



Caltrans District 9

Lee Vining US 395 Rehab Project

Public Engagement Summary

Appendices

MIG, Inc.
800 Hearst Avenue
Berkeley, CA 94710



August 2018



Caltrans District 9

Lee Vining US 395 Rehab Project

Public Engagement Summary

Appendix A: Public Engagement Plan

MIG, Inc.
800 Hearst Avenue
Berkeley, CA 94710



August 2018

Introduction and Project Purpose

Lee Vining is an unincorporated community at an elevation of 6,781 feet in Mono County, situated on the southwest shore of Mono Lake surrounded by the Inyo National Forest. Located on US 395 approximately 20 miles south of Bridgeport and immediately north of the junction with SR 120, the community is a gateway to the Eastern Sierra and Yosemite National Park. US 395 serves as a “Main Street” for Lee Vining, with homes and businesses lining the corridor. General community opinion is that multi-modal transportation enhancements are needed to improve safety, enhance pedestrian and bicycle circulation, and create a more welcoming environment.

For the purposes of this Public Engagement Plan, the project area is assumed to extend along the US 395 corridor from the intersection of SR 120 to Cemetery Road. Treatment for the US 395 roadway is expected to involve resurfacing, restoration, and rehabilitation of Lee Vining’s “Main Street.” Improvements for bicyclists, pedestrians, and persons with disabilities are expected to be addressed, as well as aesthetic improvements. Possible improvements being considered along US 395 include: a roundabout at the southern end of the project area to improve safety and traffic flow at the intersection with SR 120; culverts and related storm water retention basins to address drainage issues through Lee Vining; and a variety of shoulder and retaining wall options along the northern segment of the project area. Each of these improvement concepts will be vetted through the public engagement process to help ensure that the design of the roadway considers community needs. The actual project description to be defined in the Caltrans Project Initiation Document (PID) is yet to be determined; however, it is anticipated to be responsive to public concerns.

The US 395 3R project includes two phases. Phase 1 consists of:

- Initial data collection;
- Meetings with Caltrans, Mono County agency representatives, and the Mono Basin Regional Planning Advisory Committee (RPAC);
- A Public Engagement Plan (this document); and
- Initial public engagement efforts, including a Project Fact Sheet, a Community Preference Survey, and graphics to illustrate proposed street improvements for the community to consider.

Phase 2 involves implementing the Public Engagement Plan during the spring and summer of 2018. These efforts will help inform community members about the project, and collect input regarding their preferences for the improvements. We expect the community will have concerns regarding project staging, since the construction season coincides with peak tourist season. To date, the project team has held multiple internal sessions, conducted a site tour, and facilitated a meeting of the Regional Planning Advisory Committee (RPAC) to identify outreach strategies, tools, and stakeholder groups to engage in the process.

This Public Engagement Plan (PEP) is organized around the following topics:

- Public Engagement Goals
- Key Audiences and Stakeholders
- Outreach Methods and Engagement Activities

- Schedule
- Performance Metrics

Public Engagement Goals

The District’s overall goal for the public engagement effort is to inform and engage stakeholders and the public regarding ways for Caltrans to provide safe and multimodal transportation infrastructure along US 395. Specifically, the goals for the Public Engagement and Outreach Process are:

- Educate the public about the need for the proposed improvements along US 395
- Discuss existing conditions and current travel patterns along US 395
- Develop an understanding of the community’s issues, concerns and opportunities they would like the improvements to address
- Provide example improvements for the public to consider
- Provide input to help inform the development of the PID for US 395

Key Audiences and Stakeholders

This section identifies target audiences and stakeholder groups for outreach and suggests potential strategies to engage each group.

Regional Agencies and Officials: Several countywide agencies should be involved in the US 395 Lee Vining effort to provide a regional perspective and ensure Caltrans understands their needs and responsibilities related to US 395. These stakeholders include the Mono Basin Regional Planning Advisory Committee, Mono County Planning Division staff, California Highway Patrol, Mono County Sheriff’s Department, and Eastern Sierra School Board members.

Local Residents: Both permanent and seasonal residents of Lee Vining are a primary audience for outreach efforts. Engagement activities should also include residents of Mono City, Bridgeport, and other nearby towns that utilize the US 395 corridor. The project team should identify community leaders to serve as resident liaisons and help distribute outreach materials.

Business Owners: It will be important to reach as many business owners as possible along this commercial corridor. Input collected should focus on streetscape and safety improvements as well as strategies to minimize the impact of construction on the local economy. Outreach efforts could utilize the Lee Vining Chamber of Commerce and year-round businesses such as Mono Market and Nicely’s Restaurant to engage the broader business community.

Spanish Speaking Community Members: A portion of Lee Vining’s population is Latino, and many of these residents speak primarily Spanish. To foster an inclusive engagement process with input that is representative of the community, it will be critical to engage Lee Vining’s Spanish speaking residents. All outreach materials should be produced in both English and Spanish, and the project team should identify Spanish speaking community members who could serve as ambassadors to the Latino population.

Employees: Both year-round and seasonal employees should be involved in the process to provide input on the corridor’s functionality as a commuter route. Local businesses could help foster engagement amongst their employees.

Youth and Families: Because Lee Vining High School and Lee Vining Elementary School are on opposite sides of US 395, students cross the road daily. For this reason, it is critical to engage young people to understand what will make them feel safe along the corridor. The project team should identify potential partners within the two schools to help convene a youth engagement session. Students can also act as liaison to their parents, creating opportunities for family-oriented engagement.

Visitors: Lee Vining experiences a dramatic influx of visitors during the spring and summer months, and improvements are needed so that tourists can easily navigate the project corridor, particularly at the US 395 and SR 120 intersection. Certain outreach efforts will be held during peak tourist season, allowing visitors to contribute to the process.

Seniors and People with Disabilities: Given that this project originated as an ADA improvement effort, seniors and people with disabilities are a key stakeholder to ensure that corridor enhancements account for their needs. The Bishop Senior Center, Antelope Valley Senior Center, Inyo-Mono Association for the Handicapped (IMAH), and the Eastern Sierra Area Agency on Aging may be able to provide resources and liaisons for outreach.

Local Advocacy Groups: Local interest and advocacy groups will want to weigh in on plan improvements, for example, cycling groups such as Eastside Velo and Sierra Eastside Mountain Biking Association (SEMBA). Environmental groups such as the Eastern Sierra Audubon Society and the Mono Lake Committee should also be included.

Hard to Reach Populations: Efforts should be made to engage populations who are not likely to attend traditional community workshops and committee meetings. It will be important to provide a variety of engagement opportunities at different times of day and with varying levels of time commitment (as discussed in more detail below). Childcare should also be provided at larger workshops or meetings.

Outreach Methods and Engagement Activities

The Public Engagement Plan provides a range of methods and tools to reach diverse audiences. Methods are based on research conducted for state and regional transportation agencies and are designed to make it easy, convenient, and fun for people to participate. This section outlines the engagement activities planned for both Phase 1 and Phase 2 of the process.

Phase 1 Outreach

RPAC Meetings: Prior to the writing of this plan, the project team attended the January 10, 2018 RPAC meeting to give an overview of the project and brainstorm strategies for community engagement. The project team will meet with the Committee twice more over the course of the project to provide updates and to solicit Committee members' help in conducting outreach to their networks.

Project Fact Sheet: The project team will develop a print and web-friendly Project Fact Sheet to convey key elements of the 3R project, including goals, benefits, potential improvements, and a project schedule. Caltrans staff will assist by providing necessary source material and guidance on inclusion of specific components. The Fact Sheet will also contain information

about how to participate in the planning process, and will be distributed to Lee Vining community members and business owners, as well as other relevant stakeholders to help inform the public about the effort. The Fact Sheet will be made available in both English and Spanish. Caltrans staff and project champions could distribute the Fact Sheet using the following methods:

- Distribute several copies to each RPAC member, who will further distribute them to their networks
- Provide copies to each business along the project corridor
- Post a digital version of the Fact Sheet on the Mono Basin RPAC website and the Caltrans D9 website
- Post copies on community bulletin boards (such as the one outside Mono Market)
- Coordinate with the *Mammoth Times*, *Mammoth Sheet*, and *Inyo Register* to include the Fact Sheet as an insert within newspapers delivered to addresses in the 93541 zip code, and post a digital version on the newspaper's website
- Include the Fact Sheet as an insert in local utility bill mailings
- Use tax roll property addresses to mail the Fact Sheets to residents in the 93541 zip code

Community Preference Survey: The project team will develop and distribute a survey, which will be available in both online and paper formats. The survey will collect information about current usage of the corridor, key areas of concern, and ideas for improvement. The survey tool will also collect demographic information to help determine who has successfully been reached. The survey will run for four to six weeks and will be available in both English and Spanish. The survey will be publicized using the following methods:

- E-blasts/newsletters sent out by Caltrans staff, Mono County Planning Division staff, RPAC members, and community leaders
- Newspaper ads and press releases
- A link included on the Project Fact Sheet
- Social media posts by relevant agencies, RPAC members, businesses, and community leaders

Route Flyover Video: A video can be developed by combining Google Earth and animation software to provide a flyover perspective of the project corridor. The video can be developed for outreach efforts, used at community workshops in Phase 2, and posted on the Caltrans D9 and Mono Basin RPAC websites to help the public understand the project area in more detail.

