DRAFT REGIONAL TRANSPORTATION PLAN

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

MONO COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

MONO COUNTY PUBLIC WORKS DEPARTMENT

TOWN OF MAMMOTH LAKES COMMUNITY DEVELOPMENT DEPARTMENT

TOWN OF MAMMOTH LAKES PUBLIC WORKS DEPARTMENT

AMENDED XX/XX/2019

Mono County Local Transportation CommissioMONO COUNTY LOCAL TRANSPORTATION COMMISSIONN

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EXECUTIVE SUMMARY

Transportation Directives

Transportation directives 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.
- Plan and implement a resource-efficient transportation and circulation system that supports sustainable development within the county.
- 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, active transportation, and complete streets, while maintaining efficient traffic flow, emergency access 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.
- 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 minimizes duplication of effort.
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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 its impacts 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 USFS, the BLM, the CDFW, 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, including efforts to expand scenic highway and byway designations in Mono County.
- Increasing transit services at local, regional, and interregional 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 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, andareas and provide wayfinding elements.
- 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 options 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 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 issues in the Town of Mammoth Lakes are improving air quality, reducing congestion, and maintaining the resort character of the town by providing additional pedestrian and bicycle facilities and by expanding year-round town-wide transit service.
- For those main streets that also function as California State Highways, improve coordination with Caltrans to balance local needs for a vibrant community street with the public's need for roadways that provide local, regional and statewide connections. Just as mobility is essential to California's economic and civic vitality, the planning, design and operation of main streets is tied to the prosperity and quality of life for local communities.

Summary of Transportation System

The transportation system in Mono County includes roadways, trails, paths, sidewalks, etc. for multi-modal use,[1] and serves transit service and air travel, as well as private cars and commercial trucking.Privatetrucking. 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.

US Highway 395 (US 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. US Highway 6 (US 6) and several state highways provide regional links to US 395 from adjacent areas of Nevada. US 395 also connects the county to central California across several routes subject to seasonal pass closures in the Sierra Nevada, including Highways120, 89 and 108. The highway system will continue to be the main access for both residents and visitors to and through the county.

The county currently has 684.15 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 provide for emergency access and 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 interregional and countywide services provided by the Eastern Sierra Transit Authority (ESTA) and the Yosemite Area Regional Transportation System (YARTS). Local services in the Town of Mammoth Lakes are provided by ESTA and include 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.

[1] As described by Caltrans District 9 in comments (dated September 28, 2015) submitted on the Draft Regional Transportation Plan and Environmental Impact Report.

Three public airports are located in Mono County: Mammoth Yosemite Airport, Lee Vining Airport, and Bryant Field (Bridgeport Airport). The Town of Mammoth Lakes owns and operates the Mammoth Yosemite Airport; the County owns and operates the Lee Vining and Bryant Field airports.

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 not be wide enough to accommodate the use. Policies in the RTP promote the development of additional non-motorized facilities for pedestrians, bicyclists, and Nordic 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, such as the currently conceptual Eastern Sierra Regional Trail.

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 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 time frame of this RTP is unlikely due to lack of demand for additional roads, fiscal challenges, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas. LTC policies now focus on asset management, on maintaining and enhancing existing facilities, instead of developing new ones.

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 time frame of this RTP. Demand for additional alternative methods of transportation, other than expanding and improving those currently existing in the county, is not anticipated to occur over the 20-year time frame of this RTP, given the constraints noted above.

Compliance with Air Quality Plan

Mono County and the Town of Mammoth Lakes meet all state and national air-quality standards except for particulate matter (PM_{10}) and ozone. Mono County, the Mono Basin, and Mammoth Lakes are designated as non-attainment areas for the state PM_{10} standard. PM_{10} in the Mono Basin results primarily from windblown dust from the exposed lakebed of Mono Lake due to water export activities by the City of Los Angeles, and in

Mammoth Lakes emissions are primarily from wood burning and re-suspended road cinders. Thus, in Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes. As a result, the Great Basin Unified Air Pollution Control District's Air Quality Management Plan for the Town of Mammoth Lakes, which serves as the required State Implementation Plan (SIP), contains the only transportation-related requirements in the county.

In 2014, the Town of Mammoth Lakes adopted an Air Quality Maintenance Plan and PM_{10} Redesignation Request to update the 1990 Air Quality Management Plan for the Town of Mammoth Lakes. The 2014 Plan updated Section 8.30.100B of the town Municipal Code which sets a peak level of VMTs (vehicle miles traveled) at 179,708 per day within the Town, andTown and directs that the Town review development projects in order to reduce potential VMTs. A second budget of 66,452 VMT was established for a peak winter day in the area outside of the town boundaries (unincorporated county), but inside the boundaries of the Mammoth Lakes PM_{10} planning area (Mammoth Air Basin). Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The 2013 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.

As of 2012, Mono County was designated as a non-attainment area for the state ozone standard. The State Air Resources Board concluded that ozone exceedance 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.

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.:

- Highways & 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: Transportation Development Act (TDA) including Local Transportation Fund (LTF), 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, State Transit Assistance, PTMISEA and Transit Security grants.
- Aviation: California Aid to Airports Program (CAAP), Federal Aviation Administration (FAA) grants and local match, public/private partnerships.

- Non-Motorized Facilities: STIP funds, Active Transportation Program (ATP), LTF.
- Environmental Enhancement projects: Environmental Enhancement & Mitigation Program (EEMP).
- Development Impact Fees may be utilized for transportation improvements related to new developments.

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:

- On an ongoing basis, the county 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 have addressed pedestrian safety on US 395 in Lee Vining; Walkable Communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; 395 passing lanes in the Antelope Valley; Main Street planning in Bridgeport; regional corridor planning for 395; and other transportation issues.
- The county Collaborative Planning Team is a multi-agency planning team that coordinates planning efforts in Mono County for a variety of needs (e.g., jobs, transit, trails, recreation, wildlife mitigation and enhancement, etc.). It includes representatives from the following organizations: Mono County, Town of Mammoth Lakes, Benton Paiute Reservation, Bridgeport Indian Colony, Bureau of Land Management, Caltrans, California Department of Fish and Wildlife, US Fish and Wildlife, National Park Service (Devils Postpile and Yosemite), Lahontan Regional Water Quality Control Board, Inyo National Forest, and the Humboldt-Toiyabe National Forest.
- 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. The Bridgeport Indian Colony has participated in the Bridgeport Regional Planning Advisory Committee (RPAC). Members of the unrecognized Mono Basin Tribe have participated in Mono Basin RPAC, while staff of the Benton Tribe has participated in the Benton/Hammil RPAC.
- Input from persons with disabilities was provided through the unmet transit needs hearing process and through consultation with social services providers serving the disabled population in the county. In addition, the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan provides information on transportation-related social services needs in the county.

Summary of Recommended Actions

The 20195 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. Both the RTIP and the STIP now include a preventative maintenance program.
- 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. Since the passage of SB 45, STIP funds are 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) serves as the long-range highway improvement program for this RTP.
- The Lee Vining and Bryant Field airports are operated by the County. The County is seeking funding to update the comprehensive plans for these airports. An increase in transient activity is expected at the Lee Vining Airport 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 Bombardier QD400 commercial aircraft service. The short-range action plans for the Mammoth Yosemite Airport are provided by the Mammoth Yosemite Airport Capital Improvement Plan.
- The action plans for transit focus on implementing policies in the Eastern Sierra Transit Authority's (ESTA's) Short-Range Transit Plan (SRTP) and the Town of Mammoth Lakes Transit Plan, both incorporated by reference in this RTP. Specific purposes of the ESTA SRTP 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, ESTA has expanded its routes in response to needs identified in the SRTP and at annual unmet transit 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 Lakes. 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 include continuing participation in the Yosemite Area Regional Transportation System (YARTS), in the intercity transit planning process with Inyo and Kern counties and Caltrans District 9, and in the Eastern California Transportation Planning Partnership, which is a collaborative regional transportation planning process with Kern, Inyo, and San Bernardino counties.
- The County's action programs for bicyclists, pedestrians, equestrians, Nordic skiers and other non-motorized modes of transportation focus on implementing an updated Mono County Trails Plan (see Appendix), and) and adopting a Bicycle Transportation Plan. RTP policies call for the provision of wider shoulders for bike and other uses as a component of rehabilitation projects on streets and highways,

andhighways and focus on walkable communities and increasing multi-modal mobility in the Livable Communities and Active Transportation policy elements.

- 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.
- Ensure active and continuous involvement in the STIP process to maximize funding opportunities for rehabilitation and construction projects throughout the county.
- Implement maintenance activities on County non-paved roads to open public lands to ensure access to remote areas and to provide emergency access. Maintenance activities now focus on implementing environmentally sensitive operations in order to mitigate impacts to wildlife, such as sage grouse.

Summary of Significant Environmental Impacts

The effects of the RTP on the environment are analyzed in the 2015 Mono County RTP & General Plan Update Draft EIR, and significant environmental impacts are identified. Response to comments will be contained in the 2015 Mono County RTP & General Plan Update Final EIR, which will be available prior to the adoption of the RTP. For copies of the environmental documents, contact the Mono County Community Development Department at 760.924.1800 or visit http://monocounty.ca.gov/planning/page/mono-county-general-plan-update.

CHAPTER 1: PLANNING PROCESS AND COORDINATION

Purpose

Every Regional Transportation Planning Agency (RTPA) is required to conduct long-range planning to ensure that the region's vision and goals are clearly identified to ensure effective decision-making. The Regional Transportation Plans (RTP) is a policy planning document that address a 20-year planning horizon based on the unique needs and characteristics of a region, helps shape the region's economy, environment and social future, and communicates regional and vision to the state and federal growth. Per California Government Code Section 65041.1, the RTP should also support state goals for transportation, environmental quality, economic growth, and social equity.

Pursuant to 23 CFR 450.202, the California Transportation Commission (CTC), requires RTPAs to address federal planning regulations during the preparation of their RTPs in order to develop uniform plans statewide. In addition, Section 65080 requires that RTPs are updated every four years.

Legal Authority and Purpose of the Plan

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. 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 – this vision must be realistic and within fiscal constraints;
- Provide an assessment of the current modes of transportation and the potential of new travel options within the region;
- Project/estimate 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), 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;
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals of MAP-21 (Moving Ahead for Progress in the 21st Century Act);
- 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 that 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.
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- Provide a forum for: 1) participation and cooperation; and 2) to facilitate partnerships that reconcile transportation issues that 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 and Programs

State planning law and MAP-21 require extensive coordination with applicable local, state and federal plans and programs during the development of the RTP. Development of the 2015 Mono County RTP has been coordinated with the following plans and programs:

Local Plans and Programs

- Alpine County Regional Transportation Plan
- 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
- Eastern Sierra Transit Authority Short-Range Transit Plan
- Inyo County Regional Transportation Plan
- June Lake Loop Trail Plan/Map
- Main Street Revitalization Plan for US 395 through Bridgeport
- Mono County Bus Stop Master Plan
- Mono County Capital Improvement Program
- Mono County General Plan and Area Plans, including historic multi-modal plans
- Mono County Ozone Attainment Plan
- Mono County Pavement Management System Program
- Mono County Resource Efficiency Plan
- Mono County Trails Plan, including June Lake Trails Plan, Mono-Yosemite Trails Plan, and Eastern Sierra Regional Trail Concept (draft)
- Town of Mammoth Lakes Fixed-Route Transit Plan
- Town of Mammoth Lakes General Bikeway Plan
- Town of Mammoth Lakes General Plan
- Town of Mammoth Lakes Main Street Implementation Plan
- Town of Mammoth Lakes Draft Mobility Element

- Town of Mammoth Lakes Pedestrian Master Plan
- Town of Mammoth Lakes Trail System Master Plan
- Town of Mammoth Lakes Transit Plan
- Town of Mammoth Lakes Municipal Code. Chapter 8.30. Particulate Emissions Regulations.
- Town of Mammoth Lakes Municipal Wayfinding Master Plan
- Town of Mammoth Lake Pavement Management System, Street Saver Program

Regional Plans and Programs

- Eastern Sierra Corridor Enhancement Plan
- Eastern Sierra Transit Authority programs
- Great Basin Unified Air Pollution Control District – Regulation XII, Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects
- Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update
- Mono County Collaborative Planning Team – Guiding Principles
- Mono County Regional Blueprint Project (Draft)
- Regional Transportation Improvement Program (RTIP)
- Yosemite Area Regional Transportation System (YARTS) Short-Range Transit Plan

State Plans and Programs

- 2010 Smart Mobility Plan
- California Aviation System Plan (CASP)
- California Transportation Plan 2030
- Caltrans District 9 system planning documents
- Complete Streets Implementation Action Plan 2.0
- Context-Sensitive Solutions Directives and Guidelines, including Main Street Design
- Interregional Roads System Plan (IRRS)
- Interregional Transportation Improvement Program (ITIP)
- Interregional Transportation Strategic Plan (ITSP)
- Smart Mobility Framework 2010
- State Highway Operation and Protection Program (SHOPP)
- State Transportation Improvement Program (STIP)
- Sierra Nevada Region ITS Strategic Deployment Plan
- US 395 Origination and Destination Study, Year 2011.

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 and update-related documents
- Toiyabe National Forest Land and Resource Management Plan

Public Participation

The public involvement process has been drafted in accordance with 23 CFR 450.210 that provides opportunities for public review and comment throughout the RTP process. Mono County LTC follows the required public involvement objectives:

1. Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes.
2. Provide reasonable public access to technical and policy information used in the development of the RTP and Transportation Improvement Program (TIP).
3. Provide adequate public notice of public involvement activities and time for public review for the RTP and the Program (TIP).
4. Ensure that public meetings are held at convenient and accessible locations and times.
5. Use visualization techniques.
6. Make public information available in electronic format.
7. Demonstrate explicit consideration and response to public input during the development of the RTP and TIP.
8. Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems.
9. Provide for a periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties.

Objective 1: Public Involvement Opportunities

Mono County provides early and continuous public involvement opportunities about transportation issues in a timely manner. There are a number of groups within the County that meet regularly and discuss transportation on a regular basis:

LTC Citizen Advisory Committees

Public participation during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The county Regional Planning Advisory Committees (RPACs) serve as citizen 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 citizen 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, Bridgeport Valley, Mono Basin, June Lake, Mammoth Lakes Vicinity/Upper Owens, Long Valley, Wheeler Crest, and Tri-Valley. Outreach was conducted during the summer and fall of 2013 to active RPACs throughout the county.

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 Main Street planning efforts with the Local Government Commission, Dan Burden and Caltrans' participation in the Community-Based Transportation Planning Grant (Summer 2012); workshops with the planning commission; pedestrian safety on US 395 in Lee Vining and the US 395 widening process in

the Mono Basin; livable communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; four-laning of US 395 in the Antelope Valley; as well as other transportation issues.

The LTC has also partnered with Caltrans District 9 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 its Transit Plan. The committee included representatives from Town staff, the Local Transportation Commission, the USFS, Great Basin Unified Air Pollution Control District, Planning and Economic Development Commission (two transit workshops per year), and the Mammoth Lakes Lodging Association. The Town is also using an extensive public review process during the ongoing update of its General Plan, including the Circulation Element and associated Main Street planning.

Collaborative Planning Team

The Collaborative Planning Team is a multi-agency planning team that coordinates planning efforts in Mono County for a variety of needs (e.g., jobs, transit, recreation, wildlife mitigation and enhancement, etc.). The team meets quarterly to discuss a wide variety of ongoing and proposed projects. It It includes representatives from the following organizations:

- Mono County (Board of Supervisors and Community Development Department, which includes Building, Planning, Code Compliance)
- Benton Paiute Reservation
- Bridgeport Indian Colony
- Bureau of Land Management, Bishop office
- California Department of Fish and Wildlife
- California Department of Transportation (Caltrans), District 9
- Lahontan Regional Water Quality Control Board
- Los Angeles Department of Water and Power
- Town of Mammoth Lakes
- National Park Service (Devils Postpile and Yosemite)
- Marine Corps Mountain Warfare Training Center
- U.S. Fish and Wildlife Service
- USFS/Inyo National Forest
- USFS/Humboldt-Toiyabe National Forest

Mono County Local Transportation Commission (LTC)

The LTC is the commission that meets as the RPTA. The Mono County LTC regularly discusses a variety of issues that relate to transportation—planning, policies, funding, and projects. The LTC has also partnered with Caltrans District 9 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.

Objective 2: Access to Information for Development of RTP/TIP

Mono County provides reasonable public access to technical and policy information used to develop the RTP and TIP. All drafts and adopted versions of the RTIP and TIP are available for review at both the Bridgeport and Mammoth Lakes offices and also digitally at https://monocounty.ca.gov/ltc/page/resources.

Objective 3: Adequate Public Noticing

Prior to the adoption of the RTP and TIP, the draft documents are noticed to the public for review 45 days prior to the Board hearing. Amendments are noticed to the public 30 days prior to the Board hearing.

Objective 4: Accessible Locations and Times

All public meetings are held at compliant American Disabilities Act (ADA) accessible locations. The County has a number of locations where public meetings are held:

- Bridgeport County Offices
  - 74 North School Street, Bridgeport
- Mammoth Lakes County Offices
  - 437 Old Mammoth Road, Suites P and Z, Mammoth Lakes
- Antelope Valley Community Center
  - 442 Mule Deer Road, Walker
- Lee Vining Community Center
  - 296 Mattly Avenue, Lee Vining
- June Lake Community Center
  - 90 West Granite, June Lake
- Crowley Lake Community Center
  - 58 Pearson Road, Crowley Lake
- Chalfant Community Center
  - 123 Valley Road, Chalfant
- Benton Community Center
  - 58869 Highway 120, Benton

Objective 5: Visualization Techniques

Staff strives to ingrate visualization techniques into presentations, plans, staff reports, and other materials given to the public. Examples of visualization techniques include maps, graphics, or video. Visualization

techniques help convey information being presented on transportation planning documents and related issues to residents and other stakeholders.

Objective 6: Information in Electronic Format

All transportation planning documents, and related information are available in electronic information via the Mono County LTC website: https://monocounty.ca.gov/ltc/page/resources.

Objective 7: Explicit Consideration During RTP/TIP Development

All comments and suggestions provided to staff in the form of public comment is always welcomed. Staff takes each and every comment seriously and will continue to convey all public comments to the Board during a hearing. Additionally, staff will continue to take each comment provided by the public explicitly when updating or adopting any plans, policies or other transportation planning documents.

Objective 8: Traditionally Underserved Involvement Process

Mono County serves a diverse population that the LTC is legally and ethically bound to represent. Each population has different needs, priorities, and ability to access and influence the transportation planning process. There are a number of groups that live within Mono County that are considered traditionally underserved:The team meets quarterly to discuss a wide variety of ongoing and proposed projects.

Tribal Consultation

Mono County has several Native American communities located in Antelope Valley, Bridgeport, Lee Vining, and Benton. The two federally recognized tribes, the Bridgeport Colony and the Benton Paiute Reservation, have small tribal housing areas and residential roadways. Input concerning their transportation system needs was provided through the Tribal Transportation Needs Assessments completed for the Bridgeport Indian Colony and the Benton Paiute Reservation (Nelson\Nygaard Consulting Associates, 2009). Outreach is conducted periodically to the Bridgeport Indian Colony and Benton Paiute Reservation. In addition, the Benton and Bridgeport communities are members of the Collaborative Planning Team (see above) and participate in planning discussions on an ongoing basis at the local RPACs. Regional Planning Advisory Committees (see above) in the Antelope Valley and the Mono Basin provide a regular forum for input from Native American residents in those areas from Tribes not formally recognized. Ongoing outreach programs to all of the county's Native American communities provide additional input concerning tribal concerns; e.g., the County is currently working with the Bridgeport Indian Colony to coordinate economic development and related transportation issues for the tribe's expansion plans, including a conceptual plan for a multi-agency visitor center.

Disabled Population

Input from persons with disabilities was provided through the unmet transit needs hearing process and through consultation with social services providers serving the disabled population in the county [e.g., Social Services Transportation Advisory Council). In concert with the Inyo LTC, the Mono LTC recently updated the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan through ESTA.

Non-English-Speaking Population

Input from persons that are non-English speaking through transportation planning processes is welcome. An effort will be made to meet requests for non-English-speaking individuals. For language interpretation services, the Mono County Behavioral Health department has staff that can assist individuals with translating. Typical types of translating services include document translation or a language interpreter for meetings.

Objective 9: Periodic Review of Public Involvement Process

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 the information and directives in the RTP on an annual basis. Comments received during the 2015 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 as allowed by SB 375 (four-year vs. five-year cycle). Additional review of the RTP will take place every couple of years as part of the Regional Transportation Improvement Program development and implementation.

Planning Analysis

As required by State planning law, the planning analysis for the 2015 Update of the Mono County RTP addresses the following, where applicable:

- 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 to 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., MAP-21) and federal programs;
- State legislation such as SB 45 (Chapter 62 Statutes 1977) and CEQA regulations;
- Specialized transportation needs;
- 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 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:

Eastern Sierra Transit Authority

- Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan Update, 2014. April 4, 2014.
- Short-Range Transit Plan,. 2009, 2015.

Mono County

- Airport Master Plans for Lee Vining Airport and Bryant Field,. 2012.
- Comprehensive Land Use Plans for Bryant Field and Lee Vining Airports,. 2006.
- Main Street Revitalization Plan for US 395 Through Bridgeport,. 2013.
- Mono County Bicycle Transportation Plan. Draft, 2014.
- Mono County General Plan and General Plan Update,. 1993, 2003.
- Mono County Regional Blueprint Project. Draft, 2015.
- Mono County Resource Efficiency Plan. August 1, 2014.
- Tribal Transportation Needs Assessment: Bridgeport Indian Colony, Paiute Tribe. 2009.
- Tribal Transportation Needs Assessment: Benton Paiute Indian Reservation,. 2009.
- Mono County Wayfinding Plan, 2017
  Electric Vehicle Charging Plan, 2019
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Town of Mammoth Lakes

- Air Quality Maintenance Plan and Redesignation Request,. 2014.
- Air Quality Management Plan (AQMP),. 1990.
- Emergency Operations Plan (EOP),. 2001.
- Mammoth Lakes Fixed-Route Transit Plan,. 2005.
- Mammoth Lakes General Bikeway Plan,. 2014.
- Mammoth Lakes General Plan,. 2007.
- Mammoth Lakes General Plan EIR,. 20077.
- Mammoth Lakes Pedestrian Master Plan,. 2014.
- Mammoth Lakes Trail System Master Plan,. 2011.
- Mammoth Lakes Transit Plan,. 2000.
- Municipal Code. Chapter 8.30. Particulate Emissions Regulations,. 2013.
- Municipal Wayfinding Master Plan,. 2012.
- Mammoth Lakes Pavement Management System, 2000.
- Yosemite Area Regional Transportation System (YARTS) Short-Range Transit Plan,. 2011.

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 the information and directives in the RTP on an annual basis. Comments received during the 2015 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 as allowed by SB 375 (four-year vs. five-year cycle). Additional review of the RTP will take place every couple years as part of the Regional Transportation Improvement Program development and implementation.

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

Overview

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 2018 had an estimated total population of 14,625 persons. The county has one incorporated area, the Town of Mammoth Lakes, which had an estimated population of 8,410 in 2018. The county's other communities are scattered throughout the area, primarily along Highways 395 and 6.

Approximately 94% of the land in the county is owned by public agencies; approximately 88% is federally owned and is managed by the USFS and the Bureau of Land Management. The limited private land base restricts the growth potential for permanent residents but 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 have limited other modes of regional transportation. These factors continue to limit the development of alternative regional transportation systems in the county.

Existing Regional Transportation Network

Highway System

The state and federal highway system provides major access to and through Mono County, connecting communities in the county and providing access to and from the county.

- **US 395** is the major transportation route in the county. It connects the Eastern Sierra with Southern California and with the Reno/Tahoe region in northern Nevada. US 395 is also Main Street in Lee Vining, Bridgeport, Walker, Coleville, and Topaz, and provides access to the immediately adjacent communities of June Lake, Crowley Lake, McGee Creek, Long Valley, Sunny Slopes and Tom's Place. US 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. US 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 2014, US 395 carried annual average daily traffic (ADT) volumes of ranging from 3,550 vehicles at the Nevada state line at Topaz to 8,300 vehicles traveling southbound at the junction with SR 203. Peak month ADT volumes varied from 11,500 at the northbound junction with SR 203 to 4,600 at Sonora Junction (SR 108). US 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 provides access to facilities off the route. The majority of US 395 in Mono County is also identified as a freeway/expressway.

- **US 6**, from the Inyo County line north of Bishop to the Nevada state line, connects the Tri-Valley communities of Benton, Hammil, and Chalfant to Bishop and Inyo County. US 6 is also Main Street in

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

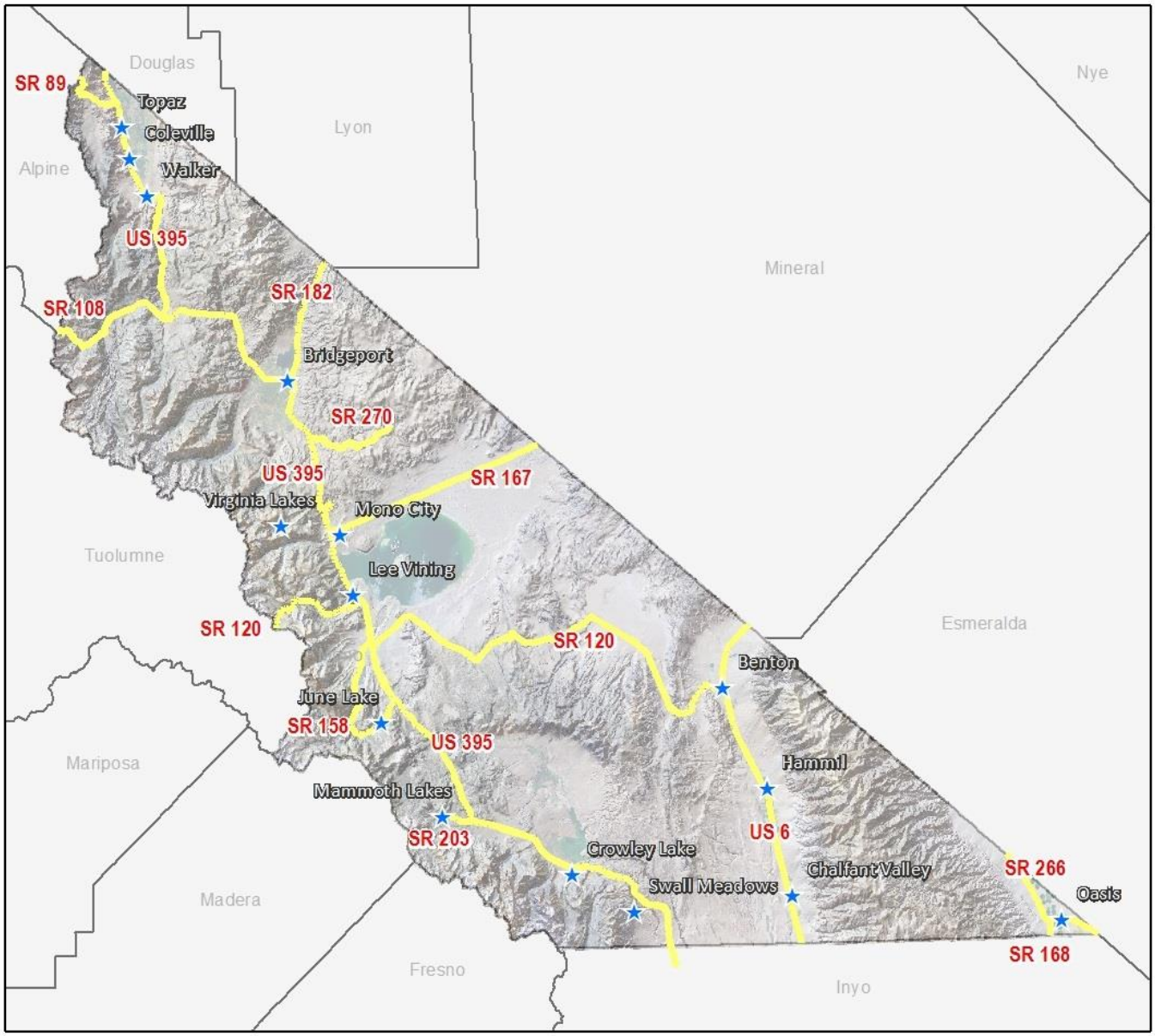

Figure 4: Existing State Highway System, Mono County *Figure 1: Mono County Existing State Highway System*

the Tri-Valley communities. US 6 also provides regional transportation connections in Mono County. It extends over 30 miles in Mono County – toward Bishop in the south and Nevada to the north and east. In 2014, annual ADT volumes on US 6 varied from3,500 vehicles at the junction with US 395 in Bishop to 890 vehicles at the northbound junction with SR 120 in Benton. US 6 is a popular alternate route north when poor weather affects conditions on US 395. US 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).

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- **SR 89** provides access from US 395 to Monitor Pass and is closed in the winter.
- **SR 108** provides access from US 395 west to Sonora Pass and is closed in the winter.
- **SR 120** provides access from US 395 west to Tioga Pass at Yosemite National Park and east to Benton. The western segment is closed in the winter and the eastern segment may also be closed briefly. Within Yosemite, the road is under the jurisdiction of the National Park Service and is labeled Highway 120 (rather than State Route 120). SR 120 extends approximately 75 miles through Mono County, from Tioga Pass in Yosemite National Park east to Benton.
- **SR 158**, the June Lake Loop, provides access from US 395 to the community of June Lake and is Main Street throughout the June Lake Loop. A segment of the loop is closed in the winter.
- **SR 167** provides access from US 395 to the Nevada State Line, north of Mono Lake, and to Mono City.
- **SR 168** provides access from US 395 at Big Pine in Inyo County north via Westgard Pass to Oasis in the southeast corner of Mono County.
- **SR 182** provides access from its junction with US 395 in Bridgeport northeast to the Nevada state line and provides the Main Street access to a portion of the community of Bridgeport.
- **SR 203** provides access west from US 395 to Mammoth Lakes to Mammoth Mountain Ski Area, serving a portion of the town as Main Street and ending near Minaret Vista Point at the Madera County line.
- **SR 266** provides access through Oasis in the southeast corner of the county.
- **SR 270** provides access east from US 395 to near Bodie State Historic Park and is closed in the winter.

This chapter addresses the following topics:

Non-Motorized FacilitiesAn analysis of the assumptions concerning population growth, land use and development, economic factors, environmental issues, and required consistency with other transportation-related planning documents that have been used to determine future transportation issues and needs in the planning area.

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.

Non-Motorized Facilities

Non-motorized issues and needs include the following:

The County completed a Trails Plan, including a General Bikeway Plan, in 1994 and updated both plans in 2015 (see Appendix G for the Trails Plan). These plans provide 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, and conceptualizes the opportunity to create an Eastern Sierra Regional Trail system. 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, and abandoned roads; 10% of the system would require new construction. This project has been developed to a conceptual level and requires further development, including community and agency outreach to refine alignments, projects and programs.

The Mammoth Lakes General Bikeway Plan (2014), Mammoth Lakes Pedestrian Master Plan (2014), Mammoth Lakes Trail System Master Plan (2011), and the Municipal Wayfinding Master Plan (2012) are incorporated as part of the Mono County RTP. Those documents provide 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, particularly as commuting by bicycle increases in popularity in community areas. 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 increased attention to the shoulder portion of roadways where bicyclists are expected to ride. Caltrans has indicated that it has put increased sweeping into its maintenance budget and has 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 wider 8-10 inch edge-line stripe would significantly improve the safety and capacity for bicyclists.

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

US 395 north and south from Tom’s Place to SR 158;

June Lake Loop (SR 158) in both directions;

SR 120 to Benton in both directions;

US 395 north of June Lake Junction to Lee Vining in both directions;

SR 203 from US 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 SR 120 in both directions;

Crowley Lake Drive to Sherwin Creek Road in both directions; and

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. Safe Routes to Schools routes can be developed in additional areas. 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.

Active Transportation Program funding provides an opportunity to develop and fund coordinated systems for non-motorized users. There may be an opportunity to target some of the lower-income areas of communities, if they qualify as disadvantaged communities.

The unincorporated area of Mono County, outside of the Town of Mammoth Lakes, has few existing dedicated bicycle facilities. The following section on bicycle needs in the unincorporated area of Mono County is an excerpt from the Mono County Bicycle Transportation Plan (Draft, 2014):

Existing Bicycle Routes and Signage

Although cycling is an increasingly popular activity in Mono County, the County lacks facilities specifically for bicyclists. Most cycling occurs on roadways where the shoulder may or may not be wide enough to accommodate bicyclists safely. Mountain bike use occurs throughout the county on dirt roads, which generally are not marked as bike trails. The following are the sections of local roads with markings/signage for bike use:

- Bike Route along Crowley Lake Drive and South Landing Road from Tom's Place to Crowley Lake;
- Bike Route along Pearson Road in Crowley Lake;
- North Shore Drive Bike Route in June Lake;
- Share the Road signs along Benton Crossing Road;
- Share the Road signs along SR 158 in June Lake;
- Bicycle/pedestrian bridge over the East Walker River in Bridgeport;
- Recently designated bike lane on Main Street (US 395) in Bridgeport; and
- Eastside Lane Bike Route in the Antelope Valley

It is the policy of the Local Transportation Commission that when rehabilitation work is planned for local/state highways, that non-motorized users be consulted for the addition of bike/pedestrian facilities prior to construction.

Existing Rest Facilities

Rest facilities (e.g., restrooms, drinking water, public phones, and air for tires) and parking facilities (for vehicles and bicycles) are available in most communities at the community center, private facilities in communities, schools, county parks, and USFS facilities. Caltrans maintains the Crestview Safety roadside Rest Area (US 395).

Outside of communities, rest facilities and parking facilities are available at USFS facilities (campgrounds and recreational areas), and at private recreational areas (e.g., Twin Lakes, Brown's Campground on Benton Crossing Road, etc.). There are few rest facilities on the many dirt roads in the county used by bicyclists. Most of those roads are on public lands and the applicable land management policy for those areas is generally to keep them as undeveloped recreational areas.

The Eastern Sierra Scenic Byway provides interpretive kiosks and some rest facilities along the length of US 395 in Mono County and along SR 120 between Yosemite National Park and US 395.

Existing Parking Facilities

Bike racks are located at the following locations:

- June Lake Library and Community Center;
- USFS Mono Basin Visitor Center in Lee Vining;
- Behind Mono Mart in LV for employees;
- County Annex building in BP;
- Lee Vining High School;
- Lee Vining Community Center; and
- Town of Mammoth Lakes in various locations

Changing Facilities

No facilities specifically exist for bicycle riders to change clothing (changing facilities) except for restrooms adjacent to the bike racks mentioned above.

Transport Facilities/Public Transit Connections

All Eastern Sierra Transit buses have bike racks. The transit system recently installed shelters in various communities throughout the county; however, the shelters will not be equipped with bike racks.

Bus shelters have been installed at the following locations:

- Crowley Lake Drive, just north of Tom’s Place store;
- Community Center in Crowley Lake;
- Benton, US 6 in front of the school;
- Lee Vining, near the Mono Vista RV park and in front of the Caltrans Yard and on SR 120 at the Mobil Mart YARTS stop;
- Mono City, on US 395;
- Walker, US 395 southbound at Mule Deer Road and northbound across from Mule Deer Road;
- Coleville, US 395 southbound just south of the school;

- Bridgeport, on Emigrant Street next to the County Park tennis courts; and
- Town of Mammoth Lakes along Main Street and Meridian Boulevard

Mono County Bicycle Users

The unincorporated area of Mono County, outside the Town of Mammoth Lakes, has few existing dedicated bicycle facilities. With job centers and school locations often outside their community, it is not practical for most people to commute to work on bicycles or for many students to commute to school using bicycles. Both students and workers must often drive many miles to their destination, to a community other than the one in which they reside. Extreme weather conditions also make it difficult to bike year roundyear-round; snow and ice in many parts of the county limit winter biking opportunities, while extreme heat and dust storms decrease summer biking opportunities in a few other areas.

There is growing interest in commuting by bicycle within communities. Generally, traffic congestion is limited, and air quality impacts from automobile use are minimal in the county. Most Mono County communities are small, with relatively flat topography.

The 20130917 American Community Survey indicated 27.5% of workers ride bicycles to work, and 114% walk.

Recreational Use/ Bicycling Events

Recreational biking is an increasing tourist attraction in the county, both on county roads and highways and on unpaved roads on public lands. Opportunities for recreational bicycling are abundant. Many of the County's paved roads have little traffic and lead to a variety of scenic recreational destinations. The local cycling community currently produces several large-scale bike events on roads within the county (the High Sierra Fall Century/Gran Fondo, Everest Challenge, Pamper Pedal, and several others). The Sierra Cycling Foundation/Eastside Velo has indicated that organizers would like to attract more large-scale biking events to the county.

Safety and Education Programs

Several entities within Mono County conduct bicycle safety and educational programs.

- The Mono County Health Department sponsors bicycle safety activities throughout the year in conjunction with other County and Town agencies. A limited number of bicycle helmets are available for children whose families cannot afford to buy one.
- The Mammoth Lakes Police Department has an ongoing program of bicycle safety and education primarily oriented toward elementary school-aged children. The program includes a yearly "Bicycle Rodeo" for all grades, bicycle inspection, bicycle safety handouts, and bicycle registration. The Bicycle

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Rodeo focuses on riding safety and instruction, helmet use, traffic-sign recognition, bicycle lane use, handling crosswalks, hand signals, etc. Bicycles are checked for safety features such as seats, handlebars, brakes, and tires; a special sticker is issued validating inspection. The program is conducted on a yearly basis. Safety handouts are also available for younger children in the first and second grades.

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- Sierra Cycling Foundation's mission is to promote cycling and improve cycling conditions in the Eastern Sierra. The group advocates bicycle safety and education of cyclists as well as motor-vehicle operators, strongly supports the "share the road" concept, and continually strives to add more miles of "share the road" signs. Eastside Velo provides bicycle safety information and suggested routes and rides for cyclists visiting and living in the Eastern Sierra and emphasizes bicycle-safety training for children, mandatory helmet laws, and safer road conditions by working with public works and planning departments in Inyo and Mono counties, the Town of Mammoth Lakes, the City of Bishop, Eastside Velo and Caltrans, District 9.

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Types of Bikeways

The Caltrans Highway Design Manual identifies four types of bicycle facilities:

1. Shared Roadway (No bikeway designation).
2. Class I Bikeway (Bike path). Separate right of way for bicyclists. Generally, should serve corridors not served by streets or highways.
3. Class II Bikeway (Bike lane). Utilizes the shoulder area of roads. Signing and striping separate areas for bicyclists and motorists.
4. Class III Bikeway (Bike route). Similar to a Class II Bikeway, except that the shoulder area is shared with vehicles.

Most of the facilities in the county are Shared Roadways. There is a short Class II Bikeway along Crowley Lake Drive in the vicinity of Aspen Springs as well as in downtown Bridgeport. There are also marked mountain bike routes on dirt roads in the western end of Long Valley. Caltrans District 9 generally pursues 8-foot shoulders on highways when feasible for safety, which also facilitiatesfacilitates bike use, anduse and has initiated a District 9 multi-modal plan to provide additional direction for District 9 facilities.

Selection of the appropriate type of bikeway to meet an identified need is dependent on many factors, including safety, demand, and connection to other bike facilities. The Caltrans Highway Design Manual contains criteria to help determine whether designation of a bikeway is appropriate and, if so, which type is most suitable. The relative cost of various types of facilities is also a consideration.

In Mono County, shared roadways (with a 4-foot paved shoulder and 8- to 10-inch edge stripe) will continue to be the most feasible type of bikeway in most areas. Relatively low bicycle demand may make it infeasible

to designate bikeways; environmental considerations and maintenance costs may make it difficult to develop separate bike paths.

The Bicycle Transportation Plan contains a list of overall needs related to biking in unincorporated Mono County, which was developed by local bicycling groups, along with lists of specific needs for community areas.

Town of Mammoth Lakes – Non-Motorized Facilities

In Mammoth Lakes, non-motorized facilities for the use of pedestrians, bicyclists, equestrians and Nordic 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 Nordic 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 system.

Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active transportation modes, such as biking and walking. The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve mandated greenhouse gas reduction goals;
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Ten percent of all ATP funding is awarded to small urban and rural areas with populations of 200,000 or less. Twenty-five percent of the funding in this category must benefit disadvantaged communities. Another 50% of all ATP funding is awarded competitively on a statewide basis. Twenty-five percent of the funding in that category must benefit disadvantaged communities as well.

Funding is available for a variety of project types, including infrastructure and non-infrastructure projects, e.g.:

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users;
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users;
- Elimination of hazardous conditions on existing bikeways and walkways;
- Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility;
- Installation of traffic-control devices to improve the safety of pedestrians and bicyclists;
- Safe Routes to School projects that improve the safety of children walking and bicycling to school;
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops;
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit stations;
- Bicycle-carrying facilities on public transit;
- Establishment or expansion of a bike-share program;
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails;
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation;
- Development and publishing of community walking and biking maps, including school route/travel plans;
- Components of open-streets events directly linked to the promotion of a new infrastructure project; and
- Development of a bike, pedestrian or active transportation plan.

Disadvantaged Communities

A portion of Active Transportation Program funding must go to Disadvantaged Communities. For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide average based on census tract level data from the American Community Survey;

- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores; or
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the criteria identified above, the applicant may submit a quantitative assessment of why the community should be considered disadvantaged. There are currently no communities in Mono County that meet the criteria for qualification as a disadvantaged community. Standardized state data often do not capture Mono County's small, rural communities well.

Aviation

Three public airports are located in Mono County: Mammoth Yosemite Airport, Lee Vining Airport, and Bryant Field (Bridgeport Airport). In addition to the airports, there are several helipads located throughout the county. The following information on airports in the county is from the California Aviation System Plan (CASP), 2013 Inventory Element.

Mammoth Yosemite Airport

Mammoth Yosemite Airport, located eight miles east of Mammoth Lakes, is an 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 firefighting activities. Mammoth Yosemite Airport has 130 hangars and 80 tie-downs. Eight single-engine planes and two multi-engine planes were based there in 2012. Scheduled commercial air service is currently available to northern and southern California (San Francisco, Los Angeles, San Diego, Orange County, and Burbank) and Denver, with routes varying seasonally.

In 2012, the airport reported 8,000 aircraft operations, with 26,196 enplanements and 39,596 total passengers. Of the 8,000 aircraft operations, 129 were air carriers, 1,759 were air taxis, 2,048 were general aviation local flights, 4,029 were general aviation itinerant flights, and 35 were military flights. Total passenger traffic (combined passenger counts reflecting both enplaned and deplaned counts) rose from 53,541 in 2011 to 54,386 in 2012.

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

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.

Limited year-round commercial air service is available to Southern California, and more direct flights are available in the winter.[2] That service is subsidized by Mono County, the Town of Mammoth Lakes, and Mammoth Mountain Ski Area. The Town of Mammoth Lakes has formed a public/private partnership with Mammoth Mountain Ski Area (MMSA) to develop the airport. 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 65, Action Element.

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 established procedure manuals, as well as crash, fire, and rescue equipment.

Additionally, there are helipads located around the town that are operated by the USFS and BLM (primarily for firefighting purposes), as well as a helipad at Mammoth Hospital that is used for air ambulance services.

The Town of Mammoth Lakes is currently updating the layout plan for the Mammoth Yosemite Airport; approval is expected from the FAA shortly. This plan provides for major development and expansion of the airport terminal area, including major infrastructure improvements, aircraft support facilities, and passenger terminal. The Mono County Airport Land Use Commission adopted a Comprehensive Land Use Plan (CLUP) for the Mammoth Yosemite Airport in 1998. The CLUP establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

[2] 2014-2015 flights included San Francisco and San Diego in California; Las Vegas, Nevada; and Denver, Colorado.

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

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 seven tie-downs; currently no aircraft are based there. The airport has a pilot-activated lighting system and a navigational beaconbeacon, but no aviation fuel is available. The airport is located at an elevation of 6,802 feet. In 2012, the airport reported 2000 aircraft operations; all 2000 were general aviation itinerant flights.

Recent improvements at the airport included replacing the runway with a properly graded one that is 4,940 feet long and 60 feet wide and installing paved overruns at both ends of the runway. Future improvements include 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 65, Action Element.

Bryant Field (Bridgeport)

Bryant Field, located in Bridgeport, is designated as a "Community – Recreational Access" 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 firefighting activities.

The airport has no hangars and 18 tie-downs; currently no aircraft are based there. The airport has a pilot-activated lighting system, a navigational beacon, and aviation fuel available. The airport is located at an elevation of 6,468 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. In 2012, the airport reported 500 aircraft operations; 200 were general aviation local flights, 300 were general aviation itinerant flights. On occasion, the Marine Corps Mountain Warfare Training Center requests special permission to use the airport for training exercises.

Relatively recent safety improvements at the airport include lighted runway distance signs, lighted airport signs, Runway End Identifier Lights (REIL) on runway 34, Precision Approach Path Indicators (PAPI) on Runway 34, lighting vault renovations, and an Automatic Weather Observation System (Superawos). The short-term capital improvement program for Bryant Field, including improvements and maintenance projects, is included in Chapter 65, Action Element.

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

Helipads

In addition to the airports, there are several helipads in the county. One is operated by the U.S. Marine Corps at its Mountain Warfare Training Center at Pickel Meadow. Others are operated by the USFS and BLM, primarily for firefighting purposes. Helipads located at Mammoth Hospital in Mammoth Lakes and at Mono Medical Center 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 20-year time frame. Master Plans and Airport Layout Plans were last revised for Bryant Field and the Lee Vining Airport in 2006, and for Mammoth Yosemite Airport in 2000.

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 2006, and for the Mammoth Yosemite Airport in October 1998.

Aviation Forecasts and Trends

Aircraft activity in Mono County is primarily general aviation activity; i.e., aircraft used for firefighting, emergency services, charter service, business or recreational use. As shown in Tables 10 and 11, 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.

Although Mammoth Yosemite Airport is an FAA-certified commercial service airport providing charter service, plans are in the works to develop the facility for regularly scheduled passenger service. Mammoth Yosemite Airport is also the only airport in Mono County that provides air cargo service.

TABLE 10: Aircraft & Operations Forecast, Bryant Field Airport, 2000-2020

	2000	2005	2010	2015	2020

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

Based Aircraft:					
Single Engine	1	3	4	4	4
Multi Engine	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	1	3	4	4	4
Annual Aircraft Operations:					
By Type of Operation					
Local	375	375	500	500	500
Itinerant	3,000	3,000	4,000	4,000	4,000
Total	3,375	3,375	4,500	4,500	4,500
By Type of Aircraft					
Single-engine prop.	3,375	3,375	4,500	4,500	4,500
Multi-engine prop.	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	3,375	3,375	4,500	4,500	4,500
By Type of User					
Military	0	0	0	0	0
Air Taxi	0	0	0	0	0
General Aviation	3,375	3,375	4,500	4,500	4,500
Total	3,375	3,375	4,500	4,500	4,500

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

Aircraft Operations Distribution					
Peak Month	510	510	680	680	680
Peak Week	130	130	130	130	130
Average Day of Peak Month	17	17	23	23	23
Peak Hour of Average Day of Peak Month	3	3	3	3	3
Instrument Operations Demand	150	150	200	200	200
Approach Demand	40	40	50	50	50

Source: Wadell Engineering Corporation, Bryant Field Airport Master Plan/2020, p. 10

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

TABLE 11: Aircraft & Operations Forecast, Lee Vining Airport, 2000-2020

	2000	2005	2010	2015	2020
Based Aircraft:					
Single Engine	1	3	4	4	4
Multi Engine	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	1	3	4	4	4
Annual Aircraft Operations:					
By Type of Operation					
Local	500	500	667	667	667
Itinerant	1,500	1,500	2,000	2,000	2,000
Total	2,000	2,000	2,667	2,667	2,667
By Type of Aircraft					
Single-engine prop.	2,000	2,000	2,667	2,667	2,667
Multi-engine prop.	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	2,000	2,000	2,667	2,667	2,667
By Type of User					
Military	0	0	0	0	0
Air Taxi	0	0	0	0	0

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

General Aviation	2,000	2,000	2,667	2,667	2,667
Total	2,000	2,000	2,667	2,667	2,667
Aircraft Operations Distribution					
Peak Month	300	300	400	400	400
Peak Week	80	80	100	100	100
Average Day of Peak Month	10	10	13	13	13
Peak Hour of Average Day of Peak Month	2	2	2	2	2
Instrument Operations Demand	80	80	100	100	100
Approach Demand	20	20	30	30	30

Source: Wadell Engineering Corporation, Lee Vining Airport Master Plan/2020, p. 11

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

TABLE 12: Mono County Airports, Landing & Navigational Aids

	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	Yes	No	No	No	Yes	Yes
Mammoth Yosemite	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:

- No transportation terminals in the county exist 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.
- 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) and Mammoth Lakes Tourism (MLT) to bring commercial air service to the community. The Town operates the airport and provides facilities and equipment that support commercial air service. The Town

also seeks funding from the Federal Aviation Administration and other entities to fund capital improvements at the airport. MMSA and MLT secure revenue guarantee contracts with airlines that bring air service to the airport by guaranteeing the airline a minimum return on investment. Without these contracts, air service would not be possible in our area. Currently, the Town is working with the FAA to construct a new terminal building at the airport. A new terminal facility will enhance the ability of the Town and its partners to attract air carriers from a verity of markets. It is expected that the new terminal building and associated ramp and infrastructure will cost approximately $32 million with the FAA picking up approximately 90% of the cost.

- The California Aviation System Plan (CASP) identifies all the airports in the county as ones considered to be the Eastern Sierra's highest priority facilities in terms of system capacity and safety enhancement. The CASP suggests needed safety improvements at all of the county's airports.
- Operational and safety improvements are planned at Bryant Field and the Lee Vining Airport; 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).

Coordination with Caltrans Systems Planning

Caltrans conducts long-range planning ("System Planning") for all state routes at the District level. System Planning is composed of Transportation Concept Reports (TCRs) and 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 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 among 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.

In particular, there is a need for close coordination of planning between the Caltrans office of Local Development Review Planning (IGR/CEQA) and local planning departments to ensure that appropriate upgrades occur to transportation facilities based upon new development projects. Planning and environmental review for new development projects need to consider Level of Service impacts, safety upgrades, Americans with Disabilities Act requirements, and new construction standards.

There is the potential for appropriate agencies such as Caltrans, the USFS, the BLM, the CDFW, 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. The Bridgeport Main Street

Project illustrates the benefit of such coordination, where, with Caltrans assistance, the County, community and LTC obtained a grant that funded a planning process that encourages slower traffic, has increased parking and provided the basis and framework to seek ATP funding for further Main Street circulation improvements.

Town of Mammoth Lakes Transportation System

Road System

The major access into the Town of Mammoth Lakes is provided by SR 203, which intersects with US 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 the 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, andArea and terminates at the Mono-Madera county line. Portions of SR 203 are augmented by frontage roads. According to Caltrans' classification system, SR 203 is a minor arterial for the first 8.3 miles from US 395 through the town, and a minor collector for the westernmost 0.7 miles. Mammoth Scenic Loop, a two-lane road off SR 203, provides secondary access from the town to US 395 to the north. The Town's Road Network is shown in Appendix A, Figure 6.

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. There is one park-and-ride lot located on the corner of Tavern and Old Mammoth; this lot is free, located adjacent to a transit stop, and can accommodate up to 100 cars. 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. Mammoth Lakes is completing a Parking Study to evaluate existing conditions and estimate future demand. The study contains recommendations for parking control measures for the commercial portions of the town, including park-and-ride lots.

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 February 2014, provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist. Figures 7 and 8 (Appendix A) show existing and proposed bike paths in the town.

The *Town of Mammoth Lakes Trail System Master Plan* (MLTSMP) adopted in 2011 focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, and Nordic 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 Nordic skiing will reduce auto travel, as

well as provide important recreational amenities for visitors and community residents. Experience in similar resort communities has indicated a direct economic benefit from expansion of the trail system. Mammoth Lakes has already developed over several miles of multi-use paths, 80% of which have been funded with state and federal grant money.

In an effort to further develop an extensive pedestrian system, the Town adopted a comprehensive Pedestrian Master Plan in February 2014 (see Figures 9 and 10 in Appendix A).

Transit

Existing Transit Services

The Eastern Sierra Transit Authority (ESTA) was formed through a Joint Powers Agreement (JPA) in October 2006 to replace Inyo-Mono Transit as the transit provider in the Eastern Sierra. Its members are Mono County, Inyo County, the Town of Mammoth Lakes, and the City of Bishop. As a transit operator, ESTA provides a variety of local and regional transit services, including demand-response, fixed-route, deviated fixed route, intercity connections to multiple communities in the Eastern Sierra, and regional service to Reno, NV, and Lancaster, CA.

ESTA provides transit services in Mono County and regionally. ESTA recently adopted the **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update** (April 4, 2014). This document provides extensive information on existing transit services in the region, a transportation needs assessment for the region, and an implementation plan for providing coordinated services throughout the region. That plan is incorporated by reference in the RTP.

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, these are generally young people, seniors, disabled persons, or low-income persons. Table 1 shows population projections for young people and seniors. The percentage of young people is projected to remain relatively stable over the next 20 years while the senior population is projected to rise approximately 100% over the next 20 years. The senior population often has mobility concerns that require specialized transportation.

Table 9Table 1: Population Projections, Young People & Seniors

	2010	2020	2030
Under 17 years old	3,004/ 21.0%	3,011 / 19.9%	3,921 / 18.0%
65 years or older	1,429 / 10.0%	2,637 / 17.4%	3,981 / 24.5%
Total Population	14,338	15,147	16,252

Source: State Department of Finance (DOF) populations Projections, Table P-1 (Age), State and County Population Projections by Major Age Group: 2010-2060. See www.dof.ca.gov .

CHAPTER 2: NEEDS ASSESSMENTEXISTING TRANSPORTATION NETWORK

There are currently several public and private transit operations serving the Town:

Interregional Transit
The Eastern Sierra Transit Authority (ESTA) provides regional and long-distance service along US 395 from locations in the county to Lancaster and Reno. The southern portion of the route provides connections from Lancaster to Los Angeles and Kern counties, Metrolink, Amtrak, Greyhound and the Inyokern Airport. The northern portion of the route provides access to the Yosemite Area Regional Transportation System (YARTS), Reno-Tahoe International Airport, Amtrak, and Greyhound.

Mammoth Express
ESTA operates three round trips per day between Bishop and Mammoth Lakes, five days a week, with stops at Tom's Place and Crowley Lake. This route is intended to serve commuters.

Mammoth Lakes Fixed Routes
ESTA now operates the year-round fixed route services in the Town of Mammoth Lakes, and all winter routes previously operated by MMSA. MMSA contracts with ESTA to provide service to all winter ski portals, including capital replacement costs.

Dial-A-Ride (DAR) Services
ESTA provides DAR services in Mammoth Lakes. ADA paratransit services are available in Mammoth Lakes when DAR services are not available.

Reds Meadow Shuttle
ESTA contracts with the USFS to operate a shuttle from Mammoth Lakes to Reds Meadow and Devils Postpile during the summer months.

Vanpool
ESTA has offered a vanpool program for commuters between Bishop and Mammoth Lakes, but it was suspended due to low ridership.

Yosemite Area Regional Transportation System (YARTS)
During the summer, YARTS provides service to and from Mammoth Lakes in Mono County (and locations in Mariposa and Merced counties) on a schedule that connects with the Yosemite National Park free shuttle service.

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.

Taxi Service

Limited taxi services are offered in Mammoth Lakes on a metered, demand-responsive basis.

Mono County Senior Services
Mono County Social Services runs the Senior Services program and provides transportation services for seniors who cannot ride ESTA buses due to physical limitations. 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. Senior Services runs a meals-on-wheels program and helps distribute government surplus food throughout the county.

Inyo-Mono Association for the Handicapped (IMAH)
IMAH provides respite care and adult day-care services for older adults and developmentally disabled residents. IMAH provides transportation for clients to and from programs as well as to work, using six vehicles it owns.

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 Unified School District provide bus services for their students.

Charter Services
There are no other interregional transit services other than private charter lines. The majority of private charters originate in 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 Visitors Bureau, approximately 20 to 30 buses per day serve Mammoth Lakes in the summer months, averaging approximately 40 persons per bus, and approximately 10 to 15 buses arrive per day in the winter months, averaging 40 persons per bus.
The current **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan** (2014) prepared for ESTA notes the following concerning transit-dependent populations in Mono County:

- The greatest number of persons over age 65 in Mono County lives in Mammoth Lakes (550);
- Mammoth Lakes also has the greatest number of persons living below the poverty level (1,058), as well as a high number of seasonal workers;
- There are 75 households without a vehicle in Mammoth Lakes and 53 in June Lake;
- Data on residents with disabilities is not yet available from the 2010 Census;
- Most employment in Mono County is within the tourism sector related to the ski resort, or to county government. Major employers in Mono County (more than 200 employees) include Mammoth Hospital, Mammoth Mountain Ski Area, and Mono County.

- In Mono County, the median household income is $60,469. Around 2.4% of households receive Supplemental Social Security, 1.2% received cash assistance, and 4.3% receive SNAP benefits;
- Nearly 40% of Mono County employed residents work in Mammoth Lakes. Another 11.3 work in Crowley Lake. Approximately 7% commute to Bishop and another 5.3% commute to Bridgeport. Almost 75% of employees working in Mammoth Lakes commute from elsewhere, largely Bishop, Crowley Lake, Chalfant and June Lake. There is a high level of commuting between Bishop and Mammoth Lakes, with a greater number of commuters traveling from Bishop to Mammoth Lakes.
- Population projections prepared by the California State Department of Finance forecast a very significant growth in older adults who will require access to medical and social services. The senior population (65+) is forecast to increase by 30% between 2010 and 2020, and by 20% between 2020 and 2030. Between 2020 and 2030, much of the increase will be in residents age 75+.

