

MONO COUNTY

REGIONAL TRANSPORTATION PLAN



**Mono County Local Transportation Commission
Mono County Community Development Department
Town of Mammoth Lakes Community Development
Department**

habitats. Caltrans is continuing to assess the potential benefits of additional signing and other measures. Deer crossings under highways have proved effective in some areas, but they are costly and several miles of tall fencing are needed on each side of the crossing to be effective. They have been considered in the area north of the Sonora Junction on US 395 and are currently under consideration along US 395 south of Mammoth Lakes.

Climate Change

Potential impacts from climate change in the Eastern Sierra include flooding, a substantially reduced snowpack, and related economic impacts due to declines in tourism. There is a need to assess potential related effects on the transportation system, to determine whether there are critical assets that should be protected, and then to develop and implement adaptation strategies to address those potential impacts.

Resource-Efficient Transportation System/Greenhouse Gas Reduction

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference in this RTP; policies and objectives included in the Plan have been included in the policy section of this RTP.

Community Needs and Issues

This section outlines transportation concerns that have been identified by communities and Regional Planning Advisory Committees as being important issues in their communities.

Antelope Valley (Topaz, Coleville, Walker)

- The priority concern in the area is safety improvements on US 395 and Eastside Lane. Residents would like to see turn lanes at heavily used areas on US 395, such as the high school in Coleville, and possibly at the intersections with Larson Lane, Cunningham, and Topaz Lane. On Eastside Lane, the safety concern is the first turn on Eastside north of its intersection with US 395.
- Residents of the Antelope Valley consider their existing community road system, much of which is unimproved private roads, to be adequate. However, existing private roads that are functioning as public roads should be brought up to standard.
- Residents question the need for four-laning US 395 in the Antelope Valley, especially since Nevada presently has no plans for four lanes. Residents would prefer that the route remain two lanes with operational improvements such as shoulder widening, fences and underpasses for deer, and potentially some landscaping. Residents are also interested in retaining the scenic qualities of US 395 between communities.
- There is a great deal of interest in a loop bike route throughout the Valley for use by touring bicyclists. There is some interest in providing facilities for pedestrians and equestrians along a similar loop route. There is some interest in providing mountain biking opportunities along the West Walker River, for example, from the Sonora Bridge to Walker, along the river and/or parallel to Burcham Flat Road.
- Residents of the area would like greater enforcement of vehicles passing in unsafe areas throughout the Valley.
- There is a need to consider the installation of call boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.

Swauger Creek/Devil's Gate

- Restricting fence design to facilitate the migration and movement of wildlife, with particular attention given to deer migration routes, Bi-State sage-grouse impacts, and protection from highway traffic.
- Establishing a speed limit of 25 mph on all secondary roads.
- Limiting development of new secondary roads to those necessary for access to private residences; minimizing the visual impact of roads, using construction practices (drainage, culverts, road bases and finishes) that minimize dust and erosion problems; and prohibiting construction on designated wet meadow areas.

CHAPTER 4: COMMUNITY POLICY ELEMENT

OVERVIEW

This chapter includes policies for community areas in Mono County. These policies were developed by local citizens planning advisory committees and reflect community consensus on transportation needs within those community areas. They are intended to be consistent with the regional policies presented in the previous chapter; however, in some cases, public consensus in certain areas may not agree with the regional policies in the previous chapter. These policies should be considered when developing and implementing overall RTP policies and programs.

These policies are presented in a format that is consistent with the Mono County General Plan; i.e., Goals, Objectives, Policies, Actions (except for the Town of Mammoth Lakes policies that are consistent with the town General Plan). Policies are presented for the following community areas:

Antelope Valley
Swauger Creek/Devil's Gate
Bridgeport Valley
Bodie Hills
Mono Basin
Yosemite
June Lake
Mammoth Vicinity/Upper Owens
Long Valley
Wheeler Crest
Tri-Valley
Oasis
Town of Mammoth Lakes (under review by TOML)

ANTELOPE VALLEY

GOAL 18. Provide and maintain an orderly, safe, and efficient transportation system that preserves the rural character of the Antelope Valley.

Objective 18.A. Retain the existing scenic qualities of US 395 in the Antelope Valley.

Policy 18.A.1. Ensure that future highway improvements in the Antelope Valley protect the scenic qualities in the area.

Policy 18.A.2. Consider additional landscaping along US 395 in appropriate areas.

Policy 18.A.3. Support preservation of the existing heritage trees along US 395.

Objective 18.B. Support safety improvements to the existing circulation system in the Valley.

Policy 18.B.1. Support operational improvements to the existing two-lane US 395.

Action 18.B.1.a. Promote shoulder widening along US 395 to allow for bike, pedestrian, and equestrian use.

Action 18.B.1.b. Promote the installation of turn lanes on US 395 as needed.

Action 18.B.1.c. Consider improvements to reduce deer collisions in the Valley as needed.

Action 18.B.1.d. Support operational and safety improvements on Eastside Lane and US 395.

Objective 18.C. Provide a loop trail system in the Valley for use by bicyclists and pedestrians.

Policy 18.C.1. Seek funding for development of multi-use and single-purpose trails along routes to be identified in the Valley.

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

Policy 18.D.1. Create a Main Street plan for Walker to improve the visitor experience, provide for enhanced wayfinding and use of community assets (park, community center, Mountain Gate, etc.) for residents and visitors.

Action 18.D.1.a. Seek grant funding for a Main Street program in cooperation with business owners, Caltrans, and the Regional Planning Advisory Committee.

SWAUGER/DEVIL'S GATE

GOAL 19. Provide and maintain a circulation system that maintains the rural character of the area.

Objective 19.A. Correlate circulation improvements and future land use development.

Policy 19.A.1 Minimize the impacts of new and existing roads.

Action 19.A.1.a. Limit new secondary roads to those necessary for access to private residences.

Action 19.A.1.b. Minimize the visual impacts of roads by using construction practices that minimize dust and erosion.

Action 19.A.1.c. Prohibit roadway construction on designated wet meadow areas.

Action 19.A.1.d. Establish a speed limit of 25 mph on all secondary roads.

BRIDGEPORT VALLEY

GOAL 20. Provide and maintain a safe and efficient transportation system in the Valley while retaining the rural qualities of the area and supporting a vibrant local Main Street.

Objective 20.A. Provide safety improvements to the existing circulation system in the Valley.

Policy 20.A.1. Support operational improvements to US 395 and SR 182.

Action 20.A.1.a. Support shoulder widening along US 395 and SR 182 from the Evans Tract to the Bridgeport Reservoir Dam and state line while continuing to provide for current uses, such as stock travel.

Action 20.A.1.b. Support study of safety/operational improvements at the following Intersections, which were also analyzed and considered in the Bridgeport Main Street Revitalization Project Final Report: junction of US 395/SR 182; Emigrant Street junction with US 395; and Twin Lakes Road junction with US 395 southbound.

Action 20.A.1.c. Support the addition of bike lanes on SR 182 consistent with the county Bikeway Plan.

Action 20.A.1.d. Support shoulder widening on US 395 north of the Humboldt-Toiyabe National Forest housing complex.