Graphics and Visualizations: The project team will develop graphics and visualizations to help convey the specific proposed improvements along the project corridor. These graphics could consist of diagrams, maps, or photorealistic simulations of the future corridor. They can be used at community workshops in Phase 2, included in the visual preference survey and posted on the Caltrans and Mono Basin RPAC websites.

Phase 2 Outreach

Door-to-Door Outreach: Partnering with community leaders, the project team will conduct two tours of the corridor to help spread the word about the 3R project and collect "on the ground" feedback from community members. One tour will focus on outreach to business-

owners along the project corridor, and another will focus on outreach to residents. The project team will develop a worksheet with a map and space for participants to write in comments/notes during the tour. The project team will also use this as an opportunity to distribute the Project Fact Sheet and information about opportunities to participate in the process.

Community Workshops: The project team will host two interactive community workshops along the project corridor during spring and summer of 2018 to include seasonal residents and employees in the process. The workshops will serve as an opportunity for the project team to interact with interested stakeholders, share information about the planning effort and hear from the public about their issues and ideas for improvements. At least one of the workshops will take place during the Mono Basin Bird Chautauqua Festival to maximize visibility and participation. Workshop formats could include the following components:

- A presentation to inform the audience about the project
- Breakout group exercises with activity posters
- Interactive mapping exercises
- A large group discussion with graphic recording to capture feedback

The project team will prepare the presentation and handout materials to support the workshops, including handout materials, maps, activity posters, agendas, comment cards, among other items. Spanish language translation can be made available as directed.

An alternative format - a pop-up workshop - could also be conducted to engage youth, visitors, and those not likely to participate in more traditional workshops. The pop-up workshop would include a table, display posters and other eye-catching features. It could be hosted in a parking lot or other location along the project corridor where some of the improvements can be demonstrated using striping tape and other portable amenities.

Outreach Toolkit: An Outreach Toolkit is composed of a set of unified key messages and associated materials to assist Caltrans staff, RPAC members, and other selected individuals in further engaging community members in the process. The project team will develop a set of key messages, talking points, and materials to include in the toolkit. Printed materials for the toolkit will be in both English and Spanish, and will include the following items:

- Project Fact Sheet
- Maps/Diagrams/Visualizations
- Process graphics and schedule
- Information about upcoming workshops and opportunities to provide input

Small Group Discussions: Small group discussion meetings with key stakeholders will provide an opportunity to talk about issues and opportunities related to specific interest groups. Each discussion meeting will last 30 to 60 minutes and will take place in person, using the Outreach Toolkit and a set of targeted questions to be developed by the project team. Potential discussion group meetings could include sessions with the business community, environmental groups, bicycle coalitions, senior citizens, and tourism/economic development groups.

Youth Engagement Session: A youth-focused session will gather targeted feedback from young people and students who cross US 395 daily to and from school. The two-hour session could be held at the Lee Vining Community Center or a nearby park. Because the Youth Engagement Session will be conducted during the summer months, outreach could be

conducted through summer youth programs, camps, or sports leagues. Activities will be tailored to the specific age range of participants, and could include the following:

- Mental mapping activities
- A walking photo tour
- Group budgeting games
- Interactive design exercises
- Model-building

Publicity and Outreach Methods

Each of the engagement activities described above will require general publicity through established Caltrans channels as well as supplemental outreach efforts in partnership with trusted partners, agency representatives, and local community groups. The project team will work with District 9 PIOs to identify the timing and content for outreach efforts. This section outlines each of the outreach tools that could be deployed to spread the word about the planning process and foster participation.

Website Updates: The Caltrans D9 and Mono Basin RPAC website will be important places to post information and updates about the US 395 project. D9 staff and Mono County staff should keep these websites up to date as project materials are developed.

E-Blasts or E-Newsletters: E-blasts are short, regular communications intended to keep people engaged with brief snippets of information at key project milestones. The project team will establish an email list by utilizing existing listservs and collecting additional email addresses through the community survey, at focus groups, during door-to-door outreach, and at community workshops. The project team will also develop a template and anticipated schedule of topics for the e-blasts, as well as draft content for community members to distribute to their networks. Content will be provided in both English and Spanish.

Social Media Engagement: Regular posts on the Caltrans D9 Facebook and Twitter accounts will be used to keep people engaged in the US 395 project. Posts may focus on road conditions, project milestones, upcoming community engagement opportunities, and construction plans. The project team will also draft social media content for RPAC members, business owners, and other community members to post on their personal accounts, if desired. Content will be provided in both English and Spanish.

Press Releases and Local Media Relations: Caltrans will issue a press release to local media outlets at project milestones to help publicize the Community Preference Survey and upcoming community workshops.

Flyers: A flyer will be developed in both English and Spanish prior to each community workshop to help publicize the events. Similar to the Project Fact Sheet, the flyer could be distributed through the following mechanisms:

- Distribute several copies to each RPAC member, who will further distribute them to their networks
- Provide copies to each business along the project corridor
- Post a digital version of the flyer on the Mono Basin RPAC website and the Caltrans D9 website

- Post copies on community bulletin boards (such as the one outside Mono Market)
- Coordinate with the *Mammoth Times* to include the flyer as an insert within newspapers delivered to addresses in the 93541 zip code and sold at local stores, and post a digital version on the newspaper’s website
- Use tax roll property addresses to mail the flyer to residents in the 93541 zip code
- Mail to all Lee Vining Post Office Box holders

Local Events: The project team will identify local events, such as youth sports games and community festivals at which to conduct outreach. Caltrans staff and/or community leaders could set up a table or booth at different events, and distribute Project Fact Sheets, the Community Preference Survey, project visualizations, flyers, and information about upcoming workshops.

Schedule

The following table provides an approximate schedule for the public engagement activities.

Month	Deliverable/Activity
April	Distribute Project Fact Sheet
May	Community Preference Survey
June	Community Workshop #1
	Project Graphics
July	Focus Groups and Local Outreach
	Community Workshop #2
August	Corridor Improvement Concepts

Performance Metrics

The public engagement process will be assessed according to its ability to reach a broad range of stakeholder groups and achieve targeted objectives. Caltrans will consider the following metrics to track and evaluate public engagement efforts:

- Number of participants
- Number or responses
- Quality and quantity of input
- Demographics of respondents
- Consistency of results by method
- Level of agreement achieved amongst stakeholders



Caltrans District 9

Lee Vining US 395 Rehab Project

Public Engagement Summary

Appendix B: RPAC Meeting #1

MIG, Inc.

800 Hearst Avenue

Berkeley, CA 94710



August 2018



MEMORANDUM

January 17, 2018

TO: Caltrans District 9 Lee Vining Main Street Project Team

FR: MIG, Inc.

RE: Summary of January 10, 2018 RPAC Meeting

In attendance:

Caltrans: Austin West, Mark Heckman, Florene Trainor

MIG, Inc.: Joan Chaplick, Dan Amsden, Lilly Jacobson

Meeting Purpose

On Wednesday, January 10, 2018 the Caltrans District 9 (D9) Lee Vining Main Street Project team, including staff from Caltrans and MIG, held a meeting to kick-off the project. The meeting included a presentation and discussion with the Mono Basin Regional Planning Advisory Committee (RPAC) at their monthly meeting. The objectives of the meeting were to: gain an understanding of issues, opportunities and need for improvements along the corridor; discuss plan expectations and outreach goals; discuss the plan scope and milestones that will drive public outreach activities; and identify key stakeholders and outreach methods. The following sections summarize major takeaways from the RPAC meeting.

RPAC Meeting and Discussion of Outreach Plan

The Mono Basin RPAC held its monthly meeting at 6:30 pm on January 10, 2018 and designated a one-hour timeslot for the Lee Vining Main Street Project Team to introduce the project, review the project schedule, and gather input from the committee about the best ways to conduct outreach.

Austin West, of Caltrans, introduced the MIG team. Joan Chaplick, of MIG, described MIG's role as Caltrans' Planning Public Engagement Contract (PPEC) and the services MIG provides that can support this effort. She then shared MIG's familiarity with the Mono Basin area, and discussed the various outreach tools that could be utilized for this project. Dan Amsden, of MIG, gave an overview of the project area, and provided background on the project. Mr. Amsden explained that the original project focused Americans with Disabilities Act (ADA) improvements, but it has now been expanded into a "Three R" project: resurfacing, restoration, and rehabilitation. The new project will still incorporate ADA improvements, but will also include other pedestrian, bicycle, and traffic calming improvements. Ms. Chaplick gave



an overview of the Phase I project schedule, which includes production of a project fact sheet, a community preference survey, graphics and visualizations of potential corridor improvements, and an outreach plan.

After the presentation, Mr. Amsden facilitated a discussion about which key stakeholders to engage in the process and what outreach strategies to use. The session also included a conversation about key issues and opportunities for the corridor. Lilly Jacobson, of MIG, graphically recorded the session. A summary of the key discussion points follows, and a photo of the wallgraphic is included at the end of this document.



The Lee Vining Main Street Project Team presented at the monthly Mono Basin RPAC meeting on January 10, 2018.

