

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

MEETING AGENDA

August 8, 2022 – 9:00 A.M.

SUITE Z and Zoom

This meeting will be held in person and via teleconferencing, and members of the Commission may attend from separate, remote locations. As authorized by AB 361, dated September 16, 2021, a local agency may use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency and local officials have recommended or imposed measures to promote social distancing.

Members of the public may participate in person and via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below.

TELECONFERENCE INFORMATION

1. Joining via Zoom

There is no physical location of the meeting open to the public. You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/86906332238>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” **Use Zoom Meeting ID: 869 0633 2238**

To provide public comment (at appropriate times) during the meeting, press the “Raise Hand” hand button on your screen and wait to be acknowledged by the Chair or staff.

To join the meeting by telephone

Dial (669) 900-6833, then enter **Webinar ID: 869 0633 2238**

To provide public comment (at appropriate times) during the meeting, press *9 to raise your hand and wait to be acknowledged by the Chair or staff.

2. Viewing the Live Stream

You may also view the live stream of the meeting without the ability to comment **by visiting:**

http://monocounty.granicus.com/MediaPlayer.php?publish_id=fa381f2c-d94d-4180-8220-ba79662f89a2

- 1. CALL TO ORDER & PLEDGE OF ALLEGIANCE**
- 2. PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Dan Holler

3. **ADMINISTRATION**
 - a) Introduce Paul Chang to the LTC as the new Town appointed commissioner

4. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from June 13, 2022, AB-361 meeting. (pg. 1)
 - b) Approval of minutes from June 13, 2022, regular meeting. (pg. 2)
 - c) Approve Resolution R22-10 approving the FY 22-23 State of Good Repair program project list (pg. 5)

5. **LOCAL TRANSPORTATION**
 - a) Update on Wildlife Crossing project (*Caltrans staff*)
 - b) Update on flooding in the Tri-Valley area (*CDD staff and Paul Rotan*)

6. **CALTRANS**
 - a) Update on Caltrans activities in Mono County (*CT staff*)

7. **TRANSIT**
 - a) Eastern Sierra Transit Authority (ESTA; *Phil Moores*):
 - I. ESTA Update

8. **CORRESPONDENCE**

9. **REPORTS**
 - a) Co-Executive Directors from Town of Mammoth lakes and Mono County (*Haislip Hayes and Wendy Sugimura*)
 - b) Commissioners

10. **INFORMATIONAL**
 - a) Letter of Support for Caltrans District 9 application to the Federal Reconnecting Communities grant program (*Wendy Sugimura*) (pg. 9)

11. **UPCOMING AGENDA ITEMS**
 - a) Quarterly reports (September)
 - b) Update on transportation/trails projects from Eastern Sierra Council of Governments
 - c) Update on Successor MOU agreement, meeting with Kern COG staff

12. **ADJOURN TO DATE SEPTEMBER 12, 2022**

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

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

COMMISSIONERS

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Draft Minutes

June 13, 2022 – 8:55 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Rhonda Duggan

TOWN COMMISSIONERS: Bill Sauser, Dan Holler, John Wentworth

COUNTY STAFF: Gerry LeFrancois, Haislip Hayes, Heidi Willson, Bentley Regehr, Wendy Sugimura, Megan Mehfney, Deanna Tuetken

CALTRANS: Dennee Alcalá, Jacob Burkholder, Neil Peacock

ESTA: Phil Moores

Public: Alex Melaragno, Paul

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE** Chair Wentworth called the meeting to order at 9:01am and lead the Pledge of Allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
3. **ADMINISTRATION**
 - a) Adopt Resolution R22-05 to continue Brown Act remote meeting rules under AB 361
Motion: Approval Resolution R22-05 to continue remote meetings under AB361.
Sauser motioned; Duggan seconded.
Roll Call- Ayes: Sauser, Holler, Duggan, Peter, Wentworth. Nay Kreitz. Motion carries 5-1.

