

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.

June Lake¹⁵

GOAL 25. Provide and maintain a multi-modal circulation system and related facilities that promote the orderly, safe, and efficient movement of people, goods, and services, and preserve the mountain village character of June Lake.

Objective 25.A. Promote the development of a multi-modal circulation system that reduces vehicular congestion and enhances safety and accessibility.

Policy 25.A.1. Seek alternative funding mechanisms for circulation and related improvements.

Action 25.A.1.a. Continue to investigate and where feasible, implement the use of zones of benefit, assessment districts, mitigation fees, sales tax initiatives, grants funding and other financing alternatives for new roadway construction.

Action 25.A.1.b. Coordinate with the Local Transportation Commission and June Lake Citizens Advisory Committee in the planning of, and funding for, June Lake circulation improvements.

Action 25.A.1.c. Provide a roadside recreation facility, including parking areas, restrooms, and interpretive facilities adjacent to the June Lake Ball Field. Continue to seek funding alternatives for the facility's development.

Policy 25.A.2. New roadway developments shall conform to adopted county Road Standards and, where applicable, the special June Lake roadway standards (see Table 17).

Action 25.A.2.a. As a condition of development approval, require that roadways meet Mono County standards. If, due to topography, physical constraints, lot size, or existing built areas, construction to County standards is not feasible, allow for alternative road designs and maintenance mechanisms as approved by the Public Works Department (see Objective B).

Policy 25.A.3. Ensure, where feasible, that the sight distance at major ingress and egress points is adequate. If conditions prevent adequate sight distances, signs noting the presence of access points should be erected.

Action 25.A.3.a. Use the development review process to ensure that new connections with SR 158 provide adequate sight distance.

Policy 25.A.4. Promote traffic safety and sight-seeing opportunities by maintaining low travel speeds along SR 158 and North Shore Drive.

Action 25.A.4.a. Continue enforcing current speed limits.

Action 25.A.4.b. Work with Caltrans to construct, where feasible, roadside turnouts that are consistent with current scenic highway/byway designs. Turnouts may serve to allow faster vehicles to pass, to provide additional vantage points to appreciate the scenic beauty, and to accommodate public transportation facilities. Turnouts could also form the basis for the proposed loop-wide system of self-guided interpretive tours using audio files, brochures and roadside exhibits.

¹⁵ These policies are integrated from the historic June Lake Multi-modal Transportation Plan.

Action 25.A.4.c. Work with Caltrans and the USFS to include SR 158 and North Shore Drive in State and Federal Scenic Highway/Byway Programs, which provide funding opportunities for scenic overlooks, road signing and interpretive displays. The scenic highway/byway program should include the existing developed facilities shown in Figure 3 and listed in Table 18.

Action 25.A.4.d. Continue to staff the June Lake Kiosk at the south June Lake Junction into the starting and ending point of the self-guided June Lake Loop scenic highway tour. Audio files and literature on the scenic features of the June Lake Loop could be borrowed and returned at the Kiosk.

Action 25.A.4.e. Cooperate with Caltrans, the USFS and the community to develop common signing or branding and an interpretative theme for SR 158 and North Shore Drive. The sites shown in Figure 3 and listed in Table 18 should be the basis for the future scenic highway program but should not preclude constructing additional scenic turnouts or interpretative facilities.

Action 25.A.4.f. Develop the June Lake scenic highway/byway program in phases as funding allows with signing taking place first, followed by interpretative facilities at existing turnouts, and then new turnouts and facilities, unless funding for specific sites in the program becomes available.

Action 25.A.4.g. Develop land use policies to retain scenic views available: North Shore Drive; particularly prominent visual resources in the West Village and Rodeo Grounds areas such as Gull Lake, the Gull Meadow area surrounding the northwest corner of Gull Lake; and the Rodeo Meadow area located northwest of the Rodeo Grounds land exchange. Land use policies should retain distinctive visual corridors by using appropriate design measures such as limiting building heights, requiring landscaping along the access road through developed areas, using natural topography to visually screen development, and clustering development. Other measures may include retaining existing vegetation along the alignment, limiting areas of cut and fill, using building materials and colors that blend in with the surrounding landscape, and limiting intersections with arterial or collector streets. These types of measures should be incorporated into future specific plans prepared for development in the West Village and Rodeo Grounds areas.

Table 17: Summary of County Roadway Standards for June Lake

Special County Roadway Standards for June Lake were developed in 1981 to take into consideration the Loop's topography and land ownership constraints. Relative to countywide standards, June Lake standards allow for slightly narrower rights of way and paved cross sections.

Collector/Residential - Roadway serving any number of residential lots and functioning as a residential collector.

