

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
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PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

AGENDA

January 13, 2020 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport
Call 1-669-900-6833, enter meeting number 760-924-1815

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of December 9, 2019
4. **ELECTION OF CHAIR (Town) & VICE-CHAIR (County)**
5. **CALTRANS**
 - A. Climate Change Vulnerability Assessment (*Austin West*) *Links to assessment:*
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/2019-climate-change-vulnerability-assessments/d9-summary-report.pdf>
More details: <https://dot.ca.gov/programs/public-affairs/2019-climate-change-vulnerability-assessments>
 - B. Activities in Mono County & pertinent statewide information
6. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 1. Approve Resolution R20-01 for Intercity Bus Operating Assistance under 5311(f)
 - B. Yosemite Area Regional Transportation System (YARTS) update and:
 1. Presentation and consideration on increased funding request for YARTS October service (*Stacy Corless*)
7. **LOCAL TRANSPORTATION**
 - A. Discussion on Civic Center transportation planning efforts: Receive staff report and provide any desired direction to staff
8. **ADMINISTRATION**
 - A. Verbal update on 2019 Regional Transportation Plan: Receive staff report and provide any desired direction to staff (*Gerry Le Francois*)
 - B. Update on 2020 STIP (State Transportation Improvement Program) and staff travel to South State hearing in Irvine, CA: Receive staff report and provide any desired direction to staff (*Gerry Le Francois*)
9. **COMMISSIONER REPORTS**

More on back...

COMMISSIONERS

Jennifer Kreitz Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

10. **INFORMATIONAL**
 - A. SB1 \$200 million grant
 - B. FHWA Scenic Byway nomination process
 - C. Road Diet
11. **UPCOMING AGENDA ITEMS**
12. **ADJOURN** to February 10, 2020

***NOTE:** Although the LTC generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Local Transportation Commission encourages public attendance and participation.

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

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DRAFT MINUTES

December 9, 2019

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth
COUNTY STAFF: Gerry Le Francois, Garrett Higerd, Wendy Sugimura, CD Ritter
TOWN STAFF: Haislip Hayes
CALTRANS: Brent Green
ESTA: Phil Moores
PUBLIC: John Urdi, Rhonda Duggan, Diane Foster,

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

2. **PUBLIC COMMENT:** John Urdi spoke of Bishop airport. No rental cars in plan now. Shuttle service to central site in Mammoth Lakes considered. *Wentworth: Committee looking at Walk/Bike/Ride.* Kreitz: Interaction with ESTA? *Stump: Request agenda item at upcoming meeting.*

3. **MINUTES**

MOTION: Approve minutes of November 18, 2019, as submitted. *(Kreitz/Salcido. Ayes: 6-0.)*

4. **PUBLIC HEARING: 9:10 A.M. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION:** Gerry Le Francois distributed 11 x 17 printouts for clarity. Town wants \$2.7 mil for streets and roads, Mono Eastside Lane phase 2 rehab needs \$3.7 mil. New programming = \$6.5 million. Reserve \$18,000. Not need allocations from CTC. LTC funding construction components. Hoping SB1 would make it more robust but no headway on Freeman Gulch projects. Olancha/Cartago fully funded, under construction in two years.

Peters: Eastside Lane phase 2? Higerd: Northern and southern portions, Pine Nut Road also. Try to implement current five-year plan Looked at Airport Road project, in environmental phase, looking at construction, Long Valley roads as far south as Swall Meadows, not want changes to projects as could get pushed out. Maybe supplemental funds, strategy is use SB1 rather than rocking boat in programming. Better to keep on schedule, deliver on that. Forecasted more work in Antelope Valley area. Separate SB1 address chip seals like Topaz Lane. Efficient to go to CTC once. Things change over time; maybe financial situation looks different. Better value for larger projects than smaller ones. Kreitz: Get detail on Town's project as well.

Stump: Years of deferred maintenance. Higerd: Agreed. Dual prong = pavement preservation and reconstruction. SB1 flexible, fewer strings attached. Pick one good project, make big enough to count, keep using SB1 funds so nimbler and more efficient, do design work in-house. Use STIP funds for major rehab, other funds for environmental, design, preventive maintenance (fog seal, chip seal). Fits in with five-year capital improvement. SB1 project list due to State in April.

Hayes: Significant cracking on older multi-use paths. Revise roads after winter.

Wentworth: Staff report advises RTIP be consistent with RTP. Le Francois: If LTC adopts today, projects incorporated into RTP. If ask for funding, show projects consistent with RTP.

OPEN PUBLIC HEARING: No comments. **CLOSE PUBLIC HEARING.**

Le Francois: Fund balance never zero or negative. Kern and Inyo have no money.

COMMISSIONERS

Jennifer Kreitz Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

Eastside Lane \$3.7 million in 2023? *Le Francois: All new programming in last two years of five-year cycle. Town asking early, that's OK. Projects may move in or out.*

Stump: STIP Airport Road approved 2014, deferred 2016. Supports good use of funds. Larger is cheaper. Peters: None possible without SB1, so beware of effort to repeal.

MOTION: Adopt Resolution R19-10 approving the 2020 Regional Transportation Improvement Program (RTIP). The RTIP is a multi-modal listing of capital improvement projects of the Local Transportation Commission. (*Wentworth/Peters. Ayes: 6-0.*)

5. **PUBLIC HEARING: 9:30 A.M. REGIONAL TRANSPORTATION PLAN UPDATE:** Approving and adopting the 2019 RTP.

OPEN PUBLIC HEARING: Le Francois cited technical changes and minor amendment. Impetus is to coincide with Housing Element update. Changes in State requirement, public section in Ch. 2 bolstered. Population figures updated. Ch. 6 has financial tables. Added quantitative performance measures; e.g., pavement management. Modified Ch 4 for Antelope Valley. June Lake CAC (Citizens Advisory Committee) concerned about Crawford connector off SR 158, looked at community parking lots for village. CAC may want additional policy work. Long time on June Lake policies.

