

**Paradise (Rock Creek Road)**  
**Bike / Pedestrian Plan**



*Working Draft \_ July 2012*

## Outline – Plan

1. Introduction / Purpose
2. Issue / Opportunities
3. General Bike / Pedestrian Policies
4. Existing Policies (General Plan / Specific Plans / RTP / BTP)
5. Existing Facilities – Maps (inventory in process)
  - Various Segments from County Line to Rock Creek Park Station
6. Possible Projects / Community Interest
7. Proposed Projects (to be determined)
8. Funding Opportunities & Project Advancement (to be determined)
9. Maps / Exhibits (in work)
10. Typical Cross Sections – Bike (in work)
11. Typical Cross Section – Pedestrian (in work)

## 1. Introduction / Purpose

The Paradise (Rock Creek Road) Bike / Pedestrian Plan is a component of the Mono County Regional Transportation Plan. The Mono County Bicycle Transportation Plan has been developed in compliance with California Streets and Highways Code Sections 891.2 and 891.4 and in compliance with the requirements for state Bicycle Transportation Account (BTA) funding applications.

The Paradise (Rock Creek Road) Bike / Pedestrian Plan area includes all of Lower Rock Creek Road (LRCR) from the Inyo/Mono County line north to its intersection with US 395, Tom's Place and Rock Creek Road (RCR) from Tom's Place to the Rock Creek pack station (Inyo Co). The Paradise (Rock Creek Road) Bike / Pedestrian Plan is to further refine and/or propose additional projects for the Paradise, Lower Rock Creek Road, (Tom's Place / Sunny Slopes – ? depends on LVRPAC), and Rock Creek Road (aka upper Rock Creek Road) area.

The Plan includes the following components:

1. Issue / Opportunities
2. General Bike / Pedestrian Policies
3. Existing Policies (General Plan / Specific Plans / RTP / BTP)
4. Existing Facilities
5. Possible Projects / Community Interest
6. Proposed Projects
7. Funding Opportunities & Project Advancement
8. Maps / Exhibits
9. Typical Cross Sections – Bike
10. Typical Cross Section - Ped

## 2. Issues / Opportunities/Constraints

The Paradise (Rock Creek Road) Bike / Pedestrian Plan grew out of a desire by the community of Paradise to refine and plan for future projects as a result of recent development in the area. In addition, the Mono County Board of Supervisors directed staff to plan and explore funding for additional non-motorized improvements in the vicinity of the Rock Creek Canyon Specific Plan project on Lower Rock Creek Road. Finally, Mono County was awarded funds to rehabilitate Rock Creek Road (RCR) from Crowley Lake Drive to the Rock Creek Pack Station. This funding includes a design (but not construction funding) for a bicycle climbing lane along RCR.

- Fill-in via community outreach
- ?
- ?

## 3. General Bike / Pedestrian Policies

The Regional Transportation Plan (2009) has a set of countywide directives and identified issues / needs developed with the update of the plan in 2009. The following directives and issues / needs are a good starting point for the draft development of this plan (The Paradise (Rock Creek Road) Bike / Pedestrian Plan). These are stated as follows:

### Directives

- ❖ Correlate development of the transportation and circulation system with land use development;
- ❖ Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow and alternative transportation modes to the automobile.
- ❖ Provide for the use of non-motorized means of transportation within Mono County.
- ❖ Provide for the parking needs of residents and visitors, particularly in community areas.
- ❖ Provide for 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 minimize duplication of effort.

### Issues / Needs

- ❖ Maintaining and improving county roadways and obtaining additional funding to do so.
- ❖ Ensuring that future development pays for the impacts it places on the local transportation and circulation system.
- ❖ Improving and expanding non-motorized facilities 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.
- ❖ Providing adequate community parking facilities in community areas for all types of vehicles.
- ❖ Continuing to increase public participation in the transportation planning process and ensuring that all shareholders in the local transportation system are represented in the planning process.
- ❖ Residents of community areas throughout the unincorporated area of the county are concerned about providing safety improvements to the highway and roadway system and establishing and maintaining local trail systems for use by bicyclists, pedestrians, equestrians, and other non-motorized users.

### Policy Suggestion

These **policy suggestions** are from various community members, comments received as a part of previous development projects, and /or projects currently planned.

- ❖ Utilize existing trails wherever possible,
- ❖ Minimize disturbance to natural systems and private properties,
- ❖ Create a priority system for bike/pedestrian implementation,
- ❖ Enhance public safety by optimizing conditions for road bikes on Lower Rock Creek Road and Upper Rock Creek Road,
- ❖ Maximize trail connections between existing developments (this does not include the Glen Court trail connections),
- ❖ Create trail loops where possible,
- ❖ Integrate context-sensitive road solutions,
- ❖ Integrate local trails with regional trails,
- ❖ Follow established utility corridors where feasible,
- ❖ Provide for user friendly signage and trail guides,
- ❖ Differentiate between trailheads (where vehicles can be parked while hiking) and other trail nodes (where parking spaces would not be provided), and provide Trailhead Joint-Use Parking wherever possible,
- ❖ Develop a trail plan that has consensus of the various communities (i.e. Paradise, Swall Meadows, Sunny Slopes / Tom's Place),
- ❖ Orient the primary trail system to non-motorized user populations, and develop focused trail opportunities to serve the needs of motorized vehicles, and
- ❖ Allow the County to take the lead role in assigning and monitoring the voluntary trail maintenance program.

