



2024 REGIONAL TRANSPORTATION PLAN

**MONO COUNTY LOCAL
TRANSPORTATION
COMMISSION**

**MONO COUNTY
COMMUNITY DEVELOPMENT
DEPARTMENT**

**MONO COUNTY PUBLIC
WORKS DEPARTMENT**

**TOWN OF MAMMOTH LAKES
COMMUNITY AND
ECONOMIC DEVELOPMENT
DEPARTMENT**

**TOWN OF MAMMOTH LAKES
PUBLIC WORKS
DEPARTMENT**

AMENDED __/__/2024

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

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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 and maintains greenhouse gas (GHG) emissions within the target¹ in the county.
- Plan for systems and infrastructure for zero emissions vehicles and fuel, including transit, long-range transit and heavy-duty vehicles, such as graders and snow removal equipment.
- Plan and implement a transportation and circulation system that provides for livable communities, including affordable housing, 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, including unpaved roads providing access and connectivity.
- Provide for the use of non-motorized means of transportation within Mono County, including localized and regional trails that connect communities, services, and recreation nodes.

¹ GHG targets for the unincorporated county are established by the GHG emissions inventory, which was most recently updated in 2022. The current target is a 40% reduction from 1990 emission levels by 2030, and an 80% reduction from 1990 emission levels by 2050.

- Provide for the parking needs of residents and visitors, particularly in community areas and review and adjust those needs in accordance with the provision of VMT reducing tools.
- Provide for the safe, efficient, and economical operation of the existing airports in the county.
- Provide for vibrant main streets that are part of the community and accommodate multi-modal users, not just vehicular traffic.
- 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.

Summary of Existing Transportation System

Located in the heart of the Eastern Sierra, Mono County, California, is positioned between the crest of the Sierra Nevada Mountains and the California-Nevada border. Its physical isolation, mountainous and high desert landscape, unique weather patterns (including annual snowfall, high winds, and blowing snow), and rural character distinguishes Mono County and its transportation system from other jurisdictions in California. Accessed by State-designated Scenic Byway US Highway 395, private automobiles are the primary mode of transportation for residents and visitors, while commercial trucking is used to bring goods to the area. Generally, the transportation system is defined by its highways, multi-modal roadways, trails, paths, and sidewalks, as well as its transit service and air travel. While the existing transportation system sustains social, economic, and recreational activities in the region, exploration of new transportation systems has historically been limited due to factors such as terrain, weather, and population size, which in turn, limits availability of intermodal transportation.

US Highway 395 (US 395) is the principal route to and through Mono County. The highway provides access to Mono County's beloved recreational and tourist attractions and serves as the only suitable year-round route for emergency purposes. US Highway 6 (US 6) and several state routes provide regional links to US 395 from Nevada and central California, a handful of which are subject to seasonal pass closures in the Sierra Nevada mountain range, such as State Routes (SRs) 120, 89 and 108. The highway and roadway system in Mono County is expected to serve as the main access for both residents and visitors to Mono County.

Mono County maintains 679.45 miles of roads that diverge from US 395 and State Routes. In some communities, there is a need for additional facilities to extend emergency services and allow for continued growth. Maintenance of existing roadways remains the highest priority for the County roadway system.

Mono County supports an interregional and countywide transit system sponsored by the Eastern Sierra Transit Authority (ESTA) and the Yosemite Area Regional Transportation System (YARTS). Local transit services in the Town of Mammoth Lakes free routes provided by ESTA and directly funded in part by the Town, as well as private shuttle/taxi services. Countywide services are expected to increase in response to demand and the availability of funding; local services in the Town of Mammoth Lakes are expected to increase as the Town implements its Transit Plan.

Mono County has three public airports, including the 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. Planned improvements at the Mammoth Yosemite, Lee Vining, and Bryant Field Airports will increase safety at all three locations; such improvements will also allow for the expansion of facilities to support commercial aircraft service to the Eastern Sierra.

Roadway, trail, path, and sidewalk systems dedicated to non-motorized activities, such as walking or bicycling, are limited throughout and unique in Mono County. Many non-motorized activities occur on sidewalks or on existing roadways where road shoulders are not consistently wide enough to accommodate non-motorized activities, and also on unpaved dirt roads and trail systems on public lands (e.g., U.S. Forest Service, Bureau of Land Management) that are also frequently used for recreational pastimes such as hiking, mountain biking, and off-highway or over-snow vehicles. Nevertheless, these same recreational dirt roads, trails, and pathways can connect services within and between communities, residential uses (e.g., Forest Service cabins, non-traditional sheltering situations such as living in a recreational vehicle or trailer), and recreation nodes (e.g., trailheads, dispersed camping uses, recreation features), and are therefore considered to be part of the transportation network. Trails and pathways that do not connect services, housing/shelters, and recreational features, among other essential life needs, and are exclusively recreational in nature (e.g., trails accessing only backcountry and designated wilderness areas) are not considered to be part of the transportation system. Policies in the RTP promote the development of additional non-motorized facilities for pedestrians, bicyclists, Nordic skiers and, in some cases, equestrians primarily in community areas in order to reduce dependence on the automobile, reduce air emissions, and increase the connectivity and livability/walkability of local communities. RTP policies also promote the development of regional bicycle trails, such as the Eastern Sierra Regional Trail or Towns To Trails project, currently in conceptual phases, to connect communities on a regional scale.

Summary of Transportation System Opportunities

The existing transportation system in Mono County is constrained by its physical isolation, topography, weather conditions (including annual snowfall, high winds, and blowing snow), massive population increases at certain times due to the influx of visitors, distance between communities, and large percentage of publicly owned land, labor pool, and cost of operation. Historically, these factors have generated low demand for alternative transportation methods outside of incorporated areas, except during weekends and holidays, and have led the LTC to

focus on asset management and the enhancement of existing infrastructure and peak visitation management rather than the development and extension of new highways and roadways. For these reasons, the current roadway system, including highways, is expected to continue to serve residents and visitors over the 20-year time frame for this RTP. The main opportunities for the transportation system lie in enhanced multi-modal mobility, transit, safety improvements related to emergencies and snow management, conversion of existing facilities to complete streets and vibrant public spaces for the community, and development of alternative zero-emission fuels that are viable in an alpine climate.

Compliance with Air Quality Plan

Mono County and the Town of Mammoth Lakes meet all state and national air-quality standards with the exception of particulate matter (PM10) and ozone concentrations. Mono County and the Mono Basin (including Lee Vining and Mono City) are designated as non-attainment areas for the state PM10 standard, and the Town of Mammoth Lakes was designated as non-attainment before 2015. The U.S. Environmental Protection Agency (EPA) currently designates the Town of Mammoth Lakes as an attainment-maintenance area for the federal PM10 standard. PM10 emissions are primarily from wood burning and re-suspended road cinders. In response to the non-attainment designation, the Great Basin Unified Air Pollution Control District (GBUAPCD) adopted an Air Quality Management Plan (AQMP) for the Town of Mammoth Lakes, which served as the required State Implementation Plan (SIP) and requires sweeping of the road cinders. The Town consequently adopted regulations to implement the AQMP. These regulations are the only transportation-related air quality requirements implemented in Mono County.

The Mono Basin is affected by PM10 that is primarily generated by wind scouring the exposed lakebed of Mono Lake which causes air quality violations. As a result, the Mono Air Basin is currently designated non-attainment for the federal PM10 standard. However, the SIP consists of increasing the level of Mono Lake and does not include any transportation-related requirements.

Due to the success of the AQMP, the EPA officially redesignated the Town of Mammoth Lakes as an attainment-maintenance area for the federal air quality standard for PM10 in late 2015 and approved a new Air Quality Maintenance Plan that demonstrates compliance with air quality standards can be maintained through 2030. The AQMP retains the regulations that were enacted to achieve attainment, and therefore continue to constitute the only transportation-related air quality requirements in Mono County.

As of 2012, Mono County was designated as a non-attainment area for the State of California's ozone standard. The California Air Resources Board (CARB) 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, resulting in the adoption of an Ozone Attainment Plan by the Great Basin Unified Air Pollution Control District that identified Mono County as an ozone transport area.

Summary of Transportation Funding Programs

Mono County expects the following traditional revenue sources to fund the operations and maintenance of its transportation system:

- 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, various transit 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) and other grant sources.
- Development Impact Fees may be utilized for transportation improvements related to new developments.

This funding list is not exhaustive. Various transportation funding sources arise as federal budgets are approved, and the LTC strives to be nimble in order to respond to new funding sources and requirements.

Summary of Public Involvement Program

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 2024 Mono County RTP Action Element includes the following recommendations:

- Direct transportation funding to the operation and maintenance of existing roadways in the town and county. Roadway construction or rehabilitation projects are limited to those eligible and included in the STIP and SB 1 projects. Both the RTIP and the STIP now include a preventative maintenance program.
- 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.
- 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. 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 (S RTP), the Town of Mammoth Lakes Transit Plan, and the Yosemite Area Regional Transit System (YARTS) S RTP, both incorporated by reference in this RTP. Specific purposes of the ESTA S RTP 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 S RTP and at annual unmet transit needs hearings.
- The Town's Transit Plan and the Transportation and Circulation Element of the Town's General Plan contain policies that are intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and Dial-A-Ride services in Mammoth Lakes. Policies in the Transit Plan and 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 and Inyo counties.
- The County's action programs for bicyclists, pedestrians, equestrians, Nordic skiers and other non-motorized modes of transportation focus on updating and then implementing the Mono County Trails Plan (see Appendix) and Bicycle Transportation Plan, as well as various main street plans, walkable communities studies, and the June Lake Active 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 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.
- Actively pursue resources, partnerships and policies to grow and enhance a housing – jobs balance.

Summary of Significant Environmental Impacts

The effects of the RTP on the environment were analyzed in the 2015 Mono County RTP & General Plan Update EIR and significant environmental impacts were identified, and an addendum was prepared for the adoption of the 2019 RTP update. An addendum to the 2015 Mono County RTP & General Plan Update EIR and 2019 addendum has been prepared for the 2024 update. The 2015 EIR is available by contacting the Mono County Community Development Department at 760.924.1800 or visiting <https://monocounty.ca.gov/planning/page/general-plan-eir>, and the 2019 addendum is available at <https://www.monocounty.ca.gov/ltrc/page/regional-transportation-plan>

CHAPTER 1: PLANNING PROCESS AND COORDINATION

Purpose

The Regional Transportation Plan (RTP) is a policy document that outlines a 20-year planning horizon based on the unique needs and characteristics of a region. Every Regional Transportation Planning Agency (RTPA) is required to develop a Regional Transportation Plan (RTP) that is coordinated with the local jurisdictions' land use planning.

Per California Government Code Section 65041.1, the long-range plan should also be consistent with the State of California's goals for transportation, environmental quality, economic growth, and social equity. Pursuant to 23 CFR 450.202, the California Transportation Commission (CTC) also 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.

The purpose of an RTP is to provide a clear vision of the regional transportation goals, objectives, and strategies, while balancing State and Federal transportation goals. The vision must be realistic and within fiscal constraints. In addition, the RTP has many functions, including:

- Providing an assessment of the current modes of transportation and the potential of new travel options within the region;
- Projecting/estimating the future needs for travel and goods movement;
- Identification and documentation of specific actions necessary to address the region's mobility and accessibility needs;
- Identification of guidance and documentation of public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing and future growth patterns;
- Identification of needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal Transportation Improvement Program (FTIP) and the State Transportation Improvement Program (STIP), (b) facilitation of the National Environmental Protection Act (NEPA)/404 integration process decisions; and (c) identification of project purpose and need.
- Employing performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals of state and federal transportation policy;
- Promotion of consistency between the California Transportation Plan (CTP), RTP, and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;

- Providing a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues that transcend regional boundaries; and
- Involving community-based organizations, the public, federal, State, and local agencies, California Tribal Governments, as well as local elected officials, early in the transportation planning process 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 and Federal law require extensive coordination with applicable local, State and Federal transportation plans and programs during the development of the RTP. The following plans and programs are reviewed intermittently and applicable edits to the Mono County RTP are tracked, then incorporated during updates as needed:

Local Plans and Programs

- Alpine County Regional Transportation Plan
- Benton Paiute Reservation 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 Active Transportation Plan
- 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 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)
- Mono County Vehicle Miles Traveled (VMT) Threshold Study (2022)
- 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 (2014)
- Town of Mammoth Lakes Mobility Element
- Town of Mammoth Lakes Pedestrian Master Plan
- Town of Mammoth Lakes Trail System Master Plan
- Town of Mammoth Lakes Walk, Bike, Ride Action Plan (2017)
- 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 (2022)
- Mono County Collaborative Planning Team – Guiding Principles
- Mono County Regional Blueprint Project
- Regional Transportation Improvement Program (RTIP)
- Yosemite Area Regional Transportation System (YARTS) Short-Range Transit Plan

State Plans and Programs

- Caltrans District 9 Active Transportation Plan (2021)
- Caltrans District 9 ITS Master Plan (in development)
- Caltrans California Aviation System Plan (2020)
- Caltrans California Transportation Plan (2050)
- Caltrans District System Management Plan (in progress) Caltrans Interregional Transportation Strategic Plan (2021)
- Caltrans Interregional Transportation Strategic Plan Addendum (2022)
- Caltrans Smart Mobility Framework Guide (2020)
- Caltrans Corridor Planning Process Guide (2020)
- Caltrans Complete Streets Action Plan (2022)
- Interregional Transportation Improvement Program (2024)
- Office of Planning and Research (OPR) General Plan Guidelines (2017)
- Office of Planning and Research (OPR) Draft Environmental Goals and Policy Report (2015)
- Office of Planning and Research (OPR) California Adaptation Planning Guide and Climate Resilience Plan Alignment Toolkit (2022)
- California Natural Resources Agency Safeguarding California Plan (2018)
- California Natural Resources Agency Safeguarding California: Implementation Action Plans (2016)
- Caltrans State Highway Operation and Protection Program and Minor Program (2024)
- California Transportation Commission State Transportation Improvement Program (2024)
- Caltrans District 9 Origin-Destination Study (2020)
- Caltrans California Rail Plan (2023)
- California Transportation Commission Comprehensive Multimodal Corridor Plans (2018)
- Caltrans District 9 System Management Plans

- California Air Resources Board Sustainable Freight Action Plan (2016)
- California Air Resources Board Scoping Plan Documents (2022)
- Caltrans California Freight Mobility Plan (2023)
- Caltrans SB 743 Implementation Resources
- Caltrans Strategic Highway Safety Plan (2023)
- California Department of Fish and Wildlife Federal Lands Management Plans
- California Department of Fish and Wildlife State Wildlife Action Plan (2015)
- Caltrans Toward an Active California - State Bicycle and Pedestrian Plan (2017)
- California State Transportation Agency Climate Action Plan for Transportation Infrastructure (2021)
- Caltrans District 9 Vulnerability Assessments and Adaptation Priorities Reports (2021)

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

Consultation and Coordination

The public involvement program has been drafted in accordance with 23 CFR 450.210 and 450.216(j) that provides opportunities for public review and comment throughout the development of the RTP. Mono County LTC follows the required public involvement objectives:

1. Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans;
2. To the maximum extent practicable, employ visualization techniques to describe the RTP;
3. To the maximum extent practicable, make the RTP electronically accessible, such as posting it on the respective RTPAs website;
4. To the maximum extent practicable, hold public hearings at convenient and accessible locations and times;
5. Demonstrate explicit consideration and response to public input on the RTP (documentation);
6. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income households and people of color;
7. Provide additional opportunities to comment on the RTP, if the final version differs significantly due to additional comments;
8. Coordinate with the state transportation planning and public involvement processes; and,
9. Periodically review intended RTP outcomes, products and/or services.

Public Involvement Program

Mono County strives to facilitate a public involvement program that engages all sectors of the population in transportation planning. Public involvement is traditionally sought at community meetings, Commission and committee review, public workshops, and targeted outreach programs. Periodic review of its public involvement opportunities assures effective implementation of the public involvement program and increases responsiveness from those traditionally underserved, such as low-income households, people of color, and individuals who may face challenges accessing employment and other services, in transportation planning.

The Mono County LTC participates on and provides staffing to a number of citizen advisory groups that share insight into community-specific transportation opportunities and challenges. The citizen advisory committees listed below meet consistently throughout the year.

Citizen Advisory Committees

The purpose of citizen advisory committees is to advise the Local Transportation Commission, Board of Supervisors, Planning Commission, and the Community Development Department on the development, review, implementation and update of the Mono County General Plan and associated area or community plans, including transportation plans. Regional Planning Advisory Committees (RPACs) are one type of citizen advisory committee that serve to identify challenges and opportunities related to transportation and circulation in their specific community areas and give policy recommendations based on the identified needs of the community. Citizen advisory committees include members of the public, business owners and members of the private sector, members of local Tribes, staff, and often times, local officials. The RPACs increase public responsiveness to the Regional Transportation Plan and specifically address the desires of local residents and the users of the transportation system. Mono County facilitates RPACs in five communities: Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, and Long Valley. During the development of this RTP, outreach at RPACs began in the winter of 2023, and extended through the late fall of 2024.

The State of California provides for a public involvement process that requires the LTC to hold at least one public hearing annually to ensure broad community participation and the input of transit-dependent and transit-disadvantaged persons, including those living with disabilities, the elderly, those historically underserved, and low-income households. This process is full and open to all members of the public to discuss transportation opportunities and challenges. Tribes are also invited to attend and provide insight on the transportation network during regular citizen advisory committees.

Public Information Meetings and Workshops

In addition to regular citizen advisory committee meetings, the LTC holds public information meetings and workshops to address specific transportation issues, projects, and planning processes. At a minimum, community outreach is conducted every spring in joint unmet transit needs and transportation needs workshops, which culminate in a public hearing before the LTC.

Previous targeted outreach projects include Bridgeport Main Street Revitalization Project in partnership with the Local Government Commission (2012); Dan Burden and Caltrans' participation in the Community-Based Transportation Planning Grant (2012, 2017); transportation workshops with the Planning Commission (multiple years); pedestrian safety conversations in Lee Vining and the US 395 widening proposal in the Mono Basin (multiple years, most recently 2024); livable communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport (multiple years); pedestrian safety in the Antelope Valley, especially through the township of Walker (2023/2024); as well as other transportation issues.

The LTC also previously partnered with Caltrans District 9 to develop a Public Participation Plan which discusses new methods of outreach for local residents; policies from this plan were incorporated into the 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. Improved communication efforts have included websites established by both Caltrans and the LTC, targeted flyer distribution in communities affected by specific projects, public announcements at RPACs, in addition to the public information meetings discussed above. The LTC does not maintain a social media account, but it distributes newsletters on regional programs and projects which may be accessed by the public and stakeholders and can post information through Mono County's social media accounts.

Unmet Transit Needs

To fulfill unmet transit needs and public hearing requirements, the LTC schedules annual meetings with the Social Services Transportation Advisory Council (SSTAC) and the Regional Planning Advisory Committees (RPACs) to gather insight on existing transportation projects. Tribes are also noticed and encouraged to participate in this public involvement opportunity. A joint public hearing is consequently held with the LTC and SSTAC to identify which projects are considered "unmet needs" and "reasonable to meet" based on the definitions and criteria set forth in LTC Resolution 98-01.

Tribal Consultation

Mono County is home to three Tribes, who reside predominantly in the communities of Benton, Bridgeport, and Lee Vining (the Mono Basin). Tribes are invited and encouraged to participate in all public hearings, including the citizen advisory committees, public information meetings and workshops, and committee and Commission meetings. The LTC formally notices the Tribes about transportation projects impacting the community and offers consultation. Tribes also have the opportunity to subscribe to informational newsletters and meeting agendas from the committees and Commissions. All three Tribes hold seats on the Collaborative Planning Team (CPT), which is a multi-jurisdictional planning entity that addresses a breadth of planning topics in Mono County, including transportation.

Town of Mammoth Lakes Planning and Economic Development Commission (PEDC) Transit Technical Advisory Committee

The Town of Mammoth Lakes organized a Transit Technical Advisory Committee to assist in developing its Transit Plan, including staff and representatives from the Town of Mammoth Lakes, the Mono County LTC, USFS, Great Basin Unified Air Pollution Control District, Planning and Economic Development Commission and the Mammoth Lakes Lodging Association. The responsibilities of the Advisory Committee have been assumed by the PEDC. The Committee holds two transit workshops per year, one of which is dedicated to unmet needs.

Collaborative Planning Team

The Collaborative Planning Team (CPT) 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, fire mitigation). The CPT meets quarterly to discuss a wide variety of ongoing and proposed projects. It includes representatives from the following organizations:

- Mono County (including the Board of Supervisors and Community Development Department)
- Benton Paiute Reservation
- Bridgeport Indian Colony
- U.S. Bureau of Land Management, Bishop office
- California Department of Fish and Wildlife
- California Department of Transportation (Caltrans), District 9
- Eastern Sierra Sustainable Recreation Partnership
- 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
- Mono Lake Kutzadika Tribe
- U.S. Fish and Wildlife Service
- U.S. Forest Service – Inyo National Forest
- U.S. Forest Service – Humboldt-Toiyabe National Forest

Local Transportation Commission (LTC)

The LTC is a Commission representing one of 26 rural RTPAs in California and is responsible for the development of the Regional Transportation Plan (RTP). The Commission meets regularly to discuss a variety of issues that relate to transportation, such as planning, policies, funding, and projects. In previous years, the LTC has partnered with Caltrans (District 9) to develop new methods of outreach for local residents, resulting in public participation strategies that were incorporated into this RTP. Outreach efforts include regular Commission meetings open to the public in-person and via remote/digital connection, transportation-related discussions with local communities through the Regional Planning Advisory Committees, transportation-related

discussions with other land management agencies and Tribes through the Collaborative Planning Team, digital information and documents distributed through an email subscription list, and the Mono County and LTC websites.

Public Involvement with Traditionally Underserved Communities

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 transportation planning. There are a number of groups that live and thrive within Mono County that are considered traditionally underserved.

Tribal Consultation

Mono County is home to several Native American and Indigenous communities, particularly in the communities of Antelope Valley, Benton, Bridgeport, and Lee Vining. There are two Federally recognized Tribes, which include the Bridgeport Indian Tribe and the Utu Utu Gwaitu Paiute Tribe, of the Bridgeport Indian Colony and Benton Paiute Reservation, respectively, and one locally recognized Tribe, the Mono Lake Kutzadika Tribe. Both of the Federally recognized Tribes have small housing areas and residential roadways. Input concerning their transportation system opportunities and challenges 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 Tribe, the Utu Utu Gwaitu Paiute Tribe, and Mono Lake Kutzadika Tribe. In addition, these communities are members of the Collaborative Planning Team (CPT) and are welcome to participate in planning discussions on an ongoing basis at the regular citizen advisory committees. Regional Planning Advisory Committees (RPACs) in the Antelope Valley, Bridgeport, and the Mono Basin provide a regular forum for input from Native and Indigenous residents, including the Mono Lake Kutzadika Tribe that is seeking Federal recognition. Outreach programs to the Native and Indigenous communities allows for public feedback concerning circulation and connectivity on Tribal lands.