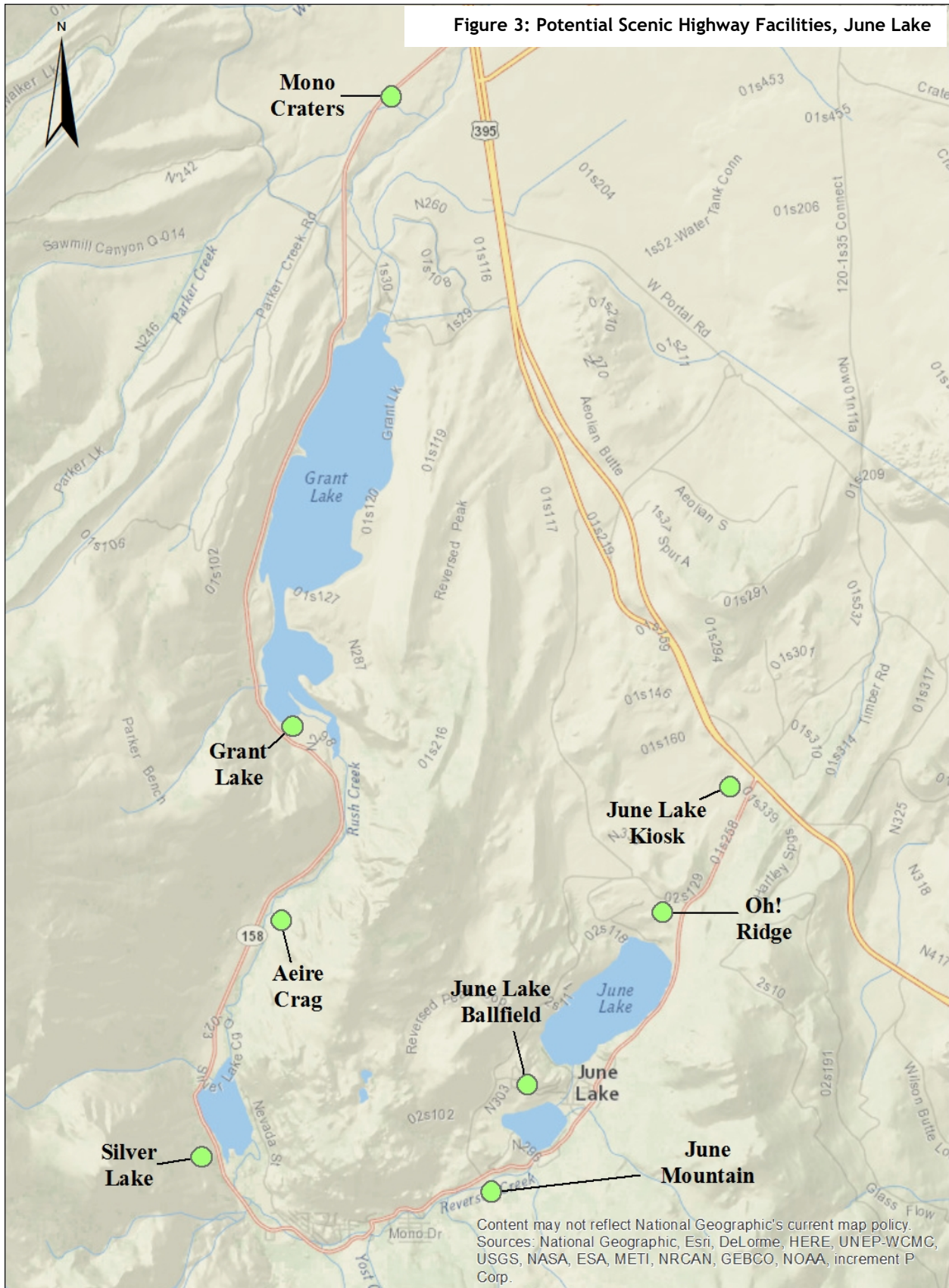
- 1) Minimum Rights of Way - 60 feet.
- 2) Width of Pavement - 26 feet.

Arterial/Commercial - County-maintained roadway designed as arterial roadway to provide access into and/or through a commercial area.

- 1) Minimum Rights of Way - 60 feet.
- 2) Width of Pavement - 40 feet.

Refer to: County of Mono Road Improvement Standards (1981) for additional guidance.

Figure 3: Potential Scenic Highway Facilities, June Lake



Content may not reflect National Geographic's current map policy.
 Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

Table 18: Scenic Highway/Byway Facilities, June Lake	
SITE	POSSIBLE INTERPRETIVE FEATURES
SR 158	
Oh! Ridge	June Lake, June Mountain Ski Area Lodge, Carson Peak, June Lake Beach
June Mountain Ski Area Parking lot	Carson Peak, Ski Area Lodge, Nature Trail
Silver Lake	Carson Peak, Silver Lake
Aerie Crag	Aerie Crag, Rush Creek
Grant Lake	Grant Lake and Rush Creek, Mono Craters
Mono Craters	Mono Craters
North Shore Drive	
June Lake Ballfield	June Mountain Ski Area Lodge, Carson Peak, Gull Lake

Objective 25.B. Encourage alternative roadway design, improvement and maintenance programs in existing subdivisions that conform to topographical, institutional and economic constraints.

