

Action 21.E.2.a. Any proposed project that would potentially result in an increase of traffic into, through or around the State Park may be required to develop an alternative access that will avoid the park.

Policy 21.E.3. Require new development, where applicable, to fund related transportation improvements as a condition of project approval. Under Government Code Section 53077, such developer exactions shall not exceed the cost of the benefit.

Action 21.E.2.a. Future development projects with the potential to significantly impact the transportation system shall assess the potential impact(s) prior to project approval. Examples of potential significant impacts include:

1. causing an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system: and/or
2. disrupting or dividing the physical arrangement of an established community.

The analysis shall:

- a. be funded by the applicant;
- b. be prepared by a qualified person under the direction of Mono County;
- c. assess the existing traffic and circulation conditions in the general project vicinity;
- d. describe the traffic generation potential of the proposed project both on site and off site; and
- e. recommend mitigation measures to avoid or mitigate the identified impacts, both on site and off site.

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

Action 21.E.2.b. Traffic impact mitigation measures may include, but are not limited to, off-site operational improvements, transit improvements, or contributions to a transit fund or road improvement fund.

Mono Basin¹⁴

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.

¹⁴ These policies are integrated from the historic Mono Basin Multi-modal Transportation Plan.

Objective 22.A. Provide operational and safety improvements along highways in the Mono Basin.

Policy 22.A.1. Promote the inclusion of safety improvements along US 395, SR 120, and SR 167 in routine maintenance projects.

Action 22.A.1.a. Request Caltrans to incorporate turnouts for scenic viewing and congestion relief into highway rehabilitation projects in the Mono Basin.

Action 22.A.1.b. Work to assure that speed limits are safe and appropriate to the density and mix of uses by pedestrians, sightseers, motorists, residences and businesses along US 395, consistent with state law.

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.

Action 22.A.2.c. Keep public highways open as long as practical during the shoulder season to provide access to recreation activities and other communities.

Objective 22.B. Provide a comprehensive coordinated trail system in the Basin for use by bicyclists, pedestrians, and equestrians.

Policy 22.B.1. Periodically review, update and implement the Mono Basin portions of the Mono County Trails and Bikeway Plan.

Action 22.B.1.a. Work with government and private property owners to create recreational trail segments connecting population centers with attractions and recreation access points.

Action 22.B.1.b. Identify desired trail segments that are supported by the community and implement trail development.

Action 22.B.1.c. Identify and consider impacts to historic lifestyles and existing uses of any potential trail and consult with the Kutzadika Tribe in particular.

Action 22.B.1.d. Request Caltrans to incorporate wider shoulders sufficient for bike travel (8 feet) into highway rehabilitation projects in the Mono Basin.

Action 22.B.1.e. Encourage the inclusion of cyclist amenities; e.g., bike-parking areas and racks, water and shade at activity centers in the Mono Basin. Activity centers include community and visitor centers, scenic kiosks and turnouts, interpretive sites, campgrounds, schools, parks, and some business establishments.

Action 22.B.1.f. Coordinate with land management and transportation agencies, such as the BLM, Caltrans, ESTA, YARTS, USFS and LADWP, to ensure adequate access and responsible use (see also Mono Basin Area Plan).

Action 22.B.1.h. Participate with the National Park Service, USFS, Caltrans and other agencies in the Mono-Yosemite trail planning effort and incorporate appropriate outcomes into the Eastern Sierra Scenic Byway and Regional Trail System.

Objective 22.C. Improve parking opportunities in Lee Vining.

Policy 22.C.1. Pursue the development of additional parking for the Lee Vining central business district.

Action 22.C.1.a. Assess the availability of feasible parking sites near or within the central business district.

Action 22.C.1.b. Investigate the feasibility of establishing a parking district to acquire, improve and maintain public parking areas. Consider mechanisms to allow for local businesses to participate in the district for the purpose of securing needed off-site commercial parking spaces.

Action 22.C.1.c. Continue to investigate suitable sites for truck parking near Lee Vining.

Action 22.C.1.d. Review residential parking needs and consider modifications to parking requirements.

