Town of Mammoth Lakes
Draft General Plan Mobility Element

October 10, 2011

Mammoth Lakes
CALIFORNIA

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

ACKNOWLEDGEMENTS

MAMMOTH LAKES TOWN COUNCIL

Jo Bacon, Mayor

Matthew Lehman, Mayor Pro Tem

John Eastman

Skip Harvey

Rick Wood

MAMMOTH LAKES MOBILITY COMMISSION

Sandy Hogan, Chair

Eric Wasserman, Vice Chair

John Vereuck

Lynda Salcido

Mammoth Lakes Planning Commission

Jay Deinken, Chair

Elizabeth Tenney, Vice Chair

Mickey Brown

Sharon Clark

Rhonda Duggan

Town of Mammoth Lakes Community Development Department

Mark Wardlaw, Community Development Director

Ellen Clark, AICP, Senior Planner

Jessica Morriss, AICP, Associate Transportation Planner

Town of Mammoth Lakes Public Works Department

Ray Jarvis, P.E., Public Works Director

Peter Bernasconi, P.E., Senior Associate Civil Engineer

Haislip Hayes, P.E., Associate Engineer

Special Thanks

Special thanks to Mammoth Lakes Trails and Public Access Foundation (MLTPA) for providing public outreach assistance and photos for use in this document.

1 INTRODUCTION

1.1 MOBILITY AND THE TRIPLE BOTTOM LINE

PURPOSE AND FRAMEWORK

The Mobility Element establishes the Town's goals, policies, and actions necessary to achieve a progressive and comprehensive multimodal transportation system that serves the needs of residents, employees, and visitors in a way that is connected, accessible, and safe.

The framework of the Mobility Element reflects two key concepts that are a focus of the 2007 General Plan:

- The Triple-Bottom-Line – The community's social, economic, and natural capital, and
- "Feet-first" Transportation – emphasizes and prioritizes non-motorized travel first, public transportation second, and vehicle last.

Based on this framework, the Mobility Element will guide investment and decision-making for transportation and accessibility improvements to the Town's system of roads, sidewalks, paths, bike lanes, trails, parking, and public transit, setting the course for the next twenty years.

Many of the Mobility Element's recommendations incorporate emerging and practical transportation and land use principles that are being used by other communities, but are tailored to reflect the unique qualities of Mammoth Lakes and the high expectations of its residents, visitors, and employers.

The Triple-Bottom-Line *is an overarching concept in the General Plan and all Town planning documents and is used to guide decision-making. Decisions that enhance all three aspects provide the greatest benefit; decisions that enhance two aspects without diminishing the third are also ideal; decisions that only benefit one aspect and diminish the other two are undesirable.*

MOBILITY PRINCIPLES

The principles listed below guide the Mobility Element and help achieve the overarching goals of the Town's General Plan with respect to the triple-bottom-line and "feet-first" transportation.

Complete streets: Serve all users and all abilities

The transportation system should be designed and constructed to provide a well-balanced, connected, and convenient system for all users, whether they are driving, walking, biking, or taking transit, including people with mobility and visual impairments or other special needs.

Safety: A safe system is fundamental

The transportation system must be safe for all users during all seasons and times of day, particularly during the winter when ice and snow contribute to safety hazards. The transportation system must also accommodate the Town's emergency response system.

Environment: Improve air quality, water quality, and slow climate change

Transportation, particularly personal vehicle use, directly impacts the environment, both locally and globally. Vehicles contribute heavily to air pollution and the production of greenhouse gases, associated with climate change, and paved streets and parking areas increase stormwater runoff and impact water quality. Planning for the transportation system should promote integration with land use, efficient management of infrastructure, and "greening" measures to reduce water quality and greenhouse gas impacts.

Management: Transportation infrastructure is an expensive and limited resource

Transportation and parking capacity are valuable assets that must be managed as a limited resource. Strategies that reduce demand and encourage more efficient use of the

existing system should be prioritized over new transportation investments that physically expand infrastructure capacity.

Context-sensitive design: Design follows function, character, and environment

Transportation improvements should be designed and managed within the context of the function and character of the places they serve and should account for the unique environmental circumstances present in Mammoth Lakes.

Public spaces and places: Streets are an important part of "place-making"

Streets, sidewalks, and trails are some of Mammoth Lakes' public spaces, supporting the community's active social and recreational life by connecting people to where they want to go. Streets are one of the largest publicly-owned places, and when appropriately designed, they can function as outdoor "rooms" for people to socialize and recreate. Great streets can define a great community. They are safe and comfortable, encourage community interaction, and are places that people want to be.

Community health: Improving transportation improves health

The transportation system plays an important role in the community's health. Improving transportation has been shown to improve health because it is directly related to air and noise pollution, accident risk, emergency services, physical activity, and other aspects of health including stress and community vitality.

Affordability: Integration of housing and transportation planning can influence affordability

Reducing household transportation costs can make housing more affordable for everyone – especially by allowing families to eliminate a car by providing attractive alternatives to driving and more housing choices near transit.

Economy: Efficient transportation supports a strong economy

A healthy economy requires an efficient and balanced transportation system that optimizes the movement of people and goods and efficiently manages infrastructure and resources. The transportation system must support Mammoth Lakes' business districts and other destinations by improving access for residents and visitors.

MANAGEMENT STRATEGIES

The Town's transportation assets are valuable resources that are not unlimited. Funding for infrastructure improvements, services, and programs often falls short of the community's needs and wants. Effective and efficient use and management of the transportation system, as well as prioritizing transportation investments that provide broad benefit, is essential to providing a sustainable transportation system and contributes to the Community Vision described in the General Plan.

The following sustainable transportation strategies illustrate the importance of integrating and coordinating transportation and land use planning. These strategies are incorporated throughout each section of the Mobility Element and are consistent with the goals, policies, and actions of the General Plan, particularly those related to land use, community design, and neighborhood and district character.

Strategically locate density

As the density of residents and visitors increases in proximity to employment, commercial, and recreational opportunities, the vehicle trip generation and Vehicle Miles Traveled (VMT) declines. Higher residential and commercial density should be strategically located to promote walking, transit use, and the "park once" concept.

Community Vision

"Surrounded by uniquely spectacular scenery and diverse four-season recreational opportunities, the community of Mammoth Lakes is committed to providing the very highest quality of life for our residents and the highest quality of life for our visitors."

Encourage infill development and locate new development near transit

Encouraging and incentivizing development or redevelopment near existing transit and other public services maximizes transportation accessibility and affordability. Residents, visitors, and employees in such areas tend to drive less, rely more on alternative forms of transportation, and enjoy better transportation options than those who live, stay, or work in less accessible areas.

Provide a broad range of housing choices and mixed-use development

Providing a rich mix of pedestrian-friendly land uses, a wide range of housing options, and a variety of development types within walking distance of each other encourages the use of alternative transportation.

Promote urban design principles through transportation and land use planning

Effective urban design can be used as a tool to reduce motor vehicle use. Designing safe, vibrant, and attractive streetscapes and places that are well connected and accommodate pedestrians, bicyclists, and transit can draw people out of their cars and promote physical activity.

Manage the transportation system more efficiently and effectively

Implementing strategies that manage the demand on the transportation system, including streets and parking, can result in more efficient use of the system, which can reduce the impacts of motor vehicle use. Encouraging the implementation of Transportation Demand Management (TDM) measures or programs (such as through the Zoning Code), provides a key opportunity to manage transportation demand and to improve strategies as we move forward. Implementation of TDM measures or programs should be encouraged and incentivized for both new development and existing development (businesses, major employers).

Ensure that new development provides community benefits that make Mammoth Lakes a better place to live in and visit

New development or redevelopment must not only preserve and highlight the character of Mammoth Lakes, but it must also contribute its fair share toward community benefits if requesting discretionary development in excess of Town standards. Community benefits include facilities, amenities, and features provided directly, or in the form of financial contribution, above and beyond those that would otherwise be required through applicable planning processes and development standards.[1]

Mitigate development impacts through payment of fees or by building capital improvements

New development is required to mitigate its fair-share of certain impacts to public infrastructure and services, including impacts related to streets, sidewalks, transit, or parking. Developers may either pay mitigation fees that will fund capital improvement projects and programs or directly provide the necessary capital improvements and programs.

Tailor management strategies to neighborhoods and districts

While it is important that the entire Mammoth Lakes transportation system is integrated and coordinated, it is also necessary to consider the unique issues, opportunities, and needs of each district. Commercial and visitor-oriented districts have different transportation issues and needs and may offer different opportunities than residential districts, such as the ability to implement assessment districts to fund maintenance and capital improvements. New development provides opportunities to address the transportation needs of a district, while furthering town-wide goals.

[1] Refer to Town of Mammoth Lakes Municipal Code Title 17: Zoning Code, Incentive Zoning.

Provide convenient and easy access to and from key destinations

While many of Mammoth Lakes' key destinations (schools, entertainment, recreation or employment centers) are centrally located and within walking distance of residential neighborhoods, the existing transportation infrastructure generally does not support convenient or easy access to and from these areas. New development provides an opportunity to remove physical barriers and improve pedestrian and bicycle connectivity, such as by providing mid-block connectors to break up large blocks.

Measure success

Transportation is a set of investments to help us achieve Mammoth Lakes' community goals and we should regularly measure how well the transportation system is meeting those goals. The success of our transportation system is central to our quality of life, our health, our economy, and our local character. Where "Levels of Service" are defined and measured, they should include not only traditional measures of delay and convenience for drivers, but also quality of service and user experience for pedestrians, bicyclists, and transit users. Measurements should speak to all the ways our transportation system supports the larger goals of the community, including climate protection, public health, the economy, and housing affordability.

2 BACKGROUND AND CONTEXT

2.1 EXISTING STATE OF THE TRANSPORTATION SYSTEM

SETTING AND CONTEXT

Mammoth Lakes is a destination resort community located in Mono County in the Eastern Sierra region of California. The Town's municipal boundary encompasses approximately 24 square miles; however, all but approximately 4.0 square miles of this, defined by the Town's Urban Growth Boundary (UGB) [2], are public lands administered by the United States Department of Agriculture Forest Service, Inyo National Forest (USFS). The UGB serves as an effective growth management tool for the Town, limiting development and preserving the natural environment.

Mammoth Lakes sits at an elevation of approximately 7,800 to 8,300 feet and the surrounding mountains rise to elevations close to 12,000 feet. As such, the topography can vary significantly in different areas of the community, which presents a challenge for the planning, design, and construction of transportation infrastructure, and can sometimes make non-motorized travel more difficult, particularly for those with limited mobility.

Mammoth Lakes averages 300 days of sunshine each year. Summers are pleasant, with average high temperatures between 75 and 80 degrees and mostly clear, sunny days. The winter months typically include extensive and frequent snowfall that averages upwards of 400 inches annually and cold temperatures (high temperatures between 30 and 40 degrees

[2] The UGB is split into two non-contiguous areas. The main UGB surrounds the Town's residential and commercial development and has an area of 4.0 square miles. Another UGB surrounding the airport has an area of 0.3 square miles. Area for all boundaries was calculated using the Town's GIS database.

and lows between 10 and 20 degrees), which commonly result in icy conditions on roadways and sidewalks.

Mammoth Lakes is the primary employment center of Mono County and generates the majority of the property and sales tax in the County. The local economy is driven by recreation-based tourism, with visitors and residents alike drawn to the area's spectacular natural setting and summer and winter outdoor recreation opportunities, including the Mammoth Mountain Ski Area (MMSA), the Devils Postpile National Monument, and the Inyo National Forest.

According to data collected from the most recent census, the Town has a year-round population of approximately 8,200; however as a popular destination-resort, there are frequent periods of high-visitation that can bring the population near 35,000 or more.[3]

There are approximately 9,600 existing housing units in Mammoth Lakes. Approximately 51.7 percent of these housing units are dedicated to seasonal, recreational or occasional use, reflecting the popularity of Mammoth Lakes as a location for second-home ownership.[3] This trend has an impact on housing affordability, since housing prices are driven by relatively affluent second-home buyers; the rental market is also affected by the higher prices commanded for seasonal and nightly rentals of homes and condominiums. Additionally, many local residents work in the service sector, creating a considerable gap between housing affordability and housing costs.[4] The high cost of housing underscores the need to provide affordable transportation options in the community, particularly for those who may not be able to afford a car or are unable to drive.

These physical, environmental, and economic conditions create unique challenges in terms of operating, maintaining, and planning for all modes of the transportation system. Abundant winter snowfall and icy conditions, significant topography changes, large

Local Economy. *Recreation-based tourism is the foundation of Mammoth Lakes' local economy.*

[3] U.S Census Bureau, 2010 Census
[4] Town of Mammoth Lakes Housing Element 2007-2014.

fluctuations in daily and seasonal traffic volumes related to tourism, and economic conditions related to jobs and housing, all contribute to this unique environment and impact a number of aspects of the transportation system, including safety, level of service, accessibility, affordability, and infrastructure design and construction.

PLANNING AREA AND SCOPE

As an Element of the General Plan, the planning area for the Mobility Element is consistent with the planning area established in Figure 1-1 of the General Plan Final Environmental Impact Report. However, in general the Mobility Element focuses on the transportation system within the Town's UGB, although connectivity to areas outside of the UGB, including adjacent public lands and other regional transportation systems are considered, including air service. The Mobility Element documents existing conditions, identifies issues and needs, and provides recommendations and priorities for all modes of the transportation system.

Although the Mobility Element is a tool that can be used to guide development of the transportation system in the future, the Town, community, and partners must periodically re-evaluate the findings and recommendations in this document as growth and development occurs. The Mobility Element should also be consistent with and guide other infrastructure planning, financing, and implementation documents, such as the Capital Improvement Program (CIP), the Public Facilities Financing Plan (PFFP), the Regional Transportation Plan (RTP), and others.

JURISDICTIONAL PARTNERSHIPS

The Town of Mammoth Lakes, the California Department of Transportation, and the Inyo National Forest are the primary agencies that have jurisdiction within the defined planning area and immediate surrounding area.

Town of Mammoth Lakes (Town)

The Town is the primary jurisdiction responsible for planning, funding, programming, and implementing all components of the transportation system described in the Mobility Element, particularly within the UGB.

California Department of Transportation (Caltrans)

Main Street and Minaret Road north of Main Street are designated as State Highway 203, connecting US 395 to Mammoth Mountain Ski Area and thus serving as a major transportation corridor through Mammoth Lakes. Caltrans is responsible for operations and maintenance of State Highway 203, including signal operation, pavement maintenance, and snow removal. Improvements such as bus stops, lighting, landscaping, and sidewalks built by the Town within the State Highway 203 right-of-way are operated and maintained by the Town through existing encroachment permits.

The Mobility Element also complies with and seeks to implement Caltrans Deputy Directive DD-64-R1, "Complete Streets: Integrating the Transportation System" by planning for a comprehensive transportation system that serves all users, whether they are driving, walking, biking, or taking transit.

Inyo National Forest (USFS)

Mammoth Lakes is a hub for access to an array of year-round outdoor recreational opportunities, many of which occur on public land administered by the USFS. With this, the Town and the USFS maintain a strong partnership to support and improve access to public lands, working together frequently to plan and implement multimodal transportation planning and capital projects. The Town currently maintains several miles of paved multiuse paths on national forest land under a Special Use Permit.

OTHER AGENCY AND ORGANIZATIONAL STAKEHOLDERS

Eastern Sierra Transit Authority (ESTA)

ESTA, which was established in November of 2006 and began operations in July of 2007, provides public transit service under contract for the Town, the City of Bishop, and Mono and Inyo Counties.

Great Basin Unified Air Pollution Control District (GBUAPCD)

The GBUAPCD is a California regional government agency that was formed under a joint powers agreement between the counties of Mono, Inyo, and Alpine. The GBUAPCD's mission is to protect the people and the environment within its jurisdiction from the harmful effects of air pollution by enforcing Federal, State and local air quality regulations.[5]

Currently, Mammoth Lakes has been designated a nonattainment area with respect to Federal and State air quality standards for particulate matter under 10 microns (PM_{10}). Mammoth Lakes typically experiences higher levels of PM_{10} in the winter due to increases in the seasonal resident and visitor population and the associated increases in PM_{10} emissions from wood burning stoves/fireplaces and road dust and cinders from vehicle traffic.

Although PM_{10} pollution has decreased significantly since the adoption of the Town's air quality ordnance in 1990, contributing to far fewer violations of the Federal PM_{10} standard, the Town continues to experience several days each year where the more stringent State PM_{10} standard is violated.

Additionally, Mono County (and Mammoth Lakes) is designated a nonattainment area for the State Ozone (O_3) standard. O_3 is produced when certain compounds exhausted from

[5] Great Basin Unified Air Pollution Control District Mission Statement, http://www.gbuapcd.org

internal combustion engines interact in the presence of ultraviolet sunlight. High O_3 levels in Mammoth Lakes are most common during the summer, and violations of the State standard are caused by transport of O_3 from the central portion of the San Joaquin Valley.[6] While both PM_{10} and O_3 violations have decreased in recent years, further reductions of these air pollutants can occur through implementation of improved multimodal transportation facilities and services.

Mammoth Lakes Trails and Public Access (MLTPA)

MLTPA is a 501(c)3 non-profit organization that advocates for, initiates, facilitates, and participates in the planning, implementation, and stewardship of a system of four-season trails and public access in Mammoth Lakes and the immediate Eastern Sierra.[7]

Since MLTPA was established in 2007, the organization has worked closely with the Town and other jurisdictions, including the USFS and Mono County, to plan for and implement trail system improvements that would increase or enhance access to recreation opportunities on public lands.

Mammoth Mountain Ski Area (MMSA)

MMSA, which operates the Mammoth Mountain Ski Resort and Tamarack Cross Country Ski Center, is one of the largest privately-owned visitor attractions and the largest employer in Mammoth Lakes, particularly during the winter months. Increases in visitation associated with winter recreation impact the transportation system heavily, including roadways, transit service (operated by both ESTA and MMSA), parking, and air service.

[6] General Plan Final Environmental Impact Report, 4.2 Air Quality, page 4-23; Mono County Regional Transportation Plan, 2008, page 4

[7] Mammoth Lakes Trails and Public Access Mission Statement, http://www.mltpa.org/about/vision_mission

Moving visitors, employees, and residents to and from MMSA's recreation facilities efficiently and effectively during the winter months is an important objective of MMSA and the Town. For this reason, MMSA, the Town, and ESTA work together frequently to address transportation issues and plan for future improvements, including transit service.

Mono County Local Transportation Commission (MCLTC)

The MCLTC is the designated Regional Transportation Planning Agency for Mono County and includes members from the Mammoth Lakes Town Council, Mono County Board of Supervisors, and the director of Caltrans District 9.

The MCLTC's primary duties consist of preparation and adoption of the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), administration of Transportation Development Act funds, and allocation of Transportation Enhancement Activities funds.[8]

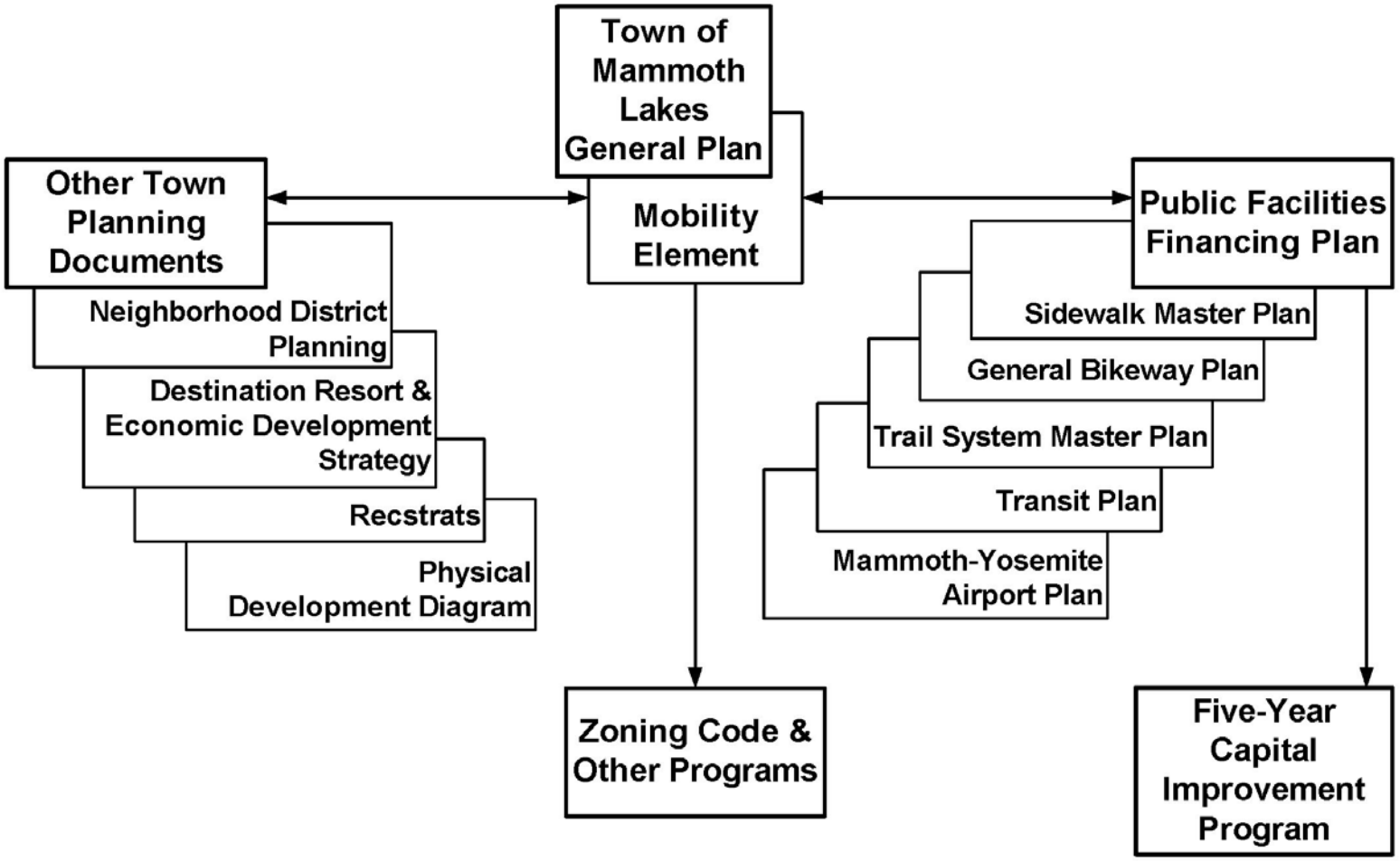
Town transportation planning and capital projects and programs are consistent with and implement RTP goals and objectives. Many Town transportation initiatives are funded through monies received from the MCLTC, including the preparation of the updated Mobility Element.

