



**CIVICWELL**

Transforming Local Vision into Action

Formerly Local Government Commission (LGC)

February 22, 2022

TO: June Lake Citizens Advisory Committee

FROM: Tony Leonard, Project Manager, CivicWell

## **RE: June Lake Loop Active Transportation Plan Project Description**

### **Project Description**

The Mono County Local Transportation Commission (LTC) is developing an Active Transportation Plan (ATP) for the June Lake Loop that will provide a comprehensive set of strategies to ensure better options for biking, walking, and transit along SR 158. Special emphasis will be placed on connections to businesses and recreational areas. Funding for this project is provided through a Caltrans Sustainable Transportation Planning grant and an 11.47% local match from the County.

The County LTC partnered on the Sustainable Transportation Planning grant with the nonprofit CivicWell (formerly Local Government Commission) which has many years of experience engaging community members on these types of planning projects. KTUA was selected through a competitive bid process as the technical consultant team to assemble the Plan.

The project team will obtain public input through a community design charrette process that engages residents and businesses along the corridor. Special efforts will be made to engage residents who can't afford a car or are not able to drive, i.e. children, seniors, and low-income residents. The Plan will evaluate the key issues along the corridor and provide a prioritized list of projects, a toolbox of solutions and conceptual designs, and preliminary cost estimates for pedestrian and bicycle improvements. The Plan will provide the County LTC and the community a blueprint for providing more active transportation options along the corridor. The Plan will also help the County LTC prioritize funding for active transportation.

### **Project Advisory Group**

The June Lake Citizens Advisory Committee (CAC) will be engaged as the Advisory Group for the project. Caltrans staff, staff from County Public Works, and other stakeholders will be invited to participate in CAC meetings related to the project. The Advisory Group will provide a venue for discussion of concepts and how best to

engage the community, especially disadvantaged residents. County LTC staff will work closely with the CAC to develop the agenda for meetings related to the project. The Advisory Group is expected to meet at least two times during the project.

**Project Schedule\***

Milestone	From
Existing Conditions Analysis	February-March 2022
June Lake CAC Meeting #1	March 2, 2022
June Lake CAC Meeting #2	April 6, 2022
Community Design Charrette	Summer 2022
June Lake CAC Meeting #3	Late Summer 2022
Plan Outline	Spring 2021
Draft Active Transportation Plan	Fall 2022
Final Active Transportation Plan	Winter 2022/2023

*\*Schedule is subject to change.*

**Responsible Parties**

**California Department of Transportation (Caltrans):** Caltrans provided funding for this project through a Sustainable Transportation Planning grant and will oversee the grant contract.

**Mono County Local Transportation Commission (LTC):** The Mono County LTC was the lead proposal applicant and will have overall responsibility for the project. Staff will provide project management support, will coordinate with project partners and agencies, participate in community workshops, attend meetings, provide data and policy documents, review consultant products, and direct revisions. Staff will assist with securing facilities for public meetings, stakeholder meetings, and team meetings. Staff will also coordinate with partners to help publicize the project and ensure public participation in all aspects of the planning process.

**CivicWell:** CivicWell will assist with project management and coordination throughout the project. CivicWell will organize the community engagement events, develop publicity materials with local input, provide Spanish translation, and document public input for inclusion in the resulting plan document. CivicWell staff will facilitate community engagement activities including workshops, walkability, and

bicycling assessments. CivicWell partnered with Mono County on a similar planning project funded by a Caltrans planning grant in 2012 to develop a plan for Main Street (US 395) in the town of Bridgeport.

**KTUA:** KTUA will be responsible for all technical analysis, documentation, mapping, and evaluation for the project. KTUA will analyze and document baseline conditions for walking and bicycling along and across the corridor, will actively engage in the public process, will develop design concepts and recommendations to improve safety that respond to input from the community and implementing and overseeing agencies, and prepare the plan document. Their team will also include Central Coast Transportation Consulting (CCTC). KTUA has experience incorporating active transportation, land use and transportation planning, and resource planning practices into their work. KTUA provides planning and design services for projects requiring the integration of urban design and transportation, including pedestrian, bicycle, trail and transit facilities, as well as ADA accessibility.