Outreach and Information Gathering

- RPAC members emphasized the importance of building upon the Mono Basin Community Plan and the Mono County General Plan. A significant amount of outreach was conducted for those plans, and community members need to see their contributions recognized.
- The Chamber of Commerce holds a monthly meeting, which would provide a good opportunity for outreach.
 - Mono Market, Nicely's, and Beaver's Sporting Goods & Hardware are all key business owners to engage.
- Youth outreach will be important, particularly because safe school crossings is a key issue. Youth outreach should engage students, parents, and teachers.
 - Young people can also be a good way to reach parents by having students bring information home.
- Input should be collected from the school board.



- Local sports events provide good opportunities for outreach.
- CHP and County Police should be consulted to discuss speeding issues.
- Input should be collected from the utility companies and fire department.
- There is a large Spanish-speaking population that needs to be reached.
 - The project team could identify Spanish-speaking ambassadors to foster inclusion.
 - All outreach materials should be in both English and Spanish.
 - Childcare should be provided at meetings.
- Seasonal residents and employees are another important contingent. At least one workshop should be held in May or June.
- Eastside Velo Cycling Group (based in Mammoth) could provide useful insight about cycling issues along the corridor.

Outreach Tools

- A survey should be conducted with both online and paper versions.
- Focus groups could be held with the stakeholders listed above.
- Two workshops will be conducted at different points in the process, possibly combined with a large community event, such as the Mono Basin Bird Chautauqua.
- One option for engaging the business community is to conduct door-to-door outreach, perhaps with a prominent business owner leading the effort.
- Community walks, particularly with youth, could be a useful tool to identify specific issues and generate interest in the project.

Key Issues and Opportunities


- Pedestrian crossing safety is a major area of concern.
 - The elementary school and high school are on opposite sides of US-395, and students cross the highway daily.
 - Crosswalk visibility is an issue.
- Sidewalks are often narrow, uneven, and uncomfortable for pedestrians.
- Cars often speed through the corridor, and there is a need for traffic calming.
 - Lanes could be narrowed to help with this issue.
- Parking is a key concern along the corridor.
 - Red zones limit parking availability.
 - Diagonal parking could increase capacity and serve as a traffic calming device.
- Certain intersections pose safety issues.
 - Left turns from side streets have limited visibility.
 - The intersection with SR-120 is dangerous.



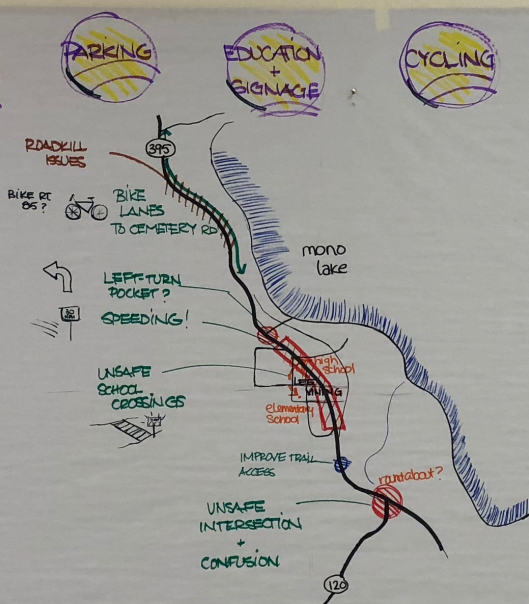
- Cyclists experience challenging conditions due to poor visibility in town and a lack of bike lanes.
- Lee Vining Creek Trail is an important asset, but currently faces drainage issues along US-395, and limited visibility at the trailhead.
 - The trail is often washed out because of drainage issues.
 - Signage should be improved to increase trail usage.
- Roadkill, particularly collisions with deer, pose serious safety hazards along the northern part of the project area.
- General signage and wayfinding could help reduce traffic and safety issues, particularly with the increase in international tourists and visitors who are not familiar with the area.
- The RPAC expressed concerns about the maintenance of landscaping or other improvements in the median because snow removal equipment may damage these features.

Next Steps

MIG will finalize the outreach schedule, including upcoming workshops and focus groups, and will identify potential stakeholders to engage with during the next site visit. MIG will also draft the initial Outreach Plan for Caltrans review.



LEE VINING
main Street project
JAN. 10, 2018



PEDESTRIAN SAFETY

SPEEDING

PARKING

EDUCATION + SIGNAGE

CYCLING

LEVERAGE COMM. PLAN!

ISSUES/OPPORTUNITIES

- PEDESTRIAN SAFETY → SCHOOLS/HWY CROSSING
- CROSSWALKS NOT SAFE W/ VISITORS → NOT VISIBLE
- SIDEWALKS ARE NARROW → INCREASE COMFORT
- CURB/SIDEWALKS UNEVEN
- RED ZONES LIMIT PARKING
- ADD DIAGONAL PARKING?
- NARROW LANES
- SPEEDING THROUGH L.V. → NEED TRAFFIC CALMING
- LEFT TURNS FROM SIDEWALKS ARE DIFFICULT
- CYCLING - POOR VISIBILITY IN TOWN
- 120 INTERSECTION DANGEROUS → ROUNDABOUT?
- DRAINAGE ISSUES THAT WASHES OUT LEE VINING CREEK
- IMPROVE ACCESS + SIGNAGE FOR L.V. CREEK TRAIL

- ROADKILL AS TRAFFIC ISSUE → MONO CITY + TIoga LODGE
- MANY MORE INT'L TOURISTS → EDUCATION + SIGNAGE
- CONCERNS ABOUT MAINTENANCE → TREES, SNOW REMOVAL
- PERCEPTION OF BRIDGEPORT PROJECT

OUTREACH + INFO

- COMMUNITY PLAN → build on this!
- GENERAL PLAN
- CHAMBER OF COMMERCE → MORNING MEETING
- SCHOOLS: PARENTS, TEACHERS, STUDENTS → students bring info home! → SAFETY CROSSING HWY! → YOUTH OUTREACH!
- OUTREACH AT SPORTS EVENTS
- SCHOOL BOARD MTGS
- MULTI-METHOD: SURVEYS, ONLINE
- CHP, COUNTY POLICE → SPEEDING ISSUES
- POST-OFFICE: SURVEY, MAILING
- SEASONAL RESIDENTS/EMPLOYEES → MAY/JUNE WORKSHOPS
- SPANISH-SPEAKING: AMBASSADORS? → BILINGUAL MATERIALS, CHILDREN!

TOOLS:

- SURVEY (ONLINE, PAPER)
- FOCUS GROUPS
- 2 WORKSHOPS
- DOOR-TO-DOOR BUSINESS OUTREACH
- COMMUNITY WALKS (BIZ, YOUTH)
- MONO MARKET BULLETIN

ENVIRONMENTAL

EAST SIDE VELD

UTILITY SERVICES, FIRE

Wallgraphic recording from the January 10, 2018 RPAC Meeting



Caltrans District 9

Lee Vining US 395 Rehab Project

Public Engagement Summary

Appendix C: Lee Vining Community Preference Survey Summary

MIG, Inc.
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Berkeley, CA 94710



August 2018

Introduction

Caltrans launched an online community preference survey in May 2018 to solicit community opinion regarding potential improvements to US 395 in Lee Vining. The preference survey was also distributed in paper format to residents and stakeholders during public outreach events and engagement activities. The survey remained open for approximately three months until July 30, 2018, collecting a total of 286 responses.

The purpose of the survey was to help identify key issues and concerns and potential improvements for pedestrians, bicyclists and drivers traveling along US 395 in Lee Vining. The online survey provided stakeholders who might not participate in a traditional workshop or other engagement activity an opportunity to share their concerns, experiences, and needs on their own time.

Lee Vining is an unincorporated community in Mono County, situated on the southwest shore of Mono Lake and surrounded by the Inyo National Forest. Located on US Route (US) 395, just north of the junction with State Route (SR) 120, the community provides a gateway to the Eastern Sierra and Yosemite National Park. US 395 serves as Lee Vining's "Main Street", with homes and businesses lining the corridor.

The California Department of Transportation (Caltrans) District 9 is planning a rehabilitation project to restore pavement to a state of good repair along the US 395 corridor, from SR 120 to Cemetery Road. Treatment for the US 395 roadway is expected to involve resurfacing, restoration, and rehabilitation of Lee Vining's "Main Street." The project which will resurface the road, address stormwater drainage, and improve accessibility for people with disabilities provides a great opportunity for Caltrans to work with the community to identify additional complete streets improvements that will improve mobility for pedestrians, bicyclists, and drivers to travel the route.

The preference survey was publicized using a variety of methods to reach a broad audience since US 395 serves as a state highway and a local main street at the same time. The survey was publicized at a "pop-up" event that was held at the Mono Basin Bird Chautauqua on June 15-16, 2018. This event draws a large audience from outside the region. To reach local residents, a project fact sheet and survey link were sent to the PO boxes and street addresses for all property owners in Lee Vining and Mono City. The survey was also promoted using Caltrans and County communications channels, email notifications, press releases, social media, phone calls, and at project outreach events.

Survey Objectives and Format

The survey included 14 close-ended questions. Seven questions requested information regarding demographics and travel patterns to determine if the participants are reflective of the area's demographics and to ensure representation for key stakeholder groups including residents and visitors. The survey's demographics questions were clearly marked as optional.