RELATIONSHIP TO OTHER PLANNING DOCUMENTS

The Mobility Element is compatible with and advances the goals of a number of previous and ongoing Town work efforts, studies, and planning and policy documents. This section describes these key efforts and documents and their relationship to the Mobility Element, which is also illustrated in Figure 2-1.

[8] Mono County Local Transportation Commission, http://www.monocounty.ca.gov/cdd%20site/LTC/ltc_home.html

FIGURE 2-1: MOBILITY ELEMENT RELATIONSHIP TO OTHER PLANNING DOCUMENTS



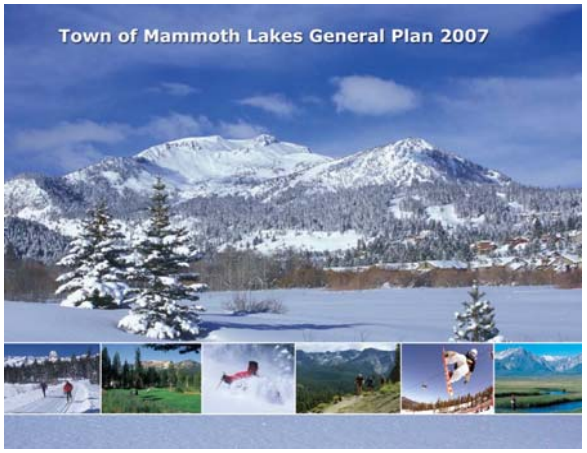
Town of Mammoth Lakes General Plan, 2007

The 2007 Town of Mammoth Lakes General Plan includes eleven elements that guide conservation, growth, and development within the Town. As one of the eleven elements, the Mobility Element relates directly to, and is consistent with, all other elements of the General Plan (Government Code Section §65300.5). This consistency is necessary because the goals, policies, and actions of the Mobility Element have a direct impact on the physical, social, and economic fabric of the community, the "triple-bottom-line." Appendix C contains an excerpt from the "Update to the General Plan Guidelines: Complete Streets and the Circulation Element," which provides an outline of General Plan Circulation Element (Mobility Element) requirements.

Additionally, the Mobility Element is closely correlated with and supports the goals and policies of the General Plan Land Use Element, and includes information on the general location and extent of existing and proposed major thoroughfares, transportation routes, and other local transportation facilities (Government Code Section §65302(b)). In turn, the Land Use Element is supported by the community's transportation system and the plans, projects, and proposals for improvement of that system.

Government Code Section §65302(b) also requires data and policies related to other circulation system components, such as water, sewage, storm drainage, and other public utilities, to be addressed in the General Plan, typically in the Mobility Element. However, these components are not included in the Mobility Element at this time, but are instead incorporated into other General Plan Elements and will be updated through ongoing updates to the General Plan.

Additionally, Government Code Section §65302(b)(2)(A) and (B) requires the Mobility Element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. The statute defines "all users" as "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors." This requirement was established as part of Assembly Bill 1358, which is referred to as the "California Complete Streets Act," as



2007 Town of Mammoth Lakes General Plan. *The Mobility Element relates directly to, and is consistent with all other elements of the General Plan.*

well as Caltrans Deputy Directive DD-64-R1, "Complete Streets: Integrating the Transportation System."

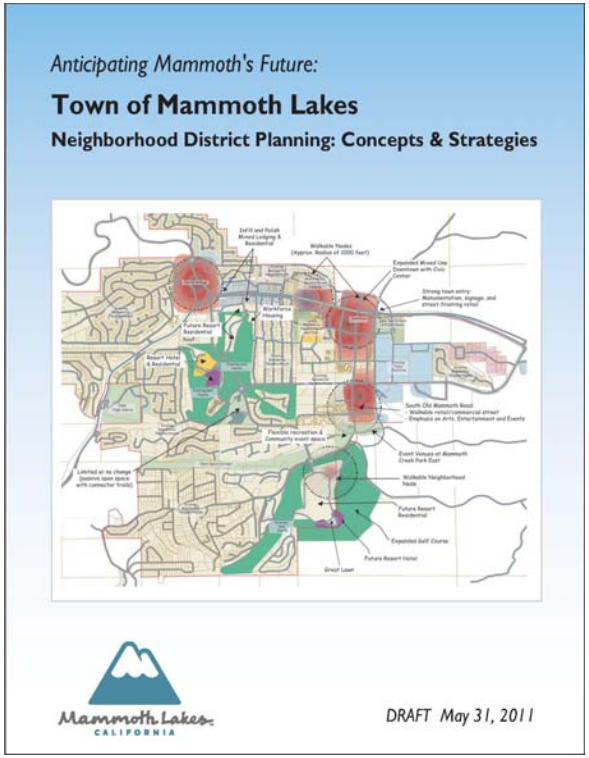
Neighborhood District Planning, 2007 – 2011

The General Plan requires "District Planning and focused studies for special areas and sites within the community to aid future planning." (Land Use Policy L.1.D) To implement this policy, the Neighborhood District Planning (NDP) process was developed and has been used to successfully evaluate the needs of various neighborhood districts, as well as major land use development applications, through extensive community-based input and analysis.

Since 2007, the Town has completed NDP processes for many of the core districts of Mammoth Lakes, resulting in a series of accepted and consensus planning concepts and strategies, including some that relate to the town as whole, and others which reflect place-specific planning concepts for individual districts. The overall townwide district planning concept is illustrated in Figure 2-2.

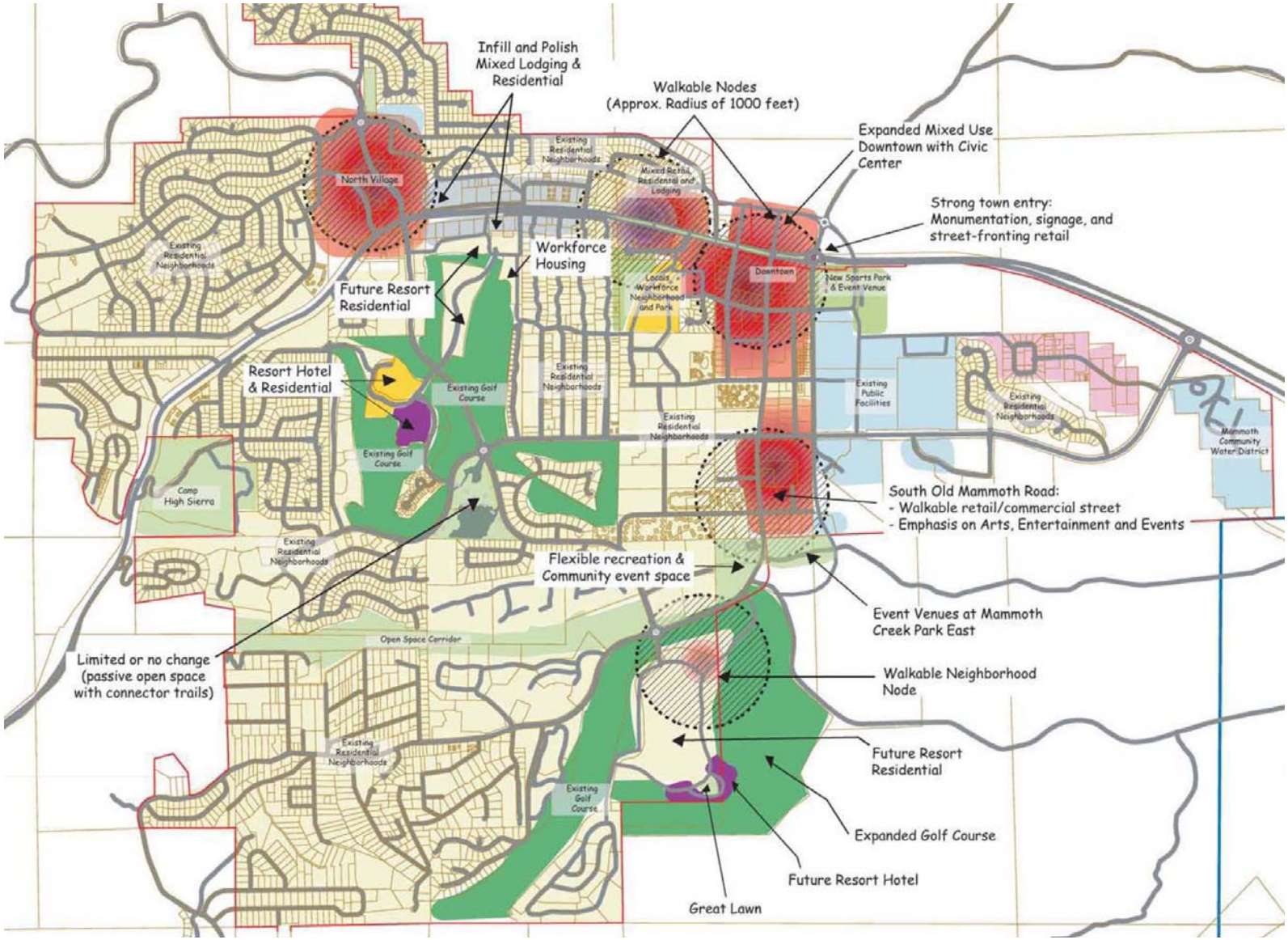
Transportation and mobility were a major focus of all the NDP processes. Discussions about transportation included the identification of issues, opportunities, and constraints, evaluation of alternatives, and development of recommendations and implementation tasks for the overall transportation system, as well as on a district level.

Each of the NDP processes included or emphasized strategies to enhance mobility throughout the community by balancing vehicle, pedestrian, bicycle and transit modes, providing improved connectivity to local recreational nodes and regional transportation systems, implementing a well-designed and cohesive wayfinding system, and constructing an expanded network of "complete streets" to distribute traffic and provide a more-fine grained block pattern. These concepts and strategies, as well as many of the recommended multimodal infrastructure improvements, are reflected in the Mobility Element.



2011 Neighborhood District Planning: Concepts & Strategies *represents the overall townwide integration of the accepted and consensus district planning concepts and strategies.*

FIGURE 2-2: TOWNWIDE DISTRICT PLANNING CONCEPT



Zoning Code Update, 2010 - 2011

During the 2010-2011 Fiscal Year, the Town completed a comprehensive update to the Zoning Code (Title 17 of the Municipal Code). The draft Zoning Code Update includes revised development standards and requirements intended to implement the goals and policies of the 2007 General Plan, as well as the recommendations of the completed NDPs. The draft Zoning Code will then undergo California Environmental Quality Act (CEQA) review prior to adoption.

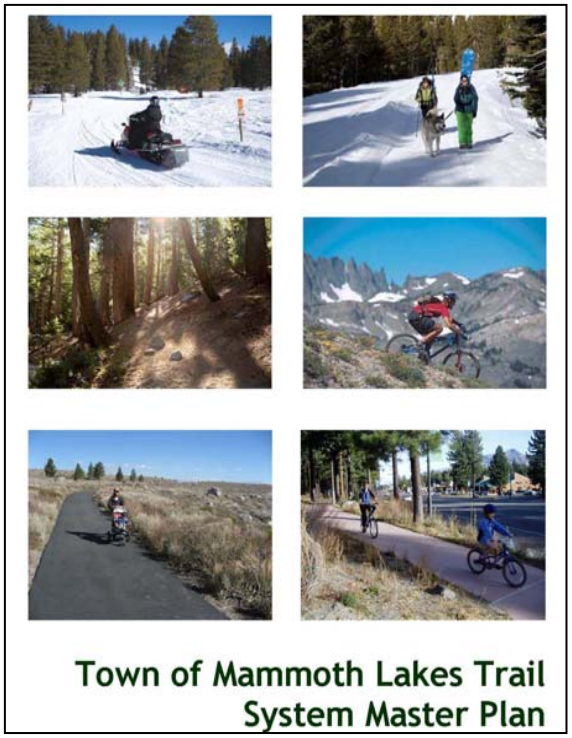
The updated Zoning Code will implement many of the goals, policies, and actions of the Mobility Element with regard to developing a sustainable transportation system that is integrated with land use. Among other updated development standards, the Zoning Code Update includes revised parking and loading standards, as well as revised land use regulations that encourage "feet-first" mobility.

Trail System Plan, 1991; Draft Trail System Master Plan, 2009

The Trail System Plan was first adopted in 1991 and was largely focused on the creation of a paved multiuse recreational path through and around the town with linking segments, termed the "Town Loop." Over the years, the Town has constructed most sections of the Town Loop, although several key gaps in the system still exist.

In 2007, the Town partnered with MLTPA to update the 1991 Trail System Plan and expand its focus beyond the "Main Path." A draft Trail System Master Plan (TSMP) was completed in 2009 and included extensive documentation of existing conditions, in-depth and targeted community engagement, and identification of a comprehensive system of trails and multimodal connections to support recreation and "feet-first" mobility.

The Mobility Element incorporates the recommended trail system network from the draft TSMP, as well as a many of the recommendations concerning other multimodal facilities such as sidewalk and bicycle connections and transit service. The draft TSMP is currently undergoing CEQA review and will be adopted in 2011.



2009 Draft Trail System Master Plan *was an update to the Town's 1991 Trail System Plan. The Plan identifies a system of year-round trails and multimodal connections to support recreation and "feet-first" mobility.*

General Bikeway Plan, 1995 – 2008

The General Bikeway Plan (GBP) was originally developed and adopted in 1995. The GBP is updated and readopted every two years in order to maintain eligibility for Bicycle Transportation Account funding from Caltrans; however, these updates have typically consisted of minor changes. The Mobility Element provides additional bikeway facility recommendations to be incorporated into future updates of the GBP.

Mammoth Lakes Fixed Route Transit Plan, 2002; Transit Plan, 2004

Both the Mammoth Lakes Fixed Route Transit Plan and the subsequent Transit Plan, prepared in 2004, outlined the existing transit service at the time, quantified capital and operational costs, and provided recommendations for improved service. Since the preparation of both these plans, a number of the recommendations have been implemented. The Mobility Element establishes existing conditions for transit service, and provides additional recommendations that will guide future updates of the Town's transit plan.

Mono County Regional Transportation Plan, 2008

The Mono County Regional Transportation Plan (RTP) is prepared by Mono County every four years and describes the integrated system of regional transportation facilities. The document compiles the transportation related goals, policies, and actions for all communities in the region and outlines future infrastructure projects, which are then incorporated into the Regional Transportation Improvement Program every two years. The Mobility Element is consistent with and will guide future updates of the RTP.

Sidewalk Master Plan, 1997 – 2003

The Sidewalk Master Plan (SMP) was originally developed and adopted in 1997 and then updated in 2003. The SMP consists of a single map that defines the location of existing and future sidewalks within the Town's UGB. The SMP recommends placing sidewalks

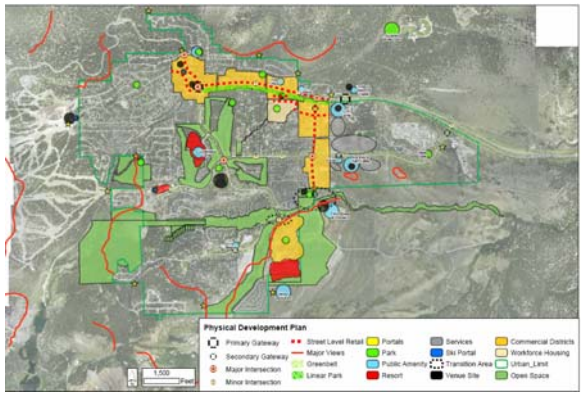
on both sides of most major roadways or in areas with high pedestrian traffic, as well as placing sidewalks on one side of most major collector streets or those that provide access to schools or other major destinations. The Mobility Element provides additional pedestrian facility recommendations to be incorporated into future updates of the SMP.

Destination Resort Community and Economic Development Strategy, 2009

The Destination Resort Community and Economic Development Strategy (DRCEDS) is a three-year strategic and operational plan for the town that implements the General Plan Community Vision to become a premier, year-round destination resort community. Transportation and mobility are a key focus of DRCEDS, which identified completion of the Mobility Element as a necessary component of the Town's overall economic development strategy. DRCEDS recognizes the importance of a "feet-first" transportation system to enhance the resident and visitor experience through improved access to recreation, employment, and entertainment destinations.

Physical Development Diagram, 2006

The Physical Development Diagram, which is included in the 2007 General Plan, represents an initial concept intended to coordinate future land use and transportation projects. Some of the diagram's strategies and/or improvements are reflected in the Mobility Element.



The Physical Development Diagram *served as a concept for future development in the community in the 2007 General Plan.*

RecStrats, 2011

RecStrats, a recreation planning process convened in 2010 and accepted in 2011, explored the needs and interests of the community and other stakeholders with regard to recreation in Mammoth Lakes. The resulting RecStrats document outlines a vision and strategy to implement recreation programs and facilities and to improve recreation access. RecStrats identifies transportation, including improved sidewalks, paths, transit, and signage/wayfinding as a key component of improved recreation access.

Mammoth Yosemite Airport Layout Plan Update, 2011

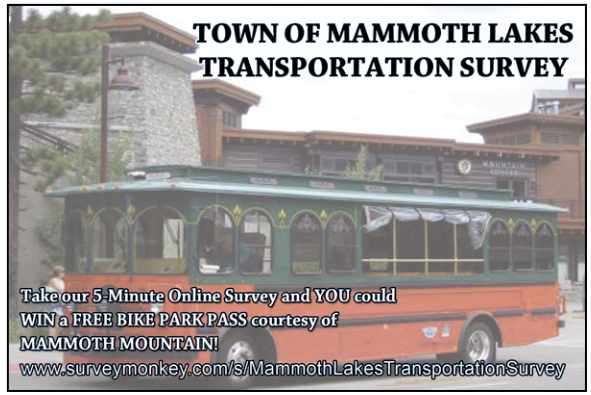
The Airport Layout Plan Update (APLU) provides an overview of existing and anticipated future air service conditions and needs for the Mammoth Yosemite Airport, both in terms of demand and facilities necessary to meet the demand. The Mobility Element references the ALPU and provides general guidance with regard to air service.

PUBLIC PARTICIPATION

Public participation played an important role in the development of the Mobility Element. Broad-based public outreach and community engagement was conducted to solicit feedback and input from the public about mobility issues and needs and to discuss potential solutions and priorities. The Town encouraged participation from all sectors of the community, including permanent residents, visitors, second home-owners, and other agencies and organizations.

A variety of methods to garner input were used. In addition to the NDP processes, in which a substantial amount of transportation related public input was received and analyzed, the Town also provided a series of transportation-specific input opportunities. These included two workshops, one all day open house, two "roadshow" trolley tours of the major transportation corridors, and an internet-based survey. Community members were also invited to provide comments to Town staff through email. More detailed information about public participation and input received during the preparation of the Mobility Element is provided in Appendix A. Appendix B includes detailed information about the promotion and advertising of all public participation opportunities.

Community members *discuss traffic calming options at workshop 2. Public participation was an important component of the preparation of the Mobility Element.*



Transportation survey postcard *distributed to property owners in the Main Street District.*

3 COMPREHENSIVE MOBILITY SYSTEM

3.1 SYSTEM SUMMARY

Chapter 3 outlines the structure of the Town's existing and future multimodal transportation system based on public input, data collection, and analysis conducted over the last several years. The future multimodal transportation system will be progressive and comprehensive and will serve the various needs of residents, employees, and visitors in a way that is connected, accessible, uncongested, and safe.