**Project Contacts:**

**Mono County LTC**

Kelly Karl

[760.924.1809](tel:760.924.1809)

[kkarl@mono.ca.gov](mailto:kkarl@mono.ca.gov)

**CivicWell**

Tony Leonard

916-448-1198 x315

[aleonard@civicwell.org](mailto:aleonard@civicwell.org)

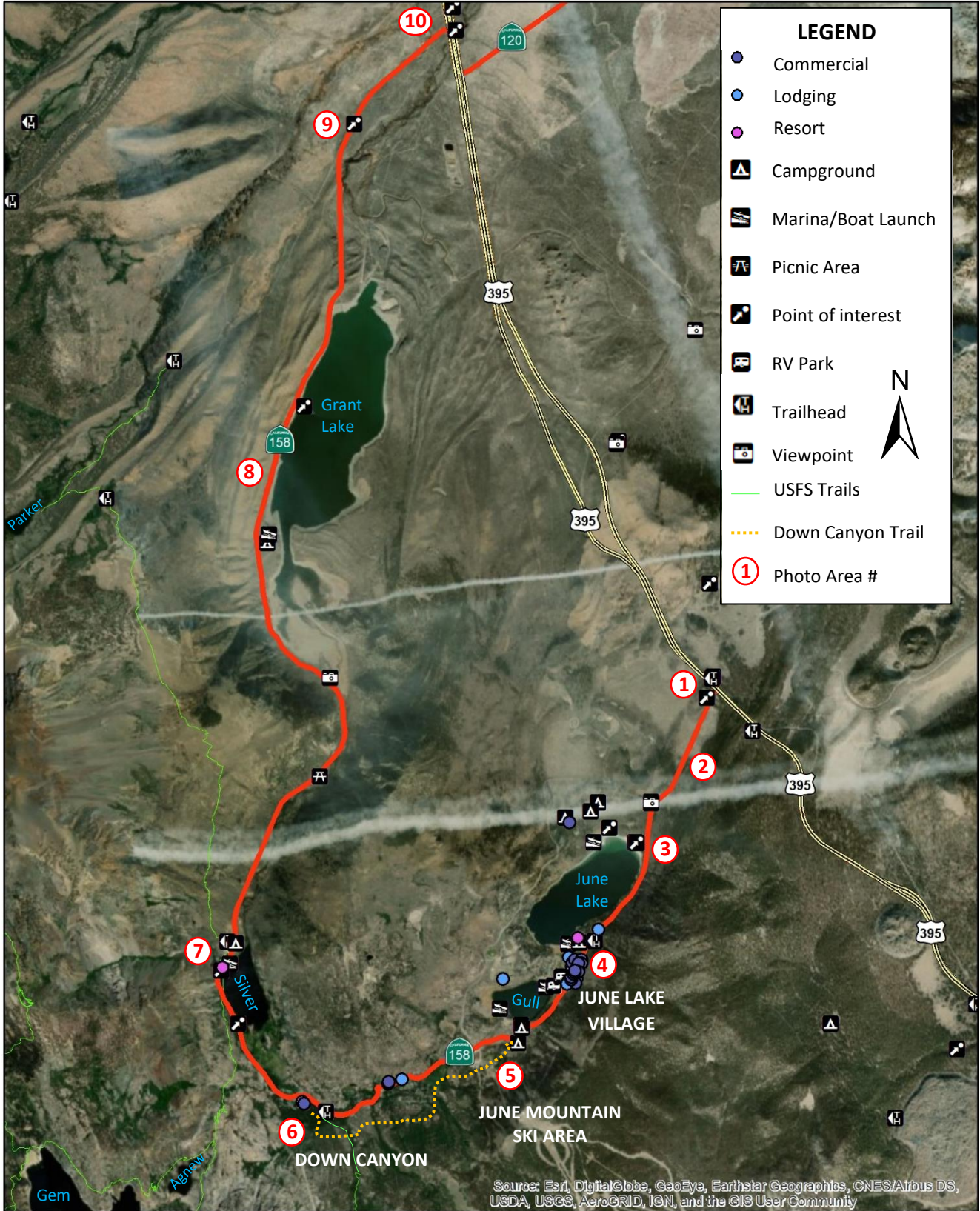
**KTUA**

Jacob Leon

[619-294-4477 x131](tel:619-294-4477x131)