Aviation

The Mammoth Yosemite Airport is an important attribute to the community. Located eight miles east of the town, the airport is an FAA-certified commercial airport, currently offering charter services. The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Scheduled commercial air service is currently available to northern and southern California (San Francisco, Los Angeles, San Diego) and Denver, CO, with routes varying seasonally.

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 established procedure manuals, as well as crash, fire, and rescue equipment.

Additionally, there are helipads located around the town that are operated by the USFS and BLM (primarily for firefighting purposes), as well as a helipad at Mammoth Hospital that is used for air ambulance services.

The Town of Mammoth Lakes is currently updating the layout plan for the Mammoth Yosemite Airport; approval is expected from the FAA shortly. This plan provides for major development and expansion of the airport terminal area, including major infrastructure improvements, aircraft support facilities, and passenger terminal. The Mono County Airport Land Use Commission adopted a Comprehensive Land Use Plan (CLUP) for the Mammoth Yosemite Airport in 1998. The CLUP establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

CHAPTER 3: NEEDS ASSESSMENT

Overview

This chapter addresses the following topics:

- An analysis of forecasts and projections concerning population growth, land use and development, economic factors, environmental issues, and required consistency with other transportation-related planning documents that have been used to determine future transportation issues and needs in the planning area.
- An assessment of existing and projected transportation needs and issues throughout county.

Assumptions Used to Determine Transportation NeedsProjections and Forecasts

This section identifies and analyzes assumptions about population growth, land use and development, economic factors, environmental issues, and consistency with other transportation planning documents used to determine future transportation issues and needs in the planning area. The issues and needs developed in this chapter, along with their underlying assumptions, guide the development of the goals, policies, and objectives of this RTP. Since the adoption of the last RTP in 2008 and update in 2015 the assumptions governing the development of Mono County's transportation systems have not changed appreciably. Socioeconomic figures have been updated as necessary to reflect the most up-to-date demographic and economic projections for the county.

Demographic Projections

Mono County's population in 20183 was estimated to be 134,616493 persons; 8,004307 persons (597%) in Mammoth Lakes and 56,612186 persons (413%) in the unincorporated portion of the county (see Table 4). The percentage of the overall population that lives in Mammoth Lakes continues to grow slowly.

TABLE 1Table 2: Mono County Population Estimates, 20185	
Total County Population	14,625 (100%)
Mammoth Lakes Population	8,410 (57%)
Unincorporated Area Population	6,285 (43%)

Source: www.dof.ca.gov, State of California, Department of Finance, E-1 City/County Population Estimates, with Annual Percentage Change, January 1, 2018 and 2019. Sacramento, California, May 2019.

CHAPTER 3: NEEDS ASSESSMENT

Source: www.dof.ca.gov, State of California, Department of Finance, *E-1 City/County Population Estimates, with Annual Percentage Change, January 1, 2014 and 2015*. Sacramento, California, May 2015.

Table 2 shows population projections for the county for the next 205 years. It includes the percentage of the population 18 and older as an indicator of the number of people who may be able to drive and the percentage of the population aged 18-74 as an indicator of the number of people most likely to be driving. Over the next 25 years, the percentage of the population 18 and older is expected to increase slightly as the school age group becomes older, and the percentage of the population aged 18-74 is expected to decrease slightly as the population ages.

CHAPTER 3: NEEDS ASSESSMENT

TABLE 2Table 3: Mono County Population Projections, 2020-40			
Year	Total Population	# and % 18+ Years	# and % 18-74 Years
2020	15,14714,046	12,136 (80%)	11,165 (74%)
2030	16,252	13,331 (82%)	11,527 (71%)
2040	16,823	14,079 (84%)	11,467 (68%)
Source: www.dof.ca.gov , State of California, Department of Finance, Population Projections by Race/Ethnicity, Gender and Age for California and Its Counties 2010-2060, Sacramento, California, December 2014.			

Table 3 shows population projections by community areas through the year 2040. The community projections are based on the following assumptions: that the unincorporated area will continue to house approximately 43% of the total countywide population and that the population distribution in the unincorporated community areas will remain similar to the population distribution in 2010. 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 Benton, Chalfant, and the Long Valley communities are experiencing continuing pressure from residents who work in Mammoth Lakes. As housing prices continue to rise in Mammoth Lakes, other areas of the county may experience increasing development pressure.

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 distribution in the county will remain as it is, with approximately 57% of the population in Mammoth Lakes, and 43% of the population in the unincorporated community areas. Population distribution in the unincorporated communities will remain as shown in Table 3. Mammoth Lakes, June Lake, Lee Vining, and Bridgeport will continue to experience much higher peak populations during periods of heavy recreational use.***

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Table 4TABLE 3: Mono County (unincoporated) Population Projections by Community Areas, 2010-40					
	2010 Pop.	% of 2010 Pop.	2020 Pop.	2030 Pop.	2040 Pop.
Mono County (Total) - Total	14,202	100%	15,147	16,252	16,823
Mammoth Lakes (- Total)	8,234	58%	8,785	9,426	9,757
County (- Total)	5,968	42%	6,362	6,826	7,066
Antelope Valley					
Walker CDP	721	12.08%	769	825	853
Coleville CDP	495	8.29%	527	566	586
Topaz CDP	50	0.83%	53	57	59
Bridgeport Valley					
Bridgeport CDP	575	9.63%	613	658	680
Mono Basin					
Lee Vining CDP	222	3.71%	236	253	262
Mono City CDP	172	2.88%	183	197	204
June Lake					
June Lake CDP	629	10.54%	671	720	744
Long Valley/Wheeler					
Paradise CDP	153	2.56%	163	175	181
Swall Meadows CDP	220	3.69%	235	252	261
Sunny Slopes CDP	182	3.05%	194	208	216
Aspen Springs CDP	65	1.09%	69	74	77
Crowley Lake CDP	875	14.66%	933	1,001	1,036
McGee Creek CDP	41	0.69%	44	47	49
Tri-Valley					
Chalfant CDP	651	10.91%	694	745	771
Benton CDP	280	4.69%	298	320	331
County outside CDPs	637	10.67%	679	729	754
Sources: www.dof.ca.gov, US Census Bureau, American Factfinder					

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Notes: CDP is a Census designation meaning Census Designated Place. These are populated areas that lack separate
municipal government but physically resemble incorporated places. In the 2010 Census, CDP boundaries were mapped based on the geographic area associated with residents' use of the name.

Percentage of population for Mammoth Lakes and the Unincorporated Area are a percentage of the total county population. PercentagcPercentage of population for the county communities is a percentage of the total county population. Percentages for the county communities are from the 2010 U.S. Population Census and are assumed to remain similar in the future. Numbers may not equal 100% due to rounding.Sources: www.dof.ca.gov. U.S. Census Bureau, 2010 Census, American FactFinder.

Land Use Forecasts

Unincorporated Area Development Trends

Development in Mono County communities is primarily residential with limited small-scale commercial uses serving local and tourist/recreational needs. Limited small-scale light industrial uses, such as heavy equipment storage and road yards, also occur in some county communities. Most communities also have public facilities such as schools, libraries, community centers, parks, ballfields, and government offices. County offices are located primarily in Mammoth Lakes and Bridgeport. This development pattern is not anticipated to change, due to the small scale of communities in Mono County and the lack of employment opportunities in most communities.

The Land Use Element of the county General Plan contains policies that focus future growth in and adjacent to existing communities. Substantial additional development outside existing communities is limited by environmental constraints, protected agricultural lands, a lack of large parcels of privately ownedprivately-owned land (and lack of private land in general), and the cost of providing infrastructure and services in isolated areas. Land use policies for community areas in the county (developed by the county 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 Highways 395 and 6.

Assumptions: ***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 Highways 395 and 6.***

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Town of Mammoth Lakes Development Trends

The Town of Mammoth Lakes is the county's only incorporated community. The town is a four-season resort community with a permanent population of approximately 8,200 residents (over half of the county's entire resident population). Vacation residences and lodging facilities accommodate a substantially larger population of second homeowners and visitors. The local economy is based primarily on tourism, especially during summer and winter months when visitation rates are highest.

The Town's General Plan provides for extensive resort and residential development to meet recreational demand. Resort development includes lodging, commercial development, recreational facilities, and public services. The town also includes schools, a community college, a hospital, and government offices. Development in the town has been designed to accommodate peak populations that occur during high-use periods. As noted in the introduction to the Town's General Plan:

> "The ratio of permanent residents to visitors is an important element in understanding demographics in Mammoth Lakes and associated impacts. Overall, the town is prone to large fluctuations in the total non-resident population because of the seasonal nature of its tourism-dependent economy. During the winter tourist season the community and ski area require a large number of seasonal employees (more than can be filled by the full-time resident community) to meet peak service demands. As a result, the resident population increases by approximately 3,000 during the peak tourism season. The town must accommodate a much larger population when tourist populations are present. During peak tourism periods, the total number of people in town at one time exceeds 35,000 people."

The Town of Mammoth Lakes has a defined area in which growth can occur. The Town's General Plan provides the following information concerning the Town's planning area and municipal boundaries:

> "The Planning Area for the Town includes areas where existing or proposed facilities have a direct relationship to the current Town boundaries and services. It encompasses land in the unincorporated portions of Mono County in which the Town provides municipal services and extends from the Whitmore Recreation area on the east to the Mammoth Scenic Loop on the north. The Planning Area also includes Inyo National Forest lands located within Madera County that have their sole vehicular access through the Town of Mammoth Lakes and for which the Town provides public safety and building inspection services. The Municipal Boundary [for Mammoth Lakes] is the land contained within the incorporated limits of the Town of Mammoth Lakes. The boundary encompasses a total area of approximately 25 square miles. The Mammoth Lakes Sphere of Influence is coterminous with the municipal boundary, indicating that no additional lands are anticipated to be annexed into the municipal boundary. The Town of Mammoth Lakes adopted an urban limit policy in 1993 in order to maintain a clear delineation

between the developed portions of the community and the surrounding National Forest lands. The Urban Growth Boundary policies in this plan limit residential, industrial and commercial development to those areas already designated for such uses. The ultimate size and intensity of the community would be limited to those areas not now designated for open space. The Urban Development Boundary encompasses an area of about four squarefour-square miles."

Assumptions: ***Development will occur within the Town's Urban Growth Boundaries as currently designated in the Town's General Plan. Development will occur to the buildout levels specified in the General Plan. Traffic impacts from future development will be most noticeable on Highways 395 and 203.***

Commuters

Information on place of work is not available from the most current U.S. Census. Historically, many county residents have not worked in the community in which they live. Residents in the Antelope Valley have commuted to work in Bridgeport and in Gardnerville, Minden, and Carson City in Nevada; residents of the Tri-Valley area have commuted to work in Bishop and Mammoth Lakes; and residents of Long Valley and June Lake have commuted to work in Mammoth Lakes and Bishop. Development in Mammoth Lakes, and rising housing prices there, have forced many residents of Mammoth to move elsewhere (Crowley Lake, June Lake, Tri-Valley, Bishop) and to commute to jobs in Mammoth Lakes.

The 201309-173 American Community Survey five-year Estimate[3] indicated 99% of workers 16 years and older residing in unincorporated Mono County worked within the state and 91% worked within Mono County. These numbers indicate a significant increase in the jobs/housing balance over 2000, when only 75% worked in the state and county (*US Census 2000, Summary File 3, Tables P 31 and P32)*. The mean travel time to work also decreased from less than 30 minutes in 2000 to just over 16 minutes in the 2009-13 estimateis 16 minutes. The primary means of transportation to work was a car, truck or van (5267%). Of these, 4554% were single-occupancy vehicles and 713% were carpools with two or more persons. Public transportation account for 20% of commuters (which is an increase from 5% during the 2009-13 ACS data), followed by walking (11%), bicycling (8%), and taxicab/motorcycle/other (0.6%). Workers from home constituted 9%. Walking accounted for 14% of commuters, followed by public transportation (5%), bicycling (2.5%), and taxicab/motorcycle/other (2%). Workers from home constituted 10%.

Mono County's economy is dominated by the educational, health care and social assistance services as well as arts, entertainment, recreation, accommodation and food services industries (based on the 2013-17 ACS).

[3]Via searches on the American Fact Finder (U.S. Census website) at http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml and at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF

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Industry projections from the California Employment Development Department estimate that job growth in Eastern Sierra Region (Alpine, Inyo, and Mono Counties) continue to have growing government, services, and leisure and hospitality industries (Labor Market Information, Industry Projections 2016-2026, July 2019). Major job centers are located in Mammoth Lakes (services, retail trade, government), June Lake (seasonal services and retail trade), and Bridgeport (government). Despite the availability of Commercial (C) and Mixed Use (MU) designations throughout communities in the unincorporated area, it is unlikely that sufficient jobs will develop to eliminate the need for workers to commute to jobs outside their communities. It's assumed that the separation between jobs and housing will continue in the future due to the nature of the county's tourist-based economy. Traffic volumes will increase as this trend continues, particularly on US 395 in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, and Swall Meadows).Mono County's economy is dominated by services, retail trade, and government. Industry projections from the California Employment Development Department estimate that 85% of the job growth in Mono County between 2010 and 2020 will continue to be in services, retail trade and government (Labor Market Information, Industry Projections 2010-2020, November 2013). Major job centers are located in Mammoth Lakes (services, retail trade, government), June Lake (seasonal services and retail trade), and Bridgeport (government). Despite the availability of Commercial (C) and Mixed Use (MU) designations throughout communities in the unincorporated area, it is unlikely that sufficient jobs will develop to eliminate the need for workers to commute to jobs outside their communities.

Assumptions: ***The separation between jobs and housing will continue in the future due to the nature of the county's tourist-based economy. Traffic volumes will increase as this trend continues, particularly on US 395 in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, and Swall Meadows).***

Recreational/Tourist Traffic – Seasonal Use Development

Mono County experiences a great deal of recreational travel, both to and through the county. Most of that traffic occurs on US 395, and in the summer months on Highways 120, 108, and 89, which 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 volume and type of that traffic. Winter ski weekends, particularly during peak holiday periods, result in a traffic pattern, both in communities and on highways, that simulates recurrent congestion 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 two-lane sections of roadways. County communities are concerned about maintaining the livability of communities while providing for smoothly flowing traffic and safe traffic speeds 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."

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Assumption: ***As recreational use continues to expand in the Resort Corridor along US 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

Attainment Status

Mono County and the Town of Mammoth Lakes meet all state and national air quality standards except for particulate matter (PM_{10})$_{10)}$ and ozone. PM_{10} emissions are measured at Mammoth Gateway and in the Mono Basin; ozone emissions are measured at Mammoth Gateway.

Particulate Matter (PM_{10})

As of 2012, the county was designated as a non-attainment area for the state particulate matter (PM_{10}) standard. Mono Basin and Mammoth Lakes are also designated as non-attainment areas for the national particulate matter (PM_{10}) standard. Particulate matter (PM_{10}) in the Mono Basin results primarily from dust from the exposed lakebed of Mono Lake; levels are higher on the north shore of Mono Lake than in Lee Vining due to the prevailing wind conditions. PM_{10} in Mammoth Lakes is a result primarily of wood burning and re-suspended road cinders during the winter.

PM_{10} concentrations in the Mono Basin have remained relatively stable between 2000 and 2012 with much lower concentrations in Lee Vining and higher concentrations on the north shore (see www.arb.ca.gov, PM_{10} Trends Summary). PM_{10} concentrations in Mammoth Lakes have declined significantly since the early- to mid-1990s (see www.arb.ca.gov, PM_{10} Trends Summary). Based on available data, Mammoth Lakes has not exceeded the national standard for PM_{10} since 1993, except for two times in 2013-14 due to wildfire, and has sharply reduced the number of days it exceeds the state standard (from 62.4 days in 1993 to 15 days in the 2013-14 winter season to three days in 2014-15 winter season). In 2013-14, 10 of the 15 exceedances were due to wildfire events, and in 2014-15 all were due to wildfire events.[4]

[4] 2014-2015 Mammoth Lakes PM10 and Meteorological Summary, Great Basin Unified Air Pollution Control District. http://www.townofmammothlakes.ca.gov/DocumentCenter/View/5292, cited May 13, 2015.

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Ozone

In 1991, Mono County was designated as a 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 Lakes in recent years; the area has exceeded the one-hour State Standard only a few times during the most-recent period for which data are available, but it has exceeded the eight-hour State and Federal Standard more often [see www.arb.ca.gov, Ozone Data Summary (1988-2004)]. In the past, the State Air Resources Board concluded that ozone exceedance 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, and required the adoption of a New Source Review Rule requiring Best Available Control Technology for emissions over 25 tons per year.

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 re-suspended 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 plansplans, and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Those plans and policies (including the 1990 Air Quality Management Plan, Air Quality Maintenance Plan and Redesignation Request (2014), and Municipal Code Chapter 8.30 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 (AQMP) prepared by the GBUAPCD, including Particulate Emissions Regulations (Chapter 8.30 of the Municipal Code) in 1990.

Prior to 1990, the Town recorded 10 violations of the federal 24-hour PM_{10} standard. Following implementation of the plan in 1990, there was an immediate decline in PM_{10} emission; since 1994, despite continued growth, no further violations of the national standard have occurred. As a result, in 2014, an Air Quality Maintenance Plan and PM_{10} Redesignation Request was adopted to update the 1990 Air Quality Management Plan for the Town of Mammoth Lakes. The 2014 Plan reviews the background of the 1990 plan, the measures implemented

as a result of that plan and their effectiveness, and changes to clean air regulations since the adoption of the 1990 plan. The 2014 Plan then recommends maintenance measures and requests that the Town of Mammoth Lakes be redesignated as in attainmentattainment for the federal PM10 standard.

The 2014 plan updated Section 8.30.100B of the town Municipal Code that sets a peak level of VMTs (vehicle miles traveled) at 179,708 per day within the Town, andTown and directs that the Town review development projects in order to reduce potential VMTs. A second budget of 66,452 VMT was established for a peak winter day in the area outside of the town boundaries (unincorporated county), but inside the boundaries of the Mammoth Lakes PM_{10} planning area (Mammoth Lakes Air Basin). Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The 2014 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 success of the existing control measures demonstrates that PM_{10} levels have been reduced and will be reduced to a sufficient degree that contingency measures are not required. Nonetheless, additional measures have been incorporated into the AQMP to assist in further reductions of PM_{10} levels with the goal of improved compliance with the California Ambient Air Quality Standard for PM_{10}. These measures include amending the Town of Mammoth Lakes Particulate Emissions Regulations to match GBUAPCD Rule 431, requiring all wood-burning fireplaces and stoves, whether certified or not, to comply with no-burn days.

The Town's Transit Plan and the Draft Mobility 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 Lakes. Policies in the Transit Plan and Draft Mobility 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.

Assumptions: ***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 and pedestrian services, including the incorporation of transit and pedestrian facilities into existing and future development, will help address air quality issues in Mammoth Lakes. Transportation-related air emissions will not impact other community areas in the county.***

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Performance ConditionsVehicle Miles Traveled (VMTLOS)

The emphasis in District 9, which includes Inyo, Mono, and eastern Kern counties, is on maintaining and improving the interregional transportation network. Vehicles Miles Traveled (VMT) is the total number of miles driven by motorized vehicles. VMT is a measure that is extensively used in transportation planning for a variety of purposes. It measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. VMT is a key metric in transportation planning because it provides a measure of total travel, how travel changes over time, and differences in travel among regions and states. VMT is the leading measure of both personal and commercial vehicle travel demand. VMT data is also useful in policy decisions for infrastructure and investment. Since VMT measures travel demand, it is useful in determining where most resources are most needed, and it is an important measure to monitor and forecast.

VMT can help identify the regions that are traveled more frequently and contribute to producing more traffic congestion. Increased traffic on a particular roadway can result in slower speeds that lead to delay. Additionally, VMT monitoring and forecasting are particularly important for anticipation of revenue streams from motor fuel taxes.

VMT can be used to:

- Assess the differences in travel demand and impact between regions and other states;
- Project future revenue streams from fuel taxes and proposed VMT fees;
- Compare personal travel and freight/commercial vehicle travel;
- Project future congestion levels;
- Estimate the amount of travel resulting from local residence and freight activity versus external travel;
- Assess the impact of various population forecasts; and
- Support many more measures of interest for transportation planning.

VMT can be coupled with other measures such as capacity, speeds, vehicle type, and trip purpose in order to have a comprehensive traffic analysis.

Assumptions: It is assumed that the transition from LOS to VMT will better assist the LTC at identifying trends throughout Mono County.

Performance conditions, or Levels of Service (LOS—see Glossary), on state and federal highways are set by Caltrans systems planning. The emphasis in District 9, which includes Inyo and Mono counties and 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 improve mobility on US 395, the route on which performance conditions are affected the most by traffic levels.

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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.

Assumptions: ***Performance conditions, or LOS, on the County's highway system will remain as shown in Table 4, but will be re-evaluated following issuance of new guidance regarding performance measures and LOS alternatives under the California Environmental Quality Act.***

TABLE 4: Summary of Caltrans Systems Planning Concepts, Routes in Mono County

ROUTE	FUNCTIONAL CLASSIFICATION	CONCEPT LOS	CONCEPT FACILITY
6	Minor arterial	C	2-lane conventional
89	Minor arterial	C	2-lane conventional
108	Minor arterial	C	2-lane conventional
120	Minor arterial	C	2-lane conventional
158	Major collector	C	2-lane conventional
167	Minor arterial	C	2-lane conventional
168	Minor arterial	C	2-lane conventional
182	Major collector	C	2-lane conventional

203	**Minor arterial**	**D**	**2-lane conventional/ 4-lane conventional**
266	**Major collector**	**C**	**2-lane conventional**
270	**Major collector**	**C**	**2-lane conventional**
395	**Principal arterial**	**C**	**4-lane expressway/ conventional 2-lane conventional**

NOTES: **A "conventional" facility has no access control.**

An "expressway" facility has limited access control.

SOURCE: **Caltrans District 9 System Management Plan, Transportation Concept Report, at http://www.dot.ca.gov/dist9/planning/index.html**

Capital Operations and Maintenance Costs
Operation and maintenance costs are addressed in Chapter 6: Financial Element.

Cost of Alternatives

The existing transportation system in Mono County includes the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally used by locals and visitors to reduce short trips). 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 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 time frame 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 time frame of this RTP. Demand for additional alternative methods of

transportation, other than expanding and improving those currently existing in the county, is not anticipated to occur over the 20-year time frame of this RTP, given the constraints noted above.

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

Time Frames

Assumptions: The short-term time frame for planning purposes for the Mono County RTP is 10 years. The long-term time frame 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, air quality, noise, and wildlife and wildlife habitat, particularly Bi-State sage-grouse which was proposed for designation as threatened under the Endangered Species Act at one time, with critical habitat potentially covering more than 80% of private property in Mono County.

Assumptions: ***Mono County, the Town of Mammoth Lakes, Caltrans, and the USFS are proactive in designing and implementing projects and programs that avoid or minimize impacts to environmental resources in the county. This will continue to be a focus of project development, implementation, and management.***

Complete Streets

State Law (AB 1358) requires local governments to include provisions for Complete Streets in their general plans. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

The Circulation Element must "plan for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." Caltrans defines complete streets as "a transportation facility that is planned, designed, operated and maintained to provided safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility."

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Assumptions: Mono County communities and the Local Transportation Commission (LTC) have been proactive in seeking transportation improvements that add to the livability of local communities. Within communities, including the town of Mammoth Lakes, 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. This will continue to be a focus of project development, implementation, and management.

Town of Mammoth Lakes Transportation System

Road System

The major access into the town of Mammoth Lakes is provided by SR 203, which intersects with US 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 the 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, SR 203 is a minor arterial for the first 8.3 miles from US 395 through the town, and a minor collector for the westernmost 0.7 miles. Mammoth Scenic Loop, a two-lane road off SR 203, provides secondary access from the town to US 395 to the north. The Town's Road Network is shown in Figure 7.

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. There is one park-and-ride lot located on the corner of Tavern and Old Mammoth; this lot is free, located adjacent to a transit stop, and can accommodate up to 100 cars. 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. Mammoth Lakes is completing a Parking Study to evaluate existing conditions and estimate future demand. The study contains recommendations for parking control measures for the commercial portions of the town, including park-and-ride lots.

Transit

There are currently several public and private transit operations serving the Town:

Interregional Transit

The Eastern Sierra Transit Authority (ESTA) provides regional and long-distance service along US 395 from locations in the county to Lancaster and Reno. The southern portion of the route provides connections from Lancaster to Los Angeles and Kern counties, Metrolink, Amtrak, Greyhound and the Inyokern Airport. The northern portion of the route provides access to the Yosemite Area Regional Transportation System (YARTS), Reno-Tahoe International Airport, Amtrak, and Greyhound.

Mammoth Express

ESTA operates three round trips per day between Bishop and Mammoth, five days a week, with stops at Tom's Place and Crowley Lake. This route is intended to serve commuters.

Mammoth Fixed Routes

ESTA now operates the year-round fixed route services in the town of Mammoth Lakes, and all winter routes previously operated by MMSA. MMSA contracts with ESTA to provide service to all winter ski portals, including capital replacement costs.

Dial-A-Ride (DAR) Services

ESTA provides DAR services in Mammoth. ADA paratransit services are available in Mammoth when DAR services are not available.

Reds Meadow Shuttle

ESTA contracts with the USFS to operate a shuttle from Mammoth Lakes to Reds Meadow and Devils Postpile during the summer months.

Mammoth Mountain - June Mountain Ski Area Winter Shuttle

ESTA operates a daily winter shuttle between Mammoth and June Lake, with two round trips per day.

Vanpool

ESTA has offered a vanpool program for commuters between Bishop and Mammoth, but it was suspended due to low ridership.

Yosemite Area Regional Transportation System (YARTS)

During the summer, YARTS provides service to and from Mammoth Lakes in Mono County (and locations in Mariposa and Merced counties) on a schedule that connects with the Yosemite National Park free shuttle service.

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.

Taxi Service

Limited taxi services are offered in Mammoth Lakes on a metered, demand-responsive basis.

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 February 2014, provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist. Figures 7A and 7B show existing and proposed bike paths in the town.

The *Town of Mammoth Lakes Trail System Master Plan* (MLTSMP) adopted in 2011 focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, and Nordic 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 Nordic skiing will reduce auto travel, as well as provide important recreational amenities for visitors and community residents. Experience in similar resort communities has indicated a direct economic benefit from expansion of the trail system. Mammoth has already developed over several miles of multi-use paths, 80% of which have been funded with state and federal grant money.

In an effort to further develop an extensive pedestrian system, the Town adopted a comprehensive Pedestrian Master Plan in February 2014 (see Figures 7C and 7D).

Aviation

The Mammoth Yosemite Airport is an important attribute to the community. Located eight miles east of the town, the airport is an FAA-certified commercial airport, currently offering charter services. The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Scheduled commercial air service is currently available to northern and southern California (San Francisco, Los Angeles, San Diego) and Denver, CO, with routes varying seasonally.

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 established procedure manuals, as well as crash, fire, and rescue equipment.

Additionally, there are helipads located around the town that are operated by the USFS and BLM (primarily for firefighting purposes), as well as a helipad at Mammoth Hospital that is used for air ambulance services.

The Town of Mammoth Lakes is currently updating the layout plan for the Mammoth Yosemite Airport; approval is expected from the FAA shortly. This plan provides for major development and expansion of the airport terminal area, including major infrastructure improvements, aircraft support facilities, and passenger terminal. The Mono County Airport Land Use Commission adopted a Comprehensive Land Use Plan (CLUP) for the Mammoth Yosemite Airport in 1998. The CLUP establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

FIGURE 7: Town of Mammoth Lakes – Road Network

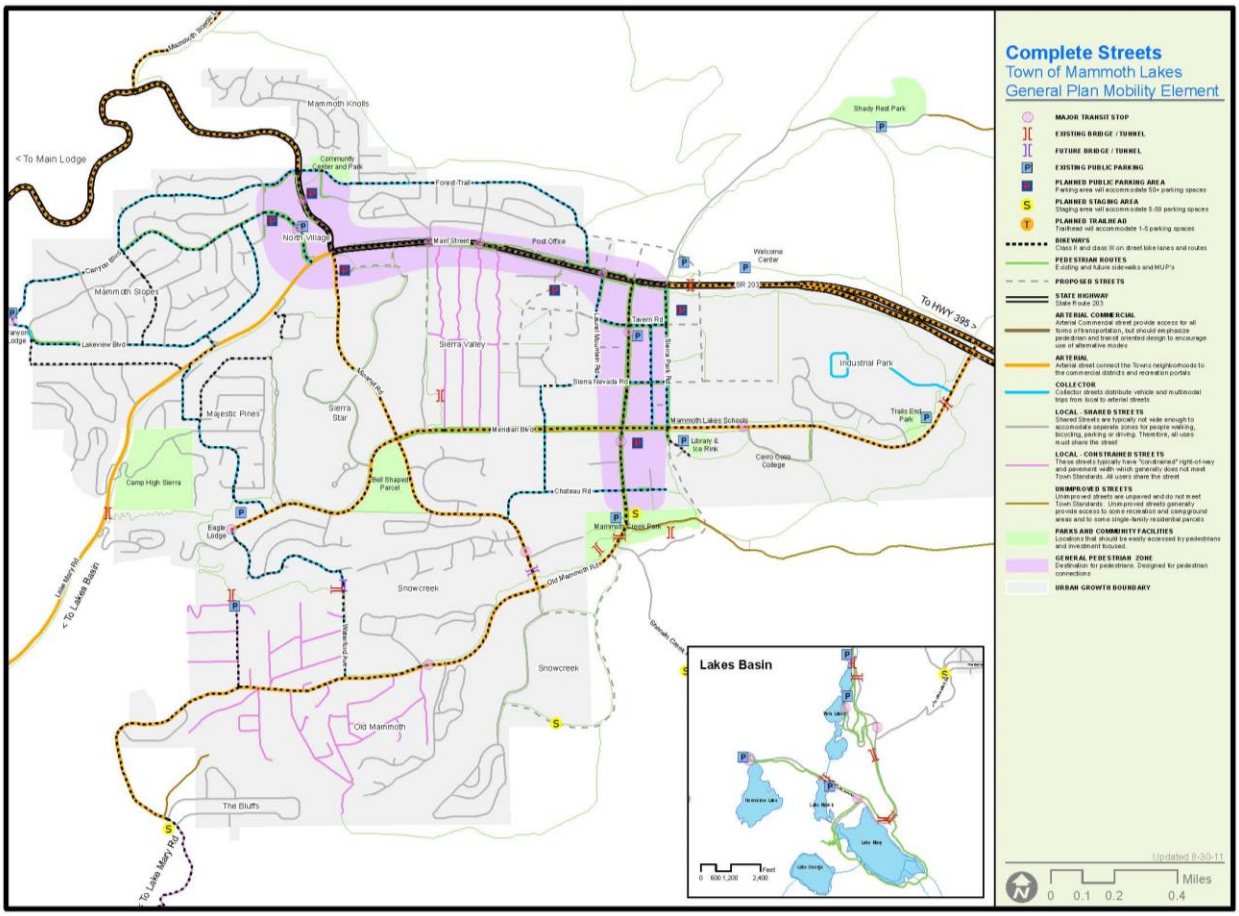


FIGURE 7A: Town of Mammoth Lakes – Bicycle Network

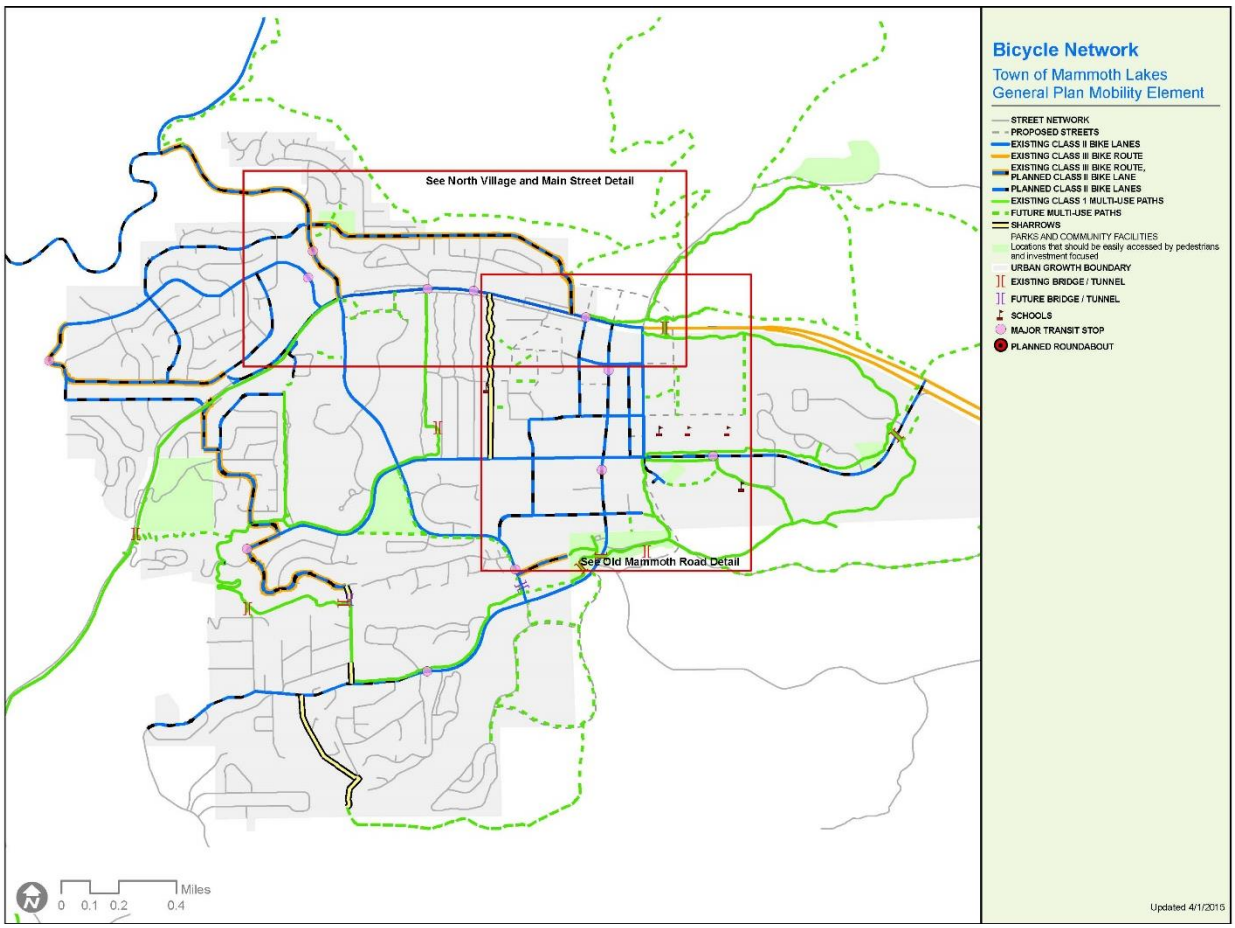


FIGURE 7B: Town of Mammoth lakes – Bicycle Network Detail

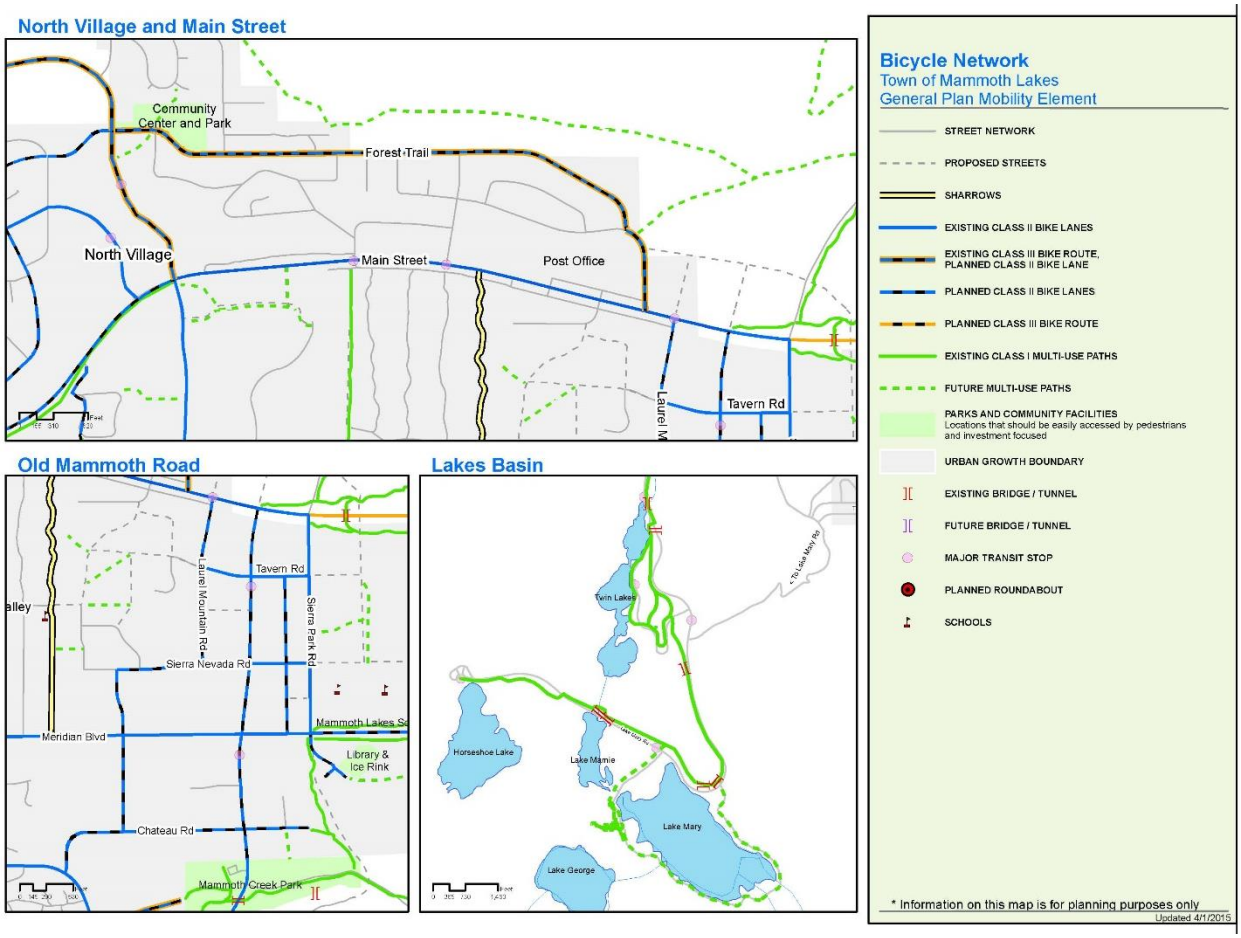


FIGURE 7C: Town of Mammoth Lakes – Pedestrian Network

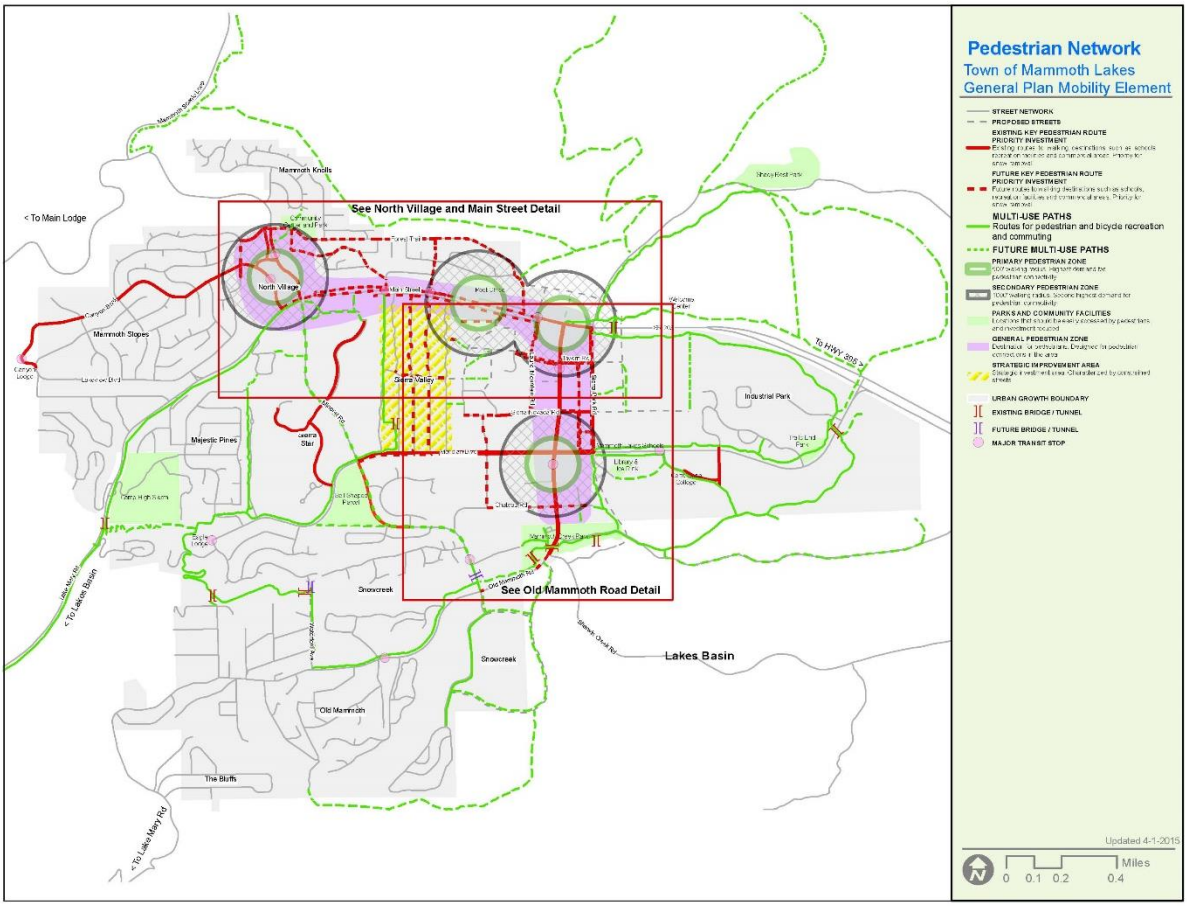
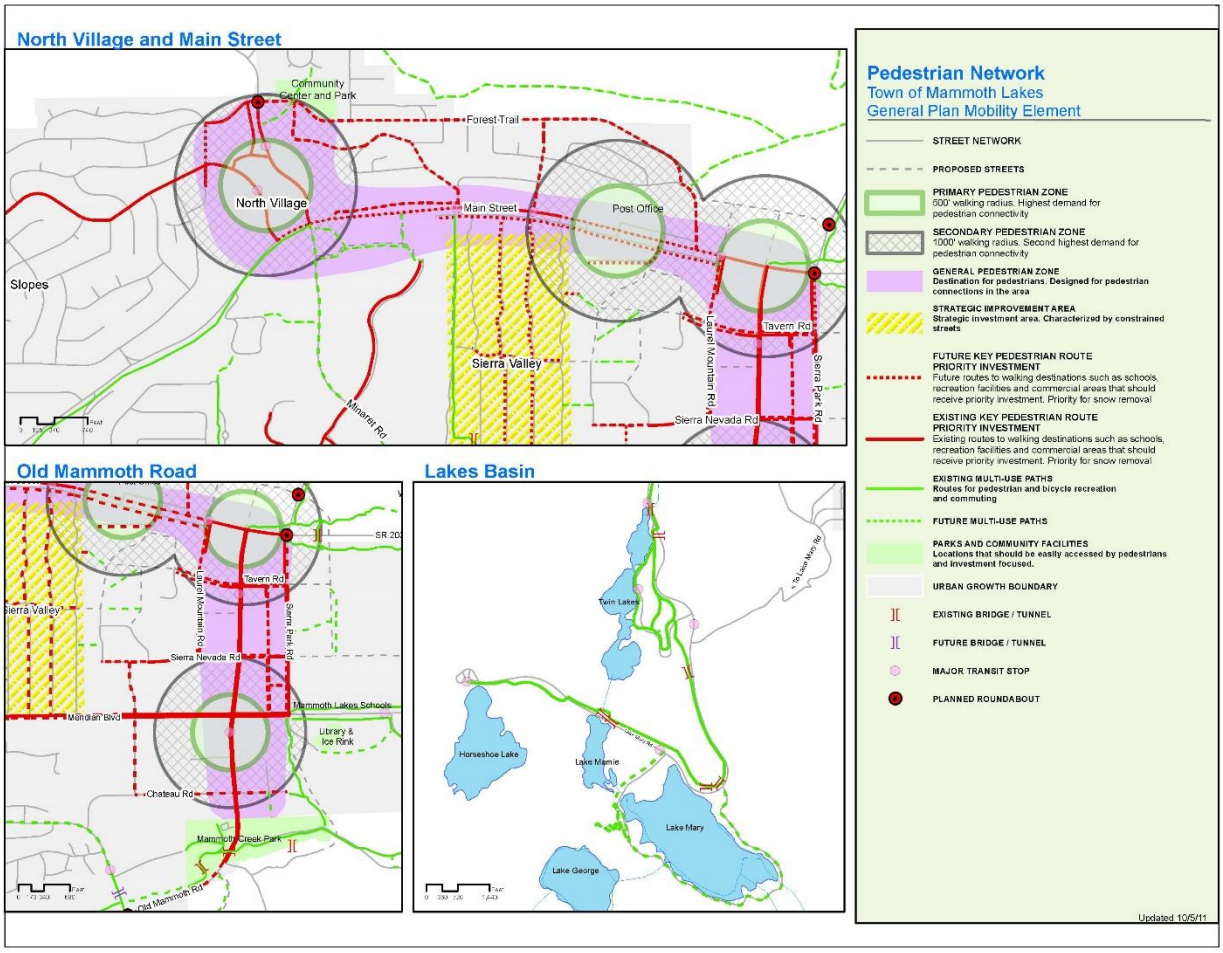


FIGURE 7D: Town of Mammoth Lakes – Pedestrian Network Detail


North Village and Main Street
Community Center and Park
Forest Trail
North Village
Main Street
Post Office
Slopes
Sierra Valley
Minaret Rd
Laurel Mountain Rd
Tavern Rd
Sierra Park Rd
Sierra Nevada Rd
Old Mammoth Road
SR 203
Tavern Rd
Sierra Valley
Laurel Mountain Rd
Sierra Park Rd
Sierra Nevada Rd
Mammoth Lakes Schools
Meridian Blvd
Library & Ice Rink
Chateau Rd
Mammoth Creek Park
Old Mammoth Rd
Lakes Basin
To Tioga Pass Rd
Twin Lakes
Horseshoe Lake
Lake Mamie
Lake Mary
Lake George
Pedestrian Network
Town of Mammoth Lakes
General Plan Mobility Element
STREET NETWORK
PROPOSED STREETS
PRIMARY PEDESTRIAN ZONE
600' walking radius. Highest demand for pedestrian connectivity
SECONDARY PEDESTRIAN ZONE
1000' walking radius. Second highest demand for pedestrian connectivity
GENERAL PEDESTRIAN ZONE
Destination for pedestrians. Designed for pedestrian connections in the area
STRATEGIC IMPROVEMENT AREA
Strategic investment area. Characterized by constrained streets
FUTURE KEY PEDESTRIAN ROUTE PRIORITY INVESTMENT
Future routes to walking destinations such as schools, recreation facilities and commercial areas that should receive priority investment. Priority for snow removal
EXISTING KEY PEDESTRIAN ROUTE PRIORITY INVESTMENT
Existing routes to walking destinations such as schools, recreation facilities and commercial areas that should receive priority investment. Priority for snow removal
EXISTING MULTI-USE PATHS
Routes for pedestrian and bicycle recreation and commuting
FUTURE MULTI-USE PATHS
PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused.
URBAN GROWTH BOUNDARY
EXISTING BRIDGE / TUNNEL
FUTURE BRIDGE / TUNNEL
MAJOR TRANSIT STOP
PLANNED ROUNDABOUT
Updated 10/5/11

Transportation Issues

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

1. SR 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, Reds Meadow and Devils Postpile.

2. There continues to be 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.

3. 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.

4. Traffic congestion is expected to increase as a result of improvements to 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. However, 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.

Aviation Forecasts and Trends

Aircraft activity in Mono County is primarily general aviation activity; i.e., aircraft used for firefighting, emergency services, charter service, business or recreational use. As shown in Tables 5 and 6, 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.

Although Mammoth Yosemite Airport is an FAA-certified commercial service airport providing charter service, plans are in the works to develop the facility for regularly scheduled passenger service. Mammoth Yosemite Airport is also the only airport in Mono County that provides air cargo service.

Table 510: Aircraft & Operations Forecast, Bryant Field Airport, 2000-2020

	2000	2005	2010	2015	2020
Based Aircraft:					
Single Engine	1	3	4	4	4
Multi Engine	0	0	0	0	0

Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	1	3	4	4	4
Annual Aircraft Operations:					
By Type of Operation					
Local	375	375	500	500	500
Itinerant	3,000	3,000	4,000	4,000	4,000
Total	3,375	3,375	4,500	4,500	4,500
By Type of Aircraft					
Single-engine prop.	3,375	3,375	4,500	4,500	4,500
Multi-engine prop.	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	3,375	3,375	4,500	4,500	4,500
By Type of User					
Military	0	0	0	0	0
Air Taxi	0	0	0	0	0
General Aviation	3,375	3,375	4,500	4,500	4,500
Total	3,375	3,375	4,500	4,500	4,500
Aircraft Operations Distribution					
Peak Month	510	510	680	680	680
Peak Week	130	130	130	130	130
Average Day of Peak Month	17	17	23	23	23
Peak Hour of Average Day of Peak Month	3	3	3	3	3

Instrument Operations Demand	150	150	200	200	200
Approach Demand	40	40	50	50	50

Source: Wadell Engineering Corporation, Bryant Field Airport Master Plan/2020, p. 10

Table 116: Aircraft & Operations Forecast, Lee Vining Airport, 2000-2020

	2000	2005	2010	2015	2020
Based Aircraft:					
Single Engine	1	3	4	4	4
Multi Engine	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	1	3	4	4	4
Annual Aircraft Operations:					
By Type of Operation					
Local	500	500	667	667	667
Itinerant	1,500	1,500	2,000	2,000	2,000
Total	2,000	2,000	2,667	2,667	2,667
By Type of Aircraft					
Single-engine prop.	2,000	2,000	2,667	2,667	2,667
Multi-engine prop.	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	2,000	2,000	2,667	2,667	2,667
By Type of User					
Military	0	0	0	0	0
Air Taxi	0	0	0	0	0
General Aviation	2,000	2,000	2,667	2,667	2,667
Total	2,000	2,000	2,667	2,667	2,667

Aircraft Operations Distribution					
Peak Month	300	300	400	400	400
Peak Week	80	80	100	100	100
Average Day of Peak Month	10	10	13	13	13
Peak Hour of Average Day of Peak Month	2	2	2	2	2
Instrument Operations Demand	80	80	100	100	100
Approach Demand	20	20	30	30	30

Source: Wadell Engineering Corporation, Lee Vining Airport Master Plan/2020, p. 11

Table 12: Mono County Airports, Landing & Navigational Aids

Table 7: Mono County Airports, Landing & Navigational Aids

	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	Yes	No	No	No	Yes	Yes
Mammoth Yosemite	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.

Lee Vining No No No No No No No No
Bryant Field No No Yes No No No Yes Yes
Mammoth Yosemite 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 informati
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.

Issues and Needs

Regional Operational Issues

Emergency Response

The Mono County Emergency Operations Plan (EOP) and the Town of Mammoth Lakes Emergency Operations Plan (EOP), developed by the county and Town Offices of Emergency Services, outline how emergency workers should respond to major emergencies within the county and the town. They are links in the chain connecting the detailed standard operating procedures (SOPs) of local public safety agencies to broader state and federal disaster plans. They address potential transportation-related hazards, including potential hazards from earthquakes, volcanic eruptions, floods, and hazardous materials transport. They also address 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). The County also consults with Cal Fire for emergency access requirements for new development in the State Responsibility Areas that cover most of the private property in Mono County. GIS mapping of the county and the town will enhance and support alternative route awareness for emergency responders and incident locations.

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.

Roadway Safety

The California Highway Patrol (CHP) tracks collisions in Mono County (see www.chp.ca.gov, SWITRS). Between 2001 and 2010, Mono County had an average of five fatal collisions per year with an average of five persons killed per year. During the same period, an average of 116 injury collisions per year occurred with an average of 171 persons injured. Most collisions and injuries occur from November through February and June through July, the periods of heaviest tourist visitation.

Wildlife collisions are a concern throughout the county. Figure 2 indicates collision points on US 395 that have been recorded by law enforcement agencies and Caltrans District 9, and indicates animal mortality by density. There is a perception of high collision rates in North County, and clear evidence of high collision rates in South County between SR 203 and Crowley Lake Drive. There is interest in projects to reduce these collisions and animal mortality rates.

Cell Phone Service

Cell phone service is poor in certain areas of the county. Due to the isolated nature of much of the highway mileage in the county and the extreme weather conditions experienced throughout the year, there is a need to ensure that adequate cell service exists throughout the county. Additional cell towers have been installed over the past several years to improve cell service in areas lacking service or with poor service; additional towers may still be necessary. Specific policies for broadband and related communication infrastructure have been developed in the Mono County General Plan Circulation Element.

Figure1: 202-15 Animal Mortality Locations

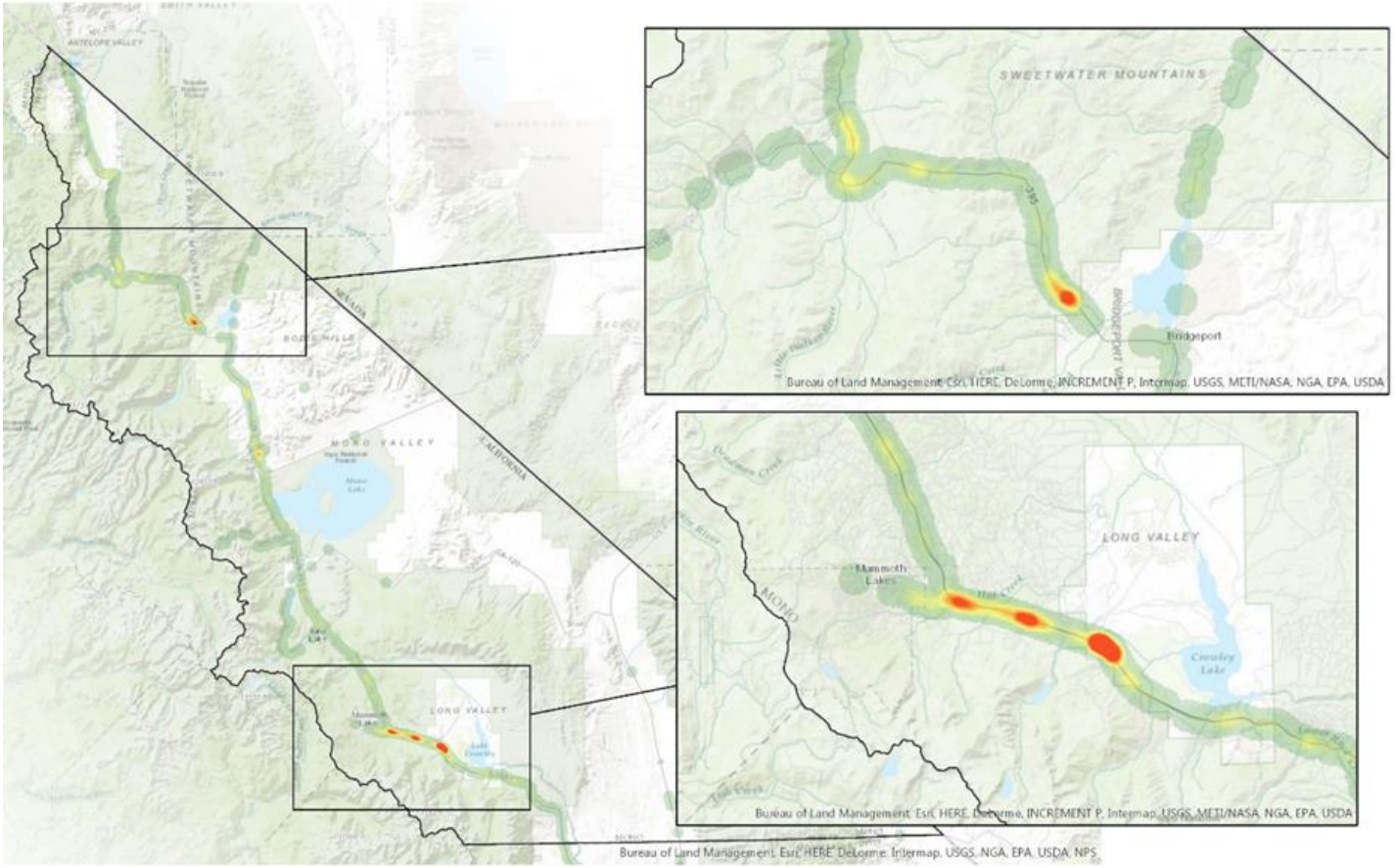


Figure 2: 2002-15 Animal Mortality Locations

Table 89: Wildlife Collision Hotspots					
Hot Spot Ranking	Name	Length (miles)	Deer Mortality per year	Total Deer Mortality (14 years)	Deer Mortality per year per mile
1	Mt Morrison Rd to Benton Crossing Rd	0.47	6.1	80	12.93
2	McGee	0.43	4.2	56	9.84
3	Hot Creek Hatchery Rd.	0.41	2.6	34	6.38
4	Buckeye Rd.	0.74	4.5	60	6.03
5	Jct 395 / SR 203	0.4	2.0	29	5
6	Bodie Rd.	0.44	2.0	31	4.5

Additional Safety Issues

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 US 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 SR 158, the June Lake Loop. In June Lake, North Shore Drive provides an alternative route into June Lake that is intended to mitigate the impacts of potential avalanches along SR 158. The LTC has recently authorized an examination of seasonal road closure policies as part of the 2014-15 proposed Overall Work Program. Of particular concern is the potential recreational access that can be provided during low-snow years, together with concerns for ensuring traveler safety.