The following sections provide detailed guidance for each mode, including pedestrian, bicycle, transit, and vehicle. Detailed figures are provided and illustrate existing and recommended future facilities. Each section also includes a series of goals, policies, and actions that establish the framework necessary to address transportation needs and to make positive progress toward creating a sustainable and attractive transportation system. The goals, policies, and actions are also consistent with the overall General Plan concepts of the "triple-bottom-line" and "feet-first" transportation, as well as other General Plan Elements.

COMPLETE STREETS

This section represents the heart of the Mobility Element, synthesizing each section and describing how each component is integrated and balanced with the others. It recognizes that complete streets also provide unique public spaces and the opportunity to enhance the character and quality of life of Mammoth Lakes.

VEHICLE

Vehicles utilize about ten times as much roadway space per person than other modes of transportation, and while they provide unmatched convenience in many respects, they also contribute to the degradation of other aspects of our quality of life. Since paving our way out of congestion is not sustainable or desirable, this section focuses on managing vehicle traffic to balance the needs of drivers with the needs of non-motorized users and to facilitate emergency response.

TRANSPORTATION DEMAND MANAGEMENT

This section describes how to manage the overall transportation system for optimal efficiency and describes tools for reducing vehicle trips and parking demand for new and existing development.

PEDESTRIAN

Walking is the backbone of the transportation system and improving the pedestrian environment should be the primary focus in the pursuit of creating a "feet-first" community. This section seeks to make walking safe and more accessible for everyone, on all streets, during all seasons. It focuses on providing a connected and comprehensive system of pedestrian infrastructure to support community accessibility, recognizing that streets are part of the system of open space and recreation and that walking should be a fun, healthful, everyday activity.

BICYCLE

Bicycling can be an efficient means of transportation within the community and should be encouraged as part of a "feet-first" approach. The bicycle section proposes an interconnected network of bicycle paths, lanes, and routes so that people of all ages and abilities can ride a bicycle for their daily needs, particularly during the non-winter months.

TRANSIT

Transit is a key component of the transportation system in Mammoth Lakes and is the most effective method of moving large numbers of people throughout the community. It has been one of the community's best investments and each year, more of our residents and visitors take advantage of this free service. This section provides guidance about how to further our transit goals and provide better transit service to the community.

PARKING

While the provision of parking is necessary for local businesses, lodging, and residents, it is important to provide and manage parking in an efficient and sustainable way that is consistent with and furthers the community's goals with respect to urban design, stormwater management and water quality, housing affordability, and air quality and greenhouse gas reduction.

3.2 COMPLETE STREETS

The complete streets section of the Mobility Element synthesizes all components of the transportation system, representing a "roll-up" of the existing and future proposed facilities for each mode (depicted in Figure 3-1), which are described in more detail in subsequent sections of this Chapter.

The complete streets section also establishes goals, policies, and actions that apply to the overall transportation system and speaks to the positive effects that improved signage and wayfinding, traffic calming, and snow and ice management may have on system performance and safety.

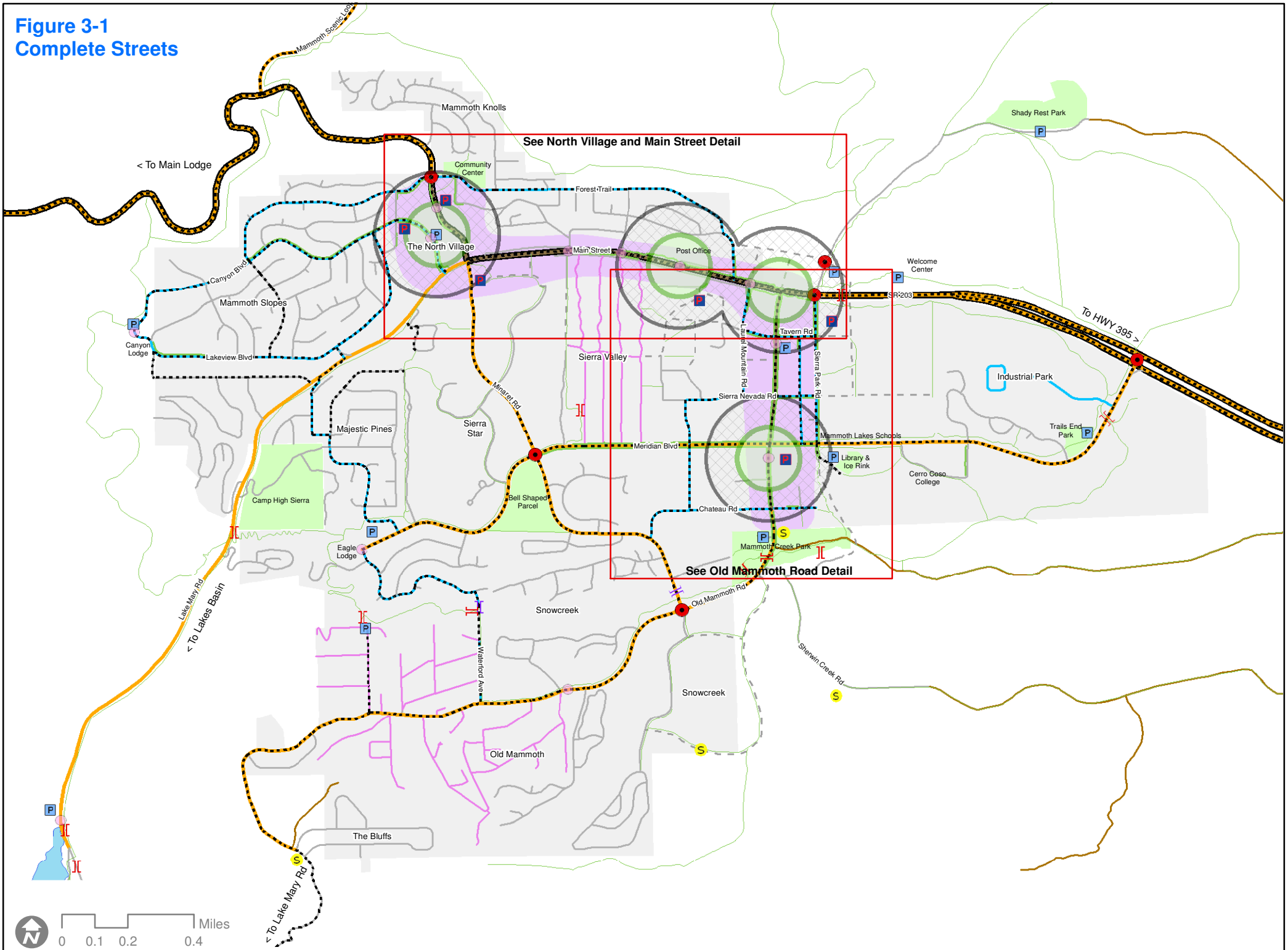
THE COMPLETE STREETS NETWORK

Complete Streets Network Graphic

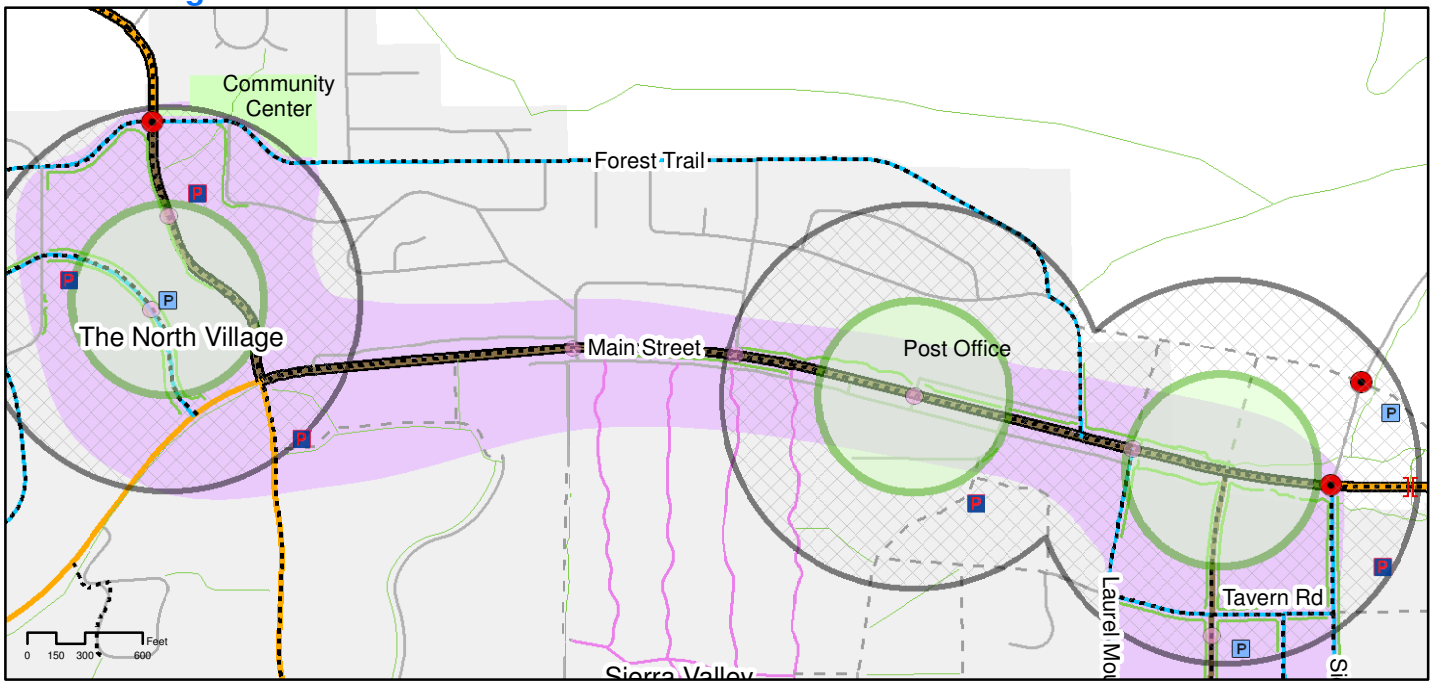
Figure 3-1 illustrates the existing and proposed future infrastructure and facilities necessary to achieve a well-balanced multimodal transportation system that will serve the community for the next twenty years. Increasing the overall capacity of the system, by emphasizing improvements that reduce vehicle trips and focus on "feet-first" travel, will be necessary.

The new infrastructure and facilities that are shown in Figure 3-1, including streets, pedestrian and bicycle facilities, transit and parking infrastructure, and were identified, evaluated, and discussed by the public through various community-based planning processes (refer to Chapter 2, Background and Context). Additional technical analyses, including traffic modeling and Level of Service analyses were performed for roadways and intersections (refer to Section 3.3, Vehicle).

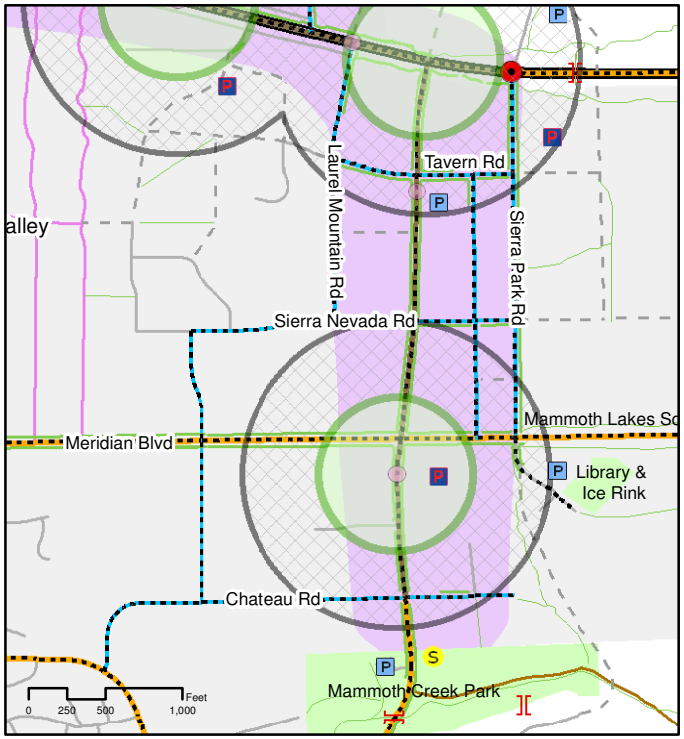
Figure 3-1
Complete Streets



North Village and Main Street



Old Mammoth Road



Lakes Basin

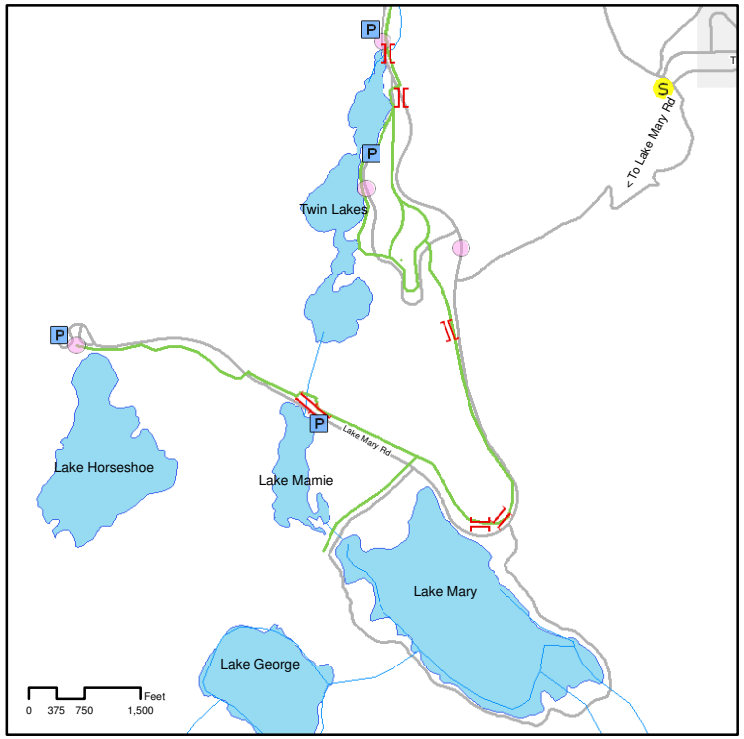


Figure 3-1
Complete Streets
Town of Mammoth Lakes
General Plan Mobility Element

STATE HIGHWAY
State Route 203

ARTERIAL COMMERCIAL
Arterial commercial streets provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes

ARTERIAL
Arterial streets connect the Town's neighborhoods to the commercial districts and recreation portals

COLLECTOR
Collector streets distribute vehicle and multimodal trips from local to arterial streets

LOCAL - SHARED STREETS
Shared streets are typically not wide enough to accomodate seperate zones for people walking, bicycling, parking or driving. Therefore, all users must share the street

LOCAL - CONSTRAINED STREETS
These streets typically have "constrained" right-of-way and pavement width, which generally does not meet Town Standards. All users must share the street

UNIMPROVED STREETS
Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels

PROPOSED STREETS

PRIMARY PEDESTRIAN ZONE
500' walking radius. Highest demand for pedestrian connectivity

SECONDARY PEDESTRIAN ZONE
1000' walking radius. Second highest demand for pedestrian connectivity

PEDESTRIAN ROUTES
Existing and future sidewalks and MUP's

GENERAL PEDESTRIAN ZONE
Destination for pedestrians. Designed for pedestrian connections

BIKEWAYS
Class II and class III on street bike lanes and routes

PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused.

URBAN GROWTH BOUNDARY

EXISTING PUBLIC PARKING

PLANNED PUBLIC PARKING AREA
Parking area will accommodate 50+ parking spaces

PLANNED STAGING AREA
Staging area will accommodate 5-50 parking spaces

PLANNED TRAILHEAD
Trailhead will accommodate 1-5 parking spaces

PLANNED ROUNDABOUT

EXISTING BRIDGE / TUNNEL

FUTURE BRIDGE / TUNNEL

MAJOR TRANSIT STOP

* Information on this map is for planning purposes only

Updated 10/5/11

Signage and Wayfinding

A user-friendly and visible signage and wayfinding system that guides visitors and residents to their destinations is an important component of the overall transportation system. A comprehensive system can contribute to the community's identity and image and promote a sense of welcome, organization, and safety.

Over the last few years, the Town, USFS, and MLTPA have worked in partnership to plan, design, and implement a recreational signage and wayfinding program to support the Mammoth Lakes Trail System (MLTS). The initial implementation phase has included sign installation related to the Lakes Basin Path, a recently constructed 5.0-mile Class I multiuse path that connects the town to the Mammoth Lakes Basin, as well as signage at Mammoth Creek Park, the Mammoth Lakes Welcome Center, and on the Town Loop. Additional wayfinding signage to support the MLTS will be installed as funding becomes available.

The creation of a system of signage and wayfinding for vehicles and pedestrians that complements the recreational component of the overall system is being be pursued by the Town and its partners, and will be implemented as funding opportunities arise.

Snow and Ice Management

Snow and ice management in Mammoth Lakes is an important consideration when planning for the operation and maintenance of the transportation system. With an average of 400 inches of snow annually, it can be a logistical and financial challenge to provide safe, year-round access for all modes of transportation, particularly for pedestrian and bicycle modes. The community has expressed a desire for improved snow and ice management on sidewalks and bicycle facilities. The Town's Snow Management Policy should be updated to reflect this desire and prioritize "feet-first" travel, while maintaining safety and emergency vehicle access.

Signage and Wayfinding *to support the Mammoth Lakes Trail System has recently been installed on portions of the Town Loop and the Lakes Basin Path.*

Additionally, the Town's current use of cinders to increase traction on streets contributes to air quality issues due to the road dust that is created. In order to improve snow management and decrease the associated environmental impacts, the Town should explore innovative strategies, such as the use of alternate traction materials and the integration of geothermal and solar heating infrastructure into new transportation improvements. The development or expansion of assessment districts to provide snow management services should also be pursued.

Traffic Calming and Neighborhood Character

Traffic calming refers to various design features and strategies that can be implemented to reduce vehicle traffic speeds and volumes on a particular roadway in an effort to improve pedestrian and bicycle conditions. Traffic calming measures, if applied in a context-sensitive manner, can enhance residential neighborhoods and streets and complement Mammoth Lakes' small-town character. Implementation of traffic calming measures should be consistent with snow removal operations and emergency access needs, and should avoid causing unintended impacts to neighborhoods and streets.

Prior to implementing traffic calming measures, the Town works with residents to examine the potential benefits and impacts, following the process outlined in the Town's adopted Traffic Management Plan. Examples of traffic calming measures include:

- Road diets (reducing the number and/or width of lanes)
- Roundabouts or traffic circles
- Chicanes (curb "bulges" or extensions)
- Medians or islands
- Speed tables
- Radar feedback speed signs
- Pavement striping or treatments (cobbles, bricks, etc.)
- Landscaping, including street trees and planters

Context-sensitive traffic calming *measures and strategies can reduce speeds while reflecting Mammoth Lakes' small-town character.*

GOALS, POLICIES, AND ACTIONS: COMPLETE STREETS

Goal M.1. **Create a safe and efficient "complete streets" network that is based on "feet-first" principles, accommodates all modes of transportation, and serves all users.**

Policy M.1.1. Plan, design, and construct all new streets as "complete streets" and work to retrofit and/or accommodate "complete streets" infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character.

Policy M.1.2. Provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multimodal access, disperse traffic, improve emergency access, and reduce congestion.

Policy M.1.3. Emphasize "feet-first," public transportation second, and vehicle last in planning the community transportation system.

Action M.1.3.1. Establish design guidelines, management tools, and performance measures for the Town's transportation system that reflect Mobility Element goals and policies and further "complete streets" and "feet-first" concepts.

- Develop design guidelines and management tools for all Town streets, so that each street supports the land uses along it and provides an optimal accommodation for all modes of transportation.
- Develop Level of Service guidelines and California Environmental Quality Act thresholds for pedestrian, bicycle, and transit modes.

- Develop transportation system performance measures, regularly track performance, report results, and adjust resources to address issues and align with community priorities as necessary. Measures should not only consider the performance of the Town's transportation system as whole, but also the performance of each type of street according to its function.
- Use transportation system performance measures to evaluate the contribution of an individual project to General Plan goals and its impact (positive or negative) on the transportation network.

Action M.1.3.2. Develop and implement a townwide wayfinding system to guide visitors and residents to and from their destinations.

Policy M.1.4. Emphasize public safety in the planning and design of the transportation system by balancing timely emergency response with vehicle, pedestrian, and bicyclist safety.

Action M.1.4.1. Work with Mammoth Lakes Fire Protection District and Mammoth Lakes Police Department to plan for and ensure appropriate emergency access and response times.

Policy M.1.5. Reduce conflicts between vehicles and pedestrians through improved access, design, and management, including driveways, frontage roads, and turn lanes.

Action M.1.5.1. Require individual development projects to minimize the width and number of driveways and consolidate existing driveways along arterial roads when feasible and practical.

Action M.1.5.2. Work with Caltrans to improve access management on State Route 203.

Goal M.2. Manage and invest in the transportation system in ways that prioritize flexibility and cost effectiveness and improve the user experience.

Policy M.2.1. When considering transportation investments, consider the lifecycle cost, the potential for future expandability and flexibility, and whether the investment enhances the overall transportation system or just one component. Strive to balance elements that improve the quality of the user experience and the efficiency and capacity of the transportation system.