Disabled Population

Input from persons living with disabilities is provided through the public hearings for unmet transit needs and through consultation with service providers that directly work with those living with disabilities, which includes the Social Services Transportation Advisory Council (SSTAC). In coordination with the Inyo County LTC, the Mono County LTC also funds the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan facilitated by the Eastern Sierra Transit Agency (ESTA) to ensure its contents are accurate and representative.

Limited English Proficiency (LEP)

Mono County maintains a contract with on-call language translation services to enable those who are non-English speaking to participate in transportation planning. For specific projects, translation services is programmed into presentations and scopes of work. Translations of policy documents or translation service at meetings are available upon request. In the past, Mono

County has made targeted outreach and surveys for specific projects available in Spanish and received little to no response via the translated materials.

Access to Information for Development of RTP/RTIP

The LTC provides reasonable public access to technical and policy information used to develop the RTP and Regional Transportation Improvement Program (RTIP). All adopted versions of the RTP and RTIP are available for review at both the Bridgeport and Mammoth Lakes offices and also digitally at <https://monocounty.ca.gov/ltc/page/resources>.

Adequate Public Noticing

The Mono County LTC follows standard Brown Act requirements for publishing agendas (72 hours prior) and noticing public hearings (10 days prior). Prior to the adoption of the RTP and RTIP, 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.

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 (1290 Tavern Road, Suite 137, 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)

Visualization Techniques

The LTC strives to integrate visualization techniques into presentations, plans, staff reports, and other materials given to the public, particularly for complete street and road work projects. Examples of visualization techniques include maps, graphics, or videos. The LTC believes that visualization techniques help convey information being presented to the public on transportation planning and related issues and make the materials accessible to all members of the public. Visualization techniques are less applicable to policy language amendments.

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>).

Explicit Consideration During RTP/RTIP 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 decision makers 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.

Periodic Review of the Public Involvement Process

The LTC intends to maintain a current RTP. The LTC, Town of Mammoth Lakes, RPACs, and communities will continue to refine the information and directives in the RTP on an annual basis. Public comments received during the 2024 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 development and implementation of the RTIP.

The public involvement process is reviewed annually with the public hearing on transportation issues. The LTC considers the methods by which public input was collected, assesses where public meetings were held for input, and recommends additional public involvement if necessary. In general, because the unincorporated county has Regional Planning Advisory Committees (RPACs) in most communities, the opportunity for input and participation is widely available in both the town and county. Two areas of the unincorporated county that tend to receive less outreach are the Tri-Valley (Benton, Hammil Valley, Chalfant Valley) and Swall Meadows/Paradise because these areas do not have established RPACs. LTC staff will continue to work with the Mono County Supervisor for these areas and community members to distribute information via the Supervisor's contact list and local forums where residents post information, such as Next Door.

Planning Analysis

As required by State planning law, the planning analysis for the 2024 Update of the Mono County RTP addresses the following, where applicable:

- General Plans (especially the Circulation, Land Use, Safety, Environmental Justice, and Housing Elements)
- Airport Land Use Compatibility Plans
- Air quality SIPs
- Short- and Long-Range Transit Plans
- Habitat Conservation Plans/Natural Community Conservation Plan including an integrated regional mitigation strategy (if applicable)
- Urban Water Management Plans
- Public Agency Trail Plans (if applicable)

- Local Public Health Plans
- Regional Bicycle and Pedestrian Plans
- Americans with Disabilities Act Transition Plans
- Master Plans, Specific Plans
- Impact Fee Nexus Plans
- Local Capital Improvement Programs
- Mitigation Monitoring Programs
- Countywide Long-Range Transportation Plans (if applicable)
- Tribal Transportation Plans
- Climate Action, Adaptation, and Resilience Plans
- Emergency Evacuation Plans
- AB 617 Community Emission Reduction Programs (if applicable)
- Local Hazard Mitigation Plans (especially pertaining to evacuation planning) State, federal, and other plans listed above

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, (2022)
- Short-Range Transit Plan (2022)

Yosemite Area Regional Transportation System (YARTS)

- Short-Range Transit Plan (2018)

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. 2015
- Mono County Resource Efficiency Plan. August 1, 2014. (GHG emissions inventory updated in 2022.)
- Tribal Transportation Needs Assessment: Bridgeport Indian Colony, Paiute Tribe. 2009
- Tribal Transportation Needs Assessment: Benton Paiute Indian Reservation, 2009
- Mono County Wayfinding Guidelines, 2017
- Electric Vehicle Charging Plan, 2019
- June Lake Active Transportation Plan, 2023

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, 2007
- 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

CHAPTER 2: EXISTING TRANSPORTATION NETWORK

Overview

Located in the heart of the Eastern Sierra, Mono County, California, is positioned between the crest of the Sierra Nevada Mountains and the California-Nevada border. The county has an area of 3,103 square miles and in 2020 had an estimated total population of 13,195 persons. Approximately 94% of the land is owned by public agencies in Mono County and roughly 88% is federally owned and managed by the US Forest Service and the US Bureau of Land Management. The county is home to one incorporated area, the Town of Mammoth Lakes, which had an estimated population of 7,191 in 2020. Other unincorporated communities are scattered primarily along US 395 and US 6.

The transportation system in Mono County is typical of many frontier counties, where private passenger vehicles are the primary mode of moving people and commercial trucks are the primary mode of moving goods. However, Mono County's physical isolation, mountainous and high desert landscape, unique weather patterns (including annual snowfall, high wind, and blowing snow), and rural character distinguishes the transportation system and day-to-day activities from other jurisdictions in California. While the existing transportation system sustains social, economic, and recreational activities in the region, exploration of new transportation systems has historically been limited due to factors such as terrain, weather, and population size.

Existing Regional Transportation Network

Highway System

The highway system, including US and State Routes, provides the access to and through Mono County, and serves as the primary means of connectivity for permanent residents in the county (Figure 1). Due to a handful of the communities' proximity to the highway system, there are ongoing efforts to address pedestrian safety issues through main street redevelopment projects in partnership with Caltrans District 9. The highway system includes the State-designated Eastern Sierra Scenic Byway, which 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.

US 395 is the principle major corridor to and through Mono County, extending 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. US 395 also serves as community main streets 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. It is the only direct route from major metropolitan areas through the county for the shipment of goods and materials and it is also the only route suitable for emergency purposes for communities in the western portion of the county. Sections of US 395 are designated as a State of California Scenic Byway, which draws and connects visitors to Mono County's many recreational and tourist attractions.

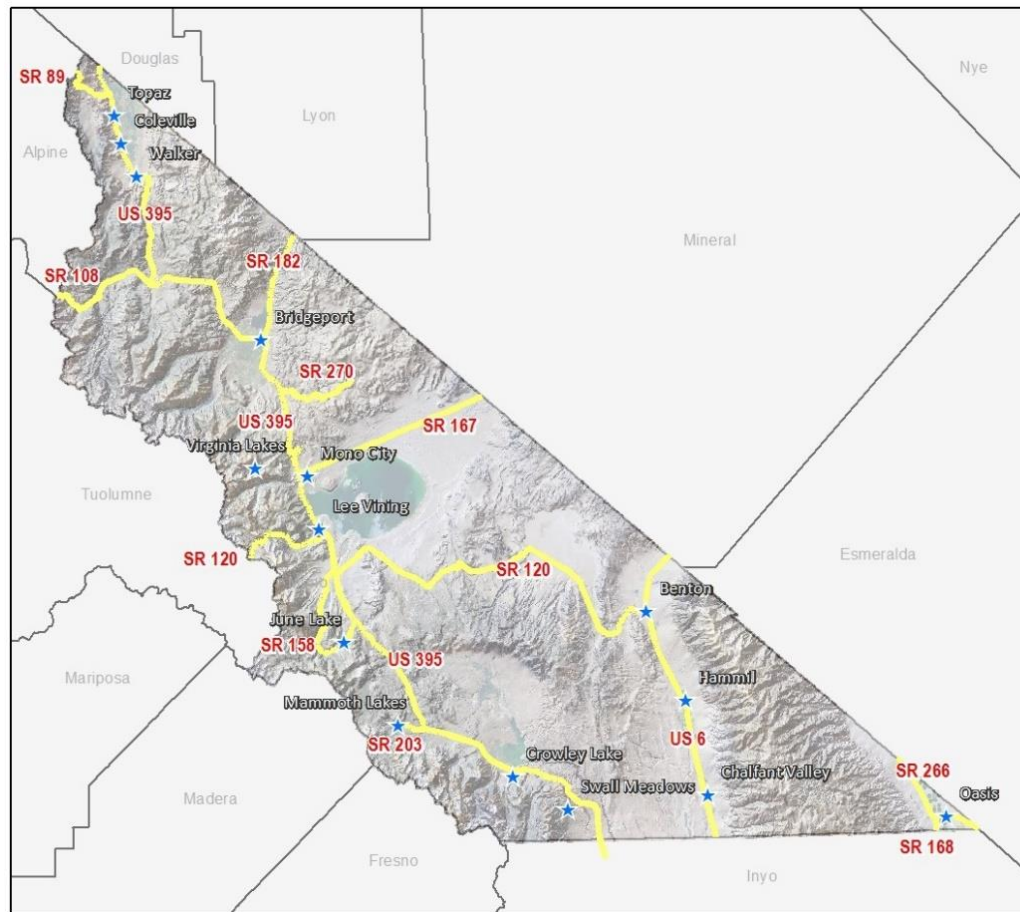


Figure 1: Mono County Existing State Highway System

Place. It is the only direct route from major metropolitan areas through the county for the shipment of goods and materials and it is also the only route suitable for emergency purposes for communities in the western portion of the county. Sections of US 395 are designated as a State of California Scenic Byway, which draws and connects visitors to Mono County's many recreational and tourist attractions.

In 2022, US 395 carried annual average daily traffic (ADT) volumes of ranging from 3,900 vehicles at the Nevada state line at Topaz to 10,200 vehicles traveling southbound at the junction with SR 203. Peak month ADT volumes varied from 12,800 at the northbound junction with SR 203 to 3,350 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 in Mono County to rural Nevada, the City of Bishop and greater Inyo County. It extends over 30 miles in Mono County – toward Bishop in the south and Nevada to the north and east – and serves as the Main Street in Chalfant and Hammil Valley. In 2022, ADT volumes on US 6 varied from 4,040 vehicles at the junction with US 395 in Bishop to 1,250 vehicles at the northbound junction with SR 120 in Benton. US 6 is the 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 89 provides access from US 395 to Monitor Pass into the Central Valley and is closed in the winter.

SR 108 provides access from US 395 west to Sonora Pass into the Central Valley 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. A pilot reservation program, and eventual permanent reservation program, may limit pass-through traffic to those with reservations or from certain gateway communities, reducing connectivity across the Sierra Nevada mountains.

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 on the Nevada border.

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 on the Nevada border.

SR 270 provides access east from US 395 to near Bodie State Historic Park and is closed in the winter.

Existing Rest Facilities

Parking and rest facilities are available in a handful of communities at local or public community centers but are generally limited due to prohibitive costs associated with year-round maintenance. These facilities vary in each community but typically include restrooms, drinking water, a public phone, air for tires, and occasionally, bicycle racks. Caltrans District 9 operates one of the primary rest facilities – Crestview Safety Rest Area on US 395 – which is located between Mammoth Lakes and Bridgeport and is accessible to the public on a seasonal basis. The general shortage and seasonality of rest facilities creates problems for those traveling on the major corridors and roadways who do not have access to basic public facilities, like restrooms. The Off-Highway Vehicle (OHV) roadway network also experiences a shortage of public restrooms which results in trash and sanitation issues along the roadside. A need for additional information about available rest facilities and the development of new rest facilities along the US 395 corridor is apparent.

Roadway System

The roadway system is an important aspect of circulation and connectivity for the unincorporated communities in Mono County. Mono County maintains approximately 680 miles of roadway between the communities, which are utilized primarily by passenger vehicles. Increasingly, these roadways are shared by pedestrians and cyclists who utilize these facilities to access other recreational activities and sites. While many existing roadways are not consistently wide enough to accommodate non-motorized facilities, the Local Transportation Commission adopted the policy to consult non-motorized users prior to construction when rehabilitation work is planned for highways and roadways to explore the addition of non-motorized facilities prior to construction.

Dirt Road Network

A portion of the Mono County roadway system is composed of an extensive network of dirt roads that span federal lands under management by the Forest Service and Bureau of Land Management. Partnership between Mono County and the Federal agencies provides a unique opportunity to maximize local resources to support this road system; many of these dirt roads are unimproved and are County-maintained, contributing to the County's maintained mileage. A sample of significant County-maintained dirt roads is included below. The County performs various maintenance of these roads on behalf of the Federal agencies, including seasonal grading, drainage improvements, and clearing of debris to open roads. The dirt road network provides a variety of uses, such as acting as connector roads between communities, destinations and drainages, residential access, and serve recreational purposes as well. Some of the dirt road network maintenance is funded by trust funds managed by the California Off-Highway Motor Vehicle Recreation (OHMVR) division of California State Parks. Per California State Law (Division

16.5 – Off-Highway Vehicles), all vehicles traveling on County-maintained roads must be street legal. This requirement is difficult to manage and will require policies to explore solutions that encourage compliance or amend regulations. When not properly maintained, it is common for users to create their own roads (termed “go-arounds”) or illegal routes, a problem that the County is actively working on monitoring and improving within our Federal partnerships. As illegal routes are identified, they are closed and restored as feasible.

Sample of county-maintained dirt roads on federal lands:

- Burcham Flat (connects Walker to 395 south of Sonora Junction)
- Buckeye Road (connects Twin Lakes Road to 395 north of Bridgeport)
- Dunderberg Meadows Road (connects Green Creek Road to Virginia Lakes Road)
- Bodie Masonic Road, Aurora Canyon, Cottonwood Canyon Road, Coyote Springs Road (connect Bodie to Bridgeport and to the Mono Basin)
- Dobie Meadows Road (connects north of SR 167 with SR 120)
- Owen’s River Road (connects Highway 395 north of Mammoth Lakes to Benton Crossing Road)
- Casa Diablo Mine Road (connects Benton Crossing Road south into Inyo County)
- Yellow Jacket Road, Fish Slough Road (connects Highway 120E near Benton south to Inyo County)

Non-Motorized Facilities

Roadway, trail, path, and sidewalk systems dedicated to non-motorized activities, such as walking or cycling, are limited throughout and unique in Mono County. Many non-motorized activities occur on sidewalks or on existing roadways where road shoulders are not consistently wide enough to accommodate non-motorized activities, and also on unpaved trail systems on public lands (e.g., U.S. Forest Service, Bureau of Land Management) that are also frequently used for recreational pastimes such as hiking and/or mountain biking. Nevertheless, these same recreational dirt trails and pathways can connect services within and between communities, residential uses (e.g., Forest Service cabins, non-traditional sheltering situations such as living in a recreational vehicle or trailer), and recreation nodes (e.g., trailheads, dispersed camping uses, recreation features), and are therefore considered to be part of the transportation network. Trails and pathways that do not connect services, housing/shelters, and recreational features, among other essential life needs, and are exclusively recreational in nature (e.g., trails accessing only backcountry and wilderness locations) are not considered to be part of the transportation system.

Significant weather conditions (including annual snowfall) make it difficult to use non-motorized facilities year-round and thus, a majority of facilities are available only for seasonal use. Nonetheless, the Local Transportation Commission encourages 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 of local communities. Local transit providers also provide bicycle racks on transit vehicles to accommodate cyclists in the area. The Local Transportation Commission also endorses the development of regional bicycle trails, such as the Eastern Sierra Regional Trail, which is currently in its conceptual phase.

Bicycle Usage

The unincorporated area of Mono County, outside the Town of Mammoth Lakes, has few existing dedicated bicycle facilities. Because job centers and educational facilities are located outside of the community, it is not practical for people to commute to work on bicycles or for students to commute to school on bicycles. Thus, workers and students often resort to using a personal vehicle or carpool system to get to and from the community in which they live. Generally, traffic congestion is limited on the highways and roadways, and air quality impacts from automobile use are minimal in Mono County. While most Mono County communities are small, with relatively flat topography, the 2022 American Community Survey indicated 1.1% of workers cycle to work, and 8% walk.

Availability of non-motorized facilities vary in each community and typically include bike racks, bus stops, and public restrooms. Safety is a concern for cycling because most bicycles are used where the shoulder is not consistently wide enough to accommodate non-motorized activities and winter conditions often create untenable conditions. Mountain bike use occurs throughout the county on dirt roads and trails, which are generally not marked as bike trails, and are considered part of the transportation network when they connect locations with jobs, housing (including non-traditional housing and sheltering), trailheads and recreation features, services, and other necessities of life. Bike trails that are purely recreational are not considered part of the transportation network. Illegal use of user-created bike trails is a growing problem in Mono County, particularly on USFS and BLM lands. The Mono County Public Works Department maintains local roadways with signage for bike use.

Opportunities for recreational bicycling are abundant throughout Mono County. Recreational cycling is a growing activity for locals and tourists, both on the highway system, county roadways, and on unpaved, public lands – some of which results in illegal usage. Many of the county paved roadways have little traffic and lead bicycle users to a variety of scenic destinations. The local cycling community currently produces several large-scale bike events on roads within the county, including the Mammoth Gran Fondo, The Everest Challenge, Pamper Pedal (for female cyclists), Mammoth Tuff, and several others. The Eastside Velo Cycling Club, a local, community-based cycling group, indicates the desire to attract large-scale cycling events to Mono County. Such an increase in bicycle usage will require staging areas, parking management, and the actual planning and construction of trails designated for bicycle usage, however. Currently, outside of the Town of Mammoth Lakes, there are few legal mountain biking trails accessible to the public.

Types and Availabilities of Bicycle Facilities

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 bicycle facilities are Shared Roadways. Caltrans District 9 generally pursues 8-foot shoulders on highways when feasible for safety, which also facilitates bike use and has initiated a District 9 multi-modal plan to provide additional direction for District 9 facilities. There are 18 miles of class 1 multi-use path within the Town of Mammoth Lakes that support both commuters and recreational users. Most of the arterial and collector streets within the Town of Mammoth have Class 2 bike lanes.

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 6-inch edge stripe or an uphill bicycle climbing lane where ROW is limited) 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. The Bicycle Plan future improvements typically are on system improvements (meaning on roadway or directly adjacent to the roadway). The Bicycle Transportation Plan should be update during this cycle of the Regional Transportation Plan.

The Trails Plan contains a list of needs for both pedestrians and bicyclists in unincorporated Mono County, with input from community groups and users. This Plan identifies specific regional and community needs. These trails can be categorized as a non-motorized transportation option or a recreation trail. Some trails can and do function as access routes to and from housing, jobs, schools, shopping, lodging, parking areas, trailheads and or provide connections between communities. The above facilities function as an additional non-motorized travel option for residents and visitors that are part of the transportation system funded by traditional sources. Recreational trails provide access into more remote public lands and wilderness areas in Mono County versus the non-motorized travel option mentioned above and

are generally not funded by traditional transportation sources unless directly connected to community mobility. The Trails Plan should be updated during this cycle of the Regional Transportation Plan.

Bicycle 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 agencies from the county and Town of Mammoth Lakes. The Department also distributes helmets to 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 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.
- Eastside Velo Cycling Club is a local group that provides bicycle safety information and posts suggested routes for cyclists visiting and living in the Eastern Sierra. The organization also advocates and emphasizes the importance of safety training for children, mandatory helmet laws, and safer road conditions. Historically, Eastside Velo Cycling Club has worked with Inyo and Mono counties, the Town of Mammoth Lakes, the City of Bishop, and Caltrans District 9.

Transit Facilities

Mono County has limited existing transit facilities due to factors such as terrain, weather, and population size. There are two local transit providers that serve the region, which include Eastern Sierra Transit Authority (ESTA) and Yosemite Area Regional Transportation Authority (YARTS). ESTA is the only year-round transit provider in Mono County while YARTS operates seasonally between the communities of Mammoth Lakes and Lee Vining. Both transit providers experience fluctuations in ridership between the seasons and generally, there is a deficiency in weather-protected bus facilities to encourage year-round ridership. The development of additional transit facilities requires consideration of ridership and associated operational costs to create or extend a new route.

Eastern Sierra Transit Authority (ESTA)

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 (2022). 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.

Interregional Transit – ESTA

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 by 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.

Dial-A-Ride (DAR) Services – ESTA

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

Vanpool – ESTA

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

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 next 20 years. The senior population often has mobility concerns that require specialized transportation. The Mono County LTC will continue to coordinate with the Social Services Transportation Advisory Council (SSTAC) to ensure transportation services are accessible to transit dependent populations.

Table 1: Population Projections, Young People & Seniors			
	2020	2030	2040
Under 17 years old	2,593 / 19%	2,055 / 16%	1,457 / 12.6%
65 years or older	2,172 / 16%	3,398 / 26%	3,727 / 32%
Total Population	13,368	12,897	11,577
Source: State Department of Finance (DOF) Table P-2B Population and Projections by Single Year of Age 2020-2070. See www.dof.ca.gov .			

Yosemite Area Regional Transportation System (YARTS)

During the summer, YARTS provides service to and from Mammoth Lakes, Lee Vining, and various locations in Mariposa and Merced counties on a schedule that coordinates with the Yosemite National Park free shuttle service.

Mono County Senior Services

Mono County Social Services runs the Senior Services program and provides transportation services for seniors who may not be able to access DAR due to rural locations throughout the county. The agency takes seniors shopping, to the doctor, or to obtain other services, locally or long distance. 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.

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.

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. Commercial airport

transportation through major carriers is available from the Bishop airport, located in Inyo County.

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. The Mammoth Airport operated commercial air service for several years, but in 2021 commercial service was transferred to the Bishop Airport in Inyo County due to less challenging weather conditions. Scheduled charter service is provided seasonally to southern California.

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.

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 regularly updates the airport layout plan for the Mammoth Yosemite Airport; which must be approved by the FAA. 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.

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 by the City of Los Angeles Department of Water and Power 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 beacon, but no aviation fuel is available. The airport is located at an elevation of 6,802 feet. In 2016, Terminal Area Forecasts estimated the airport reported 2,250 aircraft operations; 2,050 were general aviation itinerant flights, and 200 were general aviation local operations.