Action 22.C.1.e. Through a public process, and in coordination with Caltrans, consider the feasibility of reducing travel lanes and adding additional parking on US 395 through Lee Vining.

Policy 22.C.2. Manage existing and future parking areas in a manner that maximizes their utility and minimizes conflicts with residential land uses.

Action 22.C.2.a. Develop design guidelines for parking lot development to ensure that parking areas are landscaped and buffered to prevent noise, air pollution, and visual impacts on nearby properties.

Action 22.C.2.b. Continue to monitor and refine the updated Mono County parking requirements (Mono County Land Development Regulations) for commercial uses in Lee Vining, which provides for reducing the number of required parking spaces.

Action 22.C.2.c. Consider restricting overnight parking along local streets in Lee Vining and guiding truck parking to areas outside Lee Vining but within walking distance via signage.

Action 22.C.2.d. Consider requiring new development or expansion of existing development to provide 20% of their required parking spaces for oversize uses; i.e., trucks, trailers, buses, RVs.

Objective 22.D. Continue to explore additional elements that may be suitable for the comprehensive streetscape plan for the Lee Vining commercial district that enhance pedestrian safety, connectivity (including trails) and make Lee Vining a more attractive place to walk, live, and work.

Policy 22.D.1. Develop a collaborative set of policies for the US 395 corridor through Lee Vining. Participating entities should include:

Mono County

Mono County LTC

Lee Vining Fire Protection District

Local businesses

Lee Vining Public Utility District

Caltrans

Lee Vining community

Policies should address:

Road improvements	Underground utility placement
Pedestrian facilities	Community entryway improvements
Crosswalks	Street furniture/trash bins/doggy bags
Parking	Lighting
Transit facilities	Speed limits and enforcement
Signage	Corridor aesthetics
Landscaping/fencing	Community themes
Drainage facilities	Mid-block crossing with flashing light

Policy 22.D.2. Pursue available funding for streetscape improvements.

Action 22.D.2.a. Prepare Project Study Reports for projects that implement the streetscape plan to qualify for State Transportation Improvement Program funding.

Action 22.D.2.b. Request the inclusion of Lee Vining streetscape improvement projects in the Regional Transportation Improvement Program and the State Transportation Improvement Program.

Action 22.D.2.c. Seek grant funding, including Active Transportation Program funds, other MAP-21 funding sources, and Community Development Block Grants (CDBG) funds to implement the streetscape plan.

Action 22.D.2.d. Work with Caltrans through the highway project planning and environmental review processes to fund applicable aspects of the streetscape plan, such as the Caltrans maintenance yard.

Policy 22.D.3. Ensure that streetscape improvements are compatible with maintenance practices and capabilities.

Action 22.D.3.a. Improvement designs should be sensitive to maintenance issues and minimize potential conflicts with maintenance operations. Improvement designs should be reviewed by the entities responsible for their maintenance.

Action 22.D.3.b. Aggressively pursue innovative ways of meeting both community improvement needs and subsequent maintenance requirements.

Action 22.D.3.c. Conduct periodic meetings with the community, affected businesses, and maintenance providers to monitor the success of improvements and to adjust plans as necessary.

Policy 22.D.4. Improvement designs for the US 395 corridor in Lee Vining shall address the needs of all feasible modes of people movement, including transit, cyclists, pedestrians, and local and interregional traffic. The movement of interregional traffic shall not be the sole consideration in the design of highway improvements within the Lee Vining community.

Action 22.D.4.a. Provide safe and convenient pedestrian and biking facilities, working with Caltrans when applicable, to reduce vehicular traffic, increase local livability, and encourage visitors to explore town.

Action 22.D.4.b. Prioritize pedestrian safety facilities and improvements on US 395 over other facility improvements. Emphasize safe travel for pedestrians to community and activity centers, such as schools, parks, library, museums and visitor centers.

Action 22.D.4.c. Support transit connections in Mono City and Lee Vining that provide local and regional connections for residents and visitors

Policy 22.D.5. Support the revitalization of Main Street.

Action 22.D.5.a. Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

Action 22.D.5.b. Explore options for encouraging and facilitating the use of vacant commercial space for new businesses.

