

## RESOURCE SHARING & PUBLIC/PRIVATE PARTNERSHIPS

Resource sharing, including public/private partnerships, is a priority for the Mono County LTC. The LTC has participated in several resource sharing projects including: working with the CTC and Caltrans to expedite the Rush Creek 4-lane project, including the commitment of funds to cover a multi-million dollar funding shortfall; initiating a collaborative regional transportation planning process with Kern, Inyo, and San Bernardino Counties and Caltrans, including approval of a formal MOU to pool funds for high priority STIP projects in the region; and working with the Town of Mammoth Lakes to initiate a pavement management system to assist in identifying future rehabilitation projects on local road systems

Ongoing transportation-related public/private partnerships in the county include the partnership between the Town and Mammoth Mountain Ski Area to market the airport and bring scheduled commercial jet air service to Mammoth Lakes.

## IMPLEMENTATION STRATEGIES

This section presents short-range (up to 10 years) and long-range (20 years and longer) action plans for the following components of the Mono County transportation system: highways, streets and roads, transit, interregional connections (goods movement), aviation, and non-motorized facilities (bicycle and pedestrian trail systems). These are specific projects slated to implement the plan.

### HIGHWAYS

SB 45 (effective 1/1/98) made fundamental changes in the funding, programming and planning of transportation improvements in California. The majority of existing separate planning and funding programs were eliminated and replaced by two major programs: the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Two existing programs remain in effect: the Environmental Enhancement and Mitigation Program and the grade separation program.

Caltrans remains responsible for the planning, design, construction, operation, maintenance, and rehabilitation of the State Highway System. Proposed rehabilitation projects are listed in the State Highway Operation and Protection Program (SHOPP). The current adopted SHOPP for Mono County is shown in Table 23. Regional transportation planning agencies, such as the Local Transportation Commission, are responsible for planning and implementing a wide range of transportation improvements, including state highways, grade separation, transportation system management projects, transportation demand management projects, local street and road projects, intermodal facilities and pedestrian and bicycle facilities. The State Transportation Improvement Program (STIP) remains the key programming tool for these transportation improvements; the STIP process now includes programming for some project development and design.

The current adopted STIP for Mono County, the short-range highway improvement program, is shown in Table 24. Caltrans' Interregional Improvement Program, the long-range highway improvement program, is shown in Table 25. In the past, STIP projects have been confined to highway projects. With the passage of SB 45, STIP funds are now available for a variety of transportation improvement projects. As a result, although Table 24 contains primarily highway projects, it also contains projects on county and town roads, as well as pedestrian and bikeway improvements, and transit projects. These are specific action items to be completed in the immediate future. General action plans, both short-term and long-term, for county and town roads, aviation, pedestrian facilities, and bikeway facilities are contained elsewhere in this chapter.

**TABLE 23 SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM**
**2000 State Highway Operation and Protection Program (SHOPP) Midcycle Revisions**

# INSERT SHOPP TABLE

**TABLE 24 SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM**
**2000 State Transportation Improvement Program (STIP), Current 2/2001**

# INSERT STIP TABLE

**TABLE 24 SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM**
**2000 State Transportation Improvement Program (STIP), Current 2/2001**

# INSERT STIP TABLE

**TABLE 25 LONG-RANGE HIGHWAY IMPROVEMENT PROGRAM**
**Caltrans Interregional Improvement Program (IIP)***

The Mono County Local Transportation Commission voted to support Caltrans District 9, 1999 IIP priority listing of projects. The following projects are ranked in order of priority and are needed to relieve congestion and improve the level of service on Hwy. 395.

| Priority | County | Project Description |
|---|---|---|
| #1 | Inyo | Lone Pine 4-Lane |
| # 2 | Inyo | Manzanar 4-Lane |
| # 3 | Mono | Conway Ranch 4-Lane |
| #4 | Inyo | Independence 4-Lane |
| #5 | Inyo | Aberdeen/Black Rock 4-Lane |
| #6 | Mono | Mono Lake Widening |
| #7 | Mono | North Conway 4-Lane |
| #8 | Inyo | Olancha 4-Lane |
| #9 | Inyo | Cartago 4-Lane |

* These projects should include various CMS,HAR, dynamic curve warning system, and other roadway applications in their scopes where appropriate.

## LOCAL ROADWAYS

### COUNTY ROADWAY IMPROVEMENT PROGRAM

**Short Term**

The Mono County Short Term Roadway Improvement Program focuses on addressing ongoing operations and maintenance needs for the Road Department (administration, operations and maintenance, snow removal, new equipment, and engineering). Roadway construction or rehabilitation projects are limited to those included in the STIP.

**Current STIP projects on Mono County roadways include the following:**

| Project | Fund Source | Programmed Amount |
|---|---|---|
| South Landing Road: Rehabilitate roadway, construct bike lanes | RIP | $ 948,000 |
| Crowley Lake Drive West: Rehabilitate roadway, construct bike lanes | RIP | $ 2,065,000 |
| Benton Crossing Road: Rehabilitate roadway, construct bike lanes | RIP | $ 5,770,000 |
| Camp Antelope Road: Rehabilitate roadway | RIP | $ 311,000 |

**2002 STIP Candidate Projects**

| Project | Fund Source | Programmed Amount |
|---|---|---|
| Owens Gorge Rd. rehabilitation | RIP | 957,000 |
| Owens River Rd. rehabilitation | RIP | 1,240,000 |
| Bridgeport Community rehabilitation | RIP | 1,642,000 |

### COUNTY ROADWAY IMPROVEMENT PROGRAM

**Long Term**

The County's Long Term Roadway Improvement Program includes major rehabilitation projects to bring all county roads to structural adequacy within 20 years. The costs of such rehabilitation projects are estimates at this time, and these projects are identified in the County's Pavement Management Program.

### TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

**Short Term**

The Town of Mammoth Lakes' Short Term Roadway Improvement Program also focuses on ongoing operations and maintenance needs. Roadway construction or rehabilitation projects are limited to those included in the STIP.

**Current STIP projects on Town of Mammoth Lakes roadways include the following:**

| Project | Fund Source | Programmed Amount |
|---|---|---|
| Old Mammoth Road & Main Street: Construct parking lots | RIP | $ 1,926,000 |
| Old Mammoth Road, Hwy.203 to Mammoth Creek Park: Street, sidewalk, & snow storage improvements | RIP | $ 3,624,000 |
| Lake Mary Road, Horseshoe Lake to Minaret Road: Construct bike route and sidewalk | RIP | $ 4,376,000 |
| Lake Mary Road: Rehabilitate roadway | RIP | $ 252,000 |

| | | |
|---|---|---|
| Meridian Boulevard: Rehabilitate roadway | RIP | $ 2,667,000 |
| Minaret Road: Rehabilitate roadway | RIP | $ 173,000 |
| Old Mammoth Road: Rehabilitate roadway | RIP | $ 812,000 |
| Canyon Blvd., Tavern Rd., Laurel Mountain Rd., Minaret Rd.: Pavement rehabilitation | RIP | $ 431,000 |
| Chateau Road and Main Street: Pavement rehabilitation | RIP | $ 738,000 |
| Old Mammoth Road and Sierra Park Blvd: Pavement rehabilitation | RIP | $ 647,000 |

**2002 STIP Candidate Projects**

| Project | Fund Source | Priority | Cost |
|---|---|---|---|
| Mammoth Airport Access Road (from the airport to Benton Crossing Road) | RIP | 1 | $ 2,246,000 |
| Acceleration/Deceleration lanes (Hot Creek Rd/US 395 & Benton Crossing Rd/US 395) | RIP | 2 | $ 391,000 |
| North Main Street Frontage Road (Rehabilitation and Construct sidewalk) | RIP | 3 | $ 543,000 |
| Chateau/Main Street rehabilitation project (Chateau Rd. & Laurel Mtn. Rd – Joaquin Rd. | RIP | 2 | $577,000 |

**TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM**

**Long Term Future STIP Projects**

| Project | Description | Cost |
|---|---|---|
| Meridian Blvd. Rehabilitation | Sierra Park Blvd. to SR 203 | $ 1,000,000 |
| Old Mammoth Road/Minaret | Intersection widening | $ 200,000 |
| Old Mammoth Road Rehabilitation | Mammoth Creek Park to Minaret | $ 700,000 |
| Minaret Road Rehabilitation | Chateau to Meridian | $ 1,300,000 |
| Bus Turnouts | Town-wide | $ 2,000,000 |
| Mammoth Scenic Loop | Route 203 to US 395 | $ 4,000,000 |

## TRANSIT

The Mono County Transit Plan (incorporated by reference in the Mono County RTP—see Chapter 1, Planning Process) examines countywide transit needs, analyzes existing service routes, and provides alternatives for transit routes and service providers. The overall purpose of the Mono County Transit Plan is to establish a short term action program (10 year) and long term (20 year) goals and policies for the development and operation of a transit system that provides for the needs of local residents as well as visitors. The plan addresses regional routes that provide access to communities throughout the county and to major recreational areas, as well as community routes that provide access throughout communities and to surrounding recreational areas.

The Transit Plan is intended to expand upon and implement policies in the Mono County Regional Transportation Plan, and the Mono County General Plan, and to coordinate with applicable plans of surrounding jurisdictions. Specific purposes of the plan are to analyze

existing transit services and to provide a concise summary of those services, to evaluate the needs of county residents and visitors for transit services, to estimate future demand for transit services, to evaluate funding opportunities to sustain the long-term viability of the transit system, and to delineate policies for the future development and operation of transit systems in the county. Since adoption of the Transit Plan, the Mono County Transit Service has expanded its routes in response to needs identified in the Plan and at annual unmet needs hearings.

The Town of Mammoth Lakes has completed a Transit Plan and a Revised Transportation and Circulation Element. Those documents are incorporated by reference in the Mono County RTP; policies from the Revised Transportation and Circulation Element are included in this RTP (see Chapter 4, Policy Element-Community).