Policy M.2.2. Recognize quality and maintenance as important priorities and develop Level of Service guidelines to achieve those priorities.

Action M.2.2.1. Maintain all roadways, paths, sidewalks, and trails in a good state of repair and meet defined Level of Service guidelines for each facility type.

Action M.2.2.2. Design and construct new transportation facilities to reduce long-term maintenance costs in a harsh climate.

Goal M.3. Enhance small town community character through the design of the transportation system.

Policy M.3.1. Encourage street design and traffic calming techniques that enhance residential neighborhoods and streets, improve public safety, maintain small-town character, and enhance resort design objectives.

Action M.3.1.1. Monitor and implement traffic calming solutions in residential and commercial areas through measures such as the installation of roundabouts, chicanes, medians, and landscaping, as well as the reduction of the number and width of traffic lanes as appropriate.

Action M.3.1.2. Establish and develop design guidelines for shared streets in residential neighborhoods where rights-of-way are constrained, ensuring autos travel slowly enough to mix with people – including pedestrians and cyclists.

Policy M.3.2. Facilitate implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects.

Action M.3.2.1. Continue to hold traffic management workshops and work with neighborhood groups as necessary to address traffic concerns and explore traffic calming solutions by following the approved traffic management procedures established in the Town's Traffic Management Plan.

Action M.3.2.2. Continue to work with Caltrans to plan and implement traffic-calming measures on State Route 203.

Goal M.4. Improve snow and ice management to enhance public safety and the operation of the circulation system.

Policy M.4.1. Require snow and ice to be managed effectively, in ways that minimize environmental damage while increasing year-round access to streets, sidewalks, paths, bicycle facilities, and transit stops.

Action M.4.1.1. Update the Town's snow management policy to support "feet-first" objectives, while continuing to maintain public safety as the primary priority, by establishing a townwide maintenance, grooming and/or snow removal program for streets, sidewalks, trails, and bicycle facilities to increase year-round accessibility.

Action M.4.1.2. Work with property owners to develop or expand assessment districts in commercial and pedestrian-oriented districts to provide improved snow management and maintenance services in those districts.

Action M.4.1.3. Work with Caltrans to develop an effective snow and ice management plan for State Route 203 that establishes maintenance standards and assigns responsibilities, including standards that will allow all lanes to be open during snow storms and snow removal operations.

Policy M.4.2. Support development of alternative snow removal technologies or methods, such as geothermal, solar, and deicing treatments.

Action M.4.2.1. Explore alternate traction materials for roadways in lieu of cinders and/or explore the feasibility of limiting cinder use to arterials and collectors only. Incorporate snow removal technologies or methods into transportation plans and capital improvement projects.

3.3 VEHICLE

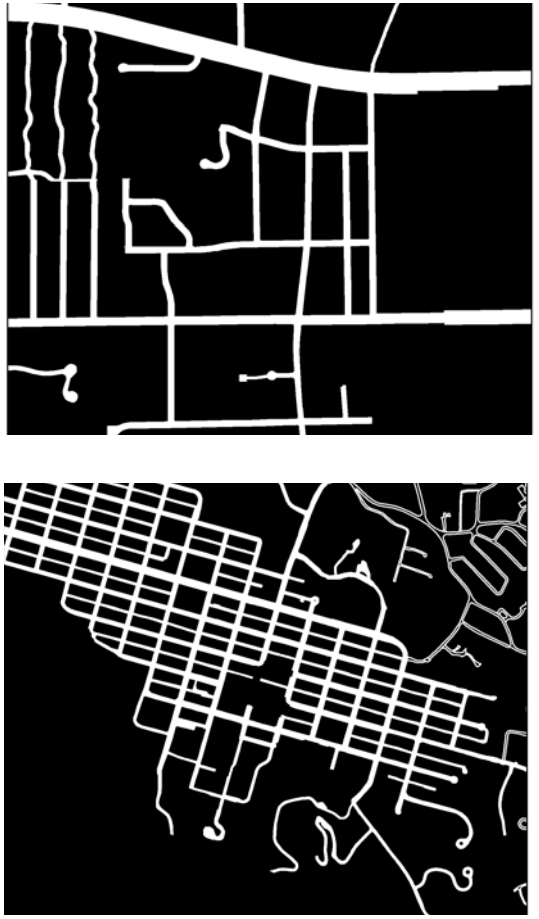
The vehicle section of the Mobility Element describes the existing street network and potential new street connections (depicted in Figure 3-2) necessary to serve current and projected traffic volumes (and maintain Level of Service standards), while balancing other multimodal transportation needs and emergency access. Also established are a series of goals, policies, and actions necessary to achieve these objectives.

THE VEHICLE NETWORK

The street network serves as the structure for the greater transportation network, establishing connectivity between destinations and facilitating emergency access. Currently, Mammoth Lakes lacks a well-defined grid-network of streets. "Superblocks" are common and there are only two primary arterials in the north-south direction (Minaret Road and Old Mammoth Road) and two in the east-west direction (Main Street and Meridian Boulevard).

As it stands, the street network does not function to support existing land use, and presents emergency access and Level of Service challenges. If left unaddressed, it is likely that these issues will become increasingly problematic as the community moves toward the future.

While the community has expressed a desire to not "build" our way out of future transportation issues, it is necessary to consider potential future street connections as part of an overall transportation strategy. Additional street connections would help spread local vehicle traffic, which would increase access, decrease travel time between destinations, and improve LOS. As a rule, any new street connection would be a "complete street," serving all users, whether they are driving, walking, bicycling, or taking transit. As we move into the future, new streets may be constructed as a part of new development projects or by the Town, and would receive project-specific environmental review.



The grid network of streets *in Mammoth Lakes (top) compared to Aspen (bottom) is not well-defined and is comprised of "super-blocks." (Figures depict a 1.0 square mile area)*

Vehicle Network Graphic

Figure 3-2 illustrates the existing street network, potential new street connections, classifications, existing and proposed signalized intersections, and potential new roundabouts. Also depicted are existing and planned public parking areas to serve commercial areas, larger recreational staging needs, and smaller-scale trailheads, which are described more fully in Section 3.7.

New Street Connections

New street connections were originally discussed as part of the Neighborhood District Planning (NDP) process for the Main Street District. Subsequent NDP processes, including the South Districts NDP process, revisited some of the proposed street connections made in the "Downtown Concept for Main Street" and alterations to the proposed future street network were made based on public input, as well as input from other agencies such as the Mammoth Unified School District and Mammoth Hospital. .

The following is a summary description of the potential new street connections or reconfigurations discussed through various NDP processes and analyzed using the Town's updated traffic model:

- Main Street Reconfiguration – The "Downtown Concept for Main Street" envisioned a redesigned Main Street, including the removal of the existing frontage roads and conversion to a four-lane cross-section with a center median and turn pockets. The reconfiguration of Main Street would likely be phased and would occur with new development on Main Street.

- United States Forest Service Property Connections – Provides connections within the USFS lands that are currently used for offices and housing on the north side of Main Street. These connections would provide improved connectivity on the north side of Main Street and would be considered in accordance with potential future USFS development plans.

- Thompsons Way – Creates a new north-south street connection between Main Street and the Sierra Nevada Road Extension, parallel to Sierra Park Road that will provide access to the new County Courthouse, Mammoth Hospital and the schools.

- Tavern Road Extension – Extends Tavern Road to the east, which connects to Thompsons way. This extension would primarily serve Mammoth Hospital and potential future development of the Civic Center parcel south of the new County Courthouse.

- Sierra Nevada Road Extension – Extends Sierra Nevada Road to the east to connect to the new Thompsons Way. The street extension may proceed east to provide additional access to the Mammoth Unified School District properties and potentially provide emergency access to the Industrial Park. This connection creates an additional east-west connection parallel to Meridian Boulevard near the schools and hospital.

- Sierra Park Road Extension – Extends Sierra Park Road south to Chateau Road, then continuing to Sherwin Creek Road via a bridge over Mammoth Creek. This connection would create an additional north-south connection parallel to Old Mammoth Road.

- Shady Rest Site Connections – Provides connections within the Shady Rest Site between Center Street, Tavern Road, Dorrance Drive, and Chapparal Road/Arrowhead Drive. These connections would improve east-west and north-south connectivity in the center of town and would likely occur with development of the Shady Rest Site.

- Callahan Way Extension – Extends Callahan Way south to Dorrance Drive. This connection would provide improved access to Main Street from the Sierra Valley neighborhood. This connection would likely occur with development of Sierra Star (Lodestar).

- 7B Road (Sierra Star Connector) – Connects Minaret Road to East Bear Lake Drive, as well as to Main Street. This connection provides required access to the future (approved) Mammoth Crossing and Tanavista projects, as well as to Sierra Star (Lodestar). The connection also provides enhanced emergency access to the Holiday Haus (approved) and the Chutes (existing) properties. This connection would likely occur with development of Sierra Star and Mammoth Crossing.

- Waterford Connection – Provides a bridge over Mammoth Creek to connect Waterford Avenue. This connection would provide improved north-south access and a key emergency access route for the Old Mammoth and lower Majestic Pines neighborhoods.

- Mammoth Yosemite Airport Road Extension – Connects the Mammoth Yosemite Airport to Benton Crossing Road, providing alternate access from US 395.

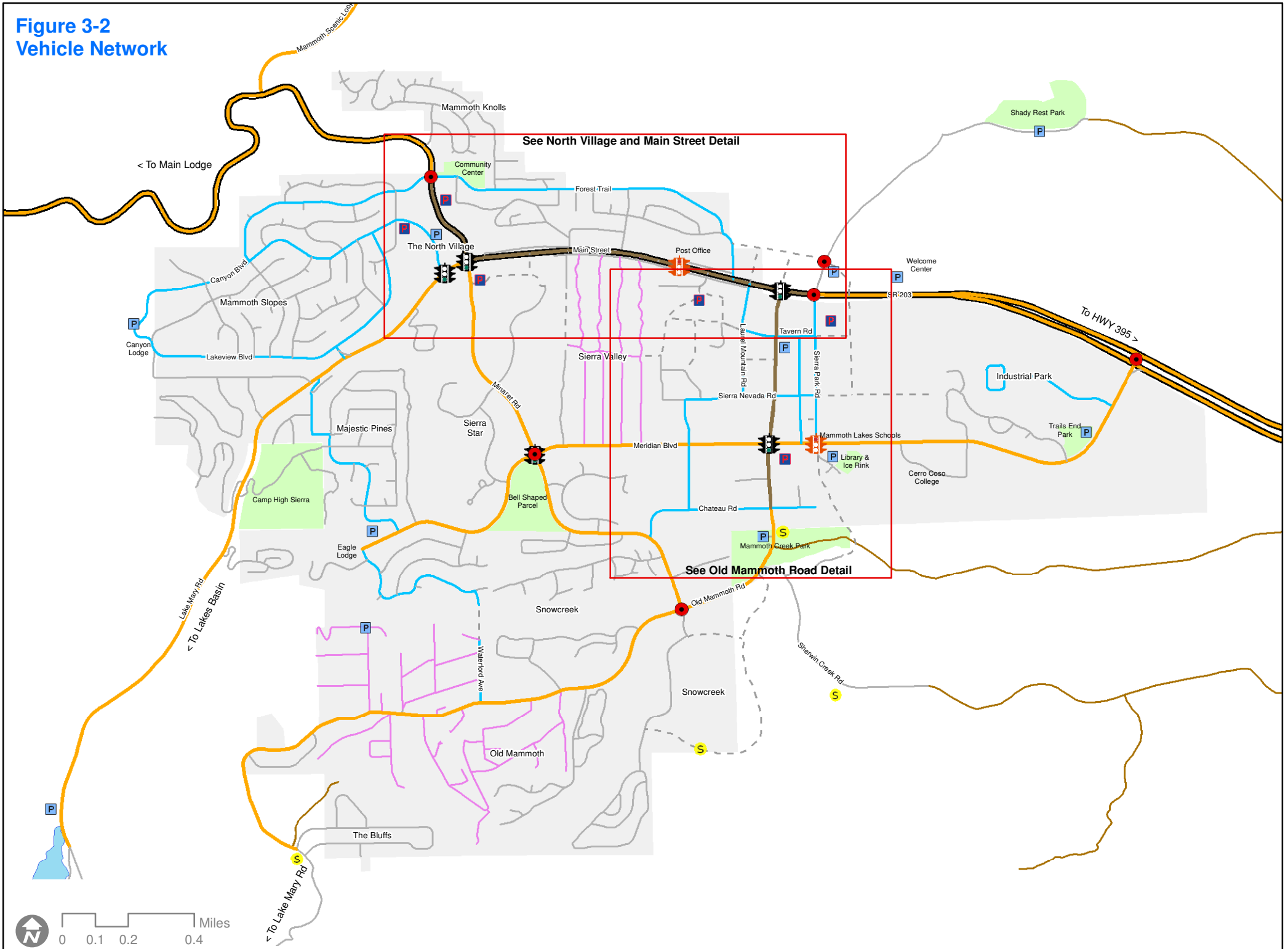
Street Classifications and Cross-Sections

Figure 3-1 also depicts the classifications (street typology) for each street in the vehicle network, which are described in more detail in Table 3-1. Table 3-1 provides guidelines for all new or redesigned streets, however individual street design should be based on appropriate engineering standards and should consider the context of adjacent land uses, emergency service needs, and potential impacts to neighborhoods.

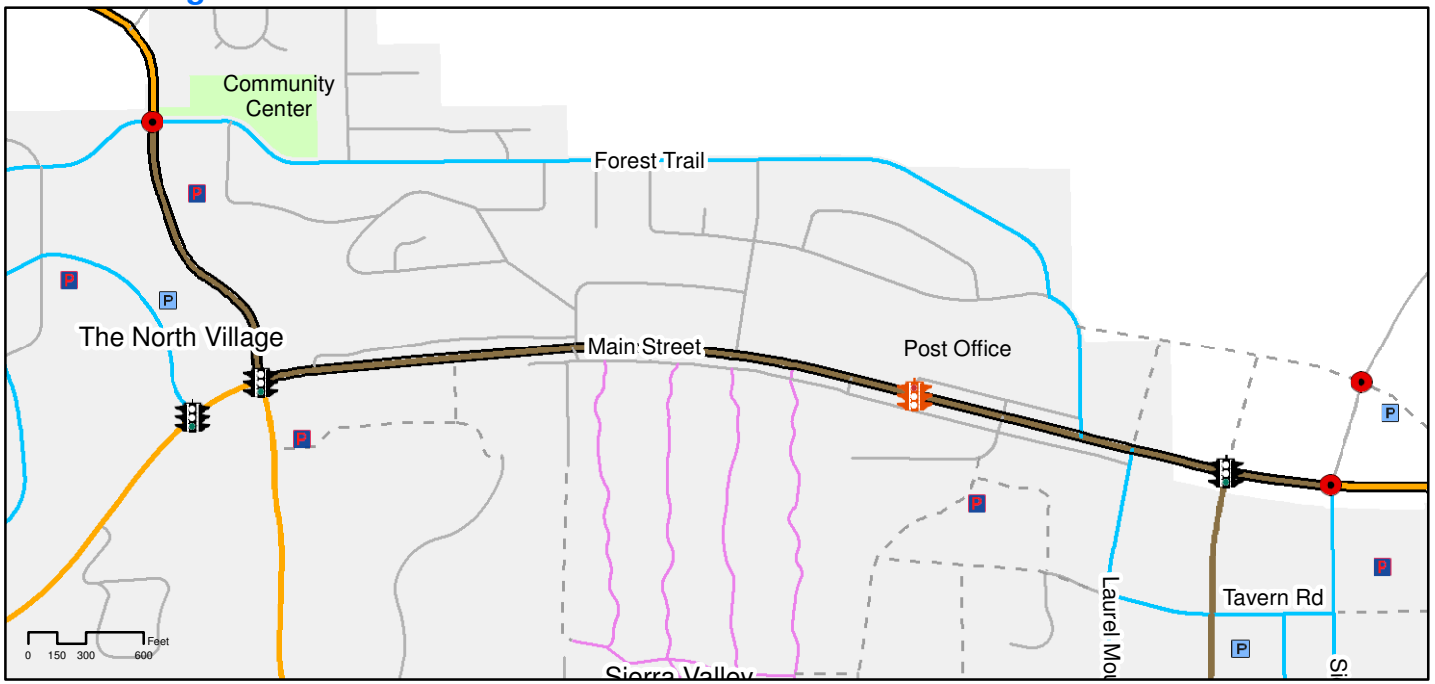
New or redesigned streets should also adhere to cross-section designs adopted as part of the Town's Public Works Standards. Other cross-section concepts were discussed during various NDP processes, including the Main Street and North Old Mammoth Road District Special Study. Some of the concept cross-sections have been included in Appendix D. These concept sections may be used to guide future updates of the Public Works Standards.

This page intentionally left blank.

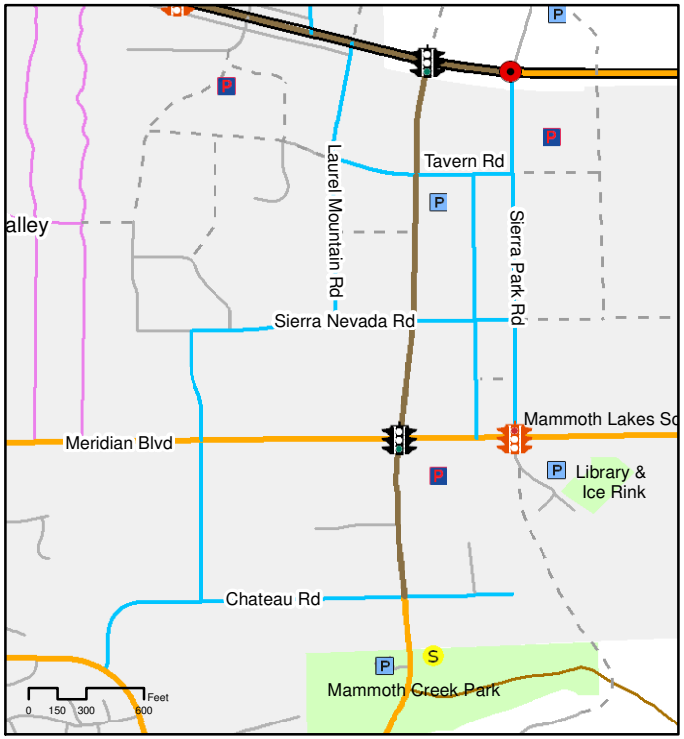
Figure 3-2
Vehicle Network



North Village and Main Street



Old Mammoth Road



Lakes Basin

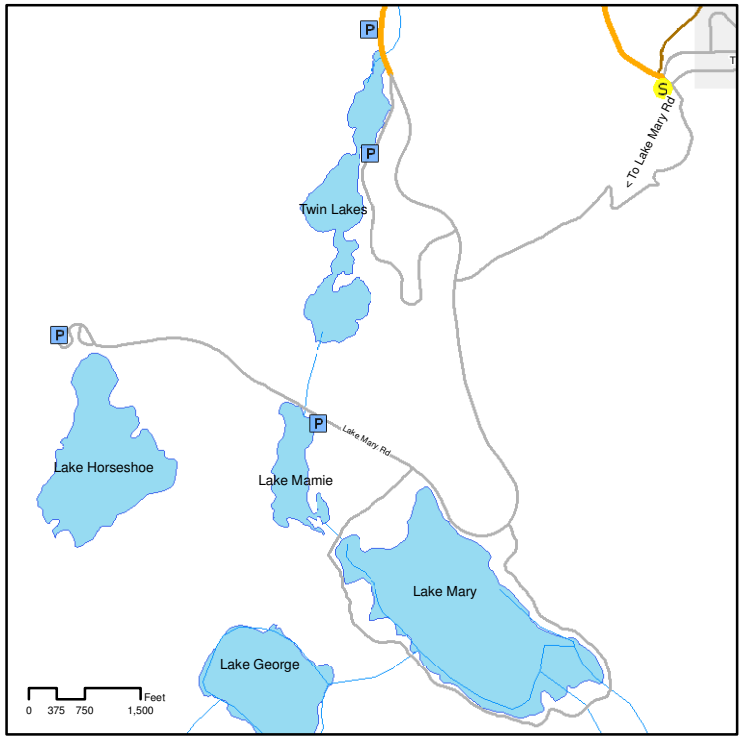


Figure 3-2
Vehicle Network
Town of Mammoth Lakes
General Plan Mobility Element

STATE HIGHWAY
State Route 203

ARTERIAL COMMERCIAL
Arterial commercial streets provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes

ARTERIAL
Arterial streets connect the Town's neighborhoods to the commercial districts and recreation portals

COLLECTOR
Collector streets distribute vehicle and multimodal trips from local to arterial streets

LOCAL - SHARED STREETS
Shared streets are typically not wide enough to accomodate seperate zones for people walking, bicycling, parking or driving. Therefore, all users must share the street

LOCAL - CONSTRAINED STREETS
These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users must share the street

UNIMPROVED STREETS
Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels

PROPOSED STREETS

PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused.