[jacob@ktua.com](mailto:jacob@ktua.com)

# June Lake Loop (SR 158) Project Map



7,700 3,850 0 7,700 Feet



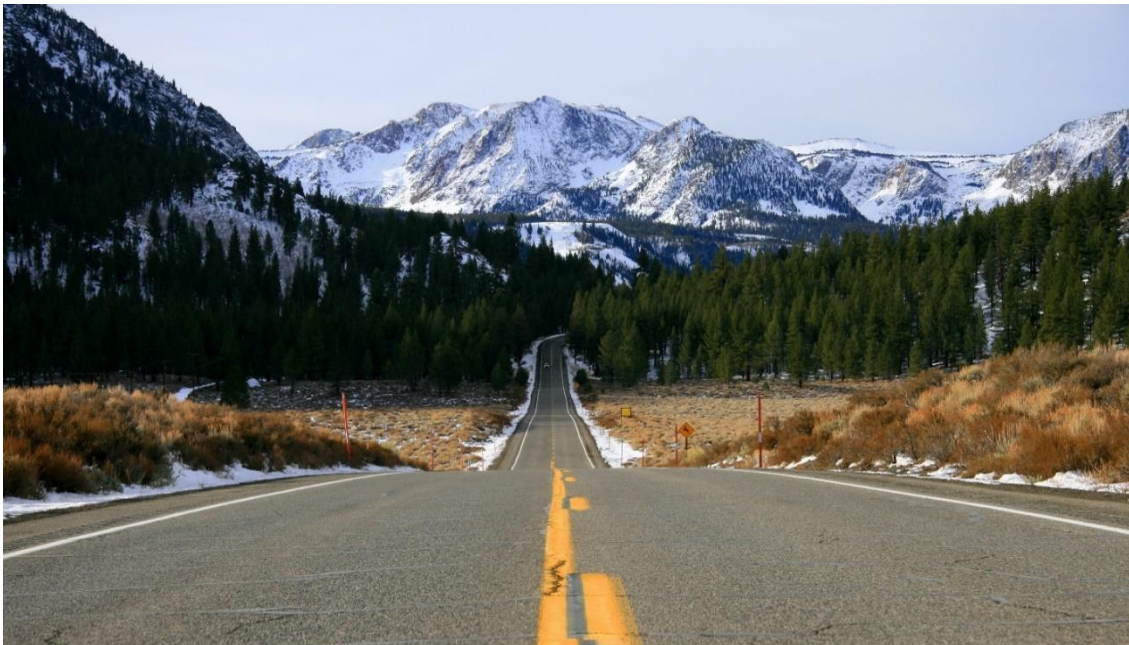
# June Lake Loop (SR 158) Project Area Photos

## Photo Area 1: June Lake Junction



The southern entrance to the June Lake Loop (SR 158) at the June Lake Junction.

## Photo Area 2



Looking west towards June Mountain and the Village. This section of SR 158 has scenic views, wide shoulders, and good sightlines for non-motorized users.