The Town's Transit Plan and the Revised Transportation and Circulation Element of the Town's General Plan contain policies that intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

Efforts to integrate public transit with other modes of transportation have not occurred to date. Adopted General Plans for Mono County and the Town of Mammoth Lake, and multi-modal plans included in the RTP, call for developing multi-modal transportation facilities (i.e., pedestrian areas and trails, direct ski lift access, x-country skiing and bicycle trails) in concentrated resort areas. Public transportation would be integrated into future concentrated resort areas to provide access to and from the resort centers to outlying areas.

**INTERREGIONAL CONNECTIONS**

Proposed improvements to the regional highway system are outlined in the Short-Range and Long-Range Highway Improvement Programs. Proposed improvements are consistent with Caltrans District 9 Systems Planning Documents. Current STIP projects on the regional highway system include the construction of passing lanes along Hwy. 395 in Coleville and improvements along Hwy. 395 near Lee Vining (widening and construction of turnouts).

Mono County and the LTC participate in the Yosemite Area Regional Transportation System (YARTS) which began a pilot transit program in May, 2000, to provide shuttle service into Yosemite Valley from Mono County and other sites surrounding Yosemite National Park. There is no financial cost to the LTC or the County.

The LTC also participates in the planning process for the Sierra Nevada Intelligent Transportation System (ITS) Strategic Plan. That plan is being developed to provide ITS services across jurisdictional boundaries in the central Sierra region, including Mono County. Existing ITS services in the central Sierra region, including Mono County, are primarily information and transit oriented. Pre-trip travel information, en-route driver information, route guidance, and traveler services information are available in a variety of formats. Public Transportation Management and Personalized Public Transit services are utilized by Inyo-Mono Transit. There is no projected financial cost to the LTC or the County.

Mono, Inyo, and Kern counties, and Caltrans District 9 are in the process of determining how best to provide intercity transit alternatives along the Hwy. 395 corridor for both the short-term and long-term. A recent draft report concerning intercity transit options along Hwy. 395 (LSC, June, 2001) recommends that Inyo-Mono Transit and Kern Regional Transit provide one North Route and one South Route connecting to Carson City and Ridgecrest to provide lifeline links to necessary services.

The LTC has also initiated a collaborative regional transportation planning process with Kern, Inyo and San Bernardino Counties to pool STIP funds for high priority projects that will improve access from Southern California. Potential STIP projects in Mono County identified by this collaborative planning process include improvements along Hwy. 395 at High Point near Topaz Lake and safety improvements along Hwy. 120 (Tioga Road). Those projects are not yet programmed in the STIP.

## AVIATION

**County Owned and Operated Airports**

The Lee Vining and Bridgeport (Bryant Field) airports are owned and operated by the County. No long range action program is planned for county airports due to the low level of usage at the Lee Vining and Bridgeport facilities. An increase in transient activity is expected at the Lee Vining Airport, however, due to a new emphasis on its proximity to Yosemite National Park.

Short-range action plans for the Lee Vining Airport and Bryant Field in Bridgeport are provided by the Capital Improvement Plan for each airport. Planned improvements at the Lee Vining Airport over the next five years include the following:

Runway 14/32 --Overlay 50' & Widen 10' with Shoulders & Marking
Runway Extensions (60'x845') with Grading and Marking
Paved Overruns (60'x340') with Grading and Marking
Parallel Taxiway, Exit "B" & R/W 32 Hold Apron with Grading, Drainage, Marking
Parallel Taxiway Reflectors
Perimeter Fencing with Signs
Apron (150'x400') with Grading and Marking
Hangar Taxiway (25'x265') with Site Grading
Access Road Modifications
Card Access Control Gate
Medium Intensity Runway Lights
Lighted Runway Distance Remaining Signs and Lighted Airport Signs
Runway End Identifier Lights (REIL) -- Runway 14/32
Precision Approach Path Indicators (PAPI) -- Runway 14/32
Airport Rotating Beacon
Segmented Circle and Lighted Wind Cone
Lighted Supplemental Wind Cones (2)
Apron Security Lighting (3)
Airport Lighting Vault
Automatic Weather Observation System (AWOS) with Telephone
County Terminal and Fixed Base Operator Hangar
AVGAS Selfserve Fuel Farm (12,000 gallon)
Unit Hangars (5)

Planned improvements at Bryant Field over the next five years include the following:

Perimeter Fencing with Signs
Obstruction Removal --Runway 34 Approach
Paved Overruns (60'x240') with Marking
Lighted Runway Distance Remaining Signs
Lighted Airport Signs
Lighted Supplemental Wind Cone -- Runway 34
Runway End Identifier Lights (REIL)
Precision Approach Path Indicators (PAPI) -- Runway 16/34
Automatic Weather Observation System (AWOS) with Telephone
Lighting Vault Renovations
Runway Exit with Lights
Parallel Taxiway -- Overlay & Widen 5' with Shoulders & Reflectors
Apron Overlay and Marking
Runway Overlay and Marking with Shoulders
Card Access Control Gate
Reconstruct Medium Intensity Runway Lights with Duct

**Town Owned and Operated Airport**

The Mammoth/Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Extensive improvements are planned for the Mammoth/Yosemite Airport to enable the airport to support 757 commercial aircraft service.

The short-range action plans for the Mammoth/Yosemite Airport is provided by the Mammoth/Yosemite Airport Capital Improvement Plan. Planned improvements at the Mammoth/Yosemite Airport over the next five years include the following:

Runway 11-29 Extension (150'x 1,200')
Widen Runway Including S. Shoulder (50'x 7000')
Strengthen Runway 11-29 (100'x 7000')
Relocate Runway 11-29 Centerline 25' South
Taxiway Extension (75'x 1,200')
Widen Taxiways (25' x 7,300')
Strengthen Taxiways (50' x 8,500')
Center Taxiway (75' x 600')
Runway 29 Holding Apron (200' x 400')
Terminal Apron Phase 1
Access Road Phase I (35' x 2,800')
Auto Parking Lot, Phase 1, 271 Stalls
Land Acquisition
Security Fencing
Navigational Aids/Runway Lighting System
One ARFF Vehicle
Snow Removal Equipment
Aircraft Deicing Equipment
Terminal Building
Access Road Phase 2
Auto Parking Lot Phase 2
Terminal Apron Expansion Phase 2

## NON-MOTORIZED FACILITIES

### TOWN OF MAMMOTH LAKES BICYCLE AND PEDESTRIAN FACILITIES

Plans for bicycle and pedestrian facilities in the Town of Mammoth Lakes are discussed in the Town's General Bikeway Plan and the Mammoth Lakes Trail System Plan, incorporated by reference in this RTP (see Chapter 1, Planning Process). The Town has completed a Multi-modal Transportation Study Report that addresses linkages between bicycle, pedestrian, transit, parking, recreational and shopping facilities. The Multi-modal Plan also addresses transportation enhancement activities such as landscaping, artwork, information kiosks, etc.

Current STIP projects in Mammoth Lakes include the construction of bike routes and sidewalks on several roads throughout Mammoth Lakes (see Table 24).

### COUNTY BICYCLE AND PEDESTRIAN FACILITIES

Plans for bicycle and pedestrian facilities in the County are discussed in the Mono County Trails Plan that includes the General Bikeway Plan and that is incorporated by reference in this RTP (see Chapter 1, Planning Process). The Trails and Bikeway Plan discusses bicycle and pedestrian programs and facilities, bicycle and pedestrian interface with transit facilities, and transportation enhancement activities. Multimodal transportation plans have been completed for the Bodie Hills, Mono Basin, and June Lake (see Chapter 4, Policies—Communities). Those plans address linkages between bicycle, pedestrian, transit, parking, recreational and shopping facilities, as well as transportation enhancement activities such as landscaping, artwork, electronic and sensor-triggered, pedestrian or bicycle crossing signal systems may be considered, information kiosks, sidewalks, outdoor lighting, etc..

RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways. In compliance with this policy, the STIP includes several rehabilitation projects on county streets that include the construction of bike lanes (see Table 24).

# 6. FINANCIAL ELEMENT

## COSTS TO OPERATE & MAINTAIN THE EXISTING TRANSPORTATION SYSTEM

This section summarizes the costs to operate and maintain the existing transportation system in Mono County, including the cumulative cost of deferred maintenance on the existing infrastructure. Tables 26 and 27 outline the projected costs for the County and the Town of Mammoth Lakes of implementing the operations and maintenance element of the Short Range Roadway Improvement Plans presented in the Action Element of this Plan. Revenue projections for the operations and maintenance element of the local Short Range Roadway Improvement Plans are shown in Tables 28 and 29.