URBAN GROWTH BOUNDARY

EXISTING PUBLIC PARKING

PLANNED PUBLIC PARKING AREA
Parking area will accommodate 50+ parking spaces

PLANNED STAGING AREA
Staging area will accommodate 5-50 parking spaces

PLANNED TRAILHEAD
Trailhead will accommodate 1-5 parking spaces

FUTURE TRAFFIC SIGNAL

EXISTING TRAFFIC SIGNAL

PLANNED ROUNDABOUT

* Information on this map is for planning purposes only

Updated 10/5/11

TABLE 3-1: STREET CLASSIFICATIONS

Type	Definition	Guidelines
Arterial Commercial 	Arterial Commercial streets provide access for all forms of transportation, but should emphasize pedestrian and transit-oriented design to encourage use of alternative modes. Examples: Portions of State Highway 203 (Main Street and Minaret Road in the North Village) and Old Mammoth Road within commercial and mixed-use districts.	- Provide access for all transportation modes. - Streets should incorporate appropriate traffic calming measures as necessary. - Prioritze investment in pedestrian and transit infrastructure, particularly in closing key infrastructure gaps. - Provide on-street parking in commercial and resort districts as necessary. - Streetscapes should support commercial uses and enourage pedestrian activity.
Arterial 	Arterial streets connect Mammoth Lakes' neighborhoods to the commercial districts and recreation portals. Examples: Meridian Boulevard and portions of State Highway 203 (Main Street), Old Mammoth Road, and Minaret Road that are not within commercial and mixed-use districts.	- Provide access for all transportation modes. - Prioritize investment in pedestrian and transit infrastructure.
Collector 	Collector streets distribute vehicle and mutlimodal trips from local to arterial streets. Examples: Main Street Frontage Roads, Sierra Park Road, Laurel Mountain Road, Canyon Boulevard, and Forest Trail.	- Provide for pedestrians, bicyclists, transit and vehcles to share the road safely. - Provide appropriate traffic calming when necessary.

TABLE 3-1: STREET CLASSIFICATIONS

Type	Definition	Guidelines
Local - Shared Street 	These streets are often not wide enough to accomodate separate zones for people walking, bicycling, parking or driving, but may include sidewalks or bike lanes in some areas. Examples: Most of Mammoth Lakes' streets consist of local shared streets, generally providing access to individual parcels, typcially in residential areas.	- Streets should accomodate all users, but should emphasize pedestrian and bicycle uses. - Streets should incorporate appropriate traffic calming measures as necessary.
Local - Constrained Street 	These streets often have "constrained" right-of-way and pavement width, which generally does not meet Town Standards. Therefore, all users must share the street. Examples: Some of Mammoth Lakes' older neighborhoods, such as the Sierra Valley and Old Mammoth, contain streets that were designed to support low-volume residential uses.	- Streets should accomodate all users, but should emphasize pedestrian and bicycle uses. - Strategic improvements should be made to improve pedestrian and bicyclist conditions and safety. - Streets shoud reflect the character of the neighborhood. - Streets should incorporate appropriate traffic calming measures as necessary.
Unimproved Street 	Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels (vacant and developed). Examples: Mammoth Creek Road, Sherwin Creek Road, Mill Street, and Shadow Street. Some unimproved streets may be maintained privately or by Mono County.	- Unimproved streets should be improved as is appropriate and as funding is available.

Town Traffic Model

As part of the preparation of the Mobility Element, a comprehensive update to the Town's traffic model (also called a travel demand model) was completed. The updated traffic model is an integral tool in identifying potential future traffic and transportation impacts, as well as evaluating the effectiveness of the street connections described above, mode split scenarios, and various land use assumptions as the community moves toward the future.

A series of five alternatives were developed and tested with the updated traffic model. The five alternatives represent a "layered" approach to future street network and land use changes. The first few pages of Appendix E include a summary about the traffic model development, the five alternatives that were tested, and the LOS results. More detailed information is also provided in Appendix E as part of the Travel Model Technical Memorandum prepared by LSC Transportation Consultants, the LOS Reports, and the background papers that describe the methodologies for developing the model's design volumes and calculating LOS.

Vehicle Level of Service (LOS) Standard

The Town's current adopted vehicle LOS standard, as established in the General Plan Final Environmental Impact Report, is as follows:

> *"Policy 1.7: Establish and maintain a Level of Service D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions."*

Traffic Model Results

In general, all currently signalized intersections operate at an acceptable LOS (LOS D or better) under current conditions and are expected to maintain an LOS of D or better under future conditions, throughout all five alternatives. The LOS at existing signalized intersections appears to improve modestly with the addition of new roadway links and increased transit service, as modeled under the alternatives, and there does not appear to be a significant impact to the LOS at signalized intersections under Alternatives 4 and 5, in which increases in land use along Main Street associated with the Downtown Concept were modeled.

However, a number of existing *unsignalized* intersections currently operate, or are close to operating, at an unacceptable LOS (LOS D or worse), particularly along Main Street and Old Mammoth Road. The LOS for many of these intersections is expected to worsen in the future, even with the addition of new street connections and increased transit service. It is likely that intersection improvements, such as adding traffic signals, roundabouts, turn-lanes, or other capacity enhancing measures, will be necessary to improve LOS to an acceptable level.

Traffic Signals and Roundabouts

As the results of the traffic model and LOS analyses suggest, it is likely that intersection improvements, such as adding traffic signals, roundabouts, turn-lanes, or other capacity enhancing measures, will be necessary to improve LOS to an acceptable level. Potential improvements (additional signals and roundabouts) are depicted in Figure 3-2 and are listed on the right.

Further analysis of potential new signals and roundabouts will be necessary as part of project-specific analysis, including signal warrant analysis per the Manual on Uniform Traffic Control Devices (MUTCD) methodology. The Town will also work with Caltrans to plan for and implement necessary or desired intersection and roadway improvements on Main Street.

Existing Signalized Intersections

- Main Street and Old Mammoth Road
- Main Street and Minaret / Lake Mary Road
- Minaret Road and Meridian Boulevard
- Meridian Boulevard and Old Mammoth Road

Proposed Signalized Intersections

- Main Street and Post Office (or alternate intersection, such as Mountain Boulevard, Center Street, or Forest Trail)
- Meridian Boulevard and Sierra Park Road

Proposed Roundabouts

- Main Street and Meridian Boulevard
- Main Street and Sierra Park Road
- Minaret Road and Forest Trail
- Minaret Road and Meridian Boulevard
- Minaret Road and Old Mammoth Road

GOALS, POLICIES, AND ACTIONS: VEHICLE

Goal M.5. **Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the "feet-first" initiative while maintaining Level of Service Standards.**

Policy M.5.1. Plan for, design, develop, and maintain a functional hierarchy of arterial, collector, and local streets and rights-of-way, including mid-block connectors, to achieve a comprehensive and connected street network.

Action M.5.1.1. Construct new streets and/or reroute existing streets to achieve circulation objectives in conjunction with new development.

Action M.5.1.2. Update roadway design typical sections and development standards and ensure that existing and future facilities take Mammoth Lakes' climatic conditions into account.

Policy M.5.2. Improve substandard roadways to Town standards when feasible while maintaining neighborhood character and traffic calming objectives. Development shall dedicate, design, and construct internal and adjacent streets, sidewalks and trails to Town standards.

Policy M.5.3. Maintain an overall intersection Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads.

Action M.5.3.1. Install traffic control and safety operational improvements at intersections on arterial roads as required to meet Levels of Service standards.

Policy M.5.4. Encourage the installation of roundabouts at intersections as a means of traffic control instead of new traffic signals or capacity enhancing improvements when a roundabout will achieve the same or better Level of Service, where it is physically and financially feasible, and when it will contribute to traffic calming and community character objectives.

Action M.5.4.1. Work with Caltrans to evaluate the installation of roundabouts on State Route 203 as appropriate.

Policy M.5.5. Monitor impact of development on local and regional traffic conditions and roadway network to plan for future improvements in the network.

Action M.5.5.1. Annually review and update the Town's Capital Improvement Program (CIP) to include plans for improvements to be completed within the five-year timeframe of the CIP. As part of the CIP process, identify and update timeframes for implementation of circulation system improvements and identify the "triggers" that will initiate the need for a particular improvement.

Action M.5.5.2. Update the Town's traffic model analysis periodically to reflect changes in land use, local and regional traffic conditions, and the roadway network. As a result of the updated analysis, review timelines and "triggers" for circulation system improvements and amend the CIP as necessary to address changing conditions.

Action M.5.5.3. Continue to perform transportation monitoring activities, including vehicle trip monitoring on local streets throughout town as necessary.

Policy M.5.6. Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.

Action M.5.6.1. Develop and adopt criteria and procedures for the preparation of traffic impact analyses for development projects to identify existing and potential cumulative impacts, including parking and construction-related impacts.

Policy M.5.7. Identify and protect future public rights-of-way to implement desired street section conditions, considering space for sidewalks, landscaping, snow storage, utilities, storm drains, and transit facilities as necessary.

Action M.5.7.1. Secure needed rights-of-way for future multimodal improvements as part of relevant project approvals and through the Municipal Code.

Action M.5.7.2. Work with Caltrans to evaluate and implement relinquishment of right-of-way on Highway 203 to the Town. Identify potential funding opportunities for ongoing maintenance.

Goal M.6. Manage local traffic congestion.

Policy M.6.1. Implement a variety of approaches to reduce automobile trips, especially during congested periods.

Policy M.6.2. Strive to maximize the efficiency of existing street infrastructure through implementation of Travel Demand Management strategies, Intelligent Transportation Solutions, and alternative transportation.

Policy M.6.3. Continue to work with other agencies and organizations to address issues of mutual concern related to traffic congestion and other issues.

Policy M.6.4. Discourage the use of neighborhood streets as cut-through routes to avoid congested arterial facilities.

Policy M.6.5. Plan, schedule, and conduct construction activities to minimize the severity and duration of traffic impediments.

Action M.6.5.1. Require construction management plans to be developed and implemented for all new private development. Construction management plans shall be subject to standards for non-conformance and for schedule delays as determined by the Town.

Policy M.6.6. Require commercial developments to provide adequate delivery and loading facilities to avoid impeding traffic flow.

Action M.6.6.1. Establish delivery and loading area standards, as well as recommended schedules and routes, to be met as part of the planning approval process.

Goal M.7. Effectively manage traffic to provide a safe environment for all road users.

Policy M.7.1. Maintain modern traffic engineering standards for all Town roadway and traffic safety infrastructure.

Policy M.7.2. Use traffic controls, design features, and enforcement to manage vehicle speed and encourage motorists to drive appropriately for the type of street they are using, as well as road and weather conditions, to ensure safety for all roadway users.

3.4 PEDESTRIAN

The pedestrian section of the Mobility Element describes the existing pedestrian network and potential new pedestrian connections (depicted in Figure 3-3) and provides goals, policies, and actions to improve pedestrian conditions and encourage "feet-first" travel in Mammoth Lakes.

THE PEDESTRIAN NETWORK

All trips begin and end with a pedestrian trip, whether it's getting from the bus stop to the ski slope or from the store to the parking lot. Therefore, a complete and high-quality pedestrian network that is accessible throughout the year is necessary to make all aspects of the transportation system function well.

A community's "walkability" is a function of where pedestrian facilities are located and how they are maintained. Currently, Mammoth Lakes' system of pedestrian facilities is disconnected and contains many gaps in areas of the community where pedestrian activity is greater, such as in and around commercial districts. The system becomes even more disconnected in the winter because many existing pedestrian facilities are not cleared of snow, forcing residents and visitors to walk in the street.

Pedestrian Network Graphic

Figure 3-3 illustrates the existing and future network of pedestrian facilities and establishes three zones that describe where investment in pedestrian infrastructure should be focused. In general, these zones correspond to the walking "nodes" discussed as part of various Neighborhood District Planning processes, including the "Downtown Concept for Main Street" and the "South Districts Neighborhood District Plan."

Also depicted in Figure 3-3, are individual key pedestrian routes and strategic improvements, as well as multiuse paths. Although multiuse paths are technically

Active pedestrian spaces *create a sense of place while promoting "feet-first" transportation.*

Mixed-use and pedestrian-oriented districts *can reduce vehicle trips and trip lengths.*

considered Class I Bikeways, and are discussed in the next section in more detail, multiuse paths are an important component of the pedestrian network.

Primary Pedestrian Zone

These zones represent a walking radius of 500 feet and indicate areas with the highest demand for pedestrian connectivity and should receive the highest level of investment. Land uses within these areas should be mixed-use, compact, and oriented to pedestrians. Higher density uses and public gathering spaces are appropriate in these areas.

Secondary Pedestrian Zone

These zones represent a walking radius of 1000 feet and indicate areas with the second highest demand for pedestrian connectivity and should receive the second highest level of investment. Land uses within these areas should be mixed-use, compact, and oriented to pedestrians. Moderate density uses are appropriate in these areas.

General Pedestrian Zone

The general pedestrian zone corresponds to the commercial corridors and indicates that connectivity along these corridors should be emphasized.

Key Pedestrian Routes – Priority Investments

In Mammoth Lakes, specific pedestrian routes that should receive priority investment are those that provide access to schools and commercial areas that serve both residents and visitors, such as the Main Street Promenade, Sierra Park Road, Meridian Boulevard, Tavern Road, and Sierra Nevada Road. Priority should also be given to improvements that close key infrastructure gaps. Key pedestrian routes should also be a priority for snow removal.

The Main Street Promenade *is a key pedestrian route that should receive priority investment to close existing infrastructure gaps.*

Street furniture *contributes to a well-designed pedestrian scale streetscape.*

Pedestrian Routes – Strategic Improvements

These routes represent locations where walking is difficult and strategic improvements should be made, such as along Minaret Road, Canyon Boulevard, and near Eagle Lodge and Sierra Star on Meridian Boulevard. While pedestrian connectivity in these areas is important, these improvements are not the highest priority.

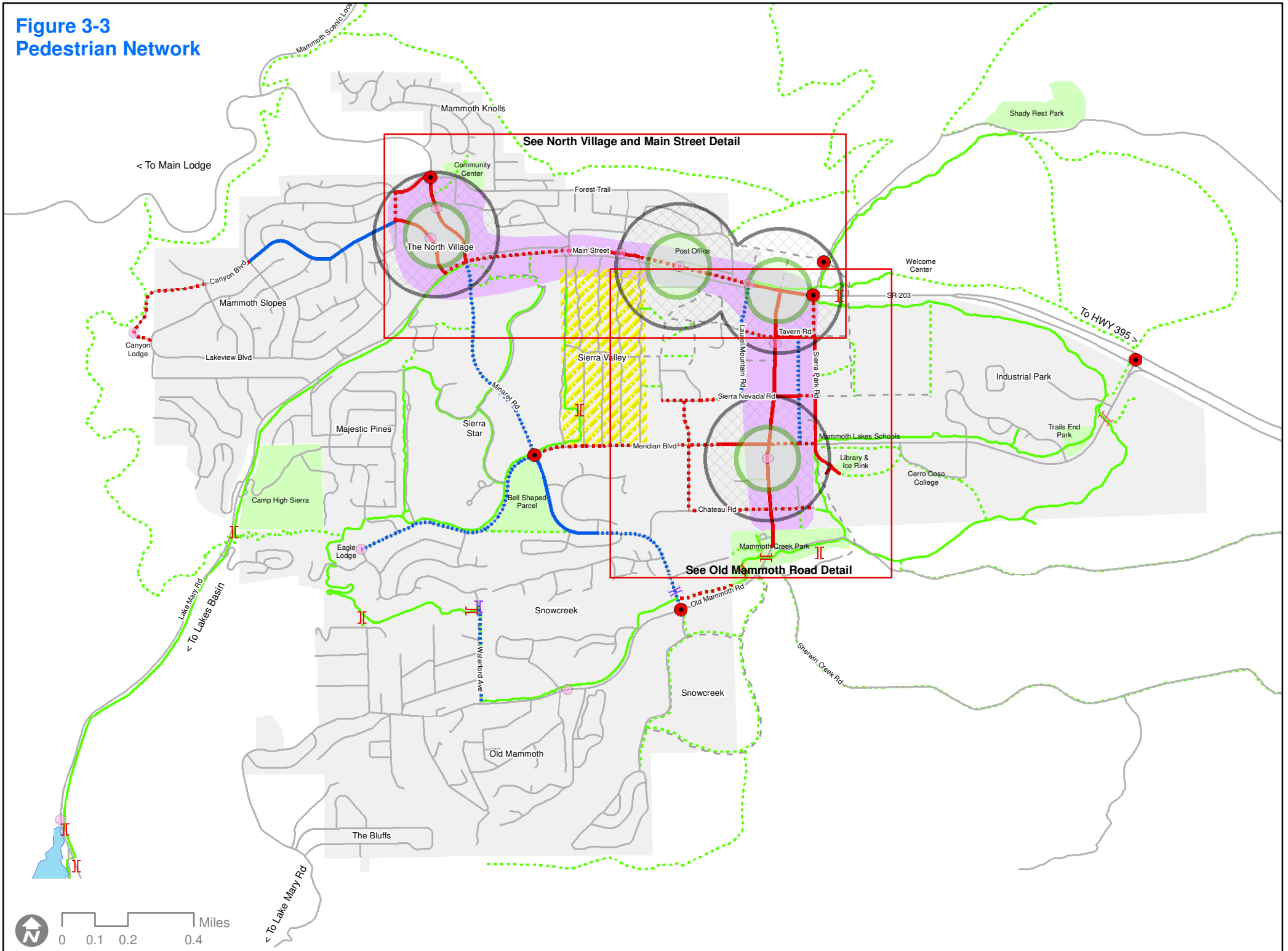
Strategic Improvement Area

The Sierra Valley neighborhood has been designated as a "strategic improvement area" for pedestrian improvements. Pedestrian activity in this neighborhood is generally high, which is largely due to the neighborhood's higher density land use and central location; however, connectivity within the neighborhood and to surrounding areas is lacking. Additionally, pedestrians share the narrow and winding streets with vehicles and other users and visibility is limited due to a lack of adequate lighting and large trees (and snow banks in winter) that block driveway visibility.

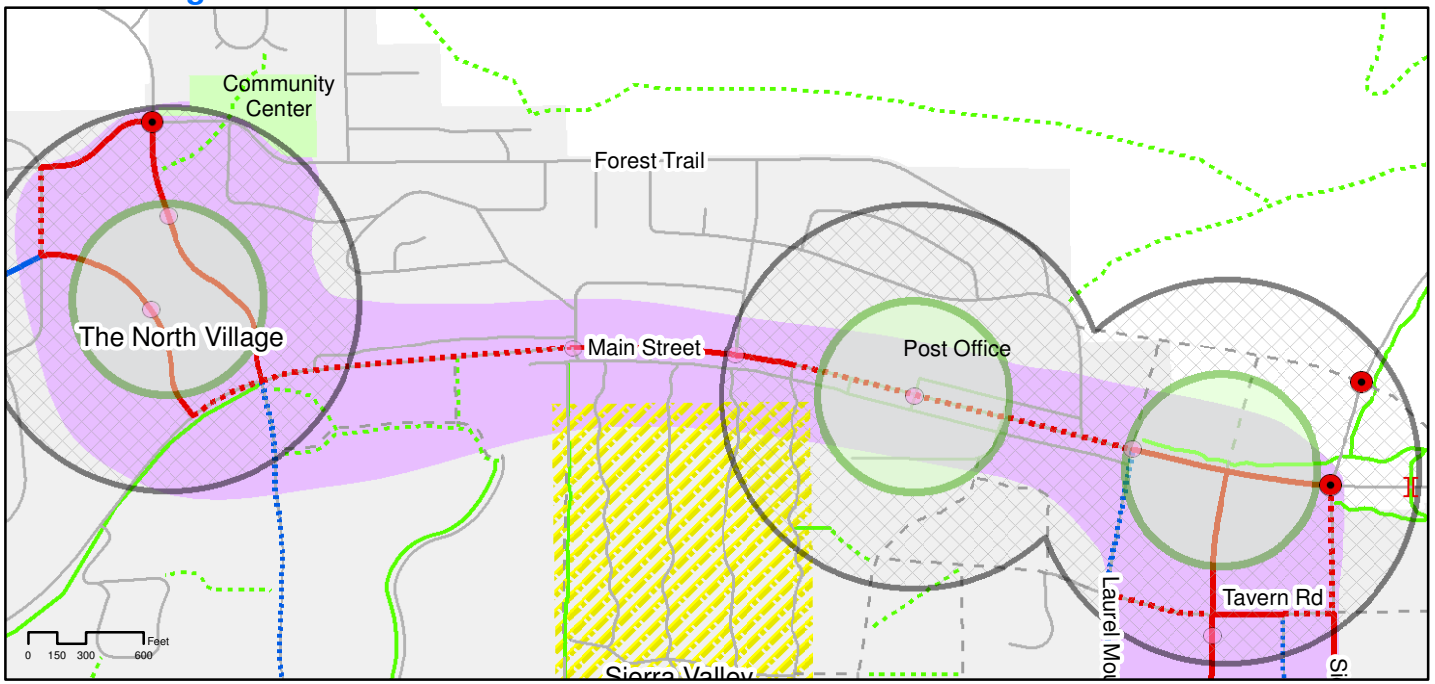
While residents would like to see pedestrian conditions improved, they also wish to see the character of the neighborhood maintained. Therefore, it is unlikely that pedestrian facilities separate from the roadway would be constructed or comprehensive lighting improvements would be made. Instead, improvements should focus on calming traffic and encouraging vehicles to safely share the road with pedestrians and other users.