- Increased levels of truck traffic on state highways are a safety[5] concern. US 395 and 6 are part of the National Truck Network and experience increasing truck traffic; this truck traffic can impact residential communities along these routes. In 2006, medium- and heavy-duty trucks comprised 25% of all traffic within the corridor (this and all further information on truck traffic is from Katz, 2006). Five-axle single- unit trucks made up approximately 80% of all truck traffic. The majority of southbound trucks used US 395 (61%) instead of US 6 (31%). The majority of northbound trucks used US 395 (59%) instead of US 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period between 10 am and 3 pm. Safety concerns focus on the impact of oversized trucks on the safety and capacity of two-lane highway sections and the lack of paved shoulders and adequate sight distances. Narrow shoulders are a concern 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 US 395 in various parts of the county has mitigated safety issues in those areas but concerns about truck traffic remain significant in the Tri-Valley on US 6, a two-lane road with no shoulders. The 2006 Katz study is anticipated to be updated in the near future to provide current truck traffic data and projections.[6]
- Recreational vehicle (RV) 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% in 2000, to 1.7% in 2011 (Caltrans, US 395 Origination and Destination Report, Year 2011). A contributing factor to reduced RV use may have been the increase in average California gas prices in 2011.
- Hazardous materials spills are a concern throughout the county. The potential for such accidents is highest on Highways 395 and 6, where truck traffic is greatest. Trucks haul a variety of commodities through Mono County, with the greatest number hauling miscellaneous manufacturing products, general freight, food and similar products, farm products, and empty containers (Katz, 2006). Approximately 7% of truck traffic carries petroleum and coal products or chemicals (Katz, 2006). The Mono County Integrated Waste Management Plan contains policies to address hazardous waste spills.
- The Mono County Emergency Operations Plan (EOP), prepared by the Office of Emergency Services, also addresses emergencies resulting from hazardous materials spills.
- Hospitals in Mono County have limited capacity for multi-casualty incidents, andincidents and may require transport of the victims to facilities outside the county. Many accident victims with critical injuries are also transported to facilities outside the county. Access to certain areas of the County may be limited seasonally or due to weather, fire, or other such events..

[5] According to comments by Caltrans District 9 in Dec. 2015, truck traffic safety issues have not been identified based on system data.

[6] Note: The Mono County Board of Supervisors adopted slightly different language in the Mono County General Plan Circulation Element for this bullet point. See the "2015 Circulation Element Errata Sheet."

Interregional Travel Demand and Corridor Needs

US 395

US 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 US 395 throughout Mono County are maintaining four lanes from the Inyo/Mono county line to Lee Vining; allowing for passing lane improvements to the conventional two-lane highway north of Lee Vining; safe winter access countywide; adding adequate shoulders as a priority to enable safe pedestrian and bike use, as well as increased motorist safety including potential separated-grade wildlife crossings; improved system safety and maintenance; and the development of sufficient revenue sources to meet these needs.

US 6

US 6, from the Inyo County line north of Bishop to the Nevada state line, provides regional/interregional transportation connections and is a trucking route between Southern California, Reno, 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 and for multi-modal safety, including on-going shoulder-widening projects. The major local concerns about US 6 are safety during the periodic dust storms that occur in the area and speeds through community areas. Dust from plowed fields and from the deposits from flash floods blows across the highway, decreasing visibility. Some local landowners are working with the Great Basin Unified Air Pollution Control District to develop plans to mitigate dust problems from agricultural 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. Vehicles traveling at high speed through community areas are also a concern, both for local traffic trying to access the highway and for pedestrian safety. Vehicle speed-feedback signs have recently been installed, and there is currently interest in pursuing a Safe Route to School access across US 6 in Benton.

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

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

There is some interest in attempting to keep the mountain passes (Tioga, Sonora, and Monitor) open as long as possible, including opening the passes as soon as practical, in order to increase access from the west and provide an economic boost to local communities. The County coordinates with Caltrans and Yosemite National Park 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.

Average Daily Traffic Volumes

Tables 9 and 10 shows Average Daily Traffic (ADT) volumes on Mono County Highways in 2014 and 2017. Between 2009 and 2014, traffic volumes increased on many of the County's highways, particularly on the county's most heavily traveled routes (i.e., US 395, US 6, and SR 203).

The figures below are estimates. The peak month ADT is the average daily traffic for the month of heaviest traffic flow. 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 winter; ADT figures for those routes reflect travel when the route is open. Routes regularly closed during the winter include the following:

- SR 89: Monitor Pass, Jct. US 395 to Jct. SR 4, 17.5 miles.
- SR 108: Sonora Pass, six miles east of Strawberry to seven miles west of Jct. US 395, 35 miles.
- SR/Highway 120: Tioga Pass, Crane Flat to five miles west of Jct. US 395, 55 miles.
- SR 120: Mono Mills Road, two miles east of Jct. US 395 to six miles west of Jct. US 6, 37.6 miles.
- SR 158: June Lake Loop, Powerhouse to north Jct. US 395, 8.6 miles.
- SR 203 – Mammoth Lakes Road, Mono/Madera county line to one-mile east.
- SR 270 – Bodie Road, Jct. US 395 to Bodie, 9.8 miles.

Table 910: Average Daily Traffic (ADT) Volumes, Mono County State Highways

Route	Location	Peak Hour 2014/2017	Peak Month 2014/2017	Annual 2014/2017
395	Junction 203 West	1,100/1,940	11,500/21,500	8,300/14,400
	June Lake Junction South	1,850	17,600	9,750
	June Lake Junction North	1,760	15,700	9,250
	Tioga Pass Junction North	7,800/1630	4,300/14,500	4,300/8,800
	Bridgeport	5,800/1,360	3,350/12,500	3,350/7,700
	Sonora Junction West	4,70/1,210	4,600/10,300	3,100/6,850
	Nevada State Line	500/600	5,000/5,700	3,550/3,900
6	Junction 395 (Bishop)	350/210	3,650/2,400	3,500/2,400
	Benton Station West	100/220	1,150/2,400	960/2,400
	Nevada State Line	100/130	1,100/1,400	900/400
168	Oasis Junction North	40/50	290/350	170/210
266	Junction 168	20/60	250/580	140/320
203	Minaret Summit	130/130	780/780	620/620
	Minaret Junction	1,350/2,750	12,400/26,400	9,200/19,500
	Old Mammoth Road Junction	1,600/2,540	16,300/26,800	12,400/19,500

Source: Caltrans 2017 Traffic Volumes

Table 101: Average Daily Traffic (ADT) Volumes, Mono County State Highways				
Route	**Location**	**Peak Hour 2014/2017**	**Peak Month 2014/2017**	**Annual 2014/2017**
158	June Lake Junction South	300/430	2,800/3,650	1,500/1,900
	Grant Lake Junction North	110/160	850/1,150	400/450
120	Yosemite Gate East	290/770	3,150/8,300	2,250/5,050
	Tioga Pass Junction	430/570	4,350/5,450	1,330/1,810
	Benton Station	70/110	630/980	400/430
167	Pole Line Junction	40/40	300/340	200/180
	Nevada State Line	30/30	240/180	103/100
270	Bodie State Historic Park	120/110	700/670	450/450
182	Bridgeport Junction	170/160	1,500/1,500	1,000/1,000
	Nevada State Line	50/160	250/630	250/350
108	Sonora Pass	200/210	780/1,300	520/620
	Sonora Junction	130/170	1,200/1,200	700/660
89	To Monitor Pass	100/100	570/600	440/390
Source: Caltrans 2017 Traffic Volumes				

Goods Movement

Goods movement to and through Mono County occurs on the interregional highway system; i.e., US 395 and US 6. There are no railroads in the county and no air freight services. As noted previously, US 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 the route. US 395 provides regional transportation connections and truck access between Southern California and Reno, Nevada.

US 6, from the Inyo County line north of Bishop to the Nevada state line, provides interregional transportation connections and is a 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).

In 2006, medium- and heavy-duty trucks comprised 25% of all traffic within the corridor (this and all further information on truck traffic is from Katz, 2006). Five-axle single-unit trucks made up approximately 80% of all truck traffic. The majority of southbound trucks used US 395 (61%) instead of US 6 (31%). The majority of northbound trucks used US 395 (59%) instead of US 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period between 10 am and 3 pm. The 2011 Origination and Destination Report conducted by Caltrans found that tractor trailers totaled 9.1% of total vehicles, a decrease from 11.5% in 2000.

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 US 395. In the summer, additional traffic occurs on State Routes 120, 108, and 89, which 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 (RVs) 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, RVs often have difficulty parking or use more than their share of limited parking spaces. RVs account for 1.7% of the traffic in Mono County on US 395, a decline from a high of 13.4% in 1989 and 3.2% in 2000 (Caltrans, US 395 Origination and Destination Report, Year 2011).

Results from the 2011 US 395 Origination and Destination Report showed some changes since the prior two reports, i.e.:

Table 115A: US 395 Origination & Destination Changes Over Time

	1989 Report Results	2000 Report Results	2011 Report Results
Purpose =Recreational	80%	55%	61%
Purpose =Work	2%	13%	22%
From other states	9%	28%	24%
From other countries	2%	1%	5%
Mono County Final Destination	24%	41%	42%
Stop small communities “often”	NA	31%	28%
Stop small communities “sometimes”	NA	48%	36%
Goods movement	2%	12%	9%

Source: Caltrans, District 9, US 395 Origination and Destination Study Year 2011 and 2014.

Many of the needs of recreational travelers have been addressed by recently completed or ongoing projects. The four-laning of US 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 Transportation Plans address parking in community areas and transportation linkages between communities and recreational areas.

Accessibility

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. ESTA buses are equipped with wheelchair lifts and also provide door-to-door demand-responsive service.

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 B – Traffic Demand Projections, Unincorporated Areas. Table 12 summarizes the data presented in Appendix B.

TABLEable 127: 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[7]	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 B 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-

[7] Note that the figures given for Mono Basin refer to through traffic along us 395, north of the junction with SR 120 (Tioga Pass).

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 time frame 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 pursuing funding to convert county communities (i.e., Crowley Lake, Lee Vining, June Lake, Bridgeport, and Walker/Coleville) to more livable/walkable communities.

Mammoth Lakes is committed to becoming a multi-modal community where automobile usage is minimized due to efficient pedestrian and transit systems. The Town has downsized roads to make room for sidewalks and bike lanes, increased transit facilities, and developed park-and- ride facilities. In addition, the Town has greatly expanded its trail system for pedestrians, bicyclists, and Nordic skiers.

Due to the high number of people who work outside the community in which they live, opportunities exist forexist for ridesharing in the county and the town. Currently, Mammoth Mountain Ski Area provides vanpooling and shuttle services for its employees, ESTA offers vanpool opportunities, County employees voluntarily carpool to Bridgeport and Mammoth Lakes, and informal park-and-ride areas are in use throughout the county (e.g., at the junction of SR 203 and US 395 and at June Lake Junction). Mammoth Lakes has a designated park-and-ride facility in the town.

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 Mammoth Lakes, transit use within community areas is generally not a viable option. Transit service to recreational destinations, however, is a viable TDM measure in Mono County. Shuttle service to Devils Postpile National Monument and trolley service to the Lakes Basin has been in place for many years in order to reduce traffic impacts. The Yosemite Area Regional Transportation System (YARTS) provides shuttle service from Mammoth Lakes, June Lake, and Lee Vining (and other counties surrounding Yosemite National Park) to Yosemite Valley and now specifically to Tuolumne Meadows.

Recent technological advances, such as Digital 395, may also contribute to transportation demand management. As more people are able to conduct their business electronically via the Digital 395 broadband middle-mile telecommunications networks, commuter travel demand should decrease.

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 13 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 13 ABLE 6: Centerline Mileage of Maintained Public Roads in Mono County	
Jurisdiction	**Mileage**
County Roads (Paved)	190.00684.42
County Roads (Unpaved)	494.42
City Streets (Mammoth Lakes, Paved)	47.9357.72
State Highways (Paved)	315.50314.80
State Agencies (State Parks)	9.30
U.S. Forest Service, Humboldt-Toiyabe (Paved)	252.93
U.S. Forest Service, Humboldt-Toiyabe (Unpaved)	693.00
U.S. Forest Service, Inyo	1,474.00
Bureau of Land Management	597.5
Bureau of Indian Affairs (Paved)	2.6
Total	**4,086.27**
Source: Data from agencies, 2019	

State Route 203

SR 203 provides access from US 395 to Mammoth Lakes, to Mammoth Mountain Ski Area, and continues as a road owned and operated by the USFS to Reds Meadow and Devils Postpile in the summer months. Congestion on 203 in Mammoth Lakes and between town and the ski area continues to be a problem in 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, is the major concern on SR 203.

State Route 158

SR 158, the "June Lake Loop," provides access from US 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 alternate routes; providing for alternatives to the automobile; and providing safer routes for non-motorized forms of transportation.

County Roads

The county currently has 684.42 miles of County-maintained roads (County Road System Maps are included in Appendix A). Of that maintained mileage, 190 miles are paved, 168.47 miles are plowed in the winter, and approximately 197 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, provide for emergency access, avoid congestion and provide for continued growth. The main access to all communities in the county is state highways, i.e., US 395, SR 158, and US 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 USFS and BLM, are mostly unmaintained dirt roads that receive limited use from logging trucks and off-highway vehicles (OHVs). The USFS and the BLM have developed management plans for OHV use. The private roads in the county are mostly in community areas; many of them are substandard roads that do not meet the county Roadway Standards and as a result have not been accepted into the county Roadway System.

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 Public Works Department maintains and updates annually a snow-removal priority list for County roads. 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. Due to dwindling revenues for road maintenance, Mono County is implementing a regional asset management strategy to ensure efficient expenditure of limited resources in maintaining the local road system.

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 the State Highway System, 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 Nelson\Nygaard, Tribal Transportation Needs Assessments).

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 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. As a part of its General Plan update, the County has revised its parking standards to allow for greater flexibility in meeting parking requirements in established central business districts.

Parking standards in Mammoth Lakes are listed in Title 17 (Zoning) of the town Municipal Code. A minimum of three off-street spaces (at least 50% enclosed and at least one unenclosed space) is required for single-family residences. The parking requirements for multi-family are based on the number of bedrooms and require that 50% of the required parking is enclosed. Non-residential parking requirements are dependent on which parking zone the project is located in and the proposed land use, anduse and has a minimum and maximum number of spaces allowed. Non-residential parking is encouraged to be located underground, behind a building, or on the interior side or rear of the site to improve the aesthetics of projects and to encourage pedestrian facility use. The Town completed a parking analysis (2014) as part of the Zoning Code update, which focused on developing parking standards that meet the needs of the community by focusing on actual observed parking demand rates while preventing the over-supply of parking. The results of the analysis were incorporated into the Zoning Code and included such items as shared parking, allowing parking requirements to be met off site, allowing parking reductions for mixed-use development, and enacting design standards that can minimize the impact that parking has on the physical environment.

Parking issues and needs include the following:

- Review of proposals for commercial business expansions has shown an inability to meet the parking regulations of commercial build-out in established central business districts in communities such as Bridgeport, Lee Vining, and June Lake. Parking regulations were recently revised to promote alternative means to meet the trip generation impacts of patrons of new or expanded commercial developments. Revised regulations allow for consideration of pedestrian, transit and bike

accommodations in lieu of providing some parking spaces. Parking for buses and large trucks will continue to be a problem in some areas. Future development, particularly of recreational areas and associated commercial uses, will likely 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. The Bridgeport Main Street planning project addressed these issues via an innovative reconfiguration/reduction of travel lanes and parking spaces that encourages slower traffic speeds and converted former travel lanes into a combination of parallel and back-in angle parking. Parking restrictions continue to apply in the winter during specific hours to allow for snow removal.
- Some communities would like to see the creation of community parking areas instead of requiring all businesses to develop small individual parking areas. At one time, there was also interest in Lee Vining to consider developing or designating a site for large truck parking.
- Mammoth Lakes has inadequate parking to meet current and projected future demand. The 2005 Parking Study Draft recommends encouraging shared parking, developing two smaller parking facilities for the Village, developing a public parking facility for the southern portion of the town that could also serve as a park-and-ride lot, developing a public parking lot/park-and-ride location on the north side of Main Street, developing a small parking lot on the south side of Main Street between Manzanita Road and Joaquin Road, developing a roundabout or a traffic signal on Main Street to aid pedestrians crossing to park-and-ride lots, and considering the provision of one or two small park-and-ride lots in the Mammoth Camp/Snowcreek/Starwood areas.
-

Non-Motorized Facilities Needs

Non-motorized issues and needs include the following:

- The County completed a Trails Plan, including a General Bikeway Plan, in 1994 and updated both plans in 2015 (see Appendix G for the Trails Plan). These plans provide 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, and conceptualizes the opportunity to create an Eastern Sierra Regional Trail system. 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, and abandoned roads; 10% of the system would require new construction. This project has been developed to a conceptual level and requires further development, including community and agency outreach to refine alignments, projects and programs.
- The Mammoth Lakes General Bikeway Plan (2014), Mammoth Lakes Pedestrian Master Plan (2014), Mammoth Lakes Trail System Master Plan (2011), and the Municipal Wayfinding Master Plan (2012) are

incorporated as part of the Mono County RTP. Those documents provide 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, particularly as commuting by bicycle increases in popularity in community areas. 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 increased attention to the shoulder portion of roadways where bicyclists are expected to ride. Caltrans has indicated that it has put increased sweeping into its maintenance budget and has 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 wider 8-10-inch edge-line stripe would significantly improve the safety and capacity for bicyclists.
- In January 2000, the Mono County LTC voted to support the following requests from the Sierra Cycling Foundation for bike route signing in Mono County on state highways and county routes:
    - US 395 north and south from Tom's Place to SR 158;
    - June Lake Loop (SR 158) in both directions;
    - SR 120 to Benton in both directions;
    - US 395 north of June Lake Junction to Lee Vining in both directions;
    - SR 203 from US 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 SR 120 in both directions;
    - Crowley Lake Drive to Sherwin Creek Road in both directions; and
    - 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. Safe Routes to Schools routes can be developed in additional areas. 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.

- Active Transportation Program funding provides an opportunity to develop and fund coordinated systems for non-motorized users. There may be an opportunity to target some of the lower-income areas of communities, if they qualify as disadvantaged communities.

Transit Issues

Transit issues and needs include the following:

- The **Eastern Sierra Transit Authority Short-Range Transit Plan** is incorporated as part of the Mono County RTP (see Chapter I, Planning Process and Coordination). 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 **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update** is incorporated by reference and provides great detail about transit needs, facilities, and services in Mono County and the Eastern Sierra. That plan identifies a number of issues and opportunities for the continuing provision of transit services in the Eastern Sierra, including:
    - Coordination of existing services;
    - Opportunities to increase coordination among service providers;
    - Barriers to coordination (geographical, staffing, cost of fares, restrictions on the use of certain small vehicles owned and operated by social-services agencies, lack of funding);
    - Opportunities to eliminate duplication of services, thereby maximizing limited transportation resources; and
    - Opportunities to plug gaps in service identified by human service agencies in the area.
- 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 need for increased transit services to reduce congestion and related air quality impacts, particularly in Mammoth Lakes and potentially in June Lake.
- Transit-dependent populations in Mono County include young people, seniors, and low-income persons. Over the next 20 years, the population of young people is projected to remain relatively stable while the senior population is projected to increase significantly. Estimates show the number of persons living in poverty to be relatively stable. Although low-income persons traditionally are transit dependent, social-services 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.
- There are a significant number of commuters in Mono County, particularly between Mammoth Lakes and Bishop.
- The **June Lake** and the **Bodie Hills** area policies both encourage the development of transit shuttle services in their respective areas.

Aviation Needs

- No transportation terminals in the county exist 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.
- 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) and Mammoth Lakes Tourism (MLT) to bring commercial air service to the community. The Town operates the airport and provides facilities and equipment that support commercial air service. The Town also seeks funding from the Federal Aviation Administration and other entities to fund capital improvements at the airport. MMSA and MLT secure revenue guarantee contracts with airlines that bring air service to the airport by guaranteeing the airline a minimum return on investment. Without these contracts, air service would not be possible in our area. Currently, the Town is working with the FAA to construct a new terminal building at the airport. A new terminal facility will enhance the ability of the Town and its partners to attract air carriers from a variety of markets. It is expected that the new terminal building and associated ramp and infrastructure will cost approximately $32 million with the FAA picking up approximately 90% of the cost.
- The California Aviation System Plan (CASP) identifies all the airports in the county as ones considered to be the Eastern Sierra's highest priority facilities in terms of system capacity and safety enhancement. The CASP suggests needed safety improvements at all of the county's airports.
- Operational and safety improvements are planned at Bryant Field and the Lee Vining Airport; the short-term capital improvement programs for Bryant Field and the Lee Vining Airport include these operational and safety improvements (see Chapter 6, Action Element).

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. RTP policies take into account sensitive habitats that have been mapped as part of the companion EIR. 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. Additionally, Mono County LTC supports the efforts and policies in the California State Wildlife Action Plan and will continue to monitor and align transportation as it relates to this plan. As mentioned in the California State Wildlife Action Plan, the eastern Sierra has a wildfire risk of four to six times above current conditions. Transportation infrastructure that relates to wildfire include access roads. The LTC is committed to fire-safe communities and will continue to look into the feasibility of additional access roads when necessary.

Environmental Mitigation Measures and Enhancement Projects

Caltrans, the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), the California Department of Fish and Wildlife (CDFW), 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 USFS, the BLM, the CDFW, 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. Community areas have been assessed for habitat values and mitigation measures incorporated into policies and directives to allow for streamlined environmental processing via tiering from the RTP EIR.

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 costlycostly, and several miles of tall fencing are needed on each side of the crossing to be effective. They have been considered in the area north of the Sonora Junction on US 395 and are currently under consideration along US 395 south of Mammoth Lakes.

Operational Issues, Including Emergency Preparedness

Emergency Response

The Mono County Emergency Operations Plan (EOP) and the Town of Mammoth Lakes Emergency Operations Plan (EOP), developed by the county and town Offices of Emergency Services, outline how emergency workers should respond to major emergencies within the county and the town. They are links in the chain connecting the detailed standard operating procedures (SOPs) of local public safety agencies to broader state and federal disaster plans. They address potential transportation-related hazards, including potential hazards from earthquakes, volcanic eruptions, floods, and hazardous materials transport. They also address 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). The County also consults with Cal Fire for emergency access requirements for new development in the State Responsibility Areas that cover most of the private property in Mono County. GIS mapping of the county and the town will enhance and support alternative route awareness for emergency responders and incident locations.

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.

Roadway Safety

The California Highway Patrol (CHP) tracks collisions in Mono County (see www.chp.ca.gov, SWITRS). Between 2001 and 2010, Mono County had an average of five fatal collisions per year with an average of five persons killed per year. During the same period, an average of 116 injury collisions per year occurred with an average of 171 persons injured. Most collisions and injuries occur from November through February and June through July, the periods of heaviest tourist visitation.

Wildlife collisions are a concern throughout the county. Figure 1 indicates collision points on US 395 that have been recorded by law enforcement agencies and Caltrans District 9, and Figures 2 and 3 indicate animal mortality by density. There is a perception of high collision rates in North County, and clear evidence of high collision rates in South County between SR 203 and Crowley Lake Drive. There is interest in projects to reduce these collisions and animal mortality rates.

Cell Phone Service

Cell phone service is poor in certain areas of the county. Due to the isolated nature of much of the highway mileage in the county and the extreme weather conditions experienced throughout the year, there is a need to ensure that adequate cell service exists throughout the county. Additional cell towers have been installed over the past several years to improve cell service in areas lacking service or with poor service; additional towers may still be necessary. Specific policies for broadband and related communication infrastructure have been developed in the Mono County General Plan Circulation Element.

FIGURE 1: 2010-13 Animal Mortality Locations on the State Highway system

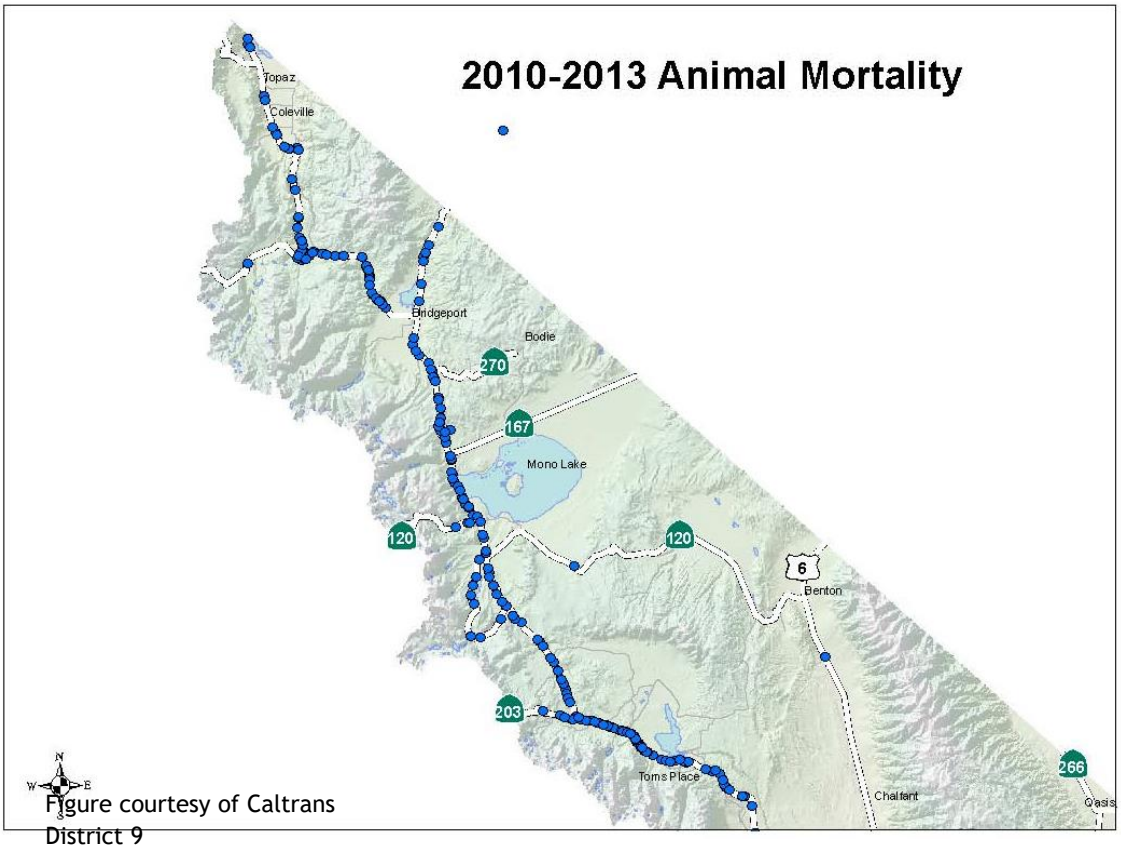


Figure courtesy of Caltrans District 9

FIGURE 2: Animal Mortality Density on State Highways – North County

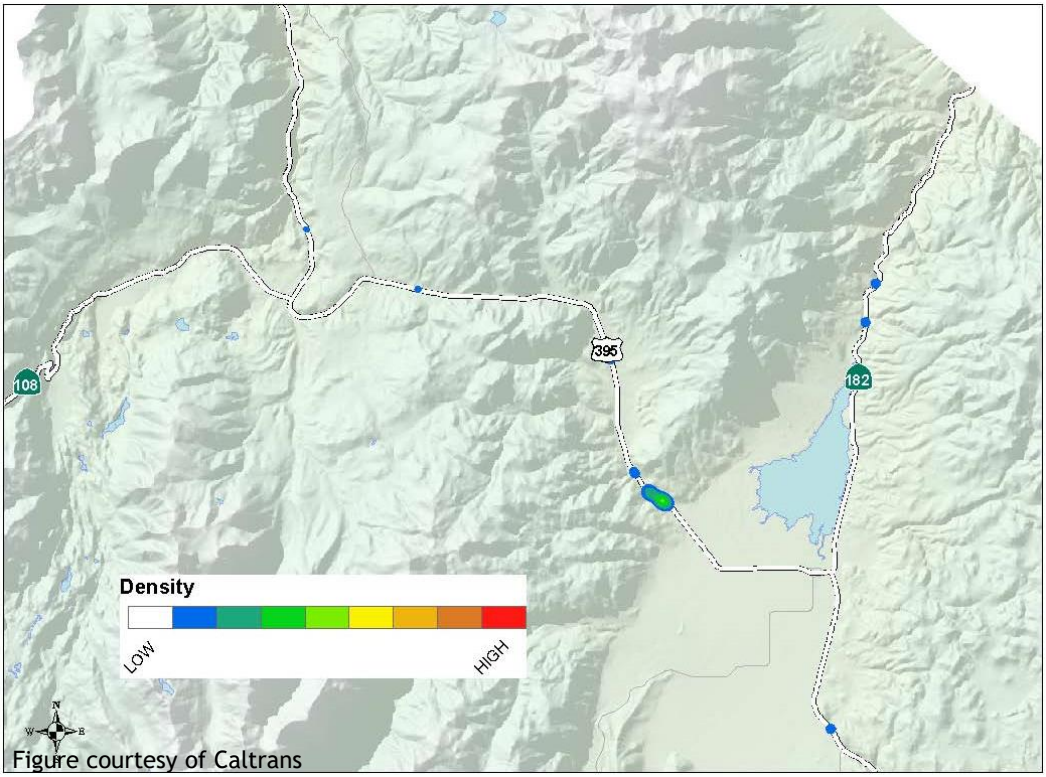


Figure courtesy of Caltrans District 9

FIGURE 3: Animal Mortality Density on State Highways – South County

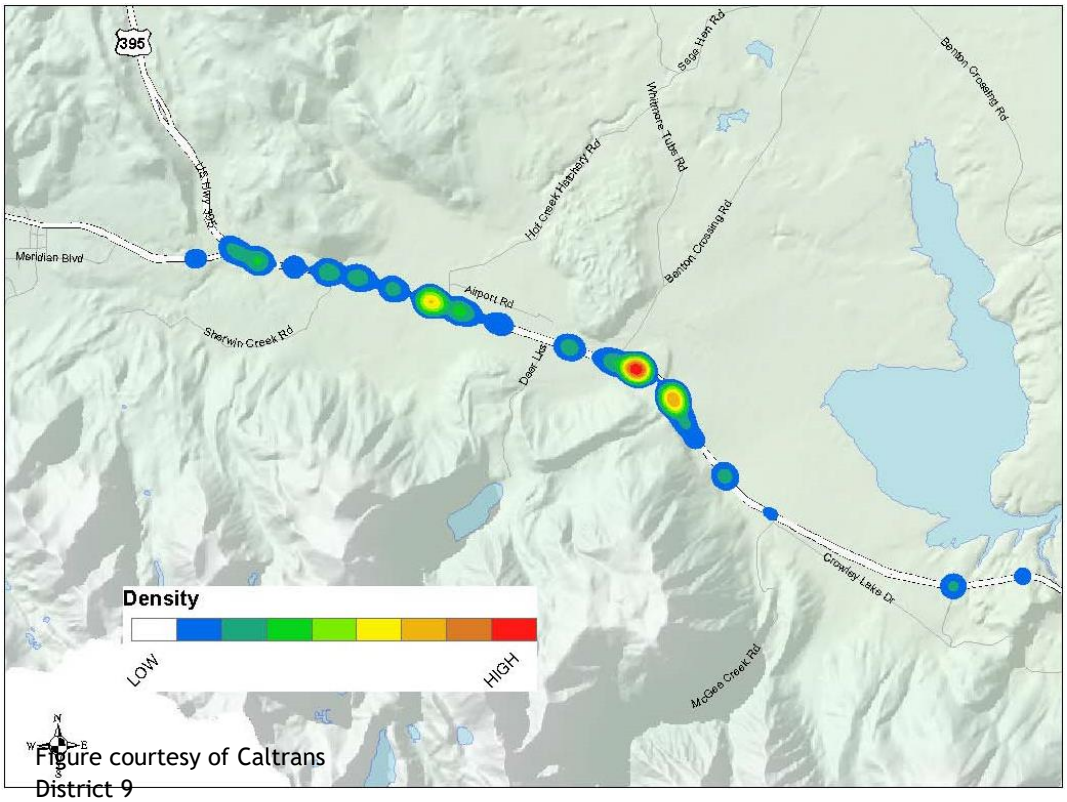


Figure courtesy of Caltrans District 9

Additional Safety Issues

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 US 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 SR 158, the June Lake Loop. In June Lake, North Shore Drive provides an alternative route into June Lake that is intended to mitigate the impacts of potential avalanches along SR 158. The LTC has recently authorized an examination of seasonal road closure policies as part of the 2014-15 proposed Overall Work Program. Of particular concern is the potential recreational access that can be provided during low-snow years, together with concerns for ensuring traveler safety.

- Increased levels of truck traffic on state highways are a safety[8] concern. US 395 and 6 are part of the National Truck Network and experience increasing truck traffic; this truck traffic can impact residential communities along these routes. In 2006, medium- and heavy-duty trucks comprised 25% of all traffic within the corridor (this and all further information on truck traffic is from Katz, 2006). Five-axle single- unit trucks made up approximately 80% of all truck traffic. The majority of southbound trucks used US 395 (61%) instead of US 6 (31%). The majority of northbound trucks used US 395 (59%) instead of US 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period between 10 am and 3 pm. Safety concerns focus on the impact of oversized trucks on the safety and capacity of two-lane highway sections and the lack of paved shoulders and adequate sight distances. Narrow shoulders are a concern 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 US 395 in various parts of the county has mitigated safety issues in those areas but concerns about truck traffic remain significant in the Tri-Valley on US 6, a two-lane road with no shoulders. The 2006 Katz study is anticipated to be updated in the near future to provide current truck traffic data and projections.[9]

- Recreational vehicle (RV) 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% in 2000, to 1.7% in 2011 (Caltrans, US 395 Origination and Destination Report, Year 2011). A contributing factor to reduced RV use may have been the increase in average California gas prices in 2011.

- Hazardous materials spills are a concern throughout the county. The potential for such accidents is highest on Highways 395 and 6, where truck traffic is greatest. Trucks haul a variety of commodities through Mono County, with the greatest number hauling miscellaneous manufacturing products, general freight, food and similar products, farm products, and empty containers (Katz, 2006). Approximately 7% of truck traffic carries petroleum and coal products or chemicals (Katz, 2006). The Mono County Integrated Waste Management Plan contains policies to address hazardous waste spills. The Mono County Emergency

[8] According to comments by Caltrans District 9 in Dec. 2015, truck traffic safety issues have not been identified based on system data.

[9] Note: The Mono County Board of Supervisors adopted slightly different language in the Mono County General Plan Circulation Element for this bullet point. See the "2015 Circulation Element Errata Sheet."

Operations Plan (EOP), prepared by the Office of Emergency Services, also addresses emergencies resulting from hazardous materials spills.

- Hospitals in Mono County have limited capacity for multi-casualty incidents, and may require transport of the victims to facilities outside the county. Many accident victims with critical injuries are also transported to facilities outside the county. Access to certain areas of the County may be limited seasonally or due to weather, fire, or other such events.

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 2013 had an estimated total population of 14,625 persons. The county has one incorporated area, the town of Mammoth Lakes, which had an estimated population of 8,410 in 2015. The county's other communities are scattered throughout the area, primarily along Highways 395 and 6.

Approximately 94% of the land in the county is owned by public agencies; approximately 88% is federally owned and is managed by the USFS and the Bureau of Land Management. The limited private land base restricts the growth potential for permanent residents but 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 have limited other modes of regional transportation. These factors continue to limit the development of alternative regional transportation systems in the county.

Highway System

The state and federal highway system provides major access to and through Mono County, connecting communities in the county and providing access to and from the county.

- **US 395** is the major transportation route in the county. It connects the Eastern Sierra with Southern California and with the Reno/Tahoe region in northern Nevada. US 395 is also Main Street in Lee Vining, Bridgeport, Walker, Coleville, and Topaz, and provides access to the immediately adjacent communities of June Lake, Crowley Lake, McGee Creek, Long Valley, Sunny Slopes and Tom's Place.

- **US 6**, from the Inyo County line north of Bishop to the Nevada state line, connects the Tri-Valley communities of Benton, Hammil, and Chalfant to Bishop and Inyo County. US 6 is also Main Street in the Tri-Valley communities.
- **SR 89** provides access from US 395 to Monitor Pass and is closed in the winter.
- **SR 108** provides access from US 395 west to Sonora Pass and is closed in the winter.
- **SR 120** provides access from US 395 west to Tioga Pass at Yosemite National Park and east to Benton. The western segment is closed in the winter and the eastern segment may also be closed briefly. Within Yosemite, the road is under the jurisdiction of the National Park Service and is labeled Highway 120 (rather than State Route 120).
- **SR 158**, the June Lake Loop, provides access from US 395 to the community of June Lake and is Main Street throughout the June Lake Loop. A segment of the loop is closed in the winter.
- **SR 167** provides access from US 395 to the Nevada State Line, north of Mono Lake, and to Mono City.
- **SR 168** provides access from US 395 at Big Pine in Inyo County north via Westgard Pass to Oasis in the southeast corner of Mono County.
- **SR 182** provides access from its junction with US 395 in Bridgeport northeast to the Nevada state line and provides the Main Street access to a portion of the community of Bridgeport.
- **SR 203** provides access west from US 395 to Mammoth Lakes to Mammoth Mountain Ski Area, serving a portion of the town as Main Street and ending near Minaret Vista Point at the Madera County line.
- **SR 266** provides access through Oasis in the southeast corner of the county.
- **SR 270** provides access east from US 395 to near Bodie State Historic Park and is closed in the winter.

US 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.

US 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 2014, US 395 carried annual average daily traffic (ADT) volumes of ranging from 3,550 vehicles at the Nevada state line at Topaz to 8,300 vehicles traveling southbound at the junction with SR 203. Peak month ADT volumes varied from 11,500 at the northbound junction with SR 203 to 4,600 at Sonora Junction (SR 108).

US 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 provides access to facilities off the route. The majority of US 395 in Mono County is also identified as a freeway/expressway.

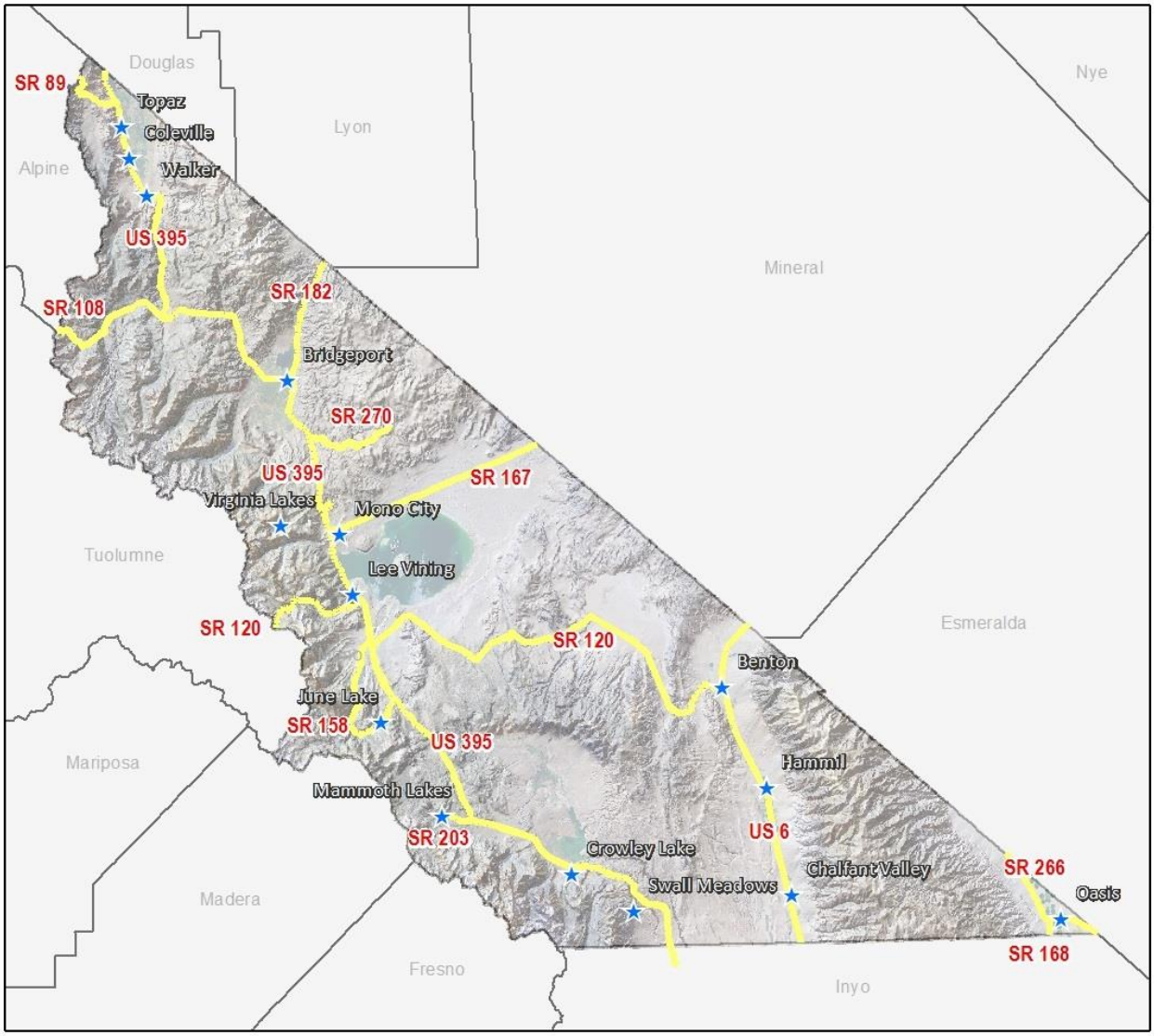
US 6 also provides regional transportation connections in Mono County. It extends over 30 miles in Mono County – toward Bishop in the south and Nevada to the north and east. In 2014, annual ADT volumes on US 6 varied from3,500 vehicles at the junction with US 395 in Bishop to 890 vehicles at the northbound junction with SR 120 in Benton.

US 6 is a popular alternate route north when poor weather affects conditions on US 395. US 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).

SR 120 extends approximately 75 miles through Mono County, from Tioga Pass in Yosemite National Park east to Benton. Other routes that connect to US 395 include: SR 89 (Monitor Pass), SR 108 (Sonora Pass), SR 167 (to Hawthorne, Nevada), SR 158 (the June Lake Loop), SR 270 (to Bodie), SR 182 (from Bridgeport to Yerington, Nevada), and SR 203 (to Mammoth). SR 168 and SR 266, connecting Big Pine in Inyo County and Nevada, cross the extreme southeast corner of the county.

Tioga Pass (SR 120), Sonora Pass (SR 108), Monitor Pass (SR 89) and SR 270 to Bodie are all closed during winter, as is the northern portion of SR 158, SR 203 from four miles east of the Mono County boundary with Madera County, and the portion of SR 120 between US 395 and Benton. During periods of heavy snowfall, SR 167 and the southern portion of SR 158 may also be closed. The LTC is examining seasonal road closure policies, and will seek local input on policy development. Of particular concern is the potential recreational access that can be provided during low-snow years, together with concerns for ensuring traveler safety. Figure 4 shows the existing highway system in the county.

FIGURE 4: Existing State Highway System, Mono County



Interregional Travel Demand and Corridor Needs

US 395

US 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 US 395 throughout Mono County are maintaining four lanes from the Inyo/Mono county line to Lee Vining; allowing for passing lane improvements to the conventional two-lane highway north of Lee Vining; safe winter access countywide; adding adequate shoulders as a priority to enable safe pedestrian and bike use, as well as increased motorist safety including potential separated-grade wildlife crossings; improved system safety and maintenance; and the development of sufficient revenue sources to meet these needs.

US 6

US 6, from the Inyo County line north of Bishop to the Nevada state line, provides regional/interregional transportation connections and is a trucking route between Southern California, Reno, 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 and for multi-modal safety, including on-going shoulder-widening projects. The major local concerns about US 6 are safety during the periodic dust storms that occur in the area and speeds through community areas. Dust from plowed fields and from the deposits from flash floods blows across the highway, decreasing visibility. Some local landowners are working with the Great Basin Unified Air Pollution Control District to develop plans to mitigate dust problems from agricultural 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. Vehicles traveling at high speed through community areas are also a concern, both for local traffic trying to access the highway and for pedestrian safety. Vehicle speed-feedback signs have recently been installed, and there is currently interest in pursuing a Safe Route to School access across US 6 in Benton.

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

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

Mountain Passes

There is some interest in attempting to keep the mountain passes (Tioga, Sonora, and Monitor) open as long as possible, including opening the passes as soon as practical, in order to increase access from the west and provide an economic boost to local communities. The County coordinates with Caltrans and Yosemite National Park 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.

Average Daily Traffic Volumes

Table 5 shows Average Daily Traffic (ADT) volumes on Mono County Highways in 2009 and 2014. Between 2009 and 2014, traffic volumes increased on many of the County's highways, particularly on the county's most heavily traveled routes (i.e., US 395, US 6, and SR 203).

TABLE 5: Average Daily Traffic (ADT) Volumes, Mono County State Highways

Route	Location	Peak Hour[a] 2009/2014	Peak Month[b] 2009/2014	Annual[c] 2009/2014
395	Junction 203 West [d]	1150/1100	11300/11500	8300/8300
	June Lake Junction [e]	750/800	7500/7800	4500/4300
	Tioga Pass Junction [f]	790/810	7350/7800	4200/4300
	Bridgeport [g]	670/680	6000/5800	3800/3350
	Sonora Junction [h]	520/470	4550/4600	3000/3100
	Nevada State Line	520/500	5100/5000	3700/3550
6	Junction 395 (Bishop)	370/350	3950/3650	3650/3500
	Benton Station	100/100	1100/1150	890/960
	Nevada State Line	90/100	850/1100	850/900
168	Oasis, Junction 266 north	40/40	270/290	160/170
266	Oasis, Junction 168	50/20	300/250	200/140
203	Minaret Summit	130/130	780/780	620/620
	Minaret Junction	1350/1350	12000/12400	9250/9200
	Old Mammoth Junction	1600/1600	16200/16300	12900/12400
158	June Lake Junction 395	270/300	2650/2800	1550/1500
	Grant Lake Junction 395	100/110	900/850	400/400
120	Yosemite East Gate	270/290	2950/3150	2300/2250
	Tioga Pass Junction 395	290/430	3500/4350	1300/1330
	Benton Station	60/70	550/630	400/400
167	Pole Line Junction 395	40/40	300/300	200/200
	Nevada State Line	20/30	200/240	100/103
270	To Bodie State Hist. Park	110/120	640/700	450/450
182	Bridgeport Junction 395	180/170	1700/1500	1100/1000

	Nevada State Line	50/50	400/400	250/250
108	Sonora Pass	180/200	700/780	590/520
	Sonora Junction 395	140/130	1300/1200	725/700
89	To Monitor Pass	90/100	580/570	275/440

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 winter; ADT figures for those routes reflect travel when the route is open. Routes regularly closed during the winter include the following:

SR 89 – Monitor Pass, Jct. US 395 to Jct. SR 4, 17.5 miles.

SR 108 – Sonora Pass, six miles east of Strawberry to seven miles west of Jct. US 395, 35 miles.

SR/Highway 120 – Tioga Pass, Crane Flat to five miles west of Jct. US 395, 55 miles.

SR 120 – Mono Mills Road, two miles east of Jct. US 395 to six miles west of Jct. US 6, 37.6 miles.

SR 158 – June Lake Loop, Powerhouse to north Jct. US 395, 8.6 miles.

SR 203 – Mammoth Lakes Road, Mono/Madera county line to one mile east.

SR 270 – Bodie Road, Jct. US 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 SR 120 north on 395 toward Lee Vining.

g. Reflects traffic going north out of Bridgeport.

h. Reflects traffic going north from the Sonora Junction

SOURCE: Caltrans 2009 and 2014 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 US 395. In the summer, additional traffic occurs on State Routes 120, 108, and 89, which 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 (RVs) 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, RVs often have difficulty parking or use more than their share of limited parking spaces. RVs account for 1.7% of the traffic in Mono County on US 395, a decline from a high of 13.4% in 1989 and 3.2% in 2000 (Caltrans, US 395 Origination and Destination Report, Year 2011).

Results from the 2011 US 395 Origination and Destination Report showed some changes since the prior two reports, i.e.:

TABLE 5A: US 395 Origination & Destination Changes Over Time

	1989 Report Results	2000 Report Results	2011 Report Results
Purpose = Recreational	80%	55%	61%
Purpose = Work	2%	13%	22%
From other states	9%	28%	24%
From other countries	2%	1%	5%
Mono County Final Destination	24%	41%	42%
Stop small communities "often"	NA	31%	28%
Stop small communities "sometimes"	NA	48%	36%
Goods movement	2%	12%	9%

Source: Caltrans, District 9, US 395 Origination and Destination Study Year 2011. 2014.

Many of the needs of recreational travelers have been addressed by recently completed or ongoing projects. The four-laning of US 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 Transportation 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. ESTA buses are equipped with wheelchair lifts and also provide door-to-door demand-responsive service.

Climate Change

Potential impacts from climate change in the Eastern Sierra include flooding, a substantially reduced snowpack, related economic impacts due to declines in tourism, and impacts to ecosystems and biodiversity.[10] There is a need to assess potential related effects on the transportation system, to determine whether there are critical assets that should be protected, and then to develop and implement adaptation strategies to address those potential impacts.

Resource-Efficient Transportation System/Greenhouse Gas Reduction

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference in this RTP; policies and objectives included in the Plan have been included in the policy section of this RTP. Policies addressing issues related to climate adaptation including flooding, reduced snowpack (and water availability), economic issues, and ecosystems and biodiversity, are contained in the Mono County General Plan Land Use Element and Conservation/Open Space Element.

Cross-Jurisdictional Communications 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. This partnership was highlighted as a model of collaboration by the CTC commissioners during the 2014 STIP hearings;
- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite; and
-

[10] See *Addressing Climate change Adaptation in Regional Transportation Plans*, pages 80-84, http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/documents/FR3_CA_Climate_Change_Adaptation_Guide_2013-02-26_.pdf#zoom=65. February 2013.

- 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. This process includes the use of Regional Planning Advisory Committees (RPACs) that meet regularly to review land use and transportation planning issues and concerns.
-

Scenic Routes/Scenic Highway Designation

Many 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 Appendix C):

- 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 SR 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 SR 89 (post mile 117.0) to the Nevada State line (post mile 120.5).
    -

County-designated Scenic Highways are shown in Figure 12 and described in Appendix C. 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 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, developed via an interagency collaboration with the BLM, USFS, Caltrans and other agencies, which encompasses SR 120 in Lee Vining Canyon and US 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. The LTC is also using a Scenic Byway Planning Grant to develop a formal plan and application to seek designation of US 395 as a National Scenic Byway.

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 road shops adjacent to US 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 or to allow road shop sites located in communities to be redeveloped into private businesses.

Town of Mammoth Lakes Transportation Issues

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

1. SR 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, Reds Meadow and Devils Postpile.
2. There continues to be 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.
3. 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.
   Traffic congestion is expected to increase as a result of improvements to 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. However, 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.

   Maintenance of the Existing Regional/Interregional Transportation System
   Maintenance of the existing regional and interregional transportation system is discussed in the Action Element.
4.

Travel Demand, Town of Mammoth LakesTown of Mammoth Lakes Travel Demand

Existing Travel Demand

Travel demands in Mammoth Lakes are defined by resident activity as well as visitor activity. Year-round, the community's permanent population of roughly 7,500 generates travel demand patterns much like any other community of similar size, including employment trips, shopping trips, school trips, and recreational trips. In addition, the community's transportation network is impacted by the travel demand generated by visitors, which add up to roughly an additional 32,500 persons to the overnight population during the winter ski season. A summary of factors impacting existing travel demand is presented in Table 14.

Existing traffic volumes are depicted in the *North Village Specific Plan Existing Plus Project Travel Impact Analysis* (LSA Associates, Inc., 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.

TABLE 8: Factors Affecting Travel Demand in Mammoth Lakes

Existing Persons At One Time

Permanent	7,570
Seasonal	2,265
Visitor and 2nd Homeowner	24,432
Total	34,267

Number of Visitors at Each Ski Area Portal

(Average Saturday 2004)

	January	February
Little Eagle	2,500	2,625
Canyon Lodge	4,300	4,750
Main Lodge	6,080	6,575

Table 14: Factors Affecting Travel Demand in Mammoth Lakes (Locals)	
Existing Persons at One Time	
Permanent	7,570
Seasonal	2,265
Visitor and 2nd Homeowner	24,432
Total	34,267

Table 15: Factors Affecting Travel Demand in Mammoth Lakes (Visitors)	
Number of Visitors at Each Ski Area Portal	Average Saturday 2004)

	January	February
Little Eagle	2,500	2,625
Canyon Lodge	4,300	4,750
Main Lodge	6,080	6,575

Existing traffic volumes are depicted in the *Mammoth Lakes Transportation 2004, and 2024 [build-out year of the General Plan] Traffic Volume Results* (LSC Transportation Consultants, December 7, 2004). As shown, the highest traffic volumes in the community are found on Main Street between Minaret Road and Old Mammoth Road, with 1,600 to 1,700 vehicles per hour on a typical winter Saturday. The second busiest street is Old Mammoth Road between Chateau Road and Main Street, with 1,250 to 960 vehicles per hour on a typical winter Saturday. Finally, the traffic volume along Minaret Road immediately north of Main Street is currently 1,090 vehicles per hour on a typical winter Saturday. Traffic volumes on all other roadways are less than 1,000 vehicles per hour.

Review of existing traffic conditions yields the following findings:

- Traffic activity varies substantially with season. Caltrans' counts from the 2003-04 count season indicate that the average daily traffic on Main Street just east of Minaret Road in the peak summer month (August) of 12,688 vehicles per day slightly exceeds the peak winter month (February) volume of 12,617 vehicles per day. In comparison, the lowest monthly volume of 8,553 occurs in May and corresponds to only 67% of the traffic volume in the peak month.
- However, the average Saturday traffic volume along Main Street just east of Minaret Road in January and February was equal to 15,565 and 15,970 vehicles per day, respectively. These average winter Saturday traffic volumes are higher than the average daily traffic volumes occurring on any day throughout the week in the summer. This suggests that although overall traffic volumes are consistently higher during the summer months, winter Saturdays represent the period during which the highest traffic volumes occur.
- Reflecting historic patterns of ski area facilities and amenities, a substantial proportion of existing access to MMSA is provided via Minaret Road. This concentration of ski 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, the Mammoth Mountain Ski Area transit ridership equals approximately 14,200 passengers. This equates to approximately 6,400 skiers, assuming each skier makes one transit round trip per day and that 90% of the passengers are skiers. In addition, according to Mammoth Mountain Ski Area, during the 2003-04 ski season approximately 21,600 skiers visited the ski area on the peak day. Therefore, it is estimated that approximately 30% of the skiersskiers' access Mammoth Mountain Ski Area by public 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:

- Implementation of the North Village Specific Plan;
- Completion of development at Snowcreek;
- The Sierra Star project;

- Shady Rest; and
- 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 MMSA will be substantially modified, increasing the proportion of access that is provided by portals other than Main Lodge.

The traffic model update analyses, prepared by LSC, indicate that total peak winter Saturday person trips will increase from the current level of approximately 166,000 to approximately 295,000 at build-out of the General Plan. Considering shifts in travel mode, average winter day traffic volumes on Town roadways will generally increase as follows:

- Main Street between Minaret Road and Old Mammoth Road: 24% to 55% increase;
- Lake Mary Road between Canyon Boulevard and Kelley Road: 42% to 98% increase;
- Old Mammoth Road between Main Street and Meridian Boulevard: 22% to 41% increase;
- Minaret Road between Main Street and Meridian Boulevard: 91% to 202% increase;
- Minaret Road between Main Street and Forest Trail: 44% to 61% increase;
- Minaret Road immediately north of Forest Trail: 71% increase; and
- Meridian Boulevard between Old Mammoth Road and Minaret Road: 45% to 129% increase.

Community Needs and Issues

This section outlines transportation concerns that have been identified by communities 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 US 395 and Eastside Lane. Residents would like to see turn lanes at heavily used areas on US 395, such as the high school in Coleville, and possibly at the intersections with Larson Lane, Cunningham, and Topaz Lane. On Eastside Lane, the safety concern is the first turn on Eastside north of its intersection with US 395.
- Residents of the Antelope Valley consider their existing community road system, much of which is unimproved private roads, to be adequate. However, existing private roads that are functioning as public roads should be brought up to standard.
- Residents question the need for four-laning US 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 widening, fences and underpasses for deer, and potentially some landscaping. Residents are also interested in retaining the scenic qualities of US 395 between communities.
- 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 some interest in providing mountain biking opportunities along the West Walker River, for example, from the Sonora Bridge to Walker, along the river and/or parallel to Burcham Flat Road.
- Residents of the area would like greater enforcement of vehicles passing in unsafe areas throughout the Valley.
- There is a need to consider the installation of call boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.

Swauger Creek/Devil's Gate

- Restricting fence design to facilitate the migration and movement of wildlife, with particular attention given to deer migration routes, Bi-State sage-grouse impacts, 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, working with consultants and Mono County, recently completed a Main Street Revitalization Plan for US 395 through Bridgeport. That plan addresses many of the 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.
- 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 interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas.
- There is a need to consider the installation of call boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.