### Photo Area 3: June Lake



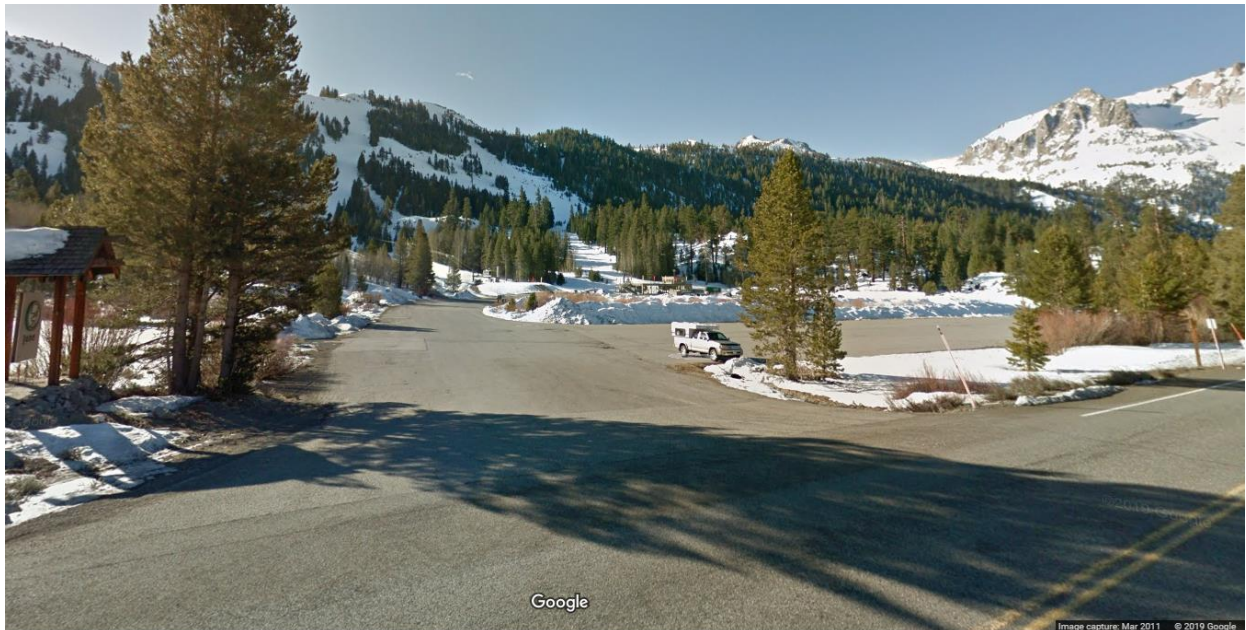
SR 158 along June Lake is topographically constrained and lacks multi-modal features for non-motorized users. Photo by Alicia Vennos, Mono County Tourism.

### Photo Area 4: June Lake Village



June Lake Village would benefit from improved sidewalks and pedestrian crossings, bicycle-friendly design features, and parking facilities to encourage visitors/locals to explore the area on foot or bike.

## Photo Area 5: June Mountain Ski Area



June Mountain Ski Area is a major destination on the SR 158 and lacks non-motorized connection to June Lake Village and Down Canyon.

## Photo Area 6: Down Canyon

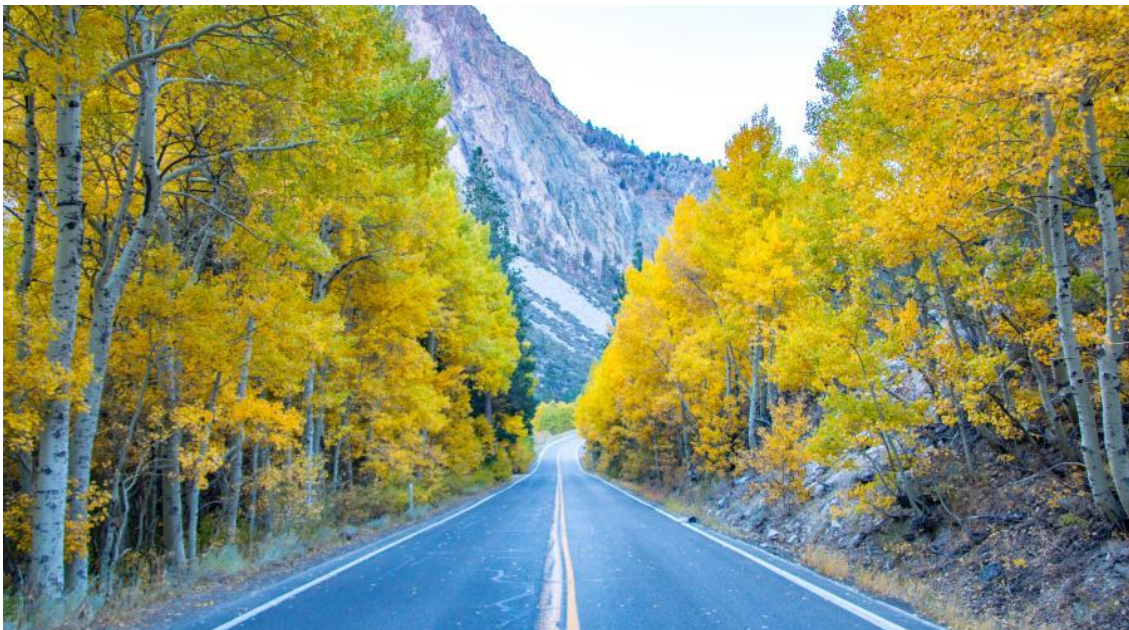


Topographical constraints and lack of multi-modal connections between major destinations for non-motorized users in Down Canyon encourages motorized travel in this area.