General sections, Mono, Town. How to proceed? *Le Francois: Kreitz's comments included. Wentworth comments on Walk/Bike/Ride. Language related to Bishop airport. Potential regional service. Reach out to Inyo County on broader airport issues.*

Numerous examples of outdated, incomplete or inconsistent information were cited on regional air service, walk/bike/ride, mobility hub, wayfinding, housing, transit, jobs, Inyo Forest Plan, duplicate titles, and identify vice-chair. An update was requested.

Wentworth: Appreciate need to adopt today but need editable, approved document that parties can propose changes to bring back to LTC. *Kreitz: Updating in best way possible is a start but encourage to do better holistic job into 21st century. Can't change now due to CEQA but do it later.*

Le Francois: Proposing addendum to prior environmental. Can't go too far to identify major policy changes. Go forward, come back, work through. Limited on what can do today.

Peters: Next opportunity for revision? *Le Francois; Any time. Entertain additions.*

Urdu: FAA meeting Wednesday in LA. Requested Inyo, Mono, Town consider regional. Willing to put out grant, worked with ESCOG (Eastern Sierra Council of Governments). Formalized plan a year out.

Wentworth: ESCOG meeting in Bishop Friday-13. Show up to get on agenda. Inyo chair fired up about Bishop airport, no divergence in vision. *Salcido: Utilize ESCOG.* Peters: ESCOG comes back in bigger scope. Bishop excited for commercial air service. Take in context for today's update to accompany.

Realistic time? *Le Francois: Late winter, early spring. Town looking at whole traffic model, updating mobility element. Document does not re-create Housing Element, feeds in broader view.*

Stump: Additional points of what to do today? Bring back with section-by-section details.

Wentworth: Go to BOS? *Le Francois: No. Clear everything up with current comments. 2019 document going forward.* **CLOSE PUBLIC HEARING.**

MOTION: Adopt Resolution R19-11 making findings in compliance with the California Environmental Quality Act (CEQA), approving and adopting the 2019 RTP. An addendum to the 2015 General Plan Final Environmental Impact Report (FEIR) has been prepared. (*Peters/Hogan. Ayes: 6-0.*)

--- **BREAK: 10:15-10:30 am** ---

6. **CALTRANS:** Brent Green noted full winter season. Quick Maps has layers. *Kreitz: No Eastern Sierra listing.* Wentworth: Ongoing discussion about regions. Advised State struggling with regions and how to align with Caltrans districts. No region for "Sierra."

Stump: Corless has worked on it, Mammoth Lakes lumped in with San Bernardino and San Diego. Mono is part of Southern California even though air district includes Alpine. Problem crosses many State lines. Needs are quite different.

Salcido: Not only region with issue. Ongoing governmental issue, unsure how to resolve.

Green: CHP Captain Terry Lowther coming Jan. 1, invite to LTC. All passes closed except SR 120E. Westgard has short-term closures. Even though statewide specifications, reputation of being stricter so contractors get away with stuff elsewhere. ITIP (Interregional Transportation Improvement Program) hearing Dec. 15. Project prioritization starting to change. Impact on SB1 funding? Executive order does not override law. Debate now on funding sources. Eastern Sierra investment strategy should not change. MOU projects: Have Olancho/Cartago (O/C) ready next springtime, get money advanced a year.

Inyo concerns addressed? *Green: Confusion about where we are in project. Getting construction permits acquiring ROW, certain segment of folks disbelieves it's happening. Outreach for many years so a continuum.*

Interagency meeting tomorrow on wildfire vulnerability. Working with USFS (Inyo and Humboldt-Toiyabe) on assessment. Will bring to future meeting. SB127 = Complete Streets did not pass but expectations of Caltrans being more active on projects. Several years ago, District 9 looked at it. Trying to see what current projects to amend, already done going to bid, proposed projects. Wish list of additional Complete Streets elements well over \$1 billion. Now, if not meaningful to community, not addressing elements. Throwing Mono projects into mix: Intersection Main/Minaret has no sidewalk. Another is sidewalks from Lee Vining south to SR 120. Also, wider shoulders along lake north of Lee Vining not included. Sidewalks along fairgrounds in Bishop have gap. Bicycle coalition does not want elements added unless meaningful.

Big topics at Caltrans: Manage lanes, racial equity, FHWA (Federal Highway Administration) increases to small businesses, tribes, unsheltered. Only one pot of money so District 9 got less.

Statewide way of looking at Caltrans districts? *Green: SB1 money looks at pavement condition, so OK there.*

Stump: Population element does not include visitor impact. Town of 8,000 balloons to 30,000. How to get that message across. 160,000-acre business development in Reno.

Green: O/C funding not based on population but safety, traffic counts. Part of way to compete.

Hayes: Traffic study in town. *Wentworth: Make sure connects with what Caltrans is doing. Get data to be reflective of needs.*

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Phil Moores noted strong ridership last year. 4.4% increase annually. Six runs missed in October due to driver shortage. Sig wage increase for lower end. MMSA contract signed, increased wages. Tahoe Transit District got congressional approval for funding usually only for urban based on visitation. Sometimes area-specific verbiage. Precedence for such a thing.

Wentworth: Tahoe has MPO (Metropolitan Planning Organization). Hogan: Water clarity an issue for years.

Moores: Hogan and he attended meeting of mobility hub group. As YARTS develops electric use, where will charger be in Mammoth Lakes?

B. Yosemite Area Regional Transportation System (YARTS): FTA (Federal Transportation Administration) awards YARTS \$4.3 million grant. *Hogan: West slope first. Bus parking an issue in Yosemite. No reason here till get chargers.*