Policy 25.B.1. Limit disruption of built areas when acquiring rights of way by using existing roadways and limiting on-street parking on such roadways when necessary.

Action 25.B.1.a. In situations where existing private roadways cannot meet adopted county Roadway Standards - such as in the design of road improvements for substantially developed subdivisions with substandard lots and streets, where topographical/environmental constraints and existing building placement prohibit reasonable compliance - consider alternative designs prepared by or under the direction of a California registered civil engineer. Alternative designs must provide adequate emergency access in conformance with minimum fire safe standards and snow storage and exhibit sound engineering judgment. The Mono County Public Works Department shall review and approve all alternative roadway designs.

Policy 25.B.2. Investigate management alternatives for improving and maintaining privately owned roadways.

Action 25.B.2.a. Study the feasibility of allowing the County and/or Special Districts such as the June Lake Public Utility District to upgrade and maintain certain private roadways.

Action 25.B.2.b. Investigate the potential for community groups or associations to obtain funding for upgrading private roads.

Action 25.B.2.c. Require new developments proposing private roads to establish a road maintenance entity as a condition of project approval. The Public Works Department shall review all proposed maintenance agreements.

Policy 25.B.3. In areas constrained by limited rights of way, steep intersections, minimal setbacks from development, and inadequate site distances, consider alternative designs to more efficiently use existing road facilities.