The remaining seven questions asked participants about their comfort level when walking, bicycling, and driving along US 395 in Lee Vining and Mono Lake as well as their preference among potential pedestrian, bicycle, and vehicle improvements. The questions that asked about participants' preferences allowed each participant to select three improvements. As a result, the percentages of votes add up to more than 100% for these questions.

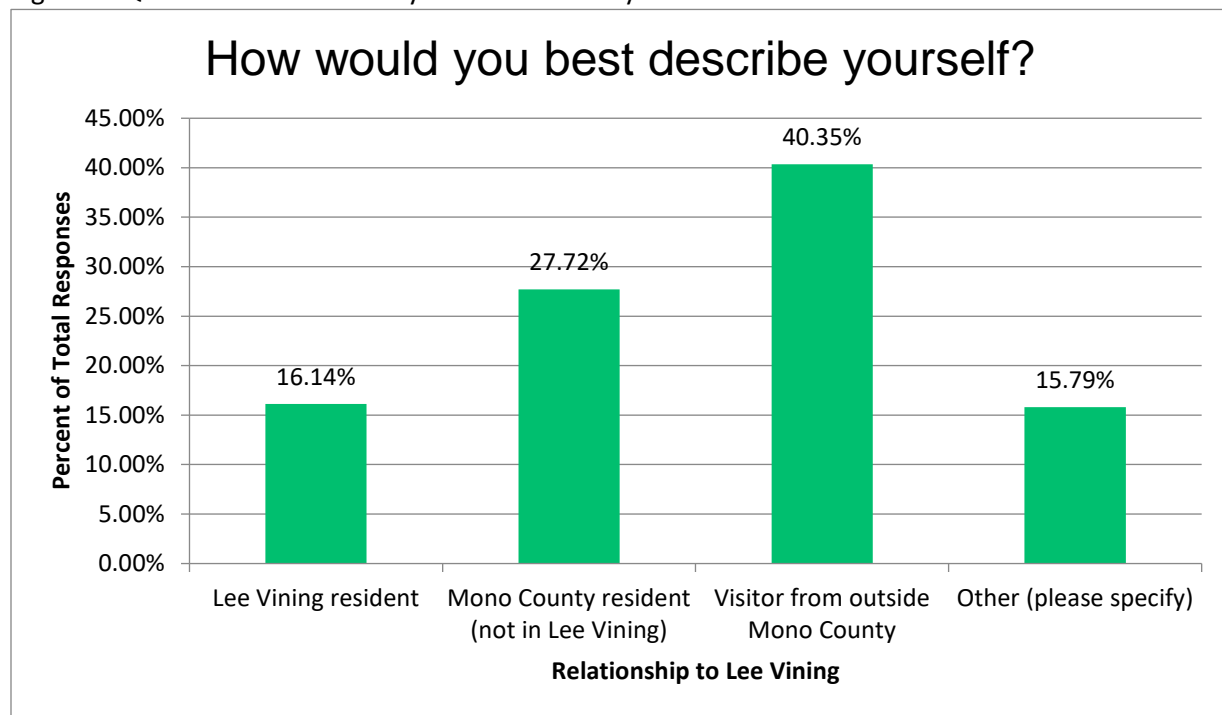
Participant Profile and Travel Patterns

Survey participants were asked to provide their gender, age, and race and to indicate whether their household includes children under the age of 18 and their relationship to Lee Vining. Approximately 52% of survey participants are female and 48% of participants are male. Participants are disproportionately aged 55-64 years old, with about a third of participants self-identifying as belonging to that age cohort. The next largest age cohorts to participate are 65 and older, 45-54 and 35-44, at 21%, 18%, and 15% respectively. Less than 12% of participants are 34 years old or younger.

About 75% of participants do not have children under the age of 18 in their households, while 25% of participants do. Most participants identify as white, at 90%. The next largest racial groups are "Other" and Hispanic and Latino, at 5% and 2.5% respectively.

Forty percent of participants are visitors from outside of Mono County. Twenty eight percent of participants are Mono County residents who live outside of Lee Vining and 16% are Lee Vining residents. (It should be noted that residents in nearby Mono City, which is located near the northern end of the project area included in the results for Mono County residents.) The remaining 16% of participants selected "Other". These participants are included: employees who work in Mono County, Inyo County residents, Mono County residents, through-travelers and seasonal residents, or residents who own vacation- and second-homes in Mono County and others.

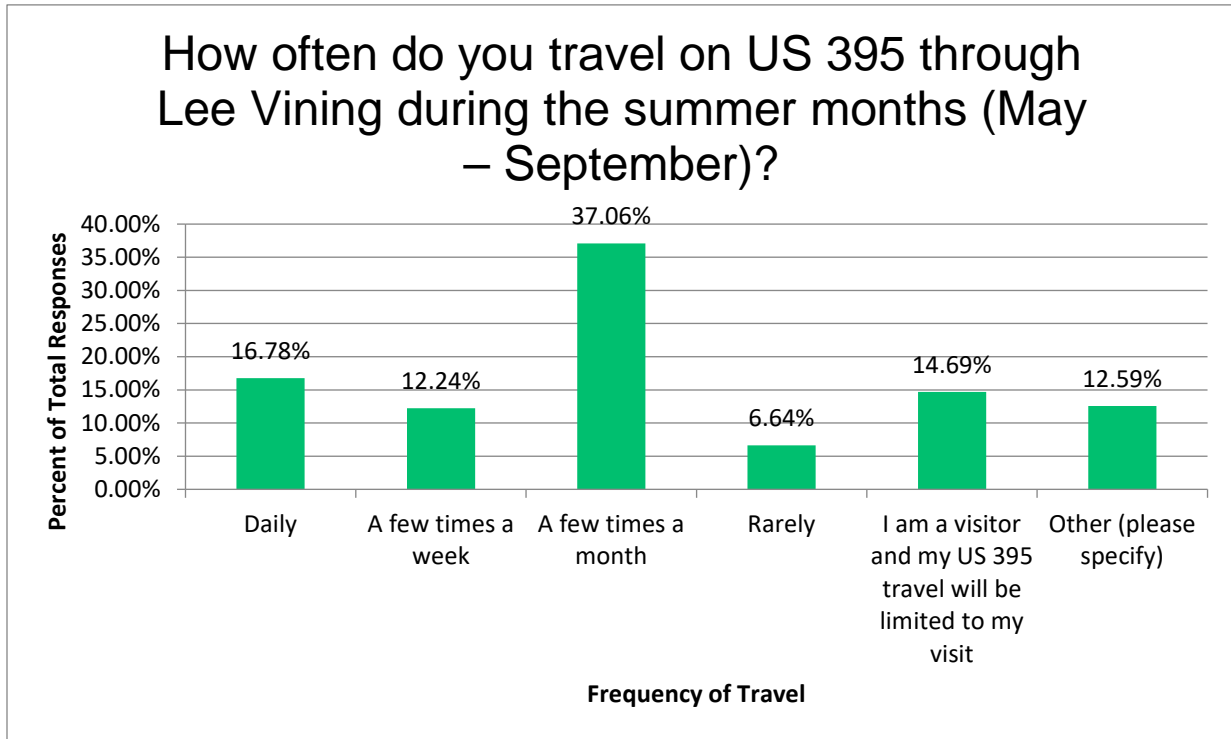
Figure 1. Question 1: How would you best describe yourself?



Among the participants who are Lee Vining residents, 28% are year-round homeowners and 17% are year-round renters. Seasonal homeowners and renters accounted for 6% and 7% of participating Lee Vining residents respectively. Retirees, local business owners, and students make up 5%, 2%, and 2% of participating Lee Vining residents respectively.