**4. Existing Policies (General Plan / Specific Plans / Regional Transportation Plan) see APPENDIX**

**5. Existing Facilities**

Facility	Type	From	To	Need	Recommended Improvements	Distance*	Priority
Lower Rock Creek Mt. Bike Trail	single track	Lower Rock Creek Road (US 395)	Paradise and Lower Rock Creek Road	Existing facility	NA	? Miles	NA
Crowley Lake Community Network Crowley Lake Drive Segment	Class II	Tom's Place	Long Valley	Safety	Expand shoulders, add shoulder stripes or bike lanes, signage, crosswalk on US 6	5 Miles	
395 - Pedestrian undercrossing		Crowley Lake Drive under 395 to Owens Gorge Rd		Existing	Additional upgrades?		
Bike Route Signage	-----			Safety	Install standard signs	-----	H
"Share the Road" Signage on Lower Rock Creek Road	-----			Safety	Install standard signs	-----	H
<b>Other facilities</b>							

**6. Possible Projects / Community Interest**

**A) For the Paradise area:**

- ❖ Bicycle climbing lane (paved) on Lower Rock Creek Road from Inyo/Mono County line to US 395
- ❖ Pedestrian trail (non paved) the southeast side of Lower Rock Creek Road from Sierra Vista Circle to a terminus around Rock Creek Estates entrance
- ❖ A bridge across Rock Creek in front of the Rock Creek Ranch project (one or both sides)
- ❖ Permanent bathroom facilities (o & m) at the Rock Creek Ranch public parking area

- ❖ Improvement of the County's R-O-W across from the Rock Creek Ranch project (picnic table, creek access, ?)
- ❖ Other trails of interest to the public?

Non projects – existing paths not intended for outside users

- ❖ Local community or neighborhood trails

**B) For the upper portion of Lower Rock Creek Road and US 395 - Tom's Place and Sunny Slopes**

- ❖ Bicycle climbing lane (paved) on Lower Rock Creek Road from Inyo/Mono County line to US 395
- ❖ A separate bike / pedestrian facility (paved) from Crowley Lake Drive to Lower Rock Creek Road

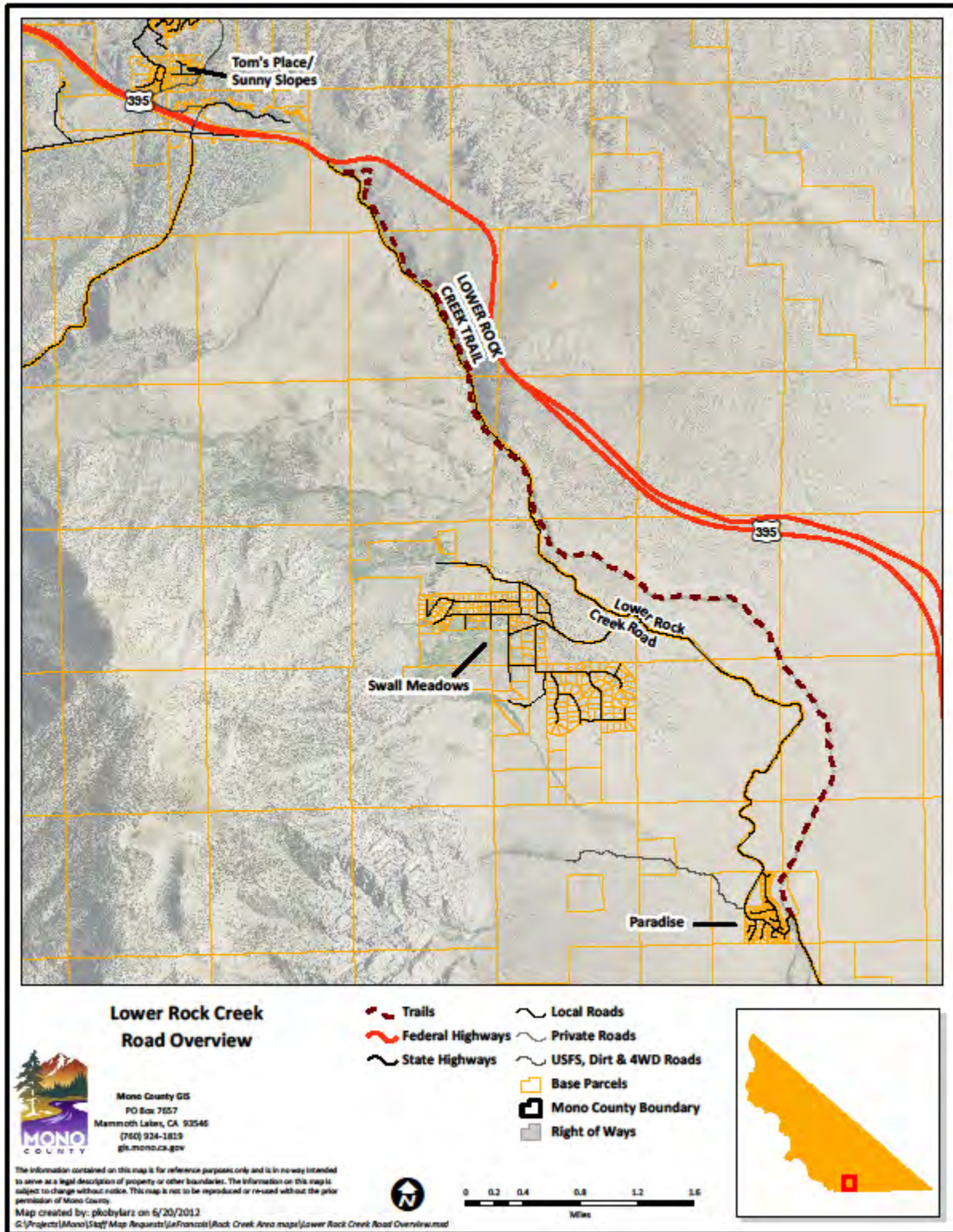
**C) For the upper portion of Rock Creek Road from Crowley Lake Drive to the Rock Creek Pack Station**