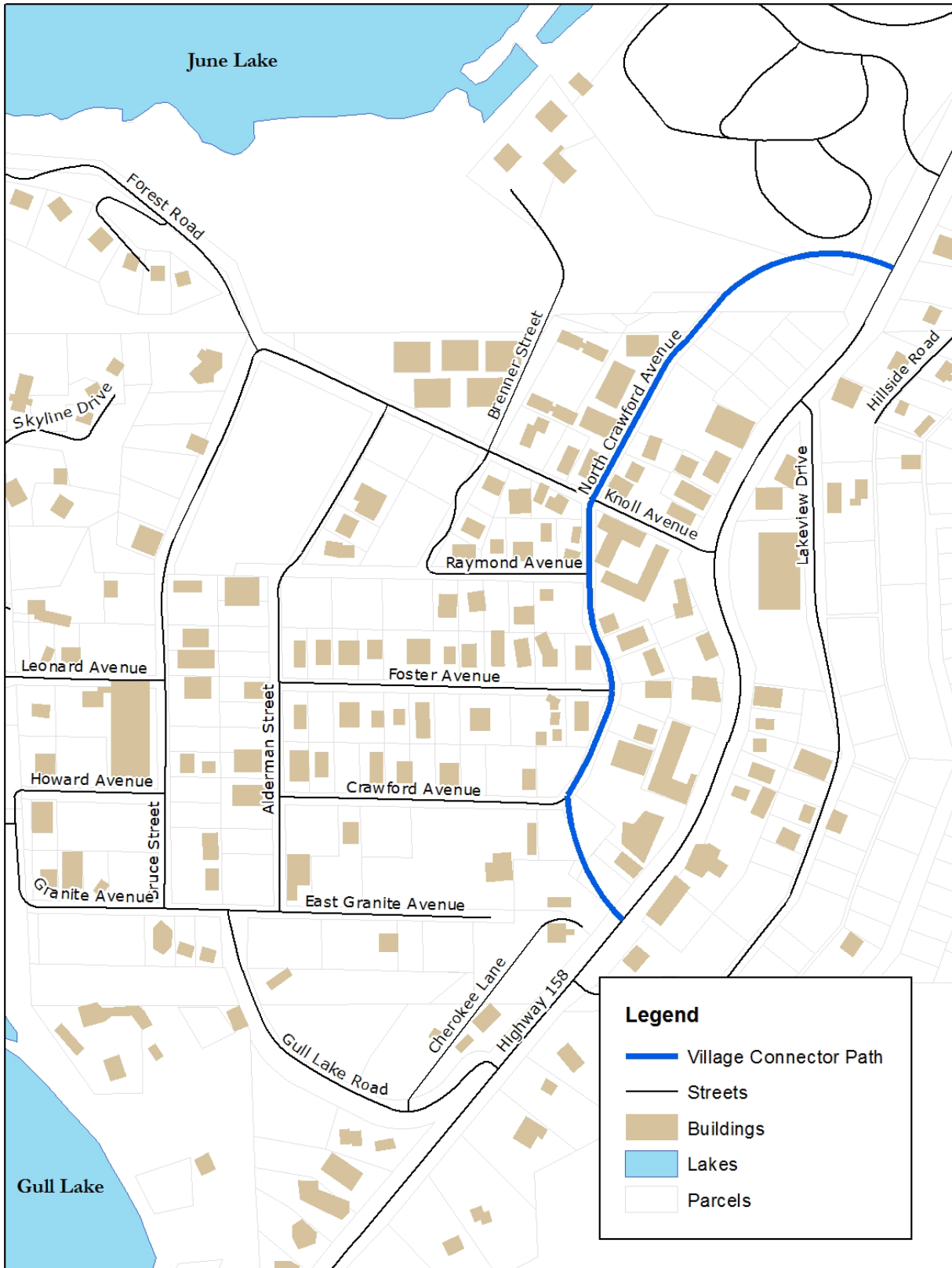


Figure 4: Village Connector Road & Parking Areas

Objective 25.C. Provide for a circulation system that facilitates commercial infill and redevelopment in the Village.

Policy 25.C.1. Reassess the need for a Commercial District connector street connecting with SR 158 on both ends of the Village.

Action 25.C.1.a. If a need arises pursue the desirability of acquiring land for constructing a connector street through the Village that would connect or provide access to public parking areas. Figure 4 shows a potential alignment generally corresponding with Crawford Avenue and also potential public parking areas. It would be necessary to acquire easements or private property for the western intersection. The final alignment of the access road and the location of parking areas would depend on the ability to acquire private property from "willing sellers."

Action 25.C.1.b. In conjunction with the connector road and the construction of replacement off-street parking, consider on-street parking restrictions on SR 158.

Action 25.C.1.c. Seek public/private funding and partnerships to finance the connector road.

Policy 25.C.2. Promote the development of collector streets that enhance commercial growth in the Village area.

Policy 25.C.3. Utilize the Specific Plan processes to develop and implement a pedestrian-oriented circulation system for the Village.

Action 25.C.3.a. Conduct public meetings/workshops to gauge local support for improvements in the Village.

Action 25.C.3.b. Consider using the Specific Plan process to coordinate Village capital improvements and to identify other potential funding sources.

Policy 25.C.4. Promote the development of crosswalks, sidewalks, neckdowns,¹⁶ public sitting areas, and pedestrian trails in the Village that enhance safety, complement the non-motorized vehicle trails, and promote the Village's pedestrian atmosphere.

Action 25.C.4.a. Focus June Lake Village streetscape improvement programs on enhancing the appearance and attractiveness of the existing commercial district streetscape including local streets. Streetscape programs should focus on widening the existing sidewalks, removing obstacles from pedestrian paths, developing crosswalks, developing additional public space, removing redundant driveways, promoting façade improvements, installing landscaping, and replacing the existing streetlights.

Action 25.C.4.b. Work with Caltrans and the Mono County Public Works Department in developing the June Lake Village improvement program. Items to consider would include traffic and pedestrian/bicycle safety, on-street parking, drainage, snow storage, and snow removal.

Action 25.C.4.c. Investigate the feasibility of a façade improvement program that provides low-interest loans or grants to business owners in the June Lake Village. The program should fund

¹⁶ Raised landing areas used to clearly demarcate pedestrian space and also to slow vehicular traffic.

improvements to the external portions of buildings and should require matching funds from eligible business owners.

Action 25.C.4.d. Coordinate a trail-signing program.

Action 25.C.4.e. Delineate roadside trails along existing roadways in the June Lake Village. Roadside pathways should be integrated with trails, trailheads or activity centers located on National Forest lands. Provide for several pedestrian access trails to link residential areas to SR 158 commercial areas.

Action 25.C.4.f. If feasible, develop sidewalks along the Village connector roadway.

Action 25.C.4.g. In accordance with the California Transportation Plan, work with Caltrans to implement the preferred alternative Main Street plan developed by the June Lake CAC.

Policy 25.C.5. Work with Caltrans and other agencies to acquire funding for the construction of a possible connector road, community parking lots, and pedestrian improvements.

Action 25.C.5.a. Apply for available state and federal funding sources.

Action 25.C.5.b. Investigate other potential funding sources such as Main Street programs, economic development grants, rural renaissance grants, and enterprise zones.

Objective 25.D. Promote the development of a West Village/Rodeo Grounds circulation system that provides for multiple modes of transportation and promotes a pedestrian atmosphere.

Policy 25.D.1. West Village/Rodeo Grounds Specific Plans should provide for development that encourages visitors to leave their cars and use alternative modes of transportation such as walking, bicycling or shuttle bus service.