**TABLE 26 TOWN OF MAMMOTH LAKES PROJECTED EXPENDITURES**
**Ongoing Operations and Maintenance Costs, FY 2000-2001 through FY 2004-2005**

| | 2000-01 | 2001-02 | 2002-03 | 2003-04 | 2004-05 | Totals |
|---|---|---|---|---|---|---|
| Street Maintenance | $ 220,000 | $ 700,000 | $ 750,000 | $ 800,000 | $ 850,000 | $ 3,320,000 |
| Snow Removal | $ 500,000 | $ 520,000 | $ 640,000 | $ 710,000 | $ 780,000 | $ 3,200,000 |
| **Total Ongoing Costs** | $ 700,000 | $ 1,220,000 | $ 1,390,000 | $ 1,510,000 | $ 1,630,000 | $ 6,520,000 |

**TABLE 27 MONO COUNTY PROJECTED EXPENDITURES**
**Ongoing Operations and Maintenance Costs, FY 2000-2001 through FY 2004-2005**

| | 2000-01 | 2001-02 | 2002-03 | 2003-04 | 2004-05 | Total |
|---|---|---|---|---|---|---|
| Expenditures (salaries, overtime, benefits, communications, insurance, maintenance – buildings & equipment-, legal notices, contract svs., equipment –vehicles & construction,-, travel, equipment rental, etc.) | $3,057,472 | $3,019,588 | $3,079,979 | $3,141,578 | $3,204,409 | $15,503,026 |
| **Total Ongoing Cost** | " | " | " | " | " | " |

**TABLE 28 TOWN OF MAMMOTH LAKES REVENUE PROJECTIONS FY 2000-2001 through FY 2004-2005**

| Funding Source | 2000-01 | 2001-02 | 2002-03 | 2003-04 | 2004-05 | Totals |
|---|---|---|---|---|---|---|
| TDA | $80,000 | $82,000 | $84,000 | $85,000 | $87,000 | $418,000 |
| Local Gas Tax, Sec. 2105 & 2106 | $72,000 | $90,000 | $105,000 | $120,000 | $135,000 | $522,000 |
| Local Gas Tax, Sec. 2107 | $47,000 | $47,000 | $49,000 | $50,000 | $51,000 | $244,000 |
| Local Gas Tax, Snow Removal | $710,000 | $740,000 | $770,000 | $800,000 | $830,000 | $3,850,000 |
| Local Gas Tax, Sec. 2107.5 | $2,000 | $2,000 | $2,000 | $2,000 | $2,000 | $10,000 |
| General Fund | $547,000 | $567,000 | $606,000 | $633,000 | $663,000 | $3,016,000 |
| **Totals** | $1,386,00 | $1,528,000 | $1,616,000 | $1,690,000 | $1,768,000 | $8,060,000 |

**Note:** The availability of these funds for highway and streets and roads purposes is contingent upon a yearly finding by the Mono County LTC, through the public hearing process, that there are no unmet transit needs that can reasonably be met.

**TABLE 29 MONO COUNTY REVENUE PROJECTIONS**
**FY 2000-2001 through FY 2004-2005**

| Funding Source | 2000-01 | 2001-02 | 2002-03 | 2003-04 | 2004-05 | Totals |
|---|---|---|---|---|---|---|
| General Road Revenue (trans tax – LTC, encroachment permits, vehicle code fines, federal forest payments, state matching funds – RSTP) | $574,025 | $912,125 | $930,367 | $948,974 | $967,953 | $4,333,444 |
| Highway Users Tax (Prop. 111, admin & engineering, snow removal subvention, rain & snow damage, section 2105 & 2106 funds) | $1,218,000 | $1,263,000 | $1,288,260 | $1,314,025 | $1,340,305 | $6,423,590 |
| Road & Street reimbursables (snow removal, fuel, road maintenance – Bodie Rd., golden fire complex) | $58,500 | $84,000 | $85,680 | $87,393 | $89,140 | $329,113 |
| Interfund Revenue (Fuel & auto repairs, engineering service, landfill maint., landfill admin., landfill fuel & oil, airports, silver lake pines, STIP projects, LTC –owp-, UST grants, MVIL) | $293,700 | $338,000 | $344,760 | $351,655 | $358,688 | $1,686,803 |
| **General Revenue Total** | $2,144,225 | $2,597,125 | $2,649,067 | $2,702,047 | $2,756,086 | $12,772,950 |

## COSTS & REVENUE PROJECTIONS FOR TRANSPORTATION SYSTEM IMPROVEMENTS

This section includes estimates of costs and revenue projections for transportation system improvements recommended in the Action Element, by mode and by recipient agency.

Revenues allocated for transportation purposes by Mono County have traditionally included revenues restricted to transportation uses, such as state fuel taxes (Streets and Highways Code Section 2104 and 2106), vehicle code fines, forest reserve payments, Local Transportation Funds, State Transit Assistance Funds, developers fees and direct assessment, and Federal-Aid Secondary. In addition, certain non-restricted funds have traditionally been used, including motor vehicle in-lieu fees, minor property rents, and federal revenue sharing. In recent years, the County has received transportation grant monies for airport improvements and transit and has also appropriated General Fund contingency monies when faced with emergency road repair needs.

### HIGHWAYS

Costs and revenue projections for proposed transportation system improvements on highways within Mono County are contained in the STIP (see Table 24).

### LOCAL ROADWAYS

Cost and revenue projections for roadway construction and rehabilitation projects in the local Short Range Roadway Improvement Plans are contained in the STIP (see Table 24).

### TRANSIT

Annual operating costs for transit services in Mono County are supported by LTF and STA funds. Improvements to the system (e.g. bus purchases) are funded by grants or STIP funds. The current STIP includes funds for the purchase of a bus for Inyo Mono Transit (see Table 24). Local transit in Mammoth Lakes (the Mammoth Area Shuttle) is privately funded. In addition funds may be available for capital and expense requirements for design, development and implementations of eastern sierra rural ITS transit system as might affect the County (i.e. bus-stop/electronic kiosks at the Town and County communities bus-to-bus) communications equipment and transit management equipment might need cost estimates.

### INTERREGIONAL CONNECTIONS

Recommended actions for interregional connections include continued participation in YARTS and the Sierra Nevada ITS Strategic Plan planning process. Those actions have no associated costs.

The Action Element also recommends continued participation in the intercity transit planning process with Inyo and Kern counties and Caltrans, and the collaborative planning process with Inyo, Kern, and San Bernardino to pool STIP funds for priority projects. Neither of those collaborative planning processes currently has any associated costs.

**AVIATION**

Project funding for identified short-term capital improvements at county airports is anticipated to come from a combination of FAA Airport Improvement Program grants (90 %) and local match (10 %).

**TABLE 30 COUNTY AIRPORTS--SHORT-RANGE ACTION PLAN (Lee Vining)**

**Fiscal Year 2002-2006 Airport Capital Improvement Plan--Lee Vining Airport**

| FY | Project | Project Costs |
|---|---|---|
| 2001 | Environmental Assessment & Project Application | $ 80,000 |
| 2001 | Runway 14/32 --Overlay 50' & Widen 10' with Shoulders & Marking | $ 640,000 |
| 2001 | Runway Extensions (60'x845') with Grading and Marking | $ 1,100,000 |
| 2001 | Paved Overruns (60'x340') with Grading and Marking | $ 250,000 |
| 2001 | Parallel Taxiway, Exit "B" & R/W 32 Hold Apron with Grading, Drainage, Marking | $ 580,000 |
| 2001 | Parallel Taxiway Reflectors | $18,000 |
| 2001 | Perimeter Fencing with Signs | $ 66,000 |
| 2001 | Apron (150'x400') with Grading and Marking | $200,000 |
| 2001 | Hangar Taxiway (25'x265') with Site Grading | $ 45,000 |
| 2001 | Access Road Modifications | $ 65,000 |
| 2001 | Card Access Control Gate | $ 15,000 |
| 2002 | Medium Intensity Runway Lights | $ 135,000 |
| 2002 | Lighted Runway Distance Remaining Signs | $ 15,000 |
| 2002 | Lighted Airport Signs | $ 13,000 |
| 2002 | Runway End Identifier Lights (REIL) -- Runway 14/32 | $ 20,000 |
| 2002 | Precision Approach Path Indicators (PAPI) -- Runway 14/32 | $ 65,000 |
| 2002 | Airport Rotating Beacon | $ 20,000 |
| 2002 | Segmented Circle and Lighted Wind Cone | $ 18,000 |
| 2002 | Lighted Supplemental Wind Cones (2) | $ 8,000 |
| 2002 | Apron Security Lighting (3) | $ 15,000 |
| 2002 | Airport Lighting Vault | $ 45,000 |
| 2002 | Automatic Weather Observation System (AWOS) with Telephone | $ 100,000 |
| 2003 | County Terminal and Fixed Base Operator Hangar | $ 1,000,000 |
| 2003 | AVGAS Selfserve Fuel Farm (12,000 gallon) | $ 60,000 |
| 2003 | Unit Hangars (5) | $ 150,000 |
| | **Total Cost** | **$ 4,723,000** |

**TABLE 30 COUNTY AIRPORTS--SHORT-RANGE ACTION PLAN (Bridgeport)**

**Fiscal Year 2002-2006 Airport Capital Improvement Plan--Bryant Field (Bridgeport)**

| FY | Project | Project Costs |
|---|---|---|
| 2001 | Land Acquisition (12.5 Acres) | $ 150,000 |
| 2001 | Perimeter Fencing with Signs | $ 20,000 |
| 2001 | Obstruction Removal --Runway 34 Approach | $ 10,000 |
| 2001 | Paved Overruns (60'x240') with Marking | $ 95,000 |
| 2001 | Lighted Runway Distance Remaining Signs | $ 15,000 |
| 2001 | Lighted Airport Signs | $ 10,000 |
| 2001 | Lighted Supplemental Wind Cone -- Runway 34 | $ 4,000 |
| 2001 | Runway End Identifier Lights (REIL) | $ 20,000 |
| 2001 | Precision Approach Path Indicators (PAPI) -- Runway 16/34 | $ 115,000 |
| 2001 | Automatic Weather Observation System (AWOS) with Telephone | $ 100,000 |
| 2001 | Lighting Vault Renovations | $ 40,000 |
| 2002 | Runway Exit with Lights | $ 28,000 |
| 2002 | Parallel Taxiway -- Overlay & Widen 5' with Shoulders & Reflectors | $140,000 |
| 2002 | Apron Overlay and Marking | $ 112,000 |
| 2002 | Runway Overlay and Marking with Shoulders | $ 330,000 |
| 2002 | Card Access Control Gate | $ 15,000 |
| 2002 | Reconstruct Medium Intensity Runway Lights with Duct | $ 135,000 |
| | **Total Cost** | **$ 1,339,000** |

Project funding for identified improvements at the Mammoth/Yosemite Airport is anticipated to come from a combination of FAA grants (approximately 90 %) and local match (approximately 10 %).