The Sierra Valley neighborhood *is a "strategic improvement area" for pedestrian improvements, with a focus on pedestrian safety and connectivity.*

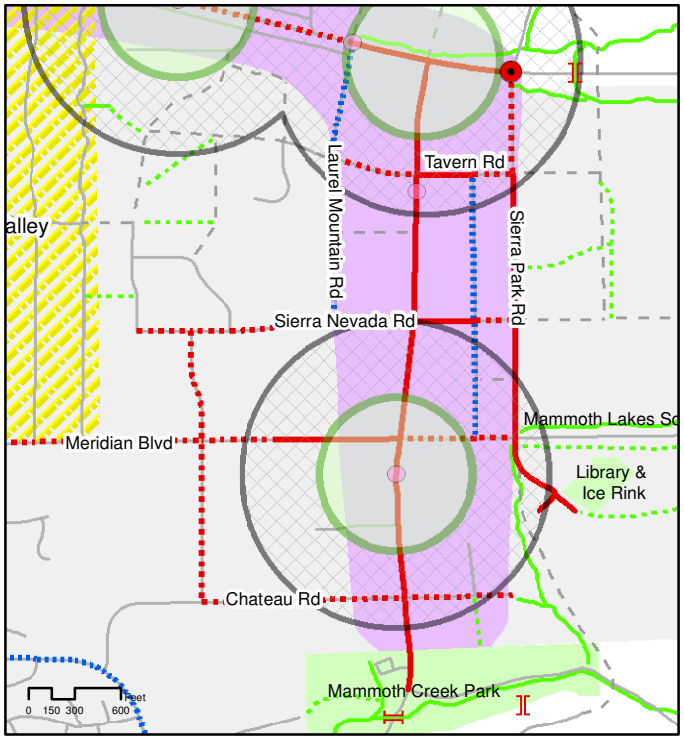
Figure 3-3
Pedestrian Network



North Village and Main Street



Old Mammoth Road



Lakes Basin

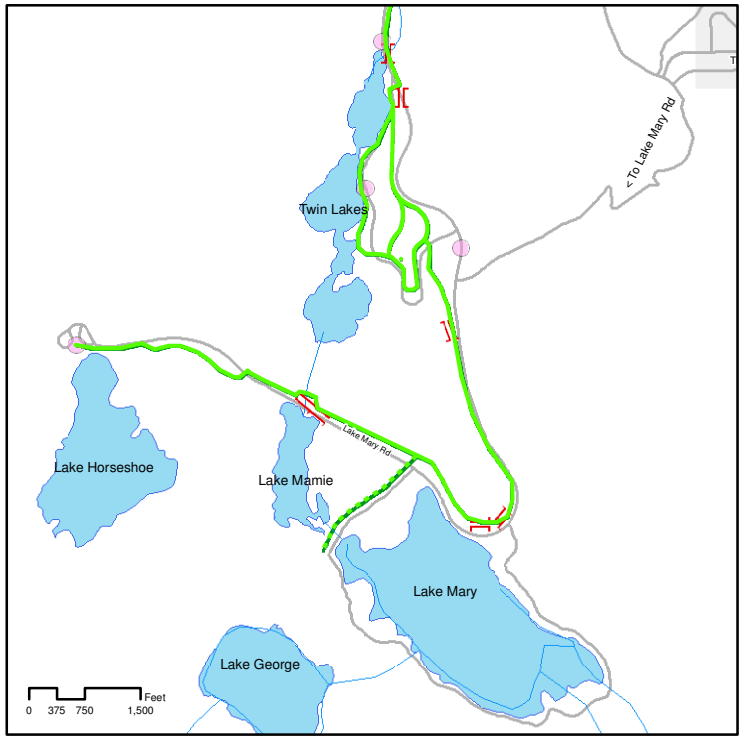


Figure 3-3
Pedestrian Network
Town of Mammoth Lakes
General Plan Mobility Element

- **STREET NETWORK**
- **PROPOSED STREETS**
- **PRIMARY PEDESTRIAN ZONE**
  500' walking radius. Highest demand for pedestrian connectivity
- **SECONDARY PEDESTRIAN ZONE**
  1000' walking radius. Second highest demand for pedestrian connectivity
- **GENERAL PEDESTRIAN ZONE**
  Destination for pedestrians. Designed for pedestrian connections in the area
- **STRATEGIC IMPROVEMENT AREA**
  Strategic investment area. Characterized by constrained streets
- **FUTURE KEY PEDESTRIAN ROUTE PRIORITY INVESTMENT**
  Future routes to walking destinations such as schools, recreation facilities and commercial areas that should receive priority investment. Priority for snow removal
- **EXISTING KEY PEDESTRIAN ROUTE PRIORITY INVESTMENT**
  Existing routes to walking destinations such as schools, recreation facilities and commercial areas that should receive priority investment. Priority for snow removal
- **FUTURE PEDESTRIAN ROUTES STRATEGIC IMPROVEMENTS**
  Locations where it is difficult for people to walk and where future improvements should be strategically pursued
- **EXISTING PEDESTRIAN ROUTES STRATEGIC IMPROVEMENTS**
  Locations where it is difficult for people to walk and where improvements to existing infrastructure should be strategically pursued
- **EXISTING MULTI-USE PATHS**
  Routes for pedestrian and bicycle recreation and commuting
- **FUTURE MULTI-USE PATHS**
- **PARKS AND COMMUNITY FACILITIES**
  Locations that should be easily accessed by pedestrians and investment focused.
- **URBAN GROWTH BOUNDARY**
- **EXISTING BRIDGE / TUNNEL**
- **FUTURE BRIDGE / TUNNEL**
- **MAJOR TRANSIT STOP**
- **PLANNED ROUNDABOUT**

* Information on this map is for planning purposes only

Updated 10/5/11

GOALS, POLICIES, AND ACTIONS: PEDESTRIAN

Goal M.8. **Support "feet-first" objectives by providing a linked year-round recreational and commuter pedestrian system that is safe and comprehensive.**

Policy M.8.1. Ensure that all planning processes identify and implement pedestrian improvements and that new development improves existing conditions to meet Town standards.

Action M.8.1.1. As large blocks are developed or redeveloped, increase connectivity by requiring direct and safe pedestrian connections to be provided where practical and feasible, via public sidewalks, paths, trails or mid-block connectors.

Action M.8.1.2. Update the Sidewalk Master Plan to reflect recommended measures and facilities, including "priority investment," and "strategic improvement" pedestrian routes, which include areas where there are existing infrastructure gaps.

Action M.8.1.3. Implement trail system improvements recommended in the Trail System Master Plan.

Policy M.8.2. Pursue all available sources of funding for pedestrian improvements, including grant opportunities, assessment districts, and funding through major developers.

Action M.8.2.1. Work with property owners to develop or expand assessment districts in commercial and pedestrian-oriented districts to leverage pedestrian improvement funds and implement improvements in those districts.

Action M.8.2.2. Apply for Federal and State grant funds to complete priority pedestrian facilities.

Policy M.8.3. Improve pedestrian safety through measures such as:

- Providing adequate separation from vehicles,
- Implementing traffic-calming measures in areas where pedestrian volumes are high or where pedestrians must share the street with vehicles,
- Providing glare-free lighting at intersections,
- Improving accessibility for special needs, including people using wheelchairs, walkers, and strollers,
- Implementing access management strategies to reduce pedestrian-vehicle conflicts,
- Providing protected roadway crossings and safe access to transit stops, and
- Providing year-round access through improved snow and ice management.

Action M.8.3.1. Work with Caltrans to make State Route 203 a complete street by providing improved pedestrian facilities and safety measures, including sidewalks and safe crossings.

Action M.8.3.2. Develop a priority list for improved trail and pedestrian crossings, with a focus on arterials. Construct enhancements as funding becomes available.

Goal M.9. Provide an attractive and accessible pedestrian environment throughout the Town.

Policy M.9.1. Design streets, sidewalks, and trails to promote and encourage walking and improve accessibility.

Action M.9.1.1. Develop townwide pedestrian and streetscape design guidelines that encourage walking and improve accessibility through measures such as:

- Providing public spaces for pedestrians to gather and socialize,
- Prioritizing pedestrian access in building design,
- Incorporating street furniture, including benches, trash cans, attractive street lighting, public restrooms, etc.,
- Providing appealing landscaping and public art, and
- Implementing directional and informational signage.

3.5 BICYCLE

The bicycle section of the Mobility Element describes the existing and proposed future bicycle network (depicted in Figure 3-4) and provides goals, policies, and actions to improve bicycling conditions and encourage "feet-first" travel in Mammoth Lakes.

THE BICYCLE NETWORK

Many people already bicycle in Mammoth Lakes, particularly during the summer months, but it is possible to further increase bicycle use in both the summer and winter through targeted investment in bicycle facilities that provide a safe, interconnected, and high-quality bicycle network. Bicycling can help ease congestion, reduce parking demand, and reduce air and noise pollution, therefore encouraging increased bicycle use, which can have positive impacts on the local economy, environment, public health, and quality of life.

Bicycle Network Graphic

Multiuse paths, bike lanes, and bike routes are important components of the bicycle network. Figure 3-4 illustrates the existing and future proposed bicycle facilities, including multiuse paths, bike lanes, bike routes, and existing bike routes that are recommended to be upgraded to bike lanes. Table 3-2 provides more detailed guidance about each facility type.

Multiuse Paths (Class I Bikeways)

Multiuse paths, as the name implies, serve multiple users, including pedestrians and bicyclists. They are typically 10 to 12 feet wide and are separated from the roadway; therefore many users prefer multiuse paths because they are perceived to be safer than on-street facilities such as bike lanes and routes.

The Town Loop *is a key bicycle and pedestrian facility that is used for both recreation and commuting. Completion of the Town Loop is a priority investment.*

Expanding and filling in key gaps in the multiuse path system to provide more connectivity and access to key destinations should be prioritized among bicycle facility improvements, including the College Connector, the Waterford Bridge, and the gap on Old Mammoth Road between Mammoth Creek Park and Minaret Road.

Bike Lanes (Class II Bikeways)

Bike lanes are striped areas of the roadway where bicyclists ride parallel to motor vehicle traffic. Bike lanes are typically designated on streets with higher volume and speed, such as arterial and collector streets. Because of this, bike lanes must include clear pavement markings and signage.

Although Mammoth Lakes currently has designated bike lanes on some streets, such as portions of Main Street, Minaret Road, and Meridian Boulevard, these facilities should include more clearly marked pavement and signage to encourage bicycle use. Additionally, widening shoulders to accommodate bike lanes, or converting existing bike routes to bike lanes, should be incorporated into street maintenance (paving) and reconstruction projects when feasible.

Bike Routes (Class III Bikeways)

Bike routes are typically designated on streets with lower volume and speed, such as local streets. While not required, bike routes should have signage and pavement markings in the travel lane, such as "shared-use" arrows, to indicate to all users that bicyclists are expected to share the travel lane.

Some existing bike routes, such as those on Minaret Road and Canyon Boulevard in the North Village, Forest Trail, and Majestic Pines Drive, are recommended to be upgraded to bike lanes.

Bicycle facilities, *such as bicycle lanes and routes are an important part of the overall transportation network.*

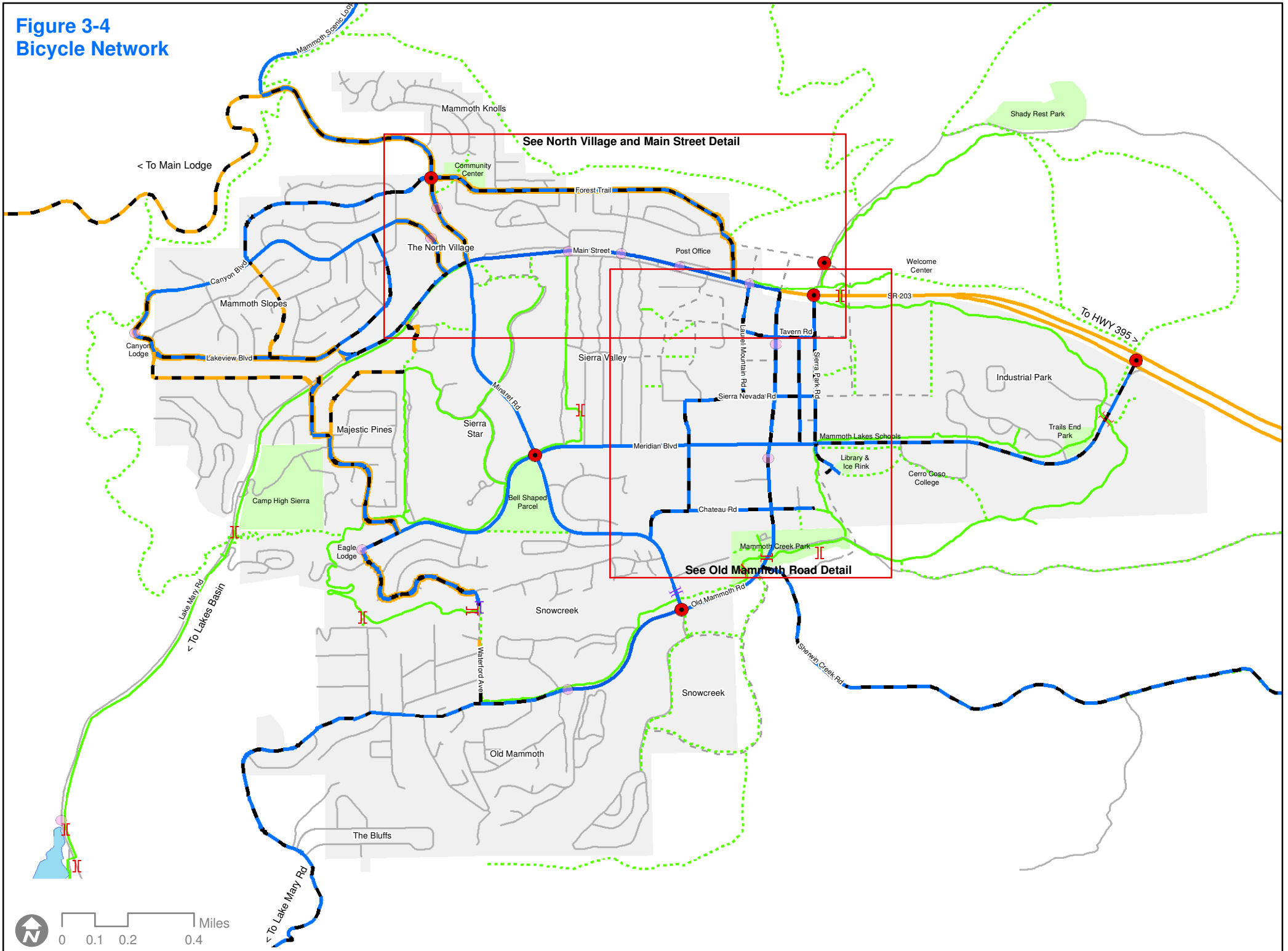
Bicycle Parking and Storage

Secure, weather-protected, and functional bicycle parking is important to provide in visitor and resident destinations, such as commercial areas, parks, recreation portals, schools, and employment centers. Designing bicycle parking to be removable (or moveable) during the winter months as bicycle use decreases, could provide flexibility to increase snow storage space or parking spaces for carpools or fuel efficient cars.

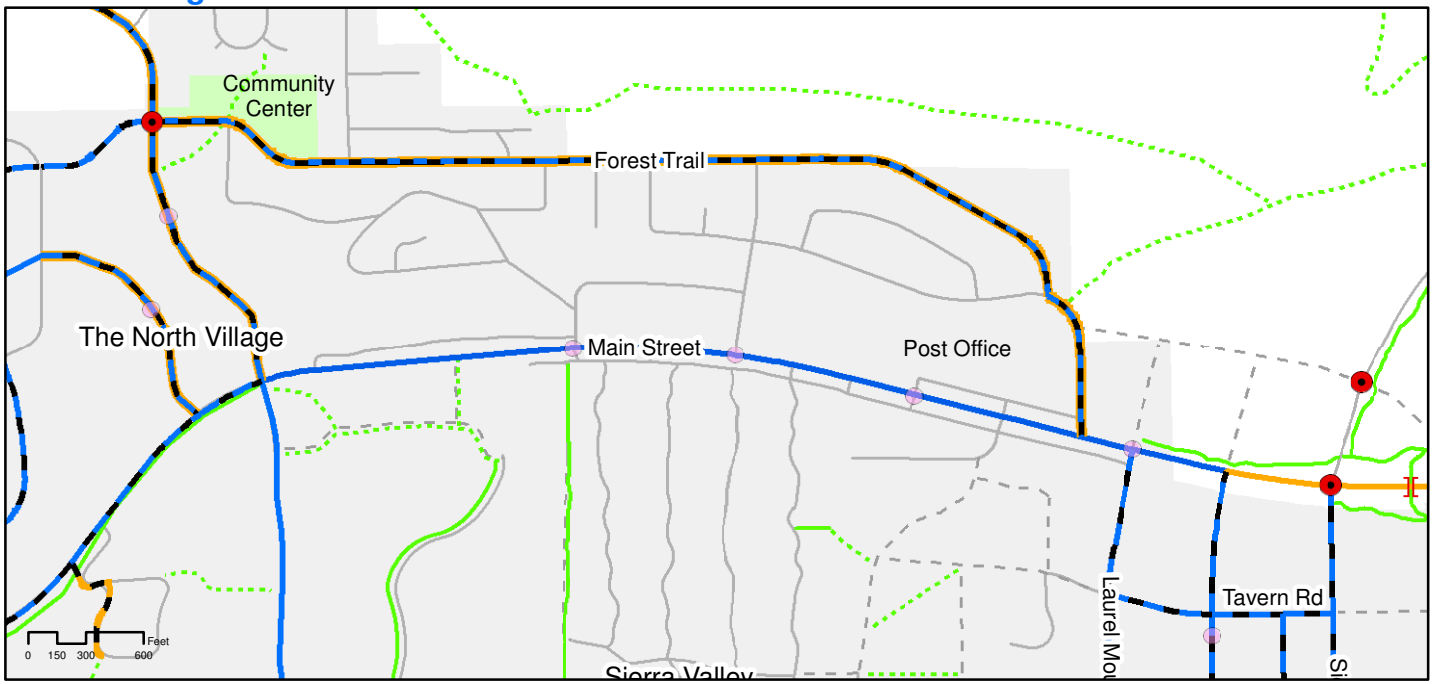
Additionally, secured long-term storage areas that accommodate all bicycle types should be provided within new residential developments. Bicycle parking should be more convenient than auto parking at all destinations.

