

## PROPOSED REVISED BRIDGEPORT REGIONAL TRANSPORTATION PLAN POLICIES - REDLINE

Sept. 12, 2024

### *Community Needs and Issues: Bridgeport Valley*

- Residents of Bridgeport, working with consultants and Mono County, ~~recently~~ completed a Main Street Revitalization Plan for US 395 through Bridgeport ~~in 2012~~. ~~Full~~~~That~~ plan ~~implementation would~~ addresses many of the Main Street and mobility concerns outlined below.
- Residents of Bridgeport are concerned about pedestrian and bicyclist safety along Highways 395 and 182 from the Evans Tract to the dam at Bridgeport Reservoir and State line. The residents recommend as priority items a bike lane on SR 182, and widening the shoulder along Highway 395 from the Evans Tract to SR 182.
- Other safety concerns include enforcement of the speed limit through the town and the design of several intersections, including the SR 182/395 junction, the Emigrant Street junction with US 395, and the Twin Lakes Road junction with US 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 with 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.~~
- ~~Preliminary work on There is interest in developing~~ a bike lane connecting Bridgeport and Twin Lakes ~~indicated wetland constraints were prohibitive. However, bicyclist safety and comfort remains a concern on this road and, overall, residents continue to be interested in identifying routes that support increase road and mountain bike uses, either by widening the shoulder or by creating a separate bike path that parallels the existing roadway.~~
- There is interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas. Areas of particular interest are Twin Lakes, Bodie Hills, and Jordan Basin.
- ~~There is a need to consider the installation of cell boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.~~
- Off-Highway and Over-Snow Vehicles (OHV/OSVs) are important summer and winter recreation and economic sectors for Bridgeport and should be supported and enhanced, including access to the townsite if feasible. Investigations into Combined Use Road designations resulted in challenges due to road classifications and concerns over resource impacts to public lands.
- Opportunities for walking within the Bridgeport townsite exist that enhance the visitor experience.

### **Bridgeport Valley**

**GOAL 20. Provide and maintain a safe and efficient transportation system in the Valley while retaining the rural qualities of the area and supporting a vibrant local Main Street.**

**Objective 20.A.** Provide safety improvements to the existing circulation system in the Valley.

**Policy 20.A.1.** Support operational improvements, including multi-modal facilities, to US 395 and SR 182.

**Action 20.A.1.a.** Support shoulder widening along US 395 and SR 182 from the Evans Tract to the Bridgeport Reservoir Dam and state line while continuing to provide for current uses, such as stock travel.

**Action 20.A.1.b.** Support study of safety/operational improvements at the following ~~it~~intersections, which were also analyzed and considered in the Bridgeport Main Street

Revitalization Project Final Report: junction of US 395/SR 182; Emigrant Street junction with US 395; and Twin Lakes Road junction with US 395 southbound.

**Action 20.A.1.c.** Support the addition of bike lanes on SR 182 consistent with the county Bikeway Plan.

~~**Action 20.A.1.d.** Support shoulder widening on US 395 north of the Humboldt-Toiyabe National Forest housing complex.~~

~~**Action 20.A.1.e.** Support a left turn lane on Virginia Lakes Road from northbound US 395.~~

~~**Action 20.A.1.d.** Improve pedestrian and bicycling facilities, such as bike lanes on SR 182, striping bike/pedestrian lanes on County roads, and possibly pursuing raised sidewalks in the future connectivity to surrounding residential areas (e.g., Evan's Tract).~~

~~**Action 20.A.1.e.** Continue to evaluate viable options for an uphill bicycle climbing lane on Twin Lakes Road.~~

**Policy 20.A.2.** Work toward reducing traffic speed in Bridgeport.

~~**Action 20.A.2.a.** Request that the California Highway Patrol enforce the speed limit in Bridgeport.~~

~~**Action 20.A.2.b.** Implement Main Street Revitalization Plan traffic calming features.~~

~~**Action 20.A.2.c.** Request speed surveys from Caltrans as needed and focus on speed reduction on higher traffic summer months.~~

**Policy 20.A.3.** Provide parking improvements to address parking-related safety problems.

~~**Action 20.A.3.a.** Collaborate with Caltrans to study the ability to reduce red-curbing at the corners of side streets entering US 395 in Bridgeport due to the back-in angled parking design and/or reduction of curb cuts.~~

~~**Action 20.A.3.b.** Provide additional off-street parking for County office use, court use, oversize recreational vehicles such as RVs and trailers, and visitors to Bridgeport.~~  
**Action 20.A.3.ac.** Monitor the operational effectiveness of back-in angled parking design on Main Street, and continue to improve design and driver education methods, and consider modifications when opportunities are available.