Action 22.D.5.c. Encourage businesses to provide public gathering spaces to contribute to the vitality and activity of Main Street.

Action 22.D.5.d. Support an attractive Main Street through actions such as the promotion of the Mono County Design Guidelines to complement Lee Vining’s small-town character and attract visitors.

Objective 22.E. Continue to plan for and improve airport facilities to expand air travel opportunities for residents and to increase tourism opportunities.

Policy 22.E.1. Prepare and maintain an airport master plan for the Lee Vining Airport.

Action 22.E.1.a. Pursue funding for preparation of a Lee Vining Airport Master Plan.

Action 22.E.1.b. Promote the use and improvement of the Lee Vining Airport for Yosemite travelers as the closest airport to Yosemite National Park.

Action 22.E.1.c. Initiate community conversations about the opportunities available through an expansion of airport-related services.

Action 22.E.1.d. Consider visual sensitivity of the Lee Vining Airport surroundings to prevent further degradation of the Scenic Area.

Action 22.E.1.e. The County shall complete the revegetation project at the Lee Vining Airport to address visibility and dust concerns.

Objective 22.F. Coordinate circulation improvements with land development in a manner that maintains the small-town quality of life for residents.

Policy 22.F.1. Transportation improvements should accompany development projects that impact the circulation infrastructure.

Action 22.F.1.a. Require development projects to include transportation improvements to accommodate project demands on the circulation infrastructure, including pedestrian improvements, adequate parking for autos and buses, improved encroachments onto public roads, and associated drainage improvements.

Action 22.F.1.b. Promote land development that enables people to live near their workplaces and that reduces dependence on the automobile.

Action 22.F.1.c. Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

Policy 22.F.2. Explore traffic-calming improvements in Mono City to reduce speed in the residential neighborhood.

Objective 22.G. Examine road maintenance facilities location options.

Policy 22.G.1. Continue community discussions and exploring potential solutions for the location of the County and/or Caltrans yards with the intent of meeting the following interests:

- Maintain a high level of related services, such as snow removal;
- Retain the authenticity of a working community;
- Navigate the challenges of cost, timeline, environmental issues, agency coordination and the location of a new site to ensure project feasibility. Brownfields grants could assist with some of these issues;
- Provide more appropriate Main Street uses, such as workforce/residential housing, commercial, and/or mixed use;
- Improve connectivity between the high school, park, community center, USFS Visitor Center and the community;
- Increase available commercial space to open new businesses, and improve the vibrancy and aesthetics of Main Street; and
- Recognize the junction of US 395/SR 120 as an important viewshed for the community and its visitors, and therefore, a project should avoid potential impacts to that viewshed.

Objective 22.H. Provide for the transportation needs of the Yosemite area traveler in a manner consistent with the Yosemite Area Regional Transportation System (YARTS).

Policy 22.H.1. Coordinate Lee Vining transportation planning with the YARTS and local transportation providers.

Action 22.H.1.a. Request that one or more representatives from the Mono Basin and the County Supervisor representing the Mono Basin be appointed to serve on appropriate YARTS committees.

Action 22.H.1.b. Develop Yosemite regional transportation policies for inclusion in the Mono County RTP and the Mono County General Plan Circulation Element as part of the YARTS process.

Action 22.H.1.c. Assist YARTS by facilitating a community dialog on Yosemite transportation issues and policies.

Action 22.H.1.d. Support Lee Vining as a host for YARTS services such as the High-Country Hiker Shuttle.

Objective 22.I. Utilize technological advances to reduce demands on local roads and transportation facilities, and to provide convenient road and tourist information to area travelers.

Policy 22.I.1. Utilize technological advances to disseminate travel information in the region.

Action 22.I.1.a. Support Caltrans efforts to install changeable message signs at key locations along US 395 to disseminate travel information. Signs should be appropriate for a rural setting and should not be billboard/urban style signs.

Action 22.I.1.b. Promote expanded use of the Internet, teleconferencing, and other technological means to reduce vehicle trips within the Mono Basin.

Action 22.I.1.c. Identify local hazards, such as dangerous wind areas on US 395, defensible space to reduce wildfire risk, wildlife migration corridor road crossings, and road areas lacking cell phone coverage, and work with the appropriate entities to mitigate those hazards.