Recent improvements at the airport included replacing the runway with a properly graded one that is 3,920 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 6, 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 one hangar and 18 tie-downs; currently one aircraft is 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 3,854 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 2016, the terminal area forecasts estimated 3,200 aircraft operations; 200 were general aviation local flights, 3,000 were general aviation itinerant flights. On occasion, the Marine Corps Mountain Warfare Training Center requests special permission to use the airport for training exercises. The USFS operates a helideck firefighting base from the airport.

Relatively recent safety improvements at the airport include preservation of the Runway Clear Zone (RCZ) and clearing proper approach surfaces for runway 34 by altering the former displaced threshold into a blast pad/paved overrun area, property acquisition and road realignment, installation of 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 6, Action Element.

Helipads

In addition to the airports, there are several helipads in the county. One is operated by the U.S. Marine Corps at its Mountain Warfare Training Center at Pickel Meadow. Others are operated by the USFS and BLM, primarily for firefighting purposes.

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 2017, and for Mammoth Yosemite Airport in 2022.

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. Funding to update the ALUC plans has not been available, but these plans need to be updated to be current with the airport layout plans.

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 Corridor Plans and District System Management Plans (DSMPs). Corridor Plans are 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, which should further identify and consider implementation of multimodal approaches. 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, design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, encourage multimodal approaches to issues facing the region, and 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 2015 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 further Main Street circulation improvements through additional grants or standard maintenance and rehabilitation projects.

Town of Mammoth Lakes Transportation System

Road System

The major access into the Town of Mammoth Lakes is provided by State Route (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 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 Road and Old Mammoth Road; 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 completed 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. This work is supported by later documents like "Walk, Bike, Ride."

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

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.

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.

CHAPTER 3: NEEDS ASSESSMENT

Overview

This chapter addresses the following criteria under the Policy Element:

- 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 challenges and opportunities in the planning area;
- An assessment of existing and projected transportation challenges in the region; and
- A description of the desired short- and long-range transportation goals.

Consequent chapters will describe the pragmatic objective and policy statements at the regional and community level, which will be consistent with the funding estimates outlined in the Financial Element.

Projections and Forecasts

This section identifies and analyzes assumptions about population growth, land use and development, economic factors, environmental issues, and required consistency with other transportation-related planning documents used to determine future transportation challenges and opportunities in the planning area. The challenges and opportunities developed in this chapter, along with their underlying assumptions, guide the development of the goals, objectives, and policies of this RTP. Since the adoption of the last RTP in 2019, 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 2024 was estimated to be 12,861 persons; 7,110 persons (55%) in Mammoth Lakes and 5,751 persons (45%) in the unincorporated portion of the county (see Table 2).

Table 2: Mono County Population Estimates, 2024	
Total County Population	12,861 (100%)
Mammoth Lakes Population	7,110 (55%)
Unincorporated Area Population	5,751 (45%)
Source: www.dof.ca.gov , State of California, Department of Finance, E-1 City/County Population Estimates, with Annual Percentage Change, January 1, 2023, and 2024. Sacramento, California, May 1, 2024.	

Table 2 shows population projections for the county for the next 20 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.

Table 3: Mono County Population Projections certain ages, 2020-40			
Year	Total Population	# and % 18+ Years	# and % 18-74 Years
2020	13,368	10,623 (79%)	9,937 (74%)
2030	12,897	10,705 (83%)	9,010 (70%)
2040	11,577	10,004 (86%)	7,494 (65%)
Source: www.dof.ca.gov , State of California, Department of Finance, Report P-2B Population Projections by Single Year of Age 2020 to 2070 September 2024			

Table 3 shows population projections by community areas in the 2020 Census. The community projections are based on the following assumptions: that the unincorporated area will continue to house approximately 45% of the total countywide population and that the population distribution in the unincorporated community areas will remain similar to the population distribution in 2020. 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. The Mono County community of Paradise is experiencing a similar pressure due to the housing costs in Mammoth Lakes. As housing prices continue to rise in Mono County and Mammoth Lakes, other areas of the county may experience increasing development pressure.

It is important to note that the population projections shown in Table 4 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 and available housing stock. 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 55% of the population in Mammoth Lakes, and 45% of the population in the unincorporated community areas. Population distribution in the unincorporated communities is expected to remain as shown in Table 4. Mammoth Lakes, June Lake, Lee Vining, and Bridgeport will continue to experience much higher peak populations during periods of heavy recreational use.*

Table 4: Mono County 2020 Population and Projections by Community Areas, 2030-2040

	2020 Population	% of 2020 Population	2030 Population Estimate	2040 Population Estimate
Mono County (Total)	13,195	100%	12,879	11,577
Mammoth Lakes (Total)	7,191	55%	7,019	6,309
Total Population	6,004	45%	5,860	5,268
Antelope Valley				
Walker CDP	704	11.7%	687	618
Coleville CDP	419	6.9%	409	368
Topaz CDP	150	2.4%	1,469	132
Bridgeport Valley				
Bridgeport CDP	553	9.2%	540	485
Mono Basin				
Lee Vining CDP	217	3.6%	2212	190
Mono City CDP	224	3.7%	219	196
June Lake				
June Lake CDP	611	10.1%	596	536
Long Valley / Wheeler Crest				
Paradise CDP	174	2.8%	170	153
Swall Meadows CDP	178	2.8%	174	156
Sunny Slopes CDP	139	2.3%	136	122
Aspen Springs CDP	70	1.1%	68	61
Crowley Lake CDP	980	16.3%	957	860
McGee Creek CDP	45	0.7%	44	40
Tri-Valley				
Chalfant CDP	660	10.9%	644	579
Benton CDP	279	4.6%	272	245
Outside CDPs				
Outside CDPs	601	10.0%	587	527
<i>Sources: www.dof.ca.gov, US Census Bureau, American Factfinder</i>				

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 2020 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. Percentage of population for the county communities is a percentage of the total county population. Percentages for the county communities are from the 2020 U.S. Population Census and are assumed to remain similar in the future. Numbers may not equal 100% due to rounding.

Land Use Forecasts

Unincorporated Area Development Trends

Development in Mono County communities is primarily residential with limited small-scale commercial uses serving local and 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 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-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.***

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 7,253 residents (nearly 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 40,000 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 Growth Boundary encompasses an area of about four-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 Lakes to move elsewhere (Crowley Lake, June Lake, Tri-Valley, Bishop) and to commute to jobs in Mammoth Lakes. Mono County land use and housing policies encourage development within and adjacent to existing communities with the intent of supporting compact growth patterns, reduce VMTs and GHGs, and sufficient populations for businesses to improve the jobs-housing balance.

The 2018-22 American Community Survey five-year estimate² 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 essentially no increase in the jobs/housing balance over 2000 census data. The mean travel time to work is 16 minutes. The primary means of transportation to work was a car, truck or van (71%). Of these, 61% were single-occupancy vehicles and 10% were carpools with two or more persons. Public transportation accounts for 4% of commuters, followed by walking (8%), bicycling (1%), and taxicab/motorcycle/other (1%). Workers from home constituted 14%.

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 2018-22 ACS). Industry projections from the California Employment Development Department estimate that job growth in the Eastern Sierra (Alpine, Inyo, and Mono Counties) / Mother Lode Region (Amador, Calaveras, Mariposa, Tuolumne) will continue to have growing government, services, trade, transportation and utilities and leisure and hospitality industries (2020-2030 Local Employment Projection Highlights Eastern Sierra / Mother Lode Region). 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).

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 if this trend continues, particularly on US 395***

² 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>.

in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, and Swall Meadows).

Recreational and Tourist Traffic – Seasonal Use Development

Mono County experiences a great deal of recreational travel, both to and through the county. Despite its small population, the magnificent and dramatic landscape of the Eastern Sierra, combined with unmatched outdoor recreation opportunities, results in over 1.7 million visitors to Mono County annually as of 2018 (Profile of Mono Visitors and Economic Impacts of Tourism, 2019). Tourism is the number one economic industry, supporting over 5,300 jobs, or 82% of countywide employment, and generating over \$601.3 million in direct spending. In contrast, only 5-10% of jobs are typically supported by tourism elsewhere in California. Of these visitors, 94%, or about 1.6 million, drove to Mono County, which requires traveling on US 395; in summer months, Highways 120, 108, and 89 provide access to the region from west to east. The Caltrans D09 (Big Data) Origin-Destination Study 2019–2020 shows that the Mammoth Lakes area is the main destination for Mono County visitors in both summer and winter.

Given that US 395 is the only travel corridor connecting the Eastern Sierra and Mono County to major metropolitan areas, disruptions to traffic flow; traffic safety risks such as injuries, fatalities, and property damage; and reduced traffic efficiency can have a major impact on local economic development, visitation opportunities and experience, and quality of life for residents and visitors alike. 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.

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. Identifying and addressing 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 (PM10) and ozone. PM10 emissions are measured at Mammoth Gateway and in the Mono Basin; ozone emissions are measured at Mammoth Gateway.

Particulate Matter (PM10)

As of 2012, the county was designated as a non-attainment area for the state particulate matter (PM10) standard. The Mono Basin is also designated a non-attainment area for the national particulate matter (PM10) standard. Particulate matter (PM10) 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.

In late 2015, the Town of Mammoth Lakes was redesignated by the U.S. Environmental Protection Agency (EPA) from federal non-attainment to attainment-maintenance for PM10. Emissions in Mammoth Lakes are primarily a result of wood burning and re-suspended road cinders during the winter and are regulated by the EPA-approved Mammoth Lakes air quality maintenance plan.

PM10 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, PM10 Trends Summary). PM10 concentrations in Mammoth Lakes have declined significantly since the early- to mid-1990s (see www.arb.ca.gov, PM10 Trends Summary). The Town's second 10-Year PM10 Maintenance Plan to continue compliance with federal standards was adopted in 2023.

In 1991, Mono County was designated as a non-attainment area for the state ozone standard. 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 (PM10 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 unincorporated Mono County do not include any transportation-related requirements. The following section addresses plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Those plans and policies (including the 2023 Air Quality Maintenance Plan, Municipal Code Chapter 8.30 Particulate Emissions Regulations, Mammoth Lakes Revised Transportation and Circulation Element, and 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. In 2013, the Town adopted an updated AQMP and PM10 redesignation request, along with an update to Chapter 8.30 of the Municipal Code, which was adopted by the GBUAPCD in 2014 and resulted in the U.S. EPA redesignating the Town as an attainment area in 2015.

Prior to 1990, the Town recorded 10 violations of the federal 24-hour PM10 standard. Following implementation of the plan in 1990, there was an immediate decline in PM10 emission; since 1994, despite continued growth, no further violations of the national standard have occurred other than instances of wildfire. As a result, in 2014, an Air Quality Maintenance Plan and PM10 Redesignation Request was adopted to update the 1990 Air Quality Management Plan for the Town of Mammoth Lakes. The 2014 Plan reviewed 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 recommended maintenance measures and requested that the Town of Mammoth Lakes be redesignated as in attainment for the federal PM10 standard.

The 2014 plan updated Section 8.30.100B of the town Municipal Code and required 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 these control measures demonstrated that PM10 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 PM10 levels with the goal of improved compliance with the California Ambient Air Quality Standard for PM10. 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.

Due to the success of the AQMP, the EPA officially redesignated the Town of Mammoth Lakes as an attainment area for the federal air quality standard for PM10 in late 2015 and approved a new Air Quality Maintenance Plan that demonstrates compliance with air quality standards can

be maintained through 2030. The AQMP retains the regulations that were enacted to achieve attainment, and therefore continue to constitute the only transportation-related air quality requirements in Mono County. In 2023, the Second 10-year Maintenance Plan and Exceptional Event Demonstration Plan was adopted.

The Town's Transit Plan and the 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 PM10. This has historically been a problem specifically 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, and continued implementation of the air quality maintenance plan will help ensure air quality continues to meet federal standards in Mammoth Lakes. Transportation-related air emissions do not impact other community areas in the county.*

Vehicle Miles Traveled (VMT)

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 monitoring can also assist in the identification and subsequent development of VMT reducing infrastructure and housing development with the usage of Affordable Housing and Sustainable Communities grant and/or loan funds.

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;
- Identify where VMTs could be reduced and measure the effectiveness of the implementation of VMT reducing tools; and
- Support many more measures of interest for transportation planning.

A VMT study was completed for the unincorporated county to support streamlined CEQA analyses under §15183.5. The study, greenhouse gas emissions and VMT inventory, and conclusions about VMT levels below the threshold of significance are hereby incorporated by reference. In 2020 the Town of Mammoth Lakes adopted VMT thresholds for the purpose of CEQA analysis. The Town used Office of Planning and Research (OPR) guidance to develop this guidance which is intended to address new developments within the Town. In general, the Town identified a threshold of significance at 15% below the existing Mono County VMT.

Assumptions: *It is assumed that the transition from LOS to VMT will better assist the LTC at identifying trends throughout Mono County. These trends can in turn be used to inform the allocation of resources, identification of potential policies, and influence land-use patterns that further reduce VMTs in alignment with the State's GHG reduction goals.*

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. However, there are opportunities to upgrade highway and roadway facilities to include alternative fuel options, such as electric charging for passenger vehicles and hydrogen for heavy duty fleets. This opportunity will require a feasibility study, improved or additional alternative fuel facilities, and the standardization of charging ports across manufacturers. In particular, the challenge for heavy duty fleets is that electric vehicle technology has an extremely limited range for heavy working vehicles and electric vehicles don't take chains. Some other technology or fuel source are needed for heavy duty vehicles like transit buses, loaders and other earthwork or construction vehicles, and snowplows.

The existing transportation system in the county 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 the existing transportation system will not change drastically in Mono County during the 20-year time frame of this RTP. It is likely that alternative fuel options will be explored and considered along the existing highway and roadway system to meet the State of California's climate goals.*

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 more than one time, with critical habitat potentially covering more than 80% of private property in Mono County.

Restoration projects have increased in need across the County, as resource impacts occur as a result of user-created routes (both motorized and non-motorized), inappropriately created or enlarged parking, and expansion of dispersed camping sites and areas. When routes and trails are not properly maintained or opened, which can occur after heavy weather events or when routes are blocked fallen trees, users of the systems often create their own paths, trampling vegetation and wildlife habitat in the process. When navigating an obstacle along a route, this is termed a "go-around", but resource impacts by user-made paths are also created as users create their own routes to areas they want to go to, such as viewpoints or water access – these are known as social trails or desire paths. Mono County and land management partners struggle greatly with a vast and ever-increasing number of go-arounds, social trails and desire paths,

evidencing the need for increased signage and ongoing maintenance. Funds used to maintain dirt road systems within the County are limited and have historically been denied to local land managers, which is anticipated to worsen the environmental degradation Mono County is experiencing. The need for more restoration and delineation of dispersed campsites is also anticipated as the popularity of dispersed camping increases and as maintenance of access roads to dispersed campsites declines. Mono County has currently been awarded several grants that are restoration focused to mitigate environmental impact from increased and inappropriate use of local transportation systems.

Assumptions: *Mono County, the Town of Mammoth Lakes, Caltrans, BLM, 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.*

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, the Town of Mammoth Lakes and the Inyo County are in discussions that might involve the Bishop Airport providing a greater role in future commercial air service for the Eastern Sierra. Mammoth Yosemite Airport provides FAA-certified commercial air service, airport charter services, and continues to develop the facility for enhanced passenger services. Mammoth Yosemite Airport is also the only airport in Mono County that provides air cargo service.

Table 5: 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
Annual Aircraft Operations (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
Annual Aircraft Operations (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	3	3	3	3	3
Instrument Operations Demand	150	150	200	200	200
Approach Demand	40	40	50	50	50
<i>Source: Wadell Engineering Corporation, Bryant Field Airport Master Plan/2020, p. 10</i>					

Table 6: 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
Annual Aircraft Operations (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
Annual Aircraft Operations (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	2	2	2	2	2
Instrument Operations Demand	80	80	100	100	100
Approach Demand	20	20	30	30	30
<i>Source: Wadell Engineering Corporation, Lee Vining Airport Master Plan/2020, p. 11</i>					

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
Bridgeport	No	No	Yes	No	No	No	Yes	Yes
Mammoth Yosemite	No	No	No	Yes	No	No	Yes	Yes
<i>Source: Mono County Public Works Department; Town of Mammoth Lakes</i>								
<i>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; and PAPI – Precision Approach Position Indicator.</i>								

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. The Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) identifies neighborhoods and communities needing emergency access and identifies potential routes.

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, and <https://tims.berkeley.edu/>). Between 2012 and 2022, Mono County had an average of four fatal collisions per year with an average of five persons killed per year. During the same period, an average of 86 injury collisions per year occurred with an average of 124 persons injured per year. Most collisions and injuries occur from November through February and June through July, the periods of heaviest tourist visitation. Eighty percent of all traffic collisions in Mono County occur on the state highway system. The primary collision type in the unincorporated portion of Mono County is leaving the roadway types of collisions (hit object and overturned). The LTC is interested in applying approved road safety countermeasures to address these road safety issues identified in Mono County.

Wildlife collisions are a concern throughout Mono County. In 2020, Caltrans District 9 issued a Feasibility Study Report – Project Document of US 395 to identify priority locations for Wildlife Vehicle Collisions (WVCs) along US 395 and SR 203. The study recorded data to demonstrate animal mortality by density and located five WVC hotspots between Crowley Lake Drive and State Route 203 near Mammoth Lakes. There is clear evidence of high WVC rates in the south

part of Mono County and a perception of high collision rates in the north. In 2024, Caltrans District 9 installed its first wildlife crossing at the Sonora Junction. Generally, the Mono County LTC is interested in projects that will reduce these collisions and animal mortality rates. Table 8 is a listing of the highest VWCs based on total wildlife mortality over a 21-year time period.

Table 8: Wildlife Vehicle Collision (WVC) Hotspots						
Location	Miles	Total Mortality (21 years)	Mortality per Year	Mortality per Year per Mile	Postmiles	Notes
203/395 Junction	3.5	343	16.3	4.7	21.9-26.0	From 203/395 junction to the airport
Morrison Curve	1.4	261	12.4	8.9	18.4-20.4	The curve, from Benton Rd to the Caltrans station
Sonora	5.1	147	7	1.4	89.9-96.0	Sonora junction, from Walker River bridge to Fales Hot Springs
Buckeye Rd	1.1	134	6.4	5.8	80.9-82.0	The hills north of Bridgeport
Conway Summit	4.3	131	6.2	1.4	59.8-64.0	From bottom of grade to Mono Lake to just over Conway summit
Lookout Mtn	1.2	73	3.5	2.9	30.8-32.0	A quarter mile south of Crestview Rest Area
June Lake turnoff	1.2	58	2.8	2.3	39.8-41.0	south end of June Lake loop with 395
Long Valley	0.6	56	2.7	4.5	17.3-17.9	Community of Long Valley, a half mile south of Morrison Curve
Bodie Rd	0.6	40	1.9	3.2	69.4-70.0	Hwy 270 junction
Topaz	1.1	32	1.5	1.4	117.9-119.0	along south side of Topaz Lake
Grant Lake	0.3	23	1.1	3.7	43.7-44.0	one mile south of June Lake Loop (N end)
<i>Source: Data as of 2022 from Ben Carter, California Department of Fish and Wildlife, October 2024</i>						

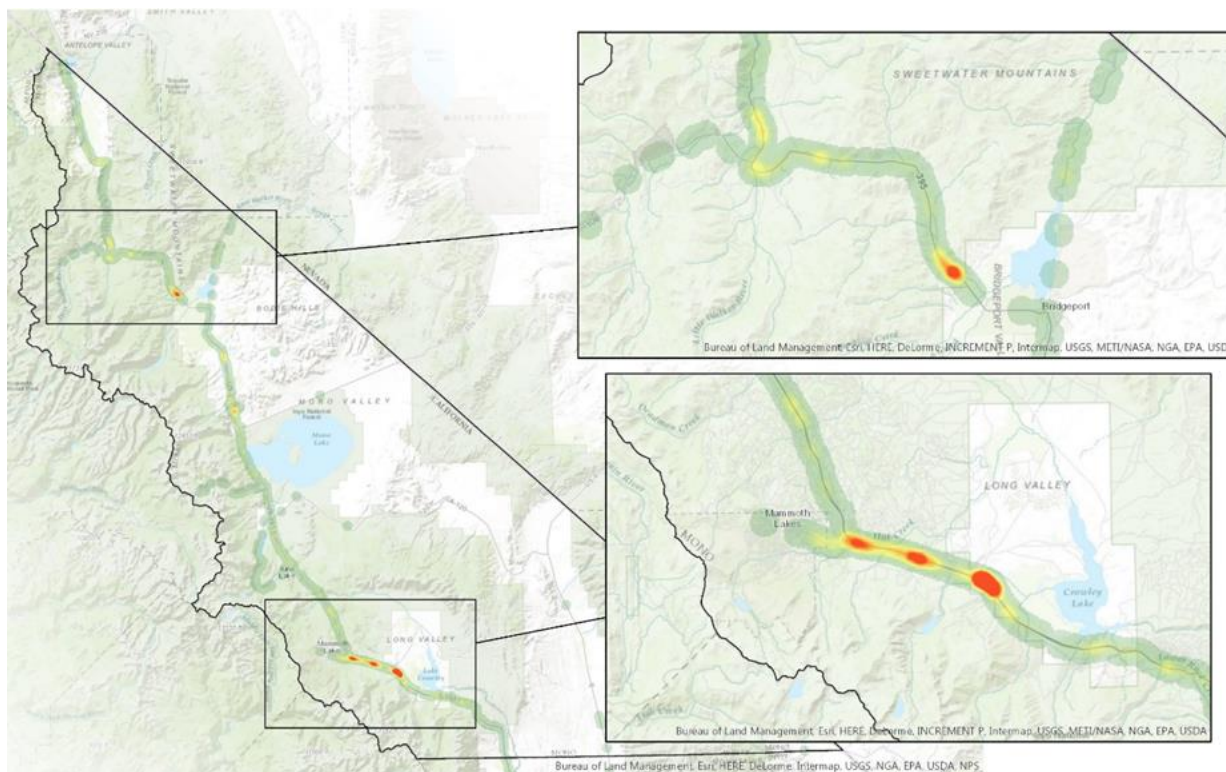


Figure 2: 2002-15 Animal Mortality Locations (Courtesy of Caltrans District 9)

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.

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. Of particular concern is the potential recreational access that can be provided during low-snow years, together with concerns for ensuring traveler safety. The Mono County Public Works department

maintains an avalanche forecasting program to determine when roads should be closed due to potential avalanche risk.