**TABLE 31 MAMMOTH YOSEMITE AIRPORT--SHORT-RANGE ACTION PLAN**

**Mammoth/Yosemite Airport Capital Improvement Plan**
**(Projects are listed by Funding Year in Priority Order)**

| FY | Project | Project Costs |
|---|---|---|
| | Runway 11-29 Extension (150'x 1,200') | $ 2,298,000 |
| | Widen Runway Including S. Shoulder (50'x 7000') | $ 4,557,000 |
| | Strengthen Runway 11-29 (100'x 7000') | $ 4,410,000 |
| | Relocate Runway 11-29 Centerline 25' South | $ 555,000 |
| | Taxiway Extension (75'x 1,200') | $ 1,710,000 |
| | Widen Taxiways (25' x 7,300') | $ 2,350,000 |
| | Strengthen Taxiways (50' x 8,500') | $ 1,176,000 |
| | Center Taxiway (75' x 600') | $ 625,000 |
| | Runway 29 Holding Apron (200' x 400') | $ 883,000 |
| | Terminal Apron Phase 1 | $ 2,823,000 |
| | Access Road Phase I (35' x 2,800') | $ 448,000 |
| | Auto Parking Lot, Phase 1, 271 Stalls | $ 658,000 |
| | Land Acquisition | $ 550,000 |
| | Security Fencing | $ 715,000 |
| | Navigational Aids/Runway Lighting System | $ 1,560,000 |
| | One ARFF Vehicle | $ 396,000 |
| | Snow Removal Equipment | $ 825,000 |
| | Aircraft Deicing Equipment | $ 1,100,000 |
| | Terminal Building | $ 9,035,000 |
| | Access Road Phase 2 | $ 595,000 |
| | Auto Parking Lot Phase 2 | $ 398,000 |
| | Terminal Apron Expansion Phase 2 | $ 2,482,000 |
| | **Total Cost** | **$ 40,193,000** |

## NON-MOTORIZED FACILITIES

Improvements to non-motorized facilities in Mono County have been included in the STIP. Current STIP projects in Mammoth Lakes include the construction of bike routes and sidewalks on several roads throughout Mammoth Lakes (see Table 24). RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways. In compliance with this policy, the STIP includes several rehabilitation projects on county streets that include the construction of bike lanes (see Table 24).

## EXISTING AND POTENTIAL NEW TRANSPORTATION FUNDING SOURCES

This section contains an inventory of existing and potential new transportation funding sources that are available for transportation system improvements.

### FEDERAL SOURCES

**FAA Airport Improvement Program (AIP)**

The Federal Aviation Administration (FAA) provides funding for airport planning and development projects that enhance capacity, safety, security, and noise mitigation. FAA grants have been utilized by the County and the Town for airport improvements.

**FHWA Public Lands Highway—Discretionary Funds**

Provides funds for planning, research, engineering, and construction of highways, roads or transit facilities that serve Federal public lands and Native American reservations. Funding is competitive on a nationwide basis. Applications are submitted by Caltrans; eligible applicants include local, State, and Federal agencies as well as non-profit organizations.

**FTA Section 5307 Funds (Urbanized Area Formula Assistance Program)**

Provides funding for planning, capital and operating assistance for public transit services. Funds for urbanized areas under 200,000 are administered by the state. Section 5307 funds have been utilized by the County and Town for transit programs.

**FTA Section 5308 Funds (Clean Fuels Formula Grant Program)**

Provides funding to promote the use of clean fuels. Public transit operators in clean air non-attainment or maintenance areas, urbanized or non-urbanized, are eligible to apply.

**FTA Section 5309 Funds (Capital Program – Bus)**

Provides funding for fixed guideway modernization (40 percent), construction and extension of new fixed guideway systems (40 percent), and bus and bus related equipment and facilities (20 percent) in urbanized and non-urbanized areas. Section 5309 funds have utilized by the LTC for transit costs.

**FTA Section 5310 Funds (Elderly and Persons with Disabilities Program)**

Provides funding for each state to assist private nonprofit organizations to purchase vehicles and related equipment for transportation services for the elderly and disabled persons.

**FTA Section 5311 Funds (Nonurbanized Area Formula Program for Public Transportation)**

Provides funding annually to each state for public transportation projects in non-urbanized areas. The state prepares an annual program of projects. Section 5311 funds have been utilized for transit programs.

**FTA Section 5313 (b) and 5314 Funds**

Provides annual funding for planning and research.

**Hazard Elimination Safety Program**

Provides funding to eliminate travel hazards and improve safety. Projects are nominated by local agencies and funded based on a calculated safety index and annual priorities established by the FHWA.

**Intelligent Transportation System (ITS)**

Explore applicable funding opportunities for appropriate ITS in such programs as:

- FHWA Surface Transportation Program (STP)
- FHWA National Scenic Byways
- FHWA CMAQ
- FHWA federal Lands Highway Program for Park Road and Parkway
- FTA Transit Formula Program for Other than Urbanized Areas

**Regional Surface Transportation Program (RSTP)**

Provide funding for roadways, bridges transit capital, bicycle, and pedestrian projects. Funding for this program is supported by the Federal Surface Transportation Program.

**TEA 21 Section 3037 (Job Access and Reverse Commute Grants)**

Grants are available to develop transportation services that are specifically designed to transport welfare recipients and low-income individuals to and from jobs. Emphasis is on projects that use mass transportation services.

**TEA 21 Section 5209**

Provides for a comprehensive program to accelerate the integration and interoperability of intelligent transportation systems in metropolitan and rural areas. Through a competitive selection process, the Secretary of USDOT selects projects that: serve a models to improve transportation efficiency, promote safety (including the flow of intermodal travel at ports of entry), reduce air pollutant emissions, improve traveler information, enhance alternative transportation modes, build on existing intelligent transportation system projects, or promote tourism.

## STATE SOURCES

### AVIATION

**California Aid to Airports Program (CAAP)**

CAAP funds assist in developing a statewide system of safe and environmentally compatible publicly owned airports. CAAP funds have been utilized for the county airports. The CAAP includes three components:

- **Annual Grants** up to $ 10,000 per airport for public-use, publicly owned general aviation airports. Funds may be used for capital improvements, maintenance, and operation. There are no match requirements for these grants.
- **Acquisition and Development funds** are allocated by the CTC on a discretionary basis for capital projects. Eligible projects must be listed in the State's Capital Improvement Program (CIP).
- **AIP Matching Grants**, allocated by the CTC, assists the sponsor in meeting the local match for FAA AIP grants. Same eligibility requirements as the annual grants; the airport must also meet FAA eligibility requirements. The matching rate is 5 % of the AIP

grant. State funds for an AIP grant cannot be allocated by the State until the Federal grant has been accepted by the sponsor.

**Local Airport Loan Program**

Provides financial assistance in the form of loans, repayable over a period not to exceed 25 years. Three types of loans are available:

- **Matching funds loans**. Loans for the local match required by AIP grants.
- **Revenue generating loan**. Agencies must show a demonstrated need for the project, project engineering, financial feasibility, and economic justification. Typical projects are hangars and fueling facilities.
- **Airport development loan**. Loans for other types of airport development such as terminals.

## REGIONAL PLANNING

**Caltrans Discretionary Funding Program**

Provides transportation planning funds to Districts to support transportation projects. These funds may be reimbursed for Regional Transportation Planning, on a case by case basis.

**State Highway Account (Rural Planning Assistance Funds)**

Funds from the State Highway Fund (SHA) are allocated to rural Regional Transportation Planning Agencies (RTPAs) by formula and discretionary allocation. Utilized in Mono County.

## ENVIRONMENTAL MITIGATION

**Environmental Enhancement and Mitigation (EEM) Program**

EEM funds are available to remedy environmental impacts of new or improved transportation facilities. Utilized in Mono County.

**Proposition 116**

Two billion for rail projects that are air-quality oriented, with a set aside for funding transit and other projects in rural counties.

## ROAD CONSTRUCTION

**"Green Sticker Program"**

Provides funds related to the development of off-highway vehicle facilities. Funds from OHV user fees ("Green Sticker fees"). Administered by the California Off-Highway Vehicle Commission.

**Minor Program**

Minor Program A is a District-discretionary funding program based on annual Statewide/District allocations; funds are used for projects up to $ 750,000. Minor Program B is for projects up to $ 110,999.

**PROGRAMMING**

**Interregional Transportation Improvement Program (ITIP)**

Twenty-five (25) percent of State Transportation Improvement Program Funds are allocated to Caltrans to implement projects of statewide significance. Utilized in Mono County.

**Regional Transportation Improvement Program (RTIP)**

Seventy-five (75) percent of State Transportation Improvement Program Funds are allocated to RTPAs to implement projects identified in the Action Element of RTPs. Utilized in Mono County.

**State Transportation Improvement Program (STIP)**

STIP consists of state and federal funds. The funds are available for four years; the project list is updated biennially. Utilized in Mono County.

**State Highway Operations and Protection Program (SHOPP)**

Projects are nominated by Caltrans District offices and approved by the CTC. Utilized in Mono County.

**TRANSIT IMPROVEMENTS**

**State Transit Assistance (STA)**

Funds derived from the Public Transportation Account (PTA). Fifty percent of the funds are allocated to Caltrans, 50 percent to the RTPAs. Of the 50 percent allocated to RTPAs, 50 percent is allocated to mass transit projects for vehicles, equipment, terminals, etc., and the remaining 50 percent to transit operators, based on fare revenues. A traditional revenue source for transportation projects in the County and Town.

## LOCAL SOURCES

**Local Transportation Funds (LTF)**

Moneys derived from a share of the state sales tax that are returned to the county of origin to support transit programs. In areas having no unmet transit needs, the funds may be spent for transportation planning or street and road purposes, at the discretion of the LTC. LTF funds are presently divided proportionately between the Town (50 %) and the County (50 %). Based on population figures from the 2000 US Census, LTF will be divided between the Town (55%) and the County (45 %). LTF funds can be used as local matching funds for either state or federal funds. A traditional revenue source for Mono County and the Town.

