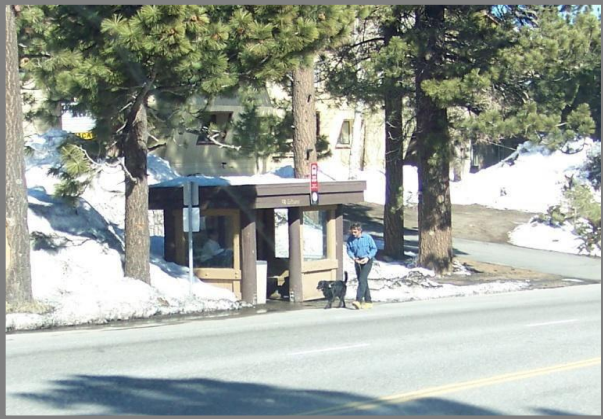


Pedestrian Master Plan



Town of Mammoth Lakes, CA

March 15, 2014

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Chapter 1: Introduction

1.1 Purpose

The Town of Mammoth Lakes Pedestrian Master Plan guides the future development and enhancement of pedestrian facilities within the Town and is intended to follow the General Plan Mobility Element goals, policies, and actions related to pedestrian infrastructure. Specifically, it completes Action M.8.1.2 to update the Sidewalk Master Plan. Pedestrian transportation is recognized as a vital component of the overall transportation system in Mammoth Lakes. Two key concepts from the General Plan Mobility Element are reflected in this Plan. First, the Triple-Bottom-Line is where transportation complements a community's social, economic, and natural capital (Figure 1.1). Second, this document seeks to implement Feet-First Transportation, which emphasizes and prioritizes: 1) non-motorized travel; 2) public transportation; and 3) vehicles (Figure 1.2). This Plan inventories existing infrastructure, assesses current and future needs, and makes recommendations for the funding and the implementation of projects. Extensive input from the community was used to develop this Plan. The Plan seeks to make Mammoth Lakes a pleasant, enjoyable, and safe place to walk.

1.2 Benefits of Pedestrian Transportation

There are many benefits to be gained from improving pedestrian infrastructure by encouraging walking. Walking is a viable means of transportation that promotes vibrant communities and helps to improve individual health and fitness. It can easily be combined with other forms of transportation to complete trips. The availability of pedestrian infrastructure affects decisions on where based on accessibility, economics, and quality of life. Significant environmental impacts of automobile use further emphasize the benefits of walking.

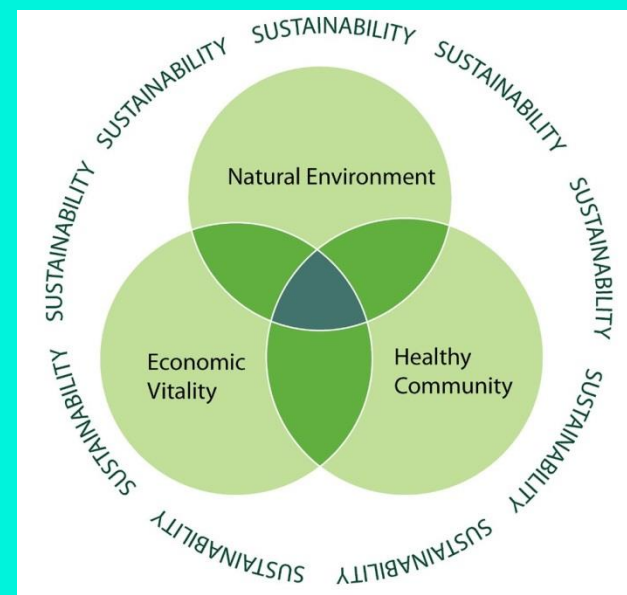


Figure 1.1 Triple Bottom Line Diagram



Figure 1.2 This image shows Pedestrians in the mixed-use Village area of Mammoth Lakes demonstrating "Feet-First", which prioritizes walking over other forms of transportation.

Accessibility: Walking is the most broadly accessible form of transportation and recreation, requiring no fare, fuel, or license. For those who cannot use other modes of transportation, the ability to walk safely is essential. For young people, walking affords a sense of independence, and for seniors, walking is an effective means to stay physically active and interact socially.

Economics: Motor vehicles are expensive and walking is an affordable alternative. In Mammoth Lakes approximately 7.7% of the occupied housing units do not have an available vehicle according to the 2010 U.S. Census. The small size of Mammoth Lakes, less than four square miles, makes it possible to choose walking as an alternative to motor vehicles. As well, walking supports multi-modal transit, such as traveling by bicycle or bus (Figure 1.3). Bus service is provided year-round and free of charge in Mammoth Lakes.

Health: The health benefits of regular physical activity are far-reaching. According to the American Heart Association, walking can reduce the risk of coronary heart disease, improve blood pressure and blood sugar levels, maintain body weight and lower the risk of obesity, enhance mental well-being, and reduce the risk of Type 2 diabetes.

Natural Environment: Residents of Mammoth Lakes value the rich natural setting of the public land surrounding the town, located in the Eastern Sierra of California (Figure 1.4). Policies, programs, and improvements made by the Town have a direct effect on the natural environment. By reducing the use of automobiles, there is a reduction of greenhouse gas. Non-point source pollutants caused by automobiles, such as emissions from tail pipes and water run-off from contaminants discharged by automobiles, disrupt the natural environment. Walking is a positive alternative to automobile use and helps Mammoth Lakes contribute to the overall goal of reducing vehicle trips.



Figure 1.3 The Mammoth Lakes Trolley service helps create connectivity between pedestrian trips and supports multi-modal transit.



Figure 1.4 The natural environment is important to the residents of Mammoth Lakes. Walking reduces automobile trips and supports broader environmental goals including green-house gas reduction.

Economic Vitality: Mammoth Lakes recognizes the role of economic vitality in the pedestrian environment; there are retail centers with a focus on compact development on Old Mammoth Road, Main Street, and the Village. Features include active streets that promote commercial activity, while providing safe and efficient ways to travel on foot (Figure 1.5).

Quality of Life: Pedestrian infrastructure increases the quality of life for residents by providing safe and connected areas. It enables residents to find positive places for social interaction and recreation, with connections to housing, employment, and shopping.

Congestion: By shifting motor vehicle trips to pedestrian trips, congestion is reduced. Traffic has a direct effect on walking conditions, pedestrian safety, and the quality of life for local residents. The tourist population creates peaks in traffic during events and when Mammoth Mountain Ski Area is in operation.

1.3 Public Participation

In August 2013, an online community-wide survey in English and Spanish was taken to gain community input on pedestrian transportation and safety (Appendix B). Community involvement also included an annual Safe Routes to School survey, distributed to parents of school children in March 2013 (Appendix D). As part of the General Plan Mobility Element process in July 2010, a public open house was held to gain community input on transportation in a large forum setting. Maps were available to mark locations where improvements were needed and suggestions were then summarized by staff and stored electronically (Figure 1.6) (Appendix C). The data and feedback from these public outreach efforts have been summarized and incorporated into the Pedestrian Master Plan.



Figure 1.5 An improved pedestrian environment in commercial areas such as downtown Mammoth Lakes will improve economic vitality in the community.



Figure 1.6 Public participation was vital in the creation of this Plan. Much of the background for the Draft Mobility Element of the General Plan was gathered at this open house.