~~**Policy 20.A.4.** Support improvements to SR 270 to enhance the visitor experience.~~

~~**Action 20.A.4.a.** Support efforts to pave/improve SR 270 to Bodie State Historic Park.~~

~~**Objective 20.B.** Provide **Action 20.B.1.b.** Develop a wayfinding system that directs travelers to recreation amenities from the town.~~

**Objective 20.C.** Support recreation and trails improvements that increase connectivity within Bridgeport and to adjacent communities, and provide for multiple user groups, including non-motorized, motorized, and equestrian users (e.g., a multi-use system).

**Policy 20.C.1.** When opportunities arise, consider supporting improvements to intermodal connections to adjacent communities (Antelope Valley and Mono Basin).

**Policy 20.C.2.** Implement the Bridgeport policies and programs in the Mono County Trails and Bike Plan (see appendices).

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

~~**Action 20.B.1.b.** Develop a wayfinding system that directs travelers to recreation amenities from the town.~~

**Policy 20.CB.32.** Preserve historical access for equestrian use.

**Action 20.CB.32.a.** Encourage dispersed equestrian use consistent with plans and land use designations.

**Policy 20.CA.4. Support** ~~Consider~~ improvements to nearby recreation destinations SR-270 to support economic development and enhance the visitor experience.

**Action 20.CA.4.a.** ~~Work with applicable agencies to consider~~ Support efforts to paving/improving SR 270 to Bodie State Historic Park and/or creating a snowpark or staging area for improved access, while mitigating resource concerns such as impacts to Bi-State sage grouse.

**Action 20.C.4.b.** Evaluate whether access improvements to the Bridgeport Winter Recreation Area are needed and/or warranted.

**Action 20.C.4.c.** Consider improving access to winter recreation areas such as Twin Lakes and Virginia Lakes, which may include but is not limited to plowing roads and creating snowparks and/or staging areas.

**Action 20.C.4.d.** Continue to seek opportunities to move combined use roads forward in order to provide access for OHV/OSV users to services in Bridgeport.

**Policy 20.C.5.** ~~Action 20.B.1.e.~~ Support the ability for ~~Encourage~~ trail users and recreationalists outside the Bridgeport Valley to come into town by advertising and encouraging ~~providing~~ services such as a free hiker shuttle. ESTA currently will pick up passengers along US 395 by arrangement.

**Policy 20.C.6.** Develop a wayfinding system that directs travelers to points of interest within town and recreation amenities outside town.

**Objective 20.C.** Support Complete Street concepts that provide for safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving; the Livable Communities policies; and the results of the Bridgeport Main Street Revitalization Project.

**Policy 20.C.1.** Develop plans for Main Street Revitalization in Bridgeport, including traffic calming, pedestrian safety and other enhancements to encourage exploration of the town and surrounding area.

**Action 20.C.1.a.** Retain, and refine as needed, the current design of one travel lane in each direction with a center turn lane, and recommend a colored center turn lane.

**Action 20.C.1.b.** Prioritize and support continued implementation of pedestrian and bicycle facility improvements, such as completing sidewalk gaps and repairs, (removable) curb extensions, pedestrian-scale streetlights, pedestrian furniture, street trees, crosswalk improvements (increased number, pedestrian-activated lights), etc.

**Action 20.C.1.c.** Encourage Main Street properties to take pride in aesthetic appearances and implement building designs from the Bridgeport Idea Book.