Bodie Hills[11]

- 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 (which is no longer active) has recommended the use of unique and historically compatible modes of travel to Bodie, such as reactivating 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. Recommendations include paving the Bodie Road up to the cattle guard, having it accepted into the State Highway system at the edge of the Bodie Bowl and designating SR 270 as a scenic highway with turnouts and interpretive displays. Paving 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, an interagency visitor center and office complex in the Bridgeport town site is recommended. There is some interest in a satellite parking facility and shuttle service outside the Bodie Bowl.

Mono Basin[12]

- 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 US 395. Enhancements may include landscaping, raised pedestrian crossings with variations in pavement texture/appearance,

[11] Original source document: Bodie Hills Multi-modal Plan (1979).

[12] Original source document: Mono Basin Multi-modal plan (1979).

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, if these facilities are relocated, to redevelop those properties in a manner that contributes to an attractive Main Street appearance. There is also opportunity to coordinate road maintenance facility needs of other entities, such as Mono County and the USFS, with the relocation of the Caltrans shop. If these facilities are not relocated, which Caltrans indicates is infeasible in its comments on the Draft EIR, there is a need to continue enhancing their appearance through landscaping, solid fencing, painting, etc. and provide connectivity to public facilities to the north and east.
- There is an opportunity to balance competing needs through reengineering the five-lane section of US 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.
- The community is interested in developing visual interest and gateway-design elements at the north and south entrances to Lee Vining.
- The community is concerned about balancing community goals, such as pedestrian safety and comfort, roadway aesthetics, and community economics with the need to move traffic safely and efficiently along US 395.
- There is a desire for pedestrian improvements throughout Lee Vining and adjacent areas. These improvements may include:
- Safe pedestrian crossings across US 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.
- In accordance with state laws and procedures, post and enforce slow speed limits along US 395 within Lee Vining to minimize conflicts with pedestrians crossing the highway. Speeds in Mono City should also be lowered to minimize conflicts within the residential neighborhood.
- 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 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 on-site 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:
- Restrict truck parking and engine idling in certain areas of Lee Vining and consider siting a truck parking facility in the region.
- Parking standards tailored to meet Lee Vining's unique conditions have recently been adopted.
- 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.
- 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.

- SR/Highway 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 SR 120 east to Benton for winter access. There is a need to consider different approaches to increasing funding and responsiveness to maintenance needs on Highway 120 through Yosemite, including:
    - Organizational options, such as Caltrans assuming maintenance responsibility.
    - Establishing a Tioga Pass Authority to maintain the road.
    - Using Park fees for road maintenance.
- There is a need to provide safe access around avalanche hazards on US 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 could be expanded and improved to better link Lee Vining and Mono City with other communities along the US 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.
- As one of the closest public airports to Yosemite National Park, Lee Vining Airport has the potential for increased use by visitors to Yosemite. The County has recently updated the airport master plan, along with the airport land use plan, in order to coordinate improvements and land uses for the airport vicinity.

June Lake[13]

- 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 SR 158 in the June Lake Village exceeds the statewide average for similar highways.
- 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 adequately remove and manage snow in order to prevent parking problems for residents and

[13] Original source document: June Lake Area Plan (2015).

businesses. 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 firefighting or other emergency efforts. Limited external access, i.e., mobility between the Loop and US 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 not only increase the cost of maintenance, repair, and snow removal, but also limit access for emergency service vehicles and add to erosion and traffic circulation problems.
- Sidewalks along both sides of SR 158 through the Village are the only existing pedestrian features. Sidewalks feature either an asphalt or concrete surface and vary in width from approximately 4' to 7' on both sides. Obstructions such as stairs with handrails to individual businesses, driveways to individual businesses, portable business signs, and signposts, 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 MAP-21 or ATP 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 June Lake Public Utility District or Southern California Edison, which currently use existing roadway easements for access and for the location of sewer, water, 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. There is an opportunity to increase transit access to and throughout the June Lake community including the summertime YARTS Yosemite Area Regional Transportation System) stop in June Lake.
- 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 USFS and provide access to destinations outside the community. 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 are limited in the Loop, could link future development and provide an alternative to automobile travel.
- Potential Nordic 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 predominantly in the flatter areas of June Lake.

Mammoth Lakes Vicinity/Upper Owens

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

Long Valley (Long Valley, McGee Creek, Crowley Lake/Hilton Creek, Aspen Springs, Sunny Slopes)

- Issues in the Long Valley area 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: around Crowley Lake to the Benton Crossing Road; from Long Valley to the Convict Lake Road so that bicyclists can ride off US 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. 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 US 395. There is 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 bicycle climbing lane on Lower Rock Creek Road from the Inyo County line to Tom’s Place.

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 US 6 with sufficient distances between access points; safety

along US 6 during hazardous conditions (primarily dust storms); the provision of rest stops along US 6; the inclusion of US 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 US 6 or by providing an alternative route along the abandoned railway lines east of US 6. Residents also believe that there is a need for an emergency services facility and an emergency landing strip in Hammil Valley.

- Safety for residents along the US 6 corridor is a particular concern. High traffic speeds through community areas combined with residential and pedestrian uses, especially children accessing school, are particular issues the communities would like to see addressed.

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 SR 168, which connects Big Pine in Inyo County to Oasis via Westgard Pass. SR 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.

CHAPTER 4: REGIONAL POLICY ELEMENT

Overview

"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. The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. Moreover, the Policy Element is a resource for providing input and promoting consistency of action among state, regional and local agencies including:including transit agencies, congestion management agencies, employment development departments, the California Highway Patrol, private and public groups, tribal governments, etc."

Regional Transportation Plan Guidelines, 20170, p. 8593

The Policy Element is required to: 1) describe the transportation issues in the region; 2) identify and quantify regional needs expressed within both short-term (0-10 years) and long-term (10-20 years) planning horizons; and 3) maintain internal consistency with the Financial Element and 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 3, Needs Assessment. Policies for the Mono County RTP are based on the issues and needs identified in Chapter 3. As described in Chapter 1, Planning Process and Coordination, 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. The Policy Element should clearly convey the transportation policies of the region. As part of this Element, the discussion should: 1) relay how these policies were developed; 2) identify any significant changes in the policies from the previous plans; and 3) provide the reasons for any changes in policies from previous plans

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 or horizons.

The policies address the following topic areas:

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

Complete Streets

State Law (AB 1358) requires local governments to include provisions for Complete Streets in their general plans. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

The Circulation Element must "plan for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." Caltrans defines complete streets as "a transportation facility that is planned, designed, operated and maintained to provided safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility."

Land Use Issues

GOAL 1. CORRELATE DEVELOPMENT OF THE TRANSPORTATION AND CIRCULATION SYSTEM WITH LAND USE DEVELOPMENT.

Policy 1.A. Plan and implement a transportation and circulation system that is consistent with the land use, housing, and circulation policies in the Mono County General Plan.

Objective 1.A.1: Evaluate the RTP to ensure consistency with Mono County General Plan policies.

Time frame: Ongoing over the 20-year time frame of this plan; implement every four years with update of RTP.

Objective 1.A.2: Amend these policies as necessary to ensure consistency between the RTP and Mono County General Plan policies.

Time frame: Ongoing over the 20-year time frame of this plan; implement every four years with update of RTP.

Policy 1.B. 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 1.B.1. Periodically update the long-range regional travel demand by assessing changes in land use, housing 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).

Time frame: Ongoing over the 20-year time frame of this plan; implement every four years with update of RTP.

Objective 1.B.2. Implement a biennial traffic counting program on County roads.

Time frame: Continue biennial counts over the 20-year time frame of this plan.

Objective 1.B.3. Continue to collaborate with Caltrans in its 10-year origin and destination.

Time frame: Continue every decade.

Policy 1.C. Plan and implement a transportation and circulation system that supports the county Land Use objectives of concentrating development in community areas.

Objective 1.C.1. Accommodate future circulation and transit demand by using existing facilities more efficiently, or improving and expanding them before building new facilities

Objective 1.C.2. As transportation funding and maintenance dollars continues to be flat (or negative), consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

Time frame: Ongoing over the 20-year time frame of this plan; review compliance every four years with update of RTP; review funding with current STIP Transportation Improvement Program cycle.

Policy 1.D. Plan and implement a transportation and circulation system that supports the county Land Use objectives of maintaining and enhancing local economies.

Objective 1.D.1. Avoid highway bypass of communities; instead, work to develop livable communities in those communities where the highway is Main Street while recognizing interregional concerns and functional classification constraints where they exist.

Time frame: Ongoing over the 20-year time frame of this plan.

Policy 1.E. 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.

Policy 1.F. 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 1.F.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. The

County is amending its Subdivision Ordinance (Chapter 17 of the Mono County Code).

Time frame: Within two years.

Objective 1.F.2. Require new specific plans to contain a detailed plan, including financing arrangements, for local roadway and transit improvements (as applicable).

Time frame: Ongoing over the 20-year time frame of this plan.

Economic Factors

GOAL 2. 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 2.A. Continue to develop and implement public/private partnerships for the development, operation, and maintenance of transportation improvements in the county.

Objective 2.A.1. Seek partnership opportunities for the following projects:

- Improvements to Mammoth Yosemite Airport;
- Countywide bicycle and pedestrian trail development;
- Pedestrian improvements in community areas;
- Scenic Byway implementation;
- Transportation options/improvements to Bodie State Historic Park,

  Eastern Sierra Transit System, YARTS, and other transportation projects as applicable.

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

Policy 2.B. Maintain existing public/private partnerships and seek ways of expanding those partnerships.

Objective 2.B.1. Maintain the partnership between the Town and Mammoth Mountain Ski Area for airport development. Seek other possible partners for that project.

Time frame: Ongoing over the 10-year short-term time frame of this plan.

Policy 2.C. 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 2.C.2. C.1 Continue to participate in the Yosemite Area Regional Transportation System (YARTS).

Time frame: Ongoing over the 20-year time frame of this plan.

Objective 2.C.2. Develop bicycle, pedestrian, parking, and transit facilities that enhance accessibility to and around community areas.

Time frame: See policies for non-motorized facilities later in this chapter.

Policy 2.D. Ensure that new development, and related transportation system improvements, occurs only when a funding mechanism is available for the improvements needed to achieve and maintain specified modes and levels of service.

Objective 2.D.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Policy 2.E. Ensure that those benefiting from transportation improvements pay for those improvements.

Objective 2.E.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)

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Resource Efficiency

GOAL 3. PLAN AND IMPLEMENT A RESOURCE-EFFICIENT TRANSPORTATION AND CIRCULATION SYSTEM THAT SUPPORTS SUSTAINABLE DEVELOPMENT WITHIN THE COUNTY.

Note: This section incorporates goals and policies presented in the draft Resource Efficiency Plan developed for Mono County. Many of these policies are already being implemented by Mono County and the Town of Mammoth Lakes but are included here as well to provide a comprehensive policy statement on resource-efficient planning and development. The Resource Efficiency Plan serves as Mono County's response to meeting state requirements for a Sustainable Communities Strategy and reducing greenhouse gas emissions.

Policy 3.A. Reduce greenhouse gas (GHG) emissions through local land use and development decisions, and collaborate with local, state, and regional organizations to promote sustainable development.

Objective 3.A.1. Work with the Town of Mammoth Lakes to identify and address existing and potential regional sources of GHG emissions.

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

Objective 3.A.2. Analyze impacts of development projects on safety and involve emergency responders and public safety staff early and consistently in development of growth plans.

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

Objective 3.A.3. Collaborate with the Town of Mammoth Lakes, and regional and state agencies to share land use and community design-related information.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 3.A.4. Continue to involve a diverse group of stakeholders through the Regional Planning Advisory Committees (citizen-based) and the Collaborative Planning Team (agency-based), in planning processes to ensure County planning decisions represent community and stakeholder interests.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

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

Policy 4.A. Provide for viable alternatives to travel in single-occupancy vehicles.

Objective 4.A.1. Work with major employers to offer voluntary incentives and services that increase the use of alternative forms of transportation, particularly transit serving visitors and visitor-serving employees.

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

Objective 4.A.2. Provide bicycle access to transit services along transit corridors and other routes that may attract bicyclists, such as routes providing access to visitor-serving locations.

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

Objective 4.A.3. Develop a ridesharing program that utilizes a website and/or mobile technology to connect potential carpoolers.

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

Objective 4.A.4. Update and implement a countywide Bicycle Transportation Plan to guide bikeway policies and implement development standards to make bicycling safer, more convenient, and enjoyable.

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

Objective 4.A.5. Identify opportunities to offer bicycle-sharing programs in the community.

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

Objective 4.A.6. Encourage the installation of bicycle racks, showers and/or other amenities as part of new commercial and institutional development projects to promote bicycle use by new employees/residents.

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

Policy 4.B. Improve the efficiency of County fleet operations.

Objective 4.B.1. Set fleet efficiency standards for new agency vehicles that can meet climate conditions and needs while reducing fuel use. Consider purchasing or leasing fuel efficient or alternative fuel vehicles, including zero or near-zero emission vehicles.

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

Objective 4.B.2. Continue utilizing technology options (e.g., digital service requests accessible by mobile devices) for field personnel to avoid extra trips back to the office.

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

Objective 4.B.3. Install battery systems for vehicles with onboard equipment to decrease truck idling while equipment is used.

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

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.

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

Objective 4.B.5. Provide incentives for the use of fuel-efficient, dual-fuel, or alternative-fuel vehicles in agency service contracts.

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

Objective 4.B.6. Continue performing appropriate vehicle maintenance or retrofits to ensure maximum cold weather performance.

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

Policy 4.C. Reduce vehicle miles traveled from employee commutes and County operations.

Objective 4.C.1. Implement a flexible work schedule for County employees incorporating telecommuting and modified schedules, andschedules and continue to provide for videoconferencing and remote meeting attendance.

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

Objective 4.C.2. Offer County employees incentives to use alternatives to single-occupant auto commuting, such as parking cash-out, flexible schedules, transit incentives, bicycle facilities,

bicycle-sharing programs, ridesharing services and subsidies, locker/shower facilities, and telecommuting.

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

Objective 4.C.3. Offer employees incentives to purchase fuel-efficient or alternative-fuel vehicles.

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

Objective 4.C.4. Construct bicycle stations for employees that include bicycle storage, showers, and bicycle repair space.

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

Objective 4.C.5. Consolidate offices that community members often visit at the same time (such as building, planning, and environmental health permitting).

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

Objective 4.C.6. Continue to utilize a crew-based maintenance plan instead of individual assignments, to create a "carpool effect" that lowers the annual miles traveled for maintenance staff.

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

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. Consider 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 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.

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

Policy 4.E. Improve public transportation infrastructure.

Objective 4.E.1. Work with local transit agencies (YARTS and ESTA) to increase the number and frequency of routes, or capacity of Dial-A-Ride programs serving Mono County.

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

Objective 4.E.2. Continue to monitor the feasibility of a shuttle service connecting hotels, resorts, and campgrounds to locations such as Bodie, Mono Lake, and the June Mountain Ski Area through the Unmet Transit Needs process.

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

Objective 4.E.3. Use Global Positioning Systems (GPS) and integrated software to increase reliability and timing awareness for system riders through trip planning and location information.

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

Policy 4.F. Implement engineering and enforcement solutions to improve vehicle fuel efficiency.

Objective 4.F.1. Support State efforts to implement and enforce limitations on idling for commercial vehicles, construction vehicles, buses and other similar vehicles.

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

Objective 4.F.2. Consider the use of roundabouts in lieu of signalized intersections or stop signs as a way to improve traffic flow, reduce accidents, and reduce greenhouse gases, consistent with state policies and procedures. Coordinate with Caltrans in the implementation of this objective on state highways.

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

Policy 4.G. Promote the use of off-road vehicle maintenance best practices.

Objective 4.G.1. Improve maintenance of County off-road vehicles to reduce fuel use and reduce idling time.

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

Objective 4.G.2. Implement the County's on- and off-road equipment replacement plan to comply with CARB's heavy-duty vehicle Tier 4 requirements to simultaneously reduce fuel use in the County fleet, and also continue working with CARB to develop equitable compliance solutions that are more proportional to Mono County’s impact.

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

Objective 4.G.3. Provide incentives to improve maintenance of agricultural vehicles and equipment to reduce fuel use.

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

Environmental Issues

GOAL 5. 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 5.A. Transportation system improvements shall be conducted in a manner that minimizes disturbance to the natural environment.

Objective 5.A.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 5.A.2. Implement policies in the county Conservation/Open Space Element pertaining to the development and implementation of programs to minimize deer and wildlife kills on roadways in the county, including clearing brush, improving signage, and enforcing speed limits.

Time frame: Ongoing over the 20-year time frame of this plan; implement as highway/road projects are proposed.

Policy 5.B. Work with applicable agencies to fully integrate environmental review and processing into the regional transportation planning process.

Objective 5.B.1. Caltrans, the USFS, the BLM, the CDFW, 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. Potential environmental enhancement projects are identified in Appendix D of this Plan.

Time frame: Ongoing over the 20-year time frame of this plan; implement as transportation improvements projects are proposed and developed.

GOAL 6. 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 6.A. Develop and maintain roads and highways in a manner that protects natural and scenic resources.

Objective 6.A.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement during project design and construction.

Objective 6.A.2. Implement BMPs for road maintenance to minimize impacts to sensitive habitats, such as sage grouse.

Time frame: Ongoing over the 20-year time frame of this plan; implement during project design and construction.

Policy 6.B. Maintain State and Local scenic highway and byway designations and provide opportunities to enhance/interpret natural and scenic resources along those routes.

Objective 6.B.1. Pursue funding for additional improvements (turnouts, interpretive areas) along US 395.

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

Objective 6.B.2. Visually enhance/screen or relocate County and Caltrans maintenance yards along US 395 to less visually sensitive areas.

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

Policy 6.C. Designate additional Federal, State, and Local scenic highways and byways within the county.

Objective 6.C.1. Work with appropriate agencies and organizations to support the designation of additional scenic highways and byways in the county.

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

Objective 6.C.2. Support recommendations in the BLM's Bishop Area Resource Management Plan for the designation of the following scenic and backcountry byways[14]:

Scenic Byways:	Backcountry Byway:
Geiger Grade (north from Bodie)	Bodie to Aurora Road
Bodie Road	

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

SR 89 (Monitor Pass)

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

Policy 6.D. Incorporate public art into both non-motorized and motorized transportation facilities and projects to enhance user enjoyment and visual appeal.

Objective 6.D.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.

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

Objective 6.D.2. Where feasible, use public art elements such as natural rock sculptures or designed low-profile screening to enhance corridor scenic qualities and mitigate potential visual impacts.

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

GOAL 7. PROVIDE FOR THE DEVELOPMENT OF A TRANSPORTATION AND CIRCULATION SYSTEM THAT PRESERVES AIR QUALITY IN THE COUNTY.

Policy 7.A. 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 7.A.1. Develop a TDM program for the County offices.

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

Objective 7.A.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: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;

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

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

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

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

Objective 7.A.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.

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

Objective 7.A.4. Work as a member of the Rural Counties Task Force to pursue and secure funding for local transportation and demand management projects.

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

Policy 7.B. Encourage large employers (50+ employees) to provide transit to employees and to promote carpooling among their employees.

Objective 7.B.1. Work with existing large employers to set up and monitor employee transit programs, such as employee shuttle services and carpooling.

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

Objective 7.B.2. Require future large-space 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.

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

Policy 7.C. 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 7.C.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project processing/approval.

Objective 7.C.2. Work with the Town of Mammoth Lakes and the GBUAPCD, as applicable, to ensure the budget of 66,452 VMT for travel on a peak winter day in the unincorporated county within the Mammoth Air Basin is not exceeded. New development proposals must be reviewed and projected increases in peak VMT must be less than the VMT limit.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project processing/approval.

Livable Communities

GOAL 8. 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 8.A. Design or modify roadways to keep speeds low within community areas in order to provide a safe and comfortable environment through communities for all users, including bicyclists and pedestrians.

Objective 8.A.1. Design or modify roadways to keep speeds on local streets in accordance with Mono County Code 11.12.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.A.2. Design or modify roadways inside communities to keep speeds on arterials and collectors in accordance with Mono County Code 11.12.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.A.3. Increase pedestrian and transit friendliness of streets by using context- sensitive design measures such as those identified in the Bridgeport Main Street Plan and as 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 (such as hanging flower baskets and street trees)
- 6-12 foot wide6-12-foot-wide sidewalks at right of way line
- Textured or colored pavement materials in sidewalks and streets in selected locations
- Curb extensions
- 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

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.A.4. Research and, if feasible, establish a modal hierarchy for streets; for example, high-traffic arterials would be automobile focused, followed by transit, bikes, and pedestrians. Residential neighborhood streets may be prioritized for pedestrians first.

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

Objective 8.A.5. Pursue changes in state legislation or other methods to provide the flexibility to set speed limits based on special local conditions and circumstances.

Time frame: Ongoing over the 20-year time frame of this plan.

Policy 8.B. Increase safety, mobility and access for pedestrians and bicyclists within community areas.

Objective 8.B.1. Design the street system with multiple connections and direct routes.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.B.2. Provide networks for pedestrians and bicyclists that are as safe as the network for motorists. Functional, safe and secure travel ways for pedestrians and bicyclists may include the following measures:

- Sidewalks with ample widths
- Curbs and gutters
- Planter strips to separate sidewalks from the street
- Parked cars along the street
- Crosswalk at appropriate intervals that meet warrants and provide logical pathways
- Raised medians with pedestrian refuges where warranted on wide streets
- Context-sensitive 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.
- Snow removal

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.B.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.B.4. Incorporate transit-oriented design features into streetscape renovations; e.g., covered shelters, marked bus pullouts, along with ADA-compatible improvements.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Policy 8.C. Transform communities into more attractive, functional, safe and enjoyable spaces.

Objective 8.C.1. Utilize context-sensitive traffic-control alternatives wherever feasible. Explore alternatives to traffic signals including four-way stop signs and roundabouts.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 8.C.2. Provide streetscape improvements; e.g., lighting (for edges, walkways, and to screen parking areas), landscaping, benches, trash receptacles.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.C.3. Maintain public spaces; e.g., pressure wash sidewalks, remove litter, groom landscaping, repair damaged benches and trash receptacles.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.C.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.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.C.5. Work to improve ADA access in all communities.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.C.6. As land uses and building changes occur, seek to provide a walkable development pattern with a mix of uses within that area. Provide design guidelines to enhance the streetscape appearance.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.C.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
- Improve the layout of on-site parking to minimize pedestrian conflicts and prevent backing into the roadway to exit.

Time frame: Ongoing over the 20-year time frame of this project.

Policy 8.D. Consider and develop context-sensitive design measures for communities. Work with Caltrans to consider and develop "context-sensitive design" standards for communities along state highways including the interregional routes.

Objective 8.D.1. Work with Caltrans to consider and develop context-sensitive design standards within developed communities on the state highway system.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.D.2. Identify and develop demonstration projects for the implementation of context-sensitive designs and measure their success, such as has been done along Bridgeport's Main Street.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.D.3. Monitor the work of Caltrans, Division of New Technologies, to keep abreast of new products and features as they are approved.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 8.D.4. Work closely with Caltrans, Mono County, the Town of Mammoth Lakes and product manufacturers to have new products developed for applications on the town, county, and state transportation system.

Time frame: Ongoing over the 20-year time frame of this project.

Operational Improvement

GOAL 9. PROVIDE FOR AN IMPROVED COUNTYWIDE HIGHWAY AND ROADWAY SYSTEM TO SERVE THE LONG-RANGE PROJECTED TRAVEL DEMAND TO IMPROVE SAFETY.

Policy 9.A. Enhance the safety of the countywide road system.

Objective 9.A.1. Support projects on local roads that upgrade structural adequacy, consistent with Caltrans standards and county Road Standards.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 9.A.2. Support projects outside community areas that widen existing narrow streets, highways and bridges in areas experiencing heavy truck traffic, where consistent with the policies of this plan.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 9.A.3. Provide effective measures to increase capacity for arterial roads experiencing congested vehicle flow.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 9.A.4. Support an efficient and effective winter snow-removal operation.

Time frame: Ongoing over the 20-year time frame of this project.

Objective 9.A.5. Support CMS (Changeable Message Signs), HAR, and/or curve warning system (i.e., ITS) deployments where effective in reducing accidents and providing traveler information.

Time frame: Ongoing over the 10- and 20-year time frame of this plan.

Objective 9.A.6. Investigate and identify where additional snow-storage areas are needed.

Time frame: Over the 10-year time frame of this plan.

Objective 9.A.7. Reduce transportation-related hazards such as existing flooding, which may be increased by climate change.

Time frame: Ongoing over the 20-year time frame of this project.

Policy 9.B. Reduce the potential for wildlife collisions to improve transportation system safety.

Objective 9.B.7. Seek funding for undercrossing passageways for mule deer where highways intersect traditional migratory routes to reduce collisions and animal mortality.

Time frame: Over the 10- and 20- year time frame of this plan.

Objective 9.B.8. Seek funding to widen existing undercrossing passageways for mule deer and other wildlife to reduce collisions and animal mortality.

Time frame: Over the 10- and 20- year time frame of this plan.

Objective 9.B.9. Incorporate measures in tointo the design of new roads and road upgrades to reduce collisions between vehicles and deer/wildlife, such as increasing driver line-of-sight and incorporating short sections of exclusion fencing that directs animals to areas of improved visibility.

Time frame: Over the 10- and 20- year time frame of this plan.

Policy 9.C. Ensure that the County's multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

Action 9.C.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 have first call on available funds.

Time frame: Ongoing over the 20-year time frame of this project; review every two years with update of the STIP.

Policy 9.D. Local roads shall be engineered using system performance criteria (safety, cost, volume, speed, travel time).

Objective 9.D.1. Require new development to comply with the county Road Improvement Standards as a condition of project approval. The Public Works Department shall work with developers to meet this objective where appropriate.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Objective 9.D.2. Public Works will review and update county Road Standards to provide alternative design standards.

Time frame: In the process of being completed.

Objective 9.D.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.

Time frame: Ongoing over the 20-year time frame of this plan.

Policy 9.E. Ensure that transportation projects comply with the requirements of the Americans with Disabilities Act (ADA) and are accessible to all persons.

Objective 9.E.1. Integrate ADA requirements into the planning and development processes for all transportation projects.

Time frame: Ongoing over the 20-year time frame of this plan.

GOAL 10 MAINTAIN THE EXISTING SYSTEM OF STREETS, ROADS AND HIGHWAYS IN GOOD CONDITION.

Policy 10.A. Establish maintenance, rehabilitation and reconstruction priorities for County roads based on financial and health and safety considerations.

Objective 10.A.1. Work with Caltrans to program a pavement and asset management program in the OWP as maintenance and rehabilitation strategies for County roads.

Time frame: Ongoing over the 20-year time frame of this plan; review every two years, during the STIP process.

Objective 10.A.2. Work with the county Public Works Department to develop maintenance, rehabilitation, and reconstruction priorities for County roadways.

Time frame: Ongoing over the 20-year time frame of this plan; review every two years, during the CIP process.

Policy 10.B. Pursue all means to maximize funding for asset management and roadway maintenance.

Objective 10.B.1. Maximize state and federal funding for roadway maintenance.

Time frame: Ongoing over the 20-year time frame of this plan; implement during annual budget process.

Objective 10.B.2. Promote full distribution of "County Minimum" appropriations.

Time frame: Ongoing over the 20-year time frame of this plan; implement during annual budget process.

Objective 10.B.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.

Time frame: Within the next 10 years, during the short-term time frame of this plan.

Objective 10.B.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.

Time frame: Within the next 10 years, during the short-term time frame of this plan.

Objective 10.B.5. To reduce long-term maintenance costs and protect visual resources consistent with Policy 6.A., utilize self-weathering steel or finishes when feasible in transportation projects.

Time frame: Ongoing over the 20-year time frame of this plan.

GOAL 11. MAINTAIN A SAFE AND EFFECTIVE COMMUNICATION SYSTEM THROUGHOUT THE COUNTY.

Policy 11.A. Provide each community with adequate, reliable cell phone service in order to provide emergency phone service and to allow for trip reductions and other economic benefits resulting from increased telecommuting opportunities.

Objective 11.A.1. Determine areas that need improved cell service through an inventory of shadow areas and coverage gaps.

Time frame: Within the next 10 years, during the short-term time frame of this plan.

Objective 11.A.2. Apply cell-tower siting and design criteria (see Chapter 11- Utilities of the Mono County General Plan Land Use Element and the Mono County Design Guidelines).

Time frame: Ongoing

Objective 11.A.3. Additional policies for the unincorporated county that provide information, guidance, and recommendations as they relate to the development, implementation, and accessibility of communications infrastructure, particularly basic telephone, wireless telephone, and broadband Internet, are contained in the county General Plan Circulation Element. Land Development Regulations governing proposed projects are contained in Chapter 11 of the Land Use Element.

Active and Non-Motorized Transportation

GOAL 12. PROVIDE FOR THE USE OF NON-MOTORIZED MEANS OF TRANSPORTATION, WHICH INCREASES THE PROPORTION OF TRIPS ACCOMPLISHED BY BIKING AND WALKING, INCREASES THE SAFETY AND MOBILITY OF NON-MOTORIZED USERS, ENHANCES PUBLIC HEALTH, AND PROVIDES A BROAD SPECTRUM OF PROJECTS TO BENEFIT MANY TYPES OF ACTIVE TRANSPORTATION USERS.

Policy 12.A. Develop and implement multi-modal transportation plans, programs or projects for all community areas to provide for the development of well-coordinated and designed non-motorized and motorized transportation facilities.

Objective 12.A.1. Implement policies and programs in Town and County multi-modal policies, including the Mono County Trails Plan (Appendix G) and Bicycle Transportation Plan (Appendix H).

Time frame: Ongoing within the next five years as funding becomes available.

Objective 12.A.2. Implement recommendations for non-motorized facilities contained in the Main Street Revitalization Plan for US 395 through Bridgeport.

Time frame: Currently being completed.

Objective 12.A.3. Implement multi-modal projects identified in the list of current programming and projects (Appendix E).

Time frame: Ongoing within the next five years as funding becomes available.

Policy 12.B. Seek opportunities for federal, state, county, town, and private participation, when appropriate, in the construction and maintenance of non-motorized facilities.

Objective 12.B.1. Seek partnership opportunities for the following projects:

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

- ADA compliance

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

Policy 12.C. Leverage current funding sources to provide maximum funding opportunities for active transportation type projects .projects.

Objective 12.C.1. Pursue ATP and other grant funding for non-motorized transportation projects.

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

Objective 12.C.2. Pursue opportunities for ATP funding and other grants for disadvantaged communities by qualifying criteria and, when possible, submitting data showing how local communities qualify as disadvantaged.

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

Policy 12.D. Plan for and provide a continuous and easily accessible trail system within the region, particularly in June Lake and other community areas (see the June Lake Loop Trails Plan). When possible, use existing roads and trails to develop a trail system. Connect the trail system to commercial and recreational areas, parking facilities, residential areas, and transit services. See the Mono County General Plan Conservation/Open Space Element for additional policies relating to trails.

Objective 12.D.1. Work with appropriate agencies, organizations, and community groups to further develop the proposed Eastern Sierra Regional Trail (ESRT) for Mono County. The ESRT is currently a conceptual plan for a trail system that would increase recreational opportunities in the county as well as provide crucial linkages to and between communities that are currently not met with existing modes of transit. The conceptual plan includes both historic-route sections and community-route sections.

Time frame: Within the next 10 years, during the short-term time frame of this plan.

Objective 12.D.2. Project managers for Town, County and State projects shall regularly consult with local citizens, commissions/committees and mobility user groups such as the cycling community, Regional Planning Advisory Committees, and the town Planning and Economic Development Commission during project design to determine if bike and pedestrian facilities are appropriate or warranted.

Time frame: Ongoing over the 20-year time frame of this plan: review compliance during the County budget process and the biennial SHOPP, STIP and ATP process.

Objective 12.D.3. Work with other communities in the unincorporated county on trails plan development based on level of community interest and staff capacity.

Time frame: Within the next 10 years, during the short-term time frame of this plan.

Policy 12.E. Develop a safe and convenient bicycle and pedestrian circulation system as a portion of the total active transportation network.

Objective 12.E.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).

Time frame: Ongoing over the 20-year time frame of this plan.

Objective 12.E.2. Develop additional Safe Routes to Schools routes under the ATP.

Time frame: Ongoing over the 20-year time frame of this plan.

Objective 12.E.3. Require rehabilitation projects on streets and highways to consider including bicycle facilities (e.g., wider shoulders, bike lanes or bike-climbing lanes) that are safe, easily accessible, convenient to use, and that provide a continuous link between destinations.

Time frame: Ongoing over the 20-year time frame of this plan.

Transit

GOAL 13. ASSIST WITH DEVELOPMENT AND MAINTENANCE OF TRANSIT SYSTEMS AS A COMPONENT OF MULTI-MODAL TRANSPORTATION SYSTEMS IN MONO COUNTY.

Policy 13.A. Support ESTA in providing coordinated transit services in the Eastern Sierra.

Objective 13.A.1. Support implementation of prioritized strategies contained in the **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update.**

Time frame: Ongoing over the 20-year time frame of this plan; review annually at the time of the "unmet transit needs" hearing.

Objective 13.A.2. Maintain and improve transit services for transit-dependent citizens in Mono County, including the continuation and improvement of social services transportation services. Ensure that transit services comply with requirements of the Americans with Disabilities Act (ADA).

Time frame: Ongoing over the 20-year time frame of this plan; review annually at the time of the "unmet transit needs" hearing.

Objective 13.A.3. Support public transit financially to the level determined 1) by the "reasonable to meet" criteria during the annual unmet transit needs hearing, and 2) by the amount of available funds.

Time frame: Ongoing over the 20-year time frame of this plan; review annually at the time of the "unmet transit needs" hearing.

Objective 13.A.4. 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.

Time frame: Ongoing over the 20-year time frame of this plan; review annually at the time of the "unmet transit needs" hearing.

Objective 13.A.5. Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.

Time frame: Ongoing over the 20-year time frame of this plan; review biennially at the time of the STIP planning process.

Objective 13.A.6. Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

Time frame: Ongoing over the 20-year time frame of this plan; review annually at the time of the "unmet transit needs" hearing.

Objective 13.A.7. 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.

Time frame: Ongoing over the 20-year time frame of this plan; review annually at the time of the "unmet transit needs" hearing.

Policy 13.B. 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 13.B.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project planning and design.

Objective 13.B.2. Encourage paratransit services in community areas. Promote efficiency and cost effectiveness in paratransit service such as use of joint maintenance and other facilities.

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

Objective 13.B.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project planning and design.

Policy 13.C. Pursue funding for transit-related capital improvements.

Objective 13.C.1. Continue supporting the transit replacement program that includes funding through the STIP.

Time frame: Ongoing over the 20-year time frame of this plan.

Objective 13.C.2. Pursue funding for capital improvements such as bus shelters, transportation hubs, office space for administration, dispatch centers, vehicle- maintenance facilities, etc.

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

Policy 13.D. Continue improving interregional transit services.

Objective 13.D.1. If warranted, work with transit service providers to improve the existing regional bus transit service.

Time frame: Ongoing over the 20-year time frame of this plan.

Objective 13.D.2. Support expansion of the regional air transportation system.

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

Objective 13.D.3. Continue to participate in the Yosemite Area Regional Transportation System (YARTS).

Time frame: Ongoing over the 20-year time frame of this plan.

Parking

GOAL 14. PROVIDE FOR THE PARKING NEEDS OF RESIDENTS AND VISITORS, PARTICULARLY IN COMMUNITY AREAS.

Policy 14.A. Public parking facilities shall serve the needs of residents and visitors.

Objective 14.A.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.

Time frame: Within the next two years.

Objective 14.A.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project design and approval.

Objective 14.A.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project design and approval.

Policy 14.B. Public parking facilities shall be a component of the multi-modal transportation system within Mono County.

Objective 14.B.1. Connect parking facilities to pedestrian, bicycle, and transit facilities in a manner that provides convenient connections.

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project design and approval.

Objective 14.B.2. In community areas, develop public parking facilities in conjunction with the implementation of livable communitiescommunities' principles (see non-motorized facilities policies).

Time frame: Ongoing over the 20-year time frame of this plan; implement at the time of project design and approval.

Objective 14.B.3. Develop a Park-and-Ride Master Plan for the county. Ensure that the plan addresses park-and-ride facilities that provide both for informal carpooling and for linkages with existing and future transit services. The plan should also address funding for the establishment and maintenance of park-and-ride facilities.

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

Aviation

GOAL 15. PROVIDE FOR THE SAFE, EFFICIENT, AND ECONOMICAL OPERATION OF THE EXISTING AIRPORTS IN THE COUNTY.

Policy 15.A. Maintain and increase the safety at County airports.

Objective 15.A.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.

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

Objective 15.A.2. Assess safety needs at the Lee Vining and Bridgeport airports, including annual operations and maintenance needs.

Time frame: Ongoing over the 20-year time frame of this plan; review during the RTP update process.

Objective 15.A.3. Obtain available funding for operations and maintenance at County airports.

Time frame: Ongoing over the 20-year time frame of this plan; implement annually.

Policy 15.B. Maintain adequate facilities throughout the county to meet the demand of residents and visitors for passenger, cargo, agricultural and emergency aviation services.

Objective 15.B.1. Assess the demand for passenger, cargo, agricultural and emergency aviation services at County airports.

Time frame: Ongoing over the 20-year time frame of this plan; review during the RTP update process.

Objective 15.B.2. Obtain available funding for capital improvements at County airports.

Time frame: Ongoing over the 20-year time frame of this plan; review during the STIP process.

Policy 15.C. Airports shall be a component of the multi-modal transportation system within Mono County.

Objective 15.C.1. Continue to ensure that transit services are available from the Mammoth Yosemite Airport to Mammoth Lakes, and work to expand transit services to surrounding communities (e.g., June Lake).

Time frame: Ongoing over 20-year time frame of this plan.

Policy 15.D. Development and operations of each of the County airports shall be consistent with surrounding land uses and the surrounding natural environment.

Objective 15.D.1. The Airport Land Use Commission shall maintain up-to-date Comprehensive Land Use Plans (CLUPs) for Bryant Field (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 General Plan, applicable area plans and specific plans and other local plans such as the Inyo and Humboldt-Toiyabe National Forest Land and Resource Management Plans, the Mono Basin Scenic Area Comprehensive Management Plan, and the BLM's Resource Management Plan.

Time frame: Ongoing over the 20-year time frame of this plan; implement every four years, if necessary, in conjunction with the RTP update.

Plan Consistency

GOAL 16. 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 16.A. Coordinate policies and programs in the Mono County RTP with regional system performance objectives.

Objective 16.A.1. Coordinate local transportation planning with Caltrans regional system planning for local highways.

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

Policy 16.B. Coordinate policies and programs in the Mono County RTP with statewide priorities and issues and State transportation planning documents.

Objective 16.B.1. Coordinate local transportation planning with Caltrans systems planning for local highways.

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

Objective 16.B.2. Ensure that local transportation planning is consistent with the RTIP, STIP, and FSTIP.

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

Policy 16.C. Ensure that policies and programs in the Mono County RTP are consistent with federal and state programs addressing accessibility and mobility.

Objective 16.C.1. Ensure that local transportation planning is consistent with the requirements of the Americans with Disabilities Act (ADA).

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

Public Participation Plan

GOAL 17. 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 SYSTEMWIDE APPROACH THAT MAXIMIZES UTILIZATION OF EXISTING FACILITIES AND AVAILABLE FINANCIAL RESOURCES, FOSTERS COOPERATION, AND MINIMIZES DUPLICATION OF EFFORT.

Policy 17.A. Actively foster the public outreach process in order to increase community participation in the transportation planning process.

Objective 17.A.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 and Economic Development Commission;
  - Airport Advisory Committee;
  - Parks and Recreation Commission; and
  - Other special-purpose advisory groups.

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 and Economic Development Commission;
  - Airport Advisory Committee,
  - Parks and Recreation Commission; and
  - Other special purpose advisory groups
  - Local special districts, such as the Mammoth Community Water District, the Mammoth Lakes Fire Protection District, and Southern Mono Healthcare District.

    - Planning Commission and Economic Development Commission;
    - Airport Advisory Committee;
    - Parks and Recreation Commission; and
    - Other special purpose advisory groups.
    - Local special districts, such as the Mammoth Community Water District, the Mammoth Lakes Fire Protection District, and Southern Mono Healthcare District

    Local special districts, such as the Mammoth Community Water District, the Mammoth Lakes Fire Protection District, and Southern Mono Healthcare 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
  - Reginal Planning Advisory Committees (RPACs)
  - June Lake Citizens Advisory Committee (CAC)
  - Tourism Commission
  - Local Chambers of Commerce
  - Other special purpose advisory groups; and
  -
  - 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..
  -

Time frame: Ongoing over the 20-year time frame of this plan; implement on monthly basis or as needed.

Objective 17.A.2. Coordinate transportation planning activities through established forums, such as:

- 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 transit needs hearing for transit issues
- Annual LTC public hearing.
-

Time frame: Ongoing over the 20-year time frame of this plan; implement as needed to address specific topics.

Objective 17.A.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, and TOML Hispanic Advisory Committee.

Time frame: Ongoing over the 20-year time frame of this plan; develop outreach programs as needed during the next two years.

Objective 17.A.4. Consult with local tribal governments on a regular basis to ensure that their transportation needs are addressed.

Time frame: Ongoing annually or as needed over the 20-year time frame of this plan.

Policy 17.B. Coordinate transportation planning outreach programs with Caltrans in a manner that provides for efficient use of agency staff and citizen participation.

Objective 17.B.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement on quarterly basis or as needed.

Objective 17.B.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement as needed.

Objective 17.B.3. Work with Caltrans to ensure consultation with local groups during the preparation of Project Study Reports and similar documents and to 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.

Time frame: Ongoing over the 20-year time frame of this plan; implement as needed during the planning process.

Objective 17.B.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.

Time frame: Ongoing over the 20-year time frame of this plan; implement as needed.

CHAPTER 54: 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 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 Lakes Vicinity/Upper Owens
- Long Valley
- Wheeler Crest
- Tri-Valley
- Oasis
- Town of Mammoth Lakes (under review by TOML)

Antelope Valley

GOAL 18. Provide and maintain an orderly, safe, and efficient transportation system that preserves the rural character of the Antelope Valley.

Objective 18.A. Retain the existing scenic qualities of US 395 in the Antelope Valley.

Policy 18.A.1. Ensure that future highway improvements in the Antelope Valley protect the scenic qualities in the area.

Policy 18.A.2. Consider additional landscaping along US 395 in appropriate areas.

Policy 18.A.3. Support preservation of the existing heritage trees along US 395 in a manner that ensures roadway safety.

Objective18.B.18. B. Support safety improvements to the existing circulation system in the Valley.

Policy 18.B.1. Support operational improvements to the existing two-lane US 395.

Action 18.B.1.a. Promote shoulder widening along US 395 to allow for bike, pedestrian, and equestrian use.

Action 18.B.1.b. Promote the installation of turn lanes on US 395 as needed.

Action 18.B.1.c. Consider improvements to reduce deer collisions in the Valley as needed.

Action 18.B.1.d. Study potential operational and safety improvementsatimprovements at the intersection of Eastside Lane and US 395.

Action 18 B.1.e. Promote traffic calming and safety improvements through Main Street/US 395 in the communities of Coleville and Walker.

Objective 18.C. Provide a loop trail system in the Valley for use by bicyclists and pedestrians.

Policy 18.C.1. Seek funding for development of multi-use and single-purpose trails along routes to be identified in the Valley.

Objective 18.D. Develop a main street program for US 395 in Walker.

Policy 18.D.1. Create a Main Street plan for Walker to improve the visitor experience, provide for enhanced wayfinding and use of community assets (park, community center, Mountain Gate, etc.) for residents and visitors.

Action 18.D.1.a. Seek grant funding for a Main Street program in cooperation with business owners, Caltrans, and the Regional Planning Advisory Committee.

Swauger/Devil's Gate

GOAL 19. Provide and maintain a circulation system that maintains the rural character of the area.

Objective 19.A. Correlate circulation improvements and future land use development.

Policy 19.A.19. A.1 Minimize the impacts of new and existing roads.

Action 19.A.1.a. Limit new secondary roads to those necessary for access to private residences.

Action 19.A.1.b. Minimize the visual impacts of roads by using construction practices that minimize dust and erosion.

Action 19.A.1.c. Prohibit roadway construction on designated wet meadow areas.

Action 19.A.1.d. Establish a speed limit of 25 mph on all secondary roads.

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 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. 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.

Policy 20.A.2. Request that the California Highway Patrol enforce the speed limit in Bridgeport.

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.c. Monitor the operational effectiveness of back-in angled parking design on Main Street, andStreet and continue to improve design and driver education methods.

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

Policy 20.B.1. Develop a Trails Plan for all skill levels, ages and user types.

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.b. Develop a wayfinding system that directs travelers to recreation amenities from the town.

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.

Action 20.B.1.e. Encourage trail users and recreationalists outside the Bridgeport Valley to come into town by providing services such as a free hiker shuttle.

Policy 20.B.2. Preserve historical access for equestrian use.

Action 20.B.2.a. Encourage dispersed equestrian use consistent with plans and land use designations.

Policy 20.B.3. 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.

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 street lightsstreetlights, 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.

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.

Bodie Hills[15]

GOAL 21. 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 21.A. Improve existing transportation and access to the Bodie Bowl. Minimize congestion, traffic noise, dust, and improve rough roads and parking facilities.

Policy 21.A.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 (1993).** Policies from that document have been incorporated into the Mono County Land Use Element.

Action 21.A.1.a. When developing traffic limitations for the Bodie Hills Planning Area, consider the carrying capacities for the Park (see Table 16), as established in the Bodie State Historic Park Resource Management Plan of 1979.

Action 21.A.1.b. Recommend to State Parks that it update the carrying-capacity estimates shown in Table 16.

Table 163: Bodie State Park Carrying Capacities

Area	Instantaneous Capacity	Turnover Factor	Total Capacity	Parking Spaces
Townsite	400 persons	4	1,600	- -
Standard Mill	50 persons	4	200	135
Milk Ranch Picnic Area	40 persons	3	120	- -
Interpretive Center with Picnic Area	140 persons	11	1,600	40
TOTAL	630	- -	3,520	175

[15] These policies are integrated from the historic Bodie Hills Multi-Modal Transportation Plan.

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

Action 21.A.1.c. Consider development of a parking lot and shuttle system terminal near Bodie.

Action 21.A.1.d. Promote development of a Bodie Visitor Center in Bridgeport; encourage development of interpretive facilities at the Center to relieve visitor impacts on the town and to assist in dispersing Bodie visitors.

Policy 21.A.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 21.A.2.a. BLM will consult with the private landowners, Mono County, other agencies, and local communities prior to any actions that might affect access to private or public property.

Action 21.A.2.b. Mono County should consider accepting dedication of secondary routes across private lands as unimproved, low-maintenancelow maintenance cCuntycounty roads when the private landowner makes application.

Action 21.A.2.c. 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 21.A.2.d. 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 21.B. Provide for alternative modes of travel into Bodie.

Policy 21.B.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 21.B.1.a. Support preservation of the old railroad grade from Mono Mills to Bodie.

Action 21.B.1.b. Investigate the potential and financial feasibility of reconstructing the rail, and reestablishing rail service to Bodie.

Action 21.B.1.c. Highlight and interpret the old railroad grade as a trail route to Bodie.

Action 21.B.1.d. Provide for wagons and similar historically compatible travel modes to Bodie through concession agreements and designation of routes.

Action 21.B.1.e. Seek funding for development of historically compatible modes of transportation to Bodie.

Policy 21.B.2. Develop a trails system for the Bodie Hills that provides for equestrian, cycling, and pedestrian use.

Action 21.B.2.a. Inventory existing trails in the Bodie Hills. Request State Parks to inventory trails within the Historic Park.

Action 21.B.2.b. 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 21.B.2.c. Avoid development of, or promotion of, trails crossing private property without the landowner's consent.

Action 21.B.2.d. BLM and State Parks should inform private landowners of proposed actions or improvements on public lands that may affect adjacent private lands.

Action 21.B.2.e. Seek grants and other funding for trail system development.

Action 21.B.2.f. Prioritize trail development/improvement projects in this plan to expedite applications for grant funding.

Action 21.B.2.g. Coordinate trail development with other modes of travel; provide trail linkages to the visitor center, parking areas, transit hubs and recreation nodes.

Action 21.B.2.h. Request State Parks to take the following actions:

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

Action 21.B.2.i. Provide bicycle racks and a bicycle parking area at the Visitor Center.

Action 21.B.2.j. Consider winter use for appropriate trails. Designate applicable trails available for Nordic ski, snowshoe, and snowmobile use.

Action 21.B.2.k. Pursue development of a Bodie loop bike route along SR 270, Cottonwood Canyon Road, SR 167, and US 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 21.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 21.C.1. Highlight SR 270's designation as a BLM Scenic Byway.

Action 21.C.1.a. Develop a roadside interpretive program for SR 270 and the Cottonwood Canyon Road, including scenic turnouts.

Action 21.C.1.b. Seek funding for scenic turnouts, roadside interpretive amenities, roadside recreation facilities, and associated improvements along SR 270.

Action 21.C.1.c. Coordinate the Bodie Scenic Byway with the US 395 Scenic Byway. Provide for common signage, kiosk designs, and interpretive facilities where feasible.

Policy 21.C.2. Pursue improvements in the Bodie Hills that enhance visitor access and amenities consistent with the Bodie Experience.

Action 21.C.2.a. Develop a parking lot and shuttle system terminal near Bodie. The location of the terminal should be determined through an ongoing planning process with the public and the Bodie Planning Advisory Committee.

Action 21.C.2.b. Continue to seek methods to reduce the washboard and dust problems on routes leading into the ACEC.

Action 21.C.2.c. Pave and maintain SR 270 to the cattle guard at the edge of the Bodie Bowl.

Action 21.C.2.d. Until SR 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 21.C.2.e. 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 21.C.2.f. Concessionaires may be considered for solving transportation problems such as providing shuttle services or alternative access such as horseback.

Objective 21.D. Maintain the road system in the Bodie Hills Planning area.

Policy 21.D.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 21.D.1.a. BLM will consult with private landowners and Mono County prior to closures or other actions that might affect access to private property.

Action 21.D.1.b. 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 21.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 21.E.1. Promote transportation and transit improvements between recreational attractions.

Action 21.E.1.a. Provide for bus and transit facilities in or near the Bodie Bowl.

Action 21.E.1.b. Pursue improvements for elderly and handicap access to Bodie.

Action 21.E.1.c. Support improvements, transit connections and Bodie information dissemination at Lee Vining, Bridgeport (Bryant Field), and Mammoth Yosemite airports.

Policy 21.E.2. Development projects with the potential to adversely impact circulation at Bodie shall provide appropriate mitigation.

Action 21.E.2.a. 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.

Policy 21.E.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 21.E.2.a. 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. 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. a. be funded by the applicant;
b. b. be prepared by a qualified person under the direction of Mono County;
c. c. assess the existing traffic and circulation conditions in the general project vicinity;
d. d. describe the traffic generation potential of the proposed project both on site and off site; and
a. e. recommend mitigation measures to avoid or mitigate the identified impacts, both on site and off site.
e.

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 21.E.2.b. 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[16]

GOAL 22. 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; that invites pedestrian use, provides for pedestrian and cyclist safety and contributes to the vitality and attractiveness of the Lee Vining community; and that facilitates travel to Yosemite and other nearby points of interest.

Objective 22.A. Provide operational and safety improvements along highways in the Mono Basin.

[16] These policies are integrated from the historic Mono Basin Multi-modal Transportation Plan.

Policy 22.A.1. Promote the inclusion of safety improvements along US 395, SR 120, and SR 167 in routine maintenance projects.

Action 22.A.1.a. Request Caltrans to incorporate turnouts for scenic viewing and congestion relief into highway rehabilitation projects in the Mono Basin.

Action 22.A.1.b. 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 US 395, consistent with state law.

Policy 22.A.2. Fully consider the safety needs of cyclists and pedestrians, as well as motorists, in the design and maintenance of highway improvements.

Action 22.A.2.a. Work with Caltrans, the Mono County 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 22.A.2.b. Recommend the incorporation of appropriate measures to slow traffic approaching Lee Vining on US 395 from the south.

Action 22.A.2.c. Keep public highways open as long as practical during the shoulder season to provide access to recreation activities and other communities.

Objective 22.B. Provide a comprehensive coordinated trail system in the Basin for use by bicyclists, pedestrians, and equestrians..

Policy 22.B.1. Periodically review, update and implement the Mono Basin portions of the Mono County Trails and Bikeway Plan.

Action 22.B.1.a. Work with government and private property owners to create recreational trail segments connecting population centers with attractions and recreation access points.

Action 22.B.1.b. Identify desired trail segments that are supported by the community, andcommunity and implement trail development.

Action 22.B.1.c. Identify and consider impacts to historic lifestyles and existing uses of any potential trail, andtrail and consult with the Kutzadika Tribe in particular.

Action 22.B.1.d. Request Caltrans to incorporate wider shoulders sufficient for bike travel (8 feet) into highway rehabilitation projects in the Mono Basin.

Action 22.B.1.e. 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.

Action 22.B.1.f. Coordinate with land management and transportation agencies, such as the BLM, Caltrans, ESTA, YARTS, USFS and LADWP, to ensure adequate access and responsible use (see also Mono Basin Area Plan).

Action 22.B.1.h. Participate with the National Park Service, USFS, Caltrans and other agencies in the Mono-Yosemite trail planning effort, andeffort and incorporate appropriate outcomes into the Eastern Sierra Scenic Byway and Regional Trail System.

Objective 22.C. Improve parking opportunities in Lee Vining.

Policy 22.C.1. Pursue the development of additional parking for the Lee Vining central business district.

Action 22.C.1.a. Assess the availability of feasible parking sites near or within the central business district.

Action 22.C.1.b. 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 22.C.1.c. Continue to investigate suitable sites for truck parking near Lee Vining.

Action 22.C.1.d. Review residential parking needs and consider modifications to parking requirements.

Action 22.C.1.e. Through a public process, and in coordination with Caltrans, consider the feasibility of reducing travel lanes and adding additional parking on US 395 through Lee Vining.

Policy 22.C.2. Manage existing and future parking areas in a manner that maximizes their utility and minimizes conflicts with residential land uses.

Action 22.C.2.a. Develop design guidelines 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 22.C.2.b. Continue to monitor and refine the updated Mono County parking requirements (Mono County Land Development Regulations) for commercial uses in Lee Vining, which provides for reducing the number of required parking spaces.

Action 22.C.2.c. Consider restricting overnight parking along local streets in Lee Vining and guiding truck parking to areas outside Lee Vining but within walking distance via signage.

Action 22.C.2.d. Consider requiring new development or expansion of existing development to provide 20% of their required parking spaces for oversize uses; i.e., trucks, trailers, buses, RVs.

Objective 22.D. Continue to explore additional elements that may be suitable for the comprehensive streetscape plan for the Lee Vining commercial district that enhance pedestrian safety, connectivity (including trails) and make Lee Vining a more attractive place to walk, live, and work.

Policy 22.D.1. Develop a collaborative set of policies for the US 395 corridor through Lee Vining. Participating entities should include:

Mono County

Mono County LTC

Lee Vining Fire Protection District

Local businesses

Lee Vining Public Utility District

Caltrans

Lee Vining community

Policies should address:

Road improvements	Underground utility placement
Pedestrian facilities	Community entryway improvements
Crosswalks	Street furniture/trash bins/doggy bags
Parking	Lighting
Transit facilities	Speed limits and enforcement
Signage	Corridor aesthetics
Landscaping/fencing	Community themes
Drainage facilities	Mid-block crossing with flashing light

Policy 22.D.2. Pursue available funding for streetscape improvements.

Action 22.D.2.a. Prepare Project Study Reports for projects that implement the streetscape plan to qualify for State Transportation Improvement Program funding.

Action 22.D.2.b. Request the inclusion of Lee Vining streetscape improvement projects in the Regional Transportation Improvement Program and the State Transportation Improvement Program.

Action 22.D.2.c. Seek grant funding, including Active Transportation Program funds, other MAP-21 funding sources, and Community Development Block Grants (CDBG) funds to implement the streetscape plan.

Action 22.D.2.d. Work with Caltrans through the highway project planning and environmental review processes to fund applicable aspects of the streetscape plan, such as the Caltrans maintenance yard.

Policy 22.D.3. Ensure that streetscape improvements are compatible with maintenance practices and capabilities.

Action 22.D.3.a. 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 22.D.3.b. Aggressively pursue innovative ways of meeting both community improvement needs and subsequent maintenance requirements.

Action 22.D.3.c. Conduct periodic meetings with the community, affected businesses, and maintenance providers to monitor the success of improvements and to adjust plans as necessary.

Policy 22.D.4. Improvement designs for the US 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.

Action 22.D.4.a. Provide safe and convenient pedestrian and biking facilities, working with Caltrans when applicable, to reduce vehicular traffic, increase local livability, and encourage visitors to explore town.

Action 22.D.4.b. Prioritize pedestrian safety facilities and improvements on US 395 over other facility improvements. Emphasize safe travel for pedestrians to community and activity centers, such as schools, parks, library, museums and visitor centers.

Action 22.D.4.c. Support transit connections in Mono City and Lee Vining that provide local and regional connections for residents and visitors

Policy 22.D.5. Support the revitalization of Main Street.

Action 22.D.5.a. Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

Action 22.D.5.b. Explore options for encouraging and facilitating the use of vacant commercial space for new businesses.

Action 22.D.5.c. Encourage businesses to provide public gathering spaces to contribute to the vitality and activity of Main Street.

Action 22.D.5.d. Support an attractive Main Street through actions such as the promotion of the Mono County Design Guidelines to complement Lee Vining's small-town character and attract visitors.

Objective 22.E. Continue to plan for and improve airport facilities to expand air travel opportunities for residents and to increase tourism opportunities.

Policy 22.E.1. Prepare and maintain an airport master plan for the Lee Vining Airport.