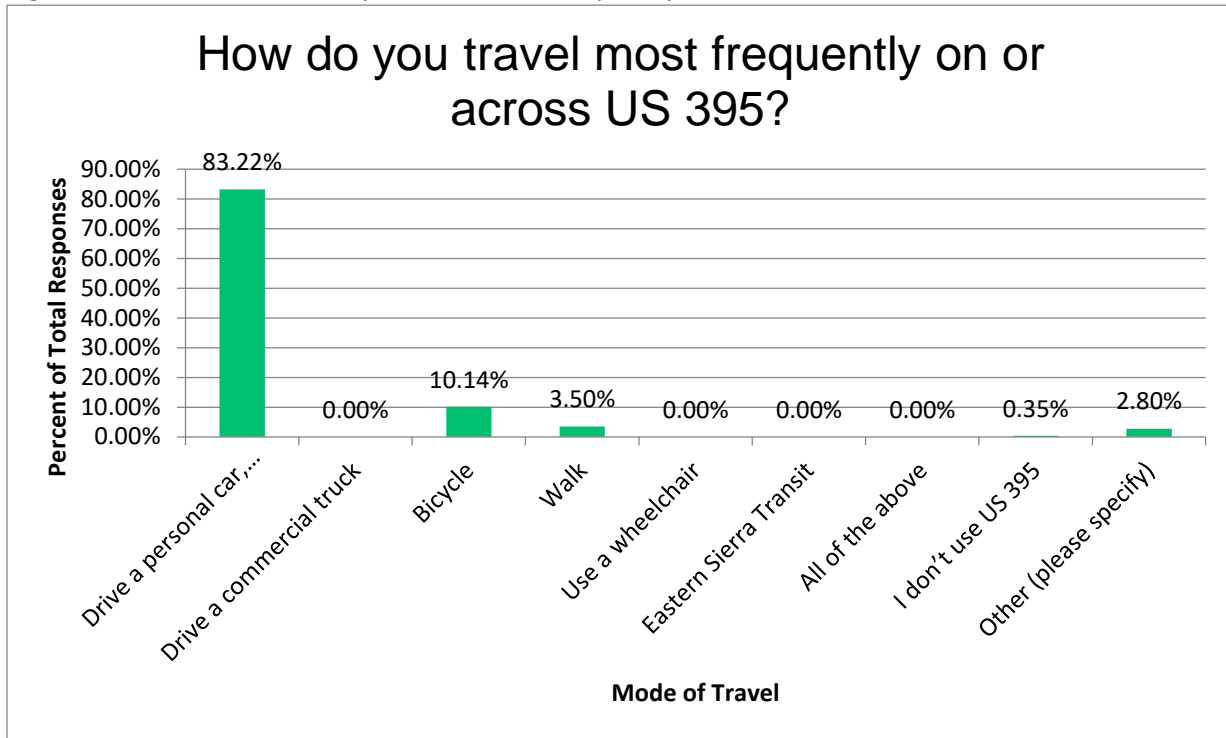
Only about a third of participants travel along US 395 regularly, with 17% of participants using the corridor daily and 12% of participants using the corridor a few times a week. Thirty seven percent of participants travel along US 395 a few times a month. The remaining participants use the corridor rarely, with 7% of participants selecting “Rarely” and 15% of participants selecting “I am a visitor and my US 395 travel will be limited to my visit.” Of the thirteen percent of participants who selected “Other”, the majority indicated that they use the corridor more than once a year but less than 12 times a year.

Figure 2. Question 3: How often do you travel on US 395 through Lee Vining during the summer months (May – September)?



At 83%, most participants typically drive a personal car, motorcycle or truck on US 395. Ten percent of participants cycle along the corridor and 4% walk. Less than 1% of participants indicated that they do not use US 395.

Figure 3. Question 4: How do you travel most frequently on or across US 395?



Key Themes

- Fifty percent of participants agree or somewhat agree that they feel safe crossing US 395 on foot or in a wheelchair in Lee Vining. Participants' comfort level walking on the sidewalks in Lee Vining is even higher, with 63% agreeing or somewhat agreeing that they generally feel safe while doing so.
- More participants expressed they feel unsafe riding a bicycle along US 395 in Lee Vining than the number of participants who feel safe. Participants feel less safe riding along the route near Mono Lake than they do when riding through Lee Vining.
- Participants expressed they feel more safe driving along US 395 than walking or biking. Like cyclists, drivers feel more safe driving on US 395 in Lee Vining than they do driving on US 395 near Mono Lake.
- Participants' responses indicate that improving safety for pedestrians is more important than adding aesthetic elements or additional amenities. Of the ten pedestrian improvements that were provided, the most popular were adding more crosswalks and making crosswalks more visible, improving sidewalks to make it safer and easier to walk and installing pedestrian "HAWK" signals.
- Responses indicate that cyclists prioritize improved bicycle lanes. Of the six bicycle improvements that were provided, the most popular were improving bicycle lanes and markings between Lee Vining and Cemetery Road, between SR 120 and Lee Vining, and through Lee Vining. Three times more participants felt that bicycle improvements were not important to them than the number of participants who felt similarly about pedestrian or vehicle improvements.

- Participants responses were more evenly distributed among the potential vehicle improvements compared to the responses for pedestrian and bicycle improvements. Of the eight vehicle improvements that were provided, the most popular were widening shoulders north of Lee Vining, reconfiguring lanes to make left turns easier and improving on-street parking through Lee Vining.

Detailed Findings by Question

What is your experience like when you travel on or near US 395 in Lee Vining?

Participants were asked to indicate their comfort level walking, biking, and driving along US 395 at different sections by agreeing or disagreeing with a given statement.

Eighteen percent of participants agreed that they feel safe crossing US 395 on foot or in a wheelchair, while 32% somewhat agreed. Thirty eight percent disagreed, indicating that well over a third of participants feel unsafe crossing US 395 on foot or in a wheelchair. Thirty two percent of participants agreed that it is easy to walk or use their wheelchair on sidewalks along US 395, while 31% somewhat agreed. Nineteen percent of participants disagreed.

Only 9% of participants agreed that they feel safe riding a bicycle along the route through Lee Vining, while 21% somewhat agreed. Thirty eight percent of participants disagreed. Participants feel even less comfortable riding a bicycle along the route near Mono Lake. Only 3% of participants agreed that they feel safe doing so, while 9% agreed somewhat. Fifty four percent disagreed, indicating that they feel unsafe riding along the route near Mono Lake.

Thirty seven percent of participants agreed that they feel safe driving on US 395 in Lee Vining, while 48% somewhat agreed. Fifteen percent of participants disagreed. Participant feel less safe driving along US 395 near Mono Lake, with 32% of participants agreeing that they feel safe and 44% of participants agreeing somewhat. Twenty three percent of participants disagreed.

What are the top three pedestrian improvements you would be most supportive of seeing on US 395?

Of ten potential pedestrian improvements, adding more crosswalks and making crosswalks more visible won the most votes, at 63%. Improving sidewalks to make it safer and easier to walk earned the second most votes, at 47%. Adding pedestrian “HAWK” signals, street and landscaping, and installing pedestrian bulb-outs were the next most popular, earning 39%, 26%, and 24% of the votes respectively. Improving street lighting, curb cuts (curb ramp)^{[HMA1][WA2]}, and signage as well as adding more sidewalk seating each earned between 15% and 20% of the votes. Adding artistic elements to pavement earned the least votes, at 8%. Thirteen percent of the votes went to “Other”, with most of these participants recommending improved speed enforcement for vehicles approaching, leaving, and passing through Lee Vining. The remaining participant votes indicated that pedestrian improvements along US 395 are not important to them.

Table 1. Question 6: What are the top three pedestrian improvements you would be most supportive of seeing on US 395?

Answer Choices	Responses	
	Percent of Total Participants (%)	Number (#)
Improve sidewalk to make it safer and easier to walk along the corridor	46.64%	111
Add more or make crosswalks more visible	63.03%	150
Improve or add attractive street lighting	15.97%	38
Add street trees and landscaping in sidewalk area	25.63%	61
Install bulb-outs to make it easier for pedestrians to cross US 395	23.95%	57
Improve curb cuts and features to make it easier for people with disabilities	15.13%	36
Add more sidewalk seating	16.81%	40
Add artistic elements to pavement	7.56%	18
Improved signage and wayfinding for pedestrians	18.49%	44
Install pedestrian "HAWK" signals	38.66%	92
None of the above: Pedestrian improvements along US 395 are not important to me	5.04%	12
Other (please specify)	13.03%	31

What are the top three bicycle improvements you would be most supportive of on US 395?

The most popular bicycle improvements were improving bicycle lanes and markings between Lee Vining and Cemetery Road, between SR 120 and Lee Vining and through Lee Vining earning 69%, 61% and 56% of the votes [respectively]^[HMA3]. The next most popular improvements were improving signage for bicycles and adding bike racks throughout Lee Vining, at 21% and 12% of the votes respectively. The least popular improvement was installing bike repair stations, earning 8% of the votes. Nine percent of participants selected "Other," most of whom recommended a separated or buffered bicycle path. Sixteen percent of the votes indicated that bicycle improvements are not important to them.

Table 2. Question 7: What are the top three bicycle improvements you would be most supportive of on US 395?

Answer Choices	Responses	
	Percent of Total Participants (%)	Number (#)
Improve bicycle lanes and markings between SR 120 and Lee Vining	60.92%	145
Improve bicycle lanes and markings through Lee Vining	56.30%	134
Improve bicycle lanes and markings between Lee Vining and Cemetery Road	68.91%	164
Improve signage for bicycles throughout corridor	20.59%	49
Add bike racks throughout Lee Vining	11.76%	28
Install bike repair stations (air pump, stand, tools)	7.56%	18
None of the above: Bicycle improvements along US 395 are not important to me	15.55%	37
Other (please specify)	8.40%	20

What are the top three vehicle improvements you would be most supportive of on US 395?

The most popular vehicle improvements were widening shoulders north of Lee Vining, reconfiguring lanes to make left turns easier and improving on-street parking through Lee Vining, earning 52%, 44%, and 41% of the votes respectively. The next most popular improvements were making the roadway pavement even and consistent, narrowing lanes through Lee Vining to slow traffic and installing a roundabout at the SR 120 intersection, at 37%, 31%, and 22% of the votes respectively. The least popular improvements were establishing an entranceway or gateway to Lee Vining and improving signage and wayfinding for drivers, at 15% and 13% respectively. Eight percent of the votes went to “Other”. There was not any clear consensus among the “Other” votes, although many protested the installation of a roundabout. Five percent of the votes indicated that vehicle improvements are not important to them.

Table 3. Question 8: What are the top three vehicle improvements you would be most supportive of on US 395?