8. ADMINISTRATION: No items

9. **COMMISSIONER REPORTS: Kreitz:** Attended CSAC, Exec Order 1919 to implement Complete Streets model. CTC working on SB1 outreach and marketing to counter complaints. Positive impacts of SB1 funding. Educate legislators on what's happening in their districts. Mobility Assessment on agenda. With RTP integrate State climate change policy. Better articulate expectations of staff so complementary in actions. **Wentworth:** Looking for editable document. Aware of State's effort Regions Rise Together. Anticipate policy framework to show how we fit. Technical Advisory Council in Sacramento. Mobility Hub group. Transportation in cities is changing; e.g., Uber, ebikes. Get people out of cars. Get reports of Mobility Hub to LTC. **Hogan:** Mobility Hub met last week, dozen attendees, good diversity. Town applied for grant and appointed members. *Hayes: Mobility Hub has study grant from Caltrans. Clear-cut action items: citizens working group in quantitative study, clear actionable items in vein of Walk/Bike/Ride. Town worked with consultant to get wide spectrum of various groups. Left out TC and LTC eventually, adoption/approval later. Closed meetings, run by Town staff, not Brown Act.* Stump: Pubic meetings would be agendized. *Hogan: Heard from Town staff they are public meetings.* Stump: Entity is news to him, intentionally created. Clarify to LTC mechanism to move forward. *Kreitz: All well-heeled, well-connected people, no minorities.* Hayes: If Town Council weighs in on minutiae, expect LTC to approve actionable items. Some meetings public, some private. *Hogan: Not only institutional type there, attended for her own interest. Four working group meetings before summer. Also: Signage looks good.* **Peters:** CSAC too. Opportunity to participate with state colleagues at all different levels. To LA re lawsuit with LADWP. Caltrans good job on early season road conditions. Public Works installed radar speed sign on Emigrant Street. Partnership with CSA. Curve south of SR 108 with construction still no speed reduction. Slow to 45-50 mph. Not much room for error. Chunky pavement grabs wheels. **Salcido:** Illuminated snowflakes on light posts in town look good. **Stump:** None.

10. INFORMATIONAL: No items

11. **UPCOMING AGENDA ITEMS:** YARTS request for additional funding; mobility item; update on RTP; airport transportation; District 9 climate vulnerability assessment.

12. **ADJOURN** at 11:40 a.m. to January 13, 2020

Prepared by CD Ritter, LTC clerk

More details: <https://dot.ca.gov/programs/public-affairs/2019-climate-change-vulnerability-assessments>

CALTRANS CLIMATE CHANGE

VULNERABILITY ASSESSMENT SUMMARY REPORT

DISTRICT 9

2019





Date: January 13, 2020

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program Operating Assistance for the 395 Intercity Bus Routes Certifications and Assurances

Initiated by: Phil Moores, Executive Director

RECOMMENDATION

It is recommended that the Commission authorize by Resolution R20-01 the Executive Director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Intercity Bus Routes.

BACKGROUND:

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. FTA 5311(f) funding provides 55.33% federal funds and requires 44.67% local matching funds.

Eastern Sierra Transit operates the 395 Route-North weekdays between Lone Pine and Reno making connections with Sparks Greyhound and Reno-Tahoe International Airport. The 395 Route-South operates weekdays between Mammoth Lakes and Lancaster connecting with the Metrolink train.

The net operating expense for the operation of the two 395 Routes is projected to be \$784,128. This grant application is seeking \$290,000 in FTA funds and the \$234,128 in matching funds. The balance of the operating expense is covered by fare revenue. The majority of these funds may be provided through toll credits. The balance would be matching funds provided by Kern Regional Transit. If the toll credits are not available, the required matching funds are requested in equal measures from the Inyo County LTC and Mono County LTC.

Agency	Matching Funds
Inyo County**	\$105,064.00
Mono County**	\$105,064.00
Kern Regional Transit	\$ 24,000.00
	\$234,128.00

** only if toll credits are not available

The Resolution certifies that there will be sufficient funds to operate the vehicles, or, facility, or equipment purchased under this project, as applicable and that ESTA has coordinated with other transportation providers and users in the region, including social service agencies.

Historically, Local Transportation Funds have been used in combination with the grant funding for the operation of the 395 Routes. Based on the preliminary funding estimates for FY 2020/21, there will be sufficient funds for the operation of these routes. Eastern Sierra Transit, as the CTSA for both Inyo and Mono Counties, routinely coordinates with other transportation providers and social service agencies in the region.

The resolution also certifies the programming of funds for this project and that the project has met all Statewide Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources have been applied at the rate of 44.67% or more to match the federal share of 55.33%.

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo County's Local Transportation Commissions. These funds will be requested in the TDA allocation for this purpose and will be reflected as matching funds in Eastern Sierra Transit FY 2021/21 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution for the approval for the Executive Director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Operating Assistance for the 395 Intercity Bus Routes.

RESOLUTION #20-01

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) GRANT APPLICATION FOR OPERATING ASSISTANCE FOR THE 395 INTERCITY BUS ROUTES.

WHEREAS, Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and therefore receives State and Federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, sufficient funds exist to operate the vehicles, or facility, or equipment purchased under this project, as applicable and the Eastern Sierra Transit Authority has coordinated with other transportation providers and users in the region, including social service agencies.

WHEREAS, the programming of funds for this Project has met all Statewide Transportation Improvement Program (STIP) requirements. Some combination of state, local, or private funding sources have been applied at the rate of 44.67% or more to match the federal share of 55.33%

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission hereby approves and authorize the Mono County Local Transportation Commission Executive Director to sign all required Certifications and Assurances.

PASSED AND ADOPTED THIS 13th DAY OF JANUARY, 2020,

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Mono County Local Transportation Commission

Attest:

Signature

- Commission Secretary
Name



**2020 Certifications and Assurances of the Regional Agency/Transportation Planning Agency
State of California - FTA Section 5311 and Rural CMAQ Transit**

Regional Agency/TPA: Mono County Local Transportation Commission

Contact Person: Gerry LeFrancois

Contact Email: glefrancios@mono.ca.gov

Contact Phone: 760.924.1810

Name of Subrecipient: Eastern Sierra Transit Authority

Project Description: 5311(f) Operating Assistance – Intercity Routes from Lone Pine to/from Reno and Mammoth Lakes to/from Lancaster

Project Amount and Fund Type

<i>Regional Apportionment 5311 or CMAQ*</i>	<i>Carryover Amount</i>	<i>Toll Credits*</i>	<i>Local Match</i>	<i>Total Project Cost</i>	<i>Local Match Source/s</i>
\$290,000	\$	\$210,128	\$24,000	524,128	\$KRT

* Prior approval by Caltrans required

Federal Transportation Improvement Program - Metropolitan Planning Organizations/Regional Transportation Planning Agency		
Document (or Amendment) Number	Document (or Amendment) Year	FHWA/FTA Federally Approved TIP (Date)

Check all that apply:

- Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

Certifying Representative:

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

Name: Gerry Le Francois

Title: Co-Executive Director

Signature: _____ Date: 1/13/2020

Signature in BLUE ink

MEMORANDUM

DATE: January 13, 2020

TO: Mono County Local Transportation Commission

FROM: Cindy Kelly, Assistant Transit Manager

RE: Request for Annual Funding for Extended Service Between Mammoth Lakes and Yosemite Valley

SUMMARY

YARTS is proposing to extend the service schedule between Mammoth Lakes and Yosemite National Park (Yosemite Valley) as follows:

Proposed Operation for Mono County from June 1 - October 15th, annually, departing at 8:30 a.m. daily **(Attachment A)**.