**General Fund**

Monies come from a variety of sources, including property tax, business license tax, bed tax, motor vehicle in-lieu fees, and other fees levied by the Town and County. General fund monies can be used to pay a portion of capital costs, or to cover budget items normally covered by LTF monies. It is important that a local commitment be present to attract grant sources.

**Public/Private Partnerships**

Funding may be available from local agencies and private organizations. Recent cooperation between the U.S. Forest Service and the community of Lee Vining resulted in the

construction of the Lee Vining community trail, and a local snowmobile enthusiasts groups have helped develop signed snowmobile trails on public lands.

In addition, it may be possible to obtain assistance from local groups and businesses in the construction and maintenance of bikeway facilities through a sponsorship program similar to the Adopt-A-Highway program implemented by Caltrans. For construction projects, assistance could be cash or the donation of goods and/or services; for maintenance activities,

**State Gas Tax**

Gas tax funds are used primarily for roadway maintenance. The amount of allocation to each city and county is based primarily on population. This has been a revenue source for Mono County and the Town.

**Other Local Sources**

Other local sources may be available should state and federal funding sources prove insufficient for future projects:

Increase in Transient Occupancy Tax (TOT)
Condominium Use Tax
Local Gas Tax
Special Transportation Taxes
Fees and Charges for Services
Developers Contribution
Mitigation Fees
Revenue Bond
Lease Purchase Acquisition
Grants-in-Aid
Benefit Assessment Districts
County Service Area Improvement Area Bonds
Major Thoroughfare Fees

## FINANCIALLY CONSTRAINED PROJECTS

This section contains a list of financially constrained projects for which funding has been identified, or is reasonably expected to be available within the RTP planning horizons (short-term and long-term).

The following projects have been identified for possible inclusion in the STIP:

- Two potential projects have been identified under the collaborative regional planning process with Kern, Inyo, and San Bernardino Counties to pool STIP funds for high priority projects:

  Safety improvements on Hwy. 120 (Tioga Road)
  Improvements on Hwy. 395 at High Point near Topaz Lake

## FINANCIALLY UNCONSTRAINED PROJECTS

The Mono LTC has not identified any financially unconstrained projects (projects that are both necessary and desirable should funding become available).

## POTENTIAL FUNDING SHORTFALLS OR SURPLUSES

This section addresses potential funding shortfalls or surpluses.

Current funding sources are insufficient to maintain or even modestly improve Town and County road systems. Many roads in community areas throughout the County are unimproved private roads that have not been accepted in the County Road Maintenance System because of their substandard conditions. Liability issues and funding shortages impede the County's ability to accept ownership of substandard private roads. Maintenance of these roads therefore depends on private funding which is often inadequate. Future additions to the County road system will be improved since it is the County's policy to require developers to pay for appropriately engineered streets for each new subdivision.

The fact that Mono County has a resident population of 12,853 persons and a private land base of only 6 percent of its total area severely limits the availability of funding for improvements to its transportation system. State redistribution of gas tax revenues and other transportation funds is based primarily on the resident population of each county. Factors such as origination point of funds, traffic volumes, recreational benefits, travel alternatives, and need are given little weight in the State distribution formula. Mono County with its small resident population does not qualify for sufficient funding to address the impacts of the large tourist traffic volumes experienced in the County.

# 7. GLOSSARY

**CASP** **California Aviation System Plan.** Prepared by Caltrans every five years to integrate regional system planning on a statewide basis.

**CTC** **California Transportation Commission**. Formulates and evaluates state policies and plans for transportation programs. Approves the RTIP, the STIP, and the SHOPP.

**CURES** **Coalition for Unified Recreation in the Eastern Sierra**. A group composed of representatives from local, state, and federal agencies in the Eastern Sierra whose goal is to coordinate activities related to recreation and tourism.

**FHWA** **Federal Highway Administration**. A component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. Approves federal funding for transportation projects.

**FSTIP** **Federal State Transportation Improvement Program**. A 3-year list of transportation projects proposed for funding developed by the State in consultation with Metropolitan Planning Organizations and local non-urbanized governments. The FSTIP includes all FTIP projects and other federally funded rural projects.

**FTA** **Federal Transit Administration**. A component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended and TEA 21.

**FTIP** **Federal Transportation Improvement Program**. A 3-year list of all transportation projects proposed for federal funding, developed as a requirement of funding. In air quality non-attainment areas, the plan must conform to the SIP.

**IIP** **Interregional Improvement Program**. One of two broad programs under the STIP. Funded from 25 % of the SHA revenues programmed through the STIP.

**ITIP** **Interregional Transportation Improvement Program**. Funds capital improvements on a statewide basis, including capacity increasing projects primarily outside of urbanized areas. Projects are nominated by Caltrans and submitted to the CTC for inclusion in the STIP. Has a 4-year timeframe and is updated biennially by the CTC.

**ITS** **Intelligent Transportation Systems**. The use of advanced sensor, computer, electronics, and communication technologies and strategies to increase the safety and efficiency of the transportation system.

**LOS** **Level of Service (LOS)** is a qualitative measure describing operational conditions as perceived by motorists within a traffic stream. LOS generally describes these conditions in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Current LOS conditions are based on the latest traffic counts. Projected LOS conditions are based on growth factors derived from historical growth trends.

LOS A A condition of free flow and low volumes with high speeds. Traffic density is low with speed controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles and little or no delay.

LOS B Stable flow exists with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their own speed and land of operation. Reductions in speed are not unreasonable with low probability of traffic flow being restricted.

LOS C Still a zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass.

LOS D Unstable traffic flow is approaching, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds.

LOS E Operation is at lower speeds than in Level "D" with volumes at or near the capacity of the highway. Flow is unstable with speeds in the neighborhood of 30 mph. There may be stoppages of momentary duration.

LOS F This is forced flow operation at low speeds where volumes are below capacity. These conditions usually result from vehicles backing up from downstream restrictions. Speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.

**LTC** **Local Transportation Commission**. The Mono County LTC is the Regional Transportation Planning Authority (RTPA) for Mono County.

**RIP** **Regional Improvement Program**. One of two broad programs under the STIP. Funded from 75 % of the STIP funds, divided by formula among fixed county shares. Each county selects the projects to be funded from its county share in the RTIP.

**RTIP** **Regional Transportation Improvement Program**. A list of proposed transportation projects submitted to the California Transportation Commission by the RTPAs for state funding. Has a 4-year timeframe and is updated biennially by the CTC.

**RTP** **Regional Transportation Plan**. Plan prepared biennially by regional transportation planning agencies (e.g., Mono County Local Transportation Commission "LTC") that describes existing and projected transportation needs, actions and financing for a 20-year period.

**SHA** **State Highway Account**. The primary State funding source for transportation improvements. Includes revenue from the state fuel tax, truck weight fees, and federal highway funds. Provides funding for a) non-capital outlays (maintenance, operations, etc.), b) STIP, c) SHOPP, and d) local assistance.

**SHOPP** **State Highway Operations and Protection Program**. California state program intended to maintain the integrity of the state highway system, focusing primarily on

safety and rehabilitation issues. A four-year program of projects approved by the CTC separately from the STIP cycle. See www.dot.ca.gov/hq/tpp/Offices/Planning/for further information.

**SIP** **State Implementation Plan.** An air quality plan developed by the California Air Resources Board in cooperation with local air boards to attain and maintain Federal Clean Air Standards. See www.arb.ca.gov for further information.

**STA** **State Transit Assistance.** Funds derived from the Public Transportation Account. Fifty percent is allocated to Caltrans, 50 % to the Regional Transportation Planning Authorities "RTPAs" (e.g. Mono County Local Transportation Commission "LTC"). The funds allocated to the RTPAs are available for mass transit projects (50 %) and transit operators (50 %).

**STIP** **State Transportation Improvement Program.** Includes transportation programs proposed in RTIPs and ITIPs, approved for funding by the CTC. See www.dot.ca.gov/hq/tpp/Offices/Planning/ for further information.

**TEA 21** **Transportation Equity Act for the 21st Century**. Contains federally mandated planning requirements and funding programs for transportation projects. See www.tea21.org for further information.

**YARTS** **Yosemite Area Regional Transportation System.** A regional system providing scheduled service from Madera, Mariposa and Mono Counties to Yosemite, connecting with the Yosemite National Park shuttle service. In Mono County, the service departs from Lee Vining. See www.yosemite.com for further information.

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California Department of Motor Vehicles
www.dmv.ca.gov
Statistics on vehicles and drivers licensed in Mono County.

California Department of Transportation, Planning
www.dot.ca.gov/hq/tpp/Offices/Planning/
Planning guidance.

California Highway Patrol
www.chp.ca.gov
Collision information, roadway statistics.

California Labor Market Information, Employment Development Department

www.calmis.cahwnet.gov
Socioeconomic data, income and poverty data.

U.S. Census Bureau
www.census.gov
Population, income, and poverty data.

U.S. Department of Commerce, Bureau of Economic Analysis
www.bea.gov
Income, poverty, and other socioeconomic data.

TEA-21
www.tea21.org
Information on TEA-21.

YARTS.
www.yosemite.com
Information on YARTS.

**PERSONS CONSULTED**

Caltrans, District 9
Brad Mettam.

Great Basin Unified Air Pollution Control District.
Duane Ono.

Inyo Mono Transit
Monicka Watterson.

Mono County Local Planning Groups.
Antelope Valley Regional Planning Advisory Committee
Bridgeport Regional Planning Advisory Committee
June Lake Citizens Advisory Committee and June Lake Trails Committee
Long Valley Regional Planning Advisory Committee
Mono Basin Regional Planning Advisory Committee
Swauger Creek/Devil's Gate Planning Advisory Committee
Tri-Valley Regional Planning Advisory Committee
Wheeler Crest Planning Advisory Committee

Mono County Public Works Department.
Steve Anderson, Road Department.
Rich Boardman, Director.
John Beck, Assistant Director.
Kelly Garcia, Engineer.

Town of Mammoth Lakes.
Peter Bernasconi, Associate Civil Engineer
Mark Jackson, Administrative Analyst
Bill Manning, Airport Manager.
Bill Taylor, Senior Planner, Community Development.