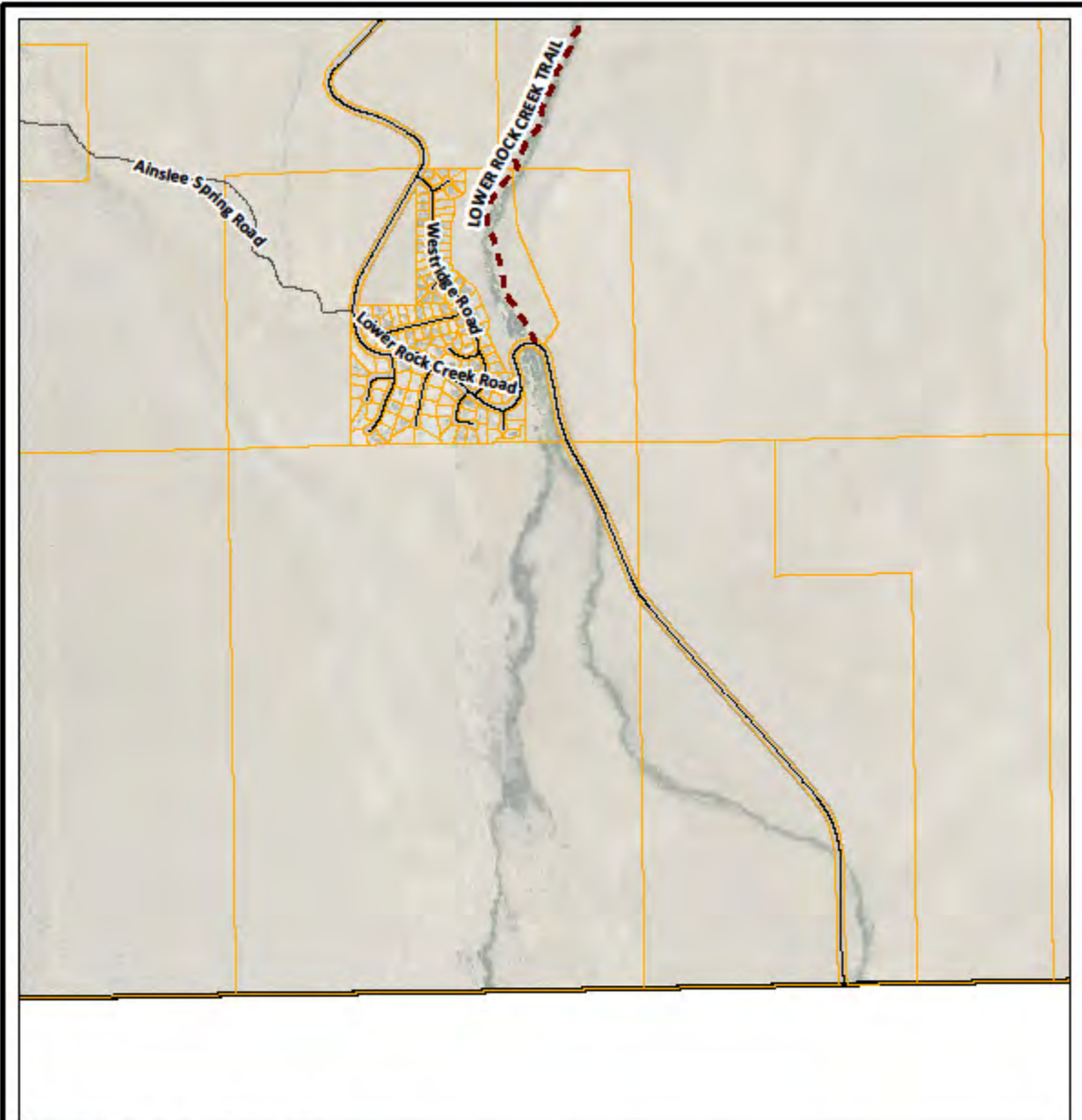
- ❖ A bicycle climbing lane (paved) from Crowley Lake Drive to the Rock Creek Pack Station
- ❖ Improve access to the pedestrian 395 undercrossing just west of the bus stop on Crowley Lake Drive (Tom's Place)
- ❖ Other trails of interest to the public (i.e. Tuff Campground, ???)





