

Mono County Local Transportation Commission

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MINUTES

May 14, 2018
(Adopted June 11, 2018)

COUNTY COMMISSIONERS: Fred Stump, Stacy Corless, John Peters
TOWN COMMISSIONERS: Sandy Hogan, John Wentworth, Dan Holler for Shields Richardson
COUNTY STAFF: Gerry Le Francois, Wendy Sugimura, Michael Draper, Garrett Higerd, CD Ritter
TOWN STAFF: Grady Dutton
CALTRANS: Brent Green, Ryan Dermody, Austin West, Terry Erlwein, Lianne Talbot
ESTA: Karie Bentley

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Wentworth called the meeting to order at 9:03 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT:** No items

3. MINUTES

MOTION: Approve minutes of April 9, 2018, as amended: 1) item 4, next to last line: Fix ~~for~~ to be completed this summer... 2) item 5, Bridgeport Town Hall ~~April 14~~ May 23; 3) item 8B. ~~VIA YARTS~~ buses need replacement. (Hogan/Corless. Ayes: 6-0.)

4. **PUBLIC HEARING: Unmet Transit Needs** (continued from April 9, 2018). Michael Draper described annual process with ESTA to use LTC funds prior to road projects. Added a need since April: not unmet, additional bike lane in June Lake on SR 158, class 1 bike path, class 2 bike lane, or shoulder widening. Within matrix, but not considered. Corless noted comments made at Town Planning Commission not included.

OPEN PUBLIC HEARING: Gray Line/ESTA fall into unmet need that should be recorded? Include something on that? Sugimura indicated If LTC wants changes, meet with Town staff. Provide feedback, bring back next meeting before adoption in June. Other comments to include: Public transit in Old Mammoth Area west of Snowcreek needs long-term solution. **CLOSE PUBLIC HEARING.**

Ideally get to trailhead someday. Wentworth recalled hazard concern in Old Mammoth area. Corless noted limited service now to bottom of Red Fir Road. Helm cited temporary solution past two winters to address concerns of residents, business owners. Better long-term fix without associated cost. Three runs am, three pm. Service up to recreation less often.

Continue Resolution R18-04 on Unmet Transit Needs to June 11 meeting.

5. **COMMISSIONER REPORTS:** **Corless:** Turnaround at Woodman on MCWD property. Concern of continuous idling. Town Council agendize for public comment after getting accurate info. Sticky issue. **Wentworth:** Staff sending notices for next Walk/Bike/Ride. Challenge for Town and Mono, staffing at USFS. **Peters:** Field trip Upper Owens with sheriff on OHV concerns of ranchers, ambiguous USFS and Mono signage. Thanks to Public Works for repair along Eastside Lane. North Mono shoulder widening hired local residents for road crew. Compliments on Summers Meadow bridge. **Holler:** Full construction on 203, lane closures, sidewalks. **Hogan:** Viewed Sheep Ranch project that's under way. **Stump:** Caltrans worker memorial, grateful for turnout. Complimented Caltrans current staff for being responsive within bureaucracy. **Request Commissioner Wentworth** take to DC. Unauthorized mountain bike trail on Inyo dismantled. Banks, jumps, traffic there caused damage to forest, with no capacity to deal with even if knew. District 2 has INF (Inyo National Forest) land.

6. LOCAL TRANSPORTATION

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

A. Wildlife fencing update: Le Francois doing budget set-aside to look at McGee to 203. \$10,000 to leverage other funding sources for PSR (Project Study Review), side opposite airport fence. Work with District 9, CDFW.

Private funds to some nonprofit entity? Le Francois didn't know.

Dermody noted Santa Cruz Conservancy, Hwy 101 project.

Hogan cited issue of 8' chain-link fence by airport – deer cross highway, meet fence, re-cross. Need fence on either side directing to over- or under-crossings. Expensive. Protect wildlife not just airport.

Le Francois: District 9 was given broad cost estimate. Corless cited cost \$40,000-\$70,000. Sugimura noted no funding to go anywhere.

Wentworth stated chain-link fence is one discrete project on its own timeline. Dutton noted USFS wants to move forward, but FAA says fence must go in.

Town have problem with USFS lack of staffing? Dutton indicated FAA and USFS talking, maybe next summer fence. Helped conversation with Caltrans.

Le Francois wanted to keep idea moving, need full funding. Maybe Prop 68 to Sierra Nevada Conservancy. Local expertise exists.

B. Letter to District 9 on recent US 395 fatalities: Brent Green noted standard process is 10 days for Caltrans to respond. Erlwein will discuss. Could do another letter. Peters thought letter captured essence of LTC discussion. Stump saw it as redundant, not adding additional leverage. Saw onerous requirements for speed-limit reduction. Best part is communication between staff and Caltrans. Set aside unless hear something.

Not supposed to talk on phone while driving but have D-395 look at service gaps. Stump cited lack of responsiveness from cell operators.

Terry Erlwein recalled possible solutions last time. Staff did research, mapped out existing. Deploy portable signs for added punch. No way to sign for distracted driving, bring attention back to road

Peters saw two distinct times with different traveling public. Off Sonora, heading south to Mammoth Lakes or Yosemite. Signage farther north would not capture that traffic. Drove last weekend, constantly looking around, appreciated changes in passing lanes. Conway north drive fast when likely shouldn't. Slowing people down starts with speed limits.