# APPENDIX A

## Traffic Demand Projections – Unincorporated Areas

**METHODOLOGY**

Traffic demand projections for the unincorporated areas of Mono County are based on potential trip generation rates of projected residential land uses. Trip generation rates are based on rates from **Trip Generation** (5th edition, Institute of Transportation Engineers). The current dwelling units and land uses by planning area are established in the Land Use Element of the 1993 Mono County General Plan.

Projected trips are based on a potential countywide growth rate of 2 percent per year (California Department of Finance population estimates from 1990 to 2000 and the **Mono County Master Environmental Assessment**). Approximately half of the countywide population lives in the Town of Mammoth Lakes, resulting in a one percent growth rate for the town and a one percent growth rate for unincorporated areas of the county. For example, the Antelope Valley currently has 700 dwelling units. Over a five year period it is estimated that 7 new residential units per year would be constructed (one percent growth rate per year). Over five years this would result in 35 new residential units. Projected traffic is based on trips generated at the end of 5 years and includes the 35 new units.

Certain trip generation rates cannot be accurately determined by projected land uses; e.g., the projected traffic or trips on a parcel currently vacant and proposed for residential use is dependent on the intensity of residential use as well as the type of residential use. The difference in trips generated by detached single family residences (9.55 average vehicle trip ends/dwelling unit) versus residential condominium/townhouses (5.86 average vehicle trips/dwelling unit) is one example. In addition, the urban setting in which most trip generation rate studies were conducted makes it difficult to apply those rates directly to the unincorporated areas of Mono County without some modification.

**TRAFFIC/TRIPS BY PLANNING AREA**

All traffic/trips are based on residential land use only. Where possible, both average daily trips and peak hour trips are provided. Average daily traffic is the total number of vehicles to pass over a certain section of roadway in one day. Peak hour is the time of heaviest traffic volume on a roadway. Peak hour trips are a better indication of vehicle trips because they represent the worst case or highest use of a given roadway.

***Antelope Valley***

The primary thoroughfare in Antelope Valley is Hwy. 395. Any growth in the Antelope Valley has the potential to impact Hwy. 395. There are approximately 700 current dwelling units (D.U.) in the Antelope Valley. A one percent growth rate over a five year period would result in 35 new units. Trip generation rates for the Antelope Valley (see Table A-1) are based on single family detached housing. Potentially, 334 daily new vehicle trips (over a five year period) or 67 daily new vehicle trips (per year) could be added to current traffic conditions in the Antelope Valley.

**TABLE A-1 ANTELOPE VALLEY TRIP GENERATION BASED ON D.U.**

| Current D.U. | Potential New D.U. over a 5 year period[1] | Estimated Average Vehicle Trips (9.55/unit) | Estimated Peak Hour Vehicle Trips (1.02/unit)[2] |
|---|---|---|---|
| 700 | 35 | 334.2 | 35.7 |
| Total Trips[3] | | 334.2 | 35.7 |

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

As a comparison, Table A-2 shows the average daily traffic (ADT) on U.S. Route 395 from 1989 to 1993 (Mill Creek Bridge and Hwy. 395). The highest five year average daily total was 4,300 vehicles in 1989. The addition of 67 daily vehicle trips per year represents a 1.5 percent increase in the average daily trips (using the highest ADT from 1989). The impact of an additional 67 trips per year is expected to be minimal, although the Caltrans Route 395 Concept Report (1990) shows this segment (V-18) currently at a LOS of E.

**TABLE A-2 AVERAGE ANNUAL DAILY TRAFFIC**
**MILL CREEK BRIDGE & HWY. 395, ANTELOPE VALLEY**

| Year | 1989 | 1990 | 1991 | 1992 | 1993 |
|---|---|---|---|---|---|
| Total ADT's | 4,300 | 4,100 | 4,260 | 4,150 | 3,500 |

***Bridgeport Valley***

The primary thoroughfares for the Bridgeport area are Hwys. 395 and 182. There are currently 692 existing D.U. in the Bridgeport Valley. Trip generation rates for the Bridgeport Valley are based on single family detached housing. Table A-3 shows that 330 vehicle trips could be generated over the five year period. Table A-4 shows current average daily traffic on Hwy. 395 at the junction of Hwy. 182. The highest ADT was in 1991 with 5,360 vehicles a day. The addition of 66 new trips a year would be an increase of approximately 1.2 percent of the 1991 ADT of 5,360. The Caltrans Route 395 Concept Report (1990) shows this segment (V-10) as a LOS of E based on speed restrictions in the community of Bridgeport.

**TABLE A-3 BRIDGEPORT VALLEY TRIP GENERATION BASED ON D.U**

| Current D.U. | Potential New D.U. over a 5 year period[1] | Estimated Average Vehicle Trips (9.55/unit) | Estimated Peak Hour Vehicle Trips (1.02/unit)[2] |
|---|---|---|---|
| 692 | 34.6 | 330.4 | 35.2 |
| Total Trips[3] | | 330.4 | 35.2 |

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

**TABLE A-4 AVERAGE ANNUAL DAILY TRAFFIC--JUNCTION HWYS. 395 AND 182**

| Year | 1989 | 1990 | 1991 | 1992 | 1993 |
|---|---|---|---|---|---|
| Total ADT's | 5,200 | 5,200 | 5,360 | 4,400 | 3,450 |

***Mono Basin***

Main travel routes in the Mono Basin area are Hwys. 395, 120 and 167. Trip generation rates for the Mono Basin are based on single family detached housing. Trip generation rates for the Mono Basin are shown in Table A-5.

**TABLE A-5 MONO BASIN TRIP GENERATION BASED ON D.U.**

| Current D.U. | Potential New D.U. over a 5 year period[1] | Estimated Average Vehicle Trips (9.55/unit) | Estimated Peak Hour Vehicle Trips (1.02/unit)[2] |
|---|---|---|---|
| 253 | 12.6 | 120.8 | 12.9 |
| Total Trips[3] | | 120.8 | 12.9 |

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

The additional trips generated over five years would be 121 daily trips. The Caltrans Route 395 Concept Report (1990) shows this segment (IV-8) at a current LOS of D, as determined by speed restriction. The comparison of current average daily traffic on Route 395 at the northern end of Lee Vining for the past five years is shown in Table A-6.

**TABLE A-6 AVERAGE ANNUAL DAILY TRAFFIC--HWY. 395, NORTHERN END OF LEE VINING**

| Year | 1989 | 1990 | 1991 | 1992 | 1993 |
|---|---|---|---|---|---|
| Total ADT's | 4,850 | 4,350 | 4,390 | 3,800 | 3,800 |

***June Lake***

Access to the community of June Lake is provided by Hwys. 395 and 158. Traffic generation rates for June Lake are based on both single family residential units (SFR) and residential condominiums/townhouses (RC/T), which have different trip generation rates. One half of the new units are projected to be condo/townhouses. June Lake also has the potential to have a high number of second home owners, which would affect the average annual daily traffic figures. Trip generation rates are shown in Table A-7.

Over a five year period, 271 daily new trips are projected in the June Lake Area. The Caltrans Route 158 Concept Report (1986) shows this segment (1) at a current LOS of D. The recently completed Alternative Access Route into June Lake will help mitigate future traffic impacts of new development. Current average daily traffic on Route 158 at the June Lake Village area is shown is Table A-8.

**TABLE A-7 JUNE LAKE TRIP GENERATION BASED ON D.U**

| Current D.U. | Potential New D.U. over a 5 year period[1] | Estimated Average Vehicle Trips (9.55/unit) | Estimated Peak Hour Vehicle Trips (1.02/unit)[2] |
|---|---|---|---|
| 714 | 17.8 SFR<br>17.8[RC/T] | 167.1<br>[104.3] | 18.1<br>[9.6] |
| Total Trips[3] | 35.7 | 271.4 | 27.7 |

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

**TABLE A-8 AVERAGE ANNUAL DAILY TRAFFIC--HWY. 158, JUNE LAKE VILLAGE**

| Year | 1989 | 1990 | 1991 | 1992 | 1993 |
|---|---|---|---|---|---|
| Total ADT's | 1,550 | 1,800 | 1,860 | 1,850 | 1,500 |

***Long Valley***

The primary access between communities in Long Valley is Hwy. 395. This area includes the Long Valley communities and Wheeler Crest. It does not include the Town of Mammoth Lakes. Long Valley trip generation totals include a mix of single family residential (SFR) and residential condo/townhouses (RC/T). The number of potential new units for residential condo/townhouses is estimated at one-third of the new projected total D.U.'s. (see Table A-9).

These 328.8 potential trips would be a 7 percent increase in trips (base ADT of 4,600) or a 4.9 percent increase (base ADT of 6,700) if all of these trips use Route 395 (see Table A-10). The Caltrans Route 395 Concept Report (1990) shows this segment (IV-2) at a current LOS of B. This is not a significant traffic increase.

**TABLE A-9 LONG VALLEY TRIP GENERATION BASED ON D.U.**

| Current D.U. | Potential New D.U.over a 5 year period[1] | Estimated Average Vehicle Trips (9.55/unit)<br>[5.86 trips/unit] | Estimated Peak Hour Vehicle Trips (1.02/unit)[2]<br>[.54 trips/unit] |
|---|---|---|---|
| 790 | 26.4 SFR<br>13.1 [RC/T] | 252.1<br>[76.7] | 26.9<br>[7] |
| Total Trips[3] | 39.5 | 328.8 | 33.9 |

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

**TABLE A-10 AVERAGE ANNUAL DAILY TRAFFIC--HWY. 395, LONG VALLEY**

| Year | 1989 | 1990 | 1991 | 1992 | 1993 |
|---|---|---|---|---|---|
| ADT's[1] | 6,000 | 5,950 | 5,590 | 5,600 | 6,700 |
| ADT's[2] | 4,600 | 4,520 | 4,290 | 4,350 | 4,250 |

1 ADT counts at Route 395 and McGee Ck Rd.
2 ADT counts at Route 395 and Route 203.

***Tri-Valley***

The Tri Valley Area includes the communities of Chalfant, Hammil, and Benton. The primary thoroughfare is Hwy. 6. There are currently 413 existing dwelling units in the area. A certain portion of those existing units are Mobile Homes (MH). It is estimated that one-fourth of all new units could be Mobile Homes.