1.4 How Citizens Will Use This Plan

Community members can help identify priorities and proposals for future infrastructure to improve the pedestrian network and safety conditions. Community members and residents will use this Plan to ensure that pedestrian needs and conditions are adequately identified. Citizen involvement will improve pedestrian infrastructure and safety conditions and subsequently transform the pedestrian environment (Figure 1.7). Public involvement data will also be a resource as this Plan is routinely updated.

1.5 How the Town Will Use This Plan

This Plan will help the Town understand the opportunities and constraints of the existing pedestrian system. It identifies the needs and priorities based on research and public input. The Plan will guide the Town in implementing the goals, policies, and actions of the pedestrian section of the General Plan Mobility Element. Additionally, it will help guide the prioritization and implementation of future projects and will serve as an important resource when applying for grant funding.

1.6 Complete Streets Approach

This Plan incorporates the “Complete Streets” policy, the foundation of the General Plan Mobility Element (2012). “Complete Streets” is a design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation (Figure 1.8). Walking is the foundation of the transportation system, and improving the pedestrian environment should be the primary focus in creating a “feet-first” community. The pedestrian section of the General Plan Mobility Element (2012) seeks to make walking safe and more accessible for everyone, on all streets and during all seasons. It recommends a



Figure 1.7 Citizens and the Town will use this Plan to understand the opportunities and constraints facing the pedestrian system. Over time, the Town will implement pedestrian infrastructure, creating better streets, and a safer pedestrian environment.



Figure 1.8 Complete Streets is a transportation policy and design approach that takes into account multi-modal transportation which includes “feet first” pedestrian transportation.

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.

1.7 Pedestrian Section of the General Plan Mobility Element

The pedestrian section of the General Plan Mobility Element (2012) serves as the framework for the Pedestrian Master Plan. It includes a vision, goals, recommendations, and actions that form the basis of the Plan. Additionally, the pedestrian section of the Mobility Element includes Pedestrian Zone Classifications, Key Pedestrian Routes, and Strategic Improvements (Figure 1.9).

1.8 Goals, Policies, and Actions

The following goals, policies, and actions are referenced from the Pedestrian section of the General Plan Mobility Element (2012). They form the framework for pedestrian planning in Mammoth Lakes which takes into account a “Complete Streets” approach to transportation planning.

- **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 all planning processes identify and implement pedestrian improvements and new development improves existing conditions to meet Town standards.
 - **Action M.8.1.1** As large blocks are developed or redeveloped, increase

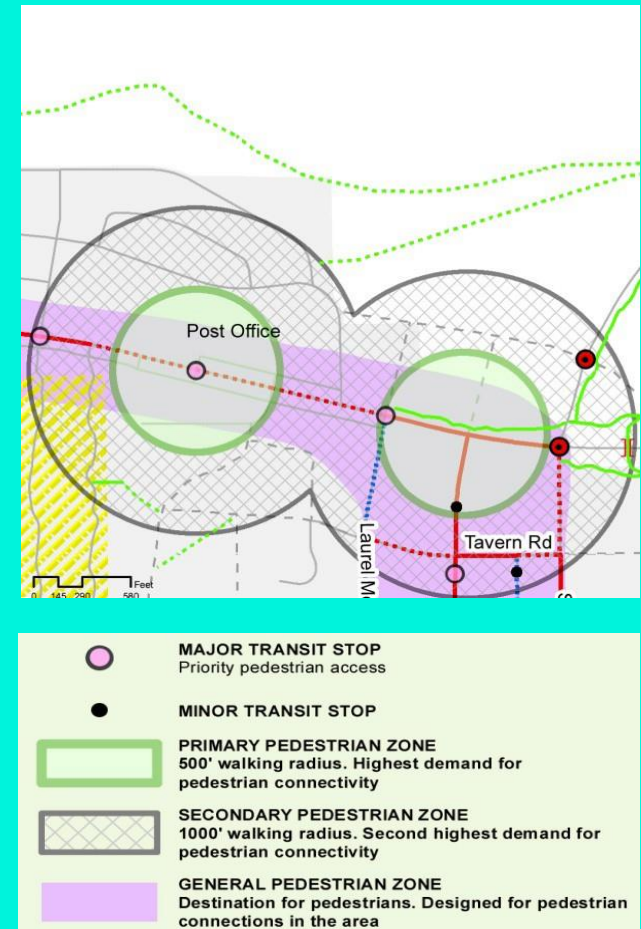


Figure 1.9 A portion of the Pedestrian Network Map of the General Plan Mobility Element.

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 (Figure 1.10).
- **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:



Figure 1.10 Increasing connectivity is a priority and is supportive of Action. M.8.1.2. There is currently numerous gaps in pedestrian infrastructure in key areas of town such as Main Street and along multi-use paths.

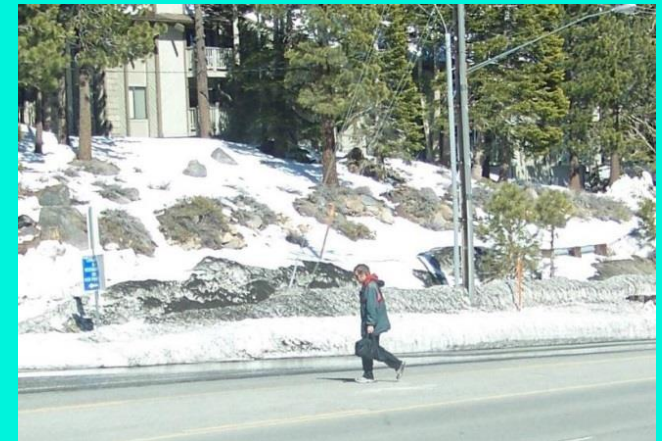


Figure 1.11 Providing safe connections is a priority for the Town as outlined in Policy 8.3.6. This image depicts Downtown Main Street/State Route 203, which is a problem area due to a wide street with fast moving cars.

1. Providing adequate separation from vehicles.
 2. Implementing traffic-calming measures in areas where pedestrian volumes are high or where pedestrians must share the street with vehicles.
 3. Providing glare-free lighting at intersections.
 4. Improving accessibility for special needs, including people using wheel chairs, walkers, and strollers (Figure 1.11).
 5. Implementing access management strategies to reduce pedestrian-vehicle conflict.
 6. Providing protected roadway crossings and safe access to transit stops (Figure 1.12).
 7. Providing year-round access through improved snow and ice management (Figure 1.13).
 - **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/ encourage walking and improve accessibility.



Figure 1.12 This image shows an example of the ADA ramps along the south side of Main Street. This is supportive of Policy M.8.3.4.



Figure 1.13 A pedestrian walking on Main Street during the winter and shares the roadway with traffic. Clearing snow from pedestrian infrastructure during the winter is supportive of Policy M.8.3.7.

- **Action M.9.1.1** Develop town-wide pedestrian and streetscape design guidelines that encourage walking and improve accessibility through measures such as:
 - i. Providing public spaces for pedestrians to gather and socialize.
 - i. Prioritizing pedestrian access in building design.
 - ii. Incorporating street furniture, including benches, trash cans, attractive street lighting, public restrooms, etc.
 - iii. Providing appealing landscaping and public art (Figure 1.14).
 - iv. Implementing directional and informational signage (Figure 1.15).