ADJOURN TO THE June 13, 2022, AT 9:00 AM

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

COMMISSIONERS

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Draft Minutes June 13, 2022 – 9:00 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Rhonda Duggan

TOWN COMMISSIONERS: Bill Sauser, Dan Holler, John Wentworth

COUNTY STAFF: Gerry LeFrancois, Haislip Hayes, Heidi Willson, Bentley Regehr, Wendy Sugimura, Deanna Tuetken

CALTRANS: Dennee Alcala, Jacob Burkholder, Neil Peacock

ESTA: Phil Moores

Public: Paul, Sandy Hogan

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE-** Meeting called to order at 9:03 am and the commission recited the pledge of allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
 - Hayes announced that Paul Chang will be appointed by Town Council to sit on the LTC Commission.

*Motion to add "urgent" agenda item

Co-Executive Director Sugimura explained that she had received information from the Rural County Representatives of California (RCRC) on June 10 regarding SB 2438, and is requesting the LTC consider a letter of opposition.

Motion: I move that the Commission determine that there is a need to take immediate action with respect to the proposed agenda item, that the need for action came to the County's attention subsequent to the agenda being posted and, therefore, that the commission add the item to agenda.

Kreitz motioned; Holler seconded

Roll Call: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

Chair Wentworth asked that the item be added section 5

3. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from May 9, 2022
Motion: Approve minutes of special meeting April 11, 2022, and regular meeting April 11, 2022.
Sauser motioned; Kreitz seconded.
Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0
4. **ADMINISTRATION**
 - a) Resolution of Appreciation for Gerry LeFrancois
COMMISSIONERS
Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

Motion: Approve of Resolution of Application for Gerry LeFrancois.

Kreitz motioned; Sauser seconded.

Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

5. LOCAL TRANSPORTATION

a) FY 22-23 State Transit Assistance (STA) allocation consideration and approval by Resolution 22-06 (*Deanna Tuetken*)

Motion: Approve resolution 22-06.

Sauser motioned; Kreitz seconded.

Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

b) FY 22-23 Local Transportation Funds (LTF) allocation consideration and approval by Resolution 22-07 (*Deanna Tuetken*)

Motion: Approve resolution 22-07.

Duggan motioned; Holler seconded.

Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

c) Consider authorizing Chair to sign Audit Engagement Letter for fiscal year ending on June 30, 2022 (*Deanna Tuetken*)

Motion: To allow Chair to sign the Audit Engagement letter.

Sauser motioned; Peters seconded.

Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

d) Discussion of California Transportation Assessment Report Pursuant to AB 285 (Commissioner Kreitz, Bentley Regehr)

Regehr gave a presentation and answered questions from the commission.

Commissioner Kreitz requested that staff draft a letter to sent to educate state about the rural communities.

Commissioner Sauser agrees that a letter is appropriate.

Commissioner Duggan agrees that a letter is a great idea but wants to make sure that we use examples that the county's

e) Consider approving letter of opposition to AB 2237 (Friedman) requiring ranking of transportation project funding with climate goals and authorize Chair to sign (*Wendy Sugimura*)

Sugimura gave a presentation and answered questions from the commission.

Motion: Approve provided draft letter with changes and authorize chair to sign.

Wentworth motioned; Holler seconded.

Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

f) **Urgency Item: Consider approving a letter of opposition to AB 2438.**

Motion: Approve staff draft a letter in opposition to AB2438 and authorize Chair to sign.

Holler motioned; Sauser seconded.

Roll Call- Ayes: Sauser, Kreitz, Holler, Duggan, Peter, Wentworth. Motion carries 6-0

6. CALTRANS

a) Update on Caltrans activities in Mono County (*Caltrans staff*)

- Burkholder gave a Caltrans update and answer questions from the commission.