Action 25.D.1.a. Work with developers through the Specific Plan processes to provide pedestrian trails and amenities, bicycle/Nordic ski trails, shuttle bus facilities, and if desirable, direct ski lift access.

Action 25.D.1.b. Work with the June Mountain Ski Area in determining appropriate modes of transportation to directly link the Rodeo Grounds/West Village area to June Mountain.

Objective 25.E. Promote the development of a Down Canyon circulation system that improves internal circulation and winter access, while retaining the Down Canyon's rustic, residential character.

Policy 25.E.1. Improve the Down Canyon circulation system by improving existing roadways or promoting the construction of new roadways if necessary, to serve development, by paving, realigning, providing snow storage and widening existing roadways.

Action 25.E.1.a. Work with the County to consider the conceptual roadway alignments contained in the Stantec Study. Any proposed roadway alternatives should focus on alternative funding mechanisms.

Action 25.E.1.b. Work with developers of projects with the potential to cause traffic/congestion impacts to conduct related off-site roadway improvements or contribute to a fund for roadway improvements.

Objective 25.F. Promote the development of a multi-modal circulation system that adequately provides for the needs of residents and visitors, while maintaining and protecting the June Lake Loop's natural and scenic resources.

Policy 25.F.1. Design and enforce roadway construction measures that protect natural and scenic resources.

Action 25.F.1.a. Use the development review process to ensure that road and trail crossings do not alter stream courses or increase erosion and siltation.

Action 25.F.1.b. Where feasible, use natural features to screen roadway projects.

Action 25.F.1.c. Discourage road alignments that require large cut-and-fill activities in scenic areas and along hill slopes, unless necessary for safety purposes.

Action 25.F.1.d. Develop and implement a distinctive yet visually compatible road and signing program for the entire Loop area. Such a program should be developed in cooperation with the USFS, Caltrans and the Los Angeles Department of Water and Power.

Action 25.F.1.e. Investigate funding opportunities for upgrading and maintaining road signs along private roadways. Signs installed along private roadways should be compatible with street signs installed along County-maintained roads.

Objective 25.G. Develop a program to upgrade roadways and to vacate the County's interest in rights of way in areas where construction may be unfeasible due to topography or other conditions, or where access would be duplicated.

Policy 25.G.1. Inventory the existing road system, including the location of paper road easements, identify existing traffic patterns along existing roadways, and analyze the need for future road improvements in undeveloped paper road easements.

Action 25.G.1.a. Work with the June Lake community to identify existing traffic patterns and to compile a list of roads suitable for County road vacation. Alignments suitable for vacation would include those that:

- a. The County has determined to be impassable due to topography (i.e., steep slopes and rocky outcroppings) and environmentally sensitive resources such as streams and wetland areas;
- b. The County has not expended funds on roads in the last five years;
- c. Duplicate access to a lot or home;
- d. Does not show as a major road in this Plan; and
- e. Does not have potential for other public use such as bicycle or pedestrian trail.

Action 25.G.1.b. During the road inventory process, the County should work with the JLPUD, JLFPD, and SCE to ensure that proposed road abandonments would not hinder existing or future operations.

Action 25.G.1.c. Where feasible, the County should work with the USFS to acquire additional rights of way across National Forest lands to facilitate looped road access or to provide roadway alternatives that prevent the disturbance of sensitive resources on private lands. Public meetings/workshops should be conducted to gauge local support for the above loop road(s).

Objective 25.H. Promote the use of non-motorized forms of transportation to minimize the impact of the automobile in the Village, West Village/Rodeo Grounds, and Down Canyon areas and to create pedestrian-oriented areas.

Policy 25.H.1. Provide, where feasible, paths for non-motorized modes of transportation (e.g., pedestrians, Nordic skiers or bicyclists) on rights of way separate from auto roadways. These paths should link major lodging and parking facilities with recreational and commercial centers and should be maintained year-round.

Action 25.H.1.a. Connect parking facilities with commercial and recreational nodes using paths suitable for non-motorized modes of transportation; e.g., pedestrian, bicycle/Nordic ski trails.

Action 25.H.1.b. Investigate the potential of using various funding mechanisms such as grants, development mitigation measures, bond issues or development exactions, to fund path construction.

Policy 25.H.2. Develop and maintain a system of non-motorized transportation modes that minimizes land use/circulation conflicts.

Action 25.H.2.a. Require dedication of right of way or easements as a condition of development in order to implement a pedestrian, cross country and bicycle circulation system for the Village, West Village/Rodeo Grounds and Down Canyon areas.

Policy 25.H.1. Promote the development of a direct access transportation system from the Village and West Village/Rodeo Grounds to the ski area.

Action 25.H.1.a. Work with the June Mountain Ski Area to develop ski-back trails from the ski area to concentrated use areas.