Action 22.E.1.a. Pursue funding for preparation of a Lee Vining Airport Master Plan.

Action 22.E.1.b. Promote the use and improvement of the Lee Vining Airport for Yosemite travelers as the closest airport to Yosemite National Park.

Action 22.E.1.c. Initiate community conversations about the opportunities available through an expansion of airport-related services.

Action 22.E.1.d. Consider visual sensitivity of the Lee Vining Airport surroundings to prevent further degradation of the Scenic Area.

Action 22.E.1.e. The County shall complete the revegetation project at the Lee Vining Airport to address visibility and dust concerns.

Objective 22.F. Coordinate circulation improvements with land development in a manner that maintains the small-town quality of life for residents.

Policy 22.F.1. Transportation improvements should accompany development projects that impact the circulation infrastructure.

Action 22.F.1.a. 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 22.F.1.b. Promote land development that enables people to live near their workplaces and that reduces dependence on the automobile.

Action 22.F.1.c. Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

Policy 22.F.2. Explore traffic-calming improvements in Mono City to reduce speed in the residential neighborhood.

Objective 22.G. Examine road maintenance facilities location options.

Policy 22.G.1. Continue community discussions and exploring potential solutions for the location of the County and/or Caltrans yards with the intent of meeting the following interests:

- Maintain a high level of related services, such as snow removal;
- Retain the authenticity of a working community;
- Navigate the challenges of cost, timeline, environmental issues, agency coordination and the location of a new site to ensure project feasibility. Brownfields grants could assist with some of these issues;
- Provide more appropriate Main Street uses, such as workforce/residential housing, commercial, and/or mixed use;
- Improve connectivity between the high school, park, community center, USFS Visitor Center and the community;
- Increase available commercial space to open new businesses, and improve the vibrancy and aesthetics of Main Street; and
- Recognize the junction of US 395/SR 120 as an important viewshed for the community and its visitors, and therefore, a project should avoid potential impacts to that viewshed.

Objective 22.H. Provide for the transportation needs of the Yosemite area traveler in a manner consistent with the Yosemite Area Regional Transportation System (YARTS).

Policy 22.H.1. Coordinate Lee Vining transportation planning with the YARTS and local transportation providers.

Action 22.H.1.a. 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 22.H.1.b. 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 22.H.1.c. Assist YARTS by facilitating a community dialog on Yosemite transportation issues and policies.

Action 22.H.1.d. Support Lee Vining as a host for YARTS services such as the High CountryHigh-Country Hiker Shuttle.

Objective 22.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 22.I.1. Utilize technological advances to disseminate travel information in the region.

Action 22.I.1.a. Support Caltrans efforts to install changeable message signs at key locations along US 395 to disseminate travel information. Signs should be appropriate for a rural setting and should not be billboard/urban style signs.

Action 22.I.1.b. Promote expanded use of the Internet, teleconferencing, and other technological means to reduce vehicle trips within the Mono Basin.

Action 22.I.1.c. Identify local hazards, such as dangerous wind areas on US 395, defensible space to reduce wildfire risk, wildlife migration corridor road crossings, and road areas lacking cell phone coverage, and work with the appropriate entities to mitigate those hazards.

Yosemite

GOAL 23. Yosemite National Park is a national and worldwide treasure that must be protected and preserved. Bordering the Park's eastern boundary, andboundary 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 while still providing for visitor enjoyment, by strengthening the relationship between the Yosemite region and its eastern access through communities along the US 395 corridor.

Objective 23.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 23.A.1. Management of Yosemite's congestion and access should be accomplished in a way that enhances the quality of life and quality of experience in gateway communities.

Policy 23.A.2. Coordinate with local plans when planning potential gateway corridor improvements to assist in dispersing transportation-related impacts from visitors to Yosemite. Develop an access plan with Caltrans, YNP, and the LTC.

Policy 23.A.3. The importance of Yosemite to the regional economy should be a primary factor when considering opening and closing dates for Tioga Pass.

Policy 23.A.4. Continue working with Yosemite National Park on traffic and parking-related issues to provide the best visitor experience while supporting environmental preservation within the Yosemite region.

Policy 23.A.5. Transit-related infrastructure should maximize consideration for the environment; e.g., convenient, well-signed transit stops with appropriate safety and environmental considerations, including pedestrian and bike linkages.

Objective 23.B. Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 23.B.1 In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that complement the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

Policy 23.B.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 23.B.3. Promote the Mono Yosemite Trail as an access route for alternative travel modes.

Policy 23.B.4. Maintenance and improvement projects on SR 120 should focus on accommodating alternative transportation modes, particularly cycling. Provide connections to trails, appropriate signage, and staging areas for cyclists.

Policy 23.B.5. Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on SR/Highway 120 both within and outside the Park.

Policy 23.B.6. YARTS should continue to provide transit service from the Eastern Sierra to Tuolumne Meadows and should seek to formalize national park funding to sustain that service.

Policy 23.B.7. YARTS should accommodate bicyclists and hikers and their gear. YARTS transit facilities should include bike lockers at transit stops and bike racks at key locations. The National Park Service is encouraged to provide bike rentals in Yosemite, and a bike sharing program in key locations, such as Yosemite Valley.

Objective 23.C. Encourage diversity in visitor destinations and experiences..

Policy 23.C.1. The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:

a. a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra; i.e., staying in the Eastern Sierra and using YARTS for day trips to Yosemite.

b. 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, including activities, attractions, amenities and trip itineraries.

c.

Policy 23.C.2. Plan for and promote the concept that the Yosemite experience begins or ends in Mono County. Marketing the Yosemite experience should be a countywide effort.

Policy 23.C.3. Provide facilities that support a diversity of visitors, including a diversity of lodging types, staging for a variety of activities, and providing information in several languages..

Objective 24.D. Provide for safe and consistent access through Yosemite National Park to its eastern gateway.

Policy 24.D.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 (SR/Highway 120 West).

Policy 24.D.2. Promote opening the areas along SR 120 to Tioga Pass as soon as conditions are safe.

Policy 24.D.3. Consider using pricing mechanisms as a means to fund Tioga Road opening activities; work with Yosemite National Park to ensure that a portion of entry fees are set aside to fund road opening.

Policy 24.D.4. Accurate and timely information about conditions in the Park should be available in the gateway communities.

Policy 24.D.5. Maintenance and improvement projects on SR/Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas, and/or a fast lane/express lane for buses and pass holders (e.g., Wawona Road). Facilities for cyclists and pedestrians should include trailhead parking retention, signage, safe road crossings, etc.

Objective 24.E. Develop transportation infrastructure that supports access to and within communities along the US 395 corridor.

Policy 24.E.1. SR/Highway 120 should remain a trans-Sierra highway open to through traffic for as long as conditions allow. Road-opening policies should promote late closures and early openings based on road conditions.

Policy 24.E.2. Support improvements to key access routes to Mono County and the eastern gateway corridors.

Policy 24.E.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[17]

GOAL 25. 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.

[17] These policies are integrated from the historic June Lake Multi-modal Transportation Plan.

Objective 25.A. Promote the development of a multi-modal circulation system that reduces vehicular congestion and enhances safety and accessibility.

Policy 25.A.1. Seek alternative funding mechanisms for circulation and related improvements.

Action 25.A.1.a. Continue to investigate and where feasible, implement the use of zones of benefit, assessment districts, mitigation fees, sales tax initiatives, grants funding and other financing alternatives for new roadway construction.

Action 25.A.1.b. Coordinate with the Local Transportation Commission and June Lake Citizens Advisory Committee in the planning of, and funding for, June Lake circulation improvements.

Action 25.A.1.c. Provide a roadside recreation facility, including parking areas, restrooms, and interpretive facilities adjacent to the June Lake Ball Field. Continue to seek funding alternatives for the facility's development.

Policy 25.A.2. New roadway developments shall conform to adopted county Road Standards and, where applicable, the special June Lake roadway standards (see Table 17).

Action 25.A.2.a. 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 Public Works Department (see Objective B).

Policy 25.A.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 25.A.3.a. Use the development review process to ensure that new connections with SR 158 provide adequate sight distance.

Policy 25.A.4. Promote traffic safety and sight-seeing opportunities by maintaining low travel speeds along SR 158 and North Shore Drive.

Action 25.A.4.a. Continue enforcing current speed limits.

Action 25.A.4.b. 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 files, brochures and roadside exhibits.

Action 25.A.4.c. Work with Caltrans and the USFS to include SR 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 3 and listed in Table 18.

Action 25.A.4.d. Continue to staff 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 files and literature on the scenic features of the June Lake Loop could be borrowed and returned at the Kiosk.

Action 25.A.4.e. Cooperate with Caltrans, the USFS and the community to develop common signing or branding and an interpretative theme for SR 158 and North Shore Drive. The sites shown in Figure 3 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 25.A.4.f. 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.

Action 25.A.4.g. 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 northwest 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 that 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.

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.

TABLE 14: 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.

FIGURE 8: Potential Scenic Highway Facilities, June Lake

Figure 3: Potential Scenic Highway Facilities, June Lake

TableABLE 1815: Scenic Highway/Byway Facilities, June Lake	
SITE	**POSSIBLE INTERPRETIVE FEATURES**
SR 158	
Oh! Ridge	June Lake, June Mountain Ski Area Lodge, Carson Peak, June Lake Beach
June Mountain Ski Area Parking lot	Carson Peak, Ski Area Lodge, Nature Trail
Silver Lake	Carson Peak, Silver Lake
Aerie Crag	Aerie Crag ,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

Objective 25.B. Encourage alternative roadway design, improvement and maintenance programs in existing subdivisions that conform to topographical, institutional and economic constraints.

Policy 25.B.1. Limit disruption of built areas when acquiring rights of way by using existing roadways and limiting on-street parking on such roadways when necessary.

Action 25.B.1.a. In situations where existing private roadways cannot 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 must provide adequate emergency access in conformance with minimum fire safe standards and snow storage and exhibit sound engineering judgment. The Mono County Public Works Department shall review and approve all alternative roadway designs.

Policy 25.B.2. Investigate management alternatives for improving and maintaining privately owned roadways.

Action 25.B.2.a. 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 25.B.2.b. Investigate the potential for community groups or associations to obtain funding for upgrading private roads.

Action 25.B.2.c. Require new developments proposing private roads to establish a road maintenance entity as a condition of project approval. The Public Works Department shall review all proposed maintenance agreements.

Policy 25.B.3. In areas constrained by limited rights of way, steep intersections, minimal setbacks from development, and inadequate site distances, consider alternative designs to more efficiently use existing road facilities.

FIGURE 9: Village Connector Road & Parking Areas

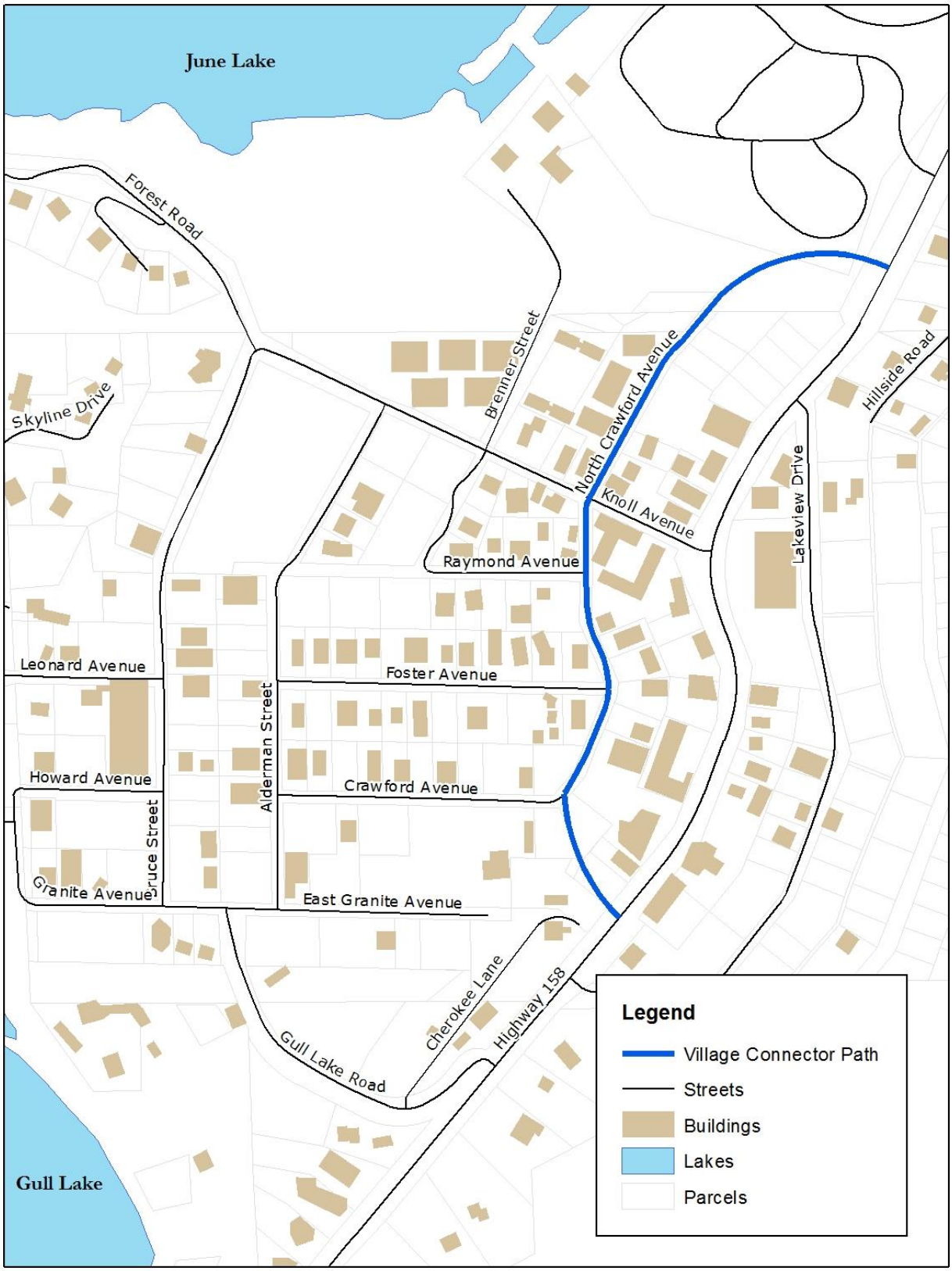


Figure 4: Village Connector Road & Parking Areas

Objective 25.C. Provide for a circulation system that facilitates commercial infill and redevelopment in the Village.

Policy 25.C.1. Reassess the need for a Commercial District connector street connecting with SR 158 on both ends of the Village.

Action 25.C.1.a. If a need arises pursue the desirability of acquiring land for constructing a connector street through the Village that would connect or provide access to public parking areas. Figure 4 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 private property from "willing sellers."

Action 25.C.1.b. In conjunction with the connector road and the construction of replacement off-street parking, consider on-street parking restrictions on SR 158.

Action 25.C.1.c. Seek public/private funding and partnerships to finance the connector road.

Policy 25.C.2. Promote the development of collector streets that enhance commercial growth in the Village area.

Policy 25.C.3. Utilize the Specific Plan processes to develop and implement a pedestrian-oriented circulation system for the Village.

Action 25.C.3.a. Conduct public meetings/workshops to gauge local support for improvements in the Village.

Action 25.C.3.b. Consider using the Specific Plan process to coordinate Village capital improvements and to identify other potential funding sources.

Policy 25.C.4. Promote the development of crosswalks, sidewalks, neckdowns,[18] public sitting areas, and pedestrian trails in the Village that enhance safety, complement the non-motorized vehicle trails, and promote the Village's pedestrian atmosphere.

[18] Raised landing areas used to clearly demarcate pedestrian space and also to slow vehicular traffic.

Action 25.C.4.a. 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 façade improvements, installing landscaping, and replacing the existing street lightsstreetlights.

Action 25.C.4.b. Work with Caltrans and the Mono County Public Works Department in developing the June Lake Village improvement program. Items to consider would include traffic and pedestrian/bicycle safety, on-street parking, drainage, snow storage, and snow removal.

Action 25.C.4.c. Investigate the feasibility of a façade 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 25.C.4.d. Coordinate a trail-signing program.

Action 25.C.4.e. Delineate roadside trails along existing roadways in the June Lake Village. Roadside pathways 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 SR 158 commercial areas.

Action 25.C.4.f. If feasible, develop sidewalks along the Village connector roadway.

Action 25.C.4.g. 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 25.C.5. Work with Caltrans and other agencies to acquire funding for the construction of a possible connector road, community parking lots, and pedestrian improvements.

Action 25.C.5.a. Apply for available state and federal funding sources.

Action 25.C.5.b. Investigate other potential funding sources such as Main Street programs, economic development grants, rural renaissance grants, and enterprise zones.

Objective 25.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 25.D.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 25.D.1.a. Work with developers through the Specific Plan processes to provide pedestrian trails and amenities, bicycle/Nordic ski trails, shuttle bus facilities, and if desirable, direct ski lift access.

Action 25.D.1.b. 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 25.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 25.E.1. Improve the Down Canyon circulation system by improving existing roadways or promoting the construction of new roadways if necessarynecessary, to serve development, by paving, realigning, providing snow storage and widening existing roadways.

Action 25.E.1.a. Work with the County to consider the conceptual roadway alignments contained in the Stantec Study. Any proposed roadway alternatives should focus on alternative funding mechanisms.

Action 25.E.1.b. 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.

Objective 25.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 25.F.1. Design and enforce roadway construction measures that protect natural and scenic resources.

Action 25.F.1.a. Use the development review process to ensure that road and trail crossings do not alter stream courses or increase erosion and siltation.

Action 25.F.1.b. Where feasible, use natural features to screen roadway projects.

Action 25.F.1.c. Discourage road alignments that require large cut-and-fill activities in scenic areas and along hill slopes, unless necessary for safety purposes.

Action 25.F.1.d. 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 25.F.1.e. Investigate funding opportunities for upgrading and maintaining road signs along private roadways. Signs installed along private roadways should be compatible with street signs installed along County-maintained roads.

Objective 25.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 25.G.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 25.G.1.a. 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. 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. b. The County has not expended funds on roads in the last five years;
c. c. Duplicate access to a lot or home;
d. d. Does not show as a major road in this Plan; and

e. Does not have potential for other public use such as bicycle or pedestrian trail.

e. Does not have potential for other public use such as a bicycle or pedestrian trail.

Action 25.G.1.b. 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 25.G.1.c. Where feasible, the County should work with the USFS 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. Public meetings/workshops should be conducted to gauge local support for the above loop road(s).

Objective 25.H. Promote the use of non-motorized forms of transportation to minimize the impact of the automobile in the Village, West Village/Rodeo Grounds, and Down Canyon areas and to create pedestrian-oriented areas.

Objective 25.H. Promote the use of non-motorized forms of transportation 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 25.H.1. Provide, where feasible, paths for non-motorized modes of transportation (e.g., pedestrians, Nordic skiers or bicyclists) on rights of way 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 25.H.1.a. Connect parking facilities with commercial and recreational nodes using paths suitable for non-motorized modes of transportation; e.g., pedestrian, bicycle/Nordic ski trails.

Action 25.H.1.b. Investigate the potential of using various funding mechanisms such as grants, development mitigation measures, bond issues or development exactions, to fund path construction.

Policy 25.H.2. Develop and maintain a system of non-motorized transportation modes that minimizes land use/circulation conflicts.

Action 25.H.2.a. Require dedication of right of way or easements as a condition of development in order to implement a pedestrian, cross country and bicycle circulation system for the Village, West Village/Rodeo Grounds and Down Canyon areas.

Policy 25.H.1. Promote the development of a direct access transportation system from the Village and West Village/Rodeo Grounds to the ski area.

Action 25.H.1.a. Work with the June Mountain Ski Area to develop ski-back trails from the ski area to concentrated use areas.

Action 25.H.1.b. 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 25.I. Enhance the safety and mobility of bicyclists along SR 158 and local roads in the June Lake Loop.

Policy 25.I.1. Plan for new bicycle improvements along SR 158 and local roads.

Action 25.I.1.a. Require rehabilitation projects on highways and streets to consider including bicycle facilities (e.g., wider shoulders, signage, sharrows) that are safe, easily accessible, convenient to use, and/or which provide a continuous link between neighborhoods or regions.

Action 25.I.1.b. Work with Caltrans, the Mono County LTC, the June Lake Citizens Advisory Committee and other user groups (e.g., Eastside Velo) to develop a list of possible bicycle projects for the greater June Lake Loop.

Objective 25.J. 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 complements the pedestrian-oriented vision of the Village.

~~**Objective 25.J.** 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 complements the pedestrian-oriented vision of the Village.~~

Policy 25.J.1. Promote the development of a possible transit system that connects the Village with the ski area and the West Village/Rodeo Grounds. A loop shuttle bus system along SR 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.

Action 25.J.1.a. 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.

Action 25.J.1.b. Future development in the West Village and Rodeo Grounds Specific Plan areas should provide covered bus stop and turnaround facilities along major arterials and in areas of concentrated recreational activity.

Action 25.J.1.c. Shuttle bus facilities should be incorporated into the June Lake Village circulation improvement program and into streetscape improvement programs.

Action 25.J.1.d. Work with applicable entities, such as the USFS, BLM, ESTA and Caltrans (on state routes), to develop shuttle bus facilities (i.e., covered stops and turnaround facilities) at major recreational nodes.

Action 25.J.1.e. Work with the Eastern Sierra Transit Authority to identify potential public transportation routes between June Lake and other communities.

Action 25.J.1.f. 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 25.J.2. Achieve a specified level of mass transit service (shuttle or full-size buses) to move skiers from outlying areas to and from June Mountain Ski Area.

Action 25.J.2.a. Work with the USFS and June Mountain Ski Area to provide transit service to and from June Lake from outlying areas such as Mammoth Lakes.

Action 25.J.2.b. Investigate the potential for the Eastern Sierra Transit Authority to provide transit service to and from other communities such as Bishop, Mammoth Lakes, Bridgeport and Walker.

Policy 25.J.3. Encourage large employers to provide transit to employees not residing in June Lake, and also to promote carpooling among their employees.

Action 25.J.3.a. Work with large employers to set up and monitor employee transit programs.

Policy 25.J.4. Improve regional transportation alternatives to the automobile.

Action 25.J.4.a. Support the expansion of the regional air transportation system.

Action 25.J.4.b. Support the establishment of a shuttle system between the Mammoth Yosemite Airport and June Lake.

Action 25.J.4.c. Support improvements at the Lee Vining Airport.

Objective 25.K. Promote the construction of public parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the use of alternatives to the automobile, and complement the pedestrian-oriented village concept.

Policy 25.K.1. Promote the development of public parking facilities to encourage day use of under-utilized areas.

Action 25.K.1.a. Work with the LTC, Caltrans and the USFS to improve parking facilities near appropriate day-use areas and near backcountry trailheads.

Policy 25.K.2. Work to educate visitors and residents of the importance of legally parking their vehicles and using alternative modes of transit.

Action 25.K.2.a. Work with Caltrans, the USFS, June Mountain Ski Area, and local civic organizations to enhance the Kiosk/Visitor Bureau that will, among other things, develop and distribute information on parking and transit alternatives.

Policy 25.K.3. Promote the construction of off-street public parking facilities adjacent to commercial areas.

Action 25.K.3.a. 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."

Action 25.K.3.b. Where feasible, promote the construction of small public parking facilities rather than onethan a large parking facility, in order to provide close, convenient parking for more businesses.

Action 25.K.3.c. Parking areas should provide convenient access to the Village and should be constructed in close proximity to SR 158.

Action 25.K.3.d. Consider establishing a parking district, which would allow for off-site parking for commercial and residential uses in the June Lake Village.

Action 25.K.3.e. 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 25.K.3.f. 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 visitors with the first impression of June Lake's commercial district and built environment.

Action 25.K.3.g. Parking areas, particularly those located along SR 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 SR 158, and parking areas should be located behind public areas.

Action 25.K.3.h. Incorporate shuttle bus facilities such as covered waiting areas and bus turnaround/turnout areas into the parking areas.

Action 25.K.3.i. 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 25.K.4. Continue to monitor and refine the County parking requirements that provide greater flexibility for the June Lake Village. Require new developments to meet Mono County parking requirements.

Action 25.K.4.a. Use the Planning Permit process to ensure that development meets County parking standards.

Action 25.K.4.b. 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 Village businesses.

Policy 25.K.5. Parking areas should be compatible with and not detract from the atmosphere of commercial districts. Facilitate pedestrian use 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 25.K.5.a. Through the Planning Permit process work with project proponents to locate parking behind and/or below proposed structures, where applicable.

Action 25.K.5.b. 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 use 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 25.K.6. Promote the construction of additional on-site parking and limit on-street parking during winter peak periods.

Action 25.K.6.a. Require single-family homes to provide two parking spaces per residence. This policy shall apply to all construction that expands the habitable space of an existing single-family home.

Action 25.K.6.b. Work with the community to identify possible parking restrictions for the winter season that limit or prevent on-street parking, andparking and promotes the construction of additional on-site parking spaces.

Policy 25.K.7. 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 25.K.7.a. Work with partners such as the USFS, ESTA and June Mountain Ski Area to provide transit service between Mammoth Lakes and June Lake.

Action 25.K.7.b. Encourage the June Mountain Ski Area to provide for alternative parking during peak periods.

Policy 25.K.8. Limit patrons of the June Mountain Ski Area from parking along SR 158.

Action 25.K.8.a. Work with Caltrans,JuneCaltrans, June Mountain Ski Area, the California Highway Patrol (CHP), and other relevant entities to develop a traffic-control/parking plan that minimizes traffic congestion and safety hazards created by parking along SR 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 25.L. Promote the construction of enclosed, covered parking to improve June Lake's appearance and lessen the extent of snow removal.

Policy 25.L.1. Promote the construction of covered parking by providing density bonuses when adequate infrastructure is available.

Action 25.L.1.a. Refer to the Mono County General Plan, Development Standards, Chapter 04 – General, 04.100 Density for density bonus regulations.

Policy 25.L.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 25.L.2.a. Enforce parking requirements through the Specific Plan process.

Objective 25.M. 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 25.M.1. Mitigate avalanche hazards along SR 158 on the south side of June Lake.

Action 25.M.1.a. Explore using ITS applications to identify recognized avalanche closures.

Policy 25.M.2. Ensure that adequate roadside snow-storage areas are provided in the Village, West Village/Rodeo Grounds, Down Canyon, and Pine Cliff areas.

Action 25.M.2.a. Acquire easements for snow storage in developing areas as a condition of development approval.

Action 25.M.2.b. If determined necessary, designate community snow-storage areas.

Action 25.M.2.c. 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, particularly in the June Lake Village.

Policy 25.M.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 25.M.3.a. 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 25.M.3.b. Limit the slope of private driveways to a maximum of 16%; driveways accessing state highways are subject to Caltrans standards.

Policy 25.M.4. Maintain, to the extent possible, the separation of pedestrians and automobiles during winter conditions.

Action 25.M.4.a. Encourage property owners to clear snow from sidewalks during business hours.

Action 25.M.4.b. Initiate snow removal/grooming for priority community pedestrian and Nordic ski paths.

Policy 25.M.5. Work with Caltrans to improve snow-removal operations in the June Lake Village along SR 158..

Action 25.M.5.a. The County should investigate the feasibility of implementing no-parking periods along SR 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 25.M.5.b. 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 25.N. Develop a trail system that enhances recreational opportunities, promotes non-motorized vehicle use and links recreational activity areas with commercial or residential areas.

Policy 25.N.1. Develop a trail system that links recreational activity centers with each other or developed areas with recreational activity areas, consistent with the June Lake Loop Trail Plan/Map.

Action 25.N.1.a. 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 in the June Lake Loop Trail Plan/Map and that preserve access to adjoining public lands.

Policy 25.N.2. Ensure that maintenance costs are factored into the design of the trail system.

Action 25.N.2.a. Work with the USFS, Friends of the Inyo, other agencies, and community groups to maintain developed trails.

Policy 25.N.3. Work with federal, state and local agencies as well as community groups to acquire funding for the development and maintenance of trails.

Policy 25.N.4. Where feasible, promote Nordic (cross country) skiing on pedestrian trails.

Mammoth Lakes Vicinity/Upper Owens

GOAL 26. Maintain a safe and efficient circulation system.

Objective 26.A. Promote increased safety and the scenic value of the transportation system.

Policy 26.A.1. Support additional mitigation measures to reduce deer collisions, including placement of additional warning signs.

Policy 26.A.2. Protect the scenic values of land adjacent to and visible from US 395.

Action 26.A.2.a. Implement policies in the Visual Resource section of the Conservation/Open Space Element and in the Mammoth Lakes Vicinity section of the Land Use Element.

Long Valley

GOAL 27. Provide and maintain a safe and efficient circulation system in Long Valley while retaining the rural qualities of the area.

Objective 27.A. Provide a coordinated trail system for use by bicyclists, pedestrians, or equestrians.

Policy 27.A.1. Pursue feasibility and local support for development of the following regional trail connections:

- Long Valley to the Convict Lake Road to enable non-motorized travel off US 395;
- Around Crowley Lake on Benton Crossing Road;
- Long Valley to Mammoth Lakes, possibly with a spur to the future Hot Creek Visitor Center; and
- Tom's Place to Lower Rock Creek Road.

- Long Valley to the Convict Lake Road to enable non-motorized travel off US 395;
- Around Crowley Lake on Benton Crossing Road;
- Long Valley to Mammoth Lakes, possibly with a spur to the future Hot Creek Visitor Center; and
- Tom's Place to Lower Rock Creek Road.

Action 27.A.1.a. Explore the feasibility, opportunities, issues and constraints of each trail segment and consider prioritizing.

Action 27.A.1.b. Seek available funding sources for trail improvements and ongoing maintenance costs.

Policy 27.A.2. Identify, formalize and utilize existing trails and pathways for connectivity within communities.

Action 27.A.2.a. Revisit previous Trails Plan and consider updating and formalizing the existing trail inventory.

Action 27.A.2.b. Explore winter trails and recreation opportunities.

Objective 27.B. Provide safety improvements on local streets and Highways

Policy 27.B.1. Support efforts to connect Lower Rock Creek Road to Crowley Lake Drive south of Tom's Place, andPlace and eliminate the US 395 intersection.

Action 27.B.1.a. Pursue a paved trail from Tom's Place to Lower Rock Creek Road to provide non-motorized safety benefits if the road realignment proves infeasible or cannot be implemented in a reasonable time frame.

Policy 27.B.2. Explore inexpensive and low-maintenance traffic-calming strategies such as driver feedback signs and striping bike/pedestrian lanes on County roads.

Policy 27.B.3. Explore the feasibility of paving Owens Gorge Road with bicycle climbing lanes from Watterson Divide to the Crowley Lake Dam.

Objective 27.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 27.C.1. Promote concepts of a multi-modal circulation system with the following components:

- Increase safety by restriping and painting appropriate indications on roadway, and provide safe walking shoulders (not sidewalks) adjacent to roads;

- Encourage transit providers to utilize the bus stop at the Crowley Lake Community Center; and
- Explore opportunities for additional bike paths/lanes along existing roads

Wheeler Crest

GOAL 28. Provide an improved transportation system that serves the mobility needs of local residents.

Objective 28.A. Promote a transportation system that protects and accesses the unique scenic, recreational and environmental resources of the Wheeler Crest area.

Policy 28.A.1. Plan and develop alternate transportation modes in coordination with future road improvements and extensions (i.e., bikeways, hiking and equestrian trails).

Action 28.A.1.a. Use right of way not needed for road construction for bike/pedestrian paths.

Policy 28.A.2. Develop safe and efficient pedestrian facilities and walkways.

Action 28.A.2.a. Require school bus shelters as needed, when road improvement or widening is required as part of an adjacent development.

Policy 28.A.3. Provide sufficient off-street parking for all new development.

Action 28.A.3.a. 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 28.A.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 28.A.4.a. Establish and/or promote continuation of inter-city service to Bishop/Mammoth Lakes. Seek inclusion of Wheeler Crest onto the scheduled route.

Policy 28.A.5. Provide for the coordination of circulation and land use planning.

Action 28.A.5.a. Coordinate with the Mono County Local Transportation Commission to ensure consistency for planning of all long-range transportation routes, alternate transportation modes, and future funding sources.

Policy 28.A.6. Promote the construction and maintenance of a safe and orderly road system.

Action 28.A.6.a. New development shall utilize the existing road system whenever possible to minimize new road construction.

Action 28.A.6.a. Coordinate new development proposals with the Wheeler Crest Fire Protection District to ensure adequate emergency access.

Action 28.A.6.b. 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 turnaround space for emergency vehicles.

Sierra Paradise

GOAL 29. Provide for a safe transportation system that includes all modes (motorist/pedestrian/cycling) for area residents and the traveling public.

Objective 29.A. Promote key safety improvements, including pedestrian and bicycling facilities.

Policy 29.A.1. Continue current efforts to provide for additional pedestrian and cycling upgrades along Lower Rock Creek Road from the Inyo County line to US 395.

Action 29.A.1.a. Where feasible provide an uphill bicycle climbing lane from Inyo County to US 395. Coordinate with Inyo County on bicycle improvements along Lower Rock Creek Road/Old Sherwin Grade Road.

Action 29.A.1.b. Where feasible implement footpaths along Lower Rock Creek Road throughout the neighborhood, and local neighborhood streets (e.g., a separate footpath from Sierra Vista Circle to Lower Canyon Road).

Action 29.A.1.c. Require rehabilitation projects on Lower Rock Creek Road and area streets to consider including bicycle/pedestrian facilities (e.g., wider shoulders, signage, etc.) as a project component.

Action 29.A.1.d. Create a priority system for bike/pedestrian improvements in Sierra Paradise.

Action 29.A.1.e. Explore traffic-calming improvements on Lower Rock Creek Road to reduce speed on

Lower Rock Creek Road from the fire station down to Rock Creek Ranch. Possible locations include the fire station, and sharp curve adjacent to Rock Creek Canyon.

Policy 29.A.2. Continue to explore possible upgrades of the Lower Rock Creek Road and US 395 intersection as discussed in the Tom's Place Multi-Modal Connectivity Feasibility Study (Caltrans).

Tri-Valley

GOAL 30. Provide a safe and convenient transportation system in the Tri-Valley.

Objective 30.A. Provide a safe transportation system that serves all users and promotes the scenic values of the adjacent lands.

Policy 30.A.1. Ensure the safety of the transportation and circulation system in the Tri-Valley.

Action 30.A.1.a. Work with Caltrans, the California Highway Patrol, and the Great Basin Unified Air Pollution Control District to minimize the hazards associated with dust blowing across US 6.

Action 30.A.1.b. Work with Caltrans and the Tri-Valley communities to address highway improvement, safety issues, Main Street, and development-related planning issues.

Action 30.A.1.c. Coordinate new development with the White Mountain Fire Protection District and the Chalfant Community Services District to ensure adequate emergency access.

Policy 30.A.2. Provide a bike route from the Inyo/Mono county line to the intersection of US 6 and SR 120 in Benton.

Action 30.A.2.a. Consider widening the shoulder along US 6 as part of future road improvements.

Action 30.A.2.b. Investigate the feasibility of establishing a bike trail along the abandoned railway right of way east of US 6 in Mono County.

Policy 30.A.2. Consider designating a bike route from Chalfant to Fish Slough.

Policy 30.A.3. Study the feasibility of providing rest stops or turnouts along US 6 throughout the Tri-Valley area.

Policy 30.A.4. Consider designating US 6 as a scenic highway/byway.

Action 30.A.4. Amend the Mono County General Plan's scenic highway system to include US 6, if supported by Tri-Valley residents.

Oasis

GOAL 31. Maintain a safe and efficient circulation system in the Oasis area.

Objective 31.A. Maintain the transportation system.

Policy 31.A.1. Support regular maintenance by Caltrans of SR 168 and SR 266 to and through Oasis.

Policy 31.A.2. Support regular maintenance of County roads in the Oasis area.

Town of Mammoth Lakes

This Element describes how the Town achieves a progressive and integrated multi-modal transportation system, one that serves the various needs of residents, employees and visitors. Mammoth Lakes will be connected, accessible, uncongested and safe with emphasis on feet first, public transportation second, and car last. The Mobility Element is a reference document for the Pedestrian Master Plan, the General Bikeway Plan, and referenced in Town literature. However, the Mobility Element is under environmental review and is not formally adopted by the Town. Additionally, the Town is transitioning away from calculating density using rooms or units/acre to using Floor Area Ratio (FAR), but no impacts to transportation are anticipated from this change. Overall, mobility will be improved through measures such as:

- • Increasing and improving available transportation options;
- • Providing incentives to change travel mode, time or destination;
- • Land use planning that reinforces feet first and improves mobility;
- • Connecting sidewalks and trails to transit, parking facilities, and parks year roundyear-round to provide a better experience;
- • Parking facilities that encourage people to walk, bike or use transit;
- • Future streets located to create flexibility of movement and provide multiple access routes to improve access for emergency, delivery servicedelivery service, public and private vehicles
- • Traffic-calming and control measures; and
- • Upgrade the Mammoth Yosemite Airport terminal to allow for more than regional air service.

M.1. GOAL: Create a safe and efficient "complete streets" network that is based on "feet-first" principles, accommodates all modes of transportation, and serves all users.

M.1.1. **Policy:** Plan, design, and construct all new streets as "complete streets" and work to retrofit and/or accommodate complete streets infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character.

M.1.2. **Policy:** Provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multi-modal access, disperse traffic, improve emergency access, and reduce congestion.

M.1.3. **Policy:** Emphasize feet-first, public transportation second, and vehicle last in planning the community transportation system.

M.1.3.1. *Action:* Establish design guidelines, management tools, and performance measures for the Town's transportation system that reflect Mobility Element goals and policies and further "complete streets" and "feet first" concepts.

- Develop design guidelines and management tools for all town streets, so that each street supports the land uses along it and provides an optimal accommodation for all modes of transportation.
- Develop Level of Service guidelines (or other comparable traffic modeling tool) and California Environmental Quality Act thresholds for pedestrian, bicycle, and transit modes.

- Develop transportation system performance measures, regularly track performance, report results, and adjust resources to address issues and align with community priorities as necessary. Measures should not only consider the performance of the Town's transportation system as whole, but also the performance of each type of street according to its function.
- Use transportation system performance measures to evaluate the contribution of an individual project to General Plan goals and its impact (positive or negative) on the transportation network.

M.1.3.2. *Action:* Develop and implement a town-wide wayfinding system for both vehicular traffic and for non-vehicular traffic to guide visitors and residents to and from their destinations.

M.1.4. **Policy:** Emphasize public safety in the planning and design of the transportation system by balancing timely emergency response with vehicle, pedestrian, and bicyclist safety.

M.1.4.1. *Action:* Work with Mammoth Lakes Fire Protection District and Mammoth Lakes Police Department to plan for and ensure appropriate emergency access and response times.

M.1.5. **Policy:** Reduce conflicts between vehicles and pedestrians through improved access, design, and management, including driveways, frontage roads, and turn lanes.

M.1.5.1. *Action:* Require individual development projects to minimize the width and number of driveways and consolidate existing driveways along arterial roads when feasible and practical.

M.1.5.2. *Action:* Work with Caltrans to improve access management on SR 203.

M.2. GOAL: Manage and invest in the transportation system in ways that prioritize flexibility and cost effectiveness and improve the user experience.

M.2.1. **Policy:** When considering transportation investments, consider the lifecycle cost, the potential for future expandability and flexibility, and whether the investment enhances the overall transportation system or just one component. Strive to balance elements that improve the quality of the user experience and the efficiency and capacity of the transportation system.

M.2.2. **Policy:** Recognize quality and maintenance as important priorities and develop Level of Service guidelines (or other comparable traffic modeling tool) to achieve those priorities.

M.2.2.1. *Action:* Maintain all roadways, paths, sidewalks, and trails in a good state of repair and meet defined Level of Service guidelines for each facility type.

M.2.2.2. *Action:* Design and construct new transportation facilities to reduce long-term maintenance costs in a harsh climate.

M.3. GOAL: Enhance small town community character through the design of the transportation system.

M.3.1. **Policy:** Encourage street design and traffic-calming techniques that enhance residential neighborhoods and streets, improve public safety, maintain small-town character, and enhance resort design objectives.

M.3.1.1. *Action:* Monitor and implement traffic-calming solutions in residential and commercial areas through measures such as the installation of roundabouts, chicanes, medians, and landscaping, as well as the reduction of the number and width of traffic lanes as appropriate.

M.3.1.2. *Action:* Establish and develop design guidelines for shared streets in residential neighborhoods where rights of way are constrained, ensuring autos travel slowly enough to mix with people – including pedestrians and cyclists.

M.3.2. **Policy:** Facilitate implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects.

M.3.2.1. *Action:* Continue to hold traffic management workshops and work with neighborhood groups as necessary to address traffic concerns and explore traffic-calming solutions by following the approved traffic management procedures established in the Town's Traffic Management Plan.

M.3.2.2. *Action:* Continue to work with Caltrans to plan and implement traffic-calming measures on SR 203.

M.4. GOAL: Improve snow and ice management to enhance public safety and the operation of the circulation system.

M.4.1. **Policy:** Require snow and ice to be managed effectively, in ways that minimize environmental damage while increasing year-round access to streets, sidewalks, paths, bicycle facilities, and transit stops.

M.4.1.1. *Action:* Update the Town's snow management policy to support "feet-first" objectives, while continuing to maintain public safety as the primary priority, by establishing a town-wide maintenance, grooming and/or snow-removal program for streets, sidewalks, trails, and bicycle facilities to increase year-round accessibility.

M.4.1.2. *Action:* Work with property owners to develop or expand assessment districts in commercial and pedestrian-oriented districts to provide improved snow management and maintenance services in those districts.

M.4.1.3. *Action:* Work with Caltrans to develop an effective snow and ice management plan for SR 203 that establishes maintenance standards and assigns responsibilities, including standards that will allow all lanes to be open during snowstorms and snow-removal operations.

M.4.2. **Policy:** Support development of alternative snow-removal technologies or methods, such as geothermal, solar, and deicing treatments.

M.4.2.1. *Action:* Explore alternate traction materials for roadways in lieu of cinders and/or explore the feasibility of limiting cinder use to arterials and collectors only. Incorporate snow-removal technologies or methods into transportation plans and capital improvement projects.

M.5. GOAL: Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the "feet-first" initiative while maintaining Level of Service standards.

M.5.1. **Policy:** Plan for, design, develop, and maintain a functional hierarchy of arterial, collector, and local streets and rights of way, including mid-block connectors, to achieve a comprehensive and connected street network.

M.5.1.1. *Action:* Construct new streets and/or reroute existing streets to achieve circulation objectives in conjunction with new development.

M.5.1.2. *Action:* Update roadway design typical sections and development standards and ensure that existing and future facilities take Mammoth Lakes' climatic conditions into account.

M.5.2. **Policy:** Improve substandard roadways to Town standards when feasible while maintaining neighborhood character and traffic-calming objectives. Development shall dedicate, design, and construct internal and adjacent streets, sidewalks and trails to Town standards.

M.5.3. **Policy:** Maintain an overall intersection Level of Service (LOS), or other comparable traffic modeling tool, to LOS D or better on the Peak Design Day at intersections along arterial and collector roads.

M.5.3.1. *Action:* Install traffic control and safety operational improvements at intersections on arterial roads as required to meet Levels of Service standards.

M.5.4. **Policy:** Consider the installation of roundabouts at intersections as a means of traffic control instead of new traffic signals or capacity- enhancing improvements when a roundabout will achieve the same or better Level of Service, where it is physically feasible and cost effective, and when it will contribute to traffic calming and community character objectives.

M.5.4.1. *Action:* Work with Caltrans to evaluate the installation of roundabouts on SR 203 as appropriate.

M.5.5. **Policy:** Monitor impact of development on local and regional traffic conditions and roadway network to plan for future improvements in the network.

M.5.5.1. *Action:* Annually review and update the town Capital Improvement Program (CIP) to include plans for improvements to be completed within the five-year

time frame of the CIP. As part of the CIP process, identify and update time frames for implementation of circulation system improvements and identify the "triggers" that will initiate the need for a particular improvement.

M.5.5.2. *Action:* Update the Town's traffic model analysis periodically to reflect changes in land use, local and regional traffic conditions, and the roadway network. As a result of the updated analysis, review timelines and "triggers" for circulation system improvements and amend the CIP as necessary to address changing conditions.

M.5.5.3. *Action:* Continue to perform transportation monitoring activities, including vehicle trip monitoring on local streets throughout town as necessary.

M.5.6. **Policy:** Require all development to construct improvements and/or pay traffic-impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan.

M.5.6.1. *Action:* Develop and adopt criteria and procedures for the preparation of traffic-impact analyses for development projects to identify existing and potential cumulative impacts, including parking and construction-related impacts.

M.5.7. **Policy:** Identify and protect future public rights of way to implement desired street section conditions, considering space for sidewalks, landscaping, snow storage, utilities, storm drains, and transit facilities as necessary.

M.5.7.1. *Action:* Secure needed rights of way for future multi-modal improvements as part of relevant project approvals and through the Municipal Code.

M.5.7.2. *Action:* Work with Caltrans to evaluate and implement relinquishment of right of way on SR 203 to the town. Identify potential funding opportunities for maintenance.

M.6. GOAL: Manage local traffic congestion.

M.6.1. **Policy:** Implement a variety of approaches to reduce automobile trips, especially during congested periods.

M.6.2. **Policy:** Strive to maximize the efficiency of existing street infrastructure through implementation of Travel Demand Management strategies, Intelligent Transportation Solutions, and alternative transportation.

M.6.3. **Policy:** Continue to work with other agencies and organizations to address issues of mutual concern related to traffic congestion and other issues.

M.6.4. **Policy:** Discourage the use of neighborhood streets as cut-through routes to avoid congested arterial facilities.

M.6.5. **Policy:** Plan, schedule, and conduct construction activities to minimize the severity and duration of traffic impediments.

M.6.5.1. *Action:* Require construction management plans to be developed and implemented for all new private development. Construction management plans shall be subject to standards for non-conformance and for schedule delays as determined by the Town.

M.6.6. **Policy:** Require commercial developments to provide adequate delivery and loading facilities to avoid impeding traffic flow.

M.6.6.1. *Action:* Establish delivery and loading area standards, as well as recommended schedules and routes, to be met as part of the planning approval process.

M.7. GOAL: Effectively manage traffic to provide a safe environment for all road users.

M.7.1. **Policy:** Maintain modern traffic engineering standards for all Town roadway and traffic safety infrastructure.

M.7.2. **Policy:** Use traffic controls, design features, and enforcement to manage vehicle speed and encourage motorists to drive appropriately for the type of street they are using, as well as road and weather conditions, to ensure safety for all roadway users.

M.8. GOAL: Support "feet-first" objectives by providing a linked year-round recreational and commuter pedestrian system that is safe and comprehensive.

M.8.1. **Policy:** Ensure that all planning processes identify and implement pedestrian improvements and that new development improves existing conditions to meet Town standards.

M.8.1.1. *Action:* As large blocks are developed or redeveloped, increase connectivity by requiring direct and safe pedestrian connections to be provided where practical and feasible, via public sidewalks, paths, trails, or mid-block connectors.

M.8.1.2. *Action:* Update the Pedestrian Master Plan, as needed, to reflect recommended measures and facilities, including "priority investment," and "strategic improvement" pedestrian routes, which include areas where there are existing infrastructure gaps.

M.8.1.3. *Action:* Implement trail system improvements recommended in the Trail System Master Plan.

M.8.2. **Policy:** Pursue all available sources of funding for pedestrian improvements, including grant opportunities, assessment districts, and funding through major developers.

M.8.2.1. *Action:* Work with property owners to develop or expand assessment districts in commercial and pedestrian-oriented districts to leverage pedestrian improvement funds and implement improvements in those districts.

M.8.2.2. *Action:* Apply for federal and state grant funds to complete priority pedestrian facilities. Focus on the Safe Routes to School grants for sidewalk improvements to and from the school district.

M.8.3. **Policy:** Improve pedestrian safety through measures such as:

- Providing adequate separation from vehicles;
- Implementing traffic-calming measures in areas where pedestrian volumes are high or where pedestrians must share the street with vehicles;
- Provide crosswalk signage or beacons at impacted crosswalks and along routes taken by students to/from schools;
- Providing glare-free lighting at intersections;
- Improving accessibility for special needs, including people using wheelchairs, walkers, and strollers;
- Implementing access management strategies to reduce pedestrian-vehicle conflicts;
- Providing protected roadway crossings and safe access to transit stops; and
- Providing year-round access through improved snow and ice management.

M.8.3.1. *Action:* Work with Caltrans to make SR 203 within town a complete street by providing improved pedestrian facilities and safety measures, including sidewalks and safe crossings.

M.8.3.2. *Action:* Develop a priority list for improved trail and pedestrian crossings, with a focus on arterials. Construct enhancements as funding becomes available.

M.9. GOAL: Provide an attractive and accessible pedestrian environment throughout town.

M.9.1. **Policy:** Design streets, sidewalks, and trails to promote and encourage walking and improve accessibility.

M.9.1.1. *Action:* Develop town-wide pedestrian and streetscape design guidelines that encourage walking and improve accessibility through measures such as:

- Providing public spaces for pedestrians to gather and socialize;
- Prioritizing pedestrian access in building design;
- Incorporating street furniture, including benches, trash cans, attractive street lighting, public restrooms, etc.;
- Providing appealing landscaping and public art; and
- Implementing directional and informational signage.

M.10. GOAL: Support "feet-first" objectives by providing a linked year-round recreational and commuter bicycle-system that is safe and comprehensive.

M.10.1. **Policy:** Ensure that all planning processes identify and implement bicycle improvements and that new development improves existing conditions to meet Town standards.

M.10.1.1. *Action:* As large blocks are developed or redeveloped, increase connectivity by requiring direct and safe bicycle connections to be provided where practical and feasible, via bike lanes, routes, paths, or trails.

M.10.1.2. *Action:* Update the General Bikeway Plan, as needed, to reflect recommended measures and facilities, such as expanding the system of multiuse paths, bike lanes, and bike routes, converting some existing bike routes to lanes, and filling key infrastructure gaps.

M.10.1.3. *Action:* Identify opportunities to improve connections between the in-town bicycle network, the trail system outside the urban boundary, and regional bicycle routes.

M.10.1.4. *Action:* Study the designation of bicycle improvements on certain residential streets, as appropriate, to encourage bicycle travel.

M.10.1.5. *Action:* Identify key locations for bicycle racks and/or storage.

M.10.1.6. *Action:* Require major new commercial and residential development or redevelopment to provide covered and secure bicycle parking and shower and locker facilities for bicycle commuters as appropriate, or to assist in funding bicycle improvements in nearby locations.

M.10.1.7. *Action:* Establish a program to work with existing local business owners, commercial property owners, and multi-family residential properties to install secure and functional bicycle racks and/or storage.

M.10.2. **Policy:** Create a safe and comfortable cycling environment in the town that is accessible to cyclists of all ages.

M.10.2.1. *Action:* Maintain pavement (i.e., fix potholes and cracks) on streets and paths and provide appropriate striping so that they are bicycle-friendlybicycle friendly.

M.10.2.2. *Action:* Establish design standards for safely accommodating bicyclists at intersections, and as funding becomes available, upgrade existing intersections to the new standard.

M.10.2.3. *Action:* To the extent possible, widen shoulders to accommodate bike lanes or routes as part of street maintenance (paving) and reconstruction projects.

M.10.2.4. *Action:* Install additional signage as necessary to denote bicycle lanes, routes, and areas where vehicles “share the road” with bicyclists and other users. “Reduce speed” and bicycle speed limits signage along steep sections of the multi-use path in the Lakes Basin.

M.10.2.5. *Action:* Per California Vehicle Code § 21760, a driver of a motor vehicle shall not overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator. The driver of a motor vehicle overtaking and passing a bicycle shall do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, visibility, and the surface and width of the highway. Therefore, the Town will maintain a minimum three-foot separation between bicycle traffic and vehicular traffic for paths adjacent to roadways.

M.10.2.6. *Action:* Work with Caltrans to make SR 203 within town a complete street by providing improved bicycle facilities and improved safety, including the installation of bike lanes, pavement markings, signage, and crossings.

M.10.2.7. *Action:* Restrict the use of all electrical bicycles on multi-use paths and trails, in accordance with California State Law banning electrical bicycles on bike/pedestrian paths.

M.10.3. **Policy:** Continue to support physical and policy-related changes to encourage access to regional and local transit service via bicycle.

M.10.3.1. *Action:* Work with transit partners, such as the Eastern Sierra Transit Authority and the Mammoth Mountain Ski Area, to improve bicycle access to transit, and to increase the capacity to carry bicycles on transit by providing additional bike racks and trailers.

M.11. GOAL: Increase bicycle use through improved public education and marketing of the system.

M.11.1. **Policy:** Support and participate in educational programs and marketing to encourage bicycling.

M.11.1.1. *Action:* Work with Mammoth Lakes Tourism, local businesses, Mammoth Unified School District, and local bicycling groups to provide information on safe bicycling and bicycle route selection. Prepare a public awareness campaign for individual and community benefits of using bicycles on a daily basis. Education programs directed at the schools will include relevant material by age group on an annual basis.

M.11.1.2. *Action:* Work with local bicycle shops to provide educational materials to the public to reduce downhill bicycle speeds and stop use of electrical bicycles on multi-use paths.

M.11.1.3. *Action:* Continue to promote and support bicycle programs to increase bicycle safety awareness and encourage bicycle travel, such as “Bike-to-Work Day.”

M.12. GOAL: Provide a year-round public transit system that is convenient and efficient and increases transit ridership for all trip types.

M.12.1. **Policy:** Expand and increase reliability of transit service to meet the needs of the community and visitors. Implement identified service changes as needed and as funding allows.

M.12.1.1. *Action:* Develop short- and long-range transit plans that identify community transit needs and update regularly.

- Continue to hold community transit workshops each summer and winter as necessary to identify transit needs and opportunities to improve service in the short and long term for residents, visitors, and the workforce.
- Consider the transit needs of seniors, children, the disabled, low-income, and transit-dependent persons in making decisions regarding transit services and compliance with the Americans with Disabilities Act.
- Identify short- and long-term needs for transit fleet storage, maintenance, and replacement, including potential expansion or consolidation of existing transit fleet facilities owned by Mammoth Mountain Ski Area, the Town, and ESTA.
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M.12.1.2. *Action:* Increase availability of transit services by working collaboratively with other agencies and organizations.

- Continue to collaborate with other agencies and organizations to achieve seamless transfers between systems, including scheduling between regional transit services, such as the Yosemite Area Regional Transportation System (YARTS).
- Work with Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to improve transit ridership data collection for use in evaluating transit priorities and investment areas.
- Work with the Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to provide a flexible schedule for major events, special events, and seasonal changes.
- Work with other agencies and organizations to explore implementation of rapid transit buses on key corridors or to key destinations.
- Continue development of a transit center and secondary transit hubs to provide:
  - Convenient transfer between different modes of transport and various regional providers,
  - A safe, comfortable, and sheltered place to wait for public transit services, and
  - A centralized location for transit information.
  -

M.12.1.3. *Action:* Expand or extend transit service to areas that are currently unserved or underserved by transit, including Mammoth Yosemite Airport, Shady Rest Park, and other areas as funding and demand allow.

M.12.2. **Policy:** Ensure that all planning processes address transit facilities and services, including areas where transit service, access, and amenities can be improved; and consider land use patterns that support high transit ridership.

M.12.2.1. *Action:* Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round accessibility. Other improvements may include wider sidewalks, concrete bus pads, benches, changeable message signs, secure bike parking, trash receptacles, and where applicable, striping and signs for bus lanes and signal prioritization equipment.

M.12.2.2. *Action:* Work with Caltrans to improve and manage transit facilities on SR 203, including shelters, turnouts, and multi-modal access.

M.12.3. **Policy:** Work to incorporate state-of-the-art technology as part of a convenient, efficient, and environmentally-friendlyenvironmentally friendly transit service.

M.12.3.1. *Action:* Work with other agencies and organizations to explore the potential for implementation of more environmentally-friendlyenvironmentally friendly and fuel-efficient transit vehicles.

M.12.3.2. *Action:* To the extent practical and based on funding availability, reduce transit delay and improve transit reliability through physical and technological improvements, such as signal prioritization at signalized intersections, automated bus tracking via NextBus, and queue-jump lanes.

M.12.3.3. *Action:* Continue real-time information systems so that passengers will know when their bus is expected to arrive.

M.12.3.4. *Action:* Work with other organizations and agencies to publicize the transit system and to increase availability of transit information, including through Town communications, and at popular tourist destinations and lodging.

M.13. GOAL: Ensure the financial sustainability of transit.

M.13.1. **Policy:** Pursue all available sources of funding for capital and operating costs of transit services, including grant opportunities, public-private and public-public partnerships, and funding through major developers.

M.13.1.1. *Action:* Continue to support transit service and programs through Measure T and annual transit fee.

M.13.1.2. *Action:* Continue to work with transit partners and other agencies to explore opportunities for grants and the sharing of resources.

M.13.2. **Policy:** When needed, work with neighboring jurisdictions and agencies to develop funding mechanisms to address future shortfalls in available tax-based funding for transit and to support adequate local and regional transit service.

M.14. GOAL: Support alternative transportation, housing affordability, and public health goals through implementation of improved parking strategies and requirements.

M.14.1. **Policy:** Adjust parking requirements on a case-by-case basis when it can be demonstrated that the parking demand can be reducedreduced, or the parking efficiency can be improved through:

- Shared parking between uses on site or within walking distance;
- Internal capture between uses on site or within walking distance;
- Tandem or stacked parking;
- Coordinated valet service to balance supply and demand;
- Transit-oriented design;
- Incorporation of technology-based parking infrastructure, such as mechanical lifts or real-time parking occupancy information; and
- Implementation of Travel Demand Management (TDM) measures, such as alternative transportation infrastructure and programs.
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M.14.1.1. *Action:* Develop and implement comprehensive parking strategies through the Zoning Code and Public Works Standards.