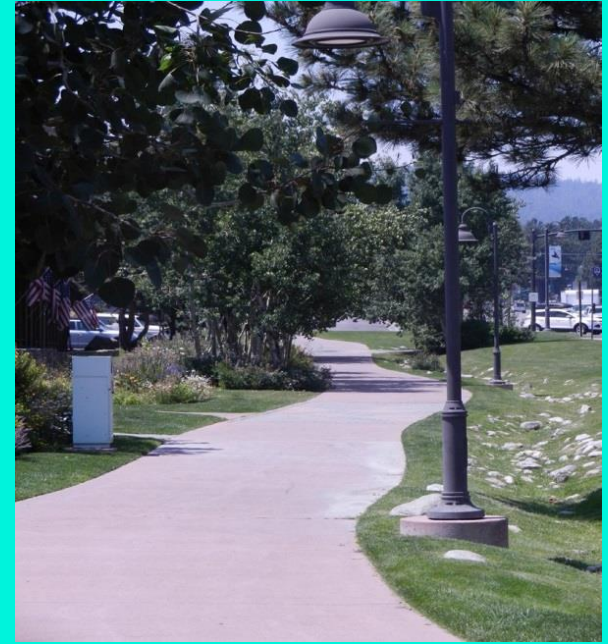


Figure 1.14 Landscaping along Main Street/Highway 203 supports Policy M.9.1.1.4: “Provide appealing landscaping and public art.” Landscaping creates a sense of place and should fit with the mountain resort setting.



Figure 1.15 Lakes Basin multi-use path with directional signage is supportive of policy M.9.1.1.5.

Chapter 2: Related Planning Documents, Materials, and Data Sources

Where the previous chapter established the specific goals, policies, and actions for the Pedestrian Master Plan, this chapter provides a summary of the relevant planning, policy, and regulatory documents that comprise the broad framework for pedestrian planning within the Town of Mammoth Lakes. Additional resources are listed, such as GIS sources and accident databases. The Town and other local and regional agencies are aware of the importance of enhancing the pedestrian environment, as shown by the numerous recommendations in these planning documents. Town documents, along with County and regional plans, are discussed as they relate to the planning and development of pedestrian facilities and programs in Mammoth Lakes.

Draft Mammoth Lakes Main Street Plan (2014)(Figure 2.1)

The Main Street Plan will transform Main Street into a vibrant, pedestrian oriented center serving residents and year-round visitors. This is relevant to the Pedestrian Master Plan as there are numerous recommendations related to pedestrian infrastructure and streetscape improvements. The Main Street Plan offers guidance for preferred street concepts, connectivity or place-making opportunities, streetscape designs, parking strategies, and new development opportunities. Also described, are phasing and implementation, including cost estimates, recommended financing strategies, regulatory amendments, and an implementation timeline with outlined responsibilities to help the Town move from ideas to action. Implementation of the Main Street Plan is expected to occur over the next 10-20 years as funding becomes available.

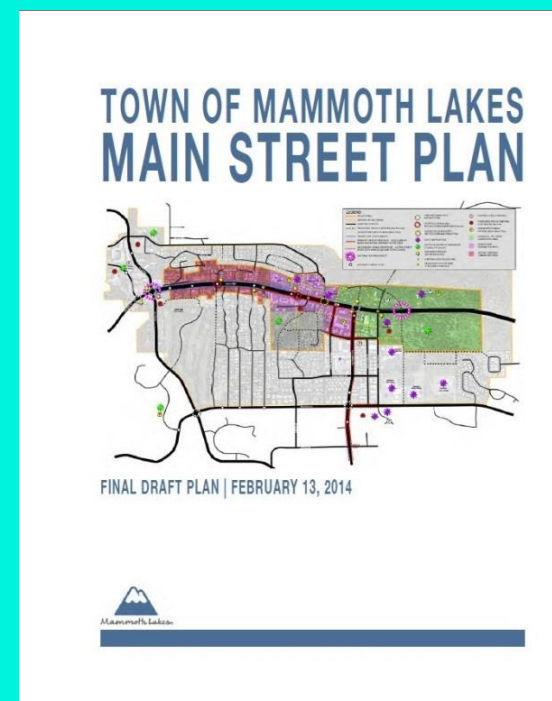


Figure 2.1 Main Street Plan 2014

Eastern Sierra Transit Authority Coordinated Plan (2013) (Figure 2.2)

The Eastern Sierra Transit Authority provides service in Mammoth Lakes under contract with the Town and Mammoth Mountain Ski Area (MMSA). This Plan is divided into two main sections, the first is an existing conditions report describing the existing transportation services and programs and identifies service gaps. The second section focuses on identification of potential strategies and solutions to overcome service gaps. The Plan will be broad enough to encompass the transit needs of all the transportation providers and stakeholders in Inyo and Mono County.

General Bikeway Plan (2013) (Figure 2.3)

The Town first adopted its General Bikeway Plan in 1995 and it has since undergone four addenda. Since its original adoption, and as a result of comprehensive bicycle facility planning, many on-street bicycle facilities, bicycle racks, street-separated multi-use paths (and their associated bridges and under-crossings) have been constructed, totaling \$10,870,000. The purpose of the General Bikeway Plan is to outline the capital and program improvements needed to enhance the bicycle infrastructure over the next 10-20 years.

Municipal Wayfinding Master Plan (2012)(Figure 2.4)

This Plan serves as a guide for future wayfinding in the Mammoth Lakes area. It is intended to provide pedestrian and directional signage that integrates with the Mammoth Lakes trail system wayfinding signage.

Parks and Recreation Master Plan (2012)(Figure 2.5)

The Parks and Recreation Master Plan outlines the Town's recreation needs for the future and establishes goals and policies that guide future park improvements. It contains an analysis of the supply, demand, and needs for park and recreation facilities and services within the Town of



Figure 2.2 Eastern Sierra Transit Authority Coordinated Plan (2013)

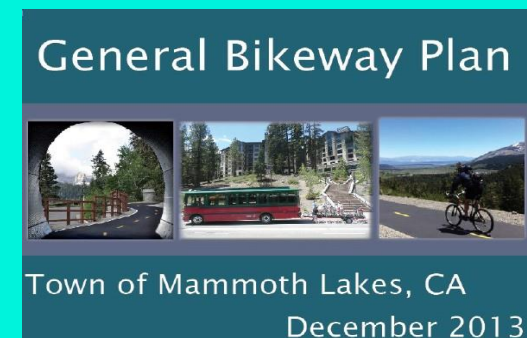


Figure 2.3 General Bikeway Plan Update (2013)



Figure 2.4 Municipal Wayfinding Master Plan (2012)

Mammoth Lakes, and includes a comprehensive assessment of public and private facilities available in and around Mammoth Lakes. It also recommends implementation strategies to help address the challenges of providing parks and recreation facilities. Parks attract pedestrians, and it is important to provide infrastructure such as sidewalks and multi-use paths in and around these areas.