Action 25.H.1.b. Investigate the feasibility of developing an overhead lift into the Village from the Mountain. If such a lift is developed, ensure that it will: A) if financially feasible, operate during the summer months and compliment the summer recreation attractions of the Village area; B) minimize the visual impacts to the Village, June Lake and Gull Lake; C) and be architecturally compatible with other Village developments.

Objective 25.I. Enhance the safety and mobility of bicyclists along SR 158 and local roads in the June Lake Loop.

Policy 25.I.1. Plan for new bicycle improvements along SR 158 and local roads.

Action 25.I.1.a. Require rehabilitation projects on highways and streets to consider including bicycle facilities (e.g., wider shoulders, signage, sharrows) that are safe, easily accessible, convenient to use, and/or which provide a continuous link between neighborhoods or regions.

Action 25.I.1.b. Work with Caltrans, the Mono County LTC, the June Lake Citizens Advisory Committee and other user groups (e.g., Eastside Velo) to develop a list of possible bicycle projects for the greater June Lake Loop.

Objective 25.J. Promote the development of a public transit system that reduces the need for automobile usage, promotes the usage of non-motorized modes of transit and complements the pedestrian-oriented vision of the Village.

Policy 25.J.1. Promote the development of a possible transit system that connects the Village with the ski area and the West Village/Rodeo Grounds. A loop shuttle bus system along SR 158, North Shore Drive, the proposed June Lake Village connector road, and Leonard Avenue connecting the June Lake Village, the West Village, the Rodeo Grounds and the June Mountain Ski Area, should be the backbone of the system.

Action 25.J.1.a. In cooperation with the USFS and the June Mountain Ski Area, study the feasibility of providing a low-cost or free demand-responsive shuttle bus service that connects the above areas during the winter. This study should also consider expanding the system to provide year-round loop-wide service.

Action 25.J.1.b. Future development in the West Village and Rodeo Grounds Specific Plan areas should provide covered bus stop and turnaround facilities along major arterials and in areas of concentrated recreational activity.

Action 25.J.1.c. Shuttle bus facilities should be incorporated into the June Lake Village circulation improvement program and into streetscape improvement programs.

Action 25.J.1.d. Work with applicable entities, such as the USFS, BLM, ESTA and Caltrans (on state routes), to develop shuttle bus facilities (i.e., covered stops and turnaround facilities) at major recreational nodes.

Action 25.J.1.e. Work with the Eastern Sierra Transit Authority to identify potential public transportation routes between June Lake and other communities.

Action 25.J.1.f. Work with the LTC to solicit and identify unmet transit needs in the June Lake area, and to request allocation of transportation funds for June Lake's unmet transit needs.

Policy 25.J.2. Achieve a specified level of mass transit service (shuttle or full-size buses) to move skiers from outlying areas to and from June Mountain Ski Area.

Action 25.J.2.a. Work with the USFS and June Mountain Ski Area to provide transit service to and from June Lake from outlying areas such as Mammoth Lakes.

Action 25.J.2.b. Investigate the potential for the Eastern Sierra Transit Authority to provide transit service to and from other communities such as Bishop, Mammoth Lakes, Bridgeport and Walker.

Policy 25.J.3. Encourage large employers to provide transit to employees not residing in June Lake, and also to promote carpooling among their employees.

Action 25.J.3.a. Work with large employers to set up and monitor employee transit programs.

Policy 25.J.4. Improve regional transportation alternatives to the automobile.

Action 25.J.4.a. Support the expansion of the regional air transportation system.

Action 25.J.4.b. Support the establishment of a shuttle system between the Mammoth Yosemite Airport and June Lake.

Action 25.J.4.c. Support improvements at the Lee Vining Airport.

Objective 25.K. Promote the construction of public parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the use of alternatives to the automobile, and complement the pedestrian-oriented village concept.

Policy 25.K.1. Promote the development of public parking facilities to encourage day use of under-utilized areas.

Action 25.K.1.a. Work with the LTC, Caltrans and the USFS to improve parking facilities near appropriate day-use areas and near backcountry trailheads.

Policy 25.K.2. Work to educate visitors and residents of the importance of legally parking their vehicles and using alternative modes of transit.

Action 25.K.2.a. Work with Caltrans, the USFS, June Mountain Ski Area, and local civic organizations to enhance the Kiosk/Visitor Bureau that will, among other things, develop and distribute information on parking and transit alternatives.

Policy 25.K.3. Promote the construction of off-street public parking facilities adjacent to commercial areas.

Action 25.K.3.a. Promote the acquisition of lands for parking facility construction. Link the construction of parking lots and the connector road. First attempts to acquire parking areas should be from "willing sellers."

Action 25.K.3.b. Where feasible, promote the construction of small-public parking facilities rather than a large parking facility, in order to provide close, convenient parking for more businesses.