Yosemite

GOAL 23. Yosemite National Park is a national and worldwide treasure that must be protected and preserved. Bordering the Park's eastern boundary and serving as its only access point from Eastern California, Mono County is an important component of the Yosemite region. Through its transportation planning efforts, the Mono LTC will assist in the preservation and protection of the Park while still providing for visitor enjoyment, by strengthening the relationship between the Yosemite region and its eastern access through communities along the US 395 corridor.

Objective 23.A Support the Park's mission to preserve the resources that contribute to Yosemite's unusual character and attractiveness: its exquisite scenic beauty; outstanding wilderness values; diverse Sierra Nevada ecosystems; historic resources, including its Native American heritage; and its role in a national conservation ethic. These resources are to be made available for enjoyment, education, and recreation while leaving them unimpaired.

Policy 23.A.1. Management of Yosemite's congestion and access should be accomplished in a way that enhances the quality of life and quality of experience in gateway communities.

Policy 23.A.2. Coordinate with local plans when planning potential gateway corridor improvements to assist in dispersing transportation-related impacts from visitors to Yosemite. Develop an access plan with Caltrans, YNP, and the LTC.

Policy 23.A.3. The importance of Yosemite to the regional economy should be a primary factor when considering opening and closing dates for Tioga Pass.

Policy 23.A.4. Continue working with Yosemite National Park on traffic and parking-related issues to provide the best visitor experience while supporting environmental preservation within the Yosemite region.

Policy 23.A.5. Transit-related infrastructure should maximize consideration for the environment; e.g., convenient, well-signed transit stops with appropriate safety and environmental considerations, including pedestrian and bike linkages.

Objective 23.B. Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 23.B.1 In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that complement the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

Policy 23.B.2. Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.

Policy 23.B.3. Promote the Mono Yosemite Trail as an access route for alternative travel modes.

Policy 23.B.4. Maintenance and improvement projects on SR 120 should focus on accommodating alternative transportation modes, particularly cycling. Provide connections to trails, appropriate signage, and staging areas for cyclists.

Policy 23.B.5. Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on SR/Highway 120 both within and outside the Park.

Policy 23.B.6. YARTS should continue to provide transit service from the Eastern Sierra to Tuolumne Meadows and should seek to formalize national park funding to sustain that service.

Policy 23.B.7. YARTS should accommodate bicyclists and hikers and their gear. YARTS transit facilities should include bike lockers at transit stops and bike racks at key locations. The National Park Service is encouraged to provide bike rentals in Yosemite, and a bike sharing program in key locations, such as Yosemite Valley.

Objective 23.C. Encourage diversity in visitor destinations and experiences.

Policy 23.C.1. The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:

- a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra; i.e., staying in the Eastern Sierra and using YARTS for day trips to Yosemite.
- b. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
- c. Promoting YARTS' marketing efforts to include information about gateway attractions, including activities, attractions, amenities and trip itineraries.

Policy 23.C.2. Plan for and promote the concept that the Yosemite experience begins or ends in Mono County. Marketing the Yosemite experience should be a countywide effort.

Policy 23.C.3. Provide facilities that support a diversity of visitors, including a diversity of lodging types, staging for a variety of activities, and providing information in several languages.

Objective 24.D. Provide for safe and consistent access through Yosemite National Park to its eastern gateway.

Policy 24.D.1. To facilitate visitor travel planning and provide some certainty for local gateway economies, the LTC should work with Yosemite National Park to guarantee opening and closing dates for Tioga Road (SR/Highway 120 West).

Policy 24.D.2. Promote opening the areas along SR 120 to Tioga Pass as soon as conditions are safe.

Policy 24.D.3. Consider using pricing mechanisms as a means to fund Tioga Road opening activities; work with Yosemite National Park to ensure that a portion of entry fees are set aside to fund road opening.

Policy 24.D.4. Accurate and timely information about conditions in the Park should be available in the gateway communities.

Policy 24.D.5. Maintenance and improvement projects on SR/Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas, and/or a fast lane/express lane for buses and pass holders (e.g., Wawona Road). Facilities for cyclists and pedestrians should include trailhead parking retention, signage, safe road crossings, etc.