Erlwein suggested bigger, brighter passing-lane-ahead signs only where actual passing lanes exist. Portable signs now indicate deer migration. A 21-day sign order more likely takes a month.

Peters invited Caltrans to May 23 town hall so communities see Caltrans is very responsive.

Erlwein continued: Eliminate passing zones that barely meet minimum standards. Deploy passing zone signage. Pass with care, do-not-pass zone. Fluorescent yellow on wrong side of road. 3-4 in north. Daylight/headlight: Large area, couple sets. Speed limit reduction: Did five shots within five miles, exceeding 65 mph. Law is ambiguous. Maximum speed on two-lane usually 55. Need survey. Sign and striping changes first. Lower speeds create driver frustration, impact everyone every day. Center rumble strip: Construction 2019.

Dermody described shoulder widening projects: Aspen-Fales north of Devils Gate, Little Walker, Virginia Creek. Expensive, huge environmental component. Eastern California Planning Partners MOU projects on radar, several years out; e.g., Conway four lane.

Stump noted four-laning north of Bridgeport met environmental issues. Dermody cited environmental issues always arise, find appropriate mitigation to meet needs. Three-lane configurations north/south of Bridgeport.

Stump thought North Conway costly due to topography. Pick job can do with what can afford, overall improvement.

Use SHOPP (State Highway Operation & Protection Program) money like Topaz? Erlwein stated Conway already programmed. Picked worst areas north of Bridgeport. Widening all funded by SHOPP. Dermody added Virginia Creek shoulders already programmed.

Le Francois suggested meeting with District 9, MOU partners. How much is Kern COG willing to look at FG-1-3, expire 2024. Topaz was going to be very expensive, Mono would have paid 40%.

Dermody indicated SB-1 focus on repair/rehab. Always looking for funding sources.

MOTION: Table letter, retain in case need to send later. (*Stump/Peters. Ayes: 6-0.*)

C. Overall Work Program (OWP) 2018-19: Gerry Le Francois noted monitoring component as well as planning, airport, transit. STIP process closing out Work Elements. Funding to update ALUPs (Airport Lane Use Plans), second or third in queue.

How would Bishop/Mammoth play into this? Better to wait for clarity? Le Francois indicated Town deals with it. Finished 395 corridor management plan. Alt fuel stations, interest from Liberty Utilities in North County. Community wayfinding draft by Baker International. Traffic calming emphasis by Caltrans.

How much flexibility with new upcoming items? *Working closely with District 9, never know what RPACs come up with. Fiscal responsibility for State money. More end products to District 9, the better. Typically wait for amendments after first of year.*

Keep D-395? *It's an IT matter. Working of Wi-Fi plan.*

Who to contact on refuel station? *Maybe Tesla. Liberty guys said Edison.* Le Francois did not know about Edison, but Liberty responsive for north of Marine base, seemed progressive.

MOTION: Approve Minute Order M18-04 & adopt OWP 2018-19. (Peters/Hogan. Ayes: 6-0.)

--- Break: 10:23-10:35 a.m. ---

D. Eastern Sierra Recreation Partnership (ESRP): *(Commissioner Wentworth)*

1. **ESRP Challenge Cost Share Agreement:** Wentworth noted appearance at BOS tomorrow.

2. **Eastern Sierra Recreation Coordinator:** County/Town shared position: Funding set up. If Proposition 68 passes, could fit into partnership. New ~~USFS person~~ forest supervisor from Colorado has experience. Measure U funds recreation/mobility/arts and culture.

Stump recalled when Town Council heard presentation, match was all non-cash. Five-year agreement. Tony Dublino at BOS tomorrow.

Town agendas to reconsider with new board members? Wentworth thought not. BOS to finalize at USFS.

Rathje stated Boise, ID, tried this decades ago. Recreation enthusiasts wanted agreement to allow work on trail projects leading to nearby Bogus Basin. Cost-share agreement provided seamless continuity between land owners. Lassen/Susanville/BLM/Lassen National Forest: Trail users don't see boundary, so projects could proceed.

3. **Proposition 68:** Continue moving forward. Governor mentioned reallocation of funds for fire and fire management. Governor Brown aggressive on fuels reduction. Stump noted Governor set task for Cal Fire, increased funding.

E. Town/County E-Bike policy: Joel Rathje, Town trails coordinator, stated Alterra introduced class 1 e-bikes (pedal assist up to 20 mph), other classes go faster. Class 1 and 2 approved by State. No e-bikes on USFS land. Confusion on federal vs. State jurisdiction. Provide clarity for users. No enforcement program for misuse. Recommendation to Town Council for class 1 on local paths. Modify Use Permit by USFS for class 1, not 2 (throttle up to 28 mph), establish Town policy consistent with MMSA policy, more restrictive than State. Lots of miles already can accommodate e-bikes. As popularity increases, points of interface will occur. Hike, run, maybe mountain bike, horses on some trails. Planned projects on Main Street, lower uptown/downtown connecting to Village. Get info backup whether part of system. Precedent will be set if allow e-bikes on soft-surface, nonmotorized trails. Need robust signage, sent graphic to USFS last week. Signs wherever access nonmotorized system.

