

- Other safety concerns include enforcement of the speed limit through the town and the design of several intersections, including the SR 182/395 junction, the Emigrant Street junction with US 395, and the Twin Lakes Road junction with US 395 south. The number of deer kills on Twin Lakes Road from the start of the Hunewill Hills to Twin Lakes is also a concern.
- Parking is a problem on Main Street and around the County buildings, especially during the months with the most visitors and when court is in session. There is some interest in providing additional off-street parking for county employees, people attending court, and visitors to the area, possibly next to the Probation Department or on empty lots on Emigrant Street.
- There is interest in developing a bike lane connecting Bridgeport and Twin Lakes, either by widening the shoulder or by creating a separate bike path that parallels the existing roadway.
- There is interest in eventually developing local bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas.
- There is a need to consider the installation of call boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.

*Bodie Hills*⁹

- Issues in the Bodie Hills include improving transportation facilities and upgrading parking facilities, particularly for buses, at Bodie State Park. The Bodie Planning and Advisory Committee (which is no longer active) has recommended the use of unique and historically compatible modes of travel to Bodie, such as reactivating the old railroad grade from Mono Mills to Bodie, providing for equestrians and horse-drawn wagons and carriages in the State Park, and establishing a trail system in the Bodie Hills that provides for equestrian, cycling and pedestrian use.
- Transportation improvements into the park and in the area surrounding the park are also needed. Recommendations include paving the Bodie Road up to the cattle guard, having it accepted into the State Highway system at the edge of the Bodie Bowl and designating SR 270 as a scenic highway with turnouts and interpretive displays. Paving Cottonwood Canyon Road to Bodie is recommended to reduce dust. If visitation continues expanding beyond the carrying capacity of Bodie State Park and to accommodate wintertime visitors, an interagency visitor center and office complex in the Bridgeport town site is recommended. There is some interest in a satellite parking facility and shuttle service outside the Bodie Bowl.

*Mono Basin*¹⁰

- Maintain the small-town quality of life for residents.
- Increase tourism opportunities - develop Lee Vining as a destination rather than a quick-stop highway town.
- Improve visitor services.
- Maintain and increase the attractiveness of the community.
- There is an opportunity to enhance the visual appearance of Lee Vining along US 395. Enhancements may include landscaping, raised pedestrian crossings with variations in pavement texture/appearance, street furniture, revised parking configurations, and provisions for the convenient loading and unloading of tour buses.

⁹ Original source document: Bodie Hills Multi-modal Plan (1979)

¹⁰ Original source document: Mono Basin Multi-modal plan (1979)

- The Caltrans and Mono County road maintenance facilities detract from the appearance of the Lee Vining commercial district. There is an opportunity, if these facilities are relocated, to redevelop those properties in a manner that contributes to an attractive Main Street appearance. There is also opportunity to coordinate road maintenance facility needs of other entities, such as Mono County and the USFS, with the relocation of the Caltrans shop. If these facilities are not relocated, which Caltrans indicates is infeasible in its comments on the Draft EIR, there is a need to continue enhancing their appearance through landscaping, solid fencing, painting, etc. and provide connectivity to public facilities to the north and east.
- There is an opportunity to balance competing needs through reengineering the five-lane section of US 395 through Lee Vining. Competing needs include convenient parking for business patrons; slower traffic, bike lanes and pedestrian facilities for residents; traffic flow in front of businesses; and convenient interregional travel for motorists traveling through Mono County.
- The community is interested in developing visual interest and gateway-design elements at the north and south entrances to Lee Vining.
- The community is concerned about balancing community goals, such as pedestrian safety and comfort, roadway aesthetics, and community economics with the need to move traffic safely and efficiently along US 395.
- There is a desire for pedestrian improvements throughout Lee Vining and adjacent areas. These improvements may include:
 - Safe pedestrian crossings across US 395 in Lee Vining. Improvements to slow traffic may include variations in pavement surface, raised intersections, reconfigured traffic lanes, flashing caution lights, and crosswalk landmarks.
 - In accordance with state laws and procedures, post and enforce slow speed limits along US 395 within Lee Vining to minimize conflicts with pedestrians crossing the highway. Speeds in Mono City should also be lowered to minimize conflicts within the residential neighborhood.
 - Additional pedestrian trails to and from local activity nodes, such as the Mono Basin Visitor Center and Mono Lake.
 - There is need for bikeway improvements throughout the Mono Basin. There are opportunities to include wider shoulders adequate for bike use as part of scheduled road projects and to provide other improvements for cyclists.
- Lee Vining lacks adequate parking facilities for visitors and buses in the summer months. Much of the existing commercial district lacks sufficient area for on-site parking. Trucks parked throughout the community with idling engines cause air and noise pollution and detract from the attractiveness of the community. Potential solutions to these issues include the following:
 - Restrict truck parking and engine idling in certain areas of Lee Vining and consider siting a truck parking facility in the region.
 - Parking standards tailored to meet Lee Vining's unique conditions have recently been adopted.
 - Acquire land and develop one or more community parking areas for the Lee Vining business district. The existing Caltrans and County road shops, when vacant, could serve as community parking areas.
 - Design parking facilities to enhance the appearance of the business district. Design standards should ensure that future parking areas are well landscaped, sited in scale with adjacent structures, and appropriately buffered from adjacent sensitive land uses.
- There is a need to consider future expansion of Lee Vining when determining community parking needs.