**Action 20.C.1.d.** Actively seek partners to develop a multi-agency office and visitor center complex.

**Action 20.C.1.e.** Seek to install monument signs at each end of town to announce to highway travelers that they are entering a community.

**Action 20.C.1.f.** Request improved pedestrian access and crossings on the north and south sides of the Walker River Bridge.

**Action 20.C.1.g.** ~~Work with Caltrans to install infrastructure for an arch/banner over Main Street. Support maintenance of the banner over Main Street into the future and ensure banners are relevant, timely, and attractive.~~

**Policy 20.C.2.** ~~Improve multi-modal transportation facilities within and surrounding the town core, including residential neighborhoods.~~

~~**Action 20.C.2.a.** Improve pedestrian and bicycling facilities, such as bike lanes on Twin Lakes Road, striping bike/pedestrian lanes on County roads, and possibly pursuing raised sidewalks in the future.~~

Move to Trails Plan and rewrite:

**Policy 20.B.1.** Develop a year-round Trails Plan for all skill levels, ages and user types, including motorized, non-motorized, and equestrian users.

**Action 20.B.1.a.** Develop a Bridgeport Area Trails Plan illustrating existing regional trails that is ready for publication and distribution.

**Action 20.B.1.c.** Work with appropriate agencies to develop a Bridgeport Area Trails Plan that identifies future trail development opportunities.

**Action 20.B.1.d.** Seek all available funding sources for trail improvements and maintenance.

**Policy 20.B.3.** Expand, support and enhance ~~Explore~~ winter trails and recreation opportunities.

**Action 20.B.2.a.** Survey winter trail resort areas, such as the Methow Valley in Washington State, for success stories, trail plan examples, the trail development process, and financing and maintenance options.

**Action 20.B.2.b.** Work with local winter trail organizations to explore development and maintenance partnerships.

**Action 20.B.2.c.** Evaluate how to support and increase the success of the Bridgeport Winter Recreation Area.

**Action 20.B.2.d.** Coordinate with the Eastern Sierra Avalanche Center to provide information supporting public safety.

## PROPOSED REVISED BRIDGEPORT REGIONAL TRANSPORTATION PLAN POLICIES- CLEAN

Sept. 12, 2024

### *Community Needs and Issues: Bridgeport Valley*

- Residents of Bridgeport, working with consultants and Mono County, completed a Main Street Revitalization Plan for US 395 through Bridgeport in 2012. Full plan implementation would address many of the Main Street and mobility concerns outlined below.
- Residents of Bridgeport are concerned about pedestrian and bicyclist safety along Highways 395 and 182 from the Evans Tract to the dam at Bridgeport Reservoir and State line. The residents recommend as priority items a bike lane on SR 182, and widening the shoulder along Highway 395 from the Evans Tract to SR 182.
- Other safety concerns include enforcement of the speed limit through the town and the design of several intersections, including the SR 182/395 junction, the Emigrant Street junction with US 395, and the Twin Lakes Road junction with US 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.
- Preliminary work on a bike lane connecting Bridgeport and Twin Lakes indicated wetland constraints were prohibitive. However, bicyclist safety and comfort remains a concern on this road and, overall, residents continue to be interested in identifying routes that support increase road and mountain bike uses.
- There is interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas. Areas of particular interest are Twin Lakes, Bodie Hills, and Jordan Basin.
- Off-Highway and Over-Snow Vehicles (OHV/OSVs) are important summer and winter recreation and economic sectors for Bridgeport and should be supported and enhanced, including access to the townsite if feasible. Investigations into Combined Use Road designations resulted in challenges due to road classifications and concerns over resource impacts to public lands.
- Opportunities for walking within the Bridgeport townsite exist that enhance the visitor experience.

### **Bridgeport Valley**

**GOAL 20. Provide and maintain a safe and efficient transportation system in the Valley while retaining the rural qualities of the area and supporting a vibrant local Main Street.**

**Objective 20.A.** Provide safety improvements to the existing circulation system in the Valley.

**Policy 20.A.1.** Support operational improvements, including multi-modal facilities, to US 395 and SR 182.

**Action 20.A.1.a.** Support shoulder widening along US 395 and SR 182 from the Evans Tract to the Bridgeport Reservoir Dam and state line while continuing to provide for current uses, such as stock travel.