Draft General Plan Mobility Element (2011)(Figure 2.6)

The Pedestrian Section of the Draft Mobility Element of the General Plan describes the existing pedestrian network and potential for new pedestrian connections. It provides goals, policies, and actions to improve pedestrian conditions and encourage “feet-first” travel in Mammoth Lakes. The goals, policies, and actions from this Plan are incorporated into the Pedestrian Master Plan and create a broad framework for pedestrian planning in Mammoth Lakes. This Plan is not yet adopted, making it serve as a guide rather than an official planning document.

California Transportation Plan 2035 (2011)(Figure 2.7)

The California Transportation Plan 2035 updates state policy framework to meet new trends and challenges, such as climate change. In addition, the CTP 2035 will build on the 2007 Addendum for SAFETEA-LU compliance to, among other requirements, better integrate transportation planning with environmental and natural resource planning. CTP 2035 explores emerging trends and challenges for the transportation system in California. Pedestrian transit is a major element of this Plan and creating pedestrian infrastructure in Mammoth supports these goals.

Town of Mammoth Lakes Traffic Safety Evaluation (2010)

In 2010, the Technology Transfer Program of the Institute of Transportation Studies at the University of California – Berkeley conducted a traffic safety evaluation (TSE) by request of the Town.

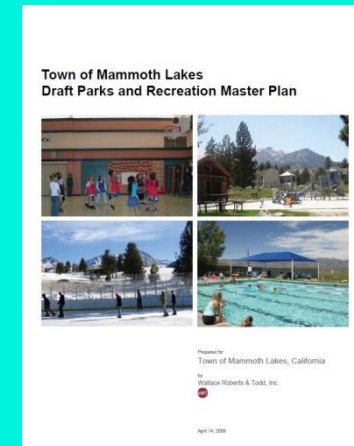


Figure 2.5 Parks and Recreation Master Plan (2012)



Figure 2.6 Draft General Plan Mobility Element (2011)



Figure 2.7 California Transportation Plan 2035 (2011)

The primary objective of the TSE was to evaluate traffic safety of the Town's roadways and intersections, particularly those with the highest number of collisions. The evaluation team also reviewed the existing marked crosswalks at uncontrolled locations to determine the improvements needed to make the treatments at all such crosswalks consistent throughout Mammoth Lakes. The Town specifically requested the evaluation team to visit Mammoth Lakes during the winter months when snow accumulations and ski season traffic combine to exacerbate the Town's traffic problems.

Traffic Management Plan (2011) (Figure 2.8)

The purpose of the Traffic Management Plan is to provide the Town with a handbook of potential traffic management strategies, such as traffic calming options and management techniques for peak traffic periods, that can be employed to address excessive traffic speeding or "cut through" issues. This study is based on an assessment of current traffic management issues in the Town, including the identification of potential solutions to specific issues. The document provides a methodology and menu of options that are specific for Mammoth Lakes' traffic conditions and can be applied over time to individual issues.

Trails System Master Plan (2011) (Figure 2.9)

The Trail System Master Plan (TSMP) is a comprehensive trails and public access plan that updated the Town's 1991 Trails System Plan. The TSMP integrates and adopts the Sherwins Area Recreation Plan (SHARP) as a component of the TSMP, which includes proposals for trails, public access, and recreation facilities within the Sherwins area, south of the Town's urbanized area. This Plan requires a high level of inter-agency cooperation between the Town of Mammoth Lakes, United States Forest Service (USFS), California Department of Transportation (Caltrans), and other entities. It has specific sections relevant to bicycle and pedestrian transportation.

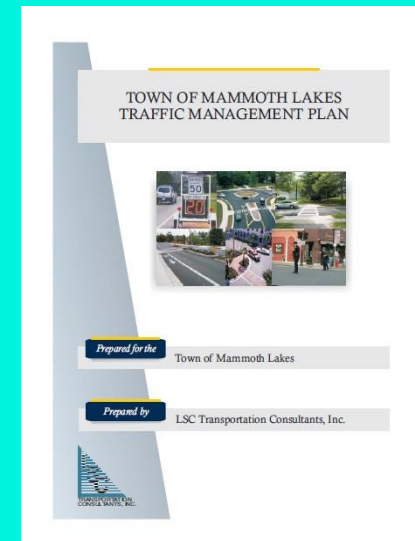


Figure 2.8 Town of Mammoth Lakes Traffic Management Plan (2009)

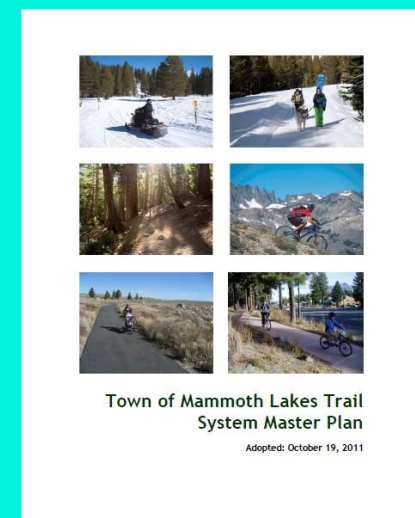


Figure 2.9 Trail System Master Plan (2011)

Sherwin Area Recreation Master Plan (SHARP) (2009) (Figure 2.10)

The Sherwin Area Recreation Master Plan (SHARP) was published in November 2009, and reflects the results of a seven-month collaborative process involving Mammoth Lakes Trails and Public Access (MLTPA), the US Forest Service, the Town, and a broad cross-section of interested stakeholders, known as the Sherwin Working Group (SWG). SHARP identifies potential summer and winter trails and recreation projects in the Sherwin Area, south of the Town's Urban Growth Boundary.

Mono County Regional Transportation Plan (2008) (Figure 2.11)

The Mono County Regional Transportation Plan provides a clear vision of regional transportation goals, policies, objectives and strategies. The Plan provides an assessment of the current modes of transportation and the potential for new travel options within the region. It provides estimates of future needs for travel and goods movement, specific actions necessary to address the region's mobility and accessibility needs, and guidance for public policy decisions by local, regional, State and Federal officials regarding transportation expenditures and financing.

Town of Mammoth Lakes Snow Management Policy (2006)

The goal of the Town's snow management effort is to provide for the safest possible movement of traffic throughout the community during winter months, particularly during storm periods. The Snow Management Policy provides Town staff with guidance to ensure that public safety is always the primary concern, all areas are treated equitably, priorities are understood by all, and proper responsibility and authority is established.

Mammoth Lakes Trails and Public Access GIS Inventory Contract (2006) (Figure 2.12)

The MLTPA GIC is an inventory of significant points of public access to recreation amenities as well as identified points of jurisdictional importance in the Mammoth Lakes area. MLTPA GIC data describes



Figure 2.10 Mammoth Lakes Trails and Public Access GIS Inventory Contract 2006



Figure 2.11 Sidewalk Master Plan

the location, outdoor recreation activities accessible at that location, special circumstances, and facilities, with photos of each site's condition, location, and signage.

Sidewalk Master Plan (1997/2003)(Figure 2.13)

The Town's Sidewalk Master Plan, developed in 1997, was updated in 2003. The Plan recommends sidewalks on both sides of most arterial roadways or areas with high pedestrian activity. The Plan also recommends sidewalks on at least one side of most collector streets or those that provide access to schools or other major destinations. The Pedestrian Master Plan will replace the 2003 Sidewalk Master Plan.

