

Draft Mobility Element Goals, Policies, and Actions Tracking Table

2011 Draft Mobility Element		Relationship to 2007 General Plan Mobility Element
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.	New
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.	New
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.	New
Policy M.1.3.	Emphasize “feet-first,” public transportation second, and vehicle last in planning the community transportation system.	Goal M.3. modified
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.	New
	- 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.	New
	- Develop Level of Service guidelines and California Environmental Quality Act thresholds for pedestrian, bicycle, and transit modes.	New
	- Develop transportation system performance measures, regularly track performance, report results to the public, 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.	New
	- Apply 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.	New
Action M.1.3.2.	Develop and implement a townwide wayfinding system to guide visitors and residents to and from their destinations.	Goal M.1. modified
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.	New
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.	New
Policy M.1.5.	Reduce conflicts between vehicles and pedestrians through improved access, design, and management, including driveways, frontage roads, and turn lanes.	New
Action M.1.5.1.	Require individual development projects to minimize the width and number of driveways and consolidate existing driveways along arterial roads as is feasible and practical.	New
M.1.5.2.	Work with Caltrans to improve access management on State Route 203.	New
Goal M.2.	Manage and invest in the transportation system in ways that prioritize flexibility and cost effectiveness and improve the user experience.	New

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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.	New
Policy M.2.2.	Recognize quality and maintenance as important priorities and develop Level of Service guidelines to achieve those priorities.	New
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.	New
Action M.2.2.2.	Design and construct new transportation facilities to reduce long-term maintenance costs in a harsh climate.	Action M.4.D.1. modified
Goal M.3.	Enhance small town community character through the design of the transportation system.	Goal M.8.
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.	Policy M.8.A.
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.	New / Action M.8.A.2. modified
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.	New
Policy M.3.2.	Facilitate implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects.	Policy M.8.B.
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.	New
Action M.3.2.2.	Continue to work with Caltrans to plan and implement traffic-calming measures on State Route 203.	New
Goal M.4.	Improve snow and ice management to enhance public safety and the operation of the circulation system.	Goal M.9. modified
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.	Policies M.9.A. & B. modified
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.	New / Action M.4.D.1. modified
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.	New

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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.	New
Policy M.4.2.	Support development of alternative snow removal technologies or methods, such as geothermal, solar, and deicing treatments.	Action M.9.C.1. modified
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.	New
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.	Goal M.7. modified
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.	Policy M.7.B. modified
Action M.5.1.1.	Construct new streets and/or reroute existing streets to achieve circulation objectives in conjunction with new development.	Policy M.7.F. modified
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.	Action M.7.B.1. modified
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.	Policies M.7.C. and M.7.H modified
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.	Policy M.3.A.
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.7.A.
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.8.A.1 modified
Action M.5.4.1.	Work with Caltrans to evaluate the installation of roundabouts on State Route 203 as appropriate.	New
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.	Policy M.7.D.

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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.7.D.1 modified
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.	New
Action M.5.5.3.	Continue to perform transportation monitoring activities, including vehicle trip monitoring on local streets throughout town as necessary.	Policy M.7.D. modified
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	Policy M.7.E.
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.	New
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.	Policy M.7.G. modified
Action M.5.7.1.	Secure needed rights-of-way for future roadway improvements as part of relevant project approvals and through the Municipal Code.	Action M.7.D.2. modified
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.	New
Goal M.6.	Manage local traffic congestion.	New
Policy M.6.1.	Implement a variety of approaches to reduce automobile trips, especially during congested periods.	New
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.	New
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.	New
Policy M.6.4.	Discourage the use of neighborhood streets as cut-through routes to avoid congested arterial facilities.	New
Policy M.6.5.	Plan, schedule, and conduct construction activities to minimize the severity and duration of traffic impediments.	Policy M.3.G. modified
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.	Action M.3.G.1 modified
Policy M.6.6.	Require commercial developments to provide adequate delivery and loading facilities to avoid impeding traffic flow.	Policy M.3.H. modified