M.14.2. **Policy:** Support development of strategically located public parking facilities, including overnight parking facilities that will promote the use of alternative transportation modes and the "park once" concept.

M.14.3. **Policy:** Allow development to contribute in-lieu parking fees as appropriate and utilize revenue to improve alternative transportation infrastructure and programs, as well as to develop strategically located public parking facilities. Consider implementing metered or paid parking in commercial areas and utilize revenue to improve alternative transportation choices.

M.14.3.1. *Action:* Develop and implement an in-lieu fee parking program.

M.14.4. **Policy:** In new multi-family development, allow developers the option to permit buyers to purchase parking separately from residential units to reduce the overall cost of housing, and to allow residents or businesses of nearby buildings to lease unneeded spaces at rates comparable to those paid by building tenants.

M.15. GOAL: Design parking to meet applicable design goals and minimize negative impacts on pedestrians, bicyclists and transit users.

M.15.1. **Policy:** Encourage the provision of on-street parking in appropriate areas when feasible (e.g., day use only, time limited, summer only, etc.), such as in commercial corridors, resort areas, and recreation portals. This may include conversion of traffic lanes to parking and parallel parking to angled parking.

M.15.2 **Policy:** Improve existing parking surfaces with an all-weather material to improve dust control, drainage and usability, where feasible. Other improvements

include providing ADA-compliant parking spaces per the capacity requirements of the local business(es) or organization(s).

M.15.3. **Policy:** Encourage new development to provide underground or understructure parking and discourage the development of surface parking through the application of incentives, disincentives, and parking adjustments as described in M.14.1.

M.15.3.1. *Action:* Develop and implement understructure/underground parking incentives and surface parking disincentives through the Zoning Code and Public Works Standards.

M.15.4. **Policy:** New parking facilities will comply with town Design Guidelines and Public Works Standards and advance urban design principles by employing the following measures when feasible:

- Require all new surface parking to be located behind structures;
- Require new development to provide parking access from side streets or mid-block connectors;
- Require new development to provide separated pedestrian routes through large-surface parking lots to reduce conflicts with vehicles;
- Require all new parking to be shared and designed so that it is interconnected with adjacent parking facilities; and
- Require all new above-ground parking structures and surface parking to be screened by landscaping from adjacent public streets.

M.15.4.1. *Action:* Develop and implement parking design standards through the Zoning Code and Public Works Standards.

M.15.5. **Policy:** Require adequate on-site loading and unloading areas for lodging uses and other uses with intensive passenger drop-off demands, including the provision of adequate tour bus drop-off and staging.

M.15.6. **Policy:** Require adequate delivery and loading areas for commercial projects and ensure that these activities do not impact access to surrounding streets or properties. This may include delivery and loading areas both in front of and behind structures.

M.16. GOAL: Create a sustainable transportation system that reduces Vehicle Miles Traveled (VMT) and peak-period vehicle trips, thereby supporting local and regional air quality, greenhouse gas emission reduction, and public health objectives.

M.16.1. **Policy:** Reduce automobile trips by promoting and facilitating pedestrian, bicycle, transit and parking management strategies and programs through the following:

- Implementation of compact pedestrian-oriented development that provides a mix of land uses within walking or biking distance that meet the daily needs of residents and visitors;
- Encouraging clustered and infill development;

- Encouraging and developing land use policies that focus development potential in locations best served by transit and other alternative transportation; and
- Implementing parking strategies that encourage the "park-once" concept.
-

M.16.2. **Policy:** Require new development to implement Transportation Demand Management (TDM) measures.

M.16.2.1. *Action:* Develop and implement TDM strategies and incentives through programs, guidelines, and the Zoning Code.

M.16.3. **Policy:** Encourage the school district, ski resort and other major public and private traffic generators to develop and implement measures to change travel behavior.

M.16.3.1 *Action:* Work with Mammoth Unified School District, Mammoth Mountain Ski Area, Mammoth Hospital, and others to develop and implement incentives to encourage vehicle trip reductions.

M.17. GOAL: Use all available tools to make the most effective possible use of the transportation system.

M.17.1. **Policy:** Regularly update the TDM requirements for new development.

M.17.2. **Policy:** Continue to strengthen the marketing and promotion of non-auto transportation modes to residents, employees, and visitors.

M.17.3. **Policy:** Continue to invest in information technology to help market and provide improved access and information for all transportation choices.

M.18. GOAL: Improve the regional transportation system.

M.18.1. **Policy:** Maintain and expand access to regional recreation areas via coordinated system of shuttle and bus services, scenic routes, trails and highways.

M.18.2. **Policy:** Work with regional transportation partners to plan for and implement transportation projects that improve regional connectivity and access.

M.18.2.1. *Action:* Continue to work with and support the Local Transportation Commission to identify and program regionally significant transportation projects update the Regional Transportation Plan (RTP) as required, including identification of regionally significant streets for inclusion in the RTP.

M.18.2.2. *Action:* Work with Caltrans and Mono County to coordinate transportation systems during high traffic flow events and weather emergencies. Adjustments include traffic-control officers, message signs and temporary barriers.

M.18.3. **Policy:** Support upgrading of US 395, SR 14 and additional regional highways as necessary to improve access to Mammoth Lakes.

M.18.4. **Policy:** Support federal and state efforts to mitigate impacts of truck traffic and freight hauling on regional highways.

M.18.5. **Policy:** Continue to support Mammoth Yosemite Airport as a regional transportation hub through advancement of the policies and actions for air service established in the General Plan Economy Element.

CHAPTER 65: ACTION ELEMENT

Overview

The Action Element describes the programs and actions necessary to implement the RTP and assigns implementation responsibilities. The Action Element is critical to providing clear direction about the roles and responsibilities of the RTPA and other agencies to follow through on the RTP's policies and projects. There are short and long-term activities that address regional transportation issues and needs. In addition, the Action Element identifies investment strategies, alternatives, and project priorities beyond what is already programmed.

Previous Plan Accomplishments

The following progress has been made toward the implementation of policies and action items in the 2008 and 2015 RTPs:

- Following adoption of the Mono County Transit Plan, an Action Plan was developed for ESTA and funded by the Local Transportation Commission (LTC) for five years. The result was ESTA's Short-Range Transit Plan. The LTC is currently cooperating with ESTA and the Inyo LTC to update this Short-Range Transit Plan.
- The County is continuing to fund the update and maintenance of its GIS for transportation planning purposes.
- In order to identify and quantify potential future rehabilitation projects on local road systems, both Mono County and the Town of Mammoth Lakes have recently initiated pavement management systems.
- The LTC programmed a number of STIP projects, including state highway projects and local road projects. All of the identified MOU projects are close to completion. A number of STIP projects have been added into the RTIP, including projects with Inyokern and Caltrans and local road and sidewalk projects.
- The LTC continues to participate in YARTS, which has shown growing transit ridership and has expanded service to Tuolumne Meadows and Yosemite Valley from Mammoth Lakes, June Lake and Lee Vining. YARTS is considering expanding to provide service from Tuolumne Meadows to Fresno.
- The LTC participated with Caltrans in a US 395 Corridor Study and is starting to implement this with the Bridgeport Main Street project.
- Members of the LTC continue to coordinate pass-opening policies with Yosemite National Park and Caltrans. The LTC reviewed and commented on the Merced River Plan and Tuolumne River Plan to ensure transportation needs are met and is coordinating with Yosemite National Park on a Highway 120 overlay project.
- The County continues to update the Master Plans for the Lee Vining and Bryant Field (Bridgeport) airports.
- The Town has worked with the FAA to conduct environmental studies for potential expansion and improvements to Mammoth Yosemite Airport. The Town is currently completing the process of FAA approval for an updated Layout Plan for Mammoth Yosemite Airport.
- The County is implementing some components from the June Lake Loop Trails Plan and is updating that Plan.

- The County and Town continue efforts to implement pedestrian planning principles for county communities and to focus on the provision of Complete Streets components, utilizing funding through the Active Transportation Program.
- The County has programmed and completed several FAA projects for Bridgeport and Lee Vining airports.
  - The LTC has continued its outreach process to ensure coordinated transportation planning with Native American communities in the county. The Town and County meet periodically with local tribes through the Collaborative Planning Team. Staff has also contacted the tribes to discuss their respective transportation issues for this RTP update.
  - 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 recently revised the MOU with Kern, Inyo and SANDBAG.
  - The County worked with Caltrans Districts 6, 8 and 9 to initiate improvements to US 395 between Interstate 15 and SR 58.
  - The LTC collaborated with Inyo LTC and Kern COG for the development of the Eastern Sierra Regional Transit Plan and ESTA has now implemented transit service from Reno to Lancaster.
  - The LTC continues to solicit input from community groups on transportation projects on the 395/14 corridor.
  - The LTC continues to use Mono County's Regional Planning Advisory Committees (RPACs) and other community planning groups, along with Planning Commission meetings, and the TOML Planning and Economic Development Commission, for outreach to local residents on transportation system needs and issues.
  - The LTC continues to implement a variety of approaches to provide greater outreach to the Hispanic community, including a Hispanic working group for the Bridgeport Main Street Project, translating materials and notices into Spanish, and seeking input from the Hispanic community for unmet transit needs;
  - The Eastern Sierra Transit Authority (ESTA) is now the sole transit provider in the county, other than specialized transit services provided by local social service agencies. ESTA operates fixed-route service from Reno to Lancaster, Dial-A-Ride services in local communities, local services in Mammoth Lakes including winter services under contract to MMSA base ski facilities, seasonal services to Reds Meadow, and employee shuttle services for Mammoth Mountain Ski Area.
  - ESTA has concluded an initial performance audit and has initiated a second audit. As a result of the first audit, a roles and responsibility study waswas conducted to clarify the roles of ESTA, the Mono LTC, and the Inyo LTC.
  - The LTC continues to work with local social services agencies to evaluate local transportation needs for the unmet transit needs process.
  - ESTA continues to serve as the Coordinated Transit Service Agency (CTSA), enabling it to be a direct claimant for funds and to coordinate transit services with other providers in order to make connections.
  - The Town of Mammoth Lakes is finalizing the update of its Draft Mobility Element; a draft version has been incorporated into the RTP.
  - The Eastern Sierra Scenic Byway has been supplemented with community entry signs for additional interpretive amenities. The LTC has obtained funding to do a corridor management plan and application for National Scenic Byway Status for US 395.

- Mono County continues to enforce scenic highway protection standards for US 395 and SR 89.
- The Town of Mammoth Lakes completed a Snow Management and Parking District Analysis.
- Mono County has completed a county Bus Stop Master Plan, and ESTA is installing bus stops throughout the county.
- The Town has completed improvements to the Town pedestrian and bike systems (e.g., flashing pedestrian crosswalks and Safe Routes to School improvements).
- The Town has implemented transit improvements, including bus stops and a transit center at the Village. The Town is working with ESTA to develop a master plan for a transit facility and to implement components of that plan.
- The Town has completed a Pedestrian Master Plan, and has implemented a number of projects, including Safe Routes to School sidewalk improvements and a connector to Cerro Coso College.
- The Town has completed several bike path improvements including a paved multi-use trail from town to and within the Lakes Basin.
- In 2011, the Town worked with the Inyo National Forest and Mammoth Lakes Trails and Public Access to complete the Lakes Basin Special Study. The Town and Inyo National Forest are now working on implementing additional capital projects in the Lakes Basin area. The Town completed the Trails System Master Plan (TSMP), a comprehensive trails and public access plan that updates the Town's 1991 Trails System Plan for the area within the town's municipal boundary. The Town is now implementing components of that plan.
- The Town continues to work on improvements to signage and wayfinding. In 2011, the Town and the Inyo National Forest installed trail signs as part of the Lakes Basin Path project; the signs are consistent with the Trail System Signage Program jointly approved by the Town and the Inyo National Forest.
- The Town completed a Municipal Wayfinding Master Plan in 2012, which included a schematic design and master plan for signage and wayfinding within the town's urban area. The plan is intended to integrate with the Trail System Signage Program, to direct visitors to public and private recreation, civic, commercial, and entertainment destinations.
- The LTC continued to work with Caltrans District 9 on regional and local planning issues.
- The LTC worked with Caltrans on a US 395 Origination and Destination Study for 2011.
- Noise readings on County roads were updated in 2013.
- A consultant has prepared a report suggesting new road standards for some County roads. The County will evaluate the proposed new standards as part of its review of its Fire Safe Standards.
- The County conducted a survey of available parking in June Lake, Lee Vining, and Bridgeport and developed updated parking regulations for historic commercial core areas in order to facilitate the orderly development of business districts.
- The County is currently implementing the 2012 RTIP, including components included in the MOU and components that address Complete Streets.
- The County, LTC and Caltrans completed a Community-Based Transportation Planning project for Bridgeport Main Street and implemented a street redesign consisting of lane reductions and the addition of on-street parking and bike lanes.
- Various Transportation Enhancement projects were completed, such as School Street Plaza in Bridgeport, and pedestrian improvements such as street trees in Lee Vining.

Corridor Preservation

US 395

US 395 is an interregional route, androute and will remain the major access to and through Mono County and the major transportation route in the area over the long-term 20-year time frame of this RTP. The primary needs for US 395 throughout Mono County are: safe winter access countywide; increased passing opportunities; adding adequate shoulders to US 395 to enable safe bike use; and the development of sufficient revenue sources to meet these needs. In community areas where US 395 is the "Main Street" for the community, there is a need to provide improvements to increase the livability of those communities.

US 6

US 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 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; however, future major development projects may have impacts. In community areas where US 6 is the "Main Street" for the community, there is a need to provide improvements to increase the livability of those communities.

Routes 120, 167, 182, 108 and 89

The remaining state highways in the county are two-lane minor arterials that provide interregional access east and west from US 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.

Route 203

SR 203 provides access to the Town of Mammoth Lakes (Main Street), MMSA, Minaret Summit (Madera County line), and summer access to Devils Postpile National Monument and Reds Meadow.

Plan Implementation & Review: Performance Measures

Performance management provides the opportunity to ensure efficient and effective invest of transportation funds by refocusing on established goals, increasing accountability and transparency, and improving project decision-making.

There are different applications of performance management-performance measures, performance targets, and performance monitoring indicators or metrics. Performance measures are used to model travel demand and allow the long-range forecasting of transportation network and system-level performance (e.g. walk, bike, transit, and carpool mode share, corridor travel times by model, percentage of population within 0.5 mile of a high frequency transit stop). Performance targets are numeric goals established to enable the quantifiable assessment of performance measures. Performance monitoring indicators or metrics include field

data such as vehicle miles traveled, mode share, fatalities/injuries, transit access, change in agricultural land, and CO2 emissions.

The MAP-21/FAST Act requires States, in collaboration with RTPAS and MPOs, to implement a performance-based approach in the scope of the statewide and nonmetropolitan and metropolitan transportation planning process. The national performance goals for the Federal highway programs as established in MAP-21, 23 U.S.C. Section 150(b), are as follows:

- Safety-To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition-To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction-To achieve a significant reduction in congestion on the National Highway System.
- System Reliability-To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality-To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability-To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays-The reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
-

Mono County LTC strives to align their goals and performance measures with the State. The State's RTP goals include:

- Preserve transportation infrastructure
- Improve mobility and accessibility
- Reduce GHG and improve air quality
- Improve public health
- Conserve land and natural resources
- Encourage sustainable land use patterns
- Increase supply of affordable housing
- Improve jobs and housing balance
- Improve mobility and accessibility for low-income and disadvantaged communities
- Support economic development
-
- Increase safety and security of the transportation system for motorized and non-motorized users

The following performance measures have been identified for the Mono County RTP.

Table 19: Mono County RTP Performance Measures				
Goal	**Measure**	**Frequency**	**Metric**	**Type**
Infrastructure	% of County Roads Above 70 PCI	Ongoing	PCI	Quantitative
Infrastructure	% of Bridges in Good Condition	Ongoing	NBI	Quantitative
Infrastructure	County data collection program	Ongoing	Numeric	Quantitative
Mobility/Accessibility	% of facilities ADA compliant	Ongoing	Numeric	Quantitative
Mobility/Accessibility	Added miles of sidewalk	Ongoing	Miles	Quantitative
Mobility/Accessibility	Added miles of trails	Ongoing	Miles	Quantitative
Mobility/Accessibility	Added miles of bike paths	Ongoing	Miles	Quantitative
GHG	GHG Checklist	2020	Numeric	Qualitative
Healthy Communities	Number of Complete Streets projects*	Ongoing	Numeric	Quantitative
Healthy Communities	Number of recreational projects completed near multi-family developments	Ongoing	Numeric	Quantitative
Housing Linkage	Number of units allocated towards RHNA	Ongoing	Numeric	Quantitative
Disadvantaged communities	Number of planning and/or public works projects located in DC areas	Ongoing	Numeric	Quantitative
Safety	Number of Retroreflective Signs Added	Ongoing	Numeric	Quantitative

Safety	Miles of Striping added	Ongoing	Miles	Quantitative

*Complete Streets are designed and operated to enable safe use and support mobility for all users, which in turn support healthy communities. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. Complete Streets address a wide range of elements, such as bicycle lanes, sidewalks, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments.

Additional Mono County RTP Performance Measures

1 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 Eastern Sierra Transit Authority.
Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2 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.

3 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.

4 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 is adopted by local planning entities.

5 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.

6 Desired Outcome: MOBILITY ON TRANSIT SYSTEMS
Performance Measure: Ridership.
Objective: Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).
Measurement Data: Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).
Performance Indicator: Evaluation of the change in ridership at time of the next RTP update.

7 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 2025, the mileage of non-motorized facilities in the county should increase by 10%. 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.

8 Desired Outcome: Maintain Existing Infrastructure – Bridges and roadways in good condition
Performance Measure: Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index
Objective: Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming .programming.
Measurement Data: Maintain roadways to not less than a PCI rating of five or greater
Performance Indicator: Update all pavement conditions via PMS/AMS every two years.

9 Desired Outcome: LIVABILITY OF LOCAL COMMUNITIES
ECONOMIC WELL-BEING OF LOCAL COMMUNITIES
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: Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.
Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

10 Desired Outcome: SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES
Performance Measure: Resource-efficient design standards/projects for transportation system projects.
Objective: Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.

Measurement Data: Greenhouse gas (GHG) emissions, including indicators such as fuel consumption and vehicle miles traveled.

Performance Indicator: Evaluation of reduction in ghg GHG emissions and/or related indicators compared to the 2010 baseline.

11 Desired Outcome: REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE

Performance Measure: Reduce reported vehicle/wildlife collisions.

Objective: Continue to research methods for reducing Deer-Vehicle Collisions (DVC).

Measurement Data: Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.

Performance Indicator: Evaluate number of potential projects during 2019 RTP update process.

12 Desired Outcome: EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS

Performance Measure: Increase the number of days mountain passes are open to the public for recreation and/or trans-sierra travel.

Objective: Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public, andpublic and collaborate with the National Park Service and Caltrans on operating procedures.

Measurement Data: Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.

Performance Indicator: The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amounts.

Air Quality

Air Quality documents discussed throughout the RTP, including the Ozone Attainment Plan for Mono County, Air Quality Management Plan for the Town of Mammoth Lakes, Air Quality Management Plan and Redesignation Request for the Town of Mammoth Lakes, Particulate Emissions Regulations (Chapter 8.30 of the Town's Municipal Code), and the Great Basin Unified Air Pollution Control District – Regulation XII, Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects provide the regulatory framework and standards/measures for air quality performance.

Land Use/Airport Land Use

Land use development in Mono County is constrained by the lack of privately ownedprivately-owned land and by the lack of existing infrastructure (roads, utilities, water/sewer) outside community areas. In addition, land use policies for community areas in the county (developed by the County's citizens Regional Planning Advisory Committees, RPACs) 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. The County's draft Resource Efficiency Plan contains policies and programs that conserve resources and reduce greenhouse gas emissions, in order to supplement and enhance existing resource conservation policies and to develop sustainable communities.

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 proactive in seeking transportation improvements that enrich the livability of local communities. Mono County's tourist basedtourist-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 Emergency Operations Plan (EOP), 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 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 transport of hazardous materials. 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 continues to participate in several resource-sharing projects including: working with the CTC and Caltrans to MOU projects, including the commitment of funds to cover a multi-million dollar funding shortfall on Freeman

Gulch four-lane; 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, County, Mammoth Mountain Ski Area, and nonprofit organizations such as Mammoth Lakes Tourism to market the airport and bring scheduled commercial jet air service to Mammoth Lakes.

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 collaborative Eastern California Transportation Planning Partnership meets regularly and most recently was responsible for updating regional STIP-funding MOUs.
- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite, and YARTS is adding Tuolumne and Fresno counties to its service.
- The Town has partnered with Mammoth Mountain Ski Area and Mono County to subsidize airline service, improve Mammoth Yosemite Airport, and market airline service to Mammoth Lakes.
- RTP policies promote the development of additional resource sharing and partnership projects as the opportunity arises.
- The LTC utilizes the Mono County Collaborative Planning Team, which meets quarterly and consists of federal, state (including Caltrans), regional and local agencies, as well as two recognized Tribes, to coordinate on planning, transportation, and land management issues.
- Mono County LTC is one of 26 rural counties represented by the Rural Counties Task Force (RCTF). In order to provide a direct opportunity for small counties to remain informed, have a voice, and become involved with changing statewide transportation policies and programs, a task force was formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the rural counties.

Sustainable Communities Strategy

Metropolitan Planning Organizations (MPOs) are required to incorporate a Sustainable Communities Strategy (SCS) into their RTP in order to provide a process for meeting emissions-reducing goals for each region. The SCS is meant to integrate land use and transportation planning, programs, and projects as a means of reducing greenhouse gas emissions (GHGs). An SCS follows smart-growth planning concepts that seek to integrate development with housing and transportation near jobs, shopping, and schools.

The SCS focuses on the following areas:

1. Identifying the general location of uses, residential densities, and building intensities within the region;

2. 2. Identifying areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;
3. 3. Identifying areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
4. 4. Identifying a transportation network to service the transportation needs of the region;
5. 5. Considering the best practically available scientific information regarding resource areas and farmland in the region;
6. 6. Considering the state housing goals;
7. 7. Utilizing the most-recent planning assumptions, considering local general plans and other factors;
8. 8. Establishing forecasted development patterns for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets;
9. 9. Providing consistency between the development pattern and allocation of housing units within the region; and

   10. Allowing the regional transportation plan to comply with Section 176 of the federal Clean Air Act.

10.

Mono County, since it is not an MPO, is not required to develop and implement an SCS as part of the RTP. However, the County has taken a proactive stance toward achieving reductions in GHG emissions. Due to the unique physical and land ownership characteristics of land throughout the county, the County has long sought to integrate development within existing communities and to work with the existing transportation system. Mono County and the Town of Mammoth Lakes continue to proactively focus on providing for additional growth within existing communities and on developing a multi-modal transportation system that serves the needs of residents and visitors while at the same time protecting natural resources and reducing greenhouse gas emissions.

The topics to be addressed in an SCS are currently addressed either in the general plans for Mono County and the Town of Mammoth Lakes, or in the Resource Efficiency Plan, discussed previously in this Section. In addition, the County has other plans that support efficient regional development including the draft *Mono County Regional Blueprint* (Appendix F) and the *Eastern Sierra Landownership Adjustment Project*. The draft *Mono County Regional Blueprint* is a collaborative planning process that addresses regional growth management and a coordinated approach to transportation planning. The Blueprint includes a long-range vision, guiding principles, and an implementation strategy that are consistent with the Mono County and Town of Mammoth Lakes general plans and that can be implemented through the general plans. It focuses on providing a "safe, convenient and efficient multi-modal transportation system that enhances regional connectivity and community mobility."

The *Eastern Sierra Landownership Adjustment Project* (LAP) notes that "the communities in the Eastern Sierra are uniquely protected from over-development even as they are sometimes constrained from logical and

sustainable growth," due largely to the lack of privately ownedprivately-owned land. The Vision Statement of the LAP focuses on providing a regional growth strategy:

> "Federal and state agencies, Inyo and Mono counties, local tribes, interested citizens, organizations, and private landowners will collaborate to explore and develop options to create a landownership pattern in the Eastern Sierra that better complements collaborative regional goals while preserving private property rights – focusing on opportunities to concentrate development around existing communities and infrastructure; provide workforce housing; maintain agricultural opportunities; protect water and other natural resources and open space; and consolidate agency lands."

These planning efforts are directly compatible with the California Transportation Plan (CTP) 2040 update currently under way. The CTP is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions, andemissions and was initiated in conjunction with the California Interregional Blueprint. The CTP's Vision is based on sustainability:

> California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility for people, goods, and services, while meeting the State's greenhouse gas emission reduction goals and preserving the unique character of California's communities.

The Vision is supported by six goals:

1. Improve multi-modal mobility and accessibility for all people;
2. Preserve the multi-modal transportation system;
3. Support a vibrant economy;
4. Improve public safety and security;
5. Foster livable and healthy communities and promote social equity; and
4. 6. Practice environmental stewardship.Practice environmental stewardship.

Long-Range Systemwide Transportation Plan

The long-range systemwide transportation plan in Mono County over the 20-year time frame 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). The existing highway and roadway system will continue to be the major component of the transportation system in the county due to 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 existing developed areas. Due to these factors, alternatives to the existing transportation system or development of alternative routes for highways and roadways during the 20-year time frame of this RTP is unlikely. 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 time frame of this RTP. Demand for additional alternative methods of transportation or additional roads is not anticipated to occur over the 20-year time frame of this RTP given the constraints noted above.

The Eastern Sierra Transit Authority (ESTA) 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, particularly in community areas and as additional moneys 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 Bryant Field airport in Bridgeport will 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.

Plan Implementation & Review: Performance Measures

The following performance measures have been identified for the Mono County RTP.

Mono County RTP Performance Measures

1 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 Eastern Sierra Transit Authority.
Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2 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.

3 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.

4 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 is adopted by local planning entities.

5 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.

6 Desired Outcome: MOBILITY ON TRANSIT SYSTEMS
Performance Measure: Ridership.
Objective: Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).
Measurement Data: Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).
Performance Indicator: Evaluation of the change in ridership at time of the next RTP update.

7 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 2025, the mileage of non-motorized facilities in the county should increase by 10%. 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.

8 Desired Outcome: Maintain Existing Infrastructure – Bridges and roadways in good condition
Performance Measure: Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index
Objective: Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming .
Measurement Data: Maintain roadways to not less than a PCI rating of five or greater
Performance Indicator: Update all pavement conditions via PMS/AMS every two years.

9 Desired Outcome: LIVABILITY OF LOCAL COMMUNITIES
ECONOMIC WELL-BEING OF LOCAL COMMUNITIES

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: Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.

Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

10 Desired Outcome: SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES

Performance Measure: Resource-efficient design standards/projects for transportation system projects.

Objective: Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.

Measurement Data: Greenhouse gas (ghg) emissions, including indicators such as fuel consumption and vehicle miles traveled.

Performance Indicator: Evaluation of reduction in ghg emissions and/or related indicators compared to the 2010 baseline.

11 Desired Outcome: REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE

Performance Measure: Reduce reported vehicle/wildlife collisions.

Objective: Continue to research methods for reducing Deer-Vehicle Collisions (DVC).

Measurement Data: Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.

Performance Indicator: Evaluate number of potential projects during 2019 RTP update process.

12 Desired Outcome: EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS

Performance Measure: Increase the number of days mountain passes are open to the public for recreation and/or trans-sierra travel.

Objective: Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public, and collaborate with the National Park Service and Caltrans on operating procedures.

Measurement Data: Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.

Performance Indicator: The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amounts.

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 multi-modal non-motorized facilities (bicycle and pedestrian trail systems). These are specific projects slated to implement the plan.

Highways

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 Appendix E. 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 Appendix E, along with Caltrans' Interregional Improvement Program, the long-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 may contain 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.

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.

Mono County and the LTC participate in the Yosemite Area Regional Transportation System (YARTS), which provides shuttle service into Yosemite National Park from Mono County and other sites surrounding Yosemite National Park. Mono County contributes fundingcontributes funding to YARTS annually.[19] The LTC participates in 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.

[19] Original source document: Bodie Hills Multi-modal Plan (1979)

[19] Original source document: Mono Basin Community Plan (2012)

[19] Original source document: June Lake Area Plan (2015)

[19] The FY 2014-15 contribution was $30,000.

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 are identified in the STIP in Appendix E.

County Roadway Improvement Program – Long Term

The county 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 Pavement Management Program in Appendix E.

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 roadways are identified in the STIP in Appendix E.

Town of Mammoth Lakes Roadway Improvement Program – Long Term

The town Long-Term Roadway Improvement Program focuses on rehabilitation and improvement of major roadways. The costs of such projects are estimates at this time, and these projects are identified in Appendix E.

Non-Motorized Facilities

County Pedestrian and Bicycle Facilities

Plans for bicycle and pedestrian facilities in the county are discussed in the Mono County Trails Plan and Bicycle Transportation Plan. The Bicycle Transportation Plan is incorporated by reference in this RTP (see Chapter 1, Planning Process and Coordination), and the Trails Plan is integrated as an appendix. These plans discuss bicycle and pedestrian programs and facilities, bicycle and pedestrian interface with transit facilities, and transportation-enhancement activities. In concert with RTP policies, the linkages are addressed 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, 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.

Town of Mammoth Lakes Pedestrian and Bicycle Facilities

Plans for bicycle and pedestrian facilities in the Town of Mammoth Lakes are addressed in the Mammoth Lakes Pedestrian Master Plan, the Mammoth Lakes Trail System Master Plan, the Mammoth Lakes Transit Plan, and the Municipal Wayfinding Master Plan, all of which are incorporated by reference in this RTP (see Chapter 1, Planning Process and Coordination). These plans address linkages between bicycle, pedestrian, transit,

parking, recreational and shopping facilities, as well as transportation-enhancement activities such as landscaping, artwork, information kiosks, etc.

Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active transportation modes, such as biking and walking. The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve mandated greenhouse gas reduction goals;
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Ten percent of all ATP funding is awarded to small urban and rural areas with populations of 200,000 or less. Twenty-five percent of the funding in this category must benefit disadvantaged communities. Another 50% of all ATP funding is awarded competitively on a statewide basis. Twenty-five percent of the funding in that category must benefit disadvantaged communities as well.

Funding is available for a variety of project types, including infrastructure and non-infrastructure projects, e.g.:

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users;
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users;
- Elimination of hazardous conditions on existing bikeways and walkways;
- Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility;
- Installation of traffic-control devices to improve the safety of pedestrians and bicyclists;
- Safe Routes to School projects that improve the safety of children walking and bicycling to school;
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops;
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit stations;
- Bicycle-carrying facilities on public transit;
- Establishment or expansion of a bike-share program;
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails;
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation;
- Development and publishing of community walking and biking maps, including school route/travel plans;

- Components of open-streets events directly linked to the promotion of a new infrastructure project; and
- Development of a bike, pedestrian or active transportation plan.

Disadvantaged Communities

A portion of Active Transportation Program funding must go to Disadvantaged Communities. For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide average based on census tract level data from the American Community Survey;
- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores; or
- At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the criteria identified above, the applicant may submit a quantitative assessment of why the community should be considered disadvantaged. There are currently no communities in Mono County that meet the criteria for qualification as a disadvantaged community. Standardized state data often do not capture Mono County's small, rural communities well.

Transit

The Eastern Sierra Transit Authority (ESTA) was formed on July 1, 2008, andJuly 1, 2008. The most recent Short-Range Transit Plan was adopted in 2015. The former Mono County Transit Plan was incorporated into ESTA's SRTP, which now guides the development of public transportation services in Inyo and Mono counties for a five-year period in conjunction with the Inyo-Mono Coordinated Public Transit-Human Services Transportation Plan and the annual unmet transit needs process. The overall purpose of the SRTP is to provide opportunities for public input into the future of public transit services in all areas of Inyo and Mono counties, establish goals and performance standards, document transit needs, provide service plan recommendations, establish a detailed operating and capital financial plan, and provide a comprehensive marketing plan. 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 town Transit Plan and the Draft Mobility Element of the town General Plan contain policies targeted at increasing transit ridership and reducing automobile usage. Service improvements include contract services 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 Lakes. 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.

Adopted general plans for Mono County and the Town of Mammoth Lakes call for developing multi-modal transportation facilities (i.e., pedestrian areas and trails, direct ski-lift access, Nordic [cross 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.

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 (CIP) for each airport. The current CIP for each airport is included in Appendix E.

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 continue to support commercial aircraft service. The short-range action plan for the Mammoth Yosemite Airport is provided by the Mammoth Yosemite Airport Capital Improvement Plan (CIP). The current CIP for the Mammoth Yosemite Airport is included in Appendix E.

CHAPTER 7: FINANCIAL ELEMENTNon-Motorized Facilities

Town of Mammoth Lakes Pedestrian and Bicycle Facilities

Plans for bicycle and pedestrian facilities in the town of Mammoth Lakes are addressed in the Mammoth Lakes Pedestrian Master Plan, the Mammoth Lakes Trail System Master Plan, the Mammoth Lakes Transit Plan, and the Municipal Wayfinding Master Plan, all of which are incorporated by reference in this RTP (see Chapter 1, Planning Process). These plans address linkages between bicycle, pedestrian, transit, parking, recreational and shopping facilities, as well as transportation-enhancement activities such as landscaping, artwork, information kiosks, etc.

County Pedestrian and Bicycle Facilities

Plans for bicycle and pedestrian facilities in the county are discussed in the Mono County Trails Plan and Bicycle Transportation Plan. The Bicycle Transportation Plan is incorporated by reference in this RTP (see Chapter 1, Planning Process), and the Trails Plan is integrated as an appendix. These plans discuss bicycle and pedestrian programs and facilities, bicycle and pedestrian interface with transit facilities, and transportation-enhancement activities. In concert with RTP policies, the linkages are addressed 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, 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.

Focus and Content

The Financial Element of the RTP must identify how the adopted transportation system can be constructed and maintained by providing "system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation" (23 CFR 450.322(f)(10)). In order to fulfill this goal, the Financial Element provides the following information:

- An overview of current federal and state transportation funding;
- A list of existing and potential revenue sources for transportation system improvements in Mono County;
- A list of financially unconstrained projects:
- A list of financially constrained projects (as presented in the STIP); and
- The identification of projects listed in the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP) and the inclusion of those projects in the Federal Transportation Improvement Program (FTIP).

Transportation Funding Overview

Federal Funds

Transportation funding for surface transportation programs, particularly for highways and public transportation, is funded largely by Federal transportation funds. The most current Federal Transportation Bill is MAP-21 (the Moving Ahead for Progress in the 21st Century Act), which allocates funding through FY 2013-14. MAP-21 eliminated some existing federal transportation programs, introduced new programs, and amended other existing programs.

Core programs in MAP-21 include the following:

- Congesting Mitigation and Air Quality Improvement Program (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning;
- National Highway Performance Program (NHPP);
- Surface Transportation Program (STP);
- Transportation Alternatives Program (TAP); and
- Tribal Transportation Program (TTP).
-

These programs are funded primarily through the Highway Trust fund, which has two accounts, one for highways and one for mass transit. Revenue for the fund comes mostly from gas taxes, which are not indexed to inflation. As fuel consumption declines, revenues for the Federal Highway Trust Fund decline as well. Since 2008, Congress has transferred general funds to the Highway Trust Fund, but has not created any new, ongoing revenue for the Highway Trust Fund. Shortfalls in the Federal Highway Trust Fund will have a very real and serious trickle-down effect to the local level, resulting in insufficient funds to meet existing obligations.

State Funds

The State Highway Account (SHA) funds the State Highway Operation and Protection Program (SHOPP) for maintenance projects on the State Highway System. Unallocated SHA funds may also be used to make short-term loans to advance the capital-improvement phase of STIP-eligible projects, provided those projects meet certain criteria.

The SHA is also funded through gas taxes, which were indexed for inflation in 2013, for the first time in over 15 years. SHA funding continues to decline also as fuel consumption declines. In response, Caltrans has developed a 10-year "financially-constrained needs plan," with an estimated total need of $2,082,000,000 annually in 2012 dollars to meet needs identified in the SHOPP.

The State Transportation Improvement Program (STIP) consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The STIP includes a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, as allocated by the California Transportation Commission for the following five fiscal years.

Transportation Funding Sources

This section contains an inventory of existing and potential new transportation funding sources that may be available for transportation system improvements outlined in the Mono County RTP over the 20-year planning period.

TRANSPORTATION FUNDING SOURCES: MONO COUNTY & TOWN OF MAMMOTH LAKES

Table 20: Transportation Funding Sources: Mono County & Town of Mammoth Lakes

Program	Source of Funding	Mode Served
Airport Improvement Program (AIP)	Federal	Aviation
Active Transportation Program (ATP)	Federal, State	See BTA, SR2S, and TAP
Bicycle Transportation Account (BTA)	State	Pedestrian, bicycle
California Office of Traffic Safety Grants (OTS)	State	Pedestrian, bicycle
California Safe Routes to Schools (SR2S0	State	Highway, roads, pedestrian, bicycle
California Streets and Highways Code, Sections 887.8(b) and 888.4	State	Non-motorized facilities
Caltrans, Division of Aeronautics	State	Aviation

Community Based Transportation Planning Program (CBTP)	State	Transportation and land use planning
Emergency Relief for Federally Owned Roads (ERFO)	Federal	Tribal and federal lands transportation facilities, public roads on federal lands
Emergency Relief Program, Federal Aid Highways (ER)	Federal	Highways, roads, tribal transportation
Environmental Enhancement and Mitigation Program (EEMP)	State	Highway landscaping, resource lands improvements
Environmental Justice Transportation Planning Grants (EJ)	State	Transportation planning
Federal Lands Access Program (FLAP)	Federal	Highways
Federal Transit Administration Transit Grant Programs (FTA)	Federal	Transit, para-transitparatransit
Highway Safety Improvement Program (HSIP)	Federal	Highways, roads, pedestrian, bicycle, Safe Routes to Schools, workforce development, training and education
Interregional Transportation Improvement Program (ITIP)	Federal/State	State highways, transportation enhancements
Mello-Roos Community Facilities Act	State	Roads, pedestrian, bicycle
Prop 1B Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006	State	Highways, roads, transit, traffic reduction, air quality, bridges
Prop 116 Clean Air and Transportation Improvement Act of 1990	State	Transit, pedestrian, bicycle
Recreational Trails Program (RTP)	Federal	Trails, trail-related facilities
Regional Transportation Improvement Program (RTIP)	Federal	Highways, roads, transit, pedestrian, bicycle
Rural Planning Assistance (RPA)	State	State transportation planning
State Gas Tax		Roads, maintenance
State Highway Operations and Protection Program (SHOPP)	State	Highways, roads, pedestrian, bicycle
State Transportation Improvement Program (STIP)	State	Highways, roads, transit, pedestrian, bicycle
Surface Transportation Program (STP)	State	Highways, roads, bridges, pedestrian, bicycle, transit, environmental mitigation, local streets
Transportation Alternatives Program (TAP)	Federal	Pedestrian, bicycle, transit, trails, environmental mitigation, Safe Routes to Schools, landscaping

Transportation Development Act of 1971 (TDA)	State	Highways, roads, transit, pedestrian, bicycle
Tribal Transportation Program (TTP)	Federal	Roads, bridges, transit, transportation planning
U.S. Forest Service	Federal	Roads

Airport Improvement Program (AIP)
The Federal Aviation Administration (FAA) provides funding for airport planning and development projects that enhance capacity, safety, security, and mitigate environmental issues. FAA grants have been utilized by the County and the Town for airport improvements. Funding is available through FY 2015 at 90% federal participation/10% local participation.

Active Transportation Program (ATP)
The Active Transportation Program consolidates various federal and state programs into a single program with the intent of making California a national leader in active transportation (biking, walking, other non-motorized transportation modes). The purpose of ATP is increased use of active modes of transportation and, in doing so, to increase safety and mobility, help achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities share equally in the benefits of the program, and provide a broad spectrum of projects to benefit a variety of active transportation users. The ATP includes the Bicycle Transportation Account (BTA), the California Safe Routes to School (SR2S), Environmental Enhancement and Mitigation Program (EEMP), and the Transportation Alternatives Program (TAP).

Bicycle Transportation Account (BTA)
The BTA funds projects that improve safety and convenience for bicycle commuters in jurisdictions with an adopted Bicycle Transportation Plan (BTP). The BTA is now part of the ATP.

California Office of Traffic Safety (OTS) Grants
OTS grants fund bicycle and pedestrian safety and educational program on a competitive basis.

California Safe Routes to School (SR2S)
Eligible projects for SR2S funds include infrastructure projects in the vicinity of a school, as well as traffic education and enforcement activities within approximately two miles of an elementary or middle school. Other eligible non-infrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TAP funds and may be eligible in the HSIP or STP. The SR2S is now part of the ATP.

California Streets and Highways Code Sections 887.8(b) and 888.4
These sections of State Code permit Caltrans to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a state highway.

Caltrans, Division of Aeronautics, Grants and Loans
The California Aviation System Plan (CASP) identifies eligible projects for the State's aviation funding programs. These programs provided grants and loans to eligible programs for capital improvements, land acquisition, and planning projects. Eligibility for some grants requires inclusion in the STIP. Includes

Acquisitions and Development (A&D) Grant Program, Annual Credit Grants, Airport Loan Program, and *State AIP Matching Grants*.

Community-Based Transportation Planning (CBTP) Grant Program
This program provides funding for coordinated land use and transportation planning process that results in public engagement, livable communities, and a sustainable transportation system. Caltrans administers the program; for FY 2013-14 the grant cap is $300,000.

Emergency Relief Program for Federal-Aid Highways (ER) and Emergency Relief for Federally Owned Roads (ERFO)
These programs provide funds to repair federal-aid highways and roads on federal lands that have been damaged by natural disasters or catastrophes. The federal funds are meant to supplement state and local funds.

Environmental Enhancement and Mitigation Program (EEMP)
This is a State program funded by gas tax moneys, which provides grants to mitigate the environmental impacts of modified or new public transportation facilities. Grants are awarded in four categories: Highway Landscaping and Urban Forestry; Resource Lands; Roadside Recreation; and Mitigation Beyond the Scope of the Lead Agency. Grants are generally limited to $350,000. Grant proposals are evaluated by the California Natural Resources Agency; funds are administered by Caltrans. The EEMP is now part of the ATP.

Environmental Justice Transportation Planning Grants (EJ)
This program is administered by Caltrans and focuses on projects that address transportation and community development issues relating to low-income, minority, Native American, and other under-represented communities. The goal of the program is to improve mobility, access, safety, affordable housing opportunities and economic development opportunities for those groups.

Federal Lands Access Program (FLAP)
This program is a component of MAP-21, and21 and is a replacement for the Federal Lands Highway Program. FLAP supplements state and local funding to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands, particularly those that serve high-use recreation sites and economic generators.

Federal Transit Administration (FTA) Transit Grant Program
FTA grants provide funding for a variety of transit-related programs and activities.

- FTA Section 5304, Transit Planning Grant Program, provides funding for transit and/or intermodal planning studies in areas with populations under 100,000.
- FTA Section 5310, Elderly Individuals & Individuals with Disabilities, provides discretionary capital funds to meet the transportation needs of elderly persons and persons with disabilities. Grants may be awarded to public transit operators or private nonprofit organizations.
- FTA Section 5311, Rural Area, provides capital and operating expenses for non-urbanized transit systems in rural areas. A portion is set aside for Native American tribes.

- FTA Section 5311(b)(2)(3), Rural Transit Assistance Program (RTAP), provides funds for training, technical assistance, research, and related support services for transit operators in non-urbanized areas.

Highway Safety Improvement Program (HSIP)
A component of MAP-21 and a core federal-aid program that focuses on significantly reducing fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

Mello-Roos Community Facilities Act
This act allows local governments or districts to establish a Mello-Roos Community Facilities District (CFD) to provide for financing public improvements and services where no other money is available.

Prop 1B – The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006
Bond revenues for the following uses:

- Congestion Reduction, Highway and Local Road Improvements – for capital improvement projects to reduce congestion and increase capacity on state highways, local roads, and public transit;
- Safety and Security – for projects to protect against a security threat or improve disaster response capabilities on transit systems, as well as grants to seismically retrofit bridges, ramps, and overpasses; and
- Goods Movement and Air Quality – for projects to improve the movement of goods on state highways. Can also be used to improve air quality by reducing emissions related to goods movement and replacing or retrofitting school buses (that portion is administered by the California Air Resources Board).

Prop 116 – Clean Air & Transportation Improvement Act of 1990
Non-urban county transit funds can be made available for transit or non-motorized facilities. There has been some difficulty in approving allocations under Prop 116 due to the State's fiscal problems.

Recreational Trails Program (RTP)
MAP-21 amended this program to make funding for recreational trails projects a set-aside from the State's TAP funds, unless the Governor opts out in advance.

Rural Planning Assistance (RPA)
Rural Planning Assistance (RPA) funding is for state transportation planning activities and is allocated annually based on a population formula.

State Highway Operations & Protection Program (SHOPP)
The SHOPP provides funding for maintenance of the State Highway System. Projects are nominated within each Caltrans District office and are sent to Caltrans Headquarters for programming. Final projects approval is determined by the CTC, with funding prioritized for critical categories (emergency, safety, bridges, and pavement preservation). The State currently has insufficient funds to maintain the existing transportation infrastructure and there is no set formula for allocating SHOPP funds.

State Transportation Improvement Program (STIP)

The STIP is a five-year capital improvement program for the planning and implementation of capital improvements to the transportation system, including improvements to mobility, accessibility, reliability, sustainability and safety. The STIP includes two components, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RTIP receives 75% of the STIP funds, and the ITIP receives 25% of the funds.

The RTIP is prepared by the Mono County LTC and approved by the CTC as a part of the STIP, generally every two years. The ITIP is prepared by Caltrans and approved by the CTC as part of the STIP, although regional agencies can provide input and seek co-funding for specific ITIP projects in their region.

Surface Transportation Program (STP)
STP funding can be used for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, and pedestrian projects, including environmental restoration and pollution abatement. A portion of the STP is set aside for TAP and State Planning and Research.

Transportation Alternatives Program (TAP)
The TAP is a new program established by MAP-21 that provides funding for alternative transportation projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right of way of former divided highways. TAP projects are not required to be located along Federal-aid highways. The TAP is a competitive program and is not included in the STIP. The TAP is now part of the ATP.

Transportation Development Act (TDA)
The Transportation Development Act (TDA) of 1971 created two funds primarily for public transportation: the State Transit Assistance (STA) account and the Local Transportation Fund (LTF). These are funded by a share of the state sales tax that is 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 (55 %) and the County (45 %). LTF funds can be used as local matching funds for either state or federal funds. LTF funds are a traditional revenue source for Mono County and the Town.

Tribal Transportation Program (TTP)
The Tribal Transportation Program supports projects that improve access to and within tribal lands. Under Map-21, the TTP replaces the Indian Reservation Roads program, and adds new set-asides for transportation and tribal safety projects. Eligible activities include transportation planning, engineering, and maintenance, the construction, restoration, or rehabilitation of transportation facilities, environmental mitigation, and the operation and maintenance of transit facilities that are located on or provide access to tribal lands.

U.S. Forest Service

The USFS places a fee on all timber receipts from national forests. States then receive 25% of the receipts from timber sales within their boundaries, which are passed through to local agencies to benefit roads and schools in the counties where the sales occurred. In Mono County, this revenue becomes part of the county Road Fund, to be used for operational improvements.

Potential Additional Funding Sources

Other local funding sources may be available in Mono County should state and federal funding sources prove insufficient in the future, including funding for ongoing maintenance and rehabilitation projects for existing facilities. The following local funding sources could be used in Mono County and the Town of Mammoth Lakes:

General Fund
Moneys 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 moneys can be used to pay a portion of capital costs, or to cover budget items normally covered by LTF moneys. It is important that a local commitment be present to attract grant sources.

Development Impact Fees
Development Impact Fees may be available to offset potential transportation-related impacts identified for specific projects.

Public/Private Partnerships
Funding may be available from local agencies and private organizations. Recent cooperation between the USFS and the community of Lee Vining resulted in the construction of the Lee Vining community trail, and a local snowmobile enthusiastsenthusiasts' group has 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.

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

Finance Plan

Relationship Between the RTP Financial Element and the STIP

Most of the highway and road system in Mono County is either federal or state highways. As a result, the County relies heavily on the STIP and SHOPP to fund transportation improvements and maintenance projects on surface roads in the county. Projects in the Mono County RTP Financial Element are aligned with the STIP and the RTIP in order to provide consistency with those documents and in order to ensure maximum funding for projects in the county.

Existing Transportation System Operating Costs

Current projected transportation system operating costs for Mono County and the Town of Mammoth Lakes are shown in Appendix E. Those costs include the costs to operate and maintain the existing transportation system in Mono County, including the cumulative cost of deferred maintenance on the existing infrastructure. Current revenue projections for the operations and maintenance of the existing transportation system are also shown in Appendix E for both the County and the Town. For the County, Fiscal Year 2012-13 shows actual revenues & expenditures, FY 2013-14 is based on the current budget and the remaining are based on a 2% projected growth factor, except the General Fund which is projected to remain stable.

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 moneys for airport improvements and transit and has also appropriated General Fund contingency moneys 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 and SHOPP (see Appendix E).

Local Roadways

Cost and revenue projections for eligible roadway construction and rehabilitation projects are contained in the STIP (see Appendix E).

Transit

Annual operating costs for transit services in Mono County are supported by LTF and STA funds. To provide sustainable funding for transit the Town of Mammoth Lakes has implemented year-round transit service. Those services are funded by a Transient Occupancy Tax (TOT) increment, along with a Transit Fee assessment, and/or funding from Transit Community Facilities District 13-003. These funding sources provide over $750,000 from the TOT and $2201,000,000 from Transit Fee assessments. In addition, Community Facilities District 13-003 is expected to generate over $50011,000 annually in the future.

Contract winter transit services are provided in the Town of Mammoth Lakes to the Mammoth Mountain Ski Area, through an agreement with the Mammoth Mountain Ski Area. This winter service is privately funded and includes capital replacement costs. Summer Transit services are provided to the Reds Meadow Valley under a contract with ESTA. One hundred percent of the operating funds for that service are provided though passenger fares.

Capital improvements to the system (e.g., bus purchases) are funded by grants or STIP funds. In addition, funds may be available for capital and expense requirements for design, development and implementations of the Eastern Sierra rural ITS transit system (i.e., bus-stop/electronic kiosks in town and county communities; bus-to-bus communications equipment) and transit management equipment.

Interregional Connections

Recommended actions for interregional connections include continued participation in YARTS and the Sierra Nevada ITS Strategic Plan planning process. Mono County contributes funding to YARTS annually.[20] 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 hard 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%). Projected costs for improvements at the Lee Vining Airport and Bryant Field are shown in Appendix E. Project funding for identified improvements at the Mammoth Yosemite Airport is anticipated to come from a combination of FAA

[20] The funding contribution for FY 2014-15 was $30,000.

grants (approximately 90%) and local match (approximately 10%). Projected costs for improvements at the Mammoth Yosemite Airport are shown in Appendix E.

Non-Motorized Facilities

Improvements to non-motorized facilities in Mono County have been included in the STIP. RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways. The Town of Mammoth Lakes adopted policies in the 2007 General Plan to reduce vehicle trips and promote healthy communities by promoting feet first, transit second and automobile last. This policy is being implemented through project development review and Town-sponsored projects. In addition, the Town's recent zoning update included development standards promoting pedestrian, biking, and alternative modes of transportation.

Financially Constrained Projects

This section contains a list of financially constrained projects for which funding has been identified, oridentified or is reasonably expected to be available within the RTP planning horizons (short-term and long-term). See Appendix E for the current STIP.

Financially Unconstrained Projects

The Mono County LTC has developed a list of financially unconstrained projects (projects that are both necessary and desirable should funding become available), which is included in Appendix E.

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 14,202 persons according to Census 2010 and a private land base of only 6% 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 and length of road system. 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.

CHAPTER 87: GLOSSARY

Airport Land Use Compatibility Plan: A plan adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses that surround them.

All Users: Users of streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Bicycle Boulevard: The Bicycle Boulevard Design Guidebook defines a Bicycle Boulevard as "low volume" and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments.

Bicycle Lane: According to Caltrans' Highway Design Manual, Chapter 1000, a bicycle lane is a Class II Bikeway and provides a striped lane for one-way bicycle travel on a street or highway.

Bicycle Path: According to Caltrans' Highway Design Manual, Chapter 1000, a bicycle path is a Class I Bikeway and provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

California Aviation System Plan (CASP): Prepared by Caltrans every five years to integrate regional system planning on a statewide basis.

California Transportation Commission (CTC): Formulates and evaluates state policies and plans for transportation programs. Approves the RTIP, the STIP, and the SHOPP.

Collector: A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Connectivity: A well-connected circulation system with minimal physical barriers that provides continuous, safe, and convenient travel for all users of streets, roads, and highways.

Conventional Highway: According to the California Highway Manual, a conventional highway is, "a highway without control of access which may or may not be divided." Grade separations at intersections or access control may be used when justified at spot locations.

Expressway: A highway with full or partial control of access with some intersections at grade.

Federal Highway Administration (FHWA): A component of the US Department of Transportation, established to ensure development of an effective national road and highway transportation system. Approves federal funding for transportation projects.

Federal State Transportation Improvement Program (FSTIP): A three-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.

Federal Transit Administration (FTA): A component of the US Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended.

Federal Transportation Improvement Program (FTIP): A three-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.

Freeway: A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade). Streets and Highways Code §23.5, in part, states that "Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access."

Heliport: A facility used for operating, basing, housing, and maintaining helicopters.

Interregional Improvement Program (IIP): One of two broad programs under the STIP. Funded from 25 % of the SHA revenues programmed through the STIP.

Interregional Transportation Improvement Program (ITIP): Funds capital improvements on a statewide basis, including capacity-increasing projects primarily outside urbanized areas. Projects are nominated by Caltrans and submitted to the CTC for inclusion in the STIP. Has a four-year time frame and is updated biennially by the CTC.

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.

Local Scenic Highway: A segment of a state or local highway or street that a city or county has designated as "scenic."

Local Street: A street providing direct access to properties and designed to discourage through traffic.

Local Transportation Commission (LTC): The Mono County LTC is the Regional Transportation Planning Authority (RTPA) for Mono County.

Major Thoroughfare: A major passageway such as a street, highway, railroad line, or navigable waterway that serves high traffic volumes.

Multi-modal Transportation Network: A well-balanced circulation system that includes multiple modes of transportation that meets the needs of all users of streets, roads, and highways.

National Scenic Byway: A segment of a state or interstate highway route that the USFS has designated as a scenic byway or which another federal agency has designated as a national scenic and recreational highway.

Official County Scenic Highway: A segment of a county highway the Director of Caltrans has designated as "scenic."

Official State Scenic Highway: A segment of a state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designations and designated by the Director of Caltrans.

Paratransit: Transportation systems such as jitneys, carpooling, vanpooling, taxi service, and Dial-A-Ride arrangements.

Recreational Trails: Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by persons with disabilities, trails and areas for off-highway recreational vehicles, and Nordic (cross country) skiing trails.

Regional Improvement Program (RIP): 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.

Regional Transportation Improvement Program (RTIP): A list of proposed transportation projects submitted to the California Transportation Commission by the RTPAs for state funding. Has a four-year time frame and is updated biennially by the CTC.

Regional Transportation Plan (RTP): 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.

Route: A sequence of roadways, paths, and/or trails that allow people to travel from place to place.

Scenic Highway Corridor: The visible area outside the highway's right of way, generally described as "the view from the road."

State Highway Account (SHA): 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) nona) non-capital outlays (maintenance, operations, etc.), b) STIPb) STIP, c) SHOPP) SHOPP, and d) local assistance.

State Highway Operations and Protection Program (SHOPP): 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.

State Implementation Plan (SIP): 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.

State Transit Assistance (STA): 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%).

State Transportation Improvement Program (STIP): 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.

Terminal: A station, stop, or other transportation infrastructure along or at the conclusion of a transportation route. Terminals typically serve transportation operators and passengers by air, rail, road, or sea (i.e., airports, railroad depots, transit stops and stations, and ports and harbors.

Transit-Oriented Development (TOD): A moderate- to high-density development located within an easy walk or bicycle of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking, bicycling, and transit use without excluding the automobile.

Walkability: The measurement of how walkable a community is. Walkable communities typically include footpaths, sidewalks, street crossings, or other pedestrian-oriented infrastructure

Yosemite Area Regional Transportation System (YARTS): 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 Mammoth Lakes and Lee Vining. See www.yosemite.com for further information.

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California Department of Finance
www.dof.ca.gov
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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
www.dot.ca.gov

Planning guidance and, traffic counts.

California Highway Patrol

www.chp.ca.gov

Collision information and, roadway statistics.

California Labor Market Information, Employment Development Department

www.calmis.cahwnet.gov

www.labormarketinfo.edd.ca.gov

Socioeconomic data, income, and poverty data.

Eastern Sierra Transit Authority

www.estransit.com

Schedules and information about ESTA routes and Carson to Ridgecrest Eastern Sierra Transit (CREST) routes.

Mono County

www.monocounty.ca.gov

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Town of Mammoth Lakes

www.ci.mammoth-lakes.ca.us

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www.census.gov

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U.S. Department of Commerce, Bureau of Economic Analysis

www.bea.gov

Income, poverty, and other socioeconomic data.

U.S. Environmental Protection Agency (EPA)

www.epa.gov

Air quality data.

YARTS.

www.yosemite.com

Information on YARTS.