Mammoth Lakes Transit Plan (2000)

This document first presents a summary description of existing transit services in the area, followed by a recommended transit service, capital, and institutional plan. These elements are intended as a basis for further decision making regarding a financial implementation strategy, as well as identification of an appropriate institutional form by which to fund and provide a contract for transit services. Transit service is an integral part of pedestrian transportation, helping bridge gaps that may exist in the pedestrian network.

GIS Databases

Sources of GIS data in the local area come from a variety of sources including the Town of Mammoth Lakes, the Inyo National Forest, Mono County, and Mammoth Mountain Ski Area. However, a reliable combined source of GIS from all federal, state, county, municipal and private sources in the Mammoth Lakes region does not currently exist and is in the planning process of development. The Pedestrian Master Plan primarily uses data from the Town of Mammoth Lakes and Mono County GIS database including layers for roads, sidewalks, promenades, multi-use paths, and bridges and tunnels.

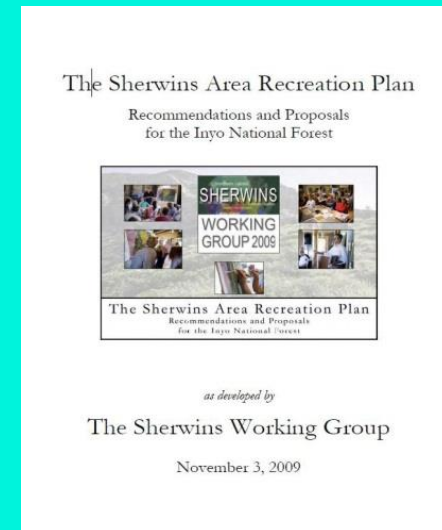


Figure 2.12 Sherwin Area Recreation Master Plan (SHARP) (2009)

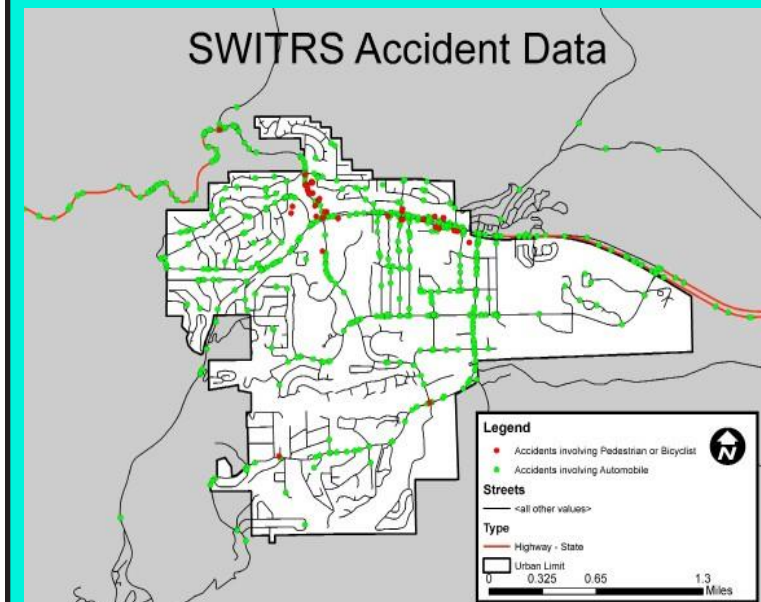


Figure 2.13 The map illustrates accidents occurring in Mammoth Lakes over a ten-year period.

Statewide Integrated Traffic Records System (SWITRS) (Figure 2.14)

The Statewide Integrated Traffic Records System (SWITRS) is a database that serves as a means to collect and process data gathered from a collision scene. The data can be accessed online using the Internet SWITRS application. This is a tool California Highway Patrol (CHP) staff and members of its Allied Agencies throughout California can request various types of statistical reports. Custom reports can be created by the user to capture data relevant to specified criteria such as jurisdiction, location, or annual or quarterly reports by date. SWITRS data is often required when applying for grant funding related to transportation.

RIMS Database

The RIMS database is maintained by the Mammoth Lakes Police Department (Figure 2.15). Many accidents are also recorded in the SWITRS database. The RIMS database can be useful to supplement accident data available from other agencies and to ensure data accuracy.



Figure 2.14 Mammoth Lakes Police

Chapter 3: Existing Conditions

Mammoth Lakes is a unique destination resort community within Mono County, located in California's Eastern Sierra Nevada (Figure 3.1). Incorporated in 1984, the Town is located along State Route 203 approximately three miles west of its junction with Highway 395. Sitting at an elevation between 7,800 and 8,300 feet, the alpine climate consists of cold winters and mild summers. While the Town is nearly 24 square miles in size, the Urban Growth Boundary (UGB), where the majority of buildings and roads are found, comprises approximately four square miles. The remaining area within the Town Boundary is occupied by Inyo National Forest land, including Mammoth Mountain Ski Area, which contributes Mammoth's primary industry, recreational tourism.

While the Town has a permanent resident population of 8,200 according to the 2010 U.S. Census, the total population can swell to as high as 35,000 during peak visitation periods. Visitors are attracted to the great hiking, camping, fishing, biking, climbing, skiing and snowboarding available in the area. This kind of dynamic population change can create complex demand on the overall transportation system.

3.1 Land Use and Pedestrian Generators

Nearly 45 percent of the Town within the UGB is composed of residential land use, a significant portion of which are second homes and rental units. Nearly twenty-five percent is designated resort and includes golf courses, condominiums, and hotel lodging. Open space, commercial activity, and institutional facilities comprise between 8 and 10 percent of the Town's urban footprint with the industrial park making up the smallest share at 3 percent (Figure 3.2).



Figure 3.1 Highway 203 is Mammoth's Main Street.

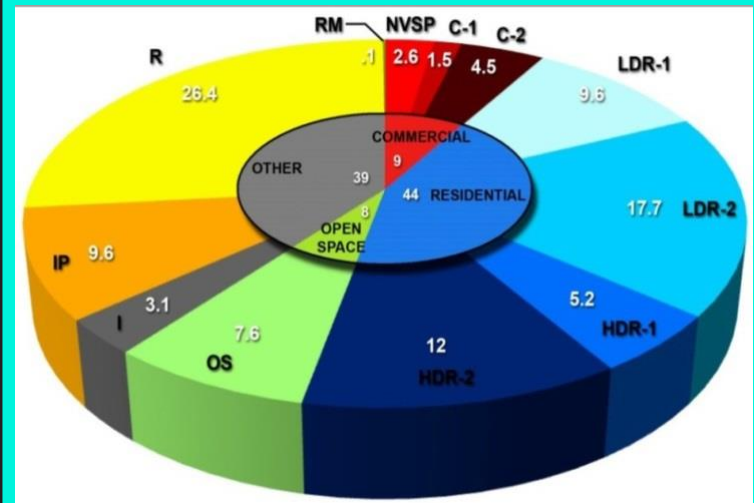


Figure 3.2 Land Use Distribution

Green- Open Space;
 Blue- Residential including second homes and rental units;
 Red – commercial for resorts, golf courses, condominiums and hotel lodging;
 Grey – institutional facilities such as schools and the library

3.2 Existing Pedestrian Network

Guidelines for Pedestrian Facilities

Guidelines for pedestrian facilities come from multiple sources, these facilities will affect the degree to which people enjoy the walking experience. If designed appropriately, the walking environment will not only serve the people who walk currently, but will also be inviting for those who consider walking in the future. The Municipal Code, which includes the zoning ordinance, the traffic code, and the public improvements code, contains language regulating local pedestrian facilities. State laws and rules regulate others. Standard Construction Details, issued by the Town's Standard Plans for Public Works, apply to the pedestrian realm. There are also numerous guidelines issued by various national organizations that constitute the canon of standard engineering practice. These include the Manual on Uniform Traffic Control Devices (MUTCD) (Figure 3.3), California Manual on Uniform Traffic Control Devices (CAMUTCD), and the Americans with Disabilities Act Access Board (ADAAG) Guidelines.