- Dirt roads can be problematic because of their unimproved nature, causing people to get lost or stuck. Storms cause a variety of safety issues that can span several seasons. In winter, roadway safety is impacted by snow – due to the lack of traction many people get stuck (despite their belief in the effectiveness of their vehicle) – a yearly example of this is multiple vehicles getting stuck and needing rescue off Buckeye Road in Bridgeport. In an attempt to combat this issue, Mono County, in partnership with the Humboldt-Toiyabe National Forest, has installed a gate to block wheeled vehicle traffic and has signed the area accordingly. Further, it is not recommended to plow snow on dirt roads, as it does not reduce the risk of getting stuck and is thus often a futile effort. In Spring, dirt roadways are affected by snow melt or spring precipitation – often the roads are very soft and are destroyed by vehicle use before the roads dry. This use not only poses a safety hazard as people can get easily stuck in mud, but it also causes a significant amount of resource damage, not just from people attempting to self-rescue, but also lasting resource damage to the road surface that local agencies often don't have the funds to repair. Over time, this leads to major road quality degradation. Springtime has also caused significant run-off events, in which water flows down dirt roadways, rutting them out. Ruts from flood and runoff events have been witnessed to be greater than three feet deep, and often make the roads impassable to all but the most specialized off-road vehicles. Mapping platforms such as Google Maps and Apple Maps contribute to safety issues by encouraging use on unimproved roads as alternative routes to destinations, without knowing the conditions of the roads. In turn, this results in those less familiar with the road system in precarious road conditions that their vehicle cannot navigate. Most areas where vehicles get stuck have poor cell signal and result in costly and destructive recovery options.
- Increased levels of truck traffic on state highways are a safety³ 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. On the northern segment of US 395, trucks made up 21% of AADT. On the US 6 segment, trucks made up 31% of AADT (Eastern Sierra Corridor Freight Study, 2019). 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 four-laning projects in the Eastern Sierra are not to increase vehicle

³ According to comments by Caltrans District 9 in Dec. 2015, truck traffic safety issues have not been identified based on system data.

capacity of the roads, but to improve safety by reducing passing of trucks on two-lane roads. The 2006 Katz study is anticipated to be updated in the near future to provide current truck traffic data and projections.⁴

- Recreational vehicle (RV) traffic creates the same safety concerns as trucks (e.g., safety issues due to passing RVs on two -lane roads). 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 on county roads. 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 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.

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 the SR 120 junction south of 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.

As a primary corridor, it is important that US 395 is explored as an alternative fuel corridor to comply with the California Action Plan for Transportation Infrastructure (CAPTI) and to bring

⁴ 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."

alternative fuel opportunities to the rural communities of California. Although private automobiles would benefit from additional electric vehicle charging facilities, the heavy-duty vehicles required for the movement of goods and freight as well as snow removal are not compatible with the existing electric vehicle technology. Alternative fuel options on the primary corridor through the Eastern Sierra would expand access to charging and fueling stations in the rural and disadvantaged communities of California, and address current market demands for charging and fueling infrastructure.

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 have worked 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 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.

Yosemite National Park has been testing a reservation pilot program over the past few years and is intending to adopt a permanent system that may restrict pass-through access on Highway

120. As an interregional route to cross the Sierra Nevada Mountains, the reduction of trans-Sierra access is a concern.

Average Daily Traffic Volumes

Tables 9 and 10 shows Average Daily Traffic (ADT) volumes on Mono County Highways in 2018 and 2022. Between 2018 and 2022, traffic volumes increased on some state highways but declined on other state highways. The most heavily traveled routes in the county are 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 9: Average Daily Traffic (ADT) Volumes, Mono County State Highways

Route	Location	Peak Hour 2018/2022	Peak Month 2018/2022	Annual 2018/2022
US 395	Junction 203 West	1,350/1,250	13,500/12,800	9,650/10,200
	June Lake Junction South	1050/950	9,700/8,900	5350/4,900
	June Lake Junction North	860/	9,700	5,350
	Tioga Pass Junction North	900/770	8,600/7,500	4,700/4,730
	Bridgeport	680/600	6,200/5,400	3,900/4,000
	Sonora Junction West	650/650	5100/5100	3,350/3,350
	Nevada State Line	560/560	5,400/5,400	3,900/3,900
US 6	Junction 395 (Bishop)	380/420	4,150/4,350	3,800/4,040
	Benton Station West	120/130	1,300/1,400	1,100/1,250
	Nevada State Line	130/160	1,400/1,550	1,100/1,270
SR 168	Oasis Junction North	40/60	290/390	170/230
SR 266	Junction 168	40/40	330/330	180/180
SR 203	Minaret Summit	130/130	780/780	620/620
	Minaret Junction	1,350/	12,600/12,600	9,200/9,200
	Old Mammoth Road Junction	1,650/1,550	17,400/16,200	13,000/13,500

SR 158	June Lake Junction South	360/360	3,400/3,200	1,900/1,900
	Grant Lake Junction North	140/130	1,000/780	450/390
SR 120	Yosemite Gate East	370/250	3,400/2,200	3,100/1,600
	Tioga Pass Junction	430/430	3,850/3,850	1,330/1,350
	Benton Station	80/70	780/610	480/410
SR 167	Pole Line Junction	40/30	340/250	180/170
	Nevada State Line	20/20	170/150	100/100
SR 270	Bodie State Historic Park	120/120	700/700	450/450
SR 182	Bridgeport Junction	200/160	1,800/1,400	1,000/1,030
	Nevada State Line	130/80	760/530	350/380
SR 108	Sonora Pass	130/350	730/2,900	620/1,300
	Sonora Junction	200/160	1,150/1,200	660/700
SR 89	To Monitor Pass	130/170	740/450	260/220
<i>Source: Caltrans 2018 and 2022 Traffic Volumes, Note: Most volume numbers are based on behind readings.</i>				

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.

Major impacts of truck traffic include safety issues resulting from passenger vehicles trying to pass slower freight trucks on two-lane road sections and parking impacts in communities when rest stops are not available, particularly in the winter. New state policy under the Climate Action Plan for Transportation Infrastructure (CAPTI) has not supported the addition of passing lanes due to the resulting increased traffic capacity that can lead to increased greenhouse gas

emissions. However, the Mono County LTC and other rural transportation agencies advocate for state policy to recognize the safety need for four-laning rural roads with commercial truck traffic.

Specialized Needs

Recreational Travel

Recreational travelers have special needs, such as turnouts or vista points, rest areas, camping areas, and information about local recreational areas, interpretive information, lodging, and travel routes. The local inadequacy and availability of these recreational and transportation facilities lead to several issues, including issues with littering, human waste, destructive camping and parking practices, and wildlife conflicts. The transportation networks within Mono County serve as portals to an abundance of dispersed camping opportunities. Dispersed camping is recognized by partner agencies (such as the U.S. Forest Service) to be increasing in popularity compared to camping in traditional, developed campgrounds, thus necessitating increased management and installation of infrastructure to mitigate impacts from dispersed camping use. Dispersed campers do not have adequate infrastructure to dispose of their trash and waste. Many campers dump their trash at any available dumpsters within towns, often overfilling business, rest area and trailhead dumpsters, which is unsightly and creates wildlife conflict. Unfortunately, it is not uncommon to find trash left within dispersed campsites. The proper way to dispose of human waste when dispersed camping is to dig a cat-hole or to use existing restrooms nearby. Due to a lack of restrooms and / or a preference to not using catholes, human waste is often left in the open in dispersed camping areas, often leaving behind toilet paper and wipes. It has also been reported that RVs occasionally dispose of their septic waste on public lands instead of properly disposing of it at dumping stations. As mentioned in other areas of this document, parking is often inadequate throughout the County at recreational or community destinations. This lack of parking often subsequently results in recreationists creating their own parking or campsites in inappropriate locations, frequently causing significant resource damage to adjacent flora. Illegal camping is frequently witnessed within road shoulders or in business parking lots. Other amenities to consider when improving parking areas or dispersed camping portals include food storage options to reduce unintentionally attracting wildlife via improperly stored attractants. 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.

Results from the 2011 US 395 Origination and Destination Report showed some changes since the prior two reports, and the 2020 Origin and Destination Study seems to validate prior studies, i.e.:

Table 10: US 395 Origination & Destination Changes Over Time and 2020 Trends

	1989 Report Results	2000 Report Results	2011 Report Results	2020 Report Trends
Purpose = Recreational	80%	55%	61%	74%
Purpose =Work	2%	13%	22%	10%
From other states	9%	28%	24%	14%
From other countries	2%	1%	5%	0%
Mono County Final Destination	24%	41%	42%	36% Mammoth Lakes 18% Bishop
Stop small communities "often"	NA	31%	28%	NA
Stop small communities "sometimes"	NA	48%	36%	NA
Goods movement	2%	12%	9%	NA
<i>Source: Caltrans, District 9, US 395 Origination and Destination Study Year 2011 and 2014. Caltrans D9 Origin and Destination Study 2020</i>				

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.

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, including those using a wheelchair. 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.

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 11 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 11: Mileage of Maintained Public Roads in Mono County

Jurisdiction	Mileage
County Roads (Paved)	181.75
County Roads (Unpaved)	497.70

City Streets (Mammoth Lakes, Paved)	57.72
State Highways (Paved)	314.80
State Agencies (State Parks)	9.30
U.S. Forest Service (Paved)	252.93
U.S. Forest Service (Unpaved)	693.00
Bureau of Land Management (Paved)	
Bureau of Land Management (Unpaved)	
Bureau of Indian Affairs (Paved)	2.6
Total	

Source: State Department of Finance, 2008 California Statistical Abstract, Table J1. Mono County Road Department

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 an issue in the winter, resulting in the need to continue implementing the air quality maintenance plan. Traffic is also heavy during certain periods in the summer. Congestion, and the resulting air-quality impacts, are major concerns on SR 203. The corridor is lacking a key pedestrian connection along the south side of the roadway between Minaret Road and Callahan way. The gap should be closed with a class I MUP. Snow removal continues to be concern as the lack of snow storage impacts operations. This is most evident in the "downtown" corridor adjacent to frontage roads and sidewalks. In this area snow is often left in the traveled way creating unsafe conditions.

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, such as Complete streets; and providing safer routes for non-motorized forms of transportation.

County-Maintained Roadways – Paved and Unimproved

The county currently has 679.45 miles of County-maintained roads (County Road System Maps are included in Appendix A). Of that maintained mileage, 181.75 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 use from off-highway vehicles (OHVs) and logging or utility trucks. The USFS and the BLM have developed management plans for OHV use, although keeping up with deferred maintenance and improvements to the dirt road network is becoming increasingly difficult regionally. The agreement for County maintenance of some of these routes is helpful, although seeking additional funding and creative solutions to ongoing maintenance of these road networks is needed. A requirement of County-maintained roads includes street-legal designations, per State law; an issue that will also need to be addressed as the County continues collaborative management of the County-maintained road system. 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. Solutions to maintaining these roads are being explored by the County as they are necessary to provide access to existing development and maintain public safety.

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 minor road and shoulder repair, signing, striping and snow removal. The Mono County Engineering Department implements road maintenance projects, road re-surfacing, and road rehabilitation projects. Operating revenues that support these services are provided through various state and federal revenue-generating programs, including state gas taxes and SB1, vehicle code fines, timber receipts, federal and secondary funds, transportation allocations, and motor vehicle license fee taxes. Mono County has implemented an asset management strategy using the County's pavement management system to ensure priority projects are identified based on existing road condition data collected in the field. This system ensures road

maintenance and road rehabilitation projects occur at the optimal time in the pavement's life cycle and provides for most efficient expenditure of available funds.

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 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 depending on the location and availability of both transit and pedestrian infrastructure.

- 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, and Starwood areas.
- An increasing parking problem in the unincorporated county is related to dispersed camping and residential use of RVs, which is essentially overnight parking in locations that may be illegal or, even when legal, are resulting in the unacceptable impacts previously described.

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). Both plans are intended to be updated within this RTP cycle.
- 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 a cohesive trail system throughout Eastern Sierra. This proposed system would provide a regional non-wilderness trail system close to 300 miles long in Inyo and Mono counties. Ninety percent of the system would be on existing trails, old railroad alignments, wagon roads, and abandoned roads; 10% of the system would require new construction. The Eastern Sierra Regional Trail system originated decades ago and is since outdated and been replaced by a similar effort termed "Towns To Trails." Towns to Trails seeks to expand upon the idea of the Eastern Sierra Regional Trail System but also incorporates connector trails to Alpine County. Towns to Trails is a current collaborative effort between Mono, Inyo, Alpine Counties, the USFS, BLM, Town of Mammoth Lakes, Mammoth Lakes Trails and Public Access Foundation, and the Eastern Sierra Council of Governments, among other agencies.
- 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 and are likely to be updated in this RTP cycle.
- 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 increased sweeping efforts in the past to assist with maintaining shoulder conditions.

- 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 6-inch edge-line stripe would significantly improve the safety and capacity for bicyclists.
- Signage on bicycle routes on state highways should be coordinated with signage on county routes.
- 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 1). 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.
- There is a need for expanded weather-protected bus facilities to protect riders, encourage year-round ridership and qualify for certain funding sources, e.g., affordable housing funding.
- 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. According to the 2017 Mammoth Lakes Housing Needs Assessment, approximately 42% of Mammoth Lakes' workforce commutes into the town for work.
- 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.

- The majority of commercial air service has shifted to the Bishop airport, which is located in Inyo County. Commercial charter flights continue to operate from the Mammoth Yosemite airport.
- 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, which need updating.
- Expansion of commercial airline service, general aviation operations, and transit connections is considered to be an integral element in alleviating surface transportation problems in 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 scheduled charter air service to the community. The Town operates the airport and provides facilities and equipment that support chartered air service. The Town also seeks funding from the Federal Aviation Administration and other entities to fund capital improvements at the airport.
- 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, the 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

Existing use of the transportation system results in impacts to local wildlife. Limited visibility, road speeds, migration paths, and driver error result in road kills of mammals (namely deer), rodents, and birds, including the Bi-state sage grouse. Caltrans District 9 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. Proposed projects on the highway system explore 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, including modern wildlife detection systems, and other measures. Deer crossings under highways have proved effective in some areas, but they are costly, and several miles of tall fencing are needed on each side of the crossing to be effective. They are currently under consideration along US 395 south of Mammoth Lakes and the first phase of an undercrossing has been installed near Sonora Junction with wildlife fencing anticipated to be installed in the future.

Road development or improvements and increased access and activity in Bi-State sage-grouse habitat should be carefully considered for impacts to the species and coordinate through the Bi-

State sage grouse conservation partners. The 2024 Bi-State Sage Grouse Action Plan sets forth strategies and guidelines for conservation of this special species.

Climate Change

Potential impacts from climate change in the Eastern Sierra include more severe weather events, flooding, and fire hazards; a substantially reduced snowpack; related economic impacts due to declines in tourism; and impacts to ecosystems and biodiversity.⁵ 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. The Multi-Jurisdictional Hazard Mitigation Plan includes a climate change vulnerability assessment. The main anticipated impacts to the transportation system are from more severe weather events which may cause more unpredictable, severe or frequent avalanches, floods, snowfall, fire events, and/or blowing snow events, among other weather-related events.

Resource-Efficient Transportation System and 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. Mono County used the REP as the basis to develop a streamlining checklist for GHG emissions under CEQA §15183.5 and updated its GHG emission inventory in 2022.

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 safe access from Southern California. This partnership was highlighted as a model of collaboration by the CTC commissioners during the 2014 STIP hearings;

⁵ 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 County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite; and
- The LTC has partnered with Caltrans in an outreach effort to provide local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process. 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 and 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 and can be found on:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

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. Historically, 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. In recent years, this funding has been intermittently unavailable and other funding sources should be considered. A local champion is also needed to initiate and manage some aspects of these features that do not directly qualify for transportation funding. The LTC is also completed a Corridor Management Plan via a Scenic Byway Planning Grant to develop a formal plan and application to seek designation of US 395 as a National Scenic Byway. At the time of completion, funding for the National Scenic Byway program had been suspended and the application was never submitted.

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.
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 the 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.

Town 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 7200 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 summer and winter ski season.

The Town of Mammoth Lakes last completed a comprehensive travel demand study in 2004. In 2024 the Town reached the build out projections of this study. While this provides an opportunity to evaluate the projections and assumptions made twenty years ago the data and analysis is no longer reliable. The Town is currently developing a strategy to update its planning

documents including the general plan and mobility element. Understanding transportation needs will be a key component of this future effort. It is anticipated that this work will take many years. In the interim the Town believes it has a good understanding of its transportation network and has plans to continue to mitigate impacts from development and tourism. A number of multi-modal transportation projects are planned and funded. As new projects and developments are proposed the Town will evaluate the transportation impacts comprehensively.

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 Parcel affordable housing Project;
- Main Lodge Redevelopment;
- Canyon and Eagle Lodge Improvements; 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, depending on snow availability and Mammoth Mountain Ski Area (MMSA) staffing.

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 respective community.

Antelope Valley (Topaz, Coleville, Walker)

- The priority concern in the area is safety improvements on US 395 and Eastside Lane, particularly reducing traffic speed on northbound US 395 earlier in anticipation of the intersection.
- Concern has been raised about vehicle speeds and illegal passing in the center turn lane in central Walker. Caltrans and the community have been discussing potential improvements, and Caltrans has secured funding for traffic calming treatments based on the Corridor Management Plan.
- 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.
- Residents have been engaged in multi-modal, active transportation and connectivity projects such as the West Walker River Parkway/Mountain Gate project. Concern remains over parking, access, and potential impacts to private property at the corner of Eastside Lane and US 395.

Swauger Creek and 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, completed a Main Street Revitalization Plan for US 395 through Bridgeport in 2012. Full plan implementation would address many of the Main Street and mobility concerns outlined below.
- Residents of Bridgeport are concerned about pedestrian and bicyclist safety along Highways 395 and 182 from the Evans Tract to the dam at Bridgeport Reservoir and State line. The residents recommend as priority items a bike lane on SR 182 and widening the shoulder along Highway 395 from the Evans Tract to SR 182.
- Other safety concerns include enforcement of the speed limit through the town and the design of several intersections, including the SR 182/395 junction, the Emigrant Street junction with US 395, and the Twin Lakes Road junction with US 395 south.
- Preliminary work on a bike lane connecting Bridgeport and Twin Lakes indicated wetland constraints were prohibitive. However, bicyclist safety and comfort remain a concern on

this road and, overall, residents continue to be interested in identifying routes that support increased road and mountain bike uses.

- There is interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas. Areas of particular interest are Twin Lakes, Bodie Hills, and Jordan Basin.
- Off-Highway and Over-Snow Vehicles (OHV/OSVs) are important summer and winter recreation and economic sectors for Bridgeport and should be supported and enhanced, including access to the townsite if feasible. Investigations into Combined Use Road designations resulted in challenges due to road classifications and concerns over resource impacts to public lands.
- Opportunities for walking within the Bridgeport townsite exist that enhance the visitor experience.

Bodie Hills⁶

- Issues in the Bodie Hills include improving year-round access of 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.
- Improvements that increase access and visitation, recreation uses, or expand seasonality of road use and access, must carefully consider impacts to Bi-State sage grouse populations and should be coordinated through Bi-State conservation partners.

Mono Basin⁷

- 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.

⁶ Original source document: *Bodie Hills Multi-modal Plan (1979)*

⁷ Original source document: *Mono Basin Multi-modal plan (1979)*

- 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, 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. A connection trail between US 395 to Gus Hess Park through the County road shop is currently in progress.
- 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, Mono Lake, the Lee Vining Creek trail, and eventually the Mono-Yosemite trail.
 - Additional non-motorized and multi-modal connections between Mono City and Lee Vining

- 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. Utilization of the existing road from the Marina, past the e Mono Basin Visitor Center, and connecting to Mattly Avenue is a potential option.
- There is a need to better maintain the Mono City fire escape route in order to ensure local residents have a safe means of egress in case of emergency.
- The community is interested in moving the Lundy Lake Road winter closure gate approximately one-quarter mile to provide winter access to parcels located beyond the gate that will be developed in the future.
- There is community interest in paving Cottonwood Canyon Road to Bodie to cut down on dust pollution and enhance the safety of those utilizing the road.
- 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.
- Management of increasing OHV use in surrounding areas is a concern, as well as non-street legal use and speeding.

June Lake⁸

- 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 fall, winter and summer. Winter travel is further hindered by winter weather conditions.
- Traffic congestion on SR 158 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. Overflow parking management is also a concern.
- 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 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.

⁸ Original source document: *June Lake Multi-modal Plan*.

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 and 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 Valley, 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.
- Management of OHV use and improvements to facilities (improved maintenance, kiosks, and wayfinding signage) are of interest.

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 identify legislative, planning, financial and institutional issues, and requirements, as well as any areas of regional consensus. Consider referring to the CTP policy framework which provides goals and policies that can help with development of policies and strategies at the most regional level. The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. Regional Transportation Plan Guidelines, 2024, p. 97

The Policy Element is required to:

1. Describes the transportation issues in the region
2. Identifies and quantifies regional needs expressed within both short- and long-range planning horizons (GC Section 65080 (b)(1)) and;
3. Maintains internal consistency with the Financial Element and fund estimates

The Policy Element should clearly convey the region's transportation policies and supportive strategies and related land use forecast assumptions. These land-use assumptions consider the latest planning documents and associated policies of the local jurisdictions. 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 reason for any changes in policies from previous plans.

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 policies address the following topic areas:

Land Use Issues	Transit	Economic Factors
Parking	Resource Efficiency	Livable Communities
Environmental Issues	Aviation	Operational Improvements
Plan Consistency	Non-Motorized Transportation	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 Complete Streets Act of 2008 (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 provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility."

Land Use Policies

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. Support the maintenance of an up-to-date Mono County Visitor Profile study to understand the needs of the transportation network to support visitor uses.

Time frame: Ongoing over the 20-year time frame of this plan, updating the Report every ten years with the next update expected to be produced in 2027-28.

Objective 1.B.3. Implement a biennial traffic counting program on County roads, including unimproved roads.

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

Objective 1.B.4. Continue to collaborate with Caltrans on its 10-year origin and destination study.

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 continue 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;
2. Disrupting or dividing the physical arrangement of an established community; and/or
3. Causing significant increases in vehicle miles traveled in relation to the County's greenhouse gas emissions reduction plan and baseline inventory.

The analysis shall:

1. Be funded by the applicant;
2. Be prepared by a qualified person under the direction of Mono County;
3. Assesses the existing traffic and circulation conditions in the general project vicinity;
4. Describes the traffic generation potential of the proposed project both on site and off site; and
5. Recommends 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 applicable 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.) and relevant case law.

Objective 1.F.1. Amend County Code Section 17.36.100 to conform to Policy 1.F. Until such time as the County Code is amended, Policy 1.F. 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. Consider maintenance solutions to substandard roads that have not been accepted into the County road system in order to ensure safe access to neighborhoods.