Persons Consulted

Bridgeport Indian Colony
Justin Nalder

Caltrans, District 9
Ryan Dermody, Terry Erlwein, Forest Becket, and other staff

Great Basin Unified Air Pollution Control District.
Duane Ono

Marine Corps Mountain Warfare Training Center
Doug Power and Col. John Gamelin

Mono County Local Planning Groups.
Antelope Valley Regional Planning Advisory Committee
Benton/Hammil Regional Planning Advisory Committee
Benton Hotsprings Landowners
Bridgeport Valley Regional Planning Advisory Committee
Chalfant 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
Oasis Landowners
Paradise Regional Planning Advisory Committee
Upper Owens Landowners

Mono County Public Works Department
Jeff Walters, Garrett Higerd, Paul Roten

Town of Mammoth Lakes.
Grady Dutton, Haislip Hayes, Brian Picken, Sandra Moberly, Jen Daugherty

In addition, per Government Code §65352.3 under Senate Bill 18, the following California Nation American Tribes identified by the Native American Heritage Commission were sent consultation letters:

Benton Paiute Reservation, Billie (Jake) Saulque
Big Pine Band of Owens Valley THPO, Bill Helmer
Big Pine Paiute Tribe of the Owens Valley, Genevieve Jones
Bishop Paiute Tribe, Gerald Howard and Raymond Andrews
Bridgeport PauitePaiute Indian Colony, John L. Glazier
Kern Valley Indian Council, Robert Robinson
Mono Lake Indian Community, Charlotte Lange
Walker River Reservation, Melanie McFalls

Washoe Tribe of Nevada and California, Darrell Kizer

APPENDIX A: MAPS

Figure 5: Mono County Road Network

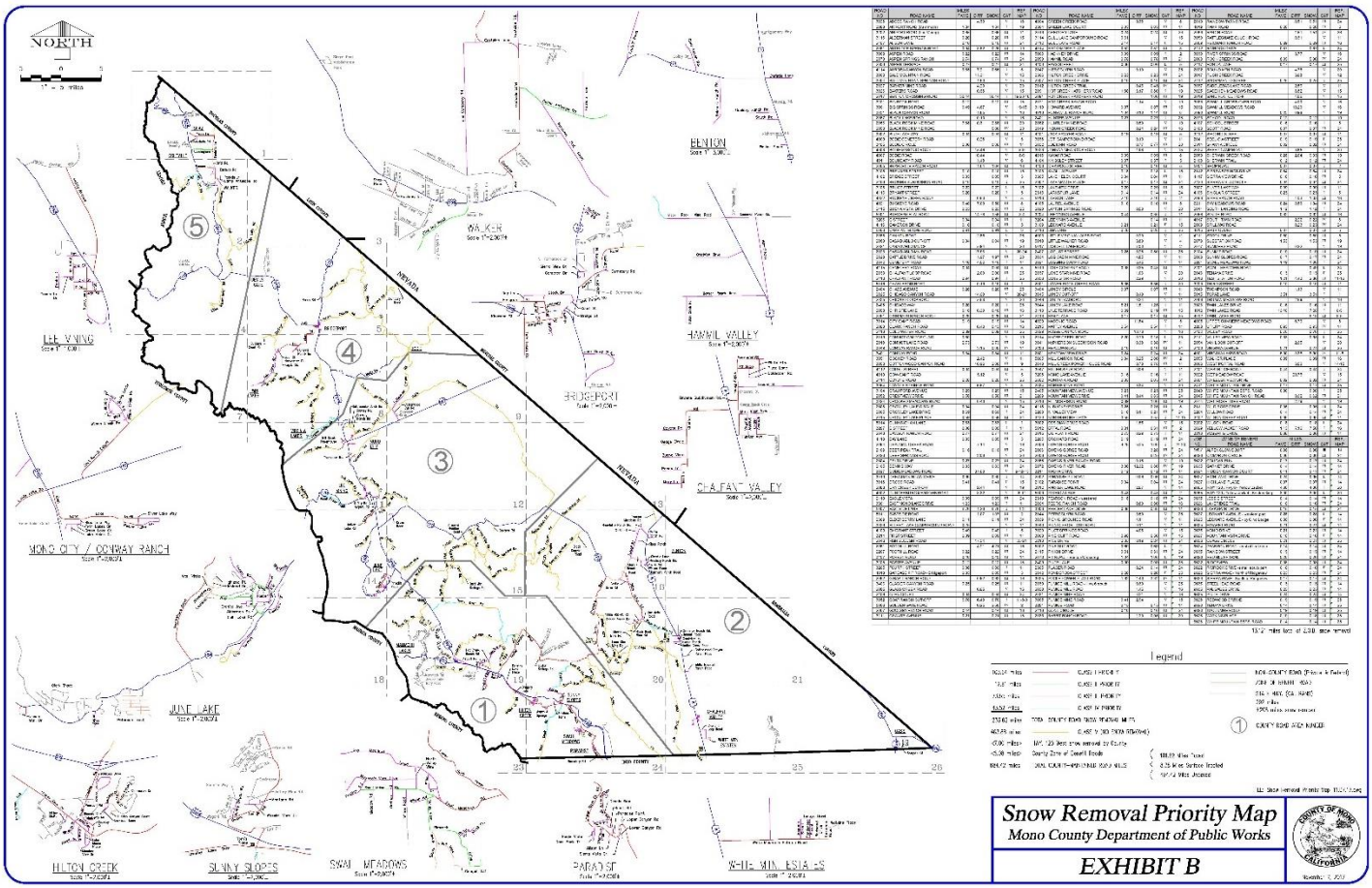


Figure 6: Town of Mammoth Lakes Road Network

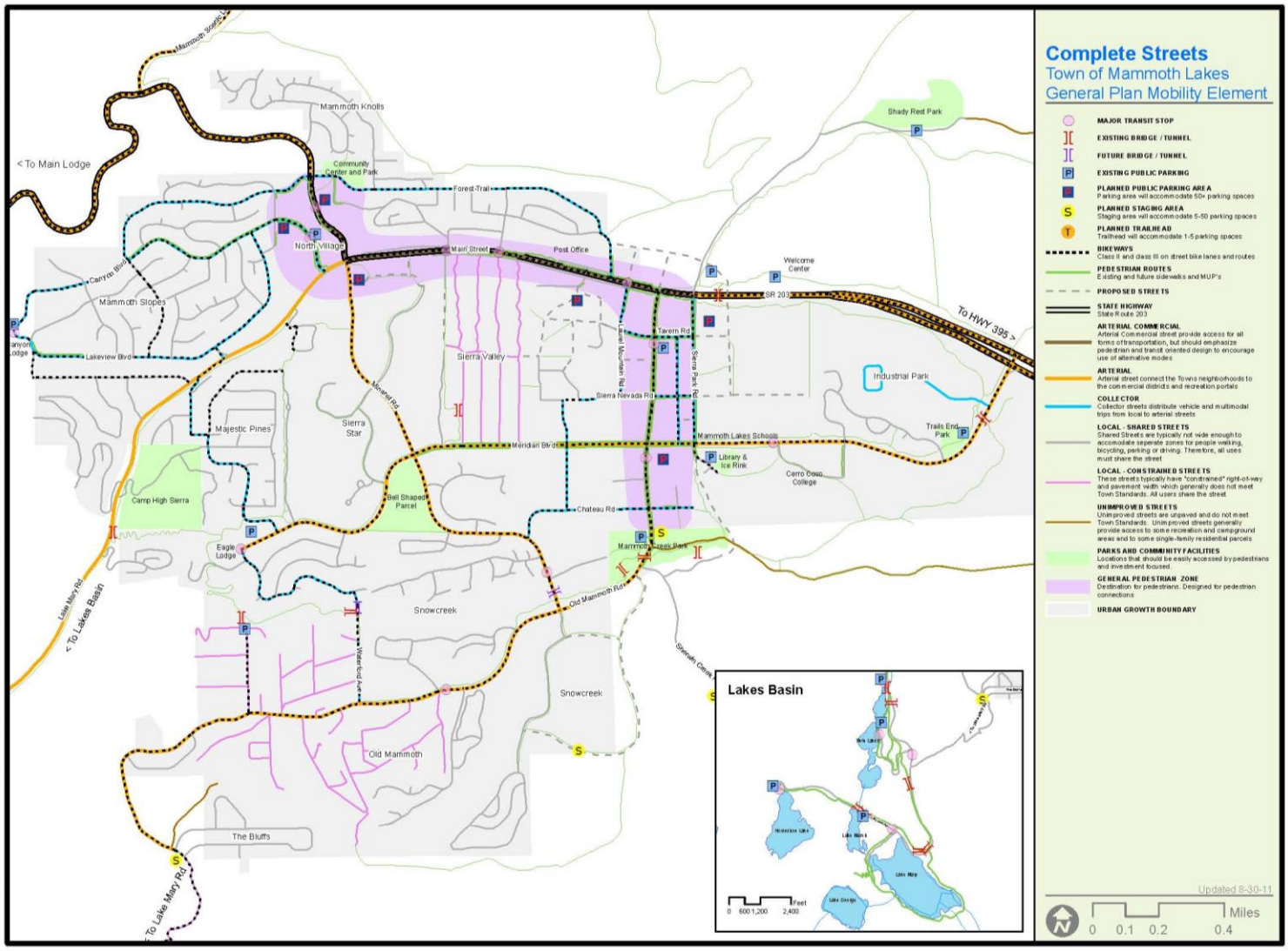


Figure 7: Town of Mammoth Lakes Bicycle Network

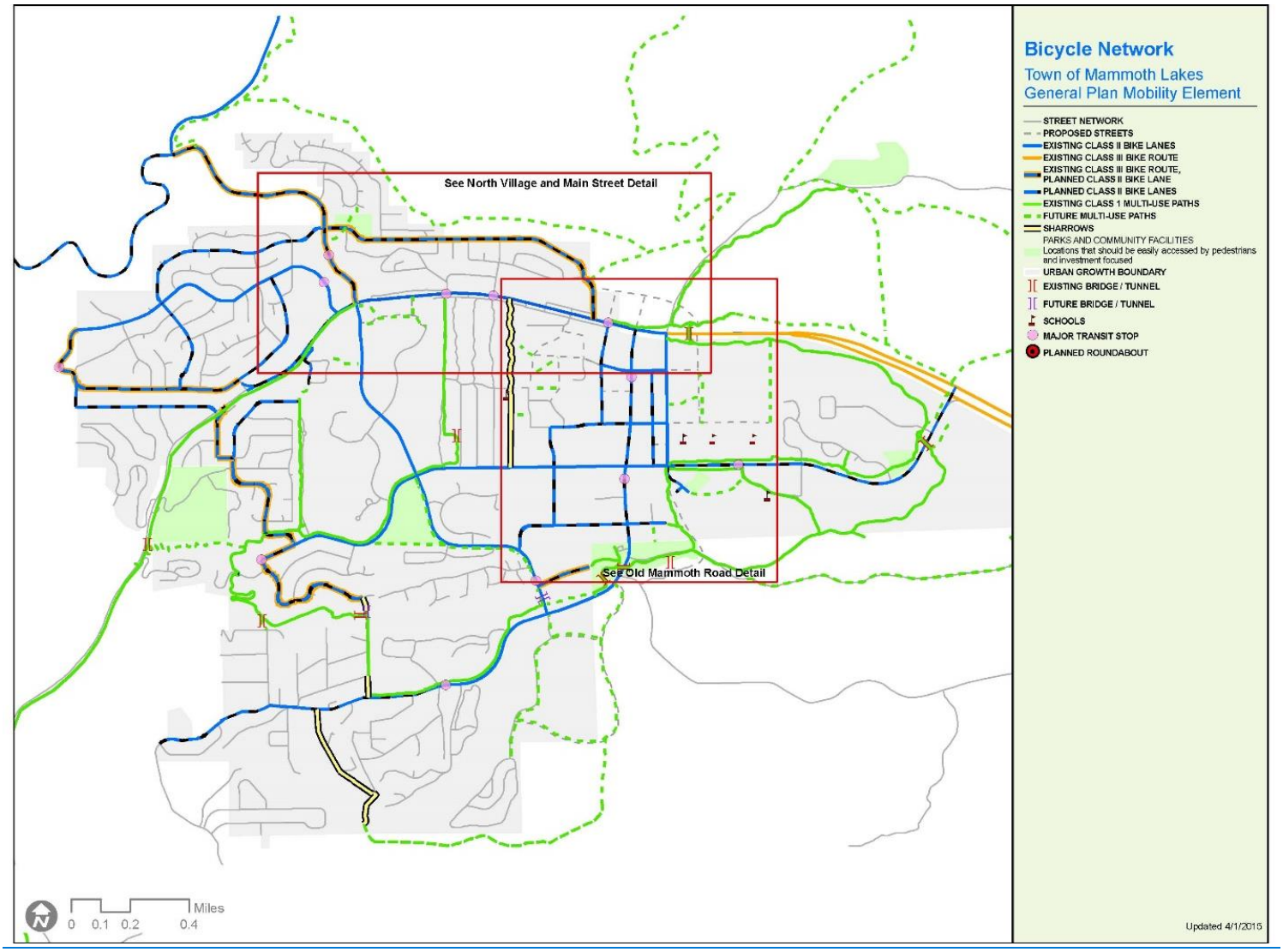


Figure 8: Town of Mammoth Lakes Bicycle Network Detail

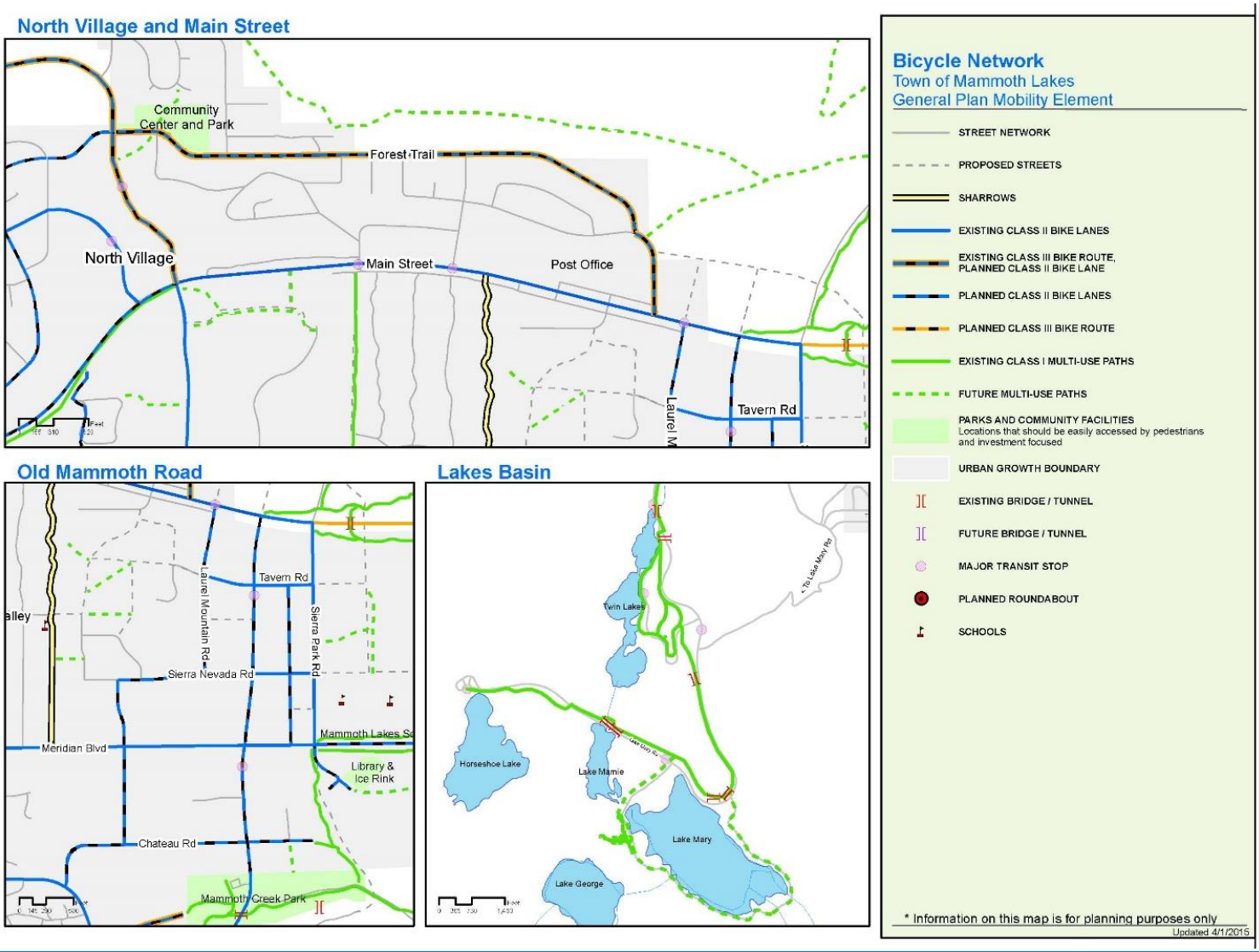


Figure 9: Town of Mammoth Lakes Pedestrian Network

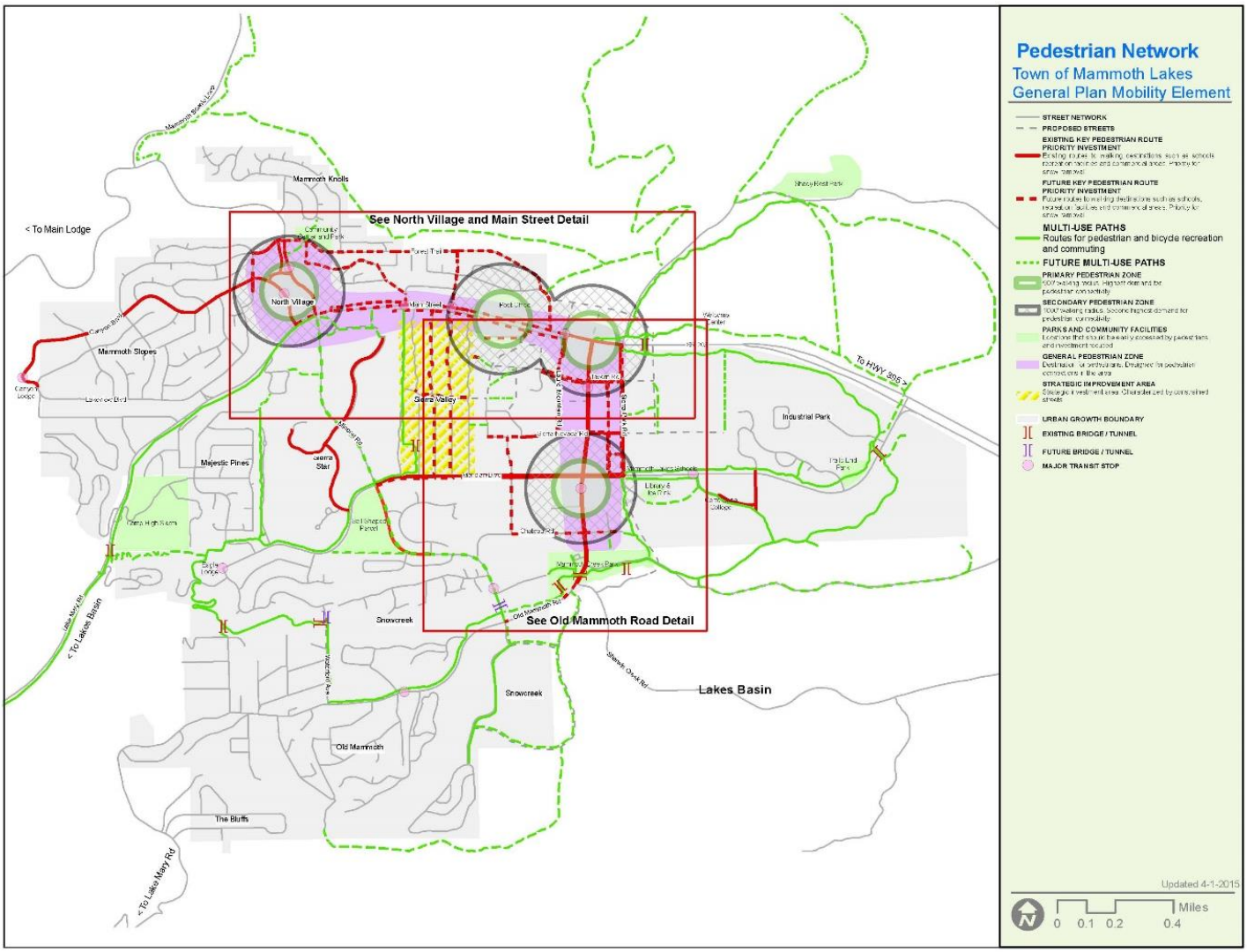
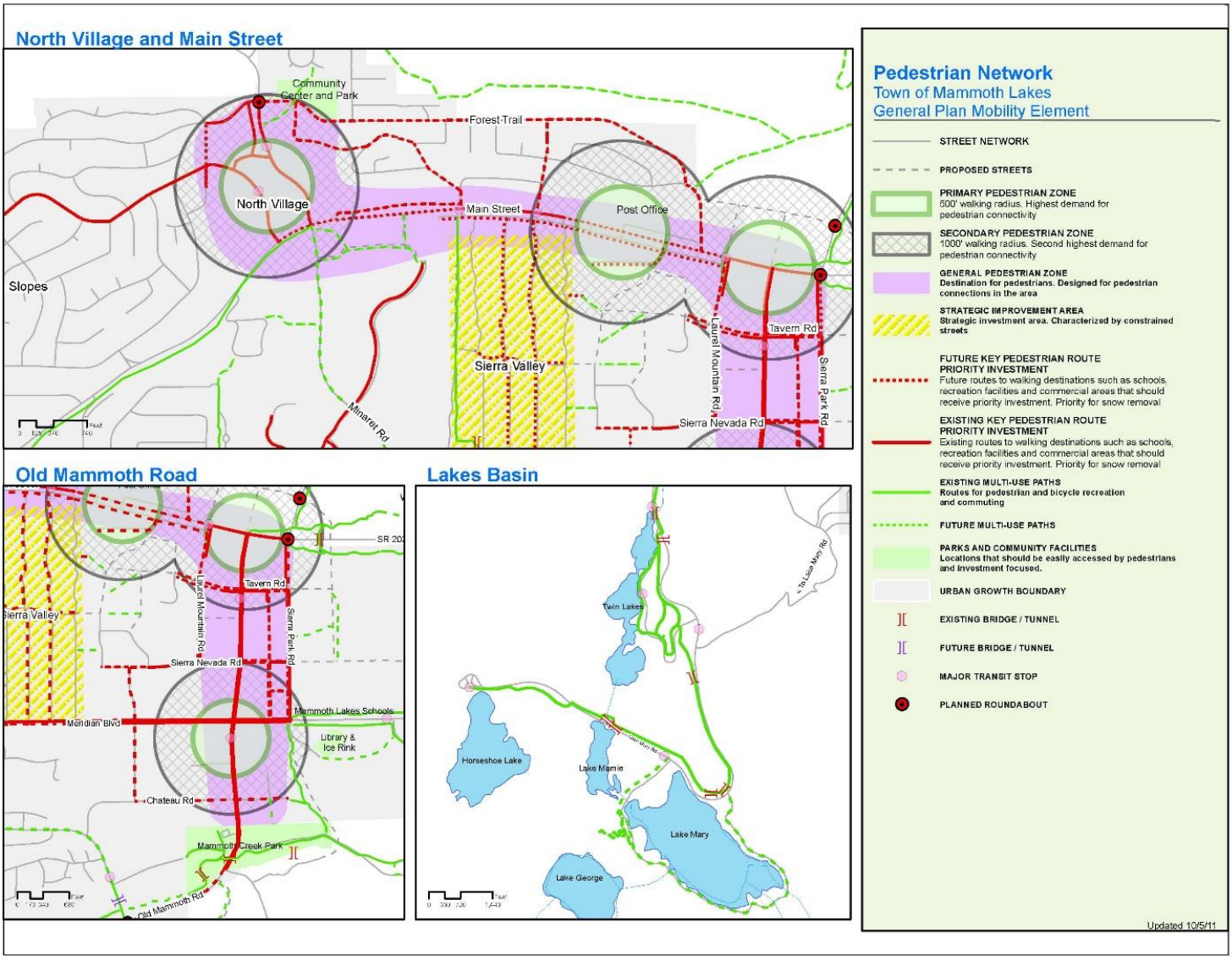


Figure 10: Town of Mammoth Lakes Pedestrian Network Detail



APPENDIX A: 2015 TRAFFIC DEMAND PROJECTIONS – UNINCORPORATED AREAS

APPENDIX B: 2015 TRAFFIC DEMAND PROJECTIONS

Methodology

Traffic demand projections for the unincorporated areas of Mono County are based on trip generation rates per individual dwelling units. Traditional trip generation rates are based on rates from Trip Generation, 7th edition, Institute of Transportation Engineers, which shows the average weekday trip generation rate of 9.57 trips per detached dwelling unit on a weekday. This trip generation rate is not accurate for Mono County. As an example, if 9.57 trips per detached dwelling unit were used, the community of June Lake would generate approximately 7,943 daily trips (830 dwelling units x 9.57). The highest Annual Average Daily Traffic (AADT) on SR 158 and Lakeview Drive in June Lake is 1,500 trips per day, or almost five times less than the traffic projection rates on a daily basis shown in Table B-8.

Projected trip generation rates while based on land use and the number of housing units are subject to local factors such as:

- The seasonal nature of visitors which tends to increase Average Annual Daily Traffic (AADT) during summer months,
- The opening or closing of mountain passes,
- Some communities may have a high number of second homeowners,
- The rural nature of some communities from job centers or work locations,
- Not all traffic will enter and/or exit state highways at one specific location, and/or
- Other factors.
-

Mono County is using an extremely conservative trip generation rate of six trips per dwelling unit. The number of current dwelling units comes from the US Census 2010 and shown as a Census Designated Place (CDP). The Land Use Element lists all projected uses within the county, but to simplify trip generation, only the single-family residential designation is used. Projected trip generation is calculated two ways. The first uses all the dwelling units in a CDP multiplied by six trips per unit. The second calculation uses all occupied units and 50% of the unoccupied dwelling units in a CDP multiplied by six trips per unit. The number of projected new units assumes a 1% growth rate based on total units and occupied units plus 50% of the unoccupied units over a five-year time frame.

Traffic/Trips by Planning Area

Average Annual Daily Traffic (AADT) is the total traffic volume for the year divided by 365 to pass over a certain section of roadway in one day. Peak Month ADT is the average daily traffic for the month of heaviest traffic flow. The most current five-year traffic volume reporting period on the state highway system is from 2009 through 2014 by the California Department of Transportation, Division of Traffic Operations.

Antelope Valley

The primary thoroughfare in Antelope Valley is US 395. Any growth in the Antelope Valley has the potential to impact US 395. There are approximately 688 current dwelling units (D.U.) in the Antelope Valley. A 1% growth rate over a five-year period would result in 52 new units. An additional calculation on growth rate is made using only 50% of the unoccupied units or 46 new units over five years. Trip generation rates for the Antelope Valley are included in Table B-1 for total units and occupied units plus 50% of the unoccupied units. Both are based on six trips per single-family unit. The communities of Topaz, Coleville, and Walker potentially add 230 or 203 daily new vehicle trips (over a five-year period) to current traffic conditions in the Antelope Valley.

TABLE A-1: Antelope Valley Trip Generation Based on Dwelling Units of CDP

Table B-1: Antelope Valley Trip Generation Based on Dwelling Units of CDP			
D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5-year period[1]	New Estimated Average Vehicle Trips (6 trips/unit)
Total D.U.			
688	4,128	52	230
Occupied D.U. plus 50% of unoccupied D.U.			
607.5	3,645	46	203
[1] Overall growth rate of 1% a year.			

As a comparison, Table B-2 shows the annual average daily traffic (AADT) on U.S. Route 395 from 2009 to 2014 (Mill Creek Bridge and Highway 395). The most recent average daily total was 3,500 vehicles in 2014.

- If all D.U. are counted, the addition of 230 daily vehicle trips over a five yearfive-year period represents a 6.5 percent increase in the average daily trips using the AADT from 2014.
- If all occupied D.U. plus 50 percent of the unoccupied D.U. are counted, the addition of 203 daily trips over a five yearfive-year period represents a 5.8 percent increase in average daily trips using the AADT from 2014.

The impact of these additional trips over five years is expected to be minimal. Mono County is using a conservative trip generation rate of six trips per dwelling unit.

TABLE A-2: AVERAGE ANNUAL DAILY TRAFFIC MILL CREEK BRIDGE & HIGHWAY 395 (PM 107.105), ANTELOPE VALLEY

Table B-2: Average Annual Daily Traffic (AADT) Mill Creek Bridge & Highway 395 (PM 107.105), Antelope Valley						
Year	2009	2010	2011	2012	2013	2014
Peak Month ADT	5,400	5,400	5,100	5,100	5,100	5,100
Total AADT's	3,750	3,750	3,550	4,150	3,500	3,500

Bridgeport Valley

The primary thoroughfares for the Bridgeport area are Highways 395 and 182. There are currently 357 existing D.U. in the Bridgeport Valley. Trip generation rates for the Bridgeport Valley are based on six trips per single family dwelling. Bridgeport also has a large seasonal variation due to trans-sierra pass openings (Tioga 120 and/or Sonora 108) and second homeowners. Table B-3 shows generation rates in the Bridgeport Valley for total units and occupied units plus 50 percent of the unoccupied units. This could add 119 trips or 103 trips over a five yearfive-year period. Both are based on six trips per single family unit.

TABLE A-3 BRIDGEPORT VALLEY TRIP GENERATION BASED ON Dwelling Units of CDP

Table B-3: Bridgeport Valley Trip Generation Based on Dwelling Units of CDP			
Current D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5 year5-year period[1]	New Estimated Average Vehicle Trips (6 trips/unit)
Total D.U.			
357	2,142	27	119
Occupied D.U. plus 50% of unoccupied D. U.			
307	1,842	24	103
[1] Overall growth rate of 1 % a year.			

As a comparison, Table B-4 shows the annual average daily traffic (AADT) on U.S. Route 395 from 2009 to 2014 (395 & 182). The most recent average daily total was 3,600 vehicles in 2014.

- If all D.U. are counted, the addition of 119 daily vehicle trips over a five yearfive-year period represents a 3.5 percent increase in the average daily trips using the AADT from 2014.

- If all occupied D.U. plus 50 percent of the unoccupied D.U. are counted, the addition of 103 daily trips over a five yearfive-year period represents a 3.0 percent increase in average daily trips using the AADT from 2014.

The impact of these additional trips over five years is expected to be minimal. Mono County is using a conservative trip generation rate of six trips per dwelling unit.

TABLE A-4: AVERAGE ANNUAL DAILY TRAFFIC JUNCTION HIGHWAYS 395 AND 182 (PM 76.3), Bridgeport Valley

Table B-4: AADT Junction Highways 395 and 182 (PM 76.3), Bridgeport Valley						
Year	2009	2010	2011	2012	2013	2014
Peak Month ADT	6,000	6,300	6,300	5,700	6,300	5,800
Total AADT's	3,800	3,700	3,550	3,400	3,600	3,400

Mono Basin

Main travel routes in the Mono Basin area are Highways 395, 120 and 167. Trip generation rates for the Mono Basin are based on single family units. Lee Vining also has a large seasonal variation in AADT due to trans-sierra pass openings (Tioga 120 and/or Sonora 108). Trip generation rates for the Mono Basin are shown in Table B-5 for total units and occupied units plus 50 percent of the unoccupied units. Both are based on six trips per single family unit.

TABLE A-5: MONO BASIN TRIP GENERATION BASED ON D.U.

Table B-5: Mono Basin Trip Generation Based on D.U.			
Current D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5 year5-year period[1]	New Estimated Average Vehicle Trips (6 trips/unit)
Total D.U.			
206	1,236	16	70
Occupied D.U. plus 50% of unoccupied D. U.			
177	1,062	13	59
[1] Overall growth rate of 1 % a year.			

As a comparison, Table B-6 shows the annual average daily traffic (AADT) on U.S. Route 395 from 2009 to 2014 (North end of Lee Vining). The most recent average daily total was 3,600 vehicles in 2014.

- If all D.U. are counted, the addition of 70 daily vehicle trips over a five yearfive-year period represents a 1.89 percent increase in the average daily trips using the AADT from 2014.
- If all occupied D.U. plus 50 percent of the unoccupied D.U. are counted, the addition of 59 daily trips over a five yearfive-year period represents a 1.59 percent increase in average daily trips using the AADT from 2014.

The impact of these additional trips over five years is expected to be minimal. Mono County is using a conservative trip generation rate of six trips per dwelling unit.

TABLE A-6: AVERAGE ANNUAL DAILY TRAFFIC HIGHWAY 395 (PM 51.69), NORTHERN END OF LEE VINING

Table B-6: AADT Highway 395 (PM 51,69), Northern End of Lee Vining						
Year	2009	2010	2011	2012	2013	2014
Peak Month ADT	7,100	7,100	6,900	5,800	6,000	6,000
Total AADT's	4,550	4,550	4,500	3,500	3,600	3,700

June Lake

Access to the community of June Lake is provided by Highway 158. Traffic generation rates for June Lake are based on single family residential units (SFR). June Lake also has the potential to have a high number of second home ownershomeowners, seasonal variations, and may be influenced by trans-sierra pass openings (Tioga 120 and/or Sonora 108) which would affect the average annual daily traffic figures. Trip generation rates are shown in Table B-7 for total units and occupied units plus 50 percent of the unoccupied units. Both are based on six trips per single family unit.

TABLE A-7: JUNE LAKE TRIP GENERATION BASED ON D.U

Table B-7: June Lake Trip Generation Based on D.U.			
Current D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5 year5-year period[1]	New Estimated Average Vehicle Trips (6 trips/unit)
Total D.U.			
820	4,920	62	274
Occupied D.U. plus 50% of unoccupied D. U.			
555	3,330	42	186
[1] Overall growth rate of 1 % a year.			

As a comparison, Table B-8 shows the annual average daily traffic (AADT) on State Route 158 from 2009 to 2014 (June Lake Village). The most recent average daily total was 1,500 vehicles in 2014.

- If all D.U. are counted, the addition of 274 daily vehicle trips over a five yearfive-year period represents aan 18.2 percent increase in the average daily trips using the AADT from 2014.
- If all occupied D.U. plus 50 percent of the unoccupied D.U. are counted, the addition of 186 daily trips over a five yearfive-year period represents a 12.4 percent increase in average daily trips using the AADT from 2014.

This rate seems highly unlikely due to the fact that the estimated trip generation from all 820 existing units if occupied at one time could equal 4,920 trips on SR 158. This is three times higher than the AADT of 1,500 trips from 2014 on SR 158 as shown in Table B-8.

As stated in the methodology section, the ITE methodology of 9.57 trips per detached dwelling unit in rural Mono County results in unrealistic figures. Mono County has adjusted this methodology to a more reasonable, and still conservative, six trips per dwelling unit. This adjustment clearly continues to provide unrealistic numbers as described in the preceding paragraph; however, alternative methodology is lacking at this time. The current methodology does not account for second homeownership (e.g. a high percentage of vacant dwelling units), transient rentals and occupancy, concentrated traffic influx during limited timeframes due to tourist visitation, and a seasonal road closure that eliminates through traffic on SR 158.

The Average Annual Daily Traffic data does show a decrease on SR 158 from 2009 to 2014. . The impact of these additional trips over five years is not expected to be significant. Mono County is using a very conservative trip generation rate of six trips per dwelling unit as shown in Table B-7 with the trip generation rate exceeding the peak month ADT of 2,800.

TABLE A-8: AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 158, (PM 2.82) JUNE LAKE VILLAGE

Table B-8: AADT Highway 158, (PM 2.82) June Lake Village						
Year	2009	2010	2011	2012	2013	2014
Peak Month ADT	2,400	2,800	2,800	2,800	2,800	2,800
Total AADT's	1,550	1,600	1,600	1,600	1,600	1,500

Long Valley

The primary access between communities in Long Valley is Highway 395. This area includes the Long Valley communities and Wheeler Crest. It does not include the Town of Mammoth Lakes. Long Valley trip generation rate is six trips per unit. A one percent housing growth rate over five years would add 63 new units if all dwelling units are used or 54 new units if all occupied units plus 50 percent of unoccupied units are used to calculate future growth shown in Table A-9.

TABLE A-9 LONG VALLEY TRIP GENERATION BASED ON D.U.

Table B-9: Long Valley Trip Generation Based on D.U.			
Current D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5 year5-year period[1]	New Estimated Average Vehicle Trips (6 trips/unit)
Total D.U.			
839	5,034	63	281
Occupied D.U. plus 50% of unoccupied D. U.			
718	4,305	54	240
[1] Overall growth rate of 1 % a year.			

As a comparison, Table B-10 shows the annual average daily traffic (AADT) on US 395 from 2009 to 2014 at two different locations. The most recent average daily total in 2014 was 6,900 at McGee Creek Road and 8,300 at SR 203.

- If all D.U. are counted, the addition of 281 daily vehicle trips over a five yearfive-year period represents a four percent increase in the average daily trips using the AADT from 2014 at the Mc Gee Creek Road location.
- If all occupied D.U. plus 50 percent of the unoccupied D.U. are counted, the addition of 240 daily trips over a five yearfive-year period represents a 3.4 percent increase in average daily trips using the AADT from 2014 at the Mc Gee Creek Road location.

The impact of these additional trips over five years is not expected to be significant. Mono County is using a conservative trip generation rate of six trips per dwelling unit.

TABLE A-10 AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 395, LONG VALLEY

Table B-10: AADT Highway 395, Long Valley						
Year	2009	2010	2011	2012	2013	2014
Peak Month ADT[1]	10,100	10,100	10,100	10,000	10,000	10,000
Total AADT's[1]	7,000	7,000	7,000	6,900	6,900	6,900
Peak Month ADT[2]	11,000	10,500	11,500	11,100	11,500	11,500
Total AADT's[2]	8,300	8,450	8,100	8,000	8,300	8,300
[1]ADT counts at Route 395 and McGee Ck. Rd. (PM 16.618) [2]ADT counts at Route 395 and 203 (PM 25.75)						

Tri-Valley

The Tri Valley Area includes the communities of Chalfant, Hammil, and Benton. The primary thoroughfare is Highway 6. There are currently 460 existing dwelling units in the area. Trip generation rates for the Tri-Valley are based on single family detached housing. A one percent growth rate over five years using all occupied units would add 35 new units or using occupied units and 50 percent of unoccupied units would add 32 units. This would generate approximately 154 potential trips in the Tri-Valley area as shown in Table A-11.

TABLE A-11 TRI-VALLEY TRIP GENERATION BASED ON D.U

Table B-11: Tri-Valley Trip Generation Based on D.U.			
Current D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5 year5-year period[1]	New Estimated Average Vehicle Trips (6 trips/unit)
Total D.U.			
460	2,760	35	154
Occupied D.U. plus 50% of unoccupied D. U.			
423	2,538	32	141
[1] Overall growth rate of 1 % a year.			

The additional projected 154 trips would utilize Highway 6 as this is the primary north/south route to Bishop. A lessor number of trips could utilize SR 120 in the northern portion of the Tri-Valley.

As a comparison, the average daily traffic on Highway 6 is only 1,890 at the junction of SR 120 (Benton Station) and 2,100 at Silver Canyon Road in northern Inyo County (see Table B-12).

If all 154 trips from new residential development traveled south into Inyo County, this would represent an increase of 6.4 percent of the 2014 AADT at the Inyo/Mono County Line as shown in Table B-12.
The impact of these additional trips over five years is not expected to be significant. Mono County is using a conservative trip generation rate of six trips per dwelling unit.

TABLE A-12 AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 6, TRI-VALLEY

Table B-12: AADT Highway 6, Tri-Valley						
Year	2009	2010	2011	2012	2013	2014
Peak Month ADT[1]	2,000	1,050	1,050	2,000	2,400	2,400
Total ADT's[1]	1,900	1,000	1,000	1,890	2,100	

						2,100
Peak Month ADT[2]	1,150	1,150	1,050	2,000	2,000	2,000
Total AADT's[2]	960	960	960	1,890	1,890	1,890
ADT1 counts at Inyo/Mono county line (PM 0)						
ADT2 counts at SR 120 & SR 6 (PM 25.715)						

Table BA-13: 2010 U.S. Census Dwelling Units with units, All Dwelling Units 1% Ggrowth Rrate oOver five 5 Yearsyears (Trip Generation Based on 6 Trips/Unit) & trip generation based on 6 trips/unit

	Total Units	Total Occupied Units	Total Population	Average Household Size	Trip generation rate of 6 trips / unit	New construction increases 1% / year 1	New construction increases 1%/year 2	New construction increases 1% / year 3	New construction increases 1% / year 4	New construction increases 1% / year 5	5 year cumulative trip rate increases
Countywide	13912	5768	14,202	2.42							
Mammoth Lakes	9626	3229	8,234	2.5							
Countywide -Town	4286	2539	5,968								
Mono County CDPs											
Chalfant	301	264	651	2.47	1806	18.06	19.14	20.29	20.43	22.74	100.66
Benton	159	122	280	2.3	954	9.54	10.11	10.72	10.79	12.01	53.17
Paradise	87	74	153	2.07	522	5.22	5.53	5.87	5.90	6.57	29.09
Swall Meadows	128	98	220	2.24	768	7.68	8.14	8.63	8.69	9.67	42.80
Sunny Slopes	156	85	182	2.14	936	9.36	9.92	10.52	10.59	11.78	52.17
Apsen Springs	36	25	65	2.6	216	2.16	2.29	2.43	2.44	2.72	12.04
Crowley Lake	489	367	875	2.37	2934	29.34	31.10	32.97	33.18	36.94	163.53
McGee Creek	30	21	41	1.95	180	1.80	1.91	2.02	2.04	2.27	10.03
June Lake	820	290	629	2.16	4920	49.20	52.15	55.28	55.65	61.94	274.22
Lee Vining	112	85	222	2.51	672	6.72	7.12	7.55	7.60	8.46	37.45
Mono City	94	63	172	2.73	564	5.64	5.98	6.34	6.38	7.10	31.43
Bridgeport	357	257	575	2.18	2142	21.42	22.71	24.07	24.23	26.97	119.38
Walker	445	335	721	2.15	2670	26.70	28.30	30.00	30.20	33.61	148.81
Coleville	201	171	495	2.89	1206	12.06	12.78	13.55	13.64	15.18	67.22
Topaz	42	21	50	2.38	252	2.52	2.67	2.83	2.85	3.17	14.05
Total of CDPs	3457	2278	5,331								

Table BA-14: 2010 U.S. Census Occupied uUnits (, All Occupied Units pPlus 50% of Unoccupied Units) with With aa 1% Ggrowth Rrate Oover 5five Yyears (Trip Generation Based on 6 Trips/Unit), & trip generation based on 6 trips/unit

	Total Units	Total Occupied Units	Total units plus only 50% of unoccupied units	Total Population	Average Household Size	Trip generation rate of 6 trips / unit	New construction increases 1% / year 1	New construction increases 1%/year 2	New construction increases 1% / year 3	New construction increases 1% / year 4	New construction increases 1% / year 5	5 year cumulative trip rate increases
Countywide	13912	5768		14,202								
Mammoth Lakes	9626	3229		8,234								
Countywide -Town	4286	2539		5,968								
Mono County CDPs												
Chalfant	301	264	282.5	651	2.47	1695	16.95	17.97	19.05	19.17	21.34	94.47
Benton	159	122	140.5	280	2.3	843	8.43	8.94	9.47	9.53	10.61	46.98
Paradise	87	74	80.5	153	2.07	483	4.83	5.12	5.43	5.46	6.08	26.92
Swall Meadows	128	98	113	220	2.24	678	6.78	7.19	7.62	7.67	8.54	37.79
Sunny Slopes	156	85	120.5	182	2.14	723	7.23	7.66	8.12	8.18	9.10	40.30
Apsen Springs	36	25	30.5	65	2.6	183	1.83	1.94	2.06	2.07	2.30	10.20
Crowley Lake	489	367	428	875	2.37	2568	25.68	27.22	28.85	29.04	32.33	143.13
McGee Creek	30	21	25.5	41	1.95	153	1.53	1.62	1.72	1.73	1.93	8.53
June Lake	820	290	555	629	2.16	3330	33.30	35.30	37.42	37.66	41.92	185.60
Lee Vining	112	85	98.5	222	2.51	591	5.91	6.26	6.64	6.68	7.44	32.94
Mono City	94	63	78.5	172	2.73	471	4.71	4.99	5.29	5.33	5.93	26.25
Bridgeport	357	257	307	575	2.18	1842	18.42	19.53	20.70	20.83	23.19	102.66
Walker	445	335	390	721	2.15	2340	23.40	24.80	26.29	26.47	29.46	130.42
Coleville	201	171	186	495	2.89	1116	11.16	11.83	12.54	12.62	14.05	62.20
Topaz	42	21	31.5	50	2.38	189	1.89	2.00	2.12	2.14	2.38	10.53
Total of CDPs	3457	2278	2867.5	5,331								

APPENDIX C: COUNTY-DESIGNATED SCENIC HIGHWAY SYSTEM

APPENDIX B: COUNTY-DESIGNATED SCENIC HIGHWAY SYSTEM

Table 20: County-Designated Scenic Highway System Locations

ROAD	FROM	TO	MILES	SCENIC CORRIDOR ATTRIBUTES
US Highway 395	Nevada State Line (P.M. 120.5)	Junct w/SR 89 (P.M. 117.0)	3.5	Topaz Lake, State/County Entry Point
US Highway 395	Inyo N.F. Bdry (P.M. 104.8)	Junct w/US 395 & Emigrant St.N.(P.M. 76.8)	28.0	West Walker River Canyon, Devil's Gate Bridgeport Valley and Reservoir
US Highway 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 Conway Summit, Mono Basin & Lake, Dana Plateau, Mt. Gibbs
US Highway 395	Junct w/SR 120 Tioga Turnoff	Inyo County line (P.M. 0.0)	51.0	Mono Craters, June Mt., Inyo Craters, Devil's Punchbowl, Crestview, Mammoth Mtn., Sherwin Bowl
State Route 89	Junct. w/US 395 (P.M. 0.0)	Alpine County line (P.M. 7.6)	7.6	Monitor Pass, Antelope Valley Panorama Lake Tahoe Scenic Route
State Route 108	Tuolumne County Line (P.M. 0.0)	Junct. w/US 395 (P.M. 15.2)	15.2	Sonora Pass, Leavitt Meadow
State Route/ Highway 120	Tuolumne County Line (P.M. 0.0)	No. Junct. w/US 395 (P.M. 13.4)	13.4	Tioga Pass & Lake, Yosemite Park Route
State Route 120	So. Junct. w/US395 (P.M. 13.4)	1/2 mile1/2-mile sw of intersect. of SR 120	41.4	Mono Lake, Craters and Mill, Adobe Valley White Mountains

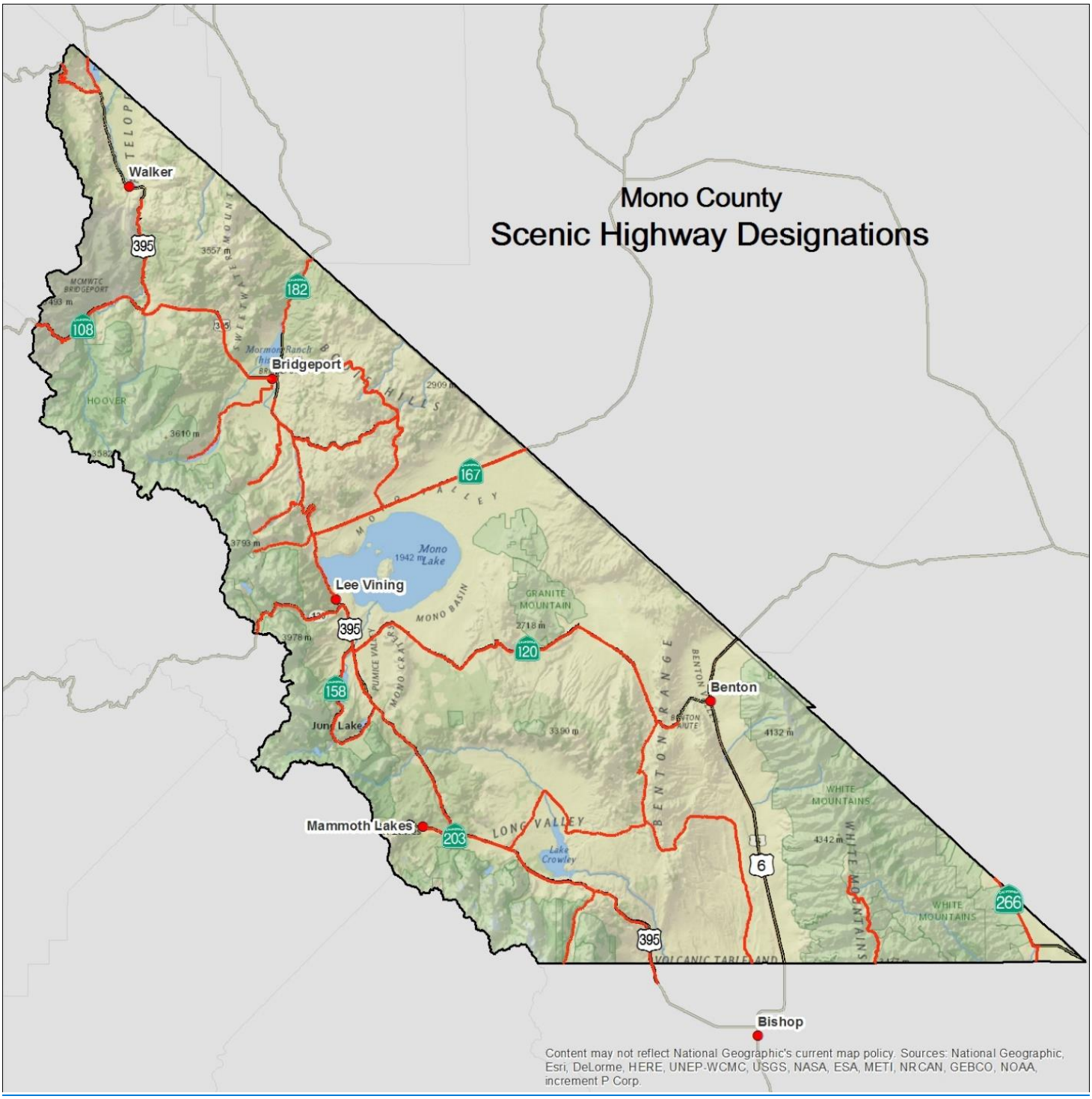
		& S.303 (P.M. 54.4)		
State Route 158	S. Junct. w/US 395 (P.M. 0.0)	No. Junct. w/US 395	15.6	June Lake, Oh Ridge!,Ridge, Mono Pass Grant & Silver Lake
State Route 167	Junct. w /US 395 (P.M. 0.0)	Nevada State Line (P.M. 5.8)	21.3	Mono Basin & Lake
State Route 168	Inyo County line (P.M. 0.0)	Nevada State 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/US 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/US 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 Mtns., 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/US 395 (P.M. 0.0)	Junct. w/SR 120 (P.M. 31.4)	30.9	Crowley Lake, White Mtns.
S. 410 (Lundy Lake Rd.)	Junct. w/US 395 (P.M. 0.0)	End (P.M. 6.7)	6.7	Lundy Lake
S. 412 (Cottonwood Rd.)	Junct. w/SR 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.SU. S 395 (P.M. 0.0)	End (P.M. 6.1)	6.1	Virginia Lakes and Creek
S. 416 (Green Lks Rd.)	Junct. w /US 395 (P.M. 0.0)	End (P.M. 9.4)	9.4	Green Lakes & Creek
S. 418 (Bodie Rd.)	Junct. w/SR 270 (P.M. 0.0)	Bodie (P.M. 3.8)	3.8	Bodie State Historic Park Route
(Rock Creek Rd)	Junct. w/US 395	Inyo County line	8.0	Rock Creek Canyon

S. 420 (Twin Lks. Rd.)	1/2 mile1/2-mile So./o Junct. w/US 395 (P.M. 0.5)	End (P.M. 13.7)	13.7	Twin Lakes, Robinson Creek, Sawtooth
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 USFS 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

Figure 11: Designated State Scenic Highways

Figure 12: Designated County Scenic Highways



APPENDIX D: PROPOSED LOCAL TRANSPORTATION PROJECTS

Potential Local Transportation Projects – Examples of Project Types:

- Providing sufficient shoulders to allow for bike lanes and pedestrian paths;
- Providing additional bicycle and pedestrian facilities;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
- Establishment of transportation museums;
- 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.; and
- Providing interpretive/information signs and exhibits.

Potential Local Transportation Projects by Area/Road

US 395 Antelope Valley

1. 1. Acquisition of nearby deer habitat areas.
2. 2. Enhancement of deer habitat on the west side of 395 to reduce the number of highway crossings.
3. 3. Enhance available water and forage for deer.
4. 4. Install additional deer-crossing warning signs.
5. 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 US 395).
6. Establish screening vegetation for deer around Marine housing complex, in cooperation with BLM and Marine Corps.
6. 1. 7. Widen shoulders to allow for vehicle turnouts and scenic viewing.
7.

SR 182 Walker River Bridge Project (at Bridgeport Reservoir Dam)

1. 1. Enhance swallow habitat.
2. 2. Enlarge existing turnout/parking area and include interpretive facilities.
0. 3. Improve SR 182 to include a bikeway to the state line.
3.
0. 4. Provide for improved pedestrian access & crossings on the north/south sides of the bridge.
4.

US 395 Bridgeport Main Street

1. Construct northern sidewalk gap on the west end of town from Buster's Market site to existing sidewalk.
2. Improve northern sidewalk from Burger Barn to Walker River Lodge.
3. Add southern sidewalk section on west end of town from Twin Lakes Road to the rodeo grounds.
4. Construct (removable) curb extensions and pedestrian-activated warning lights at existing crosswalks.
5. Improve walkability using features such as pedestrian furniture, pedestrian-scale street lighting, trash/recycling receptacles, bike racks, additional crosswalks, and street trees/landscaping beautification.
1. Design and construct signage and wayfinding for the town core.
6.
1. DDesign and construct gateway monument signs at the ends of town.
7.

Bridgeport Valley Trails

1. Provide for a mountain biking trail in the Bridgeport vicinity.
0. Maintain existing trails.
2.

Twin Lakes Road Resurfacing (Bridgeport)

1. 1. Construct bike lane along shoulder or parallel to existing route, for approximately 13 miles.
0. 2. Enhance wetland values or provide replacement wetlands.

2.

US 395 Conway Summit Passing Lane

1. Complete four-laning or passing lane addition on US 395 north of Conway Summit.
2. Install interpretive signs at Mono Basin Overlook regarding deer migration and restrooms.
3. 2. In conjunction with Cemetery Road project, enhance forage on BLM and State lands.
1. 3. Preserve via land purchase or other measures scenic Mono Basin properties.
4.
4. Rehabilitate/stabilize Conway Summit road cuts.
5.

Big Virginia Lake Road and Trailhead Improvements

0. 1. Provide access/fishing pier at Big Virginia Lakes.
1.

US 395 Cemetery Road Passing Lane

1. 1. Fisheries enhancement in Mill Creek (creation of pools, fencing to exclude sheep, providing for fish passage through upstream diversions on Mill Creek).
2. 2. Enhance forage on BLM and State lands.
0. 3. Vista pullout and parking for Mono Lake viewing and Mill Creek access.

US 395 Four-Lane Project Between Lee Vining and June Lake

1. 1. Mono Basin Scenic Area viewpoint.
2. 2. Improve wildlife habitat.
3. 3. Interpretive turnout/parking area to highlight Walker/Parker/Rush Creek restoration.
4. 4. Lee Vining Creek interpretive signing, trail construction, and trailhead parking,Lee Vining Creek interpretive signing, trail construction, and trailhead parking coordinated with community and USFS current trail efforts.
5. 5. Visual enhancement of US 395/SR 120 junction.
6. 6. SR 120 pullouts and parking for Mono Lake viewing, visitor orientation, interpretive and information station.
7. 7. Walker and Rush creeks, access parking for fishing, hiking, etc.
0. 8. North US 395/SR 158 junction, information station to provide visitors with recreation opportunities around June Lake Loop.
8.

US 395 –395 Sand- Sand House Grade Segment

1. 1. June Lake Junction self-serve information station (kiosk). Cooperative project to provide visitors with recreation opportunities around June Lake Loop.
2. 2. Pullout, scenic viewing facilities, and trail to view Mono Lake (halfway point).
3. 3. Deer watering facility at base of Sand House Grade to reduce highway crossings.
4. 4. Trailhead parking for Nordic (cross country) skiers and snowmobilers at June Lake Junction (could also be used as park-and-ride facility for commuters).
5. 5. Snowmobile crossing north of June Lake Junction.

6. Parking near Bouldering Sites.

SR 158 Improvements -Improvements June- June Lake Loop

1. 1. Pullouts and interpretive exhibits at key points along the Scenic Byway (tied to Avalanche Bypass Road and widening projects).
2. 2. Silver Lake Roadside Bike/Pedestrian Path (tied to widening projects).
3. 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, andinlet and constructing a sedimentation barrier at the Gull Lake inlet.
4. 4. Parking and interpretive and rest facilities at June Lake Ballfield/Roadside Park.

0. 5. Down Canyon Trail project development and construction.

5.

US 395 Improvements along Deadman Grade Segment

1. 1. Snowmobile trailhead (parking, information station, restroom) off Logging Camp Road.

0. 2. Nordic ski trailhead (parking, information station, restroom) off Obsidian Dome Road.

2.

0. 3. Snowplay parking at top of Deadman Grade (allow safe parking at existing site).

3.

Benton Crossing Road

1. 1. Erosion control for graded section of Benton Crossing Road from Watterson Grade to SR 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.

1.

1. 2. Deer habitat improvement.

2.