Answer Choices	Responses	
	Percent of Total Participants (%)	Number (#)
Reconfigure lanes to make left turns easier off of US 395	44.30%	105
Narrow lanes through Lee Vining to slow traffic	31.22%	74
Install a roundabout at SR 120 intersection to improve traffic flow between Yosemite and US 395	21.52%	51
Make roadway pavement even and consistent	36.71%	87
Widen shoulders north of Lee Vining along Mono Lake	51.90%	123
Improve on-street parking through Lee Vining	40.51%	96
Improve signage and wayfinding for drivers	12.66%	30
Establish an entranceway or gateway to Lee Vining	14.77%	35
None of the above: Improvements for vehicles on US 395 are not important to me	5.06%	12
Other (please specify)	8.44%	20

Do you have any other comments regarding future improvements to US 395 in Lee Vining?

Most of the write-in comments referenced the need to lower vehicle speeds approaching, leaving, and passing through Lee Vining; maintaining the area’s natural beauty, maintaining Lee Vining’s small-town charm, and improving safety for cyclists. Other comments requested that the construction time frame be kept short, that the budget be kept low, and that wildlife be better protected from vehicle traffic. Some comments opposed a roundabout, changes like those implemented in Bridgeport, and certain types of parking.

Next Steps

Caltrans will review the results from the community preference survey and present the key findings at future public engagement events, including the next community workshop which will be held on August 8, 2018 from 6:00 pm to 8:00 pm.



Caltrans District 9

Lee Vining US 395 Rehab Project

Public Engagement Summary

Appendix D: Community Workshop #1 Summary

MIG, Inc.
800 Hearst Avenue
Berkeley, CA 94710



August 2018

Lee Vining Community Workshop #1

Summary

Introduction

On July 24, 2018, Caltrans hosted a community workshop at the Lee Vining Community Center to discuss proposed improvements to US 395. The purpose of the workshop was to solicit community input to help identify key issues and concerns and potential improvements for pedestrians, bicyclists, and drivers traveling US 395 in Lee Vining.

Lee Vining is an unincorporated community in Mono County, situated on the southwest shore of Mono Lake and surrounded by the Inyo National Forest. Located on US 395, just north of the junction with SR 120, the community provides a gateway to the Eastern Sierra and Yosemite National Park. US 395 serves as Lee Vining's "Main Street", with homes and businesses lining the corridor.

The California Department of Transportation (Caltrans) District 9 is planning a rehabilitation project to restore pavement to a state of good repair along the US 395 corridor, from SR 120 to Cemetery Road. Treatment for the US 395 roadway is expected to involve resurfacing, restoration, and rehabilitation of Lee Vining's "Main Street." The project which will resurface the road, address stormwater drainage, and improve accessibility for people with disabilities provides a great opportunity for Caltrans to work with the community to identify additional complete streets improvements that will improve mobility for pedestrians, bicyclists, and drivers along the route.

The community workshop was publicized using a variety of methods. A project fact sheet and workshop notice was sent to the PO boxes and addresses for all property owners in Lee Vining and Mono City. The meeting was also promoted using Caltrans and County communications channels, press releases, email notifications, social media, and phone calls. The Mammoth Times & Inyo Register published articles on the workshops on June 23, 2018 and June 28, 2018.

Meeting Objectives and Format

The workshop agenda was organized around three major components:

1. A presentation about the Lee Vining US 395 Rehabilitation Project, including current conditions, potential types of improvements, and a summary of the interim community survey results.
2. A small group mapping activity to identify the types and locations of improvements.
3. A large group report-back about each small group's ideas for the project corridor.

Twenty-one (21) individuals attended the workshop. The results of the workshop provided Caltrans with in-depth input about the types of pedestrian, bicycle, and vehicular improvements participants would like to see and potential locations for these improvements. Participants worked in small groups which allowed ample time for discussion and then each group reported back their results. The group was not expected to reach consensus or set priorities for the proposed improvements.

Participants were asked to identify existing elements that work well along US 395 as well as unmet needs and potential improvements. Many of the suggestions for improvements would expand upon the existing elements that work well.

Key themes and topics which generated the most discussion from community workshop #1 are summarized below.

Key Themes

- Most participants would like the proposed improvements to US 395 to help slow vehicle traffic as it moves through town.
- Traffic Calming with pedestrian improvements will make it safer and easier for people to cross US 395.
- There is a need for more and better located parking
- Providing truck parking at the north or south ends of town would free up parking in front of businesses.
- There are opportunities to improve safety for bicyclists closer to Lee Vining, however, it gets more difficult to accommodate these improvements as you get closer to Mono Lake where the road narrows considerably.
- Improved and additional signage can play an important role in directing and attracting visitors to local businesses and area amenities.
- Where possible, the County and other potential partners are encouraged to use this public input to inform the creation of bikeways and pedestrian pathways that are outside Caltrans Right-of-way.



Stakeholders participate in a small group activity to provide input on priorities and potential improvements.

Findings from Small Group Discussions

Participants were asked to identify the features and elements of US 395 that they believed worked well. These included:

- Pedestrian Infrastructure and Walkability. Some participants described the area has having features to promote walkability including: wider sidewalks in some areas, street trees, and seating.
- Roadway features that allowed for traffic flow: The route includes turn lanes, turn outs/turn pockets, passing lanes, and 30 MPH speed limits that help keep traffic moving. A slope stabilization project also helped keep the roadway safe.
- Participants commented positively on the signage that was available including: gateway sign near propane tank, street name signs, speed feedback sign, and changeable message sign.

Desired Potential Improvement

Participants reporting out the findings from the small groups identified the following requested improvements. *It should be noted that suggested improvements that fall outside of the Caltrans Right of Way will need to be addressed by the County, private landowners and/or other potential partners.*

A complete transcription of the written comments provided on the map in each small group is provided in Appendix A.

- **395-120 Junction:** Add a sidewalk/walkway from Mobile Station to town.
- **Bike Infrastructure:** Add protected bike lanes, buffered bike lanes, and separated bike paths to increase safety for bicyclists. Provide permanent signage for bike routes and create the opportunity for future regional bike infrastructure to connect to Lee Vining.
- **Large Vehicles:** Create a parking area for out-of-town trucks and add parking for RVs and large trucks.
- **Mono Inn:** Improve striping to address concerns about the difficulty in making a left turn into the property
- **Old Marina Access:** Consider relocating the Old Marina entrance, add a left turn lane and/or pocket to enter the Old Marina.
- **Parking:** Seek ways to add more parking and address concerns regarding potential loss of parking spaces. Consider adding parallel parking with trees and add angle parking and add angle parking. Concerns were expressed regarding the difficulty of using back-in parking spaces
- **Pedestrian Infrastructure and Walkability:** Re-evaluate crosswalk locations and re-locate crosswalks to improve visibility of pedestrians by drivers. Add flashing pedestrian beacons, pedestrian signage, and wayfinding. It was suggested the County and property owners consider adding art features, pedestrian “bulb outs”, construct buffered sidewalks and landscaping.
- **Signage:** Add more MPH signage and add wayfinding for drivers. It was suggested the County consider adding gateway signing.
- **Roadways and Traffic Flow:** Traffic Calming to slow cars down when approaching and driving through town. Add features to slow traffic, pave turnouts, add colored asphalt, increase shoulder width, resurface shoulders, widen shoulders add center rumble strips and add dedicated left turn lanes.
- **Reduce to three-lanes:** Mixed opinion in the groups regarding the benefits and practicality of reducing the 4 lanes to 3, with a dedicated turn lane in the middle.
- **Wildlife:** Add multiple wildlife crossings.
- **Roundabout:** Mixed opinion in the groups regarding community acceptance of and the benefits of installing a roundabout near the intersection of 395 and 120 or at the Forest Service building or at both.



Workshop participants complete an interactive activity in small groups to provide feedback on priorities and potential improvements.

Next Steps

Caltrans will review the results from the workshop combined with the survey results and present the key findings at the next community workshop which will be held on August 8, 2018 from 6:00 pm – 8:00 pm at the Lee Vining Community Center. The workshop will provide an additional opportunity to provide input on the proposed improvements.