Objective 1.F.3. 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 and Policies

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;
- Zero-emissions alternative fuels implementation;
- Transportation options/improvements to Bodie State Historic Park, Eastern Sierra Transit System, YARTS, and other regional transportation projects as applicable.

Time frame: Within 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.1. Continue to participate in the Yosemite Area Regional Transportation System (YARTS) and access to Yosemite National Park.

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

Objective 2.C.2. Develop bicycle, pedestrian, parking, trail, and transit facilities that enhance accessibility to and around community areas and recreation destinations and manage off-highway vehicle (OHV) use.

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 Policies

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 from the Resource Efficiency Plan which is Mono County's response to meeting state requirements for a Sustainable Communities Strategy and reducing greenhouse gas emissions. 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.

GOAL 4. IMPROVE CONNECTIVITY AND EFFICIENCY OF RESIDENT AND VISITOR 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. Continue providing 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 and implement 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. Continue encouraging the installation of bicycle racks, showers and/or other amenities as part of new commercial and institutional development projects to promote bicycle use by all 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. Continue purchasing or leasing fuel efficient or alternative fuel vehicles, including zero or near-zero emission vehicles, as appropriate and functional.

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, electric vehicle charging stations, and hydrogen fuel facilities) is installed for County government use, consider whether the facility can be made accessible to the public and/or other agencies and design as appropriate.

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, County operations, and County contractors.

Objective 4.C.1. Implement a flexible work schedule for County employees and contractors by incorporating telecommuting, modified schedules 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. Consider offering 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. Consider offering 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. Encourage the installation of electric vehicle charging stations at public facilities, such as at parking lots and airports, for community use. Consider the impact of such facilities competing with local private business.

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

Objective 4.D.2. Work with Caltrans and electrical providers (SCE and Liberty Utilities) to develop and implement an electric vehicle charging infrastructure plan. Coordinate efforts for major routes, such as US 395, to provide alternative fueling infrastructure for the entire corridor, in compliance with state initiatives.

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

Objective 4.D.2.a. Encourage conversations among appropriate entities, such as the Economic Development Department and local chambers of commerce, to plan for sufficient EV charging capacity in the future to serve the demands of travelers and the recreating public.

Objective 4.D.3. Encourage new commercial and visitor-serving projects to include more electric vehicle charging stations than required in parking areas.

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

Objective 4.D.4. Work with Eastern Sierra Transit Authority, Yosemite Area Regional Transportation System, and other regional partners to seek grant funding in order to develop and implement a hydrogen fueling (or other alternative fuel) 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.

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 June Lake Beach, 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. Incorporate transit-oriented design features into streetscape renovations; e.g., covered shelters that meet requirements for other funding opportunities (e.g., housing funds), marked bus pullouts, bike storage, along with ADA-compatible improvements.

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

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, improve multi-modal connectivity, and reduce greenhouse gases, consistent with state policies and procedures. Coordinate with Caltrans in the implementation of this objective on state highways. Roundabouts have been discussed for the following intersections: SR 120 and US 395 (Lee Vining), SR 182 and US 395 (Bridgeport), Twin Lake Road and US 395 (Bridgeport).

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: Within 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 Policies

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, including Bi-State sage-grouse policies.

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. Submit the Corridor Management Plan to the federal Scenic Byway program.

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 byways⁹:

Scenic Byways

Geiger Grade (north from Bodie)
Bodie Road
SR 89 (Monitor Pass)

Backcountry Byway

Bodie to Aurora Road

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 and 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. Explore 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:

⁹ 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.

1. Programs for new projects may include site design for transit access, bus turnouts and passenger shelters, secure bicycle parking, street layouts and geometrics which accommodate buses and bicycles, land dedication for transit;
2. Employer programs to encourage transit use to existing job centers may include transit information centers, transit ticket subsidies for employees, private transit services;
3. Local government programs may include site design for transit access, bus turnouts and passenger shelters, park-and-ride lots; and
4. 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:

1. Employer and developer programs may include vanpools, carpools, ridesharing programs, preferential parking, and transportation coordinator positions.
2. 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 and/or high-density development to coordinate transportation services for employees and guests regardless of if there is a 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 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.

Livable Communities

GOAL 8. PLAN AND IMPLEMENT A TRANSPORTATION AND CIRCULATION SYSTEM THAT PROVIDES FOR LIVABLE COMMUNITIES, WHILE MAINTAINING EFFICIENT TRAFFIC FLOW, REDUCING VEHICLE MILES TRAVELED 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 Chapter 11.12 – Speed Limits.

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 Chapter 11.12 – Speed Limits.

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 throughout the County. 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-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 that frame the street and reduce the horizon 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
- Sidewalks

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. Advocate as appropriate and consistent with state law for speed limits the support community livability.

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, and consistent with the principles of Complete Streets policies.

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

Objective 8.B.2. Maintain an up-to-date Bicycle Plan and Trails plan to 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 or soft surface paths and trails where sidewalks are not feasible
- 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 were 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
- Curb extensions
- Pedestrian activated and oriented warning lights

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.

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, prioritize a walkable development pattern with a mix of uses within that area that is also congruent to existing development. Refer property owners to the Scenic Byway and Bridgeport Main Street design idea books to enhance the streetscape appearance and utilitarian design.

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 ensure safe turning movements 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. Additionally, 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. Continue to consider creative applications of products and materials to achieve context sensitive and complete street designs, livable communities, vibrant main streets, etc., within the roadway and safety standards of 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 county Road Standards and the Mono County Local Road Safety Plan.

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 to include bike lanes, including 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.

Objective 9.A.8. Meet Mono County's goal for road safety of zero traffic deaths and reduced severe injury collisions by implementing the Mono County Local Road Safety Plan through a collaborative effort with communities to address the engineering, education, enforcement, and emergency services relevant to road safety.

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

Objective 9.A.9. Implement approved road safety countermeasures on Mono County roads to reduce fatal and severe injury traffic collisions and to address the types of crashes present on county roadways, particularly leaving the roadway types of collisions in the unincorporated portion of Mono County. Leaving the roadway countermeasures

include widening road shoulder, widening horizontal curves, pavement friction, rumble strips, pavement safety edge, and providing clear zones for recovery adjacent to roadway.

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

Objective 9.A.10. Continue to support the increased safety provided by year-round rest stop facilities on US 395 and US 6 in Mono County, which also prevents parking impacts to local communities from commercial trucking operations.

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

Objective 9.B.7. Seek funding for and collaborate on new overpasses or undercrossing passageways for mule deer to reduce collisions and animal mortality and improve passenger safety.

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

Objective 9.B.8. Seek funding for and collaborate on increasing the effectiveness of existing undercrossing passageways for mule deer and other wildlife to reduce collisions and animal mortality, and work to mitigate any potential impacts of those measures (e.g., visual and sage grouse impacts of deer fencing).

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

Objective 9.B.9. Incorporate measures into the design of new roads and road upgrades to reduce collisions between vehicles and deer/wildlife, such as increasing driver line-of-sight, incorporating short sections of exclusion fencing that directs animals to areas of improved visibility, and using innovative technologies, such as wildlife detection systems, to reduce Wildlife Vehicle Collisions.

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.

Objective 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 Town and County road standards as a condition of project approval. The Public Works Departments 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. Maintain up-to-date County Public Works standards with alternative designs.

Time frame: Mono County Department of Public Works Standards updated and approved by the Board of Supervisors in 2024; amendments and additions to standards on-going, as needed.

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.

Policy 9.F. Improve avalanche safety in Mono County

Objective 9.F.1. Update community-specific avalanche maps.

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 need identified in Mono County's Pavement Management System, road safety considerations, and available funding.

Objective 10.A.1. Continue 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.

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 and road rehabilitation.

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

Objective 10.B.2. Investigate the use of alternative funding mechanisms for roadway improvements and maintenance; e.g., mitigation fees, sales tax initiatives, redevelopment areas, and assessment districts.

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

Objective 10.B.3. 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.4. 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.

Objective 10.B.5. Investigation methods to bring substandard private and public roads into the conformance with County standards for potential incorporation into the Mono County Road system.

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

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

Communication policies for the unincorporated county are contained in the Mono County General Plan Circulation Element and 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 and 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. Update multi-modal policies and programs for the Town and County, 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 in relevant studies, including but not limited to the Main Street Revitalization Plan for US 395 through Bridgeport, the Scenic Byway Corridor Management Plan, and the June Lake Active Transportation Plan.

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 within the established communities identified as areas for future development as identified in the Housing Element of the General Plan
- Pedestrian improvements in community areas
- The development of transit and multimodal infrastructure for affordable housing developments, such as The Parcel in Mammoth Lakes and The Rodeo Grounds in June Lake
- Multi-modal improvements identified in the June Lake Village
- 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.

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, develop and submit 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 and the Mono County Trails Plan for additional policies relating to trails.

Objective 12.D.1. Work with appropriate agencies, organizations, and community groups to further develop the proposed Towns to Trails and Eastern Sierra Regional Trail (ESRT) for Mono County. Towns to Trails is a regional effort to connect the communities in Alpine, Mono, and Inyo Counties via the existing trail and road networks where feasible. 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 help inform, along with data, the appropriateness of bike and pedestrian facilities.

Time frame: Ongoing over the 20-year time frame of this plan: review compliance during the County budget process and the biennial SB1, SHOPP, STIP and ATP process.

Objective 12.D.3. Update the Trails Plan and work with other communities in the unincorporated county on trail plan development based on the 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. 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.2. 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 and connecting to adjacent areas which provide services for residents and visitors

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. Annually conduct the “unmet transit needs process” and support public transit financially to the level determined 1) by the “reasonable to meet” criteria, 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 or supported by a financial plan. Promote the provision of year-round scheduled transit services to link the communities of Mono

County with business, employment centers, and recreational sites in a concerted effort to reduce vehicle miles travels by single-use vehicles.

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. Encourage Town and County employees to utilize the existing transit services as part of a flexible schedule policy.

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 housing, parking facilities (vehicle and bicycle), trail systems, and airport facilities.

Objective 13.B.1. Coordinate the design and implementation of transit systems with housing, parking facilities (vehicle and bicycle), trail systems, and airport facilities, including convenient transfers among transit routes and various transportation modes. Explore weather-proof bus facilities to encourage year-round ridership and qualify for funding sources (e.g., housing grants).

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, fund, and provide multiple modes of circulation/transportation. This may include fixed-transit facilities, such as bus turnouts, bike storage shelters 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, including the Affordable Housing and Sustainable Communities Program, and ensure that housing goals are complemented by these efforts.

Objective 13.C.1. Continue supporting transit vehicle replacements through all available funding sources, which may include 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. If warranted, 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: Ongoing over the 20-year time frame of this plan.

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 communities' 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.

Objective 14.B.4. Dispersed camping and residential uses of RVs present unique parking problems in Mono County; work toward developing viable management solutions.

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 and utility of 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, utility and efficiency 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 as warranted by enplanements, 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. For efficiency, consider consolidating the Airport Land Use Commission (ALUC) with the Local Transportation Commission.

Objective 15.D.2. The ALUC 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.

Objective 15.D.3. Seek grant funding for airport CLUP updates.

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 Involvement Program

GOAL 17. PROVIDE FOR A COMMUNITY-BASED PUBLIC INVOLVEMENT 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 involvement 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 involvement 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 and Economic Development Commission;
- 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

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 under the Economic Development Department
- Local Chambers of Commerce
- Other special purpose advisory groups; and
- 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 (RPAC) meetings
- Workshops on specific transportation-related topics (e.g., Livable Communities, pedestrian planning, bicycle planning)
- Annual unmet transit needs hearing for transit issues
- Monthly LTC public hearings

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 historically underserved in the past; e.g., Native American and Indigenous 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 local tribal governments on a regular basis to ensure that their transportation challenges 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 basis than quarterly, 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 5: 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 and Devil's Gate	Bridgeport Valley
Bodie Hills	Mono Basin	Yosemite
June Lake	Mammoth Lakes Vicinity and Upper Owens	Long Valley
Wheeler Crest	Tri-Valley	Oasis
Town of Mammoth Lakes		

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 and enhance 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.

Objective 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 improvements at the intersection of Eastside Lane and US 395, including potential parking as part of the Mountain Gate Recreation and Revitalization Project Master Plan.

Action 18 B.1.e. Work with Caltrans on traffic calming and safety improvements through Main Street/US 395 in the communities of Coleville and Walker.

Action 18.B.1.f. Work with CHP and Caltrans to improve school zone safety and enforcement of traffic calming measures; consider alternative improvements to ambiguous flashing traffic signage.

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.

Action 18.C.1.a. Refine and implement the Mountain Gate Park Recreation and Revitalization Project Master Plan; maintain existing amenities, trails and recreation opportunities at Mountain Gate Park.

Objective 18.D. Work with Caltrans to implement traffic calming and existing Main Street concepts on US 395 in Walker.

Policy 18.D.1. As needed, revisit, refine and improve the Scenic Byway 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 to implement the Scenic Byway Main Street plan and other traffic calming features in cooperation with business owners, Caltrans, and the Regional Planning Advisory Committee.

Swauger Creek and 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.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.

Policy 19. A.2. Explore community interest and feasibility of creating trails or recreational opportunities, including by method of designating existing County easements along Swauger Creek as recreational access.

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. Improve pedestrian and bicycling facilities, such as bike lanes on SR 182, striping bike/pedestrian lanes on County roads, and connectivity to surrounding residential areas (e.g., Evan's Tract).

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

Action 20.A.1.f. Work toward solutions to manage snow and ice to improve safety and walkability in the winter.

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

Action 20.A.2.a. Support law enforcement in their continued enforcement of the speed limit in Bridgeport.

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

Action 20.A.2.c. Support speed surveys as needed and focus on speed reduction on higher traffic summer months.

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

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

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

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

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

Policy 20.B.3. Preserve historical access for equestrian use.

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

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

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

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

Action 20.B.4.c. Consider improving access to, and safe parking and staging areas at, winter recreation areas such as Twin Lakes and Virginia Lakes, which may include but is not limited to plowing roads and creating snowparks.

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

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

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

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

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

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

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

Action 20.C.1.c. Encourage Main Street properties to take pride in aesthetic appearances and implement building designs from the Bridgeport Idea Book; when known and available, connect property owners with grant funding opportunities.

Action 20.C.1.d. Actively seek partners to develop a multi-agency office and visitor center complex and collaborate on improvements to elevate the visibility of the County-run visitor center.

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

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

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

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: continue exploring options to improve bicyclist safety and comfort on Twin Lakes Road, and generally identify routes that support and increase road and mountain bike uses.

Action 20.C.2.b. Improve non-motorized connectivity between the Bridgeport townsite, Evans Tract, and housing along SR 182.

Bodie Hills¹⁰

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 12), 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 12.

Table 12: 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	
Interpretative Center with Picnic Area	140 persons	11	1,600	40
Total	630		3,520	175
Source: Bodie State Historic Park Resource Management Plan, 1979				

¹⁰ These policies are integrated from the historic Bodie Hills Multi-Modal Transportation Plan.

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

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. Causing an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system;
2. Disrupting or dividing the physical arrangement of an established community;
3. Causing significant increases in vehicle miles traveled in relation to the County's greenhouse gas emissions reduction plan and baseline inventory; and
4. Impacts to biological resources, such as Bi-State sage grouse.

The analysis shall:

1. Be funded by the applicant;
2. Be prepared by a qualified person under the direction of Mono County;
3. Assess the existing traffic and circulation conditions in the general project vicinity;
4. Describe the traffic generation potential of the proposed project both on site and off site; and
5. Recommend mitigation measures to avoid or mitigate the identified impacts, both on site and off site.

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

Action 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 Basin¹¹

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.

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.

Action 22.A.1.c. Explore potential methods of preventing cars from getting stuck on Picnic Grounds Road during periods of flooding.

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.

¹¹ These policies are integrated from the historic Mono Basin Multi-modal Transportation Plan.

Action 22.A.2.c. Keep public highways open and work with partners to keep nearby amenities such as restrooms, camping and parking areas open as long as practical during the shoulder season to provide access to recreation activities and other communities.

Action 22.A.2.d. Work internally and with Federal and State partners to address regulation of street-legal requirements on County maintained roads and to assess the need for speed studies and controls on County maintained roads that double as both residential area access and popular Off-Highway Vehicle routes.

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 and implement trail development.

Action 22.B.1.c. Identify and consider impacts to historic lifestyles and existing uses of any potential trail 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 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. 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. Work with the Mono Basin Visitor Center to manage parking in a manner that does not impact the public vista from US 395 and prevents overnight camping uses.

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 and 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 multi-modal and transit connections within and between 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. Assist YARTS by facilitating a community dialog on Yosemite transportation issues and policies.

Action 22.H.1.c. Support Lee Vining as a host for YARTS services such as the High-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 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, USFS, 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:

1. 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.
2. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
3. Promoting YARTS' marketing efforts to include information about gateway attractions, including activities, attractions, amenities and trip itineraries.

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.

Policy 24.D.6. Continue working with YNP on decisions related to a reservation access system, and advocate for unrestricted pass-through access on Highway 120 in recognition of its function as a trans-Sierra road.

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 and unrestricted by a reservation system. 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 Lake¹²

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.

¹² 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 13).

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 Policy 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 13.

Action 25.A.4.d. Work with local partners (Chamber of Commerce, Women's Club, June Lake Trails, June Lake Junction LLC, etc.) 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 that complements a collaboratively designed regional brand. The sites shown in Figure 3 and listed in Table 14 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

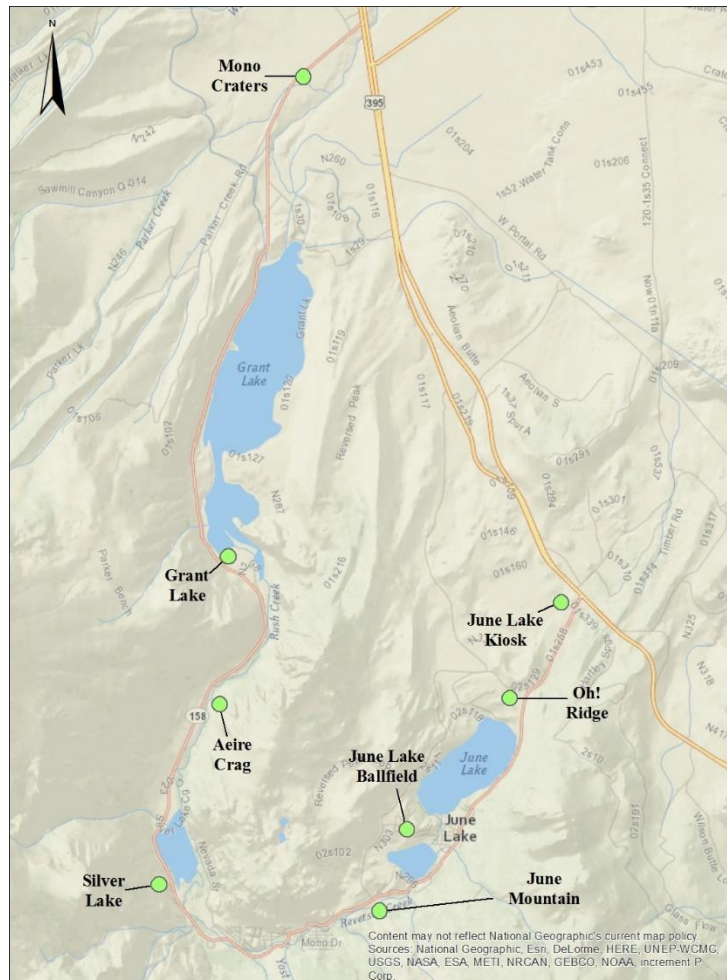


Figure 3: Potential Scenic Highway Facilities, June Lake

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 13: 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: Scenic Highway/Byway Facilities, June Lake

Site	Possible Interpretative 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, 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, including substandard 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.

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

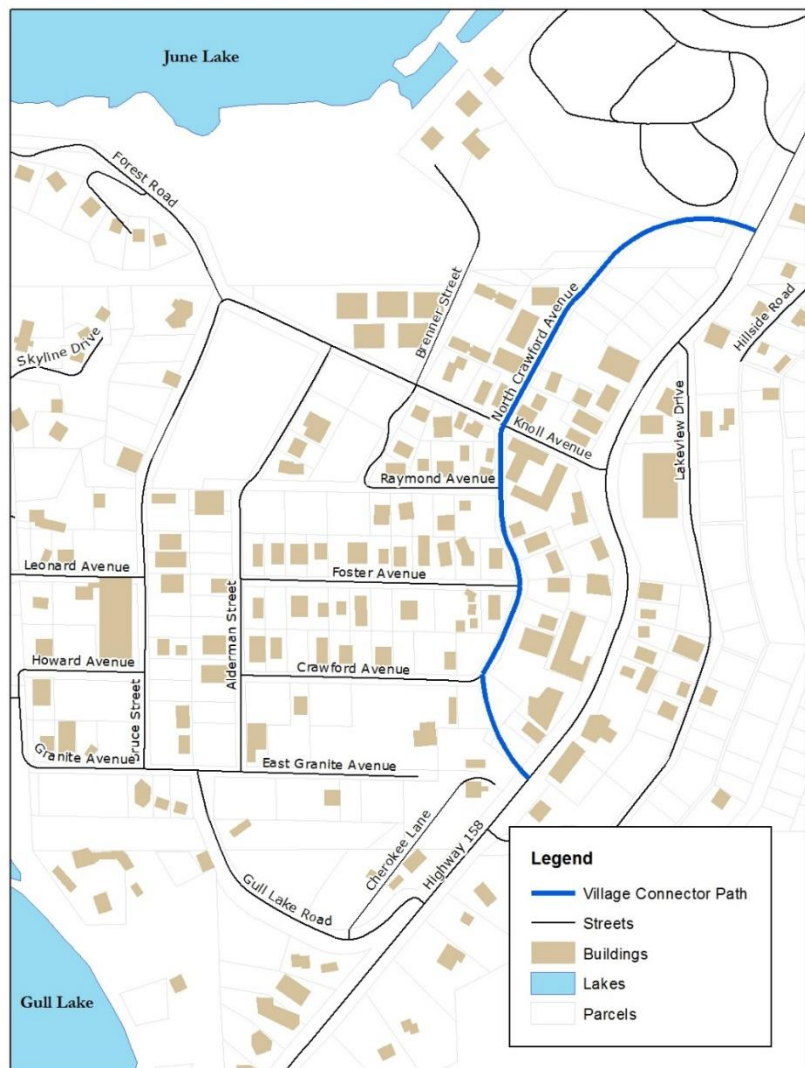


Figure 4: Village Connector Path, June Lake

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, neckdowns¹³, 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.

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 streetlights.

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.

¹³ Raised landing areas used to clearly demarcate pedestrian space and also to slow vehicular traffic.