Currently the service is funded by Cooperative Agreement with The Department of The Interior / National Park Service, from June 1st through September 30th of each year. The extension of 15 additional days is outside of the current Cooperative Agreement and must be funded independently. The cost (which includes operations, maintenance and fuel) for the extended service is as follows:

$$8 \text{ service hours per day} \times \$160 \text{ per hour} \times 15 \text{ days} = \$19,200$$

Summer service 2019 saw YARTS begin operations on the Highway 395 corridor a month later than planned (July 2019). Due to this late start, YARTS obtained approval from NPS to modify the Cooperative Agreement timeline for Mono County, allowing YARTS to operate a month later than usual (through October 31, 2019). Staff was cautiously optimistic that an October service would do well, as in the past, many emails had been received requesting a later seasonal operation. Much to staff's surprise, the projected ridership of 300 passengers more than doubled in the month of October 2019, rivaling September ridership for the years of 2015 - 2018 **(Attachment B)**. In addition, staff has received numerous emails from the hiking community and other visitors commending the decision to offer October service and requesting that it be made permanent **(Attachment C)**.

YARTS is requesting that the Mono County Local Transportation Commission approve an annual increase of Mono County's contribution to YARTS by \$19,200 to fund this extended service. This would bring the total annual contribution to \$54,200. The annual National Park Service contribution of \$236,020 for the Hwy 395 service would not be affected by this increase.

ATTACHMENT A
PROPOSED YARTS SUMMER 2020 SCHEDULE

Hwy 395/120 Mammoth
 SUMMER 2020
 June 1 - October 15, 2020

To Yosemite

Location	June 1 - October 15 DAILY	July and August DAILY	
Mammoth Mountain Inn	8:30	6:45	8:30
The Village	8:37	6:52	8:37
Juniper Springs Resort	8:45	7:00	8:45
Mammoth Lakes Park/ Tavern Rd	8:47	7:02	8:47
Shilo Inn	8:50	7:05	8:50
June Lake Junction 158/395	9:30	7:45	9:30
Mono Basin Visitor Center	9:39	7:54	9:39
Lake View Lodge	9:42	7:57	9:42
Tioga Mobil Gas Mart	9:52	8:07	9:52
Tuolumne Meadows Store	10:27	8:42	10:27
Tuolumne Meadows Visitor Center	10:32	8:47	10:32
White Wolf Lodge	11:12	9:27	11:12
Crane Flat Gas Station	11:42	9:57	11:42
Yosemite Valley Visitor Center	12:17	10:32	12:17

To Mammoth Lakes

Location	June 1 - October 15 DAILY	July and August DAILY	
Yosemite Valley Visitor Center	5:30	4:05	5:30
Crane Flat Gas Station	6:00	4:35	6:00
White Wolf Lodge	6:30	5:05	6:30
Tuolumne Meadows Visitor Center	7:15	5:50	7:15
Tuolumne Meadows Store	7:20	5:55	7:20
Tioga Mobil Gas Mart	8:02	6:37	8:02
Lake View Lodge	REQ	REQ	REQ
Mono Basin Visitor Center	REQ	REQ	REQ
June Lake Junction 158/395	REQ	REQ	REQ
Shilo Inn	8:27	7:02	8:27
Mammoth Lakes Park/ Tavern Rd	REQ	REQ	REQ
Juniper Springs Resort	8:35	7:10	8:35
Mammoth Mountain Inn	8:50	7:25	8:50
The Village	9:00	7:35	9:00

**ATTACHMENT B
YARTS RIDERSHIP HISTORY 2015 - 2019**

	Jul-15	Aug-15	Sep-15	Oct-15
Visitors & Others	6727	6381	5075	3803
Hwy 120 E.	2234	1823	341	
Hwy 120 W.	1992	1267	578	
Hwy 41	2134	1672	1442	987
NPS/DNC	1072	1082	889	863
TOTAL	14159	12225	8325	5653
RIDERSHIP TOTAL YTD	15227	28709	38096	44580

	Jul-16	Aug-16	Sep-16	Oct-16
Visitors & Others	8578	7524	6328	4243
Hwy 120 E.	2899	2634	631	0
Hwy 120 W.	3386	2271	930	0
Hwy 41	3388	2891	2371	0
NPS/DNC	927	913	612	442
TOTAL	19178	16233	10872	4685
RIDERSHIP TOTAL YTD	20165	37460	49232	54695

	Jul-17	Aug-17	Sep-17	Oct-17
Visitors & Others	9177	9576	7330	4717
Hwy 120 E.	2155	3746	602	0
Hwy 120 W.	5415	2808	1367	0
Hwy 41	5559	3610	410	0
NPS/DNC	691	525	212	556
TOTAL	22997	20265	9921	5273
RIDERSHIP TOTAL YTD	23676	43375	54350	60229

	Jul-18	Aug-18	Sep-18	Oct-18
Visitors & Others	2845	2364	5346	3437
Hwy 120 E.	2483	1821	570	0
Hwy 120 W.	3610	895	1531	0
Hwy 41	2899	518	813	0
NPS/DNC	386	332	442	408
TOTAL	12223	5930	8702	3845
RIDERSHIP TOTAL YTD	12936	19196	28619	33101

	Jul-19	Aug-19	Sep-19	Oct-19
Visitors & Others	9009	7572	5191	2989
Hwy 120 E.	2082	2296	1244	657
Hwy 120 W.	4593	5652	1645	0
Hwy 41	2510	2247	872	0
NPS/Aramark	491	308	238	271
TOTAL	18685	18075	9190	3917
RIDERSHIP TOTAL YTD	19618	38416	48368	52788

ATTACHMENT C
EMAILS RECEIVED BY STAFF

From: Karen Glendenning
Sent: Monday, July 22, 2019 5:10 PM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: YARTS Mammoth Lakes

Good Day Cindy,

I just saw that YARTS will operate through October. Is this correct?