Appendix A: Transcription of Table Top Reporting Templates and Map

Topic	Elements that Work Well	Location
<i>Pedestrian Infrastructure and Walkability</i>	Wide sidewalks	(1) Lee Vining Area [US 395 through town between SR 120 and Visitor Center Dr]
	Flashing lights	
	Trees (when maintained)	
	Public seating	
<i>Roadways and Traffic Flow</i>	Turn lanes to Visitor Center and the Mono Inn	(1) Mono Lake Area [US 395 between Visitor Center Dr and Cemetery Rd]
	Turn outs/turn pockets in general and to Cemetery Rd	(1) Mono Lake Area and (2) Lee Vining Area
	Passing Lanes	
	Left turn lane (also works well for piling snow)	(1) Lee Vining Area [US 395 through town between SR 120 and Visitor Center Dr]
	Southbound passing lane going into town	
	30 MPH (when observed)	
	Radar signs	
	No roundabout	
Slope stabilization project		
<i>Signage</i>	Signage	(1) Lee Vining Area [US 395 through town between SR 120 and Visitor Center Dr]
	Gateway sign on the south end of town (near the propane tank)	
	Street name signs	
	Speed feedback sign	
	Changeable message sign	

Appendix B: Unmet Needs and Suggestions for Improvements

Topic	Unmet Needs/Suggested Improvements	Location
<i>395-120 Junction</i>	No Sidewalk (along curve)	(1) Lee Vining Area
	Add a sidewalk/walkway from Mobile to utility road and to town	
	Add a roundabout	
<i>Bike Infrastructure</i>	Protected Bike Lanes	(1) Mono Lake Area
	Permanent Bicycle Signage	
	<i>Image:</i> Buffered bike lanes	
	<i>Image:</i> Separated bike path	
	Create regional bike infrastructure that connects Lee Vining with nearby towns including Mono City	
	<i>Image:</i> Bicycle racks	
<i>Forest Road</i>	Storm drain issues	(1) Forest Road
	Add a wildlife crossing	
<i>Large Vehicles</i>	Create a truck stop for out-of-town trucks	(1) Mono Lake Area and (2) Lee Vining Area
	Add parking for RVs and large trucks	
<i>Mono Inn</i>	Add striping in front of the Inn	(1) Mono Lake Area
	Traffic Calming	
	Add a turning lane and/or pocket to turn into the Inn	
<i>Mono Lake</i>	Having a second sign that says "Mono Lake Access" before the dirt road confuses people; remove the second sign	
<i>Old Marina Access</i>	Entrance to the Old Marina is problematic	
	Add a left turn lane or turning pocket to enter the Old Marina	
	Consider relocating the Old Marina entrance	
<i>Parking</i>	Add more parking	(1) Lee Vining Area
	Add parking for RVs and large trucks	
	Concern over potential loss of parking spaces	
	Concern over the difficulty of using back-in parking spaces	
	<i>Image:</i> Parallel parking with trees	
	<i>Image:</i> Reverse angle parking	
	<i>Image:</i> Angle parking	

<i>Pedestrian Infrastructure and Walkability</i>	Re-evaluate crosswalk locations; re-locate crosswalks to improve visibility for drivers and safety	(1) Mono Lake Area and (2) Lee Vining Area
	<i>Image:</i> Flashing pedestrian beacons	
	<i>Image:</i> Pedestrian signage/wayfinding	
	<i>Image:</i> Art hung over crosswalks	(1) Mono Lake Area
	<i>Image:</i> Pedestrian “bulb outs”	
	<i>Image:</i> Sidewalk seating	
	Improve visibility of pedestrians for vehicles	(1) Lee Vining Area
	<i>Image:</i> Visible crosswalks	
	<i>Image:</i> Buffered sidewalk	
Add landscaping to screen propane tank		
<i>Signage</i>	Add permanent bicycle signage	(1) Mono Lake Area
	<i>Image:</i> Visible bicycle signage	
	Add more MPH signage: add a 30 MPH sign for southbound traffic between Visitor Center Dr and Town Center; add a lower speed limit sign south of 120/395 junction	(1) Mono Lake Area and (2) Lee Vining Area
	<i>Image:</i> Entrance gateway	
	Add wayfinding for drivers	(1) Lee Vining Area
<i>Roadways and Traffic Flow</i>	Slow cars down when approaching and driving through town	(1) Mono Lake Area and (2) Lee Vining Area
	MPH is not observed	
	Decrease the number of lanes to one to slow down traffic	
	<i>Image:</i> Highway roundabout	
	<i>Image:</i> Dedicated left turn lane	(1) Mono Lake Area
	Pave turnouts	
	<i>Image:</i> Colored Asphalt	
	Increase shoulder width on the West side	
	Resurface shoulders on the West side	
	Add center rumble strips	
	The area between Visitor Center Drive and the Town Center is crucial for reducing speed of southbound traffic	
<i>Image:</i> Three driving lanes	(1) Lee Vining Area	
<i>Wildlife</i>	Add multiple wildlife crossings	(1) Mono Lake Area and (2) Lee Vining Area



Caltrans District 9

Lee Vining US 395 Rehab Project

Public Engagement Summary

Appendix E: Community Workshop #2 Summary

MIG, Inc.
800 Hearst Avenue
Berkeley, CA 94710



August 2018

Lee Vining Community Workshop #2

Summary

Introduction

On August 8, 2018, Caltrans hosted a community workshop at the Lee Vining Community Center to discuss proposed improvements to US 395. The purpose of the workshop was to present the community input received to date; provide additional information about some of the suggested improvements to US 395 at Lee Vining and allow for more in-depth discussion with the community.

The California Department of Transportation (Caltrans) District 9 is planning a rehabilitation project to restore pavement to a state of good repair along a five mile stretch of the US 395 corridor, from SR 120 to Cemetery Road. Treatment for the US 395 roadway is expected to involve resurfacing, restoration, and rehabilitation of Lee Vining's "Main Street." The project, which will resurface the road, address stormwater drainage, and improve accessibility for people with disabilities, provides a great opportunity for Caltrans to work with the community to identify additional complete streets improvements that will improve mobility for pedestrians, bicyclists, and drivers along the route.

Caltrans initiated working with the community on an ADA (Americans with Disabilities Act) project in December of 2016). With the passage of SB-1, Caltrans has funding to upgrade the ADA project to a comprehensive rehabilitation project through the corridor. District 9 invoked the Caltrans Planning Public Engagement Contract in January 2018 and shared the proposed outreach approach at an Regional Planning Advisory Committee (RPAC) meeting on May 9, 2018. With assistance from MIG, Caltrans' On-Call Planning Public Engagement Contractor, Caltrans hosted a "pop-up" outreach activity at the Mono Basin Chautauqua on June 15 and 16, conducted an on-line survey, conducted interviews with local business owners, and hosted the first of two community workshops on July 24, 2018.

The results from these engagement activities revealed there was strong agreement regarding the issues the community wanted addressed including: slowing traffic through town, providing more and better located parking; and increasing safety for pedestrians, bicyclists and drivers. The input also revealed there was a wide variety of opinion on six topics and the related potential improvements, including angled and back-in angled parking, pedestrian crosswalks, bicycle improvements in Lee Vining, bicycle improvements north of Lee Vining, three lanes with a center turn-lane, and the proposed roundabout at the US 395-SR 120 intersection. This workshop was designed to provide additional information regarding these topics and allow for more discussion. Thirteen (13) stakeholders participated in the workshop.

This community workshop was jointly publicized with the July 24th workshop using a variety of methods. A project fact sheet and workshop notice were sent to the PO boxes and addresses for all property owners in Lee Vining and Mono City. The meeting was also promoted using Caltrans and County communications channels, press releases, email notifications, social media, and phone calls. The Mammoth Times & Inyo Register published articles on the workshops on June 23, 2018 and June 28, 2018. Social media posts and reminder emails were also sent following the July 24th workshop.

Meeting Objectives and Format

The workshop agenda was organized similarly to the July 24th workshop and revolved around three major components:

1. A presentation about the Lee Vining US 395 Rehabilitation Project, including current conditions, potential improvements and a summary of the outreach results to date including the community workshop held two weeks prior. The presentation also included some key considerations regarding the features and qualities of some of the improvements noting that some improvements could only be considered in tandem with others.
2. A small group table-top activity to discuss the six topics and potential improvements where opinion varied and where additional community input would be helpful to Caltrans.
3. A large group report-back sharing the opinions from the small group discussion.

The meeting facilitator clarified that the outreach results and workshop results did not set priorities for the final improvements. The outreach results are intended to provide a menu of preferred choices for Caltrans to consider as it proceeds with design and engineering for the project. Caltrans will need to balance how the stormwater and ADA access improvements are addressed while considering the improvements that respond to community concerns and preferences. Conducting the outreach activities at this early stage in the process allows the community input to be used to inform the larger decision making that happens on the front end of the project.

Participants were also reminded that Caltrans has direct influence over what is implemented within its right of way. However, any improvements suggested outside of the right of way would need to be championed by the County, private landowner, or other partner.

Key Considerations Regarding the Improvements

The presentation included additional detail regarding the improvements. Some key points included:

- Reduction to three lanes with center turn lane. This option will slow traffic through town and frees up enough right-of way to accommodate back-in angled parking and a bike lane.
- Additional parking: back-in angled parking is one of the few ways Caltrans can increase parking within the right of way. Back-in angled parking also accommodates a bike lane. Angled parking will increase parking but does not allow for safe inclusion of a bike lane. These improvements can only be achieved if there is a lane reduction.
- Pedestrian improvements must be made at select locations; some improvements may warrant removal of parking.
- Bicycle improvements: Caltrans may be limited to 5 ft wide shoulders north of town. In the community, the width of the available right of way will determine if and where bike lanes are provided.
- Roundabouts increase safety by slowing traffic and allowing free flow. Slower traffic results in fewer and less severe collisions and free-flowing traffic helps reduce air and noise pollution and reduces delays.

Participants worked in small groups for approximately 45 minutes, allowing ample time for discussion. Each group then reported their results to the large group. The group was not expected to reach consensus or set priorities for the six topics and proposed improvements.



Participants receive instructions for the small group table-top activity.

Key Themes by Topic

Back-In Angled Parking/Angled Parking

Benefits

- Participants held mixed opinions on back-in angled parking. Those supportive of back-in angled parking thought it was “brilliant” and “good for business”.
- One participant noted that adding back-in angled parking would help create a sense of a “downtown” for visitors.
- One group suggested concentrating back-in angled parking in front of Lee Vining’s cluster of businesses.
- Participants liked that back-in angled parking helps to make bicyclists more visible to drivers.