Stump cited standard of white sign with black letters as regulatory, others advisory. Drivers accustomed to signage indicating certain things. *USFS uses all its signage for regulatory.*

Rathje noted great e-bike rides. Complexity is not friend of regulation.

Helmet for adults on class 3.

Wentworth thought theoretically could ride Mammoth to June. Lots of unknowns. Commuter bikes, whole new set of tools for how people move around town. Lianne Talbot indicated CA vehicle code would allow sidewalk use unless disallowed.

Integrate multi-modal opportunity, leverage resources.

Hogan saw class 3 as speed control issue. Focus on USFS policy. State has speed limit issue.

Wentworth indicated national USFS/BLM policy governs use on soft-surface, multi-use trails. Talk to Alterra.

Hogan wanted to push emerging technology, make laws easy. Stump wanted simple and understandable regulations. Weak point at all levels is enforcement. Just not have capacity. No enforcement backup, so keep simple.

Rathje indicated Measure R sustains trails program for Mammoth Lakes, signs graphic files to INF. No signage on Lower Rock Creek trail. Illegal trails exist.

Wentworth: Ongoing item. Peters wanted to understand technology of e-bikes.

7. ADMINISTRATION

A. **Proposition 69:** BOS supported. With LTC direction, firewall SB1 funds to fix existing infrastructure. Under control of local governments.

Stump: \$1.6 billion not restricted to transportation. Thirty-four voted against.

MOTION: Support Proposition 69. *(Corless/Hogan. Ayes: 6-0.)*

8. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** John Helm cited incoming revenues next fiscal year. LTF close to flat this year, but anticipated rollover funds. Expectation of additional transit revenue from State to fund desired transit services. SB-1 revenues received. **SGR** good repair funding new, federal program ending. Net positive. Budget based on status quo for Mono services, but some expansions possible. Staffing: Extended offer to candidate, great fit, could not make relocation to Eastern Sierra due to remoteness. ESTA board meets today on next steps.

Service to Old Mammoth: ESTA discussing long-term fix. Potential of MCWD property at Woodman/Old Mammoth Road for effective turnaround. Resident concerns. Concept envisions quick turnaround, not bus staging or idling. Literal turnaround.

B. **Yosemite Area Regional Transportation System (YARTS):** Reservation system working very well. Big-time for Eastern Sierra. Little capital reserve for new buses. Replace and get new.

Corless noted fund established earlier. Expanded JPA to include Madera and Tuolumne counties. Partnership with Alaska Air: free YARTS ticket starting June 1. NPS makes annual allocation. JPA board invite, but financial contribution required. Hogan noted Mono contributes \$35,000/year, higher **service hour percentage than some most** counties. Expanding JPA board is important. Sugimura saw emails. Take to LTC, RPACs:

9. CALTRANS

A. **Pass openings:** Lakes Basin June 15-16? Sonora open, Tioga open to entrance gate.

B. **AADT (Average Annual Daily Traffic) for 2017:** Austin West noted US 6 uptick at junction with US 395. Silver Canyon decreased. Lots traffic on 203 to ski area, 500/day. Downtick in Lee Vining due to late pass opening.

Reconcile data with weather, smoke events, traffic? *Surface level data.*

Dutton thought where counts happen is critical. *Stations everywhere, could process special requests if indicate data of interest.*

C. **2018 construction map:** Austin West noted 12 projects this season, three SHOPP. Sheep Ranch shoulders (contractor try for one season not two), Walker Canyon, US 6. Swainson's hawk nest with eggs, so project slowed.

Delays at sheep ranch? *Up to 30-minute delay allowed.*

Time of day? *Daylight hours 6 am to 7 or 8 pm. No work Fridays after 3 pm, weekends or Tuesday after Monday holiday.*

When contractors don't adhere? *Asked for extension to finish project.*

Longer waits, after Friday at 3. *No way to meet 20-min limit, if 30-min delay makes projects go more smoothly. Penalties levied.*

Peters requested more info more often, invited Caltrans to town hall May 23.

D. **Activities in Mono County & pertinent statewide information:** Covered above.

10. INFORMATIONAL

A. **Comment letter on roadway debris sweeping:** Erlwein indicated May 29 start in Mammoth, mid-June at June Lake and Walker Canyon.

Paved parking by Obsidian Dome for cross country and snowmobiles? Maybe add Devils Gate Summit? Dermody indicated Caltrans is collaborating with USFS. ATVs unloading on highway. Create parking, plow in winter.

Dutton: Reds Meadow Road assessment next few days, not open till skiing ends. USFS assesses trees, etc. Target July 4, but seems unlikely.

B. **YARTS reservations by corridor**

11. **UPCOMING AGENDA ITEMS:** 1) YARTS short-range transit plan; 2) Tioga progress report

12. **ADJOURN** at 12:09 pm to June 11, 2018

Prepared by CD Ritter, LTC secretary