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

- 7. MONO COUNTY**
- a) Workshop on the Mono County Resource Efficiency Plan, greenhouse gas emissions inventory update and CEQA streamlining, and Vehicle Miles Traveled CEQA thresholds (*Bentley Regehr*)
- Regehr and Sugimura gave a presentation and answered questions from the commission.
- 8. TRANSIT**
- a) ESTA Update (*Phil Moores*)
- Moores gave an ESTA update and answered questions from the commission.
- b) YARTS Update (*Christine Chavez*)
- YARTS was unable to attend.
- 9. CORRESPONDENCE**
- 10. REPORTS**
- a) **Director-** Sugimura and Hayes gave a report and answered questions.
- b) **Commissioners-** Duggan, Holler, and Kreitz gave a report.
- 11. INFORMATIONAL**
- 12. UPCOMING AGENDA ITEMS**
- a) Update on transportation/trails projects from Eastern Sierra Council of Governments
- b) Update on Successor MOU agreement, meeting with Kern COG staff
- 13. ADJOURN TO DATE- at 11:26 am**

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

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COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

August 8, 2022

STAFF REPORT

Subject: State of Good Repair Program: 2022-23 Project List

Initiated by: Phil Moores, Executive Director – Eastern Sierra Transit

BACKGROUND:

SB-1 legislation provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee is transferred to the State Controller's Office (SCO) for the SGR Program, which is managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

ANALYSIS/DISCUSSION:

The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to the Department. Each project proposal must include a description and location of the project, a proposed schedule for the project's completion, and an estimated useful life of the improvement. The Department will provide the SCO a list of all agencies that have submitted all required information and are eligible to receive an apportionment of funds. Each recipient agency is required to submit an Annual Expenditure Report on all activities completed with those funds to the Department. Each agency must also report the SGR revenues and expenditures in their annual Transportation Development Act Audit.

SGR funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

August 8, 2022

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under normal operating costs and are not eligible for State of Good Repair funding.
 - Public and Staff Safety
 - New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The January 31, 2022 estimate of available SGR funds for FY 2022/23 identifies a total of \$ 78,840 in available SGR funding. Of this total SGR allocation, \$28,459 is from Inyo County population-based SGR, \$20,383 is Mono County population-based and \$29,998 is Mono County revenue-based funds. 30% of the PUC 99314, revenue-based funds or \$8,999.40 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates that the first quarter's allocation to eligible agencies will be paid by November 30, 2022. In order to be able to receive funding for Fiscal Year 2022-23, eligible operators must submit an approved Project List to their Regional Entity by September 1, 2022. A resolution documenting this approval is also included.

RECOMMENDATION

The Commission is requested to approve Resolution #R22-10, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2022-23.

August 8, 2022

Submittal Report

SGR-C14-FY22/23-0725- 001

FY 22/23

Submittal Details

Program State of Good Repair Program	Agency Eastern Sierra Transit Authority	Date Created 07/28/2022	Date Submitted	Date Approved
Address 565 Airport Road	City Bishop	State CA	Zip Code 93514	
Contact Dawn Vidal		Contact Title Administration Manager		
Contact Phone (760) 872-1901		Contact Email dvidal@estransit.com		
Support Documentation 8/8/2022 ESTA Board Report, Inyo, Mono and ESTA resolutions.		Additional Information Draft Resolutions will be replaced with signed versions once available.		

Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
FY 22-23 Inyo - Repair and	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue.	Rolling Stock/Fleet	Repair	3	07/01/2022	06/30/2023	\$28,459	\$0
FY 22-23 Mono - Repaid &	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue	Rolling Stock/Fleet	Repair	3	07/01/2022	06/30/2023	\$20,383	\$29,998

August 8, 2022

**RESOLUTION #R22-10
AUTHORIZATION FOR THE EXECUTION OF THE
REGIONAL ENTITIES APPROVING PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, the Mono County Local Transportation Commission is an eligible recipient and may receive State Transit Assistance funding from the State of Good Repair Program (SGR) now or sometime in the future for transit capital projects; and

WHEREAS, the statutes related to state-funded transit capital projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies); and

WHEREAS, the Mono County Local Transportation Commission approves the project list for the PUC 99313 apportionment.