**Action 20.A.1.b.** Support study of safety/operational improvements at the following intersections, which were also analyzed and considered in the Bridgeport Main Street Revitalization Project Final Report: junction of US 395/SR 182; Emigrant Street junction with US 395; and Twin Lakes Road junction with US 395 southbound.

**Action 20.A.1.c.** Support the addition of bike lanes on SR 182 consistent with the county Bikeway Plan.

**Action 20.A.1.d.** Improve pedestrian and bicycling facilities, such as bike lanes on SR 182, striping bike/pedestrian lanes on County roads, and ~~possibly pursuing raised sidewalks in the future~~ reconnectivity to surrounding residential areas (e.g., Evan's Tract).

**Action 20.A.1.e.** Continue to evaluate viable options for an uphill bicycle climbing lane on Twin Lakes Road.

**Policy 20.A.2.** Work toward reducing traffic speed in Bridgeport.

**Action 20.A.2.a.** Request that the California Highway Patrol enforce the speed limit in Bridgeport.

**Action 20.A.2.b.** Implement Main Street Revitalization Plan traffic calming features.

**Action 20.A.2.c.** Request speed surveys from Caltrans as needed and focus on speed reduction on higher traffic summer months.

**Policy 20.A.3.** Provide parking improvements to address parking-related safety problems.

**Action 20.A.3.a.** Monitor the operational effectiveness of back-in angled parking design on Main Street, continue to improve design and driver education methods, and consider modifications when opportunities are available.

**Objective 20.C.** Support recreation and trails improvements that increase connectivity within Bridgeport and to adjacent communities, and provide for multiple user groups, including non-motorized, motorized, and equestrian users (e.g., a multi-use system).

**Policy 20.C.1.** When opportunities arise, consider supporting improvements to intermodal connections to adjacent communities (Antelope Valley and Mono Basin).

**Policy 20.C.2.** Implement the Bridgeport policies and programs in the Mono County Trails and Bike Plan (see appendices).

**Policy 20.C.3.** Preserve historical access for equestrian use.

**Action 20.C.3.a.** Encourage dispersed equestrian use consistent with plans and land use designations.

**Policy 20.C.4.** Consider improvements to nearby recreation destinations to support economic development and enhance the visitor experience.

**Action 20.C.4.a.** Work with applicable agencies to consider paving/improving SR 270 to Bodie State Historic Park and/or creating a snowpark or staging area for improved access while mitigating resource concerns such as impacts to Bi-State sage grouse.

**Action 20.C.4.b.** Evaluate whether access improvements to the Bridgeport Winter Recreation Area are needed and/or warranted.

**Action 20.C.4.c.** Consider improving access to winter recreation areas such as Twin Lakes and Virginia Lakes, which may include but is not limited to plowing roads and creating snowparks and/or staging areas.

**Action 20.C.4.d.** Continue to seek opportunities to move combined use roads forward in order to provide access for OHV/OSV users to services in Bridgeport.

**Policy 20.C.5.** Support the ability for trail users and recreationalists outside the Bridgeport Valley to come into town by advertising and encouraging services such as a free hiker shuttle. ESTA currently will pick up passengers along US 395 by arrangement.

**Policy 20.C.6.** Develop a wayfinding system that directs travelers to points of interest within town and recreation amenities outside town.

**Objective 20.C.** Support Complete Street concepts that provide for safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving; the Livable Communities policies; and the results of the Bridgeport Main Street Revitalization Project.

**Policy 20.C.1.** Develop plans for Main Street Revitalization in Bridgeport, including traffic calming, pedestrian safety and other enhancements to encourage exploration of the town and surrounding area.

**Action 20.C.1.a.** Retain, and refine as needed, the current design of one travel lane in each direction with a center turn lane, and recommend a colored center turn lane.

**Action 20.C.1.b.** Prioritize and support continued implementation of pedestrian and bicycle facility improvements, such as completing sidewalk gaps and repairs, (removable) curb extensions, pedestrian-scale streetlights, pedestrian furniture, street trees, crosswalk improvements (increased number, pedestrian-activated lights), etc.