**TABLE A-11 TRI-VALLEY TRIP GENERATION BASED ON D.U**

| Current D.U. | Potential New D.U. over a 5 year period[1] | Estimated Average Vehicle Trips (9.55/unit) [4.81 trips/unit] | Estimated Peak Hour Vehicle Trips (1.02/unit)[2] [.58 trips/unit] |
|---|---|---|---|
| 413 | 15.4 SFR<br>5.16 [MH] | 147.7<br>[24.8] | 15.7<br>[2.9] |
| Total Trips[3] | 20.5 | 172.5 | 18.6 |

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

The additional projected 172.5 trips would utilize Hwy. 6 (see Table A-11). The Caltrans Route 6 Concept Report (1991) shows these segments (II-1) at a current LOS of B, segment (II-2) at a LOS of E based on speed restrictions, and segment (II-3) at a LOS of B. The addition of 172.5 vehicle trips is approximately an increase of 9.8 percent. As a comparison, the average daily traffic on Hwy. 6 is only 1,150 at the junction of Hwy. 120 (Benton Station) and 1,750 at Silver Canyon Road in northern Inyo County (see Table A-12).

**TABLE A-12 AVERAGE ANNUAL DAILY TRAFFIC--HWY. 6, TRI-VALLEY**

| Year | 1989 | 1990 | 1991 | 1992 | 1993 |
|---|---|---|---|---|---|
| Total ADT 1 | 1,150 | 1,150 | 1,140 | 900 | 900 |
| Total ADT 2 | 1,750 | 1,750 | 1,750 | 1,620 | 1,650 |

[1] ADT count at Route 6 and Route 120 Junction (Benton Junction)
2 ADT count on Route 6 and Silver Canyon Road in northern Inyo County.

# APPENDIX B

## County Designated Scenic Highway System—Mono County

| ROAD | FROM | TO | MILES | SCENIC CORRIDOR ATTRIBUTES |
|---|---|---|---|---|
| U.S. Hwy 395 | Nevada State Line (P.M. 120.5) | Junct w/S.R. 89 (P.M. 117.0) | 3.5 | Topaz Lake, State/County Entry Point |
| U.S. Hwy 395 | Inyo N.F. Bdry (P.M. 104.8) | Junct w/U.S. 395 & Emigrant St.N.(P.M. 76.8) | 28.0 | West Walker River Canyon, Devil's Gate<br>Bridgeport Valley and Reservoir |
| U.S. Hwy 395 | So. o/Evans Tract in Bridgeport (P.M. 74.5) | No. o/Lee Vining High School (P.M.52.0) | 22.5 | Bridgeport Valley, Virginia Creek Canyon<br>Conway Summit, Mono Basin & Lake, Dana<br>Plateau, Mt. Gibbs |
| U.S. Hwy 395 | Junct w/S.R. 120 Tioga Turnoff | Inyo County Line (P.M. 0.0) | 51.0 | Mono Craters, June Mt., Inyo Craters, Devil's Punchbowl, Crestview, Mammoth<br>Mt., Sherwin Bowl |
| State Route 89 | Junct. w/U.S. 395 (P.M. 0.0) | Alpine County Line (P.M. 7.6) | 7.6 | Monitor Pass, Antelope Valley Panorama<br>Lake Tahoe Scenic Route |
| State Route 108 | Tuolumne County Line (P.M. 0.0) | Junct. w/U.S. 395 (P.M. 15.2) | 15.2 | Sonora Pass, Leavitt Meadow |
| State Route 120 | Tuolumne County Line (P.M. 0.0) | No. Junct. w/U.S. 395 (P.M. 13.4) | 13.4 | Tioga Pass & Lake, Yosemite Park Route |
| State Route 120 | So. Junct. w/U.S.395 (P.M. 13.4) | 1/2 mile s.w. of intersect. of S.R. 120 & S.303 (P.M. 54.4) | 41.4 | Mono Lake, Craters and Mill, Adobe Valley<br>White Mountains |
| State Route 158 | S. Junct. w/U.S. 395 (P.M. 0.0) | No. Junct. w/U.S. 395 | 15.6 | June Lake, Oh Ridge!, Mono Pass Grant & Silver Lake |
| State Route 167 | Junct. w /U.S. 395 (P.M. 0.0) | Nevada State Line (P.M. 5.8) | 21.3 | Mono Basin & Lake |

## COUNTY DESIGNATED SCENIC HIGHWAY SYSTEM continued

| ROAD | FROM | TO | MILES | SCENIC CORRIDOR ATTRIBUTES |
|---|---|---|---|---|
| State Route 168 | Inyo County Line (P.M. 0.0) | Nevada State Line (P.M. 5.8) | 5.8 | White Mountains |
| State Route 182 | Toiyabe N.F. Bdry N.E. o/Bridgeport (P.M. 4.5) | Nevada State Line (P.M. 12.7) | 8.2 | Bridgeport Valley, Bodie Hills, E. Walker River, Sweetwater Mountains |
| State Route 203 | Junct. w/U.S. 395 (P.M. 9.0) | Junct. w/Sierra Park Road (P.M. 5.8) | 3.2 | Crowley Lake, Little Round Valley, Sherwin Summit, Wheeler Ridge |
| State Route 270 | Junct. w/U.S. 395 (P.M. 0.0) | 3.8 miles S.W. of Bodie (P.M. 9.5) | 9.5 | Bodie State Historic Park Route |
| S. 203 (Fish Slough Rd.) | Junct. w/S. 204 (P.M. 0.0) | Inyo County Line (P.M. 13.0) | 13.0 | Fish Slough, White Mts., Petroglyphs |
| S.204 (Chidago Cyn.) | Junct.w/S.303 (P.M. 0.0) | Junct. w/S. 203 (P.M. 10.) | 10.0 | Chidago Canyon |
| S.303 (Benton Xing Rd.) | Junct.w/U.S. 395 (P.M. 0.0) | Junct. w/S.R. 120 (P.M. 31.4) | 30.9 | Crowley Lake, White Mts. |
| S. 410 (Lundy Lake Rd.) | Junct. w/U.S. 395 (P.M. 0.0) | End (P.M. 6.7) | 6.7 | Lundy Lake |
| S. 412 (Cottonwood Rd.) | Junct. w/S.R. 167 (P.M. 0.0) | Bodie (P.M. 11.0) | 11.0 | Bodie State Historic Park Route |
| S. 414 (Vir. Lks Rd.) | Junct. w/U.S 395 (P.M. 0.0) | End (P.M. 6.1) | 6.1 | Virginia Lakes and Creek |
| S. 416 (Green Lks Rd.) | Junct. w /U.S. 395 (P.M. 0.0) | End (P.M. 9.4) | 9.4 | Green Lakes & Creek |
| S. 418 (Bodie Rd.) | Junct. w/S.R. 270 (P.M. 0.0) | Bodie (P.M. 3.8) | 3.8 | Bodie State Historic Park Route |
| (Rock Creek Rd) | Junct. w/U.S. 395 | Inyo County line | 8.0 | Rock Creek Canyon |
| S. 420 (Twin Lks. Rd.) | 1/2 mile So./o Junct. w/U.S. 395 (P.M. 0.5) | End (P.M. 13.7) | 13.7 | Twin Lakes, Robinson Creek, Sawtooth |

## COUNTY DESIGNATED SCENIC HIGHWAY SYSTEM continued

| ROAD | FROM | TO | MILES | SCENIC CORRIDOR ATTRIBUTES |
|---|---|---|---|---|
| S. 423 (Aurora Cyn. Rd.) | 1st B.L.M. Gate (P.M. 2.0) | Junct. S. 504 (P.M. 7.7) | 5.7 | Aurora Canyon |
| S. 504 (Bodie/Masonic Rd) | Junct. S. 423 (P.M. 0.0) | Bodie (P.M. 15.5) | 15.5 | Bodie State Historic Park Route |
| 8092 Forest Service Rd. | Inyo County Line (P.M. 0.0) | White Mtn. Research Stn. (P.M. 9.8) | 9.8 | Ancient Bristlecone Pine Forest |
| | | | 389.8 Total | |

# APPENDIX C

## Potential Enhancements for Transportation Projects

Examples of potential appropriate mitigation measures for state highway improvements include:

- Providing sufficient shoulders to allow for bike lanes and pedestrian paths;
- Providing turnouts and parking areas for all season recreational use and sightseeing;
- Providing fisheries enhancement projects in waterways affected by highway improvements;
- Providing additional deer warning signs in areas of heavy deer use and/or improving existing signage to emphasize the hazard in the area;
- Providing wildlife guzzlers and enhancing forage to keep wildlife from crossing highways;
- Enhancing visually objective uses alongside highways through screening, painting, fences, etc.;
- Providing interpretive/information signs and exhibits.

## Potential Environmental Enhancement Projects for Transportation Projects

The following list represents potential environmental enhancement projects related to transportation improvements; this list is not intended to be all inclusive. The list does not represent approved projects or unconstrained projects that would be considered on a funding available basis. RTP policies direct the LTC to work with other entities to identify environmental enhancement projects related to transportation improvements and seek funding for those projects as applicable transportation improvements occur. Before considering these enhancements, careful analysis should be conducted to demonstrate need and applicability.