- SR/Highway 120, both west through Yosemite and east to Benton, is closed in the winter. There is local interest in keeping both sections of the highway open longer and in maintaining SR 120 east to Benton for winter access. There is a need to consider different approaches to increasing funding and responsiveness to maintenance needs on Highway 120 through Yosemite, including:
 - Organizational options, such as Caltrans assuming maintenance responsibility.
 - Establishing a Tioga Pass Authority to maintain the road.
 - Using Park fees for road maintenance.
- There is a need to provide safe access around avalanche hazards on US 395 just north of Lee Vining. An avalanche bypass road north of Lee Vining would funnel traffic through the Mono Basin Visitor Center and could also improve access to the tufa area just north of the visitor center.
- Local transit services could be expanded and improved to better link Lee Vining and Mono City with other communities along the US 395 corridor. Local transit should also link Lee Vining with other eastside attractions such as Bodie, South Tufa, and the Lee Vining Airport. Transit vehicles should provide storage for bicycles and backpacks.
- Low-cost backpacker shuttles should be considered to reduce multi-day parking.
- As one of the closest public airports to Yosemite National Park, Lee Vining Airport has the potential for increased use by visitors to Yosemite. The County has recently updated the airport master plan, along with the airport land use plan, in order to coordinate improvements and land uses for the airport vicinity.

*June Lake*¹¹

- SR 158, a two-lane County-designated scenic highway, and the June Lake Loop's major roadway, experiences traffic congestion during peak periods in the winter and summer. Winter travel is further hindered by winter weather conditions.
- Traffic congestion is expected to increase as a result of improvements to June Mountain Ski Area and associated development. Increased traffic will aggravate congestion and conflicts between vehicles and pedestrians, as well as the frequency of accidents.
- Steep slopes, sensitive environmental habitats, and a limited right of way hinder the widening of SR 158.
- Small lot configurations, building encroachments into setbacks, and fragmented ownership impede roadway improvements. The inability to provide adequate access to some private lands will limit the development potential of those lands.
- June Lake Village - the central commercial and retail district - lacks a cohesive and integrated system for traffic, parking, and pedestrian circulation. Also, Caltrans reports that the rate of accidents along SR 158 in the June Lake Village exceeds the statewide average for similar highways.
- Parking in the Loop's commercial centers and at recreational facilities is limited or restricted. The lack of adequate parking aggravates traffic flow, creates traffic safety hazards, and may constrain tourist sales revenues as well as future development. In winter, on-street parking hinders snow removal and internal circulation.
- Snow removal on SR 158 in the Village during business hours causes a perception of traffic delays and must adequately remove and manage snow in order to prevent parking problems for residents and

¹¹ Original source document: June Lake Multi-modal Plan.