**Action 20.C.1.c.** Encourage Main Street properties to take pride in aesthetic appearances and implement building designs from the Bridgeport Idea Book.

**Action 20.C.1.d.** Actively seek partners to develop a multi-agency office and visitor center complex.

**Action 20.C.1.e.** Seek to install monument signs at each end of town to announce to highway travelers that they are entering a community.

**Action 20.C.1.f.** Request improved pedestrian access and crossings on the north and south sides of the Walker River Bridge.

**Action 20.C.1.g.** Support maintenance of the banner over Main Street into the future and ensure banners are relevant, timely, and attractive.

Move to Trails Plan and rewrite:

**Policy 20.B.1.** Develop a year-round Trails Plan for all skill levels, ages and user types, including motorized, non-motorized, and equestrian users.

**Action 20.B.1.a.** Develop a Bridgeport Area Trails Plan illustrating existing regional trails that is ready for publication and distribution.

**Action 20.B.1.c.** Work with appropriate agencies to develop a Bridgeport Area Trails Plan that identifies future trail development opportunities.

**Action 20.B.1.d.** Seek all available funding sources for trail improvements and maintenance.

**Policy 20.B.3.** Expand, support and enhance winter trails and recreation opportunities.

**Action 20.B.2.a.** Survey winter trail resort areas, such as the Methow Valley in Washington State, for success stories, trail plan examples, the trail development process, and financing and maintenance options.

**Action 20.B.2.b.** Work with local winter trail organizations to explore development and maintenance partnerships.

**Action 20.B.2.c.** Evaluate how to support and increase the success of the Bridgeport Winter Recreation Area.

**Action 20.B.2.d.** Coordinate with the Eastern Sierra Avalanche Center to provide information supporting public safety.

**ISSUES, OPPORTUNITIES AND CONSTRAINTS BY PLANNING AREA****BRIDGEPORT VALLEY**

1. There is interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas (RTP, PDF Page 78).
- 1-2. Major recreational destinations in the Bridgeport Valley include Bridgeport Reservoir and Twin Lakes. A bicycle route to Twin Lakes from Bridgeport, and to the state line on SR 182, is discussed in the Bicycle Transportation Plan and Regional Transportation Plan. The historic building tour included in town, staged from the Bridgeport Park next to the museum, is part of the Eastern Sierra Scenic Byway.
- 2-3. There is a need to enhance pedestrian facilities along US 395 from the Evans Tract to town, and along SR 182 from town to the residential areas along the reservoir. Residents, especially children, currently must walk along the highways.
- 3-4. OHV use in the Bridgeport Valley occurs on surrounding public lands. The BLM's North of Bishop Vehicle Access Strategy Plan addresses management of OHV activity on those lands.
- 4-5. Interest is high in creating a multi-use year-round trail system in the Valley that would function as bicycling, pedestrian, and/or equestrian trails in summer and Nordic skiing trails in winter. This would be particularly feasible on Timber Harvest Road and on a route between Timber Harvest Road and town.

**COMMUNITY POLICIES FOR TRAIL ELEMENT****Bridgeport Valley**

**Priority 1.** Improve multi-modal connectivity within town and to adjacent neighborhoods – see RTP actions 20.A.1.a., 20.A.1.d. and 20.A.1.e.

**Priority 2.** Work toward a multi-use, year-round trails and recreation plan and system for pedestrians, equestrians and bicyclists, including e-bikes and road bicycles, and cross-country skiers. Publish existing regional trails to enhance the visitor experience in the near term, identify future opportunities to improve the recreation system, and seek funding.

**Priority 3.** Explore Continue to seek opportunities for increasing Off-Highway and over-snow Vehicle (OHV and OSV) recreation opportunities, such as combined use roads and increased connectivity to adjacent communities, while remaining sensitive to resource impacts and public concerns.

**Priority 4.** Expand, support and enhance winter trails and recreation opportunities, including working with winter trail organizations for development and maintenance partnerships, evaluating how to support and enhance the Bridgeport Winter Recreation Area, and coordinating with the avalanche center to provide public safety information.