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 necessary, 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:

1. 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;
2. The County has not expended funds on roads in the last five years;
3. Duplicate access to a lot or home;
4. Does not show as a major road in this Plan; and
5. Does not have potential for other public use such as 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.

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.

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, particularly if visitation congestion disperses to other sites due to the fees at June Lake Beach.

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 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 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, 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, June Lake Trails Committee, 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 and 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:

- Towns to Trails;
- 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 Whitmore Recreation Ball Fields and Pool; 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. Integrate the trail system with other trail efforts, for example by the BLM and Community Service Area #1.

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 and eliminate the US 395/Lower Rock Creek Road 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, and ensuring the road meets fire egress safety standards for the Tom's Place community.

Policy 27.B.4. The Long Valley RPAC supports wildlife crossings where there are documented migration corridors, is interested in improving and maintaining existing

under crossings, and requests that non-motorized multi-modal use of wildlife crossings be considered when appropriate.

Policy 27.B.5. Widen Benton Crossing Road from Layton Springs Road to SR 120 by adding four-foot paved shoulders / bike lanes to continue the existing bike lanes in-place from US 395 to Layton Springs Road and provide additional paved shoulder, which will improve bicycle safety and provide a countermeasure for leaving-the-roadway type of crashes.

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 when supported by ridership 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.b. Coordinate new development proposals with the Wheeler Crest Fire Protection District to ensure adequate emergency access.

Action 28.A.6.c. 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.

Action 28.A.6.d. Refer recreation parking management issues to appropriate entities as needed to avoid community impacts; consider working with appropriate entities to develop acceptable staging areas if warranted.

Action 28.A.6.e. Continue working toward emergency egress solutions. See the Multi-Jurisdictional Hazard Mitigation Plan.

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-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 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 policies.

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" policies, 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. Action: 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 policies 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 policies. 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 policies.

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” policies 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. Policy: 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. Policy: 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” policies 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 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.

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 friendly transit service.

M.12.3.1. Action: Work with other agencies and organizations to explore the potential for implementation of more environmentally 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 GPS Software, 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.13.1.3 Action: Support transit partners in efforts to maintain a fleet of vehicles in good operating condition. Vehicles should be replaced on or before reaching useful life limits.

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 reduced, 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.

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 policies.

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 on 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 6: 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 2017 to 2019 RTP:

- Financially assisted with the update to ESTA's Short-Range Transit Plan and Coordinated Public Transit-Human Services Transportation Plan.
- The County annually funds updates and maintenance of its GIS / Regional Assessment Management System 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 update agency pavement management systems.
- The LTC continues to program funding for a number of STIP MOU projects, state highway projects and local road projects. The 395 corridor projects are fully funded. There are two remaining State Route 14 MOU projects that still need funding.
- 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 and Lee Vining. The LTC has increased the funding it provides to YARTS and subsidized free reservations on YARTS for Mono County residents.
- Members of the LTC continue to coordinate pass-opening policies with Yosemite National Park and Caltrans.
- The Town has worked with the FAA to conduct environmental studies for potential expansion and improvements to Mammoth Yosemite Airport. The Town completed FAA approval for an updated Layout Plan for Mammoth Yosemite Airport.
- 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.
- Uphill bike lanes with associated signage were added to Upper Rock Creek Road and Convict Lake Road when rehabilitated under the Federal Lands Access Program (FLAP). Downhill "Share the Road" bicycle road warning signage has been installed.
- Road rehabilitation of portion of Hot Creek Hatchery Road and Airport Road.

- Road rehabilitation of Eastside Lane completed.
- Completion of Long Valley Streets Project including rehabilitation of Substation Road, Crowley Lake Streets, and a portion of roads in Sunny Slopes and Swall Meadows.
- The County has added bike lanes to Airport Road, a portion of Hot Creek Hatchery Road, and Hackney Drive.
- Bike lanes were rehabilitated on South Landing Road, Pearson Road, and Eastside Lane from Highway 395 to Larson Lane. "Share the Road" bicycle road warning signage has been installed on Eastside Lane from Larson Lane intersection to Topaz Lane.
- The County has completed road safety projects using Highway Safety Improvement Programming (HSIP) funds: Systemic Safety Curve Signage Project, Right-Edgeline Project, and Guardrail Replacement Project Phase 1.
- The County has completed the realignment of Wild Willy's Hot Spring Road intersection to address road safety on Benton Crossing Road.
- Bridgeport Banner Project completed providing a banner across Highway 395 at Sinclair Street in Bridgeport.
- Completion of June Lake Village Pedestrian Safety Project setting speed limit in the village, installing speed feedback signage, and installing paint markings for pedestrian safety.
- Completion of Systemic Safety Road Safety Program (SSARP) plan addressing road safety on Mono County maintained roads.
- 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 continues to work with MOU partners (Kern Council of Governments [COG], Inyo LTC, Caltrans) to complete the Olancho-Cartago four-lane MOU project, including advocating for additional funding to the California Transportation Commission, and working toward another collaborative project to ensure Mono and Inyo counties are made whole from a funding perspective.
- 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, 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 and YARTS. 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.

- 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 LTC worked with Eastern Sierra COG on two Reconnecting Communities grants which build on past scenic byway and corridor management plans, and main street walkability and complete street policies.
- 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.
- 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 is also working on a Mobility Hub Study.
- The Town completed and adopted the Mobility Element of its General Plan. The Town has constructed numerous projects in support of this guiding document.
- 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 Town has implemented this Wayfinding Master Plan.
- The LTC continued to work with Caltrans District 9 on regional and local planning issues.
- Mono County and the Town of Mammoth Lakes received grant funding for and initiated an update of the 2019 Multi-Jurisdictional Hazard Mitigation Plan.
- The County and Town are currently implementing the 2022 and 2024 RTIP.

- Town has completed a Walk, Bike, Ride Action Plan to accelerate the Town's action plan for bicycle, pedestrian, transit, and parking alternatives within the community.
- The following LTC policies on US 395 were implemented (thank you, Caltrans): turn lanes at Virginia Lakes, Larson Lane, Cunninghame Lane, Topaz Lane; center turn lane at Coleville High School were implemented; and shoulder widening north of the Humboldt-Toiyabe National Forest housing complex.
- The County reduced the speed limit at US 395/Emigrant Street junction to 25 mph.
- The County completed a GHG inventory update and a GHG CEQA streamlining checklist.
- The County completed the June Lake Active Transportation Plan with a Community-Based Planning Grant from Caltrans.
- The County is transitioning to zero emission vehicles for County fleet passenger cars.
- The County established permitting standards for electric vehicle charging stations and streamlined the permitting process.
- The County updated its Road Standards.
- The County collaborated with Caltrans on a grant application for design of the Mammoth Lakes US 395 Wildlife Crossing Project.
- The County reviews transportation-related planning and management documents and collaborates as necessary with local communities and the agency. Examples include the Lee Vining and Bridgeport street rehabilitation projects and the Yosemite Visitor Access Management Plan.
- The County installed sanitation facilities at Buckeye Hot Springs and improved the road to Travertine Hot Springs.

Corridor Preservation

US 395

US 395 is an interregional route 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-To 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 in Table 15.

Table 15: 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
GHG	GHG inventory remains under target	Ongoing	Numeric	Qualitative
Healthy Communities	Number of Complete Streets projects that promote multi-modal transportation options, and number of active transportation projects or plans	Ongoing	Numeric	Quantitative
Healthy Communities	Number of recreational projects completed near multi-family developments/neighborhoods	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

Additional Mono County RTP Performance Measures

1. Desired Outcome: COST EFFECTIVENESS

Performance Measure: Transit Farebox Recovery Ratio.

Policy: 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.

Policy: 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.

Policy: 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.

Policy: 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.

Policy: 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.

Policy: 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.

Air Quality

Air Quality documents are discussed throughout the RTP, including the 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 and Airport Land Use

Land use development in Mono County is constrained by the lack of privately-owned land and by the lack of existing infrastructure (roads, utilities, water/sewer) outside community areas. In addition, land use policies for community areas in the county 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 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-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 on MOU projects, including the Olancho-Cartago four-lane project and identifying a new collaborative project; collaborative grant applications with the ESCOG and Caltrans; and working with the Town of Mammoth Lakes on the pavement management system to assist in identifying future rehabilitation projects on local road systems.

Ongoing transportation-related public/private partnerships in the county include an agreement with the USFS and working closely with the BLM (an agreement is in process) on non-motorized and OHV trails. Informal partnerships include collaboration on a regular basis with Caltrans, Yosemite National Park, YARTS, ESTA, and other entities on services and transportation system planning and project implementation, and Caltrans and natural resource agencies (BLM, USFS, CDFW, USFWS) on resource issues such as wildlife collisions and Bi-State sage grouse conservation.

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

- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite, and YARTS has added Tuolumne and Fresno counties to its service. The County strives to funnel transit funding such as SB 125 to YARTS, and subsidized free reservations for Mono County residents in 2024.
- Resource management projects: collaboration on the Mammoth Wildlife Crossing project, including submittal of an application for grant funding in conjunction with Caltrans; and Bi-State sage grouse conservation, for example as part of the discussion about new trail development, increased access on SR 270 to Bodie State Park, and managing roads that access existing recreation destinations in sage grouse habitat such

as the hot tubs in Long Valley. The County has a cooperative agreement with the BLM that funds much of the sage grouse work.

- The County is collaborating with ESTA, and likely several other agencies, to explore the feasibility of an alternative zero-emissions fuel such as hydrogen. To date, electric vehicles are considered the standard, but this technology is deficient for any vehicles needing chains for winter driving safety, and the lack of range for large vehicles like busses and snow removal equipment is prohibitive.
- The County and Town are collaborating on regional trails projects such as Towns To Trails. The County provided two remote locations in Walker and Bridgeport for the last project meeting to encourage input from the unincorporated county.
- The County continues to work with MOU partners to support the existing project (Olancho-Cartago four lane) and develop a new project to make Inyo and Mono LTC's financially whole.
- 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. RTPAs like the Mono County LTC are not subject to this requirement. However, Mono County developed a Resource Efficiency Plan (REP), which is the equivalent of the more commonly known Climate Action Plan and integrated the GHG emission reduction policies into the RTP in 2019. The REP also includes a GHG inventory and target. Separately, Mono County developed a GHG streamlining checklist to comply with CEQA §15183.5 for the evaluation of projects in 2022.

Other GHG emission reduction policies not specific to the transportation system were adopted in the Mono County General Plan. The County also 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-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) 2050. The CTP is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions and was originally initiated in conjunction with the California Interregional Blueprint.

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). 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, which should be considered in conjunction 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 and SB 1, 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 funding to YARTS annually. The LTC participates in a collaborative regional transportation planning process with Kern and Inyo counties to pool STIP funds for high-priority projects that will improve access from Southern California.

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 Mono County's 5-year CIP, including projects currently in the STIP, and approved SB1/RMRA projects. 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 General Bikeway 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, locals' housing, 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

Disadvantaged Communities are defined differently by various grant and program guidelines. For example, the definition of a Disadvantage Community according to Active Transportation Program funding includes median house income of less than 80% of the statewide average, the

most disadvantaged 10% according to the CalEnviroScreen scores, or at least 75% of public-school students are eligible to receive free or reduced-price meals. The state guidelines for Environmental Justice Elements, while using some of the same thresholds, only identify tribal communities in Mono County as disadvantaged. As a result, Disadvantaged Communities are identified as required by each program or grant, but overall, Mono County strives to regularly include such communities in planning efforts through RPACs, the CPT, the unmet transit needs and annual transportation input process, and specific notification to tribes.

Transit

The Eastern Sierra Transit Authority (ESTA) was formed on July 1, 2007, and the most recent Short-Range Transit Plan was completed in June 2022, which 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 (ACIP). The current ACIP for the Mammoth Yosemite Airport is included in Appendix E.

CHAPTER 7: FINANCIAL ELEMENT

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:

- Summary of costs to operate and maintain the current transportation system;
- Estimate of costs and revenues to implement the strategies and projects identified in the Action Plan;
- Inventory of existing and potential transportation funding sources;
- List of candidate projects if funding becomes available;
- Potential funding shortfalls; and
- Identification of alternative policy directions that affect the funding of projects.

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.

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.

SB 1 funds are allocated to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To be eligible to receive funding from the Controller, each year, cities and counties must submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (Commission). Once reviewed and adopted by the Commission, the list of eligible cities and counties to receive funding is sent to the Controller to begin the apportionment process for that fiscal year. Project lists are posted on the Rebuilding California website (<http://www.rebuildingca.ca.gov/>).

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.

Table 20: Transportation Funding Sources: Mono County & Town of Mammoth Lakes		
Program	Source of Funding	Mode of Served
Airport Improvement Program (AIP)	Federal	Aviation
Active Transportation Program (ATP)	Federal, State	See BTA, SR2S, and TAP

Affordable Housing and Sustainable Communities Program (AHSC)	State	Housing, Infrastructure, and Transportation Amenities
Bicycle Transportation Account (BTA)	State	Pedestrian, bicycle
Bureau of Land Management	Federal	Various on BLM land
California Office of Traffic Safety Grants (OTS)	State	Pedestrian, bicycle
California Safe Routes to Schools (SR2S0	State	Highway, roads, pedestrian, bicycle
California State Parks OHMVR Green Sticker Fund	State	OHV facilities
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 Justice Transportation Planning Grants (EJ)	State	Transportation planning
Federal Lands Access Program (FLAP)	Federal	Highways
Federal Transit Administration Transit Grant Programs (FTA)	Federal	Transit, paratransit
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
Senate Bill 1 (SB1) and Rural Maintenance and Rehabilitation Account (RMRA)	State	Roads, maintenance, safety
Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP)	State	Freight and truck corridor improvements
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

Affordable Housing and Sustainable Communities (AHSC) Program

The AHSC Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas ("GHG") emissions through grants and/or loans. This funding source funds Projects that seek to integrate low-carbon transportation and affordable housing, with an emphasis on providing benefits to Disadvantaged and Low-Income Communities.

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.

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.

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 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 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.

Senate Bill 1 (SB 1) and Rural Maintenance and Rehabilitation Account

Senate Bill (SB) 1, Chapter 5, Statutes of 2017, created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the State Highway System and the local street and road system, and the Road Maintenance and Rehabilitation Account (RMRA) for the deposit of various funds for the program. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2'032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

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 and 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 enthusiasts’ 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:

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 2024 - 29 shows actual revenues & expenditures, FY 2024 - 2029 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 Appendix E.

Transit

Annual operating costs for transit services in Mono County are supported by federal, state, and local 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 \$1,800,000 from TOT, with \$1,100,000 covering Transit Department expenses, and \$150,000 from Transit Fee assessments. In addition, Community Facilities District 13-003 is expected to generate over \$11,000 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 between the Mammoth Mountain Ski Area and ESTA. This winter service is privately funded and includes capital replacement costs. Summer Transit services are provided to the Reds Meadow Valley under a contract between ESTA and the USFS. One hundred percent of the operating funds for that service are provided through 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.¹⁴ 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 grants (approximately 90%) and local match (approximately 10%). Projected costs for improvements at the Mammoth Yosemite Airport are shown in Appendix E.

¹⁴ The funding contribution for FY 2014-15 was \$30,000.

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 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 small resident population and a private land base of only 6% of its total area severely limits the availability of funding for improvements to its transportation system, despite the fact the system serves millions of visitors. 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, population increase due to visitation, 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 8: 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): 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) non-capital outlays (maintenance, operations, etc.), b) STIP, c) 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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Regional Transportation Improvement Program (RTIP)
State Transportation Improvement Program (STIP)
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Air emissions inventory data and information on air quality and transportation planning

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 and www.labormarketinfo.edd.ca.gov)

Socioeconomic data, income, and poverty data

Great Basin Unified Air Pollution Control District (www.gbuapcd.org)

Air quality management plans

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)

Links to Mono County departments, the Local Transportation Commission, documents, and other County programs / services

Town of Mammoth Lakes (www.ci.mammoth-lakes.ca.us)

Links to Town departments and documents

U.S. Census Bureau (www.census.gov)

Population, income, and poverty data

U.S. Department of Commerce, Bureau of Economic Analysis (www.bea.gov)

Income, poverty, and other socioeconomic data

U.S. Environmental Protection Agency (www.epa.gov)

Air quality data

Yosemite Area Regional Transportation System (www.yosemite.com)

Information on YARTS

Persons Consulted

Caltrans, District 9

Neil Peacock, Rick Franz, and other staff

Marine Corps Mountain Warfare Training Center

Staff attending RPACs

Citizen Advisory Committees

Antelope Valley Regional Planning Advisory Committee

Bridgeport Valley Regional Planning Advisory Committee

June Lake Citizens Advisory Committee

Long Valley Regional Planning Advisory Committee

Mono Basin Regional Planning Advisory Committee

Mono County Public Works Department

Paul Roten, Chad Senior, Kalen Dodd, Marcella Rose

Town of Mammoth Lakes

Haislip Hayes, PE, Amy Callanan, PE, Robert Patterson

In addition, per Government Code §65352.3 under Senate Bill 18, the following California Native American Tribes identified by the Native American Heritage Commission were sent informal consultation letters:

Big Pine Paiute Tribe of Owens Valley, Cheynne Stone, Sally Manning, James Rambeau, and Danelle Gutierrez