**Hwy. 395 Antelope Valley**

1. Acquisition of nearby deer habitat areas.
2. Enhancement of deer habitat on the west side of 395 to reduce the number of highway crossing.
3. Enhance available water and forage for deer.
4. Install additional deer crossing warning signs.
5. Establish roadside turnouts/deer view areas (these would be more appropriate in the Eastside Lane area, although interpretive signs directing people to Eastside Lane may be appropriate on 395).
6. Establish screening vegetation for deer around Marine housing complex, in cooperation with BLM and Marine Corps.
7. Widen shoulders to allow for vehicle turnouts and scenic viewing.

**Hwy. 182 Walker River Bridge Project (at Bridgeport Reservoir Dam)**

1. Swallow habitat enhancement.
2. Trail/recreational path coordinated with BLM to provide access around northern portion of reservoir.
3. Enlarge existing turnout/parking area and include interpretive facilities.
4. Portion of Hwy. 182 bikeway improvement.
5. Land acquisition along East Walker River from dam to state line.

**Twin Lakes Road Resurfacing (Bridgeport)**
1. Construct bike lane along shoulder or parallel to existing route, for approximately 13 miles.
2. Enhance wetland values or provide replacement wetlands.

**Hwy. 395 Conway Summit Passing Lane**
1. Interpretive signs at Mono Basin Overlook regarding deer migration.
2. In conjunction with Cemetery Road Project, enhance forage on BLM and State lands.
3. Preservation via land purchase or other measures of scenic Mono Basin properties.
4. Rehabilitation/stabilization of Conway Summit road cuts.

**Big Virginia Lake Road and Trailhead Improvements**
1. Provide access/fishing pier at Big Virginia Lakes.

**Hwy. 395 Cemetery Road Passing Lane**
1. Fisheries enhancement in Mill Creek (creation of pools, fencing to exclude sheep, providing for fish passage through upstream diversions on Mill Creek).
2. Enhance forage on BLM and State lands.
3. Vista pullout and parking for Mono Lake viewing and Mill Creek access.

**Hwy. 395 Four Lane Project Between Lee Vining and June Lake**
1. Mono Basin Scenic Area viewpoint.
2. Forage enhancement for deer.
3. Interpretive turnout/parking area to highlight Walker/Parker/Rush Creek restoration.
4. Lee Vining Creek interpretive signing, trail construction, and trailhead parking, coordinated with community and Forest Service current trail efforts.
5. Visual enhancement of Hwy 395/120 junction.
6. Hwy. 120 pullouts and parking for Mono Lake viewing, visitor orientation, interpretive and information station.
7. Walker and Rush Creeks, access parking for fishermen, hiking, etc.
8. North Hwy. 395/158 junction, information station to provide visitors with recreation opportunities around June Lake Loop.

**Hwy. 395 Four Lane Project--Sand House Grade Segment**
1. June Lake Junction self-serve information station (kiosk). Cooperative project to provide visitors with recreation opportunities around June Lake Loop.
2. Pullout, scenic viewing facilities, and trail to view Mono Lake (1/2 way point).
3. Deer watering facility at base of Sand House Grade to reduce highway crossings.
4. Trailhead parking for Nordic skiers and snowmobilers at June Lake Junction (could also be used as Park and Ride facility for commuters).
5. Snowmobile crossing north of June Lake Junction.
6. Parking near Bouldering Sites.

**Hwy. 158 Improvements--June Lake Loop**
1. Pullouts and interpretive exhibits at key points along the Scenic Byway (tied to Avalanche By-pass Road and widening projects).
2. Silver Lake Roadside Bike/Pedestrian Path (tied to widening projects).
3. Drainage improvements in the Village (tied to future circulation improvements in the Village). Provide drainage improvements, such as reconstructing June Lake outfall to Gull Lake inlet, and constructing a sedimentation barrier at the Gull Lake inlet.
4. Parking and interpretive and rest facilities at June Lake Ballfield/Roadside Park.

**Hwy. 395 Improvements along Deadman Grade Segment**

1. Snowmobile trailhead (parking, information station, restroom) off Logging Camp Road.
2. Nordic ski trailhead (parking, information station, restroom) off Obsidian Dome Road.
3. Snowplay parking at top of Deadman Grade (allow safe parking at existing site).

**Benton Crossing Road**

1. Erosion control for graded section of Benton Crossing Road from Waterson Grade to State Route 120. Erosion control along this 15 mile section will involve approximately 36-40 acres at a cost of approximately $4,000 per acre, or a total cost of $145,500.
2. Deer habitat improvement.

**Lower Rock Creek Road**

1. Construct bike lane from south county line to Hwy. 395 (approximately 9 miles).
2. Develop bridge on Lower Rock Creek Trail.

**Crowley Lake Drive**

1. Construct bike lane from Tom's Place to northern junction of Crowley Lake Drive and Hwy. 395 (approximately 8.5 miles).

**South Landing Road**

1. Construct bike lane in the vicinity of South Landing Road from Crowley Lake Drive to Crowley Lake.

# APPENDIX D Caltrans STIP/SHOPP Candidate List

**STIP Candidate List**

| Co-Rte-PM | Project Name | Proposed Improvement |
|---|---|---|
| MNO-108-11.4/15.1 | Sonora Widening | Widen to 40 feet |
| Mno-108-10.8/15.2 | | Improve Intersection & Widen |
| Mno-120-0.0/12.0 | Tioga Road Improvements | Const. Turnouts |
| Mno-120-13.4/18.0 | | Widen Shoulders / Install Culverts |
| Mno-120-51.8/58.9 | Old Benton Improvements | Geometric Improvements |
| Mno-158- | | Pullouts & Interpretive Exhibits |
| Mno-158-1.0/3.9 | June Lake | Transfer Feasibility Study |
| Mno-203-4.4/4.7 | North Village Oversight | Realign / Widen / Signals |
| Mno-203-4.4/4.8 | Snow Melt System | Oversight |
| Mno-203-4.6/5.8 | Geothermal | Geothermal Oversight |
| Mno-203-4.8 | Mammoth Roundabout | Oversight |
| Mno-203-Var. | Route 203 Study | Relinquishment Study |
| Mno-395 | Trans-Sierra Highway | Const. New Highway |
| Mno-395-52.0/53.0 | | Avalanche Closures / Realign Highway |
| Mno-395-54.8 | Lee Vining Avalanche | |
| Mno-395-57.8/60.2 | South Conway Passing Lane | Const. Passing Lanes |
| Mno-395-65.9/70.0 | North Conway Passing Lane | Const. Passing Lanes |
| Mno-395- | | Interagency Visitor Center Improvements |
| Mno-395-72.0/75.0 | Point Ranch Passing Lanes | Const. Passing Lanes |
| Mno-395-73.3/118.0 | Mono County Passing Lanes | Const. Passing Lanes at Various Locations |

| Co-Rte-PM | Project Name | Proposed Improvement |
|---|---|---|
| Mno-395-79.7/81.2 | Buckeye Creek Passing Lanes | Const. Passing Lanes |
| Mno-395-93.7/94.8 | Sonora Jct. Passing Lanes | Const. Passing Lanes |
| Mno-395-77.0/80.1 | Bridgeport to Bus Curve | Widen Shoulders / Install Drainage |
| Mno-395-116.2/117.9 | | Const. Passing Lanes |
| Mno-395-117.0/120.0 | High Point | Realignment |

**SHOPP Candidate List**

| Co-Rte-PM | Project Name | Proposed Improvement |
|---|---|---|
| Mno-6-0.0/32.3 | Mono 6 Shoulders | Upgrade Shoulders & Drainage |
| Mno-6-25.7 | Benton SRR | Const. New SRR at Jct. Rte. 120 |
| Mno-158-0.0/6.0 | June Lake CAPM | CAPM |
| Mno-203-0.0/0.5 | | Widen & Install Retaining Wall |
| Mno-203-0.0/0.6 | Minaret Drainage | Drainage Improvements |
| Mno-270-0.0/9.8 | 270 CAPM | CAPM |
| Mno-395-0.0/10.3 | Sherwin Summit Rehab. | Widening / Shoulders / AC Overlay |
| Mno-395-0.0/120.0 | Mono SCAN | Topps (HAR / CCTV / CMS / SCAN / Deicer) |
| Mno-395-4.7 | Sherwin SRR | Const. New SRR |
| Mno-395-9.9/12.6 | Rock Creek CAPM | CAPM |
| Mno-395-R12.6/58.3 | Long Valley / Cemetery CAPM | CAPM (R12.6/R36.1 & 55.7/58.3) |
| Mno-395-32.4 | Crestview SRR | Rehab. & Enlarge Crestview SRR |

| Co-Rte-PM | Project Name | Proposed Improvement |
|---|---|---|
| Mno-395-36.1/84.5 | Sandhouse / Devil's Gate CAPM | CAPM ( 36.1/45.1 & 84.5/93.0) |
| Mno-395-60.1/66.0 | Conway Vista Cut | Reconstruct Slopes |
| Mno-395-62.8/63.2 | | Const. Retaining Wall |
| Mno-395-66.0/106.0 | Mono Co. Pullouts & Turnouts | Widen Shoulders & Const. Turnouts & Pullouts |
| Mno-395-69.6/86.5 | Green Lake/Walker Cyn. CAPM | CAPM |
| Mno-395-69.9 | Bodie Road SRR | Const. New SRR at Jct. Rte. 395 / 270 |
| Mno-395-69.9/73.3 | Bodie Road/Point Ranch CAPM | Widen Shoulders/Stabilize Slopes/Pave Pullouts |
| Mno-395-70.0/120.0 | Bridgeport Shoulders | Const. Turnouts & Pullouts |
| Mno-395-77.0/80.1 | Bridgeport Shoulders | Widen Shoulders |
| Mno-395-81.0/85.5 | Sheep Ranch shoulders | Widen Shoulders/Pullouts/Stabilize Slopes |
| Mno-395-84.0/106.0 | Rock Fall Mitigation | Mitigate Rock Fall |
| Mno-395-93.7 | Sonora Jct. SRR | Const. New SRR at Sonora Jct. |
| Mno-395-114.7/115.2 | | CURE |

# APPENDIX E

## County Road Maps