Lower Rock Creek Road

7.1. Construct bike lane from south county line to US 395 (approximately nine miles).

8.2. Develop bridge on Lower Rock Creek Trail.

APPENDIX ED: CURRENT PROGRAMMING AND FINANCING

Current Improvement Programs

- Mono County Highway Improvement Programs
- Mono County Roadway Improvement Program
- Town of Mammoth Lakes Roadway Improvement Program
- Mono County Airport Capital Improvement Programs
- Town of Mammoth Lakes Airport Capital Improvement Programs
- Mono County Unconstrained Projects List

Current Financing

- Mono County Projected Transportation System Operating Costs
- Town of Mammoth Lakes Transportation System Operating Costs
- Mono County Revenue Projections
- Town of Mammoth Lakes Revenue Projections

Short-Range Highway Improvement Program: SHOPP, STIP, HSIP, ATP

Table 21: Short-Range Highway Improvement Program Projects

Route	Beginning PM	End PM	Location	Project Description	CTC Project Category	Tier	Est. Total Cost ($1000)	Funding Source
00606	5.4675.467	24.70624.706	Chalfant and Benton from 0.7 mile north of Brown Subdivision Road to Walker PlaceChalfant and Benton from 0.7 mile north of Brown Subdivision Road to Walker Place	Widen shoulders widen shoulders	System ManagementSystem Management	IIIIII	$10,000$10,000	SHOPPSHOPP
00606	24.70624.706	26.03026.030	Benton from Walker Place to 0.3 mile north of Christie LaneBenton from Walker Place to 0.3 mile north of Christie Lane	Widen shoulders widen shoulders	System ManagementSystem Management	IIIIII	$1,000$1,000	SHOPPSHOPP
00606	26.04026.040	32.29032.290	Near Benton from 0.3 mile north of Christie Lane to the California/Nevada state lineNear Benton from 0.3 mile north of Christie Lane to the California/Nevada state line	Widen shoulders widen shoulders	System ManagementSystem Management	IIIIII	$3,000$3,000	SHOPPSHOPP
10810	4.0004.000	5.0005.000	From 1.0 mile east of Soda Creek Bridge (No. 47-0018) to 1.950 miles east of Soda Creek Bridge (No. 47-0018) From 1.0 mile east of Soda Creek Bridge (No. 47-0018) to 1.950 miles east of Soda Creek Bridge (No. 47-0018)	Curve correction curve correction	System ManagementSystem Management	IVIV	$1,500$1,500	STIP, SHOPPSTIP, SHOPP

10810808	9.8249.824	15.14915.149	From 0.4 mile west of Wolf Creek Bridge (No. 47-0016) to US 395 From 0.4 mile west of Wolf Creek Bridge (No. 47-0016) to US 395	Construct shoulders construct shoulders	System Management System Management	IIIIII	$2,500$2,500	SHOPPSHOPP
12012020	4.5004.500	5.4005.400	In Mono County near Lee Vining from 2.1 miles east of Ellery Lake Campground Road to 3.2 mile west of Poole Power Plant Road In Mono County near Lee Vining from 2.1 miles east of Ellery Lake Campground Road to 3.2 mile west of Poole Power Plant Road	Rockfall mitigation rockfall mitigation	System Management System Management	IVIV	$40,000$40,000	STIP, SHOPPSTIP, SHOPP
12012020	57.98057.980	58.99058.990	Near Benton from Clark Ranch Road to US 6Near Benton from Clark Ranch Road to US 6	Widen shoulders widen shoulders	System Management System Management	IIIIII	$1,000$1,000	SHOPPSHOPP
15815858	0.0000.000	15.83615.836	Near June Lake from the south junction with US 395 to the north junction with US 395Near June Lake from the south junction with US 395 to the north junction with US 395	Upgrade drainage upgrade drainage	System Preservation System Preservation	IIIIII	$1,000$1,000	SHOPPSHOPP
16716767	10.00010.000	21.30021.300	Near Mono Lake from 10.0 miles east of US 395 to the Nevada state lineNear Mono Lake from 10.0 miles east of US 395 to the Nevada state line	2R rehab-full depth recycle2R rehab-full depth recycle	System Management System Management	IIIIII	$3,500$3,500	SHOPPSHOPP
18218282	0.0000.000	0.8080.808	At Bridgeport from US 395 to Sagebrush Drive	Widen shoulders	System Management S	IIIIII	$100$100	SHOPPSHOPP

			At Bridgeport from US 395 to Sagebrush Drive	widen shoulders	ystem Management			
26620 3	0.0004. 470	4.3504 .782	Near Oasis from California/Nevada state line to SR 168 In Mammoth Lakes from Forest Trail Road to Lake Mary Road/Minaret Road	Mitigation for free range cattlecurb , gutter, and sidewalks will be constructe d as a condition of further developme nt	System ManagementS ystem Expansion	IVIII	$500$500	SHOPPST IP
27020 3	0.0004. 782	9.8055 .090	South of Bridgeport from US 395 to end of pavementIn Mammoth Lakes from Lake Mary Road/Minaret Road to Mountain Boulevard	Paved turnoutsco nstruct sidewalk, north side of highway	System ManagementS ystem Expansion	IVIII	$2,000$40 0	ATPSTIP
27020 3	0.0004. 782	9.8055 .230	South of Bridgeport from US 395 to end of pavementIn Mammoth Lakes from Lake Mary Road/Minaret Road to Sierra Boulevard	Culvert extensions construct sidewalk, south side of highway	System ManagementS ystem Expansion	IVIII	$500$500	SHOPPST IP
27026 6	0.0000. 000	9.8054 .350	South of Bridgeport from US 395 to end of pavementNear Oasis from California/Nevada state line to SR 168	Widen shoulders mitigation for free range cattle	System ManagementS ystem Management	IVIV	$10,000$5 00	SHOPPSH OPP
39527 0	9.0000. 000	10.700 9.805	At Lower Rock Creek Rd. intersection or Upper Rock Creek Rd. intersectionSouth of Bridgeport from US 395 to end of pavement	Intersectio n improvem ent/possib le frontage roadpaved turnouts	System ManagementS ystem Management	IVIV	$3,500-$6,000$2,0 00	STIP, SHOPPA TP
39527 0	4.1000. 000	4.5009 .805	On Sherwin Grade 4.1 miles north of the	Vista Points	System ManagementS	IIIIV	$1,800$50 0	ATPSHO PP

			Inyo/Mono county line at both the northbound and southbound vista pointsSouth of Bridgeport from US 395 to end of pavement	improvements/ADAculvert extensions	ystem Management			
39527	6.8000.000	9.9009.805	From 2.6 miles south of Lower Rock Creek Road to 0.3 miles south of Rock Creek RoadSouth of Bridgeport from US 395 to end of pavement	Widen shoulders widen shoulders	System ManagementSystem Management	IIIV	$2,500$10,000	SHOPPSHOPP
39539 5	6.9009.000	10.300 10.700	Near Tom's Place from 2.4 miles south of Lower Rock Creek Rd. to Rock Creek Rd.At Lower Rock Creek Rd. intersection or Upper Rock Creek Rd. intersection	3R Rehabilitate Pavementintersection improvements and possible frontage road	System PreservationSystem Management	IVIV	$16,000$3,500-$6,000	STIP, SHOPPSTIP, SHOPP
39539 5	10.1794.100	10.3494.500	From 0.1 mile south of Rock Creek Road to 0.1 mile north of Rock Creek Road On Sherwin Grade 4.1 miles north of the Inyo/Mono county line at both the northbound and southbound vista points	Construct NB & SB acceleration & right-turn pocket lanesVista Points improvments / ADA	System ManagementSystem Management	IIIIII	$500$1,800	SHOPPATP
39539 5	40.0006.800	45.0009.900	From 0.3 mile south of SR 158 to 0.1 mile north of Old West Portal RoadFrom 2.6 miles south of Lower Rock Creek Road to 0.3 miles south of Rock Creek Road	CAPMwiden shoulders	System PreservationSystem Management	IIII	$6,000$2,500	SHOPPSHOPP

39539	57.8006.900	60.20010.300	Near Lee Vining from 0.4 mile south of SR 167 to 0.2 mile north of Conway Ranch RoadNear Tom's Place from 2.4 miles south of Lower Rock Creek Rd. to Rock Creek Rd.	Construct passing lanes3R Rehabilitate Pavement	System ManagementSystem Preservation	IVIV	$8,000$16,000	STIP, SHOPPSTIP, SHOPP
39539	62.50010.179	62.50010.349	Conway Vista Point near Mono Lake at the Conway Vista PointFrom 0.1 mile south of Rock Creek Road to 0.1 mile north of Rock Creek Road	Vista Point improvements/ADAconstruct NB & SB acceleration & right-turn pocket lanes	System ManagementSystem Management	IIIIII	$1,600$500	ATPSHOPP
39539	66.0004 0.000	68.00045.000	About 10 miles south of Bridgeport from 2.5 miles north of Virginia Lakes Road to 3.9 miles south of Green Creek RoadFrom 0.3 mile south of SR 158 to 0.1 mile north of Old West Portal Road	Construct passing lanesCAPM	System ManagementSystem Preservation	IVII	$20,000$6,000	STIP, SHOPPSHOPP
39539	69.8505 7.800	75.00060.200	Near Bridgeport from SR 270 to 0.2 mile north of Huggans LaneNear Lee Vining from 0.4 mile south of SR 167 to 0.2 mile north of Conway Ranch Road	CAPM or Rehabconstruct passing lanes	System PreservationSystem Management	IIIV	$3,600 - $11,000$8,000	SHOPPSTIP, SHOPP
39539	72.8006 2.500	73.50062.500	Near Bridgeport from 0.9 mile north of Green Creek Rd. to 1.3 miles south of Huggans LaneConway Vista Point near Mono Lake at the Conway Vista Point	Curve correction Vista Point improvments / ADA	System ManagementSystem Management	IVIII	$10,000$1,600	STIP, SHOPPATP

39539	73.4006.000	83.10068.000	Near Bridgeport from 1.5 miles north of Green Creek Rd. to 2.5 miles north of Buckeye Rd.About 10 miles south of Bridgeport from 2.5 miles north of Virginia Lakes Road to 3.9 miles south of Green Creek Road	Construct passing lanesconstruct passing lanes	System ManagementSystem Management	IIIIV	$10,000$20,000	STIP, SHOPPSTIP, SHOPP
39539	76.3006 9.850	76.50075.000	In Bridgeport from SR 182 to Sinclair StreetNear Bridgeport from SR 270 to 0.2 mile north of Huggans Lane	Construct sidewalkCAPM or Rehab	System ExpansionSystem Preservation	IIIII	$200$3,600 - $11,000	ADA, ATPSHOPP
39539	88.4007 2.800	91.60073.500	Between .03 miles north of Devil's Gate Summit and Burcham Flat Rd.Near Bridgeport from 0.9 mile north of Green Creek Rd. to 1.3 miles south of Huggans Lane	Widen shoulders curve correction	System ManagementSystem Management	IIIIV	$5,000$10,000	SHOPPSTIP, SHOPP
39539	90.8007 3.400	92.30083.100	North of Bridgeport from 0.7 mile south of Burcham Flat Rd. to 0.7 mile south of Little Walker River Rd.Near Bridgeport from 1.5 miles north of Green Creek Rd. to 2.5 miles north of Buckeye Rd.	Curve correction /realignment construct passing lanes	System ManagementSystem Management	IIIIII	$13,000$10,000	STIP, SHOPPSTIP, SHOPP
39539	93.4007 6.300	95.70076.500	From .03 mile south of Route 108 to 2.0 miles north of SR 108In Bridgeport from SR 182 to Sinclair Street	Widen shoulders construct sidewalk	System ManagementSystem Expansion	IIIIII	$2,000$200	SHOPPADA, ATP
39539	101.27388.400	106.350 91.600	Near Coleville from 5.1 miles south of Eastside Lane to Eastside Lane Between .03 miles north of Devil's Gate	Widen shoulders widen shoulders	System ManagementSystem Management	IIIIII	$2,500$5,000	SHOPPSHOPP

			Summit and Burcham Flat Rd.					
39539 5	106.000 90.800	115.000 92.300	Near Coleville from 0.3 mile south of Eastside Lane to 0.3 mile north of Topaz LaneNorth of Bridgeport from 0.7 mile south of Burcham Flat Rd. to 0.7 mile south of Little Walker River Rd.	CAPMcurve correction / realignment	System PreservationSystem Management	IIIII	$2,000$13,000	SHOPPSTIP, SHOPP
39539 5	106.350 93.400	116.965 95.700	Near Coleville from Irrigation Canal Bridge (No. 47-0056) to SR 89From .03 mile south of Route 108 to 2.0 miles north of SR 108	Widen shoulders widen shoulders	System ManagementSystem Management	IIIIII	$5,000$2,000	SHOPPSHOPP
395	101.273	106.350	Near Coleville from 5.1 miles south of Eastside Lane to Eastside Lane	widen shoulders	System Management	III	$2,500	SHOPP
395	106.000	115.000	Near Coleville from 0.3 mile south of Eastside Lane to 0.3 mile north of Topaz Lane	CAPM	System Preservation	II	$2,000	SHOPP
395	106.350	116.965	Near Coleville from Irrigation Canal Bridge (No. 47-0056) to SR 89	widen shoulders	System Management	III	$5,000	SHOPP

SHOPP Projects[HL2]

Table 22: SHOPP Projects

Project Name	Route	PM	Construction Cost ($ in millions, escalated)	Comments/Status
Conway Guardrail	395	60.0/69.9	$2.6	Remove existing guardrail and install Mid-West Guardrail. District Approval 6/11/15. Program concurrence 7/9/15. Begin environmental 7/1/16. Construction in progress

North Sherwin Shoulders	395	6.8/9.9	$13.7	Widen shoulders to 10 feet just South of Toms Place. District approval 6/26/15. Waiting for funding
Lee Vining ADA	395	51.1/51.7	$1.5	Reconstruct curb ramps, driveway openings, repair damaged and non-compliant sidewalk. District approval 6/11/15. Waiting for funding.
Sheep Ranch Shoulders	395	80.5/84.3	$4.4	Add 8 foot8-foot shoulders and treat 4 rockfall locations. Environmental work completed with construction expected in 2017.
Aspen-Fales Shoulder Widening	395	88.4/91.6	$5.9	Widen shoulders to 8 feet, install rumble strip, correct superelevationsuper elevation at one horizontal curve. Construction 2019.
McNally Shoulders	6	0.0/0.8, 4.3/8.4	$3.8	Widen shoulders to 8 feet. District approval 6/26/15. Program concurenceconcurrence 7/9/15. Begin environmental 7/1/16.
Inyo/Mono Rumble Strips & Signs	var	Various	$0.4	Install signs and rumble strip at numerous locations in Inyo and Mono County
Green Lakes CAPM	395	69.8/76.0	$4.0	Rehabilitate pavement. Construction 2016.
Bridgeport Culverts	395	77.0/87.0	$1.5	Replace or repair 40 (or so) culverts north and south of Bridgeport. Construction in 2016.
Little Walker Shoulders	395	93.4/95.7	$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevationsuper elevation of two horizontal curves. Construction 2019. Environmental Studies complete.
Walker CAPM	395	106.3/120.5	$14.3	Cold in-place recycle pavement strategy from Walker to Nevada.
Inyo/Mono Bridge Transition Rail	var	Various	$3.7	Upgrade barrier approach rail. Environmental complete Jan 2015, construction 2016.
Lee Vining Rockfall	395	52.1/53.7	$6.0	Final Environmental Document complete July 2013; Revegetation2013; Revegetation test plots minor project underway. Construction began May 4. Contractor proposes to complete the project in one construction season. Phase 1 (slopes 1, 2, 5, and 6) is complete. Phase 2 (slopes 3 and 4) will begin as soon as possible in spring 2016. Due to fire, project was extended.
Italicized font indicates 2016 SHOPP.				

Long-Range Highway Improvement Program

Caltrans Interregional Improvement Program (IIP)*

The Mono County Local Transportation Commission supports Caltrans District 9's 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 US 395.

Table 23: Caltrans MOU Projects[HL3]

Priority	County	Project Description
# 1	Inyo	Olancha-Cartago 4-lane
#2	Kern	Freeman Gulch 4-lane Segment 1
#3	Kern	Freeman Gulch 4-lane Segment 2
#4	Kern	Freeman Gulch 4-lane Segment 3
#6	San Bernardino	Southern US 395 Corridor 4-lane
#5a	Mono	North Conway Passing Lanes R14-09 (09 (New MOU project for Mono County – MOU revision)
#7	Mono	Conway Ranch Passing Lanes
# 5a	Mono	Bridgeport Valley Passing Lanes R14-09 (New(New MOU project for Mono County – MOU revision)
#9	Kern	Inyokern 4-lane

* These projects should include various CMS, HAR, dynamic curve warning system, and other roadway applications in their scopes where appropriate.

Mono County Roadway Improvement Program

Mono County Short-Term Range Local Roadway Improvement Program

Mono County's Short-Term Local Roadway Improvement Program focuses on road maintenance and rehabilitation. Projects will be prioritized based on the most effective use of resources. Pavement sections may not be resurfaced or rehabilitated based solely on PCI ratings. Instead, projects may be consolidated by community area and prioritized based on an assessment of the overall status of pavement within a community area. This approach will enable the County to minimize mobilization costs and maximize funding available for roadway rehabilitation.

Table 24: Mono County Short-Range Projects

Road	Location	Length of pavement	PCI	Snow Removal Priority
Rock Creek Road	Sunny Slopes	8.05	4.00	IV
Dawson Ranch Road	Hammil Valley	0.77	4.00	III
Hammil Road	Hammil Valley	0.78	4.00	III
Crestview Drive	Hammil Valley	0.5	4.00	III
Black Rock Mine Road	Hammil Valley	7.88	2.00	III
Walker Place	Benton	0.09	4.00	III
South Road	Benton	0.32	4.00	III
Reichert Ranch Road	Benton	0.69	4.00	III
Owens River Road	Near Benton Xing LF	3.8	3.00	IV
School Road	Near Hot Creek Fish Hatchery	0.12	3.00	I
Substation Road	Old Mammoth Substation	1.53	4.00	III
Antelope Springs Road	Old Mammoth Substation	0.94	3.00	III
Airport Road	Mammoth Yosemite Airport	1.34	6.00	II
Hot Creek Hatchery Road	Mammoth Yosemite Airport	1	5.00	III
Aspen Terrace	Hilton Creek	0.27	4.00	III
Delta Drive	Hilton Creek	0.27	4.00	III
Hilton Creek Drive	Hilton Creek	0.23	4.00	III
Crowley Lake Circle	Hilton Creek	0.04	4.00	III
Virginia Avenue	Chalfant Valley	0.21	4.00	III
Chase Avenue	Chalfant Valley	0.2	4.00	III
Brown Subdivision Road	Chalfant Valley	0.1	4.00	I
Chidago Way	Chalfant Valley	0.2	4.00	I
Piute Lane	Chalfant Valley	0.09	4.00	III
Coyote Road	Chalfant Valley	0.2	4.00	III
Buena Vista Drive	Chalfant Valley	0.23	4.00	III
Lisa Lane	Chalfant Valley	0.28	4.00	I
Ronda Lane	Chalfant Valley	0.17	4.00	III

Mary Lane	Chalfant Valley	0.17	4.00	III
Montana Road	Sunny Slopes	0.05	4.00	III
Pumice Mine Road	Just south of June Lake Junction	0.41	4.00	V
Aspen Road	June Lake	0.22	4.00	III
Test Station Road	Lee Vining	2.86	4.00	III
Dross Road	Lee Vining	0.41	4.00	II
Ellery Lake Campground Road	Off Tioga Pass Road	0.25	4.00	V
Goat Ranch Cutoff	Conway Ranch	0.7	4.00	III
Forest Road	June Lake	0.4	4.00	III
Lyle Terrace Road	June Lake	0.39	4.00	III
Gull Lake Campground Road	June Lake	0.31	4.00	V
Conway Road	Conway Ranch	0.34	3.50	III
Glacier Canyon Road	Conway Ranch	0.25	3.00	III
Lundy Circle	Conway Ranch	0.07	3.00	III
Bodie Circle	Conway Ranch	0.06	3.00	III
Hunewill Ranch Road	Bridgeport/Twin Lakes	1.04	4.00	III
Spur Court	Twin Lakes	0.07	4.00	III
Ramp Road	Bridgeport	0.2	3.00	III
Jack Sawyer Road	Bridgeport	0.19	3.50	III
Kirkwood Street	Bridgeport	0.1	4.00	III
Stock Drive	Bridgeport	0.5	5.00	III
Court Street	Bridgeport	0.04	5.00	III
Bryant Street	Bridgeport	0.2	4.50	I
Cemetery Road	Bridgeport	0.04	3.00	III
Shop Road	Walker	0.07	4.00	I

Mono County Roadway Improvement Program

Mono County Long-Range Local Roadway Improvement Program [HL4]

Road Rehabilitation Projects

- Airport Road (Lee Vining)
- Airport Road/Hot Creek Hatchery Road
- Antelope Springs Road
- Benton Crossing Road
- Buckeye Road
- Cemetery Road
- Convict Lake Road
- Crowley Lake Drive
- Cunningham Lane
- Eastside Lane
- Hackamore Lane
- Hunewill Ranch Road
- Lower Rock Creek Road
- Lundy Canyon Road
- McGee Creek Road
- Mt. Morrison Road
- Northshore Drive
- Oil Plant Road
- Owens Gorge Road
- Owens River Road
- Pit Road
- Ramp Road
- Rock Creek Road
- Sawmill Road
- Sherwin Creek Road
- Substation Road
- Swall Meadows Road
- Test Station Road
- Twin Lakes Road
- Utility Road
- Virginia Lakes Road
- Yellow Jacket Road

Bridge Projects

- Topaz Lane bridge repairs
- Cunningham Lane bridge replacement
- Bridge repairs & replacements as identified

Preventative Maintenance Projects

- Countywide projects as identified by the adopted PMS

Complete Street Projects

- Bridgeport Pedestrian/Bicycle Improvements
- Twin Lakes Road Bike Lanes
- Lower Rock Creek Road bicycle climbing lane
- Paradise trail system

Road Rehabilitation Projects by Community

- Benton
- Bridgeport
- Chalfant
- Coleville
- Conway Ranch
- Crowley Lake
- Hammil Valley
- June Lake
- Lee Vining
- Mono City
- Paradise
- Sunny Slopes
- Swall Meadows
- Topaz
- Walker
- White Mountain Estates

Main Street Revitalization Projects

- June Lake (SR 158)
- Lee Vining (SR 395)
- Bridgeport (SR 395)

Miscellaneous Improvement Projects

- Bridgeport wayfinding
- Countywide transit stop improvements
- Chalfant - Safe Routes to School bus stops
- Countywide bike rack system
- Fuel System upgrades
- ITS upgrades - transit and emergency services
- Public Works ITS monitoring program
- Stabilization of cut slopes
- Road Shop facility improvements
- Road Shop site improvements
- Safety upgrades - culverts, guard rail, signage, etc.

Class 1 Bike Path Projects

- Bridgeport Trail System
- Chalfant Loop Road
- Lower Rock Creek Road to Tom's Place Connector
- Mountain Gate Phase 3 trail
- Owens Gorge Road to Benton Crossing Connector
- Paradise trail system

New Road / Road Extension Projects

- Bodie Road - construct last two miles to State Park
- Lower Rock Creek Road to Crowley Lake Drive
- Mono City Emergency Access Road
- Owens Gorge Road to Benton Crossing
- Petersen Tract Emergency Access Road
- Swall Meadows Emergency Access Road

Town of Mammoth Lakes Roadway Improvement Program

Town of Mammoth Lakes Short-Term Range Local Roadway Improvement Program

- Lake Mary Sidewalk
- OMR Beautification Project
- Parcel Projects
- Minaret MUP
- South Main MUP
- Laurel Mountain Sidewalks
- Town-wide MUP Rehabilitation
- Bluffs Subdivision Rehab Project
- Knolls Area Street Rehab Project
- Old Mammoth Area Street Rehab Project
- Kelley Track Area Street Rehab Project
- Tamarack to Sherwin Meadow Connector Path Project
- Transit Shelter Replacement

Transit HubsLower Canyon Boulevard Project
Meridian Boulevard Safe Routes to School Project
Middle/Elementary School Connector Safe Routes to School Project
Waterford Gap Closure Project BTA Grant
Minaret to Mammoth Creek Park Class 1 Bike Path Closure Project
Meridian Boulevard Roundabout and Signal Relocation Project
West Minaret Road Pedestrian and Safety Improvements Project
North Main Street Pedestrian and Safety Improvements Project
Southerly Airport Access Road Project
Bluffs Subdivision Rehab Project

Knolls Area Street Rehab Project
Old Mammoth Area Street Rehab Project
Kelley Track Area Street Rehab Project
Lake George Connector Path Project
Tamarack to Sherwin Meadow Connector Path Project

Town of Mammoth Lakes Roadway Improvement Program

Town of Mammoth Lakes Long-Range Local Roadway Improvement Program

Town of Mammoth Lakes Long-Range Local Roadway Improvement ProgramSherwin Creek Road Improvements

- Sawmill Cutoff Road Improvements
- West Airport Road Access
- East Airport Access Road

Sierra Park Road Extension

- Tavern Road Extension

Sierra Nevada Road Extension
Chateau Road Extension

- Thompsons Way Extension
-

North Village Area Assessment District Street Work
OMR 3R Main Street to Minaret Rd
Forest Trail 4R
Meridian Blvd 3R SR 203 to Sierra Park Rd
Main St/Manzanita left turn lane
Main St/Mountain Blvd intersection improvements
Old Mammoth Rd/Sierra Nevada Rd intersections improvements
Azimuth/Meridian intersection improvements
Kelley/Lake Mary Road intersection improvements
Lakeview/Lake Mary intersection improvements

- Westerly Majestic Pines/Meridian intersection improvements

Easterly Majestic Pines/Meridian intersection improvements
Minaret/Forest Trail intersection improvements

- Minaret/Meridian intersection improvements

Minaret/OMR intersection improvements
Meridian/Sierra Park intersection improvements
Lake Mary Road/Canyon Blvd Signal Modifications
Meridian Blvd Project
Meridian Blvd Project
Waterford Avenue Crossing
Park and Ride Lots - Village, Main St, S. OMR, Airport
Pedestrian Crossing Improvements
Extend Main St. (SR 203) Turn Lane Manzanita to Minaret
Main St. (SR 203) Frontage Roads
Main St. (SR 203) Signal USPO and Mountain
Minaret/Main (SR 203) intersection improvements

- Main (SR 203)/Center Street intersection improvements

Main (SR 203)/Forest Trail intersection improvements

Main (SR 203) Pedestrian and Safety Improvements (north side)

- Main (SR 203) Pedestrian and Safety Improvements (south side)

Main (SR 203) Revitalization and safety Improvements

-

Complete Street Projects

Hillside Drive

Lake Mary Road

- Laurel Mountain Road
- Minaret Road
- Monterey Circle
- Commerce Circle

Chateau Road

Azimuth

- Chaparral and extension
-

Mountain BoulevardLakeview Blvd

-
- Red Fir
- Lake Mary Road

Miscellaneous Improvement Projects

- Municipal Wayfinding
- Town-wide Transit Stop Improvements
- Eastern Sierra Transit Authority facility expansion
- Town Maintenance Yard Parking Barn

Welcome Center enhancements

- Town Fueling Island upgrades
- ITS Upgrades - Transit and Emergency Services
- Public Works ITS Monitoring Program
-

Community Center Parking LotScenic Loop staging parking lots

-
- Shady Rest Parking Lot
- Mammoth Crest Park Parking Lot

Class 1 Bike Path Projects

Old Mammoth Road Mammoth Creek Park to Minaret Rd Gap

Waterford Gap

- South Side Main St Callahan Way to Minaret

West Side Minaret Road

Sherwin Loop

Knolls Loop

Lake Mary Loop

Welcome Center Loop

Chair 15 Connector

- Miscellaneous Connectors
- Trail System Wayfinding
- South Side Main St Callahan Way to Minaret
- West Side Minaret Road

Mono County AirportAirport Improvement Program[HL5]

Table 25: Lee Vining Airport Capital Improvement Program (NPIAS No. 06-0119)

FISCAL YEARS 2013-2018

YEAR		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013					
	1	Airport Layout Plan Narrative	$53,900	$6,100	$61,000
		TOTAL 2013	**$53,900**	**$6,100**	**$61,000**
2014					
	2	Engineering Design Project 3	$16,200	$1,800	$18,000
	3	Holding Apron at Cross T/W at R/W 15	$95,400	$10,600	$106,000
	4	Airport Land Use Compatibility Plan	State Funded		
	5	NEPA Document – Projects 7 and 8	$40,500	$4,500	$45,000
		TOTAL 2014	**$152,100**	**$16,900**	**$169,000**
2015					
	6	Engineering Design Projects 7 and 8	$54,000	$6,000	$60,000
	7	Install AWOS, Apron Lighting and Rotating Beacon	$288,000	$32,000	$320,000
		TOTAL 2015	**$342,000**	**$38,000**	**$380,000**
2016					
	8	Construct Perimeter Fencing	$346,500	$38,500	$385,000
	9	NEPA Document – Project 12	$45,000	$5,000	$50,000
		TOTAL 2016	**$391,500**	**$43,500**	**$435,000**
2017					
	10	Engineering Design Project 12	$162,000	$18,000	$180,000
	11	Pavement Maintenance/Management Program	$63,000	$7,000	$70,000
		TOTAL 2017	**$225,000**	**$25,000**	**$250,000**
2018					
	12	Construct Parallel Taxiway to Runway 15-33; Construct Tie Down Apron; construct hangar taxi lanes	$1,650,600	$183,400	$1,834,000
	13	Engineering Design Projects 14 and 15	$49,500	$5,500	$55,000
		TOTAL 2018	**$1,700,100**	**$188,900**	**$1,889,000**
		2013 - 2018 TOTAL	**$3,221,100**	**$357,900**	**$3,579,000**

Bryant Field Airport Capital Improvement Program (NPIAS No. 06-0030)

Table 26: Bryant Field Airport Capital Improvement Program (NPIAS No. 06-0030)

FISCAL YEARS 2013-2018

YEAR		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013					
	1	Airport Layout Plan Narrative with Updated APL Plans	$54,900	$6,100	$61,000
		TOTAL 2013	**$54,900**	**$6,100**	**$61,000**
2014					
	2	Land Acquisition – Stock Drive	$61,200	$6,800	$68,000
	3	Airport Land Use Compatibility Plan	State Funded		
	4	Engineering Design Project 5	$29,700	$3,300	$33,000
		TOTAL 2014	**$90,900**	**$10,100**	**$101,000**
2015					
	5	Construct perimeter fencing	$292,500	$32,500	$325,000
	6	Engineering Design Projects 7 and 9	$49,500	$5,500	$55,000
		TOTAL 2015	**$342,000**	**$38,000**	**$380,000**
2016					
	7	Realign Stock Drive	$324,900	$36,100	$361,000
		TOTAL 2016	**$324,900**	**$36,100**	**$361,000**
2017					
	8	Pavement Maintenance/Management Program	$63,000	$7,000	$70,000
		TOTAL 2017	**$63,000**	**$7,000**	**$70,000**
2018					
	9	Construct two tee hangars	$157,500	$17,500	$175,000
		TOTAL 2018	**$157,500**	**$17,500**	**$175,000**
		2013 - 2018 TOTAL	**$1,033,200**	**$114,800**	**$1,148,000**

Town of Mammoth Lakes Airport Improvement Program

Mammoth Yosemite Airport Capital Improvement Program

FISCAL YEARS 2013-2026

YEAR		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJE
2013					
	1	Remark Runway, Taxiway and Apron	$164,700	$18,300	
	2	Engineering Design Projects 6, 10 and 13	$10,800	$1,200	
		TOTAL 2013	**$175,500**	**$19,500**	
2014					
	3	Airport Land Use Compatibility Plan (ALUC)	State Funded		
	4	Environmental Assessment Projects 12, 14-17, and 21	$405,000	$45,000	
	5	Engineering Design Projects 7, 8, and 9	$37,800	$4,200	
	6	Joint Seal apron and taxi lane	$76,500	$8,500	
	7	Obstruction Light Row – North Side	$230,400	$25,600	
	8	Relocate Wind Socks and Segmented Circle	$96,300	$10,700	
	9	Install Obstruction Lights on Street Light Pole and Power Pole at Benton Crossing Road	$37,800	$4,200	
	10	Reconstructed General Aviation Aircraft Parking Apron – Phase 1	$1,494,000	$166,000	$
		TOTAL 2014	**$90,900**	**$10,100**	**$2**
2015					
	11	Architectural/Engineering Design Projects 12 thru 18	$2,034,000	$226,000	$
	12	Grade Runway Object-Free Area From Runway Safety Area Edge to US 395 ROW Fence Line	$2,950,200	$327,800	$
	13	Reconstruct General Aviation Aircraft Parking Apron – Phase 2	$1,958,400	$217,600	$
		TOTAL 2015	**$6,942,600**	**$771,400**	**$7**
2016-2017					
	14	Airline Terminal	$15,598,800	$1,733,200	$1

	TOTAL 2016-17	**$15,598,800**	**$1,733,200**	**$17**
2017				
	15 Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways	$5,429,7000	$603,300	$
	16 Access Road	$1,137,600	$126,400	$
	17 Automobile Parking Lot	$1,463,400	$162,000	$
	18 Terminal Area Utilities	$1,624,500	$180,500	$
	19 Second ARFF Vehicle	$900,000	$100,000	$
	20 Engineering Design Projects 21, 23, 25, 26 and 27	$337,500	$37,500	
	TOTAL 2017	**$10,892,700**	**$1,210,300**	**$12**
2018				
	21 Construct Security Fence and Cameras	$837,000	$93,000	
	22 Environmental Assessment – LADWP & USFS Land Acquisition and/or Use Permits, Project 24	$45,000	$5,000	
	23 Construct New General Aviation Apron (179,000 sq. ft.)	$1,543,500	$171,500	$
	TOTAL 2018	**$2,425,500**	**$269,500**	**$2**
2019-2026				
2019	24 LADWP & USFS Land Acquisition and/or Use Permits	$108,000	$12,000	
2020	25 Widen runway shoulders to 20’	$1,274.400	$141,600	$
2020	26 Widen taxiways from 50’ to 75’ to meet taxiway Edge Safety Margin for Q400 and 25’ Wide Shoulders	$3,064,500	$340,500	$
2020	27 Widen aircraft holding aprons	$337,500	$37,500	
2020	28 Architectural/Engineering Design Projects 29 and 30	$162,000	$18,000	
2021	29 ARFF Building and Administration Building – 8,800 sf	$2,016,000	$224,000	$
2021	30 Maintenance Building Apron and Access Road	$1,971,000	$219,000	$
2021	31 Environmental Assessment Projects 33 and 34	$108,000	$12,000	
2022	32 Engineering Design Projects 33 and 34	$540,000	$60,000	
2023	33 Reconstruct West Hangar taxi lanes	$585,450	$65,050	
2023	34 Runway 9-27 Extension – 100’ x 1,200’	$3,947,400	$438,600	$

2025	35	Pavement Maintenance/Management Program Update	$63,000	$7,000	
2025	36	Abandon Green Church	$99,000	$11,000	
2025	37	Architectural/Engineering Design Project 38	$810,000	$90,000	
2026	38	Terminal Building Addition	$7,435,800	$826,200	$
		2019 - 2026 TOTAL	**$22,522,050**	**$2,502,450**	**$25**
		TOTAL PROJECT COSTS	**$60,934,950**	**$6,770,550**	**$67**

Table 27: Mammoth Lakes Airport Improvement Program

Year	Project/ Priority No.	Project Description	Federal Share	Local Share	Project Total
2019	1	Upgrade Segmented Circle and Wind Cone	$502,692	$51,788	$554,480
	2	Wildlife Fence	$1,359,356	$140,044	$1,499,400
	3	Environmental Assessment - Terminal Area Development	$484,956	$49,961	$534,917
	4	12 Bay ARFF/Snow Removal Maint Facility - Engineering	$4,646,325	$478,675	$5,125,000
	5	Airport Layout Plan Narrative including Updated ALP Drawings	$163,188	$16,812	$180,000
	6	Reconstruct Town Hangar Taxilane and Slurry Seal Taxiway(s)	$1,184,926	$122,074	$1,307,000
	7	General Aviation Apron North Expansion - Engineering	$296,458	$30,542	$327,000
	8	Widen Runway Shoulders to 20 feet - Engineering	$185,400	$19,100	$204,500
	9	Construct Taxiway A Shoulders - 20 feet - Engineering	$388,478	$40,022	$428,500
		TOTAL 2019	**$9,211,779**	**$949,018**	**$10,160,797**
2020-2025	10	General Aviation Apron North Expansion - Construction	$2,719,800	$280,200	$3,000,000
2020	11	Reconstruct West General Aviation Apron	$2,719,800	$280,200	$3,000,000
	12	Reconstruct General Aviation and Temporary Terminal Auto Parking Lot - Construction	$1,212,578	$124,923	$1,337,501
	13	Widen Runway Shoulders to 20 feet - Construction	$1,510,396	$155,604	$1,666,000

	14	Construct Taxiway A Shoulders - 20 feet - Construction	$3,452,333	$355,667	$3,808,000
	15	Runway OFA Grading	$2,379,825	$245,175	$2,625,000
		TOTAL 2020	**$13,994,732**	**$1,441,769**	**$15,436,501**
	16	Airline Terminal Building - Architectural Engineering	$1,586,550	$163,450	$1,750,000
2021	17	Terminal Access Road, Automobile Parking Lot, Terminal Area Utilities - Engineering	$703,522	$72,478	$776,000
	18	Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways, New Ramp Connector and Relocation of A4 Connector - Engineering	$607,422	$62,578	$670,000
		TOTAL 2021	**$2,897,494**	**$298,506**	**$3,196,000**
	19	Airline Terminal Building - Construction	$17,474,715	$1,800,285	$19,275,000
2022	20	Terminal Access Road, Automobile Parking Lot, Terminal Area Utilities - Construction	$4,746,958	$489,042	$5,236,000
	21	Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways, New Ramp Connector and Relocation of A4 Connector - Construction	$10,249,113	$1,055,887	$11,305,000
	22	Replace ARFF Vehicle	$897,534	$92,466	$990,000
		TOTAL 2022	**$33,368,320**	**$3,437,680**	**$36,806,000**
	23	Land Acquisition - USFS (154.28 Acres) and LADWP (57.64 Acres)	**$552,845**	**$56,955**	**$609,800**
2023		**TOTAL 2023**	**$552,845**	**$56,955**	**$609,800**
		No Development in 2024	**$ -**	**$ -**	**$ -**
2024	24	Land Acquisition - USFS (154.28 Acres)	TBD	TBD	TBD
2025	25	Land Acquisition - LADWP (57.64 Acres)	TBD	TBD	TBD
		TOTAL 2025	**TBD**	**TBD**	**TBD**
		TOTALS	**$60,025,170**	**$6,183,928**	**$66,209,098**

Mono County LTC Unconstrained Project List[HL6]

Unprogrammed LTC Priorities: Tier 1

Chosen as a priority by three or more LTC commissioners:

- Mono County community-based pavement rehabilitation projects
- N. Conway passing lane or four-lane project (approved MOU project in 2014)
- Realignment of Lower Rock Creek Road and US 395 intersection
- Mammoth Yosemite airport deer/snow safety fence
- US 395 deer/snow safety fence from Caltrans McGee Creek Maintenance Station to SR 203 and a portion of 203
- Countywide bridge plan / Topaz Lane bridge replacement (staff only, brought before Board)
- Southerly Airport Access Road construction (staff only, brought before Council)
- SR 203 Main Street signal project (staff only, brought before Council)

Projects of Interest: Tier 2

Chosen as a priority by two LTC commissioners:

- Catch up with backlog of road striping on County roads to improve safety (also staff priority)
- Reinitiate US 395 N. Sherwin Grade improvement project
- Conway Summit: cut:cut complete evaluation of slope stabilization trials and complete
- US 6 flood control issues (bridges, culverts)
- Tioga Pass Heritage Highway: safety & scenic/interpretive enhancements
- Add Mammoth Lake as destination to mileage signs in Nevada and/or I-15
- Add northbound left turn lane at US 395 and Mill Canyon (north of Walker)
- Repainting and maintenance of Mono County entry signs on US 395
- Add Mammoth Lakes/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Road signs

Projects of Interest: Tier 3

Chosen as a priority by one LTC Commissioner and RPACs or County staff:

- Add Bridgeport Twin Lakes Road shoulder and bike lanes
- Add SR 182 shoulder and bike lanes
- Develop trails system in Bridgeport – winter & summer
- Add Bridgeport welcome/gateway signs
- Add bike lanes and/or wider shoulders on major routes in Chalfant
- Expand Lee Vining/June Lake Main Street Revitalization & walkability

- Add bike path connecting Chalfant Loop Rd to Chalfant proper (1 mi) creating a safe bike route between White Mtn. Estates and Chalfant
- Bridgeport Main Street projects
    - Bridgeport wayfinding tied to School St Plaza & County "campus"
    - Bridgeport Main St sidewalk improvements: curb extensions, pedestrian furniture, landscaping and street trees, finish sidewalks

Projects of Interest: Tier 4

Chosen as a Priority by one LTC commissioner:

- Designate SR 158 as State Scenic Highway
- Create a Transportation Asset Management Plan matrix for the Town
- Construct scenic pullouts on US 395 in Bridgeport Valley
- County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting
- Hwy 203 Main Street Revitalization
- Repair eroding slopes at Auchoberry Pit
- Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists
- Screen old sheriff's substation from US 395 with berm
- Utilize self-weathering steel guardrails in the county
- Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep
- Add signage along US 395 to identify special geographic features
- Add right turn lane at McGee on southbound US 395
- Pave the last two miles of Bodie Road to the State Park
- Rehabilitate and stabilize cut slope above ballfield on Crowley Lake Drive
- Rehabilitate and stabilize slopes on Lower Rock Creek Rd
- Keep Crestview rest area open year round
- Reinitiate & complete deer fence/grade separate at Sonora Junction
- Work with Inyo LTC to designate all of US 395 as State Scenic Highway

Mono County Projected Transportation System Operating Costs [HL7]

Table 28: Mono County Operating Costs	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	Totals
Operating Costs									
(Salaries, overtime, benefits, communications, insurance, maintenance - buildings & equipment, legal notices, contract services, equipment - vehicles & construction, travel, equipment rental, etc.)	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558
Special Items/Recurring Costs (Snow Removal Contribution – Tioga Pass)			57,177	57,320	58,466	59,635	60,727	61,941	355,266
Total Ongoing Costs	5,689,22	6,694,290	5,891,14	5,996,969	6,105,908	6,217,025	6,330,265	6,445,870	54,479,824

Fiscal Year 2012-13 is actual expenditures; FY 2013-14 is based on the current budget; remaining years are based on a 2% projected growth factor.

Contributions for snow removal on Tioga Pass are based on the average of actual contributions in 2010 and 2011, calculated with a 2% growth factor.

Town of Mammoth Lakes Projected Transportation System Operating Costs

Town of Mammoth Lakes Street Operating Costs

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Street Maintenance	$1,275,434	$1,720,392	$1,754,800	$1,789,896	$1,825,694	$1,862,208	$1,899,452	$1,937,441	$1,976,190	$16,041,505
Snow Removal	$1,115,000	$2,099,456	$2,141,445	$2,184,274	$2,227,960	$2,272,519	$2,317,969	$2,364,328	$2,411,615	$19,134,566
Capital	***See CIP***									
Total Ongoing Costs	$2,390,434	$3,819,848	$3,896,245	$3,974,170	$4,053,653	$4,134,726	$4,217,421	$4,301,769	$4,387,805	$35,176,071

Table 29: Mammoth Lakes Streets Operating Costs

Program	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Street Maintenance	$2,359,372	$979,937	$1,670,149	$1,703,552	$1,737,623	$1,772,376	$1,807,823	$1,843,979	$13,874,811
Snow Removal	$1,999,882	$2,574,989	$2,439,919	$2,488,717	$2,538,492	$2,589,262	$2,641,047	$2,693,868	$19,966,175
Capital	See CIP								
Total Ongoing Costs	$4,359,253	$3,554,927	$4,110,068	$4,192,269	$4,276,115	$4,361,637	$4,448,870	$4,537,847	$33,840,986

Town of Mammoth Lakes Transit System Operating Costs

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Transit Operations and Contracts	$859,920	$955,467	$974,576	$994,068	$1,013,949	$1,034,228	$1,054,913	$1,076,011
Total Ongoing Costs	$859,920	$955,467	$974,576	$994,068	$1,013,949	$1,034,228	$1,054,913	$1,076,011

Table 30: Mammoth Lakes Transit Operating Costs

Program	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals

Transit Operations and Contracts	$882,101	$844,471	$983,072	$1,002,733	$1,022,788	$1,043,244	$1,064,109	$1,085,391	$7,927,909
Total Ongoing Costs	$882,101	$844,471	$983,072	$1,002,733	$1,022,788	$1,043,244	$1,064,109	$1,085,391	$7,927,909

Town of Mammoth Lakes Airport Operating Costs

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Airport Operations	$668,939	$743,265	$758,130	$773,293	$788,759	$804,534	$820,625	$837,037
Debt Service		$531,442	$531,442	$531,442				
Capital	***See CIP***							
Total Ongoing Costs	$668,939	$1,274,707	$1,289,572	$1,304,735	$788,759	$804,534	$820,625	$837,037

Table 31: Mammoth Lakes Airport Operating Costs

Program	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Airport Operations	$1,011,558	$1,050,722	$1,003,448	$1,023,517	$1,043,987	$1,064,867	$1,086,164	$1,107,888	$8,392,151
Debt Service	-	-	-	-	-	-	-	-	$ -
Capital	See CIP								
Total Ongoing Costs	$1,011,558	$1,050,72	$1,003,448	$1,023,519	$1,043,987	$1,064,867	$1,086,164	$1,107,888	$8,392,151

Fiscal Year 2012-13 is actual expenditures; FY 2013-14 is based on the current budget; remaining years are based on a 2% projected growth factor.

Fiscal Year 2017-18 and 2018-19 are actual expenditures; FY 2019-20 is based on the current budget; remaining years are based on a 2% projected growth factor.

Mono County Revenue Projections[HL8]

Table 32: County Revenue Projections	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
General Road Revenue	2,277,925	3,218,830	2,300,000	2,346,000	2,392,920	2,440,778	2,489,594	2,539,386	21,260,207
(Trans. Tax - LTC, encroachment permits, vehicle code fines, Federalfines, Federal Forest payments, State matching funds - RSTP)									
Highway User's Tax	1,979,810	2,130,460	2,173,069	2,216,531	2,260,861	2,306,078	2,352,200	2,399,244	20,331,630
(Prop 111, admin & engineering, snow-removal subvention, rain & snow damage, Section 2105 & 2106 funds)									
Road & Street Reimbursables	116,873	120,000	122,400	124,848	127,345	129,892	132,490	135,139	1,131,181
(Snow removal, fuel, road maintenance)									
Interfund Revenue	726,614	675,000	688,500	702,270	716,315	730,642	745,255	760,160	6,413,539
(Fuel & auto repairs, engineering service, landfill maint., landfill admin., landfill fuel & oil, airports, STIP projects, LTC-OWP)									
Mono County Contribution	588,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	4,988,000
(Minimum annual projected General Fund contribution)									
General Revenue Total	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558

Fiscal Year 2012-13 is actual revenues; FY 2013-14 is based on the current budget; remaining years are based on a 2% projected growth factor except the General Fund which is projected to remain stable.

Town of Mammoth Lakes Revenue Projections

Town of Mammoth Lakes Streets Revenue Projections

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
TDA (pass through to ESTA)(1)	$42,830	$0	$0	$0	$0	$0	$0	$
Local Gas Tax Sec 2103, 2105 &2106	$171,530	$67,497	$68,847	$70,224	$71,628	$73,061	$74,522	$76,01
Local Gas Tax sec 2107	$26,217	$50,000	$51,000	$52,020	$53,060	$54,122	$55,204	$56,30
Local Gas Tax Snow Removal	$1,852,094	$1,100,000	$1,122,000	$1,144,440	$1,167,329	$1,190,675	$1,214,489	$1,238,77
Local Gas Tax Sec. 2107.5	$0	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,00
General Fund Snow Removal	$889,005	$907,526	$539,000	$549,780	$560,776	$571,991	$583,431	$595,10
General Funds streets	$467,000	$750,000	$765,000	$780,300	$795,906	$811,824	$828,061	$844,62
Total	$3,448,676	$2,877,023	$2,547,847	$2,598,764	$2,650,699	$2,703,673	$2,757,707	$2,812,82

(1) The availability of these funds for highway and streets and road purposes is contingent upon a yearly finding by the Mono County LTC, th process, that there are no unmet transit needs that can reasonably be met.

Table 33: Mammoth Lakes Streets Revenue Projects

Funding Source	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
TDA (pass through to ESTA) (1)	-	-		-	-	-	-	-	$ -
Local Gas Tax Sec 2103, 2105 &2106	$134,483	$107,000	$134,705	$137,399	$140,147	142,950	$145,809	$148,725	$1,091,218
Local Gas Tax sec 2107	$58,153	$57,381	$50,000	$51,000	$52,020	$53,060	$54,122	$55,204	$430,940
Local Gas Tax Snow Removal	$1,746,989	$1,280,306	$1,500,000	$1,530,000	$1,560,600	$1,591,812	$1,623,648	$1,656,121	$12,489,476
Local Gas Tax Sec. 2107.5	$2,000	$2,000	$2,000	$2,040	$2,081	$2,122	$2,165	$2,208	$16,616
General Fund Snow Removal	$1,751,989	$1,285,306	$1,505,000	$1,535,100	$1,565,802	$1,597,118	$1,629,060	$1,661,642	$12,531,017

General Funds streets	$608,014	$1,419,455	$868,730	$886,105	$903,827	$921,903	$940,341	$959,148	$7,507,522
RMRA (SB1)	$48,248	$139,581	$147,021	$149,961	$152,961	$156,020	$159,140	$162,323	$1,115,254
Traffic Congestion Relief	-	$9,378	-	-	-	-	-	-	-
Total	$4,349,875	$4,291,028	$4,207,456	$4,141,644	$4,224,477	$4,308,966	$4,395,145	$4,483,048	$34,066,790

Fiscal Year 2017-18 and 2018-19 are actual expenditures; FY 2019-20 is based on the current budget; remaining years are based on a 2% projected growth factor.

Fiscal Year 2012-13 is actual revenues; FY 2013-14 is based on the current budget; remaining years are based on a 2% projected growth factor.

Town of Mammoth Lakes Transit System Revenue Projections

Table 34: Mammoth Lakes Transit System Revenue Projections

Funding Source	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Fees	$102,559	$103,257	$100,500	$102,510	$104,560	$106,651	$108,784	$110,960	$ 839,782
Facility Rental	-	-	-	-	-	-	-	-	$ -
Transit General Funds & fees	$1,144,077	$1,248,709	$882,692	$900,346	$918,353	$936,720	$955,454	$974,563	$7,960,914
Total	$1,246,636	$1,351,966	$983,192	$1,002,856	$1,022,916	$1,043,371	$1,064,239	$1,085,523	$8,800,696

Fiscal Year 2017-18 and 2018-19 are actual expenditures; FY 2019-20 is based on the current budget; remaining years are based on a 2% projected growth factor.

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2
Fees	$95,504	$98,505	$100,475	$102,485	$104,534	$106,625	$108,757	$110,933	
Facility Rental	$38,317	$170,128	$170,128	$170,128	$170,128	$170,128	$170,128	$170,128	
Transit General Funds & fees	$642,904	$714,338	$728,625	$743,197	$758,061	$773,222	$788,687	$804,461	
Total	$776,725	$982,971	$999,228	$1,015,810	$1,032,723	$1,049,975	$1,067,572	$1,085,521	$

Fiscal Year 2012-13 is actual revenues; FY 2013-14 is based on the current budget; remaining years are based on a 2% projected growth factor.

Town of Mammoth Lakes Airport Revenue Projections

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-2
Services and Fees	$236,481	$251,228	$0	$0	$0	$0	$0	$0	
Commercial Terminal Rent	$90,000	$122,640	$122,640	$122,640	$122,640	$122,640	$122,640	$122,640	$122
General Funds	$253,135	$281,915	$0	$0	$0	$0	$0	$0	
Capital Fund FAA Grant Entitlement	$0	$1,000,000	$1,056,000	$1,077,120	$1,098,662	$1,120,636	$1,143,048	$1,165,909	$1,189
Capital Fund Passenger Fees	$123,485	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135
Total Ongoing Costs	$703,101	$1,790,783	$1,313,640	$1,334,760	$1,356,302	$1,378,276	$1,400,688	$1,423,549	$1,446

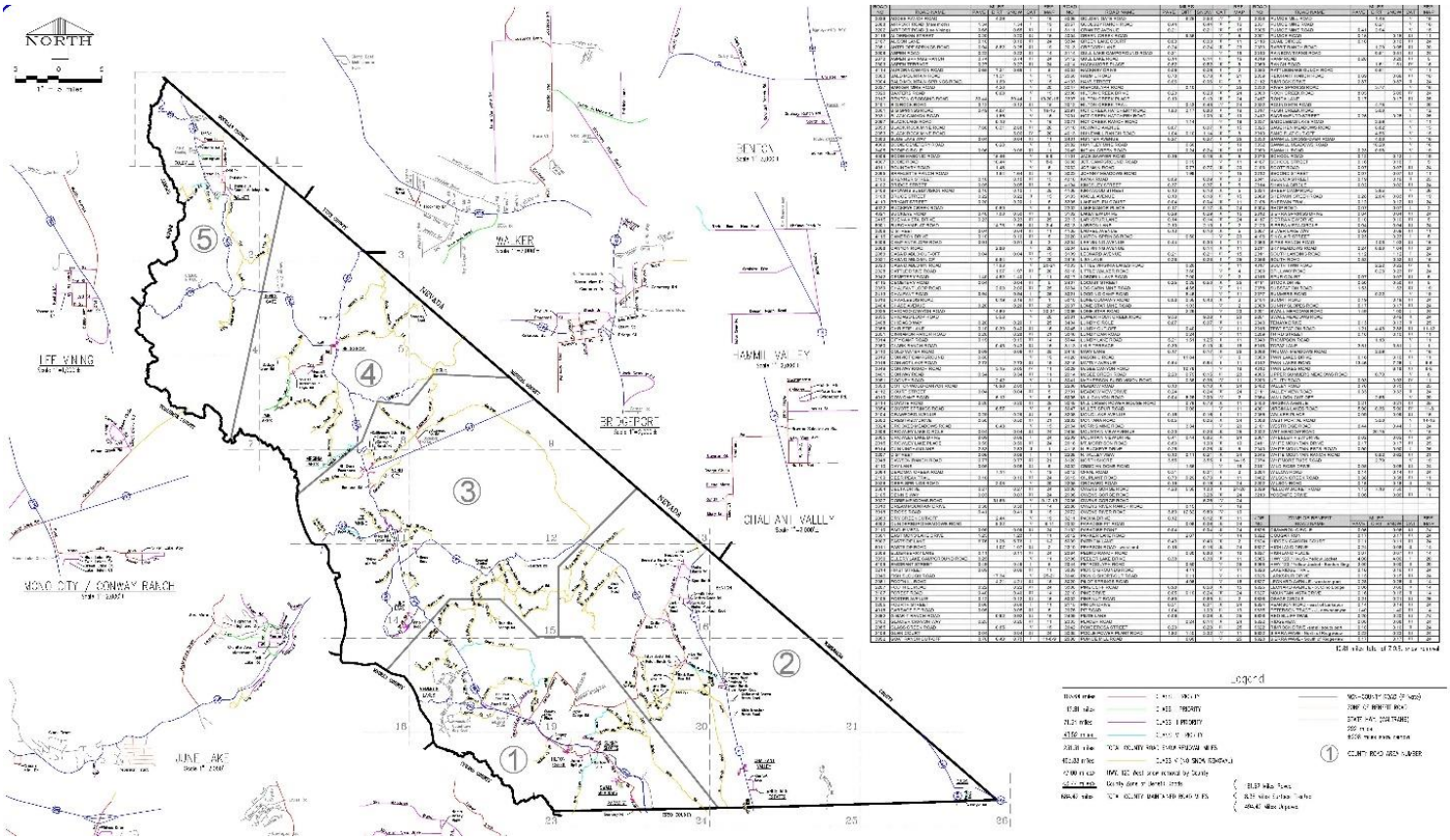
Table 35: Mammoth Lakes Airport Revenue Projections

Funding Source	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Totals
Services and Fees	$267,937	$308,308	$290,900	$296,718	$302,652	$308,705	$314,880	$321,177	$2,411,277
Commercial Terminal Rent	$158,080	$123,020	$130,000	$132,600	$135,252	$137,957	$140,716	$143,531	$1,101,157
General Funds	$681,014	$677,311	$582,548	$594,199	$606,083	$618,205	$630,569	$643,180	$5,033,108
Capital Fund FAA Grant Entitlement	$7,820	$1,879	$500,000	$510,000	$520,200	$530,604	$541,216	$552,040	$3,163,759
Capital Fund Passenger Fees	$97,281	$71,269	$75,000	$76,500	$78,030	$79,591	$81,182	$82,806	$641,659
Total Ongoing Costs	$1,212,132	$1,181,788	$1,578,448	$1,610,017	$1,642,217	$1,675,067	$1,708,563	$1,742,734	$12,350,961

Fiscal Year 2017-18 and 2018-19 are actual expenditures; FY 2019-20 is based on the current budget; remaining years are based on a 2% projected growth factor. Fiscal Year 2012-13 is actual revenues; FY 2013-14 is based on the current budget; remaining years are based on a 2% projected growth factor.

APPENDIX E: COUNTY ROAD MAPS

This map is available online at http://monocounty.ca.gov/sites/default/files/fileattachments/public_works_-_roads/page/744/snow_removal_priority_map_10-21-14.pdf or by calling the Public Works Department at 760.932.5440.



APPENDIX F: MONO COUNTY REGIONAL BLUEPRINT

APPENDIX G: MONO COUNTY TRAILS PLAN

APPENDIX Hh: BICYCLE TRANSPORTATION PLAN