WHEREAS, the Mono County Local Transportation Commission concurs and approves the project list from the operators for the PUC 99314 apportionment.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission approves the region’s State of Good Repair project list for **FY 22/23**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Mono County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Co-Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

Passed and adopted this 8th day of August, 2022, by the following vote:

By the following vote: Ayes: Noes: Abstain: Absent:

John Wentworth, Chairperson

Attest: _____
Heidi Willson, Commission Secretary

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July 19, 2022

Neil Peacock
Senior Transportation Planner
Caltrans, District 9
500 South Main Street
Bishop, CA 93514

Transmitted via email to neil.peacock@dot.ca.gov.

RE: CALTRANS DISTRICT 9 FEDERAL RECONNECTING COMMUNITIES PILOT PROGRAM APPLICATION

Dear Mr. Peacock:

The Mono County Local Transportation Commission (LTC), comprised of representatives from Mono County and the Town of Mammoth Lakes, is pleased and excited that Caltrans District 9 is applying to the Federal Reconnecting Communities Pilot program on behalf of the Eastern Sierra US 395 corridor. This transportation corridor not only provides access for millions of visitors annually to our world-class recreational opportunities, but is also critical to the life-safety, connectivity, mobility, and health of our rural local communities and residents.

The Federal Reconnecting Communities program is intended to restore community connectivity equitably and safely through innovative and transformative projects that alleviate impacts to tribal and local communities resulting from transportation infrastructure. Over the years, portions of the US 395 corridor have been converted to four lanes, primarily for safety reasons to reduce head-on collisions from attempted passing. While generally supported by Mono County, the four-lane projects have also impacted connectivity and mobility within and around local communities, including tribal communities, resulting in isolated neighborhoods and reduced use of transportation facilities by pedestrians, bicyclists, and other non-motorized users. Reconnecting these portions of our communities through non-vehicular facilities supports statewide goals related to the California Transportation Plan, complete streets policies, and greenhouse gas emissions and vehicle miles traveled reductions, with related public health co-benefits due to healthier and more active lifestyles.

The planning project proposed by Caltrans District 9 is consistent with the Livable Communities, Active and Non-Motorized Transportation, and various community policies in the Mono County LTC's adopted Regional Transportation Plan (RTP, Attachment 1), and the LTC has a history of multi-agency collaboration on projects that increase connectivity and multi-modal access. The following are just a couple examples of potential issues and projects that could be addressed by Caltrans District 9's program:

- Bridgeport: Increased multi-modal connectivity and street design improvements to continue implementing the 2013 Main Street Revitalization Plan, which resulted in a "road diet" project that earned the 2015 Caltrans Excellence in Transportation Award in the Highway as a Main Street category.

- Lee Vining: Multi-modal connectivity between the townsite of Lee Vining and a property at the corner of US Highway 395 and State Route 120 where popular music events were held, housing had been proposed, and a 120-room hotel is approved for future development.
- Increased connectivity between community areas, neighborhoods, or destinations and the main townsites of Bridgeport and Lee Vining.

Some of these connectivity projects may have the community consensus and design work to consider under construction funding, and others will need to be vetted and explored further through a planning process. Other communities may also have connectivity opportunities, such as a multi-modal pathway in the Tom's Place/Sunny Slopes area from Crowley Lake Drive to Lower Rock Creek Road, which would improve the safety and comfort of a popular cycling route between communities by bypassing US 395.

Mono County LTC staff will be contributing our time and effort as part of the local match requirements for this grant program. Further, the Mono County LTC supports connectivity improvements throughout the US 395 corridor including communities in Inyo County such as Bishop, Big Pine, Independence, and Lone Pine, which often face the same connectivity and fragmentation challenges as Mono County.

In conclusion, the Mono County LTC appreciates Caltrans District 9 applying to the Federal Reconnecting Communities grant and enthusiastically supports the application. Mono County intends to be a fully cooperative and collaborative partner in the project if the funding is awarded.

Please feel free to contact me at (760) 924-1814 or wsugimura@mono.ca.gov with any questions.

Respectfully,



Wendy Sugimura
Co-Executive Director

ATTACHMENT 1

LIVABLE COMMUNITIES

GOAL 8. 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.