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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.	Action M.3.H.1. modified
Goal M.7.	Effectively manage traffic to provide a safe environment for all road users.	New
Policy M.7.1.	Maintain modern traffic engineering standards for all Town roadway and traffic safety infrastructure.	New
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.	New
Pedestrian		
Goal M.8.	Support “feet-first” objectives by providing a linked year-round recreational and commuter pedestrian system that is safe and comprehensive.	Goal M.4. modified
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.	Policy M.4.E. modified
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.	New
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.	New / Policy M.4.B & Action M.4.B.1 modified
Action M.8.1.3.	Implement trail system improvements recommended in the Trail System Master Plan.	New
Policy M.8.2.	Pursue all available sources of funding for pedestrian improvements, including grant opportunities, assessment districts, and funding through major developers.	New
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.	New
Action M.8.2.2.	Apply for Federal and State grant funds to complete priority pedestrian facilities.	New
Policy M.8.3.	Improve pedestrian safety through measures such as:	M.4.C. modified
	- Providing adequate separation from vehicles,	M.4.C. modified
	- Implementing traffic-calming measures in areas where pedestrian volumes are high or where pedestrians must share the street with vehicles,	M.4.C. modified
	- Providing glare-free lighting at intersections,	M.4.C. modified
	- Improving accessibility for special needs, including people using wheelchairs, walkers, and strollers,	New
	- Implementing access management strategies to reduce pedestrian-vehicle conflicts,	New
	- Providing protected roadway crossings and safe access to transit stops, and	M.4.C. modified
	- Providing year-round access through improved snow and ice management.	M.4.C. modified

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Action M.8.3.1.	Work with Caltrans to improve pedestrian safety along State Route 203, including the installation of sidewalks and enhanced pedestrian crossings in accordance with State Highway standards. This may necessitate roadway or shoulder modifications and grade changes or rerouting.	Policy M.4.F. modified
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.	New
Goal M.9.	Provide an attractive and accessible pedestrian environment throughout the Town.	New
Policy M.9.1.	Design streets, sidewalks, and trails to promote and encourage walking and improve accessibility.	New
Action M.9.1.1.	Develop townwide pedestrian and streetscape design guidelines that encourage walking and improve accessibility.	Action M.4.D.1. modified
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.	Goal M.4. modified
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.	Policy M.4.E. modified
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.	New
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.4.D.1 modified
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.	New
Action M.10.1.4.	Study the designation of “Bicycle Boulevards” on certain residential streets, as appropriate, to encourage bicycle travel.	New
Action M.10.1.5.	Identify key locations for bicycle racks and/or storage.	New
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.	New
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 bicycle racks and/or storage.	New
Policy M.10.2.	Create a safe and comfortable cycling environment in the Town that is accessible to cyclists of all ages.	New
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.	New
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.	New

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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.	New
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.	New
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.	New
Policy M.10.3.	Continue to support physical and policy-related changes to encourage access to regional and local transit service via bicycle.	New
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.	New
Goal M.11.	Increase bicycle use through improved public education and marketing of the system.	New
Policy M.11.1.	Support and participate in educational programs and marketing to encourage bicycling.	New
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.	New
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.”	New
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.	Goal M.5. modified
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.	Policy M.5.A. modified
Action M.12.1.1.	Develop a transit plan that identifies community transit needs and update regularly.	Action M.5.A.1. modified
	- 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.	New / Action M.5.C.2. modified
	- 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.	New
	- 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.	New

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Action M.12.1.2.	Increase availability of transit services by working collaboratively with other agencies and organizations.	Policy M.5.C.
	- 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.	New
	- 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.	New
	- Work with other agencies and organizations to explore implementation of rapid transit buses on key corridors or to key destinations.	New
	- Explore development of a transit center and secondary transit hubs.	Action M.5.C.1
Action M.12.1.3	Expand or extend transit service to areas that are currently unserved or underserved by transit, including Mammoth Yosemite Airport, Whitmore Pool, Shady Rest Park, and other areas as funding and demand allow.	New / Policy M.2.F. & Action M.2.F.1. Action modified
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.	New
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.	Policy M.5.B. modified
Action M.12.2.2	Work with Caltrans to improve and manage transit facilities on State Route 203, including shelters, turnouts, and multimodal access.	New
Policy M.12.3.	Work to incorporate state-of-the-art technology as part of a convenient, efficient, and environmentally-friendly transit service.	New
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.	New
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.	New
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.	New
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.	New
Goal M.13.	Ensure the financial sustainability of transit.	New