Objective 24.E. Develop transportation infrastructure that supports access to and within communities along the US 395 corridor.

Policy 24.E.1. SR/Highway 120 should remain a trans-Sierra highway open to through traffic for as long as conditions allow. Road-opening policies should promote late closures and early openings based on road conditions.

Policy 24.E.2. Support improvements to key access routes to Mono County and the eastern gateway corridors.

Policy 24.E.3. Resource management decisions in the Park (e.g., changes in allowable land uses, access, and overnight accommodations) should consider associated impacts to gateway communities and access corridors.

RTP TRAILS – MONO BASIN SECTIONS

Existing Parking Facilities

Bike racks are located at the following locations:

- USFS Mono Basin Visitor Center in Lee Vining
- Behind Mono Mart in LV for employees
- Lee Vining High School
- Lee Vining Community Center

COMMUNITY NEEDS

Mono Basin

1. Mono Basin has a number of dirt roads within the boundaries of the Mono Basin National Forest Scenic Area. Use of those roads is governed by the Comprehensive Management Plan for the Scenic Area, which allows cycling on existing roads.
2. US 395 along the west side of Mono Lake does not have adequate shoulders in some areas for safety. Past efforts to expand shoulders were controversial, and the project has since been abandoned by the LTC and Caltrans.
3. Major recreational destinations include Mono Lake, the Forest Service Visitor Center, Lundy Canyon, and SR 120/Lee Vining Canyon. Consider connecting these destinations via bike routes.
4. Most children at the schools in Lee Vining are bussed to school or walk. Commuting routes for school children are limited.

Goal 8. Support bicycling safety, connectivity and facilities based on the needs in individual communities.

Mono Basin

- Policy 8.J. Work with Caltrans to develop a safe bike route on US 395 along the west side of Mono Lake from Lee Vining to the County park.
- Policy 8.K. Work with appropriate agencies to develop a bike trail from Lee Vining to the campgrounds in Lee Vining Canyon, utilizing existing roads where possible.
- Policy 8.L. Continue community conversations to consider a bike trail connecting Mono City to Lundy Canyon which, in concert with Policies 8.J. and 8.K., connect Lundy Canyon to the County park, Mono City, Lee Vining, and Lee Vining Canyon.
- Policy 8.M. Work with community groups and businesses to provide additional bike racks in Lee Vining.
- Policy 8.N. Provide signage in Lee Vining to direct cyclists to rest facilities at the park.

POTENTIAL PROJECTS

Mono Basin

Facility	Type	From	To	Need	Recommended Improvements	Distance*	Priority
Lee Vining Canyon Route	Class I	Lee Vining Canyon campgrounds to Main Street via powerline right-of-way		Connectivity, recreational opportunity	Class I facility	4 Miles	M
County Park Access	Class II	Lee Vining	Mono County Park	Recreational Opportunities	Expand shoulders, add shoulder stripes or bike lanes, signage, crosswalk on US 395	1 Mile	L
Lee Vining Schools Network	Class II	Pahoa Drive	Lee Vining Elementary School and Lee Vining High School	Safe access to schools	Expand shoulders, add shoulder stripes or bike lanes, signage, crosswalk on US 395	.5 Mile	M
Mono Lake Trails Network	Dirt	Network of Dirt Roads in the Mono Basin		Recreational opportunities	Signage, connector trails	>100 Miles	M
Bike Racks	----	Throughout Lee Vining		Recreational, commuting	Work with businesses and public entities to install additional bike racks	----	H
SR 120E upgrades		Sage Hen Summit east to Benton Crossing Road		Safety	Maintenance Upgrades	45 Miles	M
Widen Uphill Shoulders	----	SR 120 E from US 395 to Benton		Safety	Widen shoulders on uphill sections to improve safety	45 Miles	H
Directional Signage	----	US 395 north & south of access to park		Improve signage directing cyclists to rest facilities Lee Vining Park	Install standard directional signs	----	L

*Distance is an approximate estimation.

FIGURE 6. Lee Vining Community Bike Facilities Map