Action 25.K.3.c. Parking areas should provide convenient access to the Village and should be constructed in close proximity to SR 158.

Action 25.K.3.d. Consider establishing a parking district, which would allow for off-site parking for commercial and residential uses in the June Lake Village.

Action 25.K.3.e. Design parking areas to minimize potential visual impacts and to blend harmoniously into the existing built environment. Parking areas should incorporate the use of existing natural vegetation, site topography, and landscaping to visually break up paved parking areas.

Action 25.K.3.f. If a parking area is constructed in the area east of the Village on National Forest land south of the June Lake campground, it should be designed to minimize potential visual impacts. This parking area would be located at the Village's gateway and would be highly visible to the visiting public. It would also provide visitors with the first impression of June Lake's commercial district and built environment.

Action 25.K.3.g. Parking areas, particularly those located along SR 158, should be designed to minimize areas of non-activity or holes in the business district. Open public space such as a small plaza with benches and landscaping should be located along SR 158, and parking areas should be located behind public areas.

Action 25.K.3.h. Incorporate shuttle bus facilities such as covered waiting areas and bus turnaround/turnout areas into the parking areas.

Action 25.K.3.i. Investigate the potential for funding community parking areas through mechanisms such as grants, development mitigation funds, bond issues, state transportation funds or parking districts.

Policy 25.K.4. Continue to monitor and refine the County parking requirements that provide greater flexibility for the June Lake Village. Require new developments to meet Mono County parking requirements.

Action 25.K.4.a. Use the Planning Permit process to ensure that development meets County parking standards.

Action 25.K.4.b. If meeting on-site parking standards is unfeasible, require developers to provide off-site parking in accordance with the Mono County Land Development Regulations or to contribute to a fund to construct public parking facilities. Exactions will not exceed the sum necessary to construct the development's required number of on-site parking spaces. Work with the community to develop flexible parking requirements for Village businesses.

Policy 25.K.5. Parking areas should be compatible with and not detract from the atmosphere of commercial districts. Facilitate pedestrian use by promoting the construction of new parking areas behind structures or minimizing the visual impacts of parking areas through the use of landscaping or other parking-lot design measures.

Action 25.K.5.a. Through the Planning Permit process work with project proponents to locate parking behind and/or below proposed structures, where applicable.

Action 25.K.5.b. Work with project proponents to improve existing parking areas and the design and construction of new parking areas. Parking lots should be designed to minimize driveway connections to streets, to minimize impacts of spill-over parking lot lighting on neighboring property owners, and to minimize visual impacts by breaking up paved areas with landscape planters or walkways constructed of materials other than asphalt. Walkways should be designed to promote pedestrian use by separating pedestrian space from parking areas through the use of barriers or a change of materials, and through linkages with existing or proposed pedestrian facilities.

Policy 25.K.6. Promote the construction of additional on-site parking and limit on-street parking during winter peak periods.

Action 25.K.6.a. Require single-family homes to provide two parking spaces per residence. This policy shall apply to all construction that expands the habitable space of an existing single-family home.

Action 25.K.6.b. Work with the community to identify possible parking restrictions for the winter season that limit or prevent on-street parking and promotes the construction of additional on-site parking spaces.

Policy 25.K.7. Encourage the June Mountain Ski Area to provide demand-responsive shuttle bus service to reduce the need for on-site parking at the mountain base and to provide patrons with an alternative to driving.

Action 25.K.7.a. Work with partners such as the USFS, ESTA and June Mountain Ski Area to provide transit service between Mammoth Lakes and June Lake.

Action 25.K.7.b. Encourage the June Mountain Ski Area to provide for alternative parking during peak periods.

Policy 25.K.8. Limit patrons of the June Mountain Ski Area from parking along SR 158.

Action 25.K.8.a. Work with Caltrans, June Mountain Ski Area, the California Highway Patrol (CHP), and other relevant entities to develop a traffic-control/parking plan that minimizes traffic congestion and safety hazards created by parking along SR 158 on peak days. The plan should explore improved shuttle bus service, peripheral parking combined with shuttle buses, additional signs and traffic control/parking attendants, among others.

Objective 25.L. Promote the construction of enclosed, covered parking to improve June Lake's appearance and lessen the extent of snow removal.

Policy 25.L.1. Promote the construction of covered parking by providing density bonuses when adequate infrastructure is available.

Action 25.L.1.a. Refer to the Mono County General Plan, Development Standards, Chapter 04 - General, 04.100 Density for density bonus regulations.

Policy 25.L.2. Residential and commercial development in Specific Plan areas should provide underground or covered parking with convenient access to pedestrian trails and alternative modes of transit. Density bonuses in Specific Plan areas will apply.