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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.	New
Action M.13.1.1.	Continue to support transit service and programs through Measure T and the “new development” transit fee.	New
Action M.13.1.2.	Continue to work with transit partners and other agencies to explore opportunities for grants and the sharing of resources.	New
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.	New
Parking		
Goal M.14.	Support alternative transportation, housing affordability, and public health goals through implementation of improved parking strategies and requirements.	Goal M.6. modified
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:	New
	- Shared parking between uses on site-or within walking distance,	New
	- Internal capture between uses on-site or within walking distance,	New
	- Tandem or stacked parking,	New
	- Coordinated valet service to balance supply and demand,	New
	- Transit-oriented design,	New
	- Incorporation of technology-based parking infrastructure, such as mechanical lifts or real-time parking occupancy information, and	New
	- Implementation of Travel Demand Management (TDM) measures, such as alternative transportation infrastructure and programs.	New
Action M.14.1.1.	Develop and implement comprehensive parking strategies through the Zoning Code and Public Works Standards.	Policy M.6.A. & Action M.6.B.2. modified
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.6.B. modified
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.	New
Action M.14.3.1.	Develop and implement an in-lieu fee parking program.	Action M.6.B.1. modified
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.	New
Goal M.15.	Design parking to meet applicable design goals and minimize negative impacts on pedestrians, bicyclists and transit users.	New

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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.	New
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.	New
Action M.15.2.1.	Develop and implement understructure/underground parking incentives and surface parking disincentives through the Zoning Code and Public Works Standards.	New
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:	New
	- Require all new surface parking to be located behind structures,	New
	- Require new development to provide parking access from side-streets or mid-block connectors,	New
	- Require new development to provide separated pedestrian routes through large surface parking lots to reduce conflicts with vehicles,	New
	- Require all new parking to be shared and designed so that it is interconnected with adjacent parking facilities, and	New
	- Require all new above-ground parking structures and surface parking to be screened by landscaping from adjacent public streets.	New
Action M.15.3.1.	Develop and implement parking design standards through the Zoning Code and Public Works Standards.	New
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.	New
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.	Policy M.3.H. & Action M.3.H.1. modified

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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.	New
Policy M.16.1.	Reduce automobile trips by promoting and facilitating pedestrian, bicycle, transit and parking management strategies and programs through the following:	Policies M.3.C. & M.3.D. modified
	- 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,	Policies M.3.C. & M.3.D. modified
	- Encouraging clustered and infill development,	Policies M.3.C. & M.3.D. modified
	- Encouraging and developing land use policies that focus development potential in locations best served by transit and other alternative transportation, and	Policies M.3.C. & M.3.D. modified
	- Implementing parking strategies that encourage the “park-once” concept.	Policies M.3.C. & M.3.D. modified
Policy M.16.2.	Require new development to implement Transportation Demand Management (TDM) measures.	Policy M.3.E.
Action M.16.2.1.	Develop and implement TDM strategies and incentives through programs, guidelines, and the Zoning Code.	Action M.3.E.1. Action
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.	Policy M.3.F.
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.	New
Goal M.17.	Use all available tools to make the most effective possible use of the transportation system.	New
Policy M.17.1.	Regularly update the TDM requirements for new development.	New
Policy M.17.2.	Continue to strengthen the marketing and promotion of non-auto transportation modes to residents, employees, and visitors.	New
Policy M.17.3.	Continue to invest in information technology to help market and provide improved access and information for all transportation choices.	New
Regional and Interregional Transportation		
Goal M.18.	Improve the regional transportation system.	Goal M.2.
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.2.A.
Policy M.18.2.	Work with regional transportation partners to plan for and implement transportation projects that improve regional connectivity and access.	Policy M.2.B. modified

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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.2.C.1. modified
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.	Action M.2.C.1. modified
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.2.D. modified
Policy M.18.4.	Support federal and state efforts to mitigate impacts of truck traffic and freight hauling on regional highways.	Policy M.2.E.
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.	New