# 9. Maps / Exhibits





**Paradise to Inyo County Line**



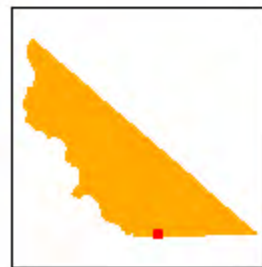
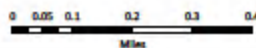
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 Mammoth Lakes, CA 93546  
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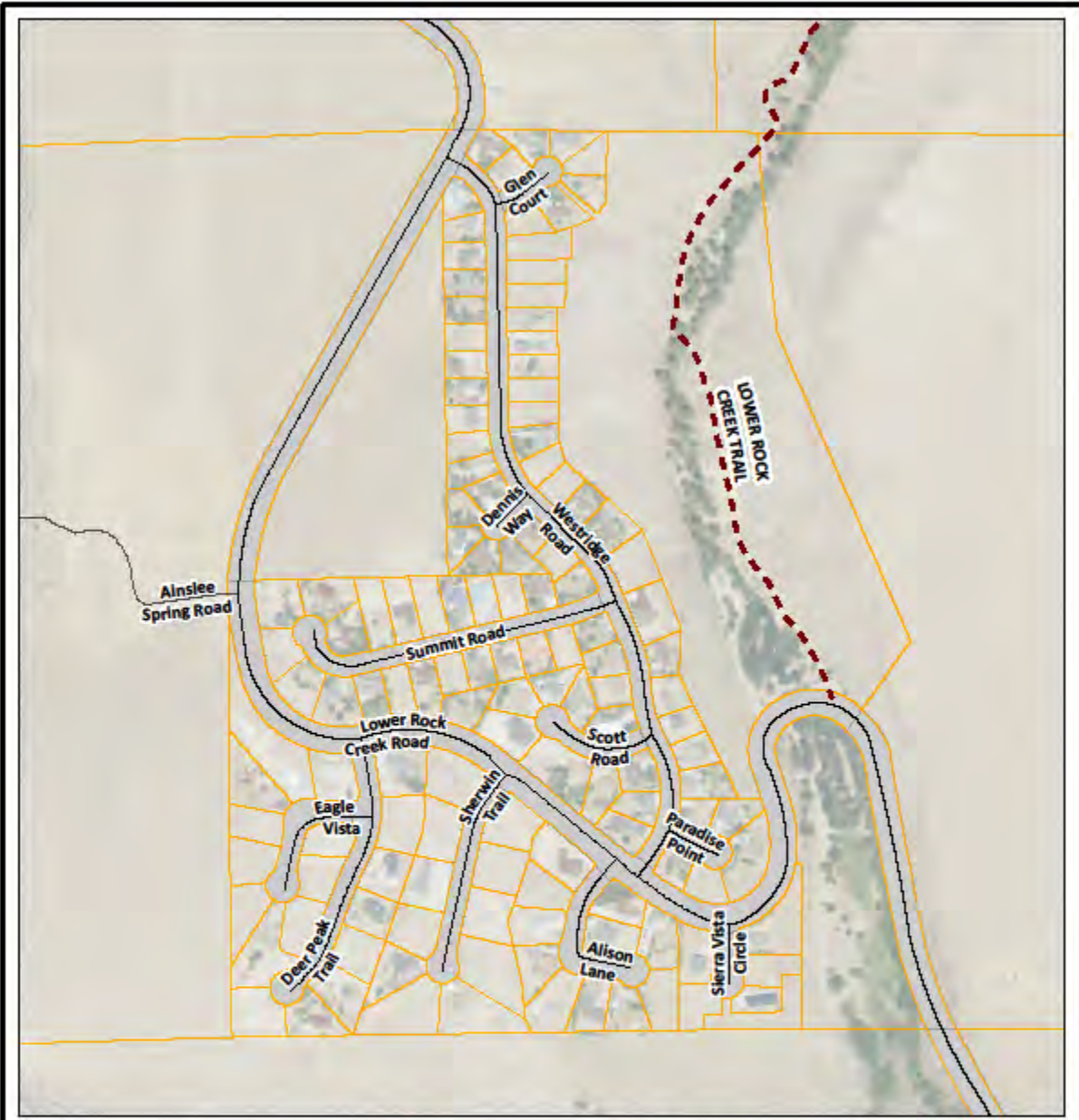
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Map created by: phobylarz on 6/25/2012