If so, thank you, thank you, thank you. It's always been frustrating to not have service after September. As an avid hiker (from LA) we usually start our hike in late September so we've always had to drive from Lee Vining to Tuolumne Meadows because there was never any way to get back to our car. Please tell me this will be permanent! This makes planning our bi-annual hikes so much better! PS--- also LOVING the daily service. Trying to schedule our hikes around the weekend service was so HARD!

Thanks again!

Karen Glendenning

From: Patrick McCormick
Sent: Tuesday, August 27, 2019 10:05 AM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: YARTS Mammoth

Cindy

Am I reading this right? YARTS WILL OPERATE ON HWY 395/120 THROUGH OCTOBER 31, 2019. I have been hoping FOR YEARS you guys would have a bus in October! FINALLY! BTW YARTS rocks!

From: Emma Schweinsberg
Sent: Friday, August 30, 2019 5:46 AM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: YARTS is THE BEST!

I am EXTREMELY happy! I just found out that you have a bus to Yosemite from Mammoth Lakes in October. Are you gonna do it every year? If so, I'll make sure to plan my trip to Yosemite using YARTS! Way to Go! Thanks!

From: Jean Rago
Sent: Thursday, September 19, 2019 12:03 PM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: RE: October service to Tuolumne Meadows?

Hi Cindy,

Thank you so much for your quick response. I can't tell you how happy it makes me that you are going to have October service to Tuolumne Meadows. We will be in Mammoth Lakes at the beginning of October and we hate to drive in the mountains (we're just too old and impatient for that). Now we can go to Tuolumne Meadows without having that added stress.

I hope you'll offer it every year. If so, we will continue to take Yarts. I love it. We'd love to be able to take a day trip to the park during our vacation.

Thank you again,

Jean Rago

From: Deanne Manthey
Sent: Friday, September 20, 2019 10:07 AM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: Mammoth Lakes early October

Hi Cindy

I have a question. I saw that Yarts is going to be running in October. Is the schedule right? We've never taken it in October before. We want to catch the bus from Shilo to Yosemite Valley on October 1 and return on October 4. Will it be available? Do we need a reservation?

I'm so happy you guys decided to keep running until October. Every year we've come here we've had to drive to Yosemite. I love the daily service and hope you'll keep running it in October too. It's so much easier for us to take the bus. And super cheap too!

-Deanne Manthey
54 South Daisy Ave
Pasadena, CA 91107

From: Elyse Armstrong
Sent: Thursday, October 03, 2019 3:55 PM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: Confirmation of departure time please

Hi Kelly,

Can you please confirm that the Mammoth Lakes bus leaves the Visitor Center at 5 pm? We just arrived in the valley and found out that we can get back to our car in Tuolumne Meadows today. We thought we'd have to camp in the valley tonight and hike back tomorrow. I didn't even know YARTS was still running. We hike very year and have had to hike or catch a ride back to Tuolumne. This is excellent! Are you going to do it again next year?

Elyse Armstrong

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From: Chris Taylor
Sent: Thursday, October 03, 2019 7:06 PM
To: Cynthia.kelly@yarts.com
Subject: Mammoth Lakes

Hi, I'll be arriving in Mammoth Lakes on Saturday and wanted to know if Yarts would be running next week. I've taken Yarts a lot over the years, but never knew it ran in October. Is this something new? You should do this all the time.

Thanks,
Chris

From: Noel Ortega
Sent: Friday, October 11, 2019 9:41 AM
To: Cindy Kelly <cynthia.kelly@yarts.com>
Subject: TM Bus

Hello,

I'm planning a trip on October 14 to Yosemite National Park and I wanted to make sure that the Tuolumne Bus is running to Yosemite Valley. I know the bus never use to go to Tuolumne or the valley in October, so I just want to make sure the bus is guaranteed before making the reservations. Is this going to happen from now on?

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
(760) 924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

P.O. Box 8
Bridgeport, CA 93517
(760) 932-5420 phone, 932-5431 fax
www.monocounty.ca.gov

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: January 13, 2020

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Civic Center transportation planning efforts

RECOMMENDATION

Receive staff report and provide any desired direction to staff

FISCAL IMPLICATIONS

Unknown at this time

ENVIRONMENTAL COMPLIANCE

N/A

RTP/RTIP CONSISTENCY

N/A

DISCUSSION

Civic Center Transportation

The civic center, once complete, will be the main governmental and institutional node within the Town of Mammoth Lakes. The Courthouse and Mammoth Hospital are on site or adjacent to the Civic Center.