Concerns

- Participants were concerned over the difficulty of back-in angled parking but stated that the potential safety and economic benefits outweighed the potential challenges. Some participants stated simply: “I don’t like it.”

Pedestrian Crosswalks

Benefits

- Pedestrian, parking, and bike improvements offer an opportunity to create additional amenities in Lee Vining and attract new customers, thereby creating economic benefits.
- Participants support using a combination of pedestrian improvements to improve safety and visibility of pedestrians by drivers.
- Participants were particularly supportive of flashing beacons.

- Participants supported adding bulb-outs in strategic locations. One group suggested adding bulb-outs near Nicely's, as drivers enter Lee Vining and approach the town's primary commercial corridor. These participants noted that bulb-outs could assist in visually marking the downtown area to alert drivers of upcoming traffic changes.
- Provide a wider walkway from the Mono Market to Mobil.

Bicycle Improvements in Lee Vining

Benefits

- Bike improvements in Lee Vining should support children's safety as they bike to and from school. Participants suggested designating bike lanes and/or routes for kids to bike to school.
- Bicycle improvements should enable all riders, including tourers and commuters, to move through Lee Vining safely.
- Bicycle improvements should benefit other forms of active transportation, such as skateboarding.
- Participants would like to see bike racks installed in Lee Vining.
- One group recognized that bicycle improvements could provide visitors with an additional amenity and encourage more visitors to stop in Lee Vining and visit the local businesses.

Bicycle Improvements North of Lee Vining

Benefits

- Participants supported improvements that would make bicyclists more visible, such as using colored asphalt.
- Bike improvements north of Lee Vining should be separated and/or buffered to protect cyclists.
- The County should consider creating an alternative (off US 395) to provide cyclists their own, dedicated road.
- Participants recognized that bicycle improvements throughout Mono County could serve as an additional economical asset.

Concerns

- Route constraints: There is currently no room along US 395 for bicycles due to the road's configuration, including the temporary K-rails.
- Stakeholders would like bicycle improvements to accommodate projected population and tourism increases.



Participants in small group discussions.

Three Lanes with Center Turn-Lane

Benefits

- Reducing the number of lanes would slow traffic down and increase safety for all modes of transit and be good for businesses.

Concerns

- Reducing the number of lanes would reduce the corridor's capacity for vehicles, potentially causing traffic delays.
- Stakeholders are concerned that reducing the number of lanes could create obstacles for large delivery vehicles, particularly for semi-trucks and UPS trucks.

Roundabout at US 395-SR 120 Junction

Benefits

- There was mixed opinion on installing roundabouts. Stakeholders who support roundabouts recognize their ability to calm traffic approaching Lee Vining.
- Participants noted that the roundabout would define the entrance to Mono Basin and alert drivers to upcoming traffic changes.

Concerns

- Stakeholders who oppose roundabouts expressed concerns about the ability of large vehicles to navigate the roundabouts.
- One group was concerned that the roundabout at the US 395-SR 120 junction would be far enough away from Lee Vining to allow drivers to speed back up before reaching the downtown area. This group suggested adding medians or bulb-outs between the roundabout and the town's cluster of commercial businesses to keep driving speeds low through the town center.



Caltrans staff listen in as two residents discuss their ideas for improvements.

Next Steps

Caltrans will review the results from the second community workshop. MIG, the outreach consultant, will prepare a report that summarizes the findings of the public engagement process. Caltrans will use these results to inform its design and engineering choices. The summary report will also serve as a record of the community input since the required design and environmental review work will take at least 18-24 months. Caltrans will re-engage with the community when alternatives have been developed and are presented to the community during the environmental review process. The summary report will also be transmitted to the County and the RPAC.

Appendix A: Raw Data from the Small Group Table-Top Activity and Large Group “Report-Back”

Topic	Small Group Number	Comment
<i>Angled and Back-In Angled Parking</i>	1	Dislike angle and back-in parking
		Good for business
		Most can't backup
	2	Back-in seems safer for bicyclists and they will be traveling on the driver's side
		Concerns over difficulty of back-in angled parking, but would improve visibility of cyclists
	3	Head in angled parking too dangerous backing out
		Back in parking our group supports – in primary business district
		Front angled parking seems easier but safety of back-in parking outweighs these concerns
		Paint parking spots on ivy wall south of Mono Market – encourage parking (parallel) there
		Currently underutilized
		Back in angled parking just near the Mono Market
		Allow parallel parking here – no red curb – painted parking spaces along the wall [participant indicated location on table-top activity board's map]
	4	Provides more parking
		Creates the sense of a “downtown” for those driving through
		More parking reduces risk of accidents getting out of your vehicle
		Stops traffic, difficult for some people
	Could attract more customers, add spaces	
	Traffic delays, how to load/unload deliveries	
Pedestrian Crosswalks	1	With flashers
	2	Move the crosswalk in the center of town slightly south so that people in the crosswalk are visible from further away
		Lights to draw attention to people in the crosswalk
		Bulb-outs at center of town crosswalks to make pedestrians more visible
		Colored surface for crosswalk to improve visibility
	3	Flashy x-walks! And well-marked

		Rumble strips to slow traffic outside town? In addition to roundabout
		More space between road and the new sidewalk cars bear down on you on the curve going south or a barrier
		Bulb-outs at Nicely's ped. X-ing not needed elsewhere so much
	4	Safer for kids and adults
		Wakes people up visually – eyes on phones?
		Flashing lights
		Could improve visibility. Currently, people don't see pedestrians, even groups *Improve/provide wider pedestrian walkway from LV to Mobil (current walkway is very narrow)
	Add crosswalk by south Hankel	
	Need to get bikes off sidewalks	
Bicycle Improvements in Lee Vining	2	Bike lanes to schools (designated) so kids know where to ride
	4	Can bikes be on sidewalk? Seems like they can co-exist especially if widened
		Get bikes off sidewalks where pedestrians are
		Bike racks
		Move bike tourers/commuters/riders through LV safely
		Bike lanes would improve safety
Lee Vining has a lot of skateboarders		
Bike Improvements North of Lee Vining	1	Mixed opinions on angled and back-in angled parking
		Smooth shoulders with center rumble strip
		No room for bicycles with K- and guard-rail
		Move bikes to side road
	2	Different color asphalt on bike lane
		Keep speed limit at 50 mph. enforce!
		What about cylinder, cone-like things [delineators]
		Physical barrier between bike lanes and vehicles
	4	<u>Separate</u> bike lane from LV to Mono City using utility road as a guide – following contour of hillside
		<u>Challenge</u> – widening a narrow road – lake side
		<u>Challenge</u> - coordinating with County and other agencies, \$\$
		Would offer alternative route that is safe from LV to MC
		Add economic asset – lake view bike lane – family friendly

		Wider bike lane that is marked would be safer for bike traffic
		Accommodate increase in bike tourists and residents' access to bike trails
Three Lanes with Center Turn Lane	1	More congestion in town
		To slow 'em down
		AI NOA II
	2	Brilliant!
	3	Yes, Sir
		We can have a bike lane and parking space
		Where does this start? We need a middle turn lane to turn into Lake View hotel and Epic café. Way back at 120? Or at the start of the wall?
	4	Yes! – Back-in angled
		Slow down traffic
		Provide room for more parking, bike lane
		Slower traffic = safer crossing for pedestrians
		Provide more parking for businesses and customers downtown
		Traffic stops for car backing in or other reasons a car may be stopped
Stopped traffic for semi-delivery or UPS truck (use extra lane for loading/unloading)		
Less room for moving vehicles through town		
Good for businesses		
Roundabout Near 120 Intersection	1	No
		Semi-trucks cannot use roundabouts
		Would roundabouts steer away potential customers?
	2	Yes to roundabouts
		Between Visitor Center Dr. and LV
		Great idea for slowing people down and also for making "turning" safer
	3	Ok but something else needs to be closer to town to slow traffic like a median with trees and shrubs to go from 2 lanes each way down to 1 each way
		I'd rather have a roundabout instead of light which might be needed when Tioga Mart hotel is built
		Strong yes vote for roundabout. Reduces accidents and GHGs
	4	Good to slow down speed/accidents
		*Need speed calming both N & S 395 (both directs)

		Some community members will dislike
		*Make artistic to define Mono Basin/LV
		*Also roundabout @ SAVC (vis. Center) to buffer speed before LV high school
		Mixed opinions on roundabouts
		Roundabout would define Mono Basin, alert drivers
Other Comments	1	Slow traffic before vehicles enter Lee Vining
		Need turn lane for Marina, relocate entrance
	2	Roundabout at Visitor Center drive would Really help slow the cars roaring up the hill as they head into town
		50 MPH north of Lee Vining
	4	Semi parking near restroom/signed
		Turning lane @ Old Marina
		Continue 3 lanes to 120 & LVVC
		Additional crosswalk southside of town
		Need semi parking & year-round bathrooms!! (Solar Pavillion on Mattly Ave.) For road closures etc. & overnight parking. N & S of town. Restroom signs
		Criteria: Are improvements reducing speed? Improving safety for pedestrians and cyclists? Benefit businesses?