Existing Pedestrian Facilities

The inventory of existing and proposed pedestrian facilities is available through the Mono County, CA Geographic Information System (GIS) database. As part of this Pedestrian Master Plan, a Town inventory of sidewalks, promenades, multi-use paths, bridges and tunnels, crosswalks, and curb ramps was conducted using this data. Mammoth Lakes' transportation system includes sidewalks, multi-use paths, marked crosswalks, bridges and tunnels among other pedestrian infrastructure. The presence, quality, and connectivity of the pedestrian network varies greatly throughout the Town. The highest concentration of pedestrian facilities are located in the downtown area along Main Street and Old Mammoth Road.

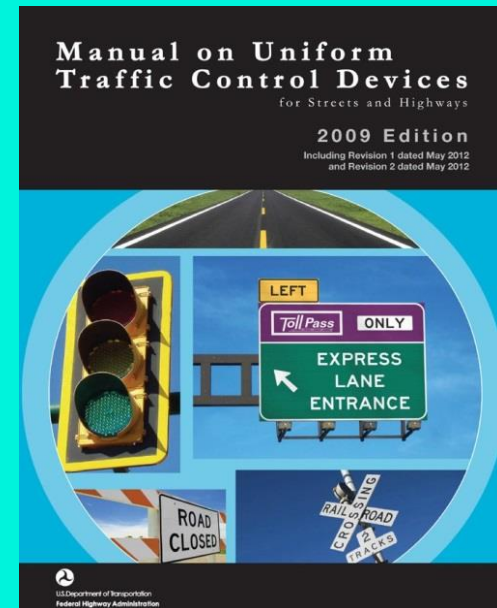


Figure 3.3 Manual on Uniform Traffic Control



Figure 3.4 Mono County GIS Department routinely updates data for existing pedestrian facilities

3.3 Public Transportation

Local Transit (Figure 3.5)

Transit service in Mammoth Lakes is provided by the Town and Mammoth Mountain Ski Area and operated by the Eastern Sierra Transit Authority (ESTA). Currently, all transit is provided free of charge. Ridership continues to grow annually.

Regional Transit (Figure 3.6)

ESTA 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. ESTA also provides service under contract with the USFS, to Reds Meadow Valley and the Devils Postpile National Monument. Regional Transportation is supplemented by the Yosemite Area Regional Transportation System (YARTS).

Mammoth Dial-a-Ride (Figure 3.7)

Mammoth Dial-a-Ride Service provides a door-to-door service for residents of Mammoth Lakes. It provides a service for those whose demand is not met by the local transportation system and who may require a higher level of service due to a disability or elderly condition.

3.4 Pedestrian Accident Statistics

According to SWIRTS CHP data, since 2001, there were a total of 38 pedestrian and bicyclist accidents in Mammoth Lakes representing approximately 3.5% of the overall accidents that occurred (Figure 3.8). These accidents varied in cause and severity. Seven accidents



Figure 3.5 Local Transit



Figure 3.6 Regional Transit - YARTS

occurred while crossing at an intersection. Ten incidents occurred while crossing where there was no crosswalk. Twenty-one of the accidents occurred while in the road where there was no shoulder or limited separation between automobiles and pedestrians. There have been no fatalities since 2001; however, visible injuries, hospitalizations, and property destruction have resulted from these accidents. Expanding pedestrian infrastructure and improving safety in key places as well as maintaining current infrastructure should be a priority for the Town.



Figure 3.7 Mammoth Dial-A-Ride

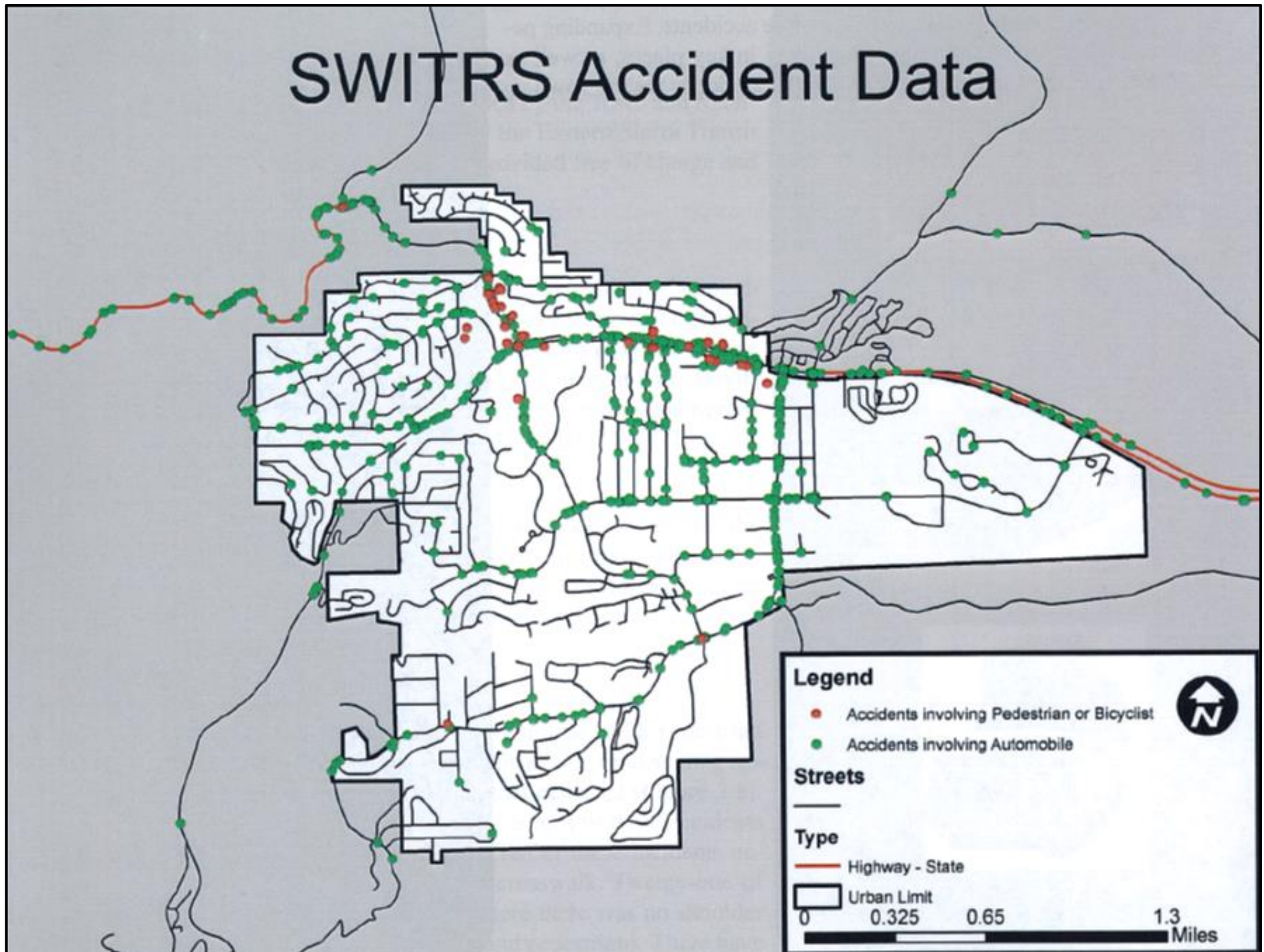


Figure 3.8 SWITS Accident Data, 2000-2011

Chapter 4: Needs Assessment

4.1 Americans with Disabilities Act

The Mammoth Lakes ADA Transition Plan documents the legal and functional goals and objectives of the Town to make existing pedestrian facilities within the public right-of-way accessible and usable for persons with disabilities.