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- Trails
- Federal Highways
- State Highways
- Local Roads
- Private Roads
- USFS, Dirt & 4WD Roads
- Base Parcels
- Mono County Boundary
- Right of Ways





**Paradise Community Area**

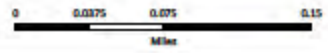


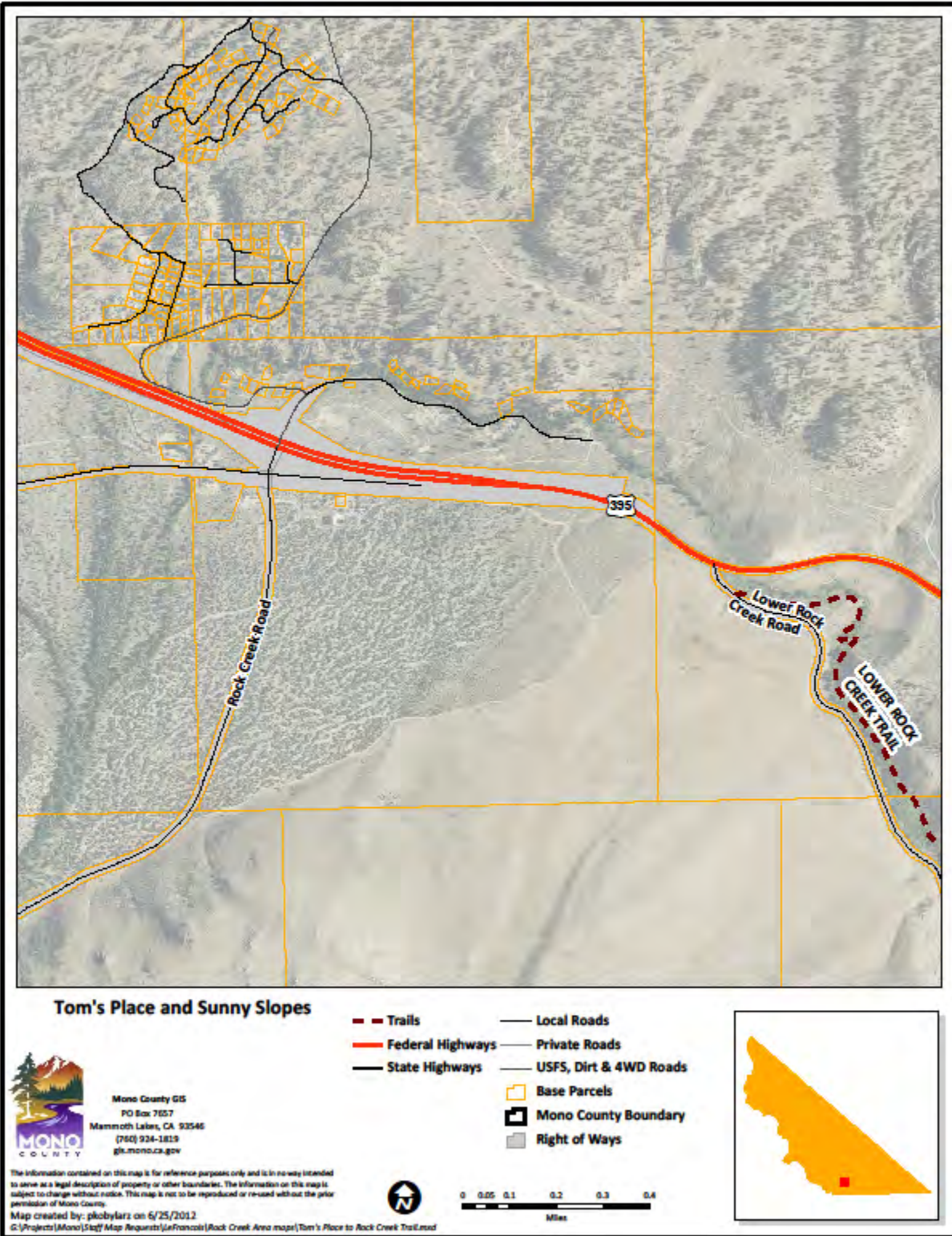
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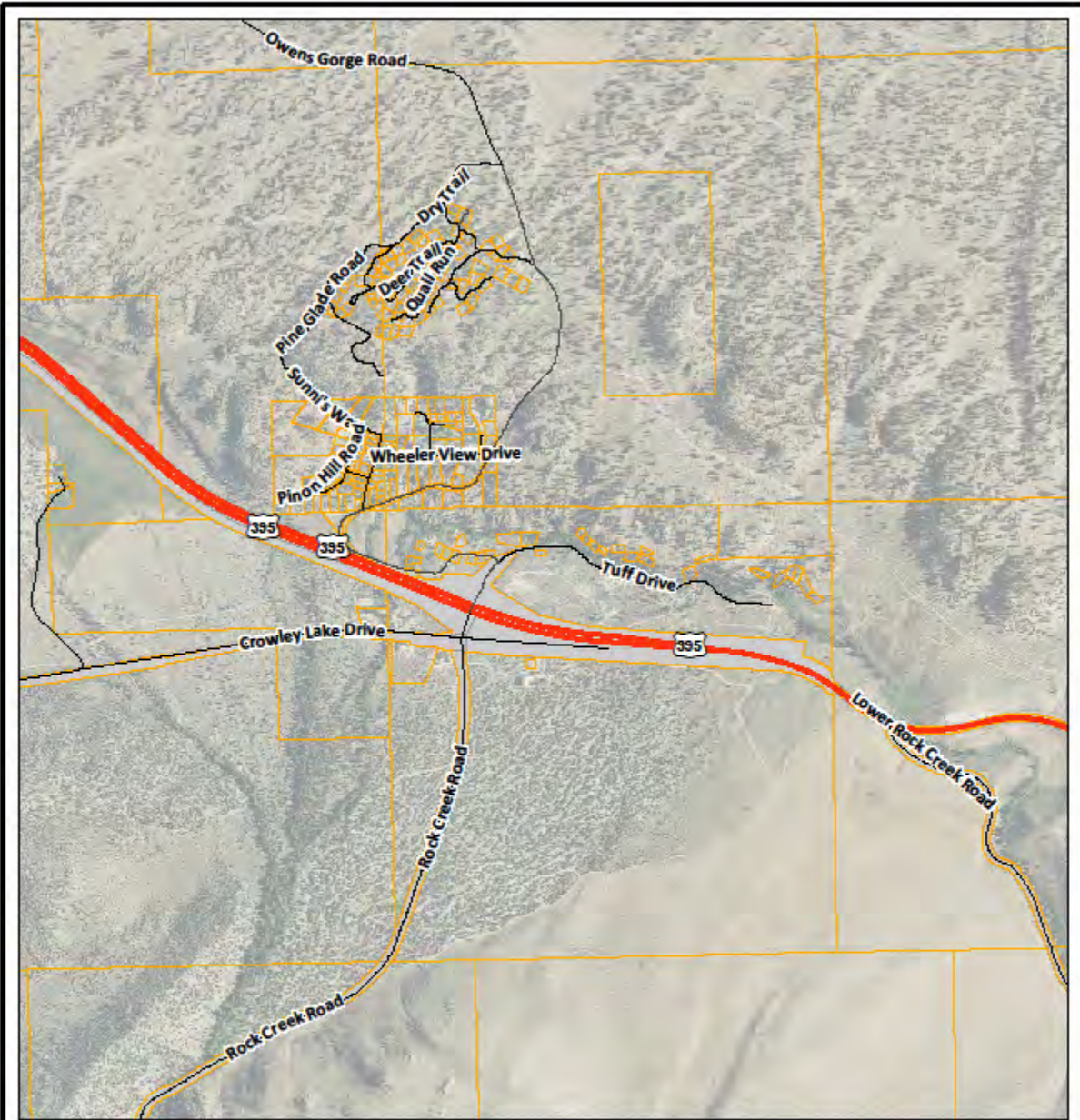
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- Trails
- Federal Highways
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- Local Roads
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**Tom's Place and Sunny Slopes**