SR 158 at the intersection with Yost & Fern Lake Tailhead in the Down Canyon area. Absence of non-motorized connections between residential, commercial, and recreational destinations in this area unnecessarily encourages motorized travel.

### Photo Area 7: Silver Lake



Typical fall color display on SR 158 between Down Canyon and Silver Lake. The Loop is a fall color destination that would benefit from multi-modal features and connections that could encourage “leaf peepers” to explore on foot or bike. Photo by Jeff Simpson, Mono County Tourism.





Looking south from the Silver Lake Resort. Silver Lake is surrounded by steep topography and numerous recreation destinations which currently lacks multi-modal features and connections.

**Photo Area 8: Grant Lake**



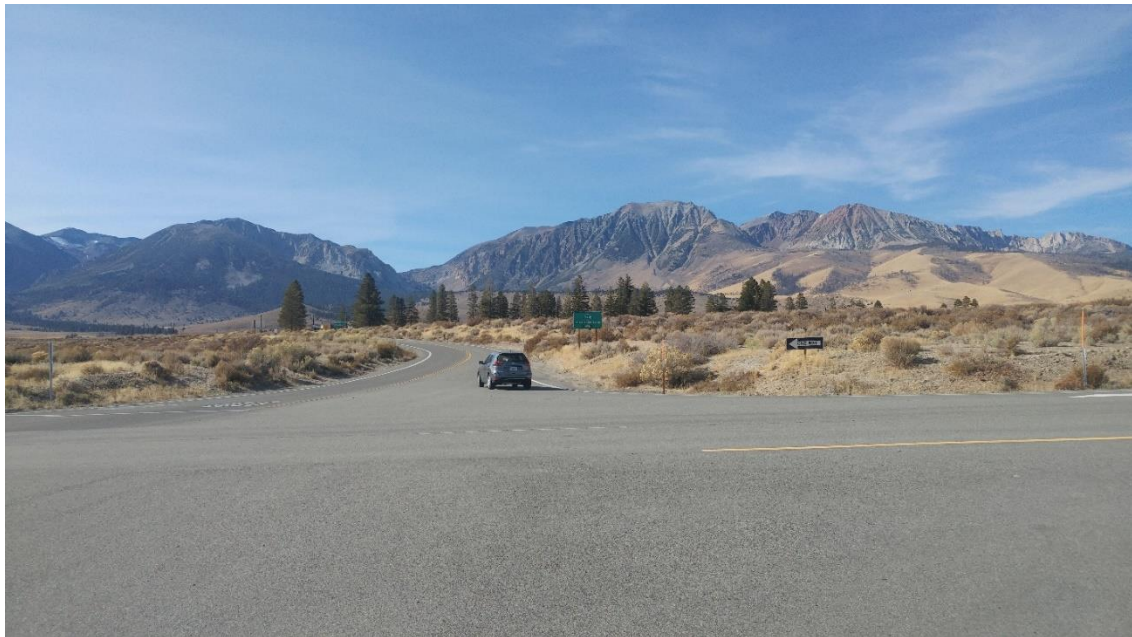
Grant Lake is a popular destination for biking, fishing, boating, and camping that would benefit from bicycle-friendly design features on SR 158.

## Photo Area 9



Looking south near SR 158's intersection with the Parker Lake Road. Parker Lake Road is the main access point for the Parker Lake and Bloody Canyon Trailheads. The addition of bicycle-friendly features could help encourage non-motorized exploration of this area.

## Photo Area 10



The northern junction of SR 158 and US 395 is characterized by sweeping scenic views and relatively flat topography.