Bishop Paiute Tribe, Allen Summers and Monty Bengochia

Bridgeport Paiute Indian Colony, John Glazier

Chicken Ranch Rancheria of Me-Wuk Indians, Lloyd Mathiesen

Kern Valley Indian Council, Robert Robinson, Julie Turner, and Brandy Kendricks

Mono Lake Kutzadika Tribe, Charlotte Lange

Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Cosme Valdez

North Fork Rancheria of Mono Indians, Elaine Fink

Tuolumne Band of Me-Wuk Indians, Andrea Reich and Stanley Cox

Utu Utu Gwaitu Tribe of the Benton Paiute Reservation, Tina Braitewaite

Walker River Reservation, Melanie McFalls

Washoe Tribe of Nevada and California, Darrel Cruz

Wilton Rancheria, Steven Hutchason, Dahlton Brown, and Jesus Tarango

Wuksache Indian Tribe/Eshom Valley Band, Kenneth Woodrow

APPENDIX A: MAPS

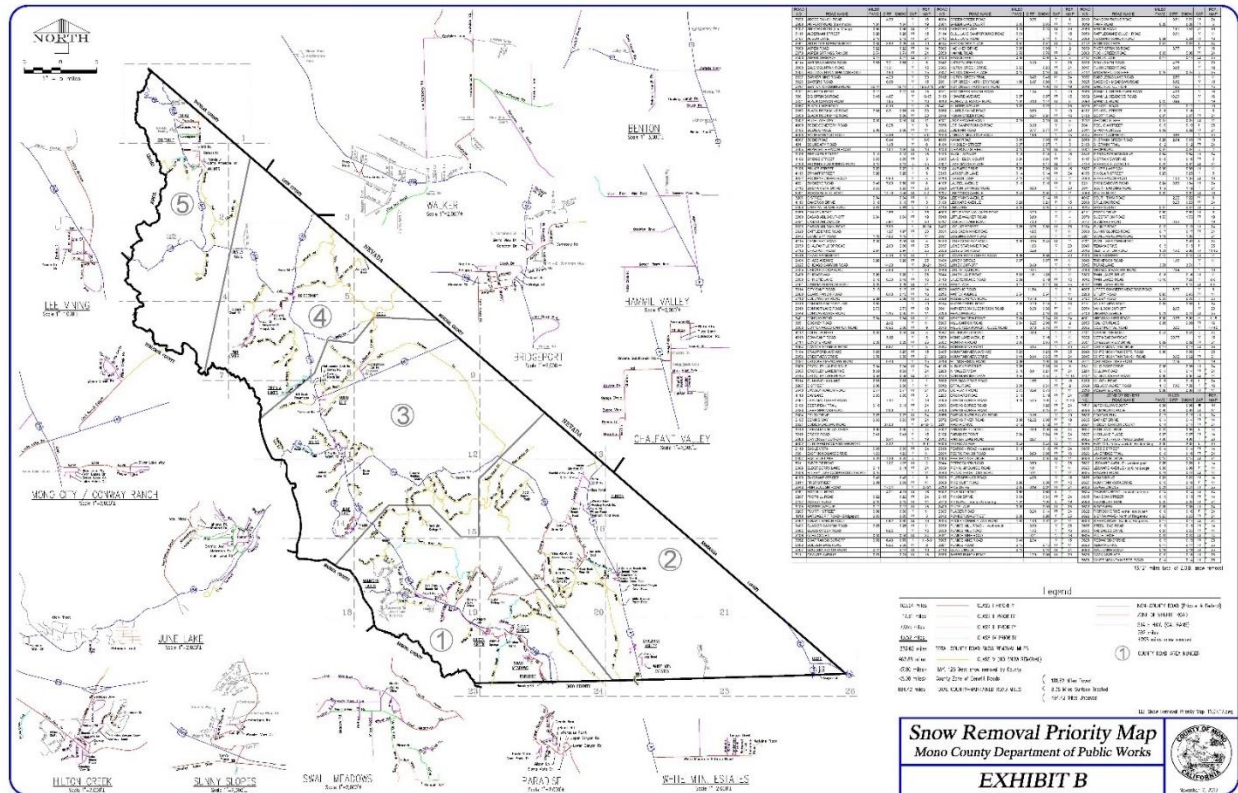


Figure 5: Mono County Road Network

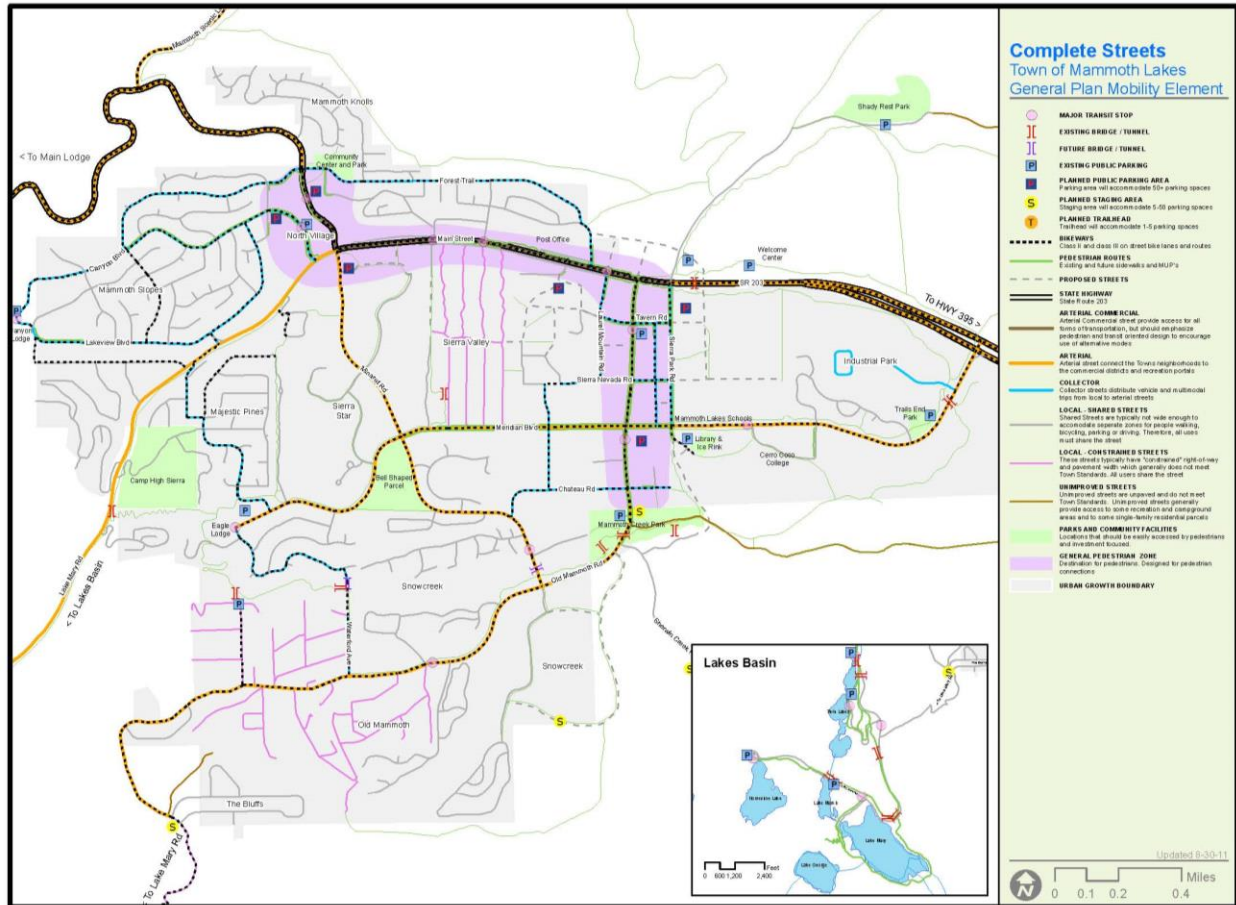


Figure 6: Town of Mammoth Lakes Road Network

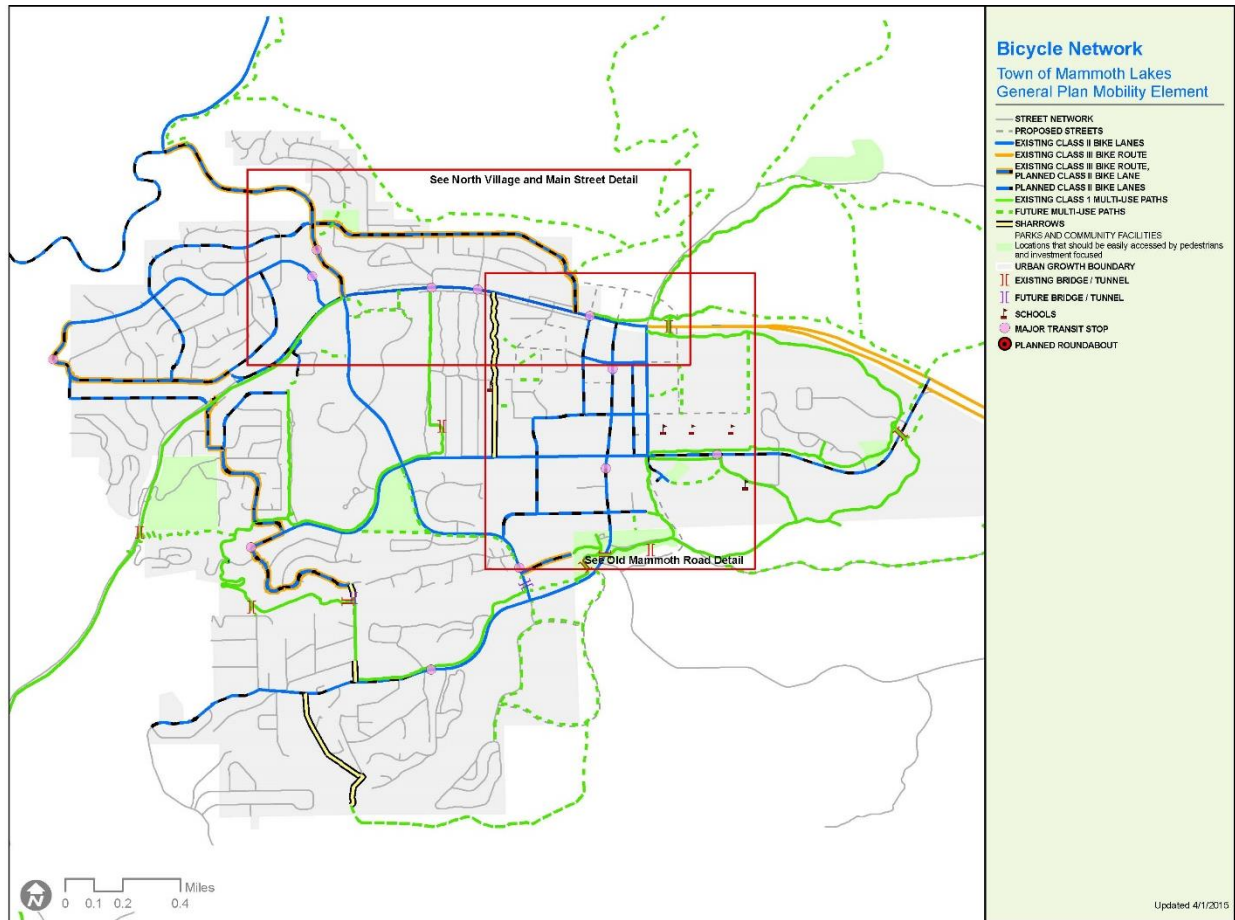


Figure 7: Town of Mammoth Lakes Bicycle Network

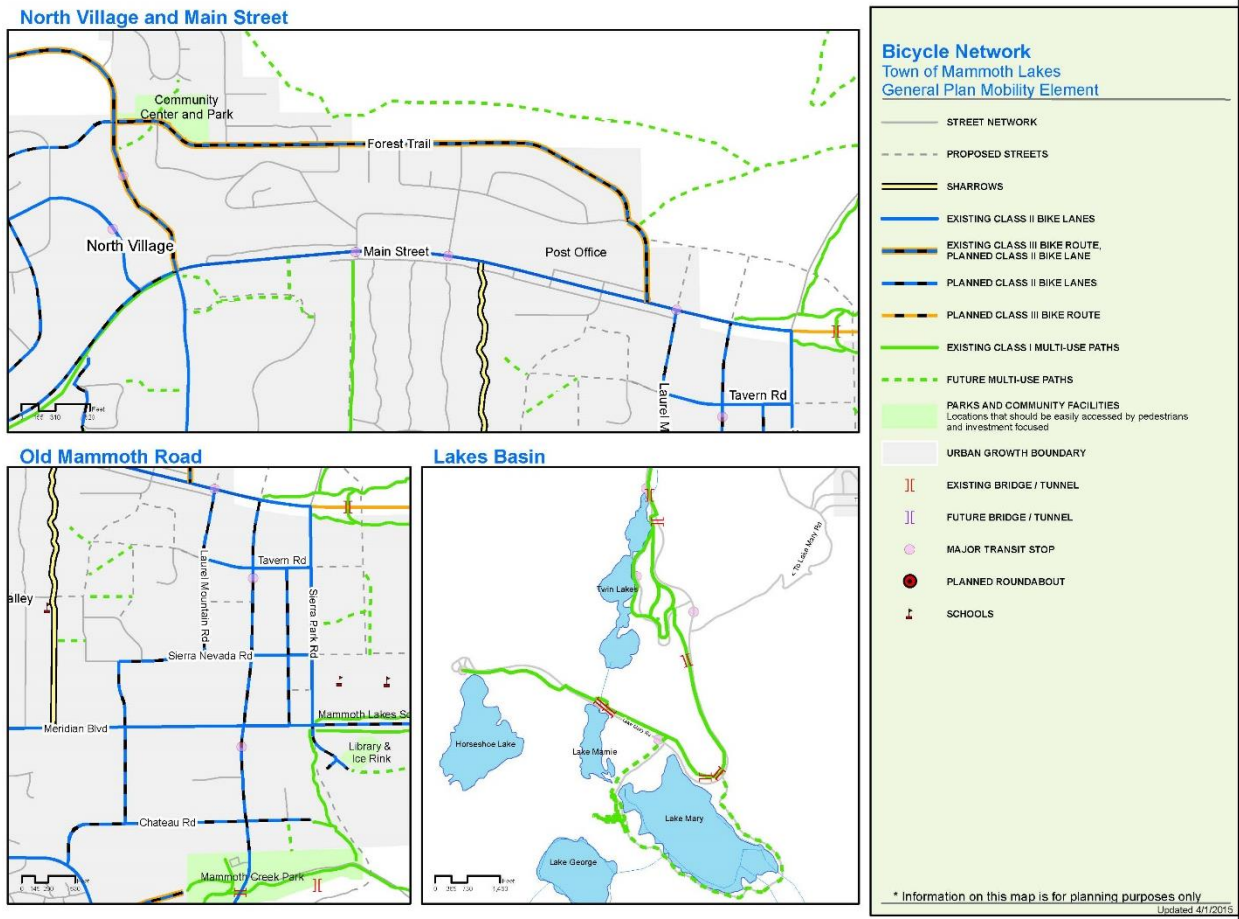


Figure 8: Town of Mammoth Lakes Bicycle Network Detail

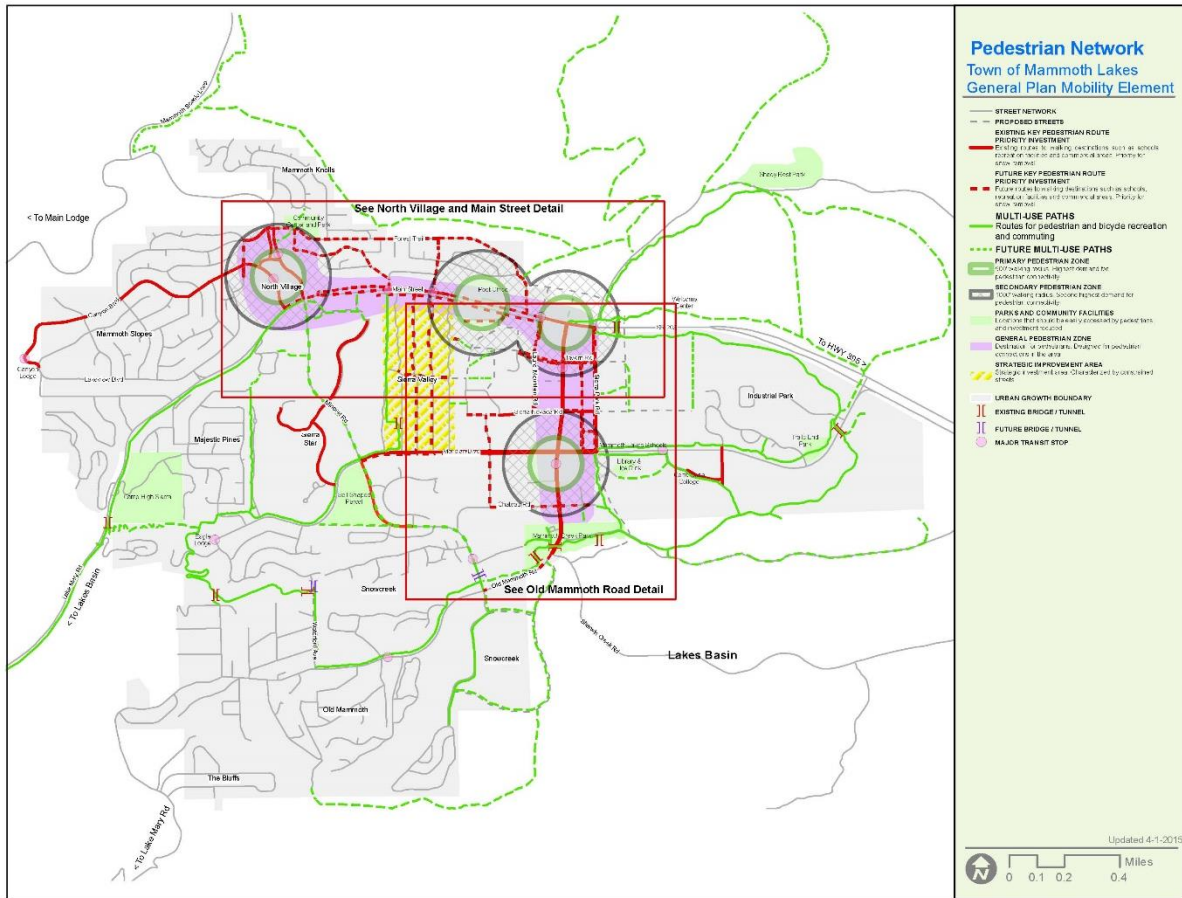


Figure 9: Town of Mammoth Lakes Pedestrian Network

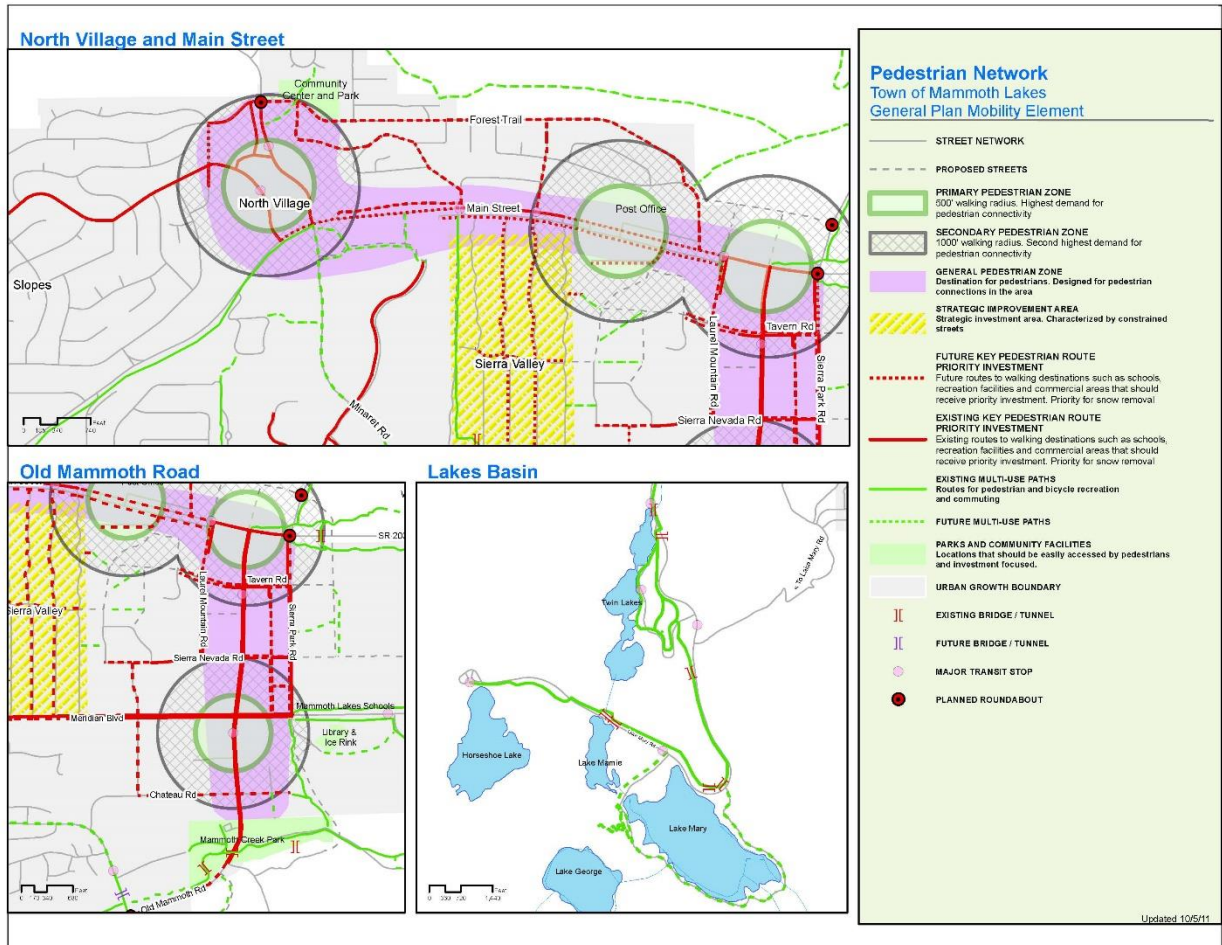


Figure 10: Town of Mammoth Lakes Pedestrian Network Detail

APPENDIX B: 2024 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 US 395 Junction is 1,900 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, but 100 percent of the dwelling units (du) are assumed to be occupied,
- 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 Census Designated Places (CDP) in the 2020 Census. The Mono County General Plan 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 number of projected new units assumes a 1 to 2% growth rate based on total units over a five-year time frame. The housing data is from 2020 Census and the new trip generation rates are based on 2022 Average Annual Daily Traffic. Mono County has lost population from the 2010 to 2020 Census.

Traffic and 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 2018 through 2022 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 460 current dwelling units (D.U.) in the Antelope Valley. A 1% growth rate over a five-year period would result in 23 new units. Trip generation rates for the Antelope Valley are included in Table B-1 for total units. Trips are based on six trips per single-family unit. The communities of Topaz, Coleville, and Walker potentially add 138 daily new vehicle trips (over a five-year period) to current traffic conditions in the Antelope Valley.

Table B-1: Preliminary - Antelope Valley Trip Generation Based on Dwelling Units of CDP			
Current (Total) D.U.	Current Estimated Trip Generation (6 trips/unit)	Potential New D.U. over a 5-year period	New Estimated Average Vehicle Trips (6 trips/unit)/day
460	2,760	23	138
Overall growth rate of 1% a year.			
Note: 2020 Census ACS shows a decrease of households / dwelling units from 2010 Census for unknown reasons. The Mountain View Fire in Walker, which would have reduced the number of units, occurred in November 2020 after the Census counts.			

As a comparison, Table B-2 shows the annual average daily traffic (AADT) on U.S. Route 395 from 2018 to 2022 (Mill Creek Bridge and Highway 395). The most recent average annual daily total was 4,000 vehicles in 2022.

- If all new D.U. are counted, the addition of 138 daily vehicle trips over a five-year period represents a 3.5 percent increase in the average daily trips using the AADT from 2022.

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 B-2: Average Annual Daily Traffic (AADT) Mill Creek Bridge & Highway 395 (PM 107.105), Antelope Valley					
Year	2018	2019	2020	2021	2022
Peak Month ADT	5,100	5,100	6,700	6,700	6,700
Total AADT	3,550	3,550	4,000	4,000	4,000

Bridgeport Valley

The primary thoroughfares for the Bridgeport area are Highways 395 and 182. There are currently 526 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. If 26 new housing units are built in the next five years, 156 additional trips could be generated.

Table B-3: Preliminary Bridgeport Valley Trip Generation Based on Dwelling Units of CDP			
Current (Total) D.U.	Current Estimated Trip Generation at 6 trips/unit	Potential New D.U. over a 5-year period	New Estimated Average Vehicle Trips (6 trips/unit)/day
526	356	26	156
<i>Overall growth rate of 1% a year.</i>			
<i>Source: 2020 Census ACS Households Bridgeport CDP</i>			

As a comparison, Table B-4 shows the annual average daily traffic (AADT) on U.S. Route 395 from 2018 to 2022 (395 & 182). The most recent annual average daily total was 4,000 vehicles in 2022.

- If all new D.U. are counted, the addition of 156 daily vehicle trips over a five-year period represents a 4 percent increase in the average daily trips using the AADT from 2022.
- If all occupied D.U. plus 50 percent of the unoccupied D.U. are counted, the addition of 103 daily trips over a five-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 B-4: AADT Junction Highways 395 and 182 (PM 76.3), Bridgeport Valley					
Year	2018	2019	2020	2021	2022
Peak Month ADT	6,200	6,400	6,400	6,300	5,400
Total AADT	3,900	400	3,700	4,200	4,000

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 new units for the next five years. Both are based on six trips per single family unit.

Table B-5: Preliminary Mono Basin Trip Generation Based on D.U.			
Current (Total) 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)/day
247	1,482	12	72
<i>Overall growth rate of 1% a year.</i>			

As a comparison, Table B-6 shows the annual average daily traffic (AADT) on U.S. Route 395 from 2018 to 2022 (North end of Lee Vining). The most recent average daily total was 3,600 vehicles in 2022.

- If all new D.U. are counted, the addition of 72 daily vehicle trips over a five-year period represents a 2 percent increase in the average daily trips using the AADT from 2022.

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 B-6: AADT Highway 395 (PM 51,69), Northern End of Lee Vining					
Year	2018	2019	2020	2021	2022
Peak Month ADT	6,000	6,000	6,000	6,000	6,000
Total AADT	3,600	3,600	3,600	3,600	3,600

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 homeowners, 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 new units over a five-year period. Both are based on six trips per single family unit.

Table B-7: Preliminary June Lake Trip Generation Based on D.U.			
Current (Total) 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)/day
673	4,038	34	204

As a comparison, Table B-8 shows the annual average daily traffic (AADT) on State Route 158 from 2018 to 2022 (June Lake Village). The most recent annual average daily total was 1,500 vehicles in 2022.

- If all new D.U. are counted, the addition of 204 daily vehicle trips over a five-year period represents a 14 percent increase in the average daily trips using the AADT from 2022.

This rate seems highly unlikely due to the fact that the estimated trip generation from all 673 existing units if occupied at one time could equal 4,038 trips on SR 158. This is 2.7 times higher than the AADT of 1,500trips from 2022 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 very conservative 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 rates, concentrated traffic influx during limited timeframes due to tourist visitation, and a seasonal road closures in winter that impacts through traffic on SR 158.

The Average Annual Daily Traffic data does show consistent trips on SR 158 from 2018 to 2022. 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 B-8: AADT Highway 158, (PM 2.82) June Lake Village					
Year	2018	2019	2020	2021	2022
Peak Month ADT	2,800	2,800	2,800	2,800	2,800
Total AADT	1,550	1,550	1,550	1,550	1,550

Long Valley

The primary access between communities in Long Valley is Highway 395. This area includes the Long Valley communities of Long Valley, McGee Creek, Crowley Lake, Sunny Slopes. 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 will add new units if all dwelling units calculate future growth shown in Table B-9.