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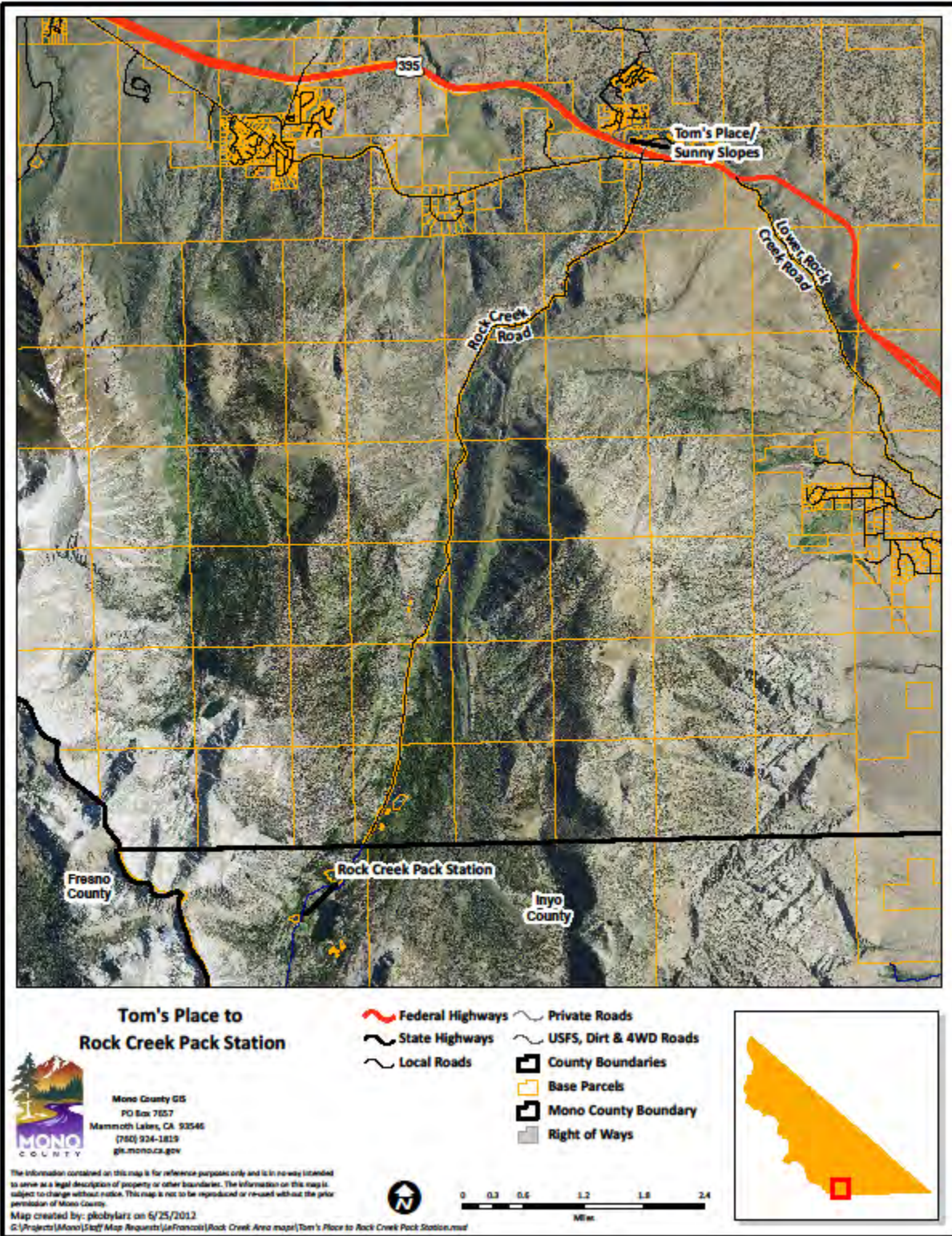
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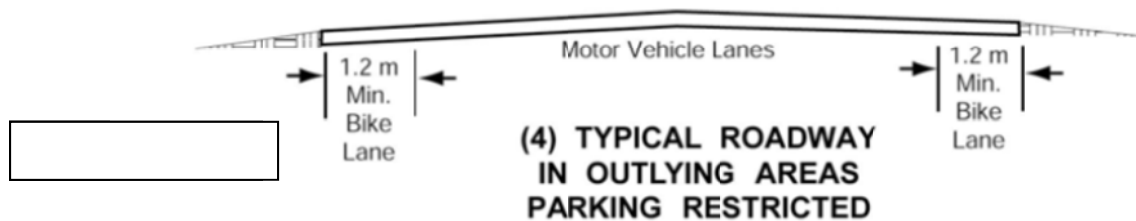
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- Federal Highways
- State Highways
- Local Roads
- Private Roads
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- Base Parcels
- Mono County Boundary
- Right of Ways