Action 25.L.2.a. Enforce parking requirements through the Specific Plan process.

Objective 25.M. Promote the development of a circulation system that provides safe, reliable year-round access to and around the southern half of the June Lake Loop.

Policy 25.M.1. Mitigate avalanche hazards along SR 158 on the south side of June Lake.

Action 25.M.1.a. Explore using ITS applications to identify recognized avalanche closures.

Policy 25.M.2. Ensure that adequate roadside snow-storage areas are provided in the Village, West Village/Rodeo Grounds, Down Canyon, and Pine Cliff areas.

Action 25.M.2.a. Acquire easements for snow storage in developing areas as a condition of development approval.

Action 25.M.2.b. If determined necessary, designate community snow-storage areas.

Action 25.M.2.c. Work with project applicants, Caltrans and USFS to acquire alternative snow-storage areas, when new development is proposed on properties currently used for snow storage, particularly in the June Lake Village.

Policy 25.M.3. Discourage the construction of grades that may be dangerous under winter conditions and the construction of roadways in avalanche areas unless adequate protection measures are taken.

Action 25.M.3.a. Require that adequate access, as defined in the Mono County Road Standards for June Lake, be provided as a condition of approval for use permits and land divisions.

Action 25.M.3.b. Limit the slope of private driveways to a maximum of 16%; driveways accessing state highways are subject to Caltrans standards.

Policy 25.M.4. Maintain, to the extent possible, the separation of pedestrians and automobiles during winter conditions.

Action 25.M.4.a. Encourage property owners to clear snow from sidewalks during business hours.

Action 25.M.4.b. Initiate snow removal/grooming for priority community pedestrian and Nordic ski paths.

Policy 25.M.5. Work with Caltrans to improve snow-removal operations in the June Lake Village along SR 158.

Action 25.M.5.a. The County should investigate the feasibility of implementing no-parking periods along SR 158 in the Village for snow-removal purposes. These measures should take place for short time periods during non-peak hours and in close coordination with Caltrans. Providing alternative parking during snow-removal periods should be a major consideration in developing this program.

Action 25.M.5.b. The County should support/assist the efforts of local business owners in the Village to work with Caltrans to improve snow removal in the Village.

Objective 25.N. Develop a trail system that enhances recreational opportunities, promotes non-motorized vehicle use and links recreational activity areas with commercial or residential areas.

Policy 25.N.1. Develop a trail system that links recreational activity centers with each other or developed areas with recreational activity areas, consistent with the June Lake Loop Trail Plan/Map.

Action 25.N.1.a. Ensure that future development, particularly in the Rodeo Grounds/West Village Specific Plan areas, provides trail easements that are consistent with and complementary to the trails in the June Lake Loop Trail Plan/Map and that preserve access to adjoining public lands.

Policy 25.N.2. Ensure that maintenance costs are factored into the design of the trail system.

Action 25.N.2.a. Work with the USFS, Friends of the Inyo, other agencies, and community groups to maintain developed trails.

Policy 25.N.3. Work with federal, state and local agencies as well as community groups to acquire funding for the development and maintenance of trails.

Policy 25.N.4. Where feasible, promote Nordic (cross country) skiing on pedestrian trails.

Mammoth Lakes Vicinity/Upper Owens

GOAL 26. Maintain a safe and efficient circulation system.

Objective 26.A. Promote increased safety and the scenic value of the transportation system.

Policy 26.A.1. Support additional mitigation measures to reduce deer collisions, including placement of additional warning signs.

Policy 26.A.2. Protect the scenic values of land adjacent to and visible from US 395.

Action 26.A.2.a. Implement policies in the Visual Resource section of the Conservation/Open Space Element and in the Mammoth Lakes Vicinity section of the Land Use Element.

Long Valley

GOAL 27. Provide and maintain a safe and efficient circulation system in Long Valley while retaining the rural qualities of the area.

Objective 27.A. Provide a coordinated trail system for use by bicyclists, pedestrians, or equestrians.

Policy 27.A.1. Pursue feasibility and local support for development of the following regional trail connections:

- Long Valley to the Convict Lake Road to enable non-motorized travel off US 395;
- Around Crowley Lake on Benton Crossing Road;
- Long Valley to Mammoth Lakes, possibly with a spur to the future Hot Creek Visitor Center; and
- Tom’s Place to Lower Rock Creek Road.

Action 27.A.1.a. Explore the feasibility, opportunities, issues and constraints of each trail segment and consider prioritizing.

Action 27.A.1.b. Seek available funding sources for trail improvements and ongoing maintenance costs.

Policy 27.A.2. Identify, formalize and utilize existing trails and pathways for connectivity within communities.

Action 27.A.2.a. Revisit previous Trails Plan and consider updating and formalizing the existing trail inventory.