The ADA Transition Plan has been prepared pursuant to the Americans with Disabilities Act (ADA), which requires all public agencies to develop a transition plan, for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The Plan is required to give a schedule for curb ramp installation, as well as describing other improvements necessary to achieve programmatic accessibility for persons with disabilities. The Plan outlines the recommended procedures for implementing and scheduling remedial work to provide a compliant system of curb ramps, sidewalks, and related facilities within the public right-of-way.

The ADA Transition Plan is a vital component of a larger project intended to optimize the pedestrian experience; provide safe and usable pedestrian facilities for all pedestrians; and, assures compliance with all federal, state, and local regulations and standards. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, sidewalks with curb ramps at intersections, planting strips and buffers, pedestrian activity areas, and unimproved open spaces that are part of the public right-of way (Figures 4.1 and 4.2).



Figure 4.1 Curb Ramp located at Meridian Blvd. and Old Mammoth Road



Figure 4.2 ADA Accessible Ramp located on the south side of Main Street near Lupin Street

4.2 Safe Routes to School

In March of 2013, a Safe Routes to School (SRTS) survey was distributed to the parents of Mammoth Unified School District K-8. 327 surveys were returned of 880 distributed. The information from these surveys was compiled into a SRTS report that contains information from parents about their children's trips to and from school. The report also reflects the perceptions of parents regarding whether walking and bicycling to school is appropriate for their child. The data provided in this report was collected using the survey about walking and bicycling to school from the National Center for Safe Routes to School.

The results of the survey indicated a high number of trips using a family vehicle, which included 64% of all trips in the morning and 42% in the afternoon. Only 31% of those surveyed stated that they lived more than two miles from the school. Currently, only 9% of all children reported walking in the morning and 18% walking in the afternoon. For children that live within a half-mile of school, over 50% asked to walk or bicycle to and from school (Figure 4.3). The main issue parents identified as a reason for why they would not let their child walk to school was weather or climate (70% of the respondents citing this as a barrier). The winter months in Mammoth are cold and there are hazardous obstacles for children such as snow and ice, making walking less desirable (Figure 4.4).

Reoccurring Safe Routes to School surveys are planned for the year of 2014 and beyond. Respondents have identified infrastructure improvements such as areas in need of sidewalks that have now been added to the pedestrian network. Additional surveys will help the Town benchmark progress on increasing the number of children who walk to school, and the effectiveness of recently added pedestrian infrastructure.

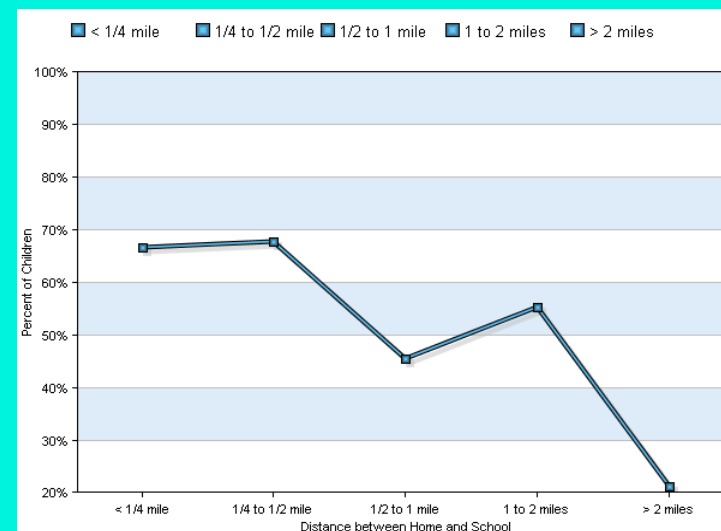


Figure 4.3 This graph shows the percentage of children who have asked to walk to school by distance from school.

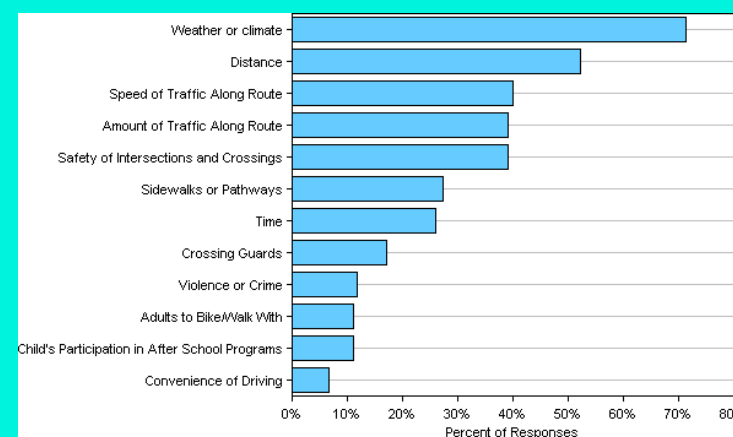


Figure 4.4 This graph shows the barriers that prevent children from walking to school.

4.3 Aging Populations

According to the 2010 U.S. Census, over 6.5% of all persons in Mammoth Lakes are age 65 or over. There are a number of considerations to take into account when planning for seniors. Considerations include eyesight, hearing, movement, judging distance and time, and street design associated with falls. While the elderly are considered especially vulnerable, the considerations are applicable to all pedestrian groups, and improvements oriented towards the elderly benefit all.

As people get older and their vision diminishes, determining whether there are puddles or ice or determining the depth of a curb can become more difficult. Many senior citizens may not be able to perceive how fast a vehicle is traveling in their direction which makes crossing time an issue. When crossing the street, many senior citizens may lead off and have a slower reaction time if they need to get back to the curb. Infrastructure that may improve crossings for senior citizens includes having a split pedestrian crossing and a surface that is smooth and well-maintained (Figure 4.5). Additionally, extended curbs will lessen the crossing distance, and will allow vehicle drivers to see pedestrians crossing the street (Figure 4.6).here snow management allows, all curbs should be extended into the crosswalk to create better sightlines for pedestrians and drivers. On streets where there is more space than is needed to move traffic, the street should be put on a “road diet” where lanes or parts of lanes are reclaimed for wider sidewalks, planted medians and/or bicycle lanes. Streets that are difficult to cross include Old Mammoth Road and Main Street/Highway 203. However, Highway 203 cannot be narrowed or have the center line shifted because vehicular safety and consistency would be compromised. These are also critical areas for most people, including seniors as they provide access to shopping, groceries, and restaurants.