**10. Typical Cross Sections – Bike climbing lane (TBD and/or Class 2 facility where possible)**



Note: For pavement marking guidance, see the MUTCD and California Supplement, Section 9C.04

Class II facility

**11. Typical Cross Section – Pedestrian path (TBD and may vary due to R-O-W or topography)**

## **APPENDIX**

### **4. Existing Policies (General Plan / Specific Plans / Regional Transportation Plan)**

#### **From Rock Creek Canyon – See Appendix C Master Trail and Signage Plan**

- ❖ Board of Supervisor’s directed staff to explore the funding potential for:
  - 1) a permanent restroom facility,
  - 2) a pedestrian bridge between the old Restaurant and Lower Rock Creek Road, and
  - 3) other trails as part of an inventory funded through the Local Transportation Commission.

#### **From the Regional Transportation Plan**

**Objective 2.2:** Provide networks for pedestrians and bicyclists that are as safe as the network for motorists. Create functional, safe and secure travel ways for pedestrians and bicyclists may include the following measures:

Sidewalks with ample widths

Vertical curbs

Planter strips to separate sidewalks from the street

Parked cars along the street

Crosswalk lanes provided at regular and frequent intervals

Raised medians with pedestrian refuges where warranted on wide streets

Adequate 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. Bicycle lanes should be striped or extra wide curb lanes should be provided.

**POLICY 3:** Plan for and provide a continuous and easily accessible trail system within the region, particularly in June Lake and other community areas. When possible, use existing roads and trails to develop a trail system. Connect the trail system to commercial and recreational areas and parking facilities.

**Objective 3.1:** Work with appropriate agencies, organizations, and community groups to develop an Eastern Sierra Regional Bike Trails System, a regional non-wilderness trail system for non-motorized users. The trail should utilize existing alignments where possible.



**Objective 3.2:** Require rehabilitation projects on streets and highways to consider including bicycle facilities (e.g. wider shoulders) that are safe, easily accessible, convenient to use, and which provide a continuous link between destinations.

**Timeframe:** Ongoing over the 20-year timeframe of this plan: review compliance during the County budget process and the biennial SHOPP and STIP process.

**POLICY 4:** Develop a safe and convenient pedestrian circulation system as a portion of the total transportation network.