Table B-9: Preliminary Long Valley Trip Generation Based on D.U.			
Current (Total) 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)/day
965	5,790	48	290
Overall growth rate of 1% a year.			

As a comparison, Table B-10 shows the annual average daily traffic (AADT) on US 395 from 2018 to 2022 at two different locations. The most recent annual average daily total in 2022 was 10,200 at McGee Creek Road and 10,200 at SR 203.

- If all new D.U. are counted, the addition of 290 daily vehicle trips over a five-year period represents a 2.8 percent increase in the average daily trips using the AADT from 2022 at the McGee 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 B-10: AADT Highway 395, Long Valley

Year	2018	2019	2020	2021	2022
Peak Month ADT *	10,400	10,400	13,200	13,200	13,200
Total AADT *	7,600	7,600	8,700	8,700	8,700
Peak Month ADT **	13,500	14,000	14,200	14,000	12,800
Total AADT **	9,650	10,100	9,000	9,900	10,200
* ADT counts at Route 395 and McGee Ck. Rd. (PM 16.618)					
** 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 393 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 20 new units over the next five years. This would generate approximately 120 potential trips in the Tri-Valley area as shown in Table B-11.

Table B-11: Preliminary Tri-Valley Trip Generation Based on D.U.

Current (Total) 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)/day
393	2,358	20	120
Overall growth rate of 1% a year.			
Note: 2020 Census ACS shows a decrease of households / dwelling units from 2010 Census for unknown reasons.			

The additional projected 120 trips would utilize Highway 6 as this is the primary north/south route to Bishop. A lesser number of trips could utilize SR 120 in the northern portion of the Tri-Valley.

As a comparison, the annual average daily traffic on Highway 6 is only 1,250 at the junction of SR 120 (Benton Station) and 2,100 at Inyo / Mono County Line in 2022. (see Table B-12).

If all 120 trips from new residential development traveled south into Inyo County, this would represent an increase of 5.7 percent of the 2022 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 B-12: AADT Highway 6, Tri-Valley

Year	2018	2019	2020	2021	2022
Peak Month ADT *	2,400	2,400	2,400	2,400	2,400
Total AADT *	2,100	2,100	2,100	2,100	2,100
Peak Month ADT **	1,300	1,300	1,400	1,400	1,400
Total AADT **	1,100	1,100	1,250	1,250	1,250
* ADT counts at Inyo/Mono county line (PM 0)					
** ADT counts at SR 120 & SR 6 (PM 25.715)					

Table B-13: 2020 US Census Dwelling Units by CDP - Trip Generation Table for each CDP (2024-2029)

	Total Units	Trip Generation of 6 Trips/Unit	Additional Trips at 1% Growth for Five Years
Countywide CDPs	3619		
Town of Mammoth Lakes	9678		
County CDPs			
Walker	238	1428	71.4
Coleville	159	954	47.7
Topaz	63	378	18.9
Bridgeport Valley	316	1896	94.8
Twin Lakes	210	1260	63
Lee Vining	149	894	44.7
Mono City	98	588	29.4
June Lake	673	4038	201.9
McGee	30	180	9
Crowley Lake	715	4290	214.5
Aspen Springs	83	498	24.9
Sunny Slopes	137	822	41.1
Swall Meadows	204	1224	61.2
Paradise	151	906	45.3
Chalfant	221	1326	66.3
Benton	172	1032	51.6

APPENDIX C: COUNTY DESIGNATED SCENIC HIGHWAY SYSTEM

Table C-1: 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
	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 & Reservoir
	So. of Evans Tract in Bridgeport (P.M. 74.5)	No. of Lee Vining High School (P.M.52.0)	22.5	Bridgeport Valley, Virginia Creek Canyon, Conway Summit, Mono Basin & Lake, Dana Plateau, Mt. Gibbs
	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 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
	So. Junct. w/US395 (P.M. 13.4)	1/2-mile sw of intersect. of SR 120 & S.303 (P.M. 54.4)	41.4	Mono Lake, Craters and Mill, Adobe Valley, White Mountains
State Route 158	S. Junct. w/US 395 (P.M. 0.0)	No. Junct. w/US 395	15.6	June Lake, Oh 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
SR 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. 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-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, pedestrian paths, and/or bicycle climbing lanes;
- 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;
- 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 Policy uses alongside highways through screening, painting, fences, etc.; and
- Providing interpretive/information signs and exhibits.

The specific list of projects by community below will be updated in the 2024-2028 RTP cycle and, as requested by Caltrans, prioritized to facilitate matching various funding sources to projects. In addition, the unconstrained project list from Appendix E will be updated and combined with this list in the next RTP cycle.

Potential Local Transportation Projects by Area/Road

US 395 Antelope Valley

1. Enhancement of deer habitat on the west side of 395 to reduce the number of highway crossings.
2. Enhance available water and forage for deer.
3. Install additional deer-crossing warning signs.
4. 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).
5. Establish screening vegetation for deer around Marine housing complex, in cooperation with BLM and Marine Corps.
6. Widen shoulders to allow for vehicle turnouts and scenic viewing.

SR 182 Walker River Bridge Project (at Bridgeport Reservoir Dam)

1. Enhance swallow habitat.
2. Enlarge existing turnout/parking area and include interpretive facilities.
3. Improve SR 182 to include a bikeway to the state line.
4. Provide for improved pedestrian access & crossings on the north/south sides of the bridge.

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.
6. Design and construct signage and wayfinding for the town core.
7. Design and construct gateway monument signs at the ends of town.

Bridgeport Valley Trails

1. Provide for a mountain biking trail in the Bridgeport vicinity.
2. Maintain existing trails.

Twin Lakes Road Resurfacing (Bridgeport)

1. Construct bike lane along shoulder or parallel to existing route, for approximately 13 miles.
2. Enhance wetland values or provide replacement wetlands.

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. In conjunction with Cemetery Road project, enhance forage on BLM and State lands.
4. Preserve via land purchase or other measures scenic Mono Basin properties.
5. Rehabilitate/stabilize Conway Summit road cuts.

Big Virginia Lake Road and Trailhead Improvements

1. Provide access and fishing pier at Big Virginia Lakes.

US 395 Cemetery Road Passing Lane

1. Fisheries enhancement in Mill Creek (creation of pools, fencing to exclude sheep, providing for fish passage through upstream diversions on Mill Creek).
2. Enhance forage on BLM and State lands.
3. Vista pullout and parking for Mono Lake viewing and Mill Creek access.

US 395 Four-Lane Project Between Lee Vining and June Lake

1. Mono Basin Scenic Area viewpoint.
2. Improve wildlife habitat.
3. Interpretive turnout/parking area to highlight Walker/Parker/Rush Creek restoration.
4. Lee Vining Creek interpretive signing, trail construction, and trailhead parking coordinated with community and USFS current trail efforts.
5. Visual enhancement of US 395/SR 120 junction.
6. SR 120 pullouts and parking for Mono Lake viewing, visitor orientation, interpretive and information station.
7. Walker and Rush creeks, access parking for fishing, hiking, etc.
8. North US 395/SR 158 junction, information station to provide visitors with recreation opportunities around June Lake Loop.

US 395 – Sand House Grade Segment

1. June Lake Junction self-serve information station (kiosk). Cooperative project to provide visitors with recreation opportunities around June Lake Loop.
2. Pullout, scenic viewing facilities, and trail to view Mono Lake (halfway point).
3. Deer watering facility at base of Sand House Grade to reduce highway crossings.

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. Snowmobile crossing north of June Lake Junction.
6. Parking near Bouldering Sites.

SR 158 Improvements – June Lake Loop

1. Pullouts and interpretive exhibits at key points along the Scenic Byway (tied to Avalanche Bypass Road and widening projects).
2. Silver Lake Roadside Bike/Pedestrian Path (tied to widening projects).
3. Drainage improvements in the Village (tied to future circulation improvements in the Village). Provide drainage improvements, such as reconstructing June Lake outfall to Gull Lake inlet and constructing a sedimentation barrier at the Gull Lake inlet.
4. Parking and interpretive and rest facilities at June Lake Ballfield/Roadside Park.
5. Down Canyon Trail project development and construction.

US 395 Improvements along Deadman Grade Segment

1. Snowmobile trailhead (parking, information station, restroom) off Logging Camp Road.
2. Nordic ski trailhead (parking, information station, restroom) off Obsidian Dome Road.
3. Snowplay parking at top of Deadman Grade (allow safe parking at existing site).

Benton Crossing Road

1. Erosion control for graded section of Benton Crossing Road from 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.
2. Deer habitat improvement.

Lower Rock Creek Road

1. Construct bike lane from south county line to US 395 (approximately nine miles).
2. Develop bridge on Lower Rock Creek Trail

APPENDIX E: CURRENT PROGRAMMING AND FINANCING

Current Improvement Programs

- Mono County Highway Improvement Programs
- Mono County Roadway Improvement Program
- Town of Mammoth Lakes Capital 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

2020 and 2024 Regional Transportation Improvement Program (RTIP)

The 2022 and 2024 RTIP can be found on the LTC website under the resources page

https://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/617/2022_rtip_mono_ltc.pdf

https://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/617/mono_co_ltc_2024_rtip.pdf

The Regional Transportation Improvement Program (RTIP) has been developed in partnership with District 9, Kern, Inyo Counties and Town / County staff to continue the backlog (fix it first) of local projects and continue to move forward with our regional MOU projects once fiscal resources improve for all the MOU partners. All projects proposed in the 2024 RTIP are consistent with this RTP.

Short-Range Highway Improvement Program at the State Level: SHOPP, STIP, HSIP, ATP

A list of state funding programs and projects is beyond the scope and approval authority of the LTC, and any list in the RTP may not be current due to differing update timelines that may not coincide with an RTP update. The existing RTP goals and policies, can be used to determine any necessary RTP consistency finding(s) with federal or state requirements.

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 improve safety on US 395 by reducing the need to pass slow vehicles on two-lane roads.

Table E-1: Caltrans MOU Projects		
Priority	County	Project Description
1	Mono	North Conway Passing Lanes R14-09 (New MOU project for Mono County – MOU revision)
2	Kern	Freeman Gulch 4-lane Segment 2
3	Kern	Freeman Gulch 4-lane Segment 3
4	Mono	Bridgeport Valley Passing Lanes R14-09 (New MOU project for Mono County – MOU revision)
5	Mono	Conway Ranch Passing Lanes
6	San Bernardino	Southern US 395 Corridor 4-lane
7	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-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.

Currently Programmed STIP projects for road rehabilitation:

- Benton Crossing Road Rehabilitation Project Phase 1 (Hwy 120 to 7 miles west)
- Northshore Drive Rehabilitation Project

Currently approved SB1/RMRA projects for road rehabilitation:

- Pinenut Road
- Aspen Springs Ranch Road

Currently approved SB1/RMRA projects for road maintenance:

- Antelope Valley Streets

- Benton Crossing Road Maintenance Phase 2 and 3 (Hwy 395 to Watterson Summit
- Pavement Preservation Project – Bridgeport Streets and Lee Vining Streets
- Pavement Preservation Project – June Lake, Crowley Lake, and Chalfant roads
- Pavement Preservation Project - Lower Rock Creek Road and Paradise roads
- 2023 Storm Damage – Permanent Repairs

Federal Lands Access Program (FLAP)

- Saddlebag Lake Road (full width paved road with associated drainage)

Secondary Road Access Projects (Emergency Access)

- Mono City Improvements
- Swall Meadows Emergency Access Road

Mono County Roadway Improvement Program

Mono County Long-Range Local Roadway Improvement Program

Road Rehabilitation Projects

- Airport Road (Lee Vining)
- Allison Road
- Antelope Springs Road
- Benton Crossing Road from 7 miles west of Highway 120 to Watterson Summit
- Buckeye Road
- Camp Antelope Road
- Cemetery Road (Lee Vining)
- Crowley Lake Drive
- Cunningham Lane
- Dear Peak Trail
- Dennis Way
- Eagle Vista
- Glen Court
- Hackamore Lane
- Hot Creek Hatchery Road
- Hunewill Ranch Road
- Larson Lane
- Lower Rock Creek Road
- McGee Creek Road
- Mt. Morrison Road
- Oil Plant Road
- Owens Gorge Road
- Owens River Road

- Paradise Point
- Patricia Lane
- Ramp Road
- Sawmill Road
- Scott Road
- Sherwin Trail
- Sierra Vista Court
- Summit Road
- Swall Meadows Road
- Test Station Road
- Topaz Lane
- Twin Lakes Road
- Utility Road
- Virginia Lakes Road
- Westridge Road
- Yellow Jacket Road

Bridge Projects

- Topaz Lane bridge repairs
- Larson 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

- Benton Crossing Road bike lanes from Layton Springs to Highway 120
- Northshore Drive bicycle warning signage
- Guardrail Replacement Project Phase 2 and 3
- 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 stops 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-Range Local Roadway Improvement Program

OMR Beautification Project

- The Parcel – Pedestrian and Street Network Projects
- Minaret MUP
- South Main MUP
- Town-wide MUP Rehabilitation
- Bluffs Subdivision Rehab Project
- Transit Shelter Replacement
- Transit Hubs
- Canyon Boulevard pedestrian and transit improvements
- Old Mammoth Rd MUP
- Affordable Housing Street Network Projects
- Townwide Slurry and Crack Seal Projects
- Townwide Road Rehabilitation Projects

Town of Mammoth Lakes Long-Range Local Roadway Improvement Program

- Sawmill Cutoff Road Improvements
- West Airport Road Access
- East Airport Access Road
- North Village Area Assessment District Street Work
- Minaret/Meridian intersection improvements
- Main (SR 203)/Center Street intersection improvements
- Main (SR 203) Pedestrian and Safety Improvements (south side)

Complete Street Projects

- Minaret Road
- Chaparral, Arrowhead and Sierra Nevada
- Mountain Boulevard
- Lake Mary Road
- Center Street
- Chateau Road
- Azimuth Road
- Sierra Manor

- Meridian Blvd (South Side)

Miscellaneous Improvement Projects

- Municipal Wayfinding
- Town-wide Transit Stop Improvements
- Eastern Sierra Transit Authority facility expansion
- Town Maintenance Yard Parking Barn
- ITS Upgrades - Transit and Emergency Services
- Community Center Parking Lot
- Shady Rest Parking Lot
- Mammoth Crest Park Parking Lot

Class 1 Bike Path Projects

- Miscellaneous Connectors
- Trail System Wayfinding
- South Side Main St Callahan Way to Minaret
- West Side Minaret Road
- Old Mammoth Road
- Lake George MUP
- Lake Mary Loop MUP

Mono County Airport Improvement Program

Neither the Bryant Field nor Lee Vining Airports have current Capital Improvement Programs (CIPs) as no funding is available from the Federal Aviation Administration (FAA).

Town of Mammoth Lakes Airport Improvement Program

Town of Mammoth Lakes Capital Improvement Program can be found here:

<https://www.townofmammothlakes.ca.gov/DocumentCenter/View/12965>

Mono County LTC Unconstrained Project List

The specific list of projects below will be updated in the 2024-2028 RTP cycle and, as requested by Caltrans, prioritized to facilitate matching various funding sources to projects. The updated project list will be combined with the list of projects in Appendix D.

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 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

Table E-2: Mono County Operating Costs

2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Total
4,837,852	5,067,183	5,168,527	5,271,897	5,377,335	5,484,882	5,594,579	5,706,471	42,508,726

Note: Operating Costs include salaries, overtime, benefits, communications, insurance, maintenance – buildings & equipment, legal notices, contract services, equipment - vehicles & construction, travel, equipment rental, etc.

Fiscal Year 2023-14 is actual expenditures; FY 2024-25 is based on the current budget; remaining years are based on a 2% projected growth factor.

Town of Mammoth Lakes Projected Transportation System Operating Costs

Town of Mammoth Lakes Street Operating Costs

Table E-3: Mammoth Lakes Streets Operating Costs								
Program	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	Total
Street Maintenance	\$1,044,081	\$1,339,634	\$1,379,823	\$1,407,419	\$1,435,568	\$1,464,279	\$1,493,565	\$1,523,436
Snow Removal	\$2,246,726	\$1,796,998	\$1,602,878	\$1,634,936	\$1,667,634	\$1,700,987	\$1,735,007	\$1,769,707
Capital	See CIP							
Total Ongoing Costs	\$3,290,807	\$3,136,632	\$2,982,701	\$3,042,355	\$3,103,202	\$3,165,266	\$3,228,572	\$3,293,143

Town of Mammoth Lakes Transit System Operating Costs

Table E-4: Mammoth Lakes Transit Operating Costs								
Program	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	Total
Transit Operations and Contracts	\$1,184,605	\$979,766	\$1,311,900	\$1,338,138	\$1,364,901	\$1,392,199	\$1,420,043	\$1,448,444
Total Ongoing Costs	\$1,184,605	\$979,766	\$1,311,900	\$1,338,138	\$1,364,901	\$1,392,199	\$1,420,043	\$1,448,444

Town of Mammoth Lakes Airport Operating Costs

Table E-5: Mammoth Lakes Airport Operating Costs								
Program	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	Total
Airport Operations	\$1,440,372	\$1,517,556	\$1,415,135	\$1,443,438	\$1,472,306	\$1,501,753	\$1,531,788	\$1,562,423
Debt Service								
Capital	See CIP							
Total Ongoing Costs	\$1,440,372	\$1,517,556	\$1,415,135	\$1,443,438	\$1,472,306	\$1,501,753	\$1,531,788	\$1,562,423

Mono County Revenue Projections

Table E-6: Mono County Revenue Projections									
Program	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Total
General Road Revenue	762,049	711,225	718,855	726,638	734,576	742,673	750,962	759,356	5,906,303
Highway User's Tax	2,808,876	2,319,500	2,365,890	2,413,208	2,461,472	2,510,701	2,560,915	2,612,134	20,052,696
Road & Street Reimbursables	130,915	560,000	552,000	554,040	556,121	558,243	560,408	562,616	4,034,343
Interfund Revenue	873,381	452,860	461,917	471,156	480,579	490,190	499,994	509,994	4,240,071
Mono County Contribution	522,033	522,033	522,033	522,033	522,033	522,033	522,033	522,033	4,176,264
General Revenue Total	5,097,254	4,565,618	4,620,695	4,687,074	4,754,780	4,823,841	4,894,282	4,966,133	
<i>General Road Revenue: Trans. Tax - LTC, encroachment permits, vehicle code fines, Federal Forest payments, State matching funds – RSTP</i> <i>Highway User's Tax: (Prop 111, admin & engineering, snow-removal subvention, rain & snow damage, Section 2105 & 2106 funds</i> <i>Road & Street Reimbursables: Snow removal, fuel, road maintenance</i> <i>Interfund Revenue: Fuel & auto repairs, engineering service, landfill maint., landfill admin., landfill fuel & oil, airports, STIP projects, LTC-OWP</i> <i>Mono County Contribution: Minimum annual projected General Fund contribution</i>									

Fiscal Year 2023-24 is actual revenues; FY 2024-25 is based on the current budget; in the remaining years non, fixed items are based on a 2% projected growth factor.

Town of Mammoth Lakes Revenue Projections

Town of Mammoth Lakes Streets Revenue Projections

Table E-7: Mammoth Lakes Streets Revenue Projections								
Funding Source	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	Total
TDA (pass through to ESTA) (1)								
Local Gas Tax Sec 2103, 2105 & 2106	\$161,133	\$172,906	\$178,342	\$181,909	\$185,547	\$189,258	\$193,043	\$196,904
Local Gas Tax sec 2107	\$57,136	\$56,052	\$50,000	\$51,000	\$52,020	\$53,060	\$54,122	\$55,204
Local Gas Tax Snow Removal	\$1,495,924	\$1,724,600	\$1,550,000	\$1,581,000	\$1,612,620	\$1,644,872	\$1,677,770	\$1,711,325
Local Gas Tax Sec. 2107.5	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
General Fund Snow Removal	\$3,506,199	\$2,612,520	\$2,612,520	\$2,664,770	\$2,718,066	\$2,772,427	\$2,827,876	\$2,884,433
General Funds streets	\$1,044,081	\$1,339,634	\$1,379,823	\$1,407,419	\$1,435,568	\$1,464,279	\$1,493,565	\$1,523,436
RMRA (SB1)	\$162,561	\$184,168	\$187,691	\$191,445	\$195,274	\$199,179	\$203,163	\$207,226
Traffic Congestion Relief								
Total	\$6,429,034	\$6,091,880	\$5,960,376	\$6,079,544	\$6,201,094	\$6,325,076	\$6,451,538	\$6,580,529

Town of Mammoth Lakes Transit System Revenue Projections

Table E-8: Mammoth Lakes Transit System Revenue Projections								
Funding Source	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	Total
Fees	\$130,062	\$147,191	\$135,000	\$137,700	\$140,454	\$143,263	\$146,128	\$149,051
Facility Rental	\$150,000	\$150,000	\$150,000	\$153,000	\$156,060	\$159,181	\$162,365	\$165,612
Transit General Funds & fees	\$1,852,405	\$1,176,923	\$1,209,530	\$1,233,721	\$1,258,395	\$1,283,563	\$1,309,234	\$1,335,419
Total	\$2,132,467	\$1,474,114	\$1,494,530	\$1,524,421	\$1,554,909	\$1,586,007	\$1,617,727	\$1,650,082

Town of Mammoth Lakes Airport Revenue Projections

Table E-9: Mammoth Lakes Streets Revenue Projections								
Funding Source	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	Total
Facility Rental	\$27,060	\$52,555	\$53,606	\$54,678	\$55,772	\$56,887	\$58,025	\$59,186
Services & Fees	\$268,033	\$250,412	\$255,421	\$260,529	\$265,740	\$271,054	\$276,475	\$282,005
Federal Grants	\$1,282,419	\$683,900	\$697,578	\$711,530	\$725,760	\$740,275	\$755,081	\$770,182
Interest & Misc Revenue	\$33,311	\$104,823	\$106,920	\$109,058	\$111,239	\$113,464	\$115,733	\$118,048
Refunds & Rebates	\$57,151	\$14,731	\$15,025	\$15,326	\$15,632	\$15,945	\$16,264	\$16,589
Transfer In	\$1,225,000	\$1,533,007	\$1,563,668	\$1,594,941	\$1,626,840	\$1,659,377	\$1,692,564	\$1,726,415
Total	\$2,892,975	\$2,639,429	\$2,692,218	\$2,746,062	\$2,800,983	\$2,857,003	\$2,914,143	\$2,972,426

APPENDIX F: MONO COUNTY REGIONAL BLUEPRINT

APPENDIX G: MONO COUNTY TRAILS PLAN

APPENDIX H: MONO COUNTY BICYCLE PLAN