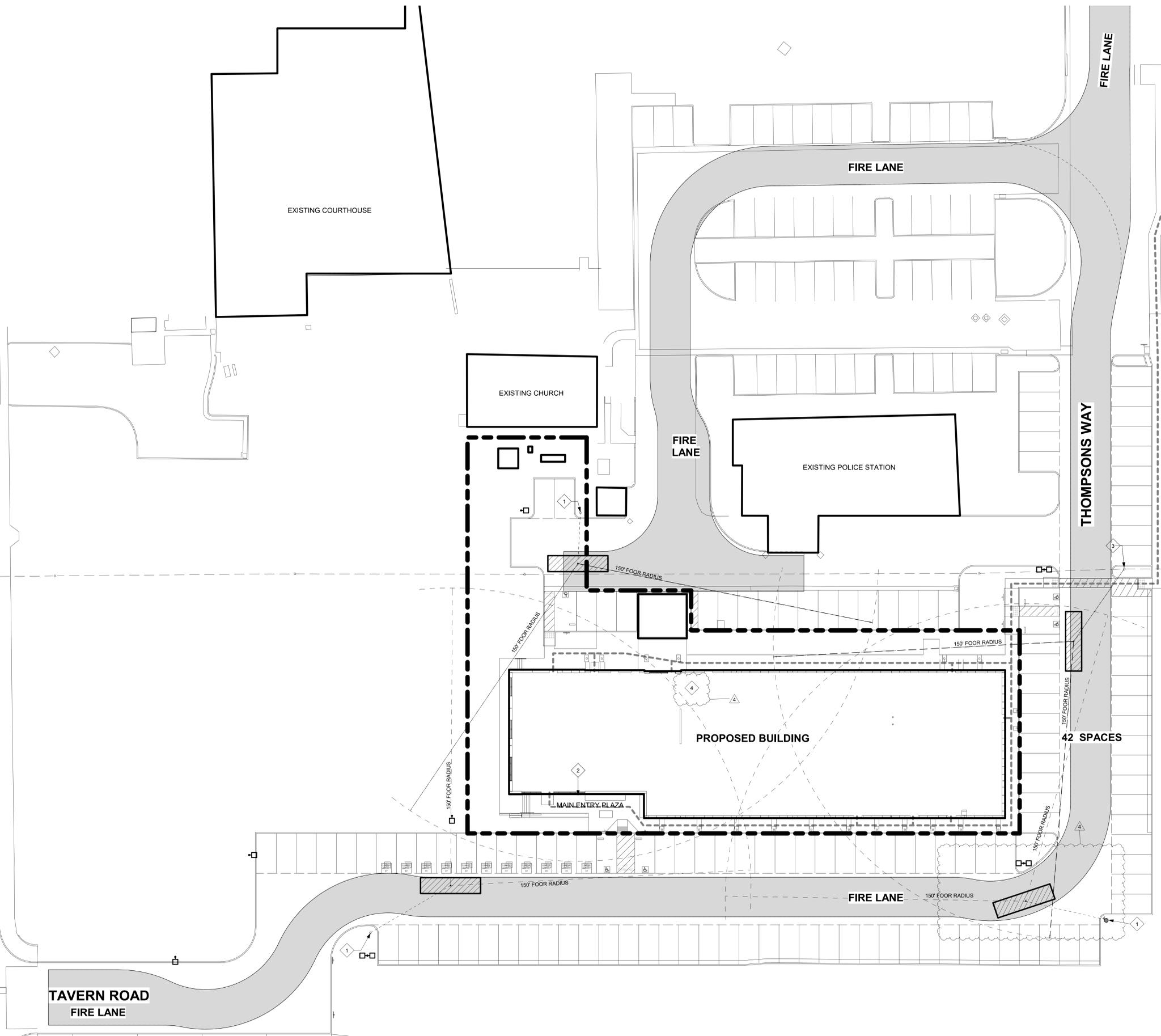
Coordination of future transportation improvements should include Eastern Sierra Transit Authority, Town of Mammoth Lakes, County agencies, Superior Court, and Mammoth Hospital. Considering the public services provided just by the County at two different locations, the planning for a coordinated approach to transit, bicycle, and pedestrian improvements is critical.



ATTACHMENT
Site Plan for Civic Center

ONE INCH = TWENTY FEET
ONE-SIXTEENTH INCH = ONE FOOT
ONE-EIGHTH INCH = ONE FOOT
ONE-FOURTH INCH = ONE FOOT
ONE-HALF INCH = ONE FOOT
THREE-QUARTERS INCH = ONE FOOT
ONE AND ONE-HALF INCH = ONE FOOT

SIERRA PARK ROAD



- KEYNOTES:** #
- THESE KEYNOTES APPLY TO THIS SHEET ONLY
- 1 NEW FIRE HYDRANT, SEE CIVIL DWGS F.A.I.
 - 2 KNOX BOX ID, COORDINATE LOCATION WITH THE "TOWN OF MAMMOTH LAKES"
 - 3 EXISTING FIRE HYDRANT, SEE CIVIL DWGS F.A.I.
 - 4 FIRE DEPARTMENT CONNECTION, SEE FIRE PROTECTION DRAWINGS IN PACKAGE 3

- SHEET NOTES:**
- THESE SHEET NOTES APPLY TO THIS SHEET ONLY & TO BE USED AS REFERENCE ONLY
1. THE DRIVE AISLES ON THE SOUTH AND EAST SIDES OF THE BUILDING ARE 20' WIDE.
 2. THE SHADED AREA INDICATES A 20' WIDE ACCESS PATH FIRE APPARATUS WITH 40' INSIDE RADI AND 60' OUTSIDE RADI.
 3. STAGING LOCATIONS ARE SHOWN WITHIN 50' OF NEW OR EXISTING FIRE HYDRANTS.
 4. REACH OF 150' LONG FIRE HOSES ARE INDICATED FROM EACH FIRE TRUCK STAGING LOCATION TO INDICATE FULL COVERAGE AROUND EXTERIOR OF BUILDING.

- LEGEND:**
- 20' WIDE FIRE LANE PATH
 - FIRE TRUCK - STAGING
 - NEW FIRE HYDRANT
 - EXISTING FIRE HYDRANT
 - EXISTING ELECTRICAL POLE
 - 150' REACH OF FIRE HOSE
 - 50' MAX. REACH OF FIRE HOSE FROM FIRE HYDRANT
 - ADA PATH OF TRAVEL, PATH OF TRAVEL SHALL NOT EXCEED 2% CROSS SLOPE IN ANY DIRECTION, SEE SHEET A0.10 FOR EXISTING AND SAFE DISPERSAL AREA INFORMATION.