Storage lockers *provide safe, weather-protected bicycle storage. The use of removable bicycle storage or parking spaces during the winter months can provide additional area for snow storage.*

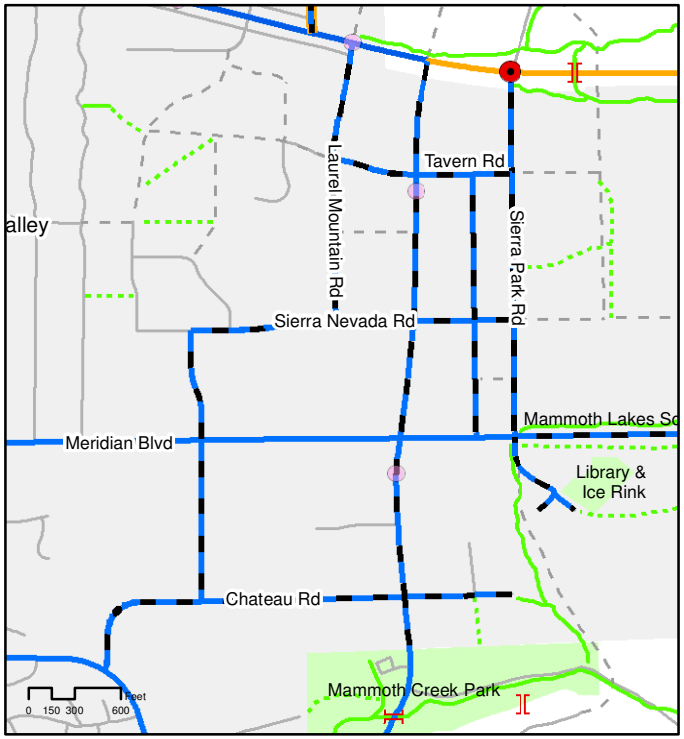
Figure 3-4
Bicycle Network



North Village and Main Street



Old Mammoth Road



Lakes Basin

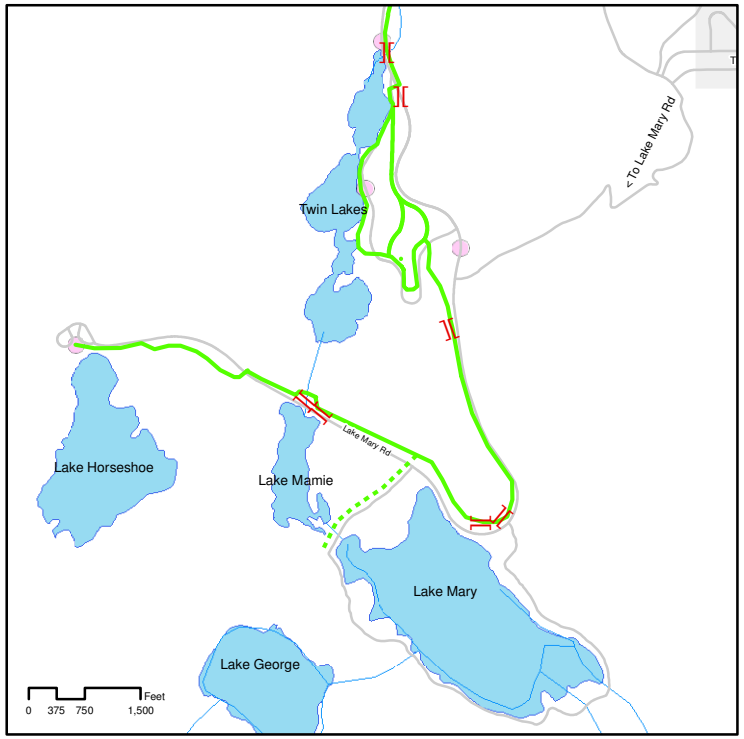


Figure 3-4
Bicycle Network
Town of Mammoth Lakes
General Plan Mobility Element

- STREET NETWORK
- PROPOSED STREETS
- EXISTING CLASS II BIKE LANES
- EXISTING CLASS III BIKE ROUTES
- EXISTING CLASS III BIKE ROUTE, PLANNED CLASS II BIKE LANE
- PLANNED CLASS II BIKE LANES
- PLANNED CLASS III BIKE ROUTE
- EXISTING CLASS I MULTI-USE PATHS
  Routes for pedestrian and bicycle recreation and commuting
- FUTURE MULTI-USE PATHS
- PARKS AND COMMUNITY FACILITIES
  Locations that should be easily accessed by pedestrians and investment focused
- URBAN GROWTH BOUNDARY
- EXISTING BRIDGE / TUNNEL
- FUTURE BRIDGE / TUNNEL
- MAJOR TRANSIT STOP
- PLANNED ROUNDABOUT

* Information on this map is for planning purposes only

Updated 10/5/11

TABLE 3-2: BICYCLE FACILITY CLASSIFICATIONS

Type	Definition	Guidelines
Class I - Multiuse Path 	Multiuse paths (Class I bikeways) are designed for non-motorized use only and emphasize pedestrian and bicycle recreation and commuting. Multiuse paths are generally paved, are between 10 and 12 feet wide, and are completely separated from the roadway. Examples: The Town Loop and the Lakes Basin Path.	- Multiuse paths should support non-motorized travel between major destinations, including recreation, commercial, and employment centers. - When feasible, multiuse paths should be constructed to accomodate emergency vehicles.
Class II - Bike Lane 	Bike lanes (Class II bikeways) are striped areas of the roadway where bicyclists ride parallel to motor vehicle traffic. Bike lanes are dedicated for bicycle use only and are typically between 5 and 6 feet wide. Examples: Scenic Loop and portions of Main Street, Minaret Road, and Meridian Boulevard.	- Bike lanes are typically designated on streets with higher volume and speed, such as arterials and collectors. - Bike lanes must include clear pavement markings and signage.
Class III - Bike Route 	Bike Routes (Class III bikeways) are typically shared facilities with vehicles. Example: Forest Trail between Minaret Road and Main Street and Majestic Pines Drive.	- Bike routes (Class III bikeways) are typically designated on streets with lower volume and speed, and where there is no space for a dedicated lane, such as on local streets. - While not required, bike routes should have signage and pavement markings in the travel lane, such as "shared-use" arrows, to indicate to all users that bicyclists are expected to share the travel lane.

GOALS, POLICIES, AND ACTIONS: BICYCLE

Goal M.10. Support "feet-first" objectives by providing a linked year-round recreational and commuter and recreational bicycle system that is safe and comprehensive.

Policy M.10.1. Ensure that all planning processes identify and implement bicycle improvements and that new development improves existing conditions to meet Town standards.

Action M.10.1.1. As large blocks are developed or redeveloped, increase connectivity by requiring direct and safe bicycle connections to be provided where practical and feasible, via bike lanes, routes, paths, or trails.

Action M.10.1.2. Update the General Bikeway Plan to reflect recommended measures and facilities, such as expanding the system of multiuse paths, bike lanes, and bike routes, converting some exiting bike routes to lanes, and filling key infrastructure gaps.

Action M.10.1.3. Identify opportunities to improve connections between the in-town bicycle network and the trail system outside the urban boundary, as well as regional bicycle routes.

Action M.10.1.4. Study the designation of "Bicycle Boulevards" on certain residential streets, as appropriate, to encourage bicycle travel.

Action M.10.1.5. Identify key locations for bicycle racks and/or storage.

Action M.10.1.6. Require major new commercial and residential development or redevelopment to provide covered and secure bicycle parking and shower and locker facilities for bicycle commuters as appropriate, or to assist in funding bicycle improvements in nearby locations.

Action M.10.1.7. Establish a program to work with existing local business owners, commercial property owners, and multi-family residential properties to install secure and functional bicycle racks and/or storage.

Policy M.10.2. Create a safe and comfortable cycling environment in the Town that is accessible to cyclists of all ages.

Action M.10.2.1. Maintain pavement (i.e. fix potholes and cracks) on streets and paths and provide appropriate striping so that they are bicycle-friendly.

Action M.10.2.2. Establish design standards for safely accommodating bicyclists at intersections, and as funding becomes available, upgrade existing intersections to the new standard.

Action M.10.2.3. To the extent possible, widen shoulders to accommodate bike lanes or routes as part of street maintenance (paving) and reconstruction projects.

Action M.10.2.4. Install additional signage as necessary to denote bicycle lanes, routes, and areas where vehicles “share the road” with bicyclists and other users.

Action M.10.2.5. Work with Caltrans to make State Route 203 a complete street by providing improved bicycle facilities and improved safety, including the installation of bike lanes, pavement markings, signage, and crossings.

Policy M.10.3. Continue to support physical and policy-related changes to encourage access to regional and local transit service via bicycle.

Action M.10.3.1. Work with transit partners, such as the Eastern Sierra Transit Authority and the Mammoth Mountain Ski Area, to improve bicycle access to transit, and to increase the capacity to carry bicycles on transit by providing additional bike racks and trailers.

Goal M.11. Increase bicycle use through improved public education and marketing of the system.

Policy M.11.1. Support and participate in educational programs and marketing to encourage bicycling.

Action M.11.1.1. Work with Mammoth Lakes Tourism, local businesses, Mammoth Unified School District, and local bicycling groups to provide information on safe bicycling and bicycle route selection.

Action M.11.1.2. Continue to promote and support bicycle programs to increase bicycle safety awareness and encourage bicycle travel, such as “Bike-to-Work Day.”

3.6 TRANSIT

The transit section of the Mobility Element describes the existing and proposed future transit network (depicted in Figure 3-5). Continued investment in transit is essential to reducing vehicle use in Mammoth Lakes, improving housing affordability, and furthering the community's sustainability goals. The Town seeks to improve public transit by increasing reliability, decreasing travel times, increasing the availability of service, improving access, and ensuring rider safety and comfort. The goals, policies, and actions established in this section support these objectives.

Transit service *operates year-round and is provided by Mammoth Mountain Ski Area and the Town (operated by Eastern Sierra Transit Authority).*

THE TRANSIT NETWORK

Transit service in Mammoth Lakes is provided by both the Town and MMSA as part of a seamless year-round system that serves both residents and visitors. The Town's system is operated by ESTA, and is a year-round service; however, winter service offered by the Town is less extensive and is intended to supplement MMSA's system, which operates in the winter only, moving visitors to and from the ski area and town. Both systems are offered free of charge to all users and have experienced positive annual growth since being established.

ESTA also provides regional transit service that connects Mammoth Lakes to other cities in the Eastern Sierra, such as Bishop and Lee Vining, as well as Reno, Nevada to the north and Lancsaster, California to the south, with connections to the Los Angeles area. ESTA also provides service, under contract with the USFS, to Reds Meadow Valley and the Devils Postpile National Monument. Additional regional transit information is provided in Section 3.9 of this chapter, including information about the Yosemite Area Regional Transportation System (YARTS).

Funding for the Town's transit service is primarily provided through Measure T, a 1.0% allocation of the Town's transient occupancy tax (TOT) that was approved by voters in 2006. Other funding sources include federal and state grants, as well as the Town's

annual transit fee applied to new multifamily and transient units. Improvements to the quality and scope of service will require increased funding or more efficient use of existing resources. The Town, MMSA, and ESTA continue to work closely together to explore potential methods of improving service, including the potential to consolidate all operations in Mammoth Lakes (including MMSA operations) under one entity.

Transit Network Graphic

Figure 3-5 illustrates both existing (year-round, summer only, and winter only) and future potential transit routes in Mammoth Lakes. In general, existing transit serves most major destinations within the community, including recreation portals, commercial areas, employment centers, and the schools.

Expansion of the system (new routes, route extensions, or more frequent headways) is likely to occur when new development occurs in areas such as Snowcreek and Main Street. Additionally, as funding allows, transit services should be extended to areas that are currently unserved by transit, such as the Town's Shady Rest Park, Whitmore Pool, and the Mammoth Yosemite Airport.

Transit Stops

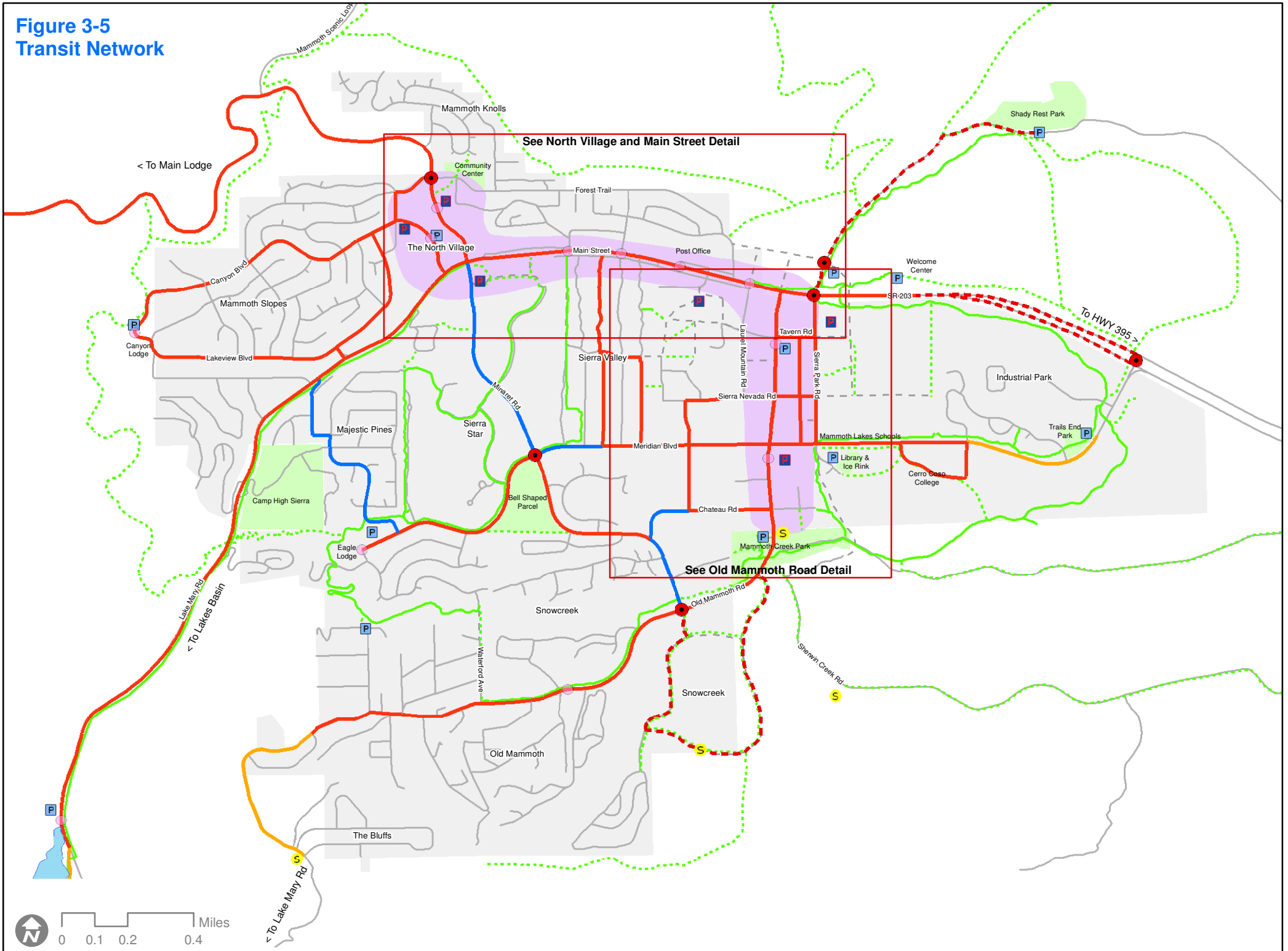
In general, most transit stops within Mammoth Lakes do not include transit shelters (or existing shelters are inadequate), suitable space for buses to pull out of the traffic lane for loading and unloading, or safe pedestrian access, particularly on Main Street.

Figure 3-5 also depicts "major" transit stops. These stops are generally the most popular, both in winter and summer. These stops should be prioritized for investment in high-quality shelters, adequate turnouts, route and schedule information, and real-time bus arrival information as funding becomes available. Pedestrian access to these stops should also be prioritized.

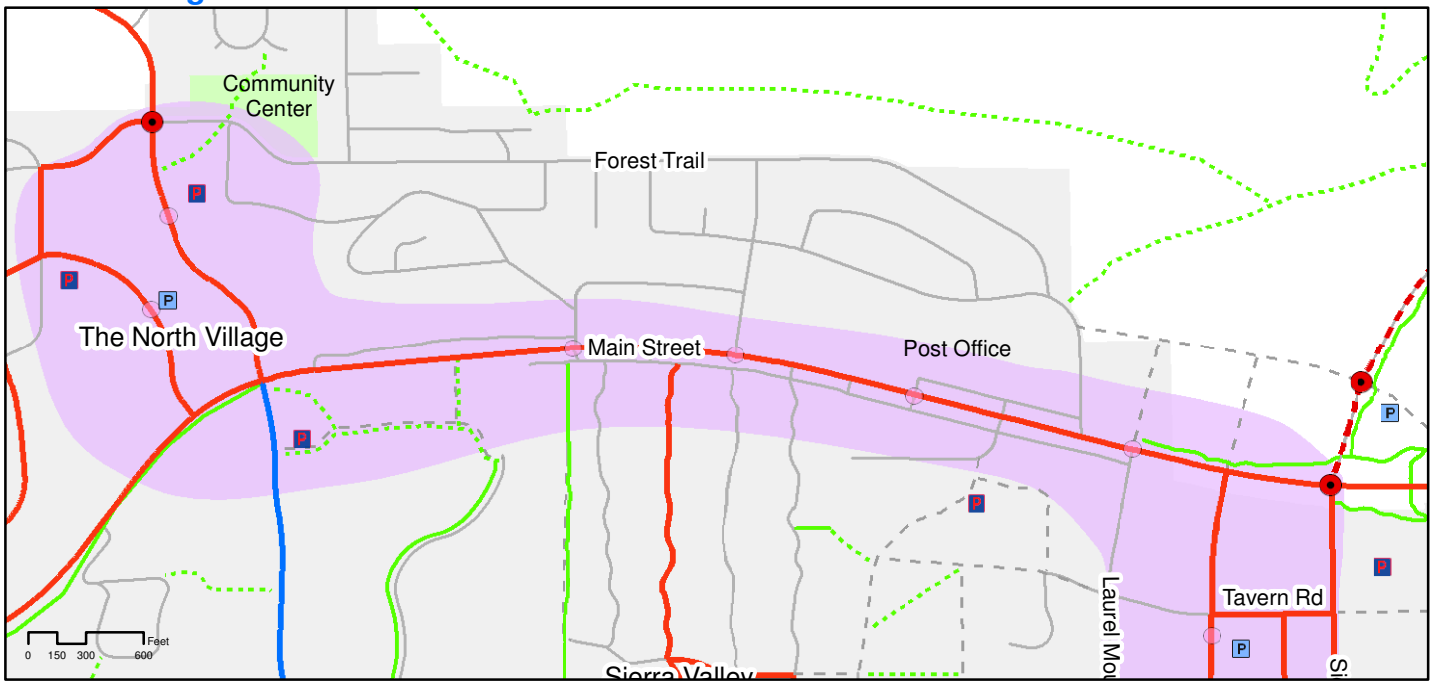
This transit shelter on Old Mammoth Road *was constructed in conjunction with the Town's park and ride facility and should serve as a model for future transit shelters as funding becomes available.*

Transit stops on Main Street *are often inaccessible due to snow and many do not have shelters.*

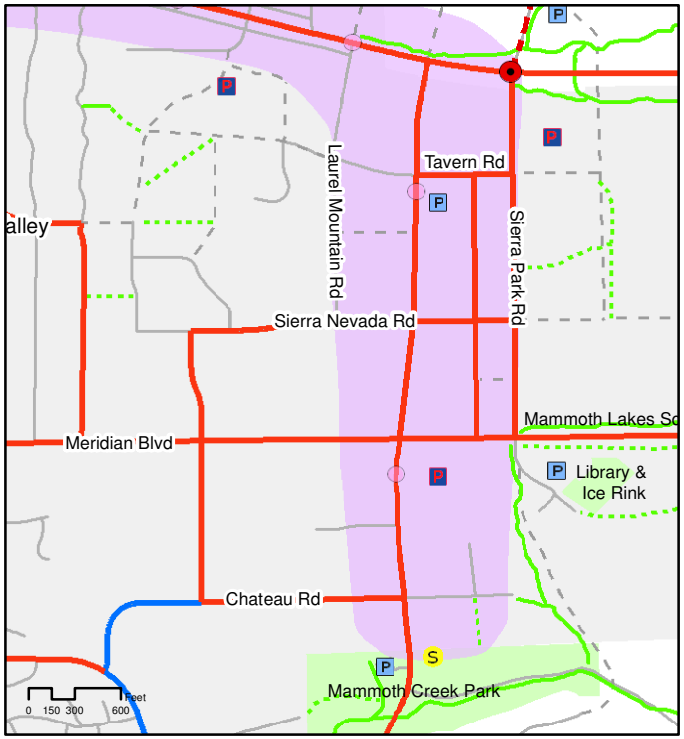
Figure 3-5
Transit Network



North Village and Main Street



Old Mammoth Rd



Lakes Basin

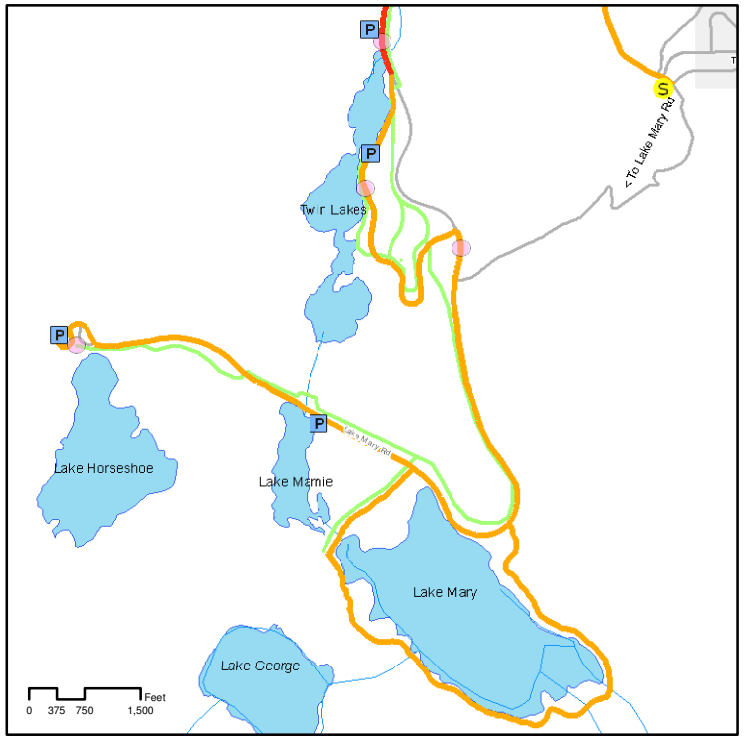


Figure 3-5
Transit Network
Town of Mammoth Lakes
General Plan Mobility Element

- STREET NETWORK
- PROPOSED STREETS
- FUTURE TRANSIT ROUTES
- YEAR ROUND TRANSIT ROUTES
  Transit routes that operate all year
- SUMMER ONLY TRANSIT ROUTES
  Transit routes that operate during the summer only
- WINTER ONLY TRANSIT ROUTES
  Transit routes that operate during the winter only
- MULTI-USE PATHS
  Routes for pedestrian and bicycle recreation and commuting
- FUTURE MULTI-USE PATHS
- PARKS AND COMMUNITY FACILITIES
  Locations that should be easily accessed by pedestrians and investment focused
- GENERAL PEDESTRIAN ZONE
  Destination for pedestrians. Designed for pedestrian connections
- URBAN GROWTH BOUNDARY
- EXISTING PUBLIC PARKING
- PLANNED PARKING AREA
  Parking area will accommodate 50+ parking spaces
- PLANNED STAGING AREA
  Staging area will accommodate 5-50 parking spaces
- PLANNED TRAILHEAD
  Trailhead will accommodate 1-5 parking spaces
- MAJOR TRANSIT STOP
  Priority pedestrian access
- PLANNED ROUNDABOUT

This figure is based on the Mammoth Lakes 2011 summer and 2011 winter transit maps.