Figure 4.5 Pedestrian island crossing

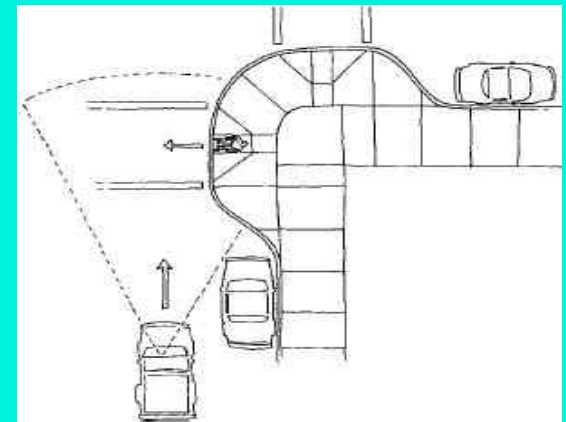


Figure 4.6 Snow Plow on Highway 203, Main Street in Mammoth Lakes



Figure 4.7 Curb extensions

4.4 Visitors

The focus of the Town's economy is based on tourism surrounding Mammoth Mountain and the Lake Mary Basin. During the winter months, the path allows easy movement for skiers, snowboarders and general pedestrian travel. The summer months provide recreational opportunities for hikers, runners and bikers. The multi-use path system is highly travelled during all seasons of the year, allowing for the "feet first" initiatives to be implemented.

Pedestrian travel is monitored through the summer months to measure hourly travel volume of people. These studies indicate areas of the highest travel and allow the Town to access areas for additional sidewalks/multi-use paths. The information is compiled on a bi-yearly period and presented in the Traffic Study Report as areas of greatest recreational attraction.

4.5 Snow Management Policy

The goal of the Town's snow management effort is to provide the safest possible movement of traffic throughout the community during winter months, particularly during storm periods.

Snow management in Mammoth Lakes is a function of manpower and equipment. There are ten full-time operators and four temporary operators during the winter. There are also five full-time mechanics that are used as snow removal operators during storm periods. The snow removal equipment includes five loaders with blades, two trucks with plows and cinder spreaders, one grader and three snowblowers. Manpower and equipment are divided into two 12-hour shifts during storm periods.

The Town currently contracts out snow removal for all assessment and benefit assessment districts, including the Bluffs and Juniper Ridge. For the Bluffs and Juniper Ridge, snow removal consists of



Figure 4.8 Snowboarder walks in shoulder of roadway along Main Street/Highway 203

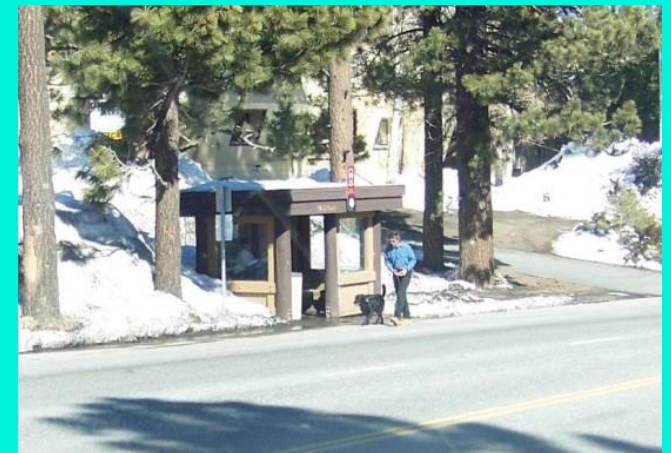


Figure 4.9 Bus stop along Main Street lacking sidewalks to access the facility

plowing and blowing streets. For the North Village and Old Mammoth Road, snow removal consists of plowing streets, blowing streets and sidewalks, and hauling snow with trucks.

Sidewalks are blown once per day or when the snow accumulates in excess of six inches either at the conclusion of or during a storm event. Sidewalk ice is removed either by chipping or by other means appropriate, including ice melt and/or cinders. Snow berms on Old Mammoth Road and in the North Village are removed within four days following the conclusion of a storm event, then more frequently as time permits during the storm cycle. Approximately 0.4 miles of promenades, 3.18 miles of sidewalks, and 3.04 miles of multi-use path are routinely cleared each winter. In addition, five tunnels and three bridges are routinely cleared of snow. Limited snow storage is a significant issue in Mammoth, as a large amount of snow accumulates along roadways, often blocking sidewalks, promenades, and multi-use paths (Figures 4.7, 4.8, 4.9, and 4.10).



Figure 4.10 Pedestrians walk in the roadway at the intersection of Minaret and Main Street

Chapter 5:

Recommendations for Near and Long-Term Improvements

There are a variety of existing pedestrian facilities in Mammoth Lakes. The presence, quality, and connectivity of the pedestrian network vary greatly throughout the Town. This is often a function and result of land use and urban design. Mammoth Lakes' transportation system includes sidewalks, signalized intersections, curb ramps, marked crosswalks, and other types of pedestrian infrastructure. The pedestrian environment is shaped by this infrastructure, as well as by parks, availability of transit, public, and private development. Below is an outline of the recommended near and long-term improvements including pedestrian infrastructure and policies. This section provides recommendations that will help implement many of the goals, policies, and actions from the Draft General Plan Mobility Element.

1) Implement Sidewalks and Promenades as Outlined on the Pedestrian Network Map and Accompanying Tables

Sidewalks and promenades are the central components of the pedestrian network (Figures 5.1 and 5.2). The pedestrian network maps and accompanying tables show specific locations where future sidewalks and promenades will be located. Implementing this infrastructure will be phased over several years and funding will come from a variety of sources. The results would be a total of 6.7 miles of new sidewalks and promenades, for an estimated cost of

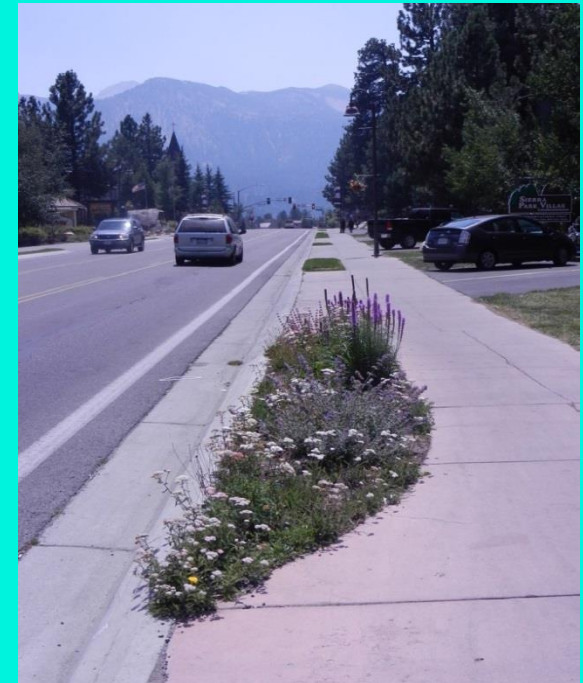


Figure 5.1 Sidewalk on Old Mammoth Road