1 CODE ANALYSIS - FIRE APARATUS SITE ADA ACCESS/EGRESS PLAN
1" = 20'-0"



Permit #: B19-016-3
BUILDING CODE COMPLIANCE REVIEW
THIS SET OF PLANS AND SPECIFICATIONS HAVE BEEN REVIEWED FOR COMPLIANCE WITH THE LOCALLY-ADOPTED CODES RELATED TO THIS PROJECT'S STATED SCOPE OF WORK.
BY: Wayne Webb DATE: October 22, 2019
Interwest Consulting Group

PACKAGE 2

Mono County - Civic Center

SIERRA PARK ROAD, TOWN OF MAMMOTH LAKES, CALIFORNIA

MONO COUNTY PUBLIC WORKS



CONSULTANT
nacht&lewis
600 Q Street, Suite 100
Sacramento, CA 95811
www.nachtlewis.com
P 916.329.4000



ARCHITECT
CONSTRUCTION DOCUMENTS

REVISIONS	NO.	DESCRIPTION	DATE
4	ASI 19		7/23/19

DATE April 19, 2019
JOB NO. Y1836.00
SHEET TITLE

FIRE APARATUS AND SITE EXITING PLAN

SHEET NO.
P2 - A0.07

SHEET -- OF -- TOTAL

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: January 13, 2020

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Staff travel to the 2020 State Transportation Improvement Program (STIP) Hearing

RECOMMENDATION

Provide any desired direction to staff

FISCAL IMPLICATIONS

The RTIP and STIP fund local and regional transportation projects in Mono County. The CTC Fund Estimate has restricted programming in the beginning of this new five-year cycle. Complete programming amounts are available only in the last year of the five-year cycle, fiscal year 2024-25.

ENVIRONMENTAL COMPLIANCE

All RTIP/STIP projects require environmental compliance as a condition of project planning and allocation. The adoption of the 2020 RTIP is a statutory exemption under the California Environmental Quality Act (CEQA) Guidelines section 15276 (a).

RTP/RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan.

DISCUSSION

The STIP cycle occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The 2020 RTIP/STIP schedule is below:

Regions submit RTIPs	Dec. 15, 2019
Caltrans submits final ITIP (Interregional Transportation Improvement Program)	Dec. 15, 2019
CTC STIP hearing, North	Jan. 30, 2020
CTC STIP hearing, South	Feb. 6, 2020
CTC publishes staff recommendations	Feb. 28, 2020
CTC adopts STIP	Mar. 25-26, 2020

ATTACHMENT

- 2020 STIP adoption hearings

FRAN INMAN, Chair
 PAUL VAN KONYNENBURG, Vice Chair
 BOB ALVARADO
 YVONNE B. BURKE
 LUCETTA DUNN
 CARL GUARDINO
 CHRISTINE KEHOE
 HILARY NORTON
 JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio
 ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
 SACRAMENTO, CA 95814
 P. O. BOX 942873
 SACRAMENTO, CA 94273-0001
 (916) 664-4245
 FAX (916) 653-2134
<http://www.catc.ca.gov>

January 7, 2020

To: Regional Transportation Planning Agencies – County Transportation Commissions

RE: 2020 STIP Hearings

The California Transportation Commission (Commission) has scheduled the following two hearings for the 2020 State Transportation Improvement Program (STIP):

Northern California STIP Hearing
Thursday, January 30, 2020
Upon adjournment of Commission Meeting
 California Environmental Protection Agency
 Coastal Hearing Room
 1001 I Street
 Sacramento, California 95814

Southern California STIP Hearing
Thursday, February 6, 2020 – 10:00 am
 Transportation Corridors Agencies
 125 Pacifica, Suite 120
 Irvine, California 95618

At each hearing, the Department of Transportation will make a presentation of its Interregional Transportation Improvement Program (ITIP). Each regional agency will also have the opportunity to make a presentation of its Regional Transportation Improvement Program (RTIP), and to comment on the ITIP. Each regional agency should be prepared to explain its proposed program and why the Commission should include the proposed program in the STIP.

The 2020 STIP Fund Estimate provides \$569.3 million of new STIP capacity over the five-year STIP period (2020-21 through 2024-25). Programming in the 2020 STIP is constrained by fiscal year and a negative program capacity for the Public Transportation

Regional Transportation Planning Agencies – County Transportation Commissions
2020 STIP Hearings
January 7, 2020
Page 2

Account. This means that many of the transit projects currently programmed in the STIP must be delivered with other funds (if eligible) or be unprogrammed.

The Commission requests that regional presentations focus on proposed new projects and any changes in regional priorities. Presentations should explain the relationship to the region's long-range transportation plan and sustainable communities strategy, making reference to the performance and cost-effectiveness evaluation of the regional program. The Commission will select projects by considering regional agency priorities, cost-effectiveness, state highway needs, fund estimate targets, and other criteria described in the guidelines.

To schedule a time for your RTIP presentation, please contact Kevin Dillon by January 13, 2020, at Kevin.Dillon@catc.ca.gov or (916) 653-0220. Should you have any questions regarding the STIP hearings or any STIP related questions, please contact Teresa Favila at Teresa.Favila@catc.ca.gov or (916) 653-2064.

Sincerely,


SUSAN BRANSEN
Executive Director

News Release



Date: December 19, 2019
District: 9 / Headquarters
Contact: Christine Knadler
Phone: (760) 872-0676

FOR IMMEDIATE RELEASE

More than \$200 Million in SB 1 Funded Projects Will Improve Transportation for Motorists, Bicyclists and Pedestrians

SACRAMENTO — This month the California Transportation Commission (CTC) allocated more than \$200 million for 27 fix-it-first highway projects and \$42 million for 43 transit, bike and pedestrian projects that are partially funded by Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017.

“Californians expect their transportation system to be well maintained, efficient, and multimodal” said Caltrans Director Toks Omishakin. “This funding will keep us safely moving motorists, bicyclists, pedestrians and transit users across the state.”

The 27 SB 1 funded SHOPP projects will replace or improve 305 lane miles, 27 bridges, 204 congestion reducing devices, and repair 32 culverts to prevent flooding on highways.

Area projects allocated funds include:

\$1,535,000 on State Route 168 W, near Bishop, to improve safety and operation. This project will add a micro-surface to the pavement and reconfigure roadway striping to provide a two-way left turn lane from Meadow Lane to Pioneer Lane.

In various locations around Mono County, on U.S. Highway 395 and U.S. Highway 6, funds were allocated for the Design and Right of Way phases of a project that will improve chain control turnouts by installing lighting, improving signage, expanding the pavement area, constructing a median cross-over, and installing two new chain control turnouts.