**Objective 4.1:** Implement the Livable Communities goals and policies as previously discussed in that section (for further information see **Livable Communities for Mono County Report**, Draft, January 30, 2000):

### Community Policies from the Regional Transportation Plan

#### LONG VALLEY POLICIES

##### GOAL

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Provide and maintain a safe and efficient circulation system in Long Valley while retaining the rural qualities of the area.

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##### OBJECTIVE A

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Provide a coordinated trail system for use by bicyclists, pedestrians, and equestrians.

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Policy 1: Recommend the following project as a priority item for inclusion in the STIP or for alternative funding sources such as grants:

- Provide a trail from Long Valley to the Convict Lake Road to enable bicyclists to ride off of Highway 395.

Policy 2: Designate a bike trail around Crowley Lake on Benton Crossing Road.

Policy 3: Designate a bike trail from Long Valley to Mammoth Lakes.

Policy 4: Designate a bike path from Tom's Place to Lower Rock Creek Road.

##### OBJECTIVE B

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Provide safety improvements on local streets and Highways

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Policy 1: Recommend realignment of Lower Rock Creek Road so that it does not intersect with Highway 395 south of Tom's Place but terminates at Crowley Lake Drive south of Tom's Place.

## **OBJECTIVE C**

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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.

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Policy 1: Develop a Long Valley Multi-Modal Plan as part of future RTP updates.

Policy 2: Plan for a transit plaza/transit stop on South Landing Road at the Crowley Lake Community Center.

## **OBJECTIVE D**

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Development a parkway/roadway plan for the Long Valley area that 1) addresses community concerns about bicycle and pedestrian safety; 2) includes streetscape improvements with traffic calming features, and 3) includes a village center architectural guidelines plan for the South Landing Road business area.

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Policy 1: Complete a parkway/roadway plan for Crowley Lake Drive, South Landing Road, Pearson Road, and other streets to better address the needs and goals of the area residents as they relate to a more walkable/livable community.

Policy 2: Use this plan to define future improvements, funding, and construction of additional facilities to improve the walkability and livability of the streets in the community.

*Action 2.1:* When developing the parkway/roadway plan, utilize the following design guidelines developed by the community:

- Treat area roads as a parkway instead of just another street to move automobiles, and design these parkways to encourage use by all travel modes;
- Develop entry statements (signage, special road designs, surfacing with pavers/stamped concrete, landscaping, and lighting);
- Consider roundabouts, mini-roundabouts and or mini-circle at some stop sign locations, and bulb outs at key intersections;
- Plan for more bike lanes or bike paths;
- Improve pedestrian and ADA facilities (pedestrian islands, street furniture, cross walks with pavers or stamped concrete);
- Use median and landscaping improvements;
- Address speeding issues with additional traffic calming features;
- Encourage on-street parking for certain roadways in the community;
- Explore reductions in lane width (from 12' down to 11', 10', or 9');
- Reduce excess county right-of-way widths;
- Plan for lighting improvements along certain streets (new fixtures);
- Underground utilities where appropriate and/or make improvements to facilitate future undergrounding of utilities;
- Construct drainage improvements and improve snow storage areas;
- Explore creative ways and/or alternatives to the improvements requested; and
- Hire the appropriate consultant(s) to assist staff in meeting the walkable/livable goals of the community.

*Action 2.2:* Program and fund the desired improvements as monies become available.

## WHEELER CREST POLICIES

### GOAL

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Provide an improved transportation system that protects and accesses the unique scenic, recreational and environmental resources of the Wheeler Crest area.

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**Policy 1:** Plan and develop alternate transportation modes in coordination with future road improvements and extensions (i.e. bikeways, hiking and equestrian trails).

*Action 1.1:* Use right-of-way not needed for road construction for bike/pedestrian paths.

**Policy 2:** Develop safe and efficient pedestrian facilities and walkways.

*Action 2.1:* Require school bus shelters as needed, when road improvement or widening is required as part of an adjacent development.

**Policy 3:** Provide sufficient off-street parking for all new development.

*Action 3.1:* 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 4:** Seek provision of year-round scheduled transit services to link the community of Wheeler Crest with recreational sites as well as with business and employment centers.

*Action 4.1:* Establish and/or promote continuation of inter-city service: Bishop/Mammoth Lakes. Seek inclusion of Wheeler Crest onto the scheduled route.

**Policy 5:** Provide for the coordination of circulation and land use planning.

*Action 5.1:* Coordinate with the Mono County Transportation Commission to insure consistency for planning of all long-range transportation routes, alternate transportation modes, and future funding sources.

**Policy 6:** Promote the construction and maintenance of a safe and orderly road system.

*Action 6.1:* New development shall utilize the existing road system whenever possible to minimize new road construction.

*Action 6.2:* Coordinate new development proposals with the Wheeler Crest Fire Protection District to ensure adequate emergency access (see Appendix C for emergency access route map).

*Action 6.3:* 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 turn around space for emergency vehicles.

**Do either the Paradise or Swall Meadows community want specific policies in the Regional Transportation Plan?**