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 11.12.

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. 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 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

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.

Objective 8.B.2. 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
- 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 where 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

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.

- 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.
- Objective 8.C.2.** Provide streetscape improvements; e.g., lighting (for edges, walkways, and to screen parking areas), landscaping, benches, trash receptacles.
- Objective 8.C.6.** As land uses and building changes occur, seek to provide a walkable development pattern with a mix of uses within that area. Provide design guidelines to enhance the streetscape appearance.
- Policy 8.D.** Consider and develop context-sensitive design measures for communities. 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.
- 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.

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 or 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.** Implement policies and programs in Town and County multi-modal policies, including the Mono County Trails Plan (Appendix G) and Bicycle Transportation Plan (Appendix H).
- Objective 12.A.2.** Implement recommendations for non-motorized facilities contained in the Main Street Revitalization Plan for US 395 through Bridgeport.
- Objective 12.A.3.** Implement multi-modal projects identified in the list of current programming and projects (Appendix D).
- 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
 - Pedestrian improvements in community areas
 - Transportation options to Bodie State Historic Park
 - Other non-motorized transportation projects as applicable
 - ADA compliance
- 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, submitting data showing how local communities qualify as disadvantaged.
- 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 for additional policies relating to trails.

Objective 12.D.1. Work with appropriate agencies, organizations, and community groups to further develop the proposed Eastern Sierra Regional Trail (ESRT) for Mono County. 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.

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 determine if bike and pedestrian facilities are appropriate or warranted.

Objective 12.D.3. Work with other communities in the unincorporated county on trails plan development based on level of community interest and staff capacity.

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. 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).

Objective 12.E.2. Develop additional Safe Routes to Schools routes under the ATP.

Objective 12.E.3. 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.

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.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.

Objective 18.D. Develop a main street program for US 395 in Walker.

Policy 18.D.1. Create a 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 for a Main Street program in cooperation with business owners, Caltrans, and the Regional Planning Advisory Committee.

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. Support shoulder widening on US 395 north of the Humboldt-Toiyabe National Forest housing complex.

Objective 20.B. Provide a trail system in the Valley for use by bicyclists, pedestrians, equestrians, and OHV use.

Policy 20.B.1. Develop a Trails Plan for all skill levels, ages and user types.

Action 20.B.1.a. Develop a Bridgeport Area Trails Plan illustrating existing regional trails that is ready for publication and distribution.

Action 20.B.1.b. Develop a wayfinding system that directs travelers to recreation amenities from the town.

Action 20.B.1.c. Work with appropriate agencies to develop a Bridgeport Area Trails Plan that identifies future trail development opportunities.

Action 20.B.1.d. Seek all available funding sources for trail improvements and maintenance.

Action 20.B.1.e. Encourage trail users and recreationalists outside the Bridgeport Valley to come into town by providing services such as a free hiker shuttle.

Policy 20.B.2. Preserve historical access for equestrian use.

Action 20.B.2.a. Encourage dispersed equestrian use consistent with plans and land use designations.

Policy 20.B.3. Explore winter trails and recreation opportunities.

Action 20.B.2.a. Survey winter trail resort areas, such as the Methow Valley in Washington State, for success stories, trail plan examples, the trail development process, and financing and maintenance options.

Action 20.B.2.b. Work with local winter trail organizations to explore development and maintenance partnerships.

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 street lights, 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.

Action 20.C.1.d. Actively seek partners to develop a multi-agency office and visitor center complex.

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. Work with Caltrans to install infrastructure for an arch/banner over Main Street.

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, such as bike lanes on Twin Lakes Road, striping bike/pedestrian lanes on County roads, and possibly pursuing raised sidewalks in the future.

MONO BASIN¹

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.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.

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.

¹ These policies are integrated from the historic Mono Basin Multi-modal Transportation Plan.

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.

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/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.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.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.

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.

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.c. Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

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:

- 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 to the future Hot Creek Visitor Center; 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. 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 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.