The CTC also approved an allocation of more than \$42 million for 35 locally administered Active Transportation Program (ATP) projects, 16 of which received \$8.3 million in funding from SB 1. These projects range from improving sidewalks and bicycle lanes to creating safer routes to school for children who ride their bicycles or walk to school.

Additionally, more than \$21 million of SB 1 funding was allocated to the Local Partnership Program (LPP) to help match road and transit investments that local communities have made in their region through voter-approved transportation tax measures.

Since SB 1 was signed into law April 2017, Caltrans has repaired or replaced 299 bridges and paved nearly 2,400 lane miles of the state highway system. Caltrans has completed 176 SB 1 projects to date, with 455 projects in the works statewide.

SB 1 invests approximately \$5 billion per year to fix roads, freeways and bridges in communities across California as well as strategically investing in transit. These funds are split equally between state and local projects and will allow Caltrans to fix more than 17,000 lane miles of pavement, 500 bridges and 55,000 culverts on the state highway system by 2027.

SHOPP is the state highway system's "fix-it-first" program that funds safety improvements, emergency repairs, highway preservation and operational highway upgrades. A significant portion of the funding for this program comes from SB 1.

Caltrans is committed to conducting its business in a fully transparent manner and detailing its progress to the public. For complete details on SB 1, visit <http://www.rebuildingca.ca.gov/>.

More information and updates on these and other projects can be found on Caltrans' social media channels: <http://www.dot.ca.gov/paffairs/social-media.html>.

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The National Voice of Scenic Byways & Roads

FHWA National Byway Nomination News

The National Scenic Byway Foundation is pleased to announce that the Federal Highway Administration will make the official nomination application for new National Scenic Byways available on February 13, 2020 in a specially designed portal that will go live on that date. For current information on new nominations, go to www.fhwa.dot.gov/hep/scenic_byways and click on Nominations. Application guidelines and other details to get the process started are there.

The Foundation encourages any Byway that would like to apply for National Scenic Byway status to do so. As the quest for renewed Federal funding goes on, a strong group of new nominations will signal interest and support for the program. If there is any way we can help, such as understanding the process, or recommending a consultant, contact Sharon Strouse, Executive Director, at 330-231-3468 or by email at sharon.strouse@nsbfoundation.com. If you need to know contact information for your State scenic byway coordinator or other Byway contact information, contact Maree Forbes, Director of Development and Marketing at 717-617-0251 or by email at maree.forbes@nsbfoundation.com.

Save these dates

Read more about these byway networking and learning opportunities at nsbfoundation.com and in our January newsletter:

Feb 19, 4pm EST – Webinar: RV Readiness for your Byway – presented by Kevin Broom, GoRVing

Feb 28, Byway Awards DUE: Winners announced at the Heartland Byway Conf in Kansas – April 16

Feb 28, Early Bird Registration Deadline: The Heartland Byway Conf – April 14-

16: <https://www.travelks.com/industry/education/heartland-byways-conference/>

Become a NSBF Member for 2020 now and apply for AWARDS. Visit our member page to see our many member

benefits: <https://nsbfoundation.com/index.php/member-byways/become-a-member>

National Scenic Byway Foundation is a 501 (c) 3 non profit dedicated to providing training, tools and support for Scenic Byway leaders to strengthen and support Byways, while serving as the national voice for Scenic Byways and Roads. National Scenic Byways office is located at 7501 Whitehill Lane, Millersburg, OH 44654-9270. Mailing Address: PO Box 212, Millersburg, OH 44654-0212.

RETHINKING ROADS

Debate rages over moves to cut traffic lanes

By Jim Benning ♦ Photograph by David Ricks

As she stood in her Long Beach boutique, Merry Colvin gestured out the front door toward Broadway and shook her head. Before the city reduced car lanes from four to two, added bike lanes, and reconfigured parking on a 2-mile stretch of Broadway last May, plenty of people would stop in on a typical weekend afternoon to shop for saris from India, beaded necklaces from Kenya, and other items, she said. But on a recent Sunday, Colvin's store, Merry's, was empty, and she blamed the changes on the street. "There's no parking and it's dangerous," she said. "The lanes are too narrow. There's no visibility. It's bad for everybody."

But Thomas Gaebel of nearby Signal Hill, who was cycling down one of the new bike lanes on a different day, paused long enough to say he loved the new design. "It's a safe and easy way to get across town," he said. "I suppose for drivers it's a bitter pill to swallow."

Debates are roiling across Southern California and the nation these days as cities aiming to slow traffic and make streets safer have cut automobile lanes on key streets—while often adding turn lanes, bike lanes, bus lanes, or new pedestrian zones to promote other ways of getting around. Transportation planners call these reductions in car lanes "road diets."

The approach dates back at least 40 years. As traffic in many U.S. cities increased in the 1950s and '60s, transportation officials responded by expanding the number of lanes on busy

thoroughfares—frequently from two to four. But in 1979, Billings, Montana, implemented one of the first known road diets, transforming a four-lane undivided highway to three lanes, including a two-way-turn lane in the middle. The change reportedly led to a drop in crashes, and over the coming decades, other cities experimented with road diets of their own.

When done right, supporters say, road diets slow speeding cars and save lives. Proponents point to a 2011 study by the AAA Foundation for Traffic Safety that found that pedestrians struck by an automobile traveling 50 mph have about a 10 percent chance of survival, while those struck by a car going 23 mph have about an 80 percent chance. According to the U.S. Department of Transportation, implementing road diets on undivided four-lane highways is a proven way to cut fatalities and injuries. For cities that have adopted Vision Zero—the Swedish-born, statistics-driven strategy to eliminate deadly traffic crashes—road diets are often seen as a useful tool for achieving safer roads.

"One of the most dangerous things about the road, if not the most dangerous, is speed," said Michael Manville, an associate professor of urban planning at the UCLA Luskin School of Public Affairs and a supporter of many road diets. "The most effective way to reduce speed is not through police enforcement, which is labor intensive. Police can't be everywhere." Rather, he believes in slowing traffic through design changes that encourage reduced speeds. When confronted with fewer

Broadway in Long Beach after the road diet