Increase pedestrian safety from Evans Tract to town and along SR 182 from the reservoir to town.

**Priority 2.** Work with public land managers to create a multi-use, year-round trails system for pedestrians, bicyclists and equestrians in the summer, and nordic activities in the winter. Explore a potential trail connection between Timber Harvest Road and town.

**Priority 3.** Explore Off-Highway Vehicle recreation opportunities, such as combined use roads, while remaining sensitive to resource impacts and public concerns.



**ISSUES, OPPORTUNITIES AND CONSTRAINTS BY PLANNING AREA*****BRIDGEPORT VALLEY***

1. There is interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas (RTP, PDF Page 78).
2. Major recreational destinations in the Bridgeport Valley include Bridgeport Reservoir and Twin Lakes. A bicycle route to Twin Lakes from Bridgeport, and to the state line on SR 182, is discussed in the Bicycle Transportation Plan and Regional Transportation Plan. The historic building tour included in town, staged from the Bridgeport Park next to the museum, is part of the Eastern Sierra Scenic Byway.
3. There is a need to enhance pedestrian facilities along US 395 from the Evans Tract to town, and along SR 182 from town to the residential areas along the reservoir. Residents, especially children, currently must walk along the highways.
4. OHV use in the Bridgeport Valley occurs on surrounding public lands. The BLM's North of Bishop Vehicle Access Strategy Plan addresses management of OHV activity on those lands.
5. Interest is high in creating a multi-use year-round trail system in the Valley that would function as bicycling, pedestrian, and/or equestrian trails in summer and Nordic skiing trails in winter. This would be particularly feasible on Timber Harvest Road and on a route between Timber Harvest Road and town.

**COMMUNITY POLICIES FOR TRAIL ELEMENT*****Bridgeport Valley***

**Priority 1.** Improve multi-modal connectivity within town and to adjacent neighborhoods – see RTP actions 20.A.1.a., 20.A.1.d. and 20.A.1.e.

**Priority 2.** Work toward a multi-use, year-round trails and recreation plan and system for pedestrians, equestrians and bicyclists, including e-bikes and road bicycles, and cross-country skiers. Publish existing regional trails to enhance the visitor experience in the near term, identify future opportunities to improve the recreation system, and seek funding.

**Priority 3.** Continue to seek opportunities for increasing off-highway and over-snow Vehicle (OHV and OSV) recreation, such as combined use roads and increased connectivity to adjacent communities, while remaining sensitive to resource impacts and public concerns.

**Priority 4.** Expand, support and enhance winter trails and recreation opportunities, including working with winter trail organizations for development and maintenance partnerships, evaluating how to support and enhance the Bridgeport Winter Recreation Area, and coordinating with the avalanche center to provide public safety information.

Portions of the RTP which reference EV Charging Stations, Electric Vehicles, Alternative Fuels

**GOAL 4. IMPROVE CONNECTIVITY AND EFFICIENCY OF RESIDENT AND EMPLOYEE TRANSPORTATION WITHIN THE COUNTY.**

**Objective 4.B.4.** When alternative fuel infrastructure (such as compressed natural gas fueling facilities and electric vehicle charging stations) is installed for County government use, ensure public access and use of agency facilities is considered in the design and operation of such facilities.

**Policy 4.D.** Encourage the use of alternative fuels in County operations and throughout the community.

**Objective 4.D.1.** Develop permitting standards for installation of electric vehicle charging stations at residential and commercial buildings.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.2.** Encourage the installation of electric vehicle charging stations at public facilities, such as at parking lots and airports, for community use.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.3.** Streamline the permitting process for installing home or business electric vehicle charging stations.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.4.** Work with Caltrans and electrical providers (SCE and Liberty Utilities) to develop and implement an electric vehicle charging infrastructure plan. Coordinate efforts for major routes, such as US 395, to provide alternative fueling infrastructure for the entire corridor, in compliance with state initiatives.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.5.** Encourage new commercial and visitor-serving projects to include electric vehicle charging stations in parking areas.