* Information on this map is for planning purposes only

GOALS, POLICIES, AND ACTIONS: TRANSIT

Goal M.12. Provide a year-round public transit system that is convenient and efficient and that increases transit ridership for all trip types.

Policy M.12.1. Expand and increase reliability of transit service to meet the needs of the community and visitors. Implement identified service changes as needed and as funding allows.

Action M.12.1.1. Develop short and long-range transit plans that identify community transit needs and update regularly.

- Continue to hold community transit workshops each summer and winter as necessary to identify transit needs and opportunities to improve service in the short and long-term for residents, visitors, and the workforce.
- Consider the transit needs of seniors, children, the disabled, low-income, and transit-dependent persons in making decisions regarding transit services and compliance with the Americans with Disabilities Act.
- Identify short and long-term needs for transit fleet storage, maintenance, and replacement, including potential expansion or consolidation of existing transit fleet facilities owned by Mammoth Mountain Ski Area, the Town, and ESTA.

Action M.12.1.2. Increase availability of transit services by working collaboratively with other agencies and organizations.

- Continue to collaborate with other agencies and organizations to achieve seamless transfers between systems, including scheduling between regional transit services, such as the Yosemite Area Regional Transportation System.
- Work with Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to improve transit ridership data collection for use in evaluating transit priorities and investment areas.
- Work with other agencies and organizations to explore implementation of rapid transit buses on key corridors or to key destinations.
- Explore development of a transit center and secondary transit hubs to provide:
  - Convenient transfer between different modes of transport and various regional providers,
  - A safe, comfortable, and sheltered place to wait for public transit services, and
  - A centralized location for transit information.

Action M.12.1.3. Expand or extend transit service to areas that are currently unserved or underserved by transit, including Mammoth Yosemite Airport, Whitemore Pool, Shady Rest Park, and other areas as funding and demand allow.

Policy M.12.2. Ensure that all planning processes address transit facilities and services, including areas where transit service, access, and amenities can be improved; and consider land use patterns that support high transit ridership.

Action M.12.2.1. Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round accessibility. Other improvements may include wider sidewalks, concrete bus pads, benches, changeable message signs, secure bike parking, trash receptacles, and where applicable, striping and signs for bus lanes and signal prioritization equipment.

Action M.12.2.2. Work with Caltrans to improve and manage transit facilities on State Route 203, including shelters, turnouts, and multimodal access.

Policy M.12.3. Work to incorporate state-of-the-art technology as part of a convenient, efficient, and environmentally-friendly transit service.

Action M.12.3.1. Work with other agencies and organizations to explore the potential for implementation of more environmentally-friendly and fuel-efficient transit vehicles.

Action M.12.3.2. To the extent practical and based on funding availability, reduce transit delay and improve transit reliability through physical and technological improvements, such as signal prioritization at signalized intersections, automated bus tracking, and queue-jump lanes.

Action M.12.3.3. Work with other agencies and organizations to implement real-time information systems so that passengers will know when their bus is expected to arrive. Such technologies include web-based or telecommunications-based applications and changeable message signs at major bus stops.

Action M.12.3.4. Work with other organizations and agencies to publicize the transit system and to increase availability of transit information, including through Town communications, and at popular tourist destinations and lodging.

Goal M.13. Ensure the financial sustainability of transit.

Policy M.13.1. Pursue all available sources of funding for capital and operating costs of transit services, including grant opportunities, public-private and public-public partnerships, and funding through major developers.

Action M.13.1.1. Continue to support transit service and programs through Measure T and the "new development" transit fee.

Action M.13.1.2. Continue to work with transit partners and other agencies to explore opportunities for grants and the sharing of resources.

Policy M.13.2. When needed, work with neighboring jurisdictions and agencies to develop funding mechanisms to address future shortfalls in available tax-based funding for transit and to support adequate local and regional transit service.

3.7 PARKING

The parking section of the Mobility Element describes the existing and planned public parking facilities in Mammoth Lakes, and establishes goals, policies, and actions to better align overall parking supply and demand through more efficient parking management, and to create parking that is consistent with community character, urban design, and environmental protection goals described in the General Plan.

Balancing the supply of parking with the demand for parking, and providing parking in the areas where it is needed is critical in Mammoth Lakes. Inadequate or inconvenient parking can create issues for businesses and residents in the form of frustration and spillover (drivers parking where they should not). However, providing too much parking can also create issues. Parking facilities are expensive to construct, imposing significant financial costs to developers, building users, and governments. In addition, parking facilities impose environmental costs, contradict community objectives for more livable and walkable communities, and abundant, unpriced parking tends to increase driving and discourage use of alternative modes.

Most drivers in Mammoth Lakes do not pay for the full costs of providing parking. Providing parking in Mammoth Lakes, whether in a surface lot, understructure, or underground is expensive. When considering the high cost of land, construction, and maintenance, a single parking space can cost between $30,000 and $40,000. These costs can represent a significant portion of the annualized cost of a typical building, which are often incorporated into building rents and mortgages, and are subsequently passed down to consumers in the form of higher taxes and retail prices. While it is important to have sufficient parking, building too much is an inefficient use of valuable resources.

From a street capacity standpoint, subsidizing parking encourages people to drive more and adding more parking spaces puts further burden on the streets that provide access to parking. Additionally, parking has a direct impact on housing affordability. Each off-

Parking facilities *must be an integrated part of transportation and land use planning and should support community design goals.*

The cost of parking *is typically incorporated into the cost of renting or purchasing a residential unit, impacting housing affordability.*

street parking space, along with its share of necessary aisles and ramps, consumes about the same amount of building space as a studio apartment. Each parking space increases the cost of housing, sometimes creating a financial barrier for residents.

PARKING AND THE TRANSPORTATION NETWORK

Because every vehicle trip requires parking at its destination, parking must be an integrated component of transportation and land use planning. For this reason, the Mobility Element does not include a specific parking figure; rather, existing and planned public parking facilities are depicted in the Complete Streets, Vehicle Network, and Transit Network figures (Figures 3-1, 3-2, and 3-5).

Shown in these figures are existing public parking facilities and planned public parking facilities or areas, including small-scale parking areas to serve trailheads, and larger-scale parking areas to serve commercial areas and recreational staging. Only public parking facilities are depicted in the figures; however, private parking areas are also a key component of the overall parking system and improvements as to how private parking is provided and coordinated with other aspects of transportation and land use planning is a primary focus of this section.

The planned parking facilities represent the areas where parking demand is not currently met in the community. For example, some areas of town, such as the North Village or south Old Mammoth Road, experience parking shortages, particularly during periods of peak visitation, while areas such as the Town's Park and Ride lot or parking areas on Main Street may be underutilized.

Surface parking lots *are abundant in Mammoth Lakes and often create barriers for pedestrians.*

The Town's Park and Ride lot *is often underutilized.*

GOALS, POLICIES, AND ACTIONS: PARKING

Goal M.14. Support alternative transportation, housing affordability, and public health goals through implementation of improved parking strategies and requirements.

Policy M.14.1. Adjust parking requirements on a case-by-case basis when it can be demonstrated that the parking demand can be reduced or the parking efficiency can be improved through:

- Shared parking between uses on site-or within walking distance,
- Internal capture between uses on-site or within walking distance,
- Tandem or stacked parking,
- Coordinated valet service to balance supply and demand,
- Transit-oriented design,
- Incorporation of technology-based parking infrastructure, such as mechanical lifts or real-time parking occupancy information, and
- Implementation of Travel Demand Management (TDM) measures, such as alternative transportation infrastructure and programs.

Action M.14.1.1. Develop and implement comprehensive parking strategies through the Zoning Code and Public Works Standards.

Policy M.14.2. Support development of strategically located public parking facilities, including overnight parking facilities that will promote the use of alternative transportation modes and the “park once” concept.

Policy M.14.3. Allow development to contribute in-lieu parking fees as appropriate and utilize revenue to improve alternative transportation infrastructure and programs, as well as to develop strategically located public parking facilities. Consider implementing metered or paid parking in commercial areas and utilize revenue to improve alternative transportation choices.

Action M.14.3.1. Develop and implement an in-lieu fee parking program.

Policy M.14.4. In new multi-family development, allow developers the option to permit buyers to purchase parking separately from residential units to reduce the overall cost of housing, and to allow residents or businesses of nearby buildings to lease unneeded spaces at rates comparable to those paid by building tenants.

Goal M.15. Design parking to meet applicable design goals and minimize negative impacts on pedestrians, bicyclists and transit users.

Policy M.15.1. Encourage the provision of on-street parking in appropriate areas when feasible (e.g. day use only, time limited, summer only, etc.), such as in commercial corridors, resort areas, and recreation portals. This may include conversion of traffic lanes to parking and parallel parking to angled parking.

Policy M.15.2. Encourage new development to provide underground or understructure parking and discourage the development of surface parking through the application of incentives, disincentives, and parking adjustments as described in M.14.1.

Action M.15.2.1. Develop and implement understructure/underground parking incentives and surface parking disincentives through the Zoning Code and Public Works Standards.

Policy M.15.3. New parking facilities will comply with Town Design Guidelines and Public Works Standards and advance urban design principles by employing the following measures when feasible:

- Require all new surface parking to be located behind structures,
- Require new development to provide parking access from side-streets or mid-block connectors,
- Require new development to provide separated pedestrian routes through large surface parking lots to reduce conflicts with vehicles,
- Require all new parking to be shared and designed so that it is interconnected with adjacent parking facilities, and
- Require all new above-ground parking structures and surface parking to be screened by landscaping from adjacent public streets.

Action M.15.3.1. Develop and implement parking design standards through the Zoning Code and Public Works Standards.

Policy M.15.4. Require adequate on-site loading and unloading areas for lodging uses and other uses with intensive passenger drop-off demands, including the provision of adequate tour bus drop-off and staging.

Policy M.15.5. Require adequate delivery and loading areas for commercial projects and ensure that these activities do not impact access to surrounding streets or properties. This may include delivery and loading areas both in front of and behind structures.

3.8 TRANSPORTATION DEMAND MANAGEMENT

This section of the Mobility Element establishes goals, policies, and actions for transportation demand management (TDM), with the goal of reducing vehicle trips and efficiently managing the demand for transportation resources such as roadway capacity and parking.

TDM strategies are particularly appropriate for Mammoth Lakes because they offer a cost-effective way to increase the efficiency of the transportation system without increasing traffic and parking demand. TDM strategies can be applied in conjunction with future growth to minimize impacts to transportation and can be implemented through the Zoning Code, design guidelines, and other standards.

Creating a sustainable transportation system depends on making the right investments in transportation infrastructure. Implementing TDM maximizes our return on those investments, and it has additional unique benefits that infrastructure cannot offer:

- Influence travel behavior – TDM has the ability to change travel patterns in a more affordable and flexible manner, and do so in a shorter time frame.
- Defer or eliminate the need for new infrastructure – TDM can postpone or eliminate the need to build new transportation infrastructure by eliminating vehicle trips, reducing trip lengths, and shifting trips to less congested areas and off-peak hours.
- Maximize choice – TDM provides additional transportation choice by ensuring that individuals are aware of their travel options and understand how to use them.

DEMAND MANAGEMENT AREAS

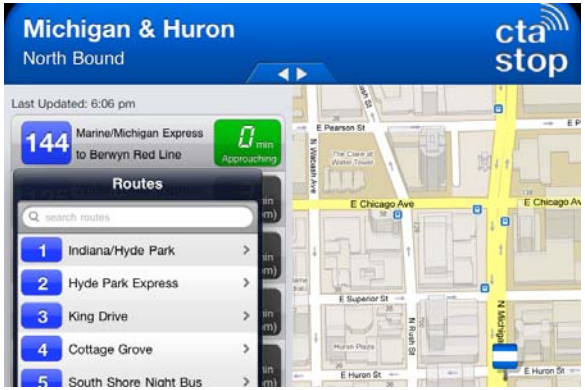
The various districts, corridors, and neighborhoods of Mammoth Lakes each have different travel characteristics. Areas that are served by transit and have a diverse mix of uses within walking distance generate fewer vehicle trips than single-use districts or neighborhoods with limited transit. Examples of these areas include the North Village,

Mixed-use and pedestrian-oriented districts *can reduce vehicle trips and trip lengths.*

The Village at Mammoth *represents a mixed-use, pedestrian and transit-oriented district.*

the Main Street District, and North and South Old Mammoth Road. These areas generally correspond to the Primary, Secondary, and General Pedestrian Zones depicted on Figure 3-1, Complete Streets, and Figure 3-3, Pedestrian Network. Additional demand management areas may also include those areas surrounding the Mammoth Mountain Ski Area portals of Canyon Lodge, Eagle Lodge, and the Main Lodge.

Special attention should be paid to the areas around major transit stops since the quality of pedestrian and bicycle access to these stops influences the ability to achieve greater trip reduction. Major transit stops are shown on each of the network graphics in the chapter.



Mobile technology *such as the transit tracking application shown above, encourages transit use through improved access to information.*

GOALS, POLICIES, AND ACTIONS: TRAVEL DEMAND MANAGEMENT

Goal M.16. **Create a sustainable transportation system that reduces Vehicle Miles Traveled (VMT) and peak period vehicle trips, thereby supporting local and regional air quality, greenhouse gas emission reduction, and public health objectives.**

Policy M.16.1. Reduce automobile trips by promoting and facilitating pedestrian, bicycle, transit and parking management strategies and programs through the following:

- Implementation of compact pedestrian-oriented development that provides a mix of land uses within walking or biking distance that meet the daily needs of residents and visitors,
- Encouraging clustered and infill development,
- Encouraging and developing land use policies that focus development potential in locations best served by transit and other alternative transportation, and
- Implementing parking strategies that encourage the "park-once" concept.

Policy M.16.2. Require new development to implement Transportation Demand Management (TDM) measures.

Action M.16.2.1. Develop and implement TDM strategies and incentives through programs, guidelines, and the Zoning Code.

Policy M.16.3. Encourage the school district, ski resort and other major public and private traffic generators to develop and implement measures to change travel behavior.

Action M.16.3.1 Work with Mammoth Unified School District, Mammoth Mountain Ski Area, Mammoth Hospital, and others to develop and implement incentives to encourage vehicle trip reductions.

Goal M.17. Use all available tools to make the most effective possible use of the transportation system.

Policy M.17.1. Regularly update the TDM requirements for new development.

Policy M.17.2. Continue to strengthen the marketing and promotion of non-auto transportation modes to residents, employees, and visitors.

Policy M.17.3. Continue to invest in information technology to help market and provide improved access and information for all transportation choices.

3.9 REGIONAL AND INTERREGIONAL TRANSPORTATION

Regional and interregional transportation connecting Mammoth Lakes to other destinations within the Eastern Sierra, and to other areas of California and Nevada, are key components of the overall transportation system. Regional and interregional transportation services have grown over the last several years, particularly air and transit services, in response to increasing demand and the desire to capture new resort visitors from beyond the Town's traditional southern California market. The goals, policies and actions described in this section provide guidance for strengthening the regional components of the transportation system.

Commercial air service *at Mammoth Yosemite Airport has grown significantly since 2008, contributing to community economic sustainability and quality of life.*

REGIONAL AIR SERVICE

Regional air service to Mammoth Lakes is provided at the Mammoth Yosemite Airport (MMH), which is located approximately 8 miles east of Mammoth Lakes on US 395. The airport currently serves both general (private) and commercial (public) aviation, providing access to Mammoth Lakes and the surrounding areas. Air service to and from Mammoth Lakes is a playing an increasingly important role in the transportation system, contributing to the community's economic sustainability and quality of life by improving access and convenience for residents and visitors.

Although commercial air service was provided periodically in the 70s, 80s, and 90s, not until the winter of 2008 was sustained commercial air service achieved through the joint efforts of the Town and Mammoth Mountain Ski Area. Today, year-round commercial flights are offered to Los Angeles, with additional flights to San Jose, San Francisco, San Diego, and Orange County during the winter season only.

Because the demand for service to Mammoth Lakes continues to increase, it is possible that additional flights and destinations may be added in the future. As such, modest improvements to the airport, including an expansion of the existing terminal, are planned

in the near-term to accommodate increased service. Additional long-term improvements may occur as warranted. However, major expansions or an increase in the number of flights or types of aircraft will require supplemental environmental review.

REGIONAL TRANSIT

In addition to the local and regional transit service provided by ESTA described in Section 3.6, additional regional transit is provided by YARTS, which operates a fixed-route service to Yosemite National Park from the surrounding counties of Mono, Mariposa, and Merced. The YARTS service operates two routes: one route on the west side of Yosemite between Yosemite Valley and Merced, and the second on the east side along the US 395 and Highway 120 corridor between Mammoth Lakes and Yosemite Valley, with stops in Lee Vining and June Lake.

YARTS operates on the east side typically between late May and October 1st (depending on the seasonal closure of Tioga Pass) and currently makes a single roundtrip run each day. In Mammoth Lakes, the YARTS shuttle stops are located at various lodging locations, as well as the Park and Ride lot on Old Mammoth Road. The YARTS service increases access to the park for locals and visitors and, to some extent, provides increased ability to make interregional connections across the Sierra Nevada.[9]

REGIONAL HIGHWAYS

The US 395 corridor serves as the primary vehicle corridor in the Eastern Sierra, providing regional connections between southern California and Reno, Nevada, as well as access to Mammoth Lakes. The highway serves residents, visitors, commuters, and businesses, and is a significant trucking route that has been designated as part of the National Truck Network on the National Highway System (NHS).[10]

YARTS *provides transit service to Yosemite National Park and the west side of the Sierra Nevada from the surrounding areas, including Mono County and Mammoth Lakes.*

[9] Routes and bus stop Information, http://www.yarts.com/service.html
[10] Mono County Regional Transportation Plan, 2008.

SR 14, which connects to US 395 near southern Inyo County, provides access from the Ridgecrest and Mojave area in southern California, In recent years, Caltrans has been working to improve the capacity of both US 395 and SR 14. Both the Mobility Element and the Mono County Regional Transportation Plan express support for these improvements to improve goods-movement and economic development goals.

GOALS, POLICIES, AND ACTIONS: REGIONAL AND INTERREGIONAL TRANSPORTATION

Goal M.18. Improve the regional transportation system.

Policy M.18.1. Maintain and expand access to regional recreation areas via coordinated system of shuttle and bus services, scenic routes, trails and highways.

Policy M.18.2. Work with regional transportation partners to plan for and implement transportation projects that improve regional connectivity and access.

Action M.18.2.1. Continue to work with and support the Local Transportation Commission to identify and program regionally significant transportation projects update the Regional Transportation Plan (RTP) as required, including identification of regionally significant streets for inclusion in the RTP.

Action M.18.2.2. Work with Caltrans and Mono County to coordinate transportation systems during high traffic flow events and weather emergencies. Adjustments include traffic control officers, message signs and temporary barriers.

Policy M.18.3. Support upgrading of US 395, State Route 14 and additional regional highways as necessary to improve access to Mammoth Lakes.

Policy M.18.4. Support federal and state efforts to mitigate impacts of truck traffic and freight hauling on regional highways.

Policy M.18.5. Continue to support Mammoth-Yosemite Airport as a regional transportation hub through advancement of the policies and actions for air service established in the General Plan Economy Element.

3.10 CONCLUSIONS AND IMPLEMENTATION

In conclusion, the Mobility Element establishes a framework of goals, policies, and actions that focus on "feet-first" principles to achieve a progressive and balanced multimodal transportation system. The Mobility Element serves as a planning document to guide investment and decision-making for transportation improvements to the Town's system of roads, sidewalks, paths, bike lanes, trails, parking, and public transit, setting the course for the next twenty years.

A phased implementation timeline for action items established in the Mobility Element is included in Appendix F. The table describes the action, the Town departments and other agencies or organizations that may play a role in the effort, and a general timeline to begin and complete the effort. Collaboration and direct partnership with the broad array of public and private agencies and organizations will be necessary to implement these actions.

Individual capital facilities that are depicted in the various network graphics throughout this chapter are meant to guide investment and priorities for capital improvements. The implementation of individual capital improvements is dependent on a number of factors, but is principally tied to funding availability, which may come in the form of grants, fees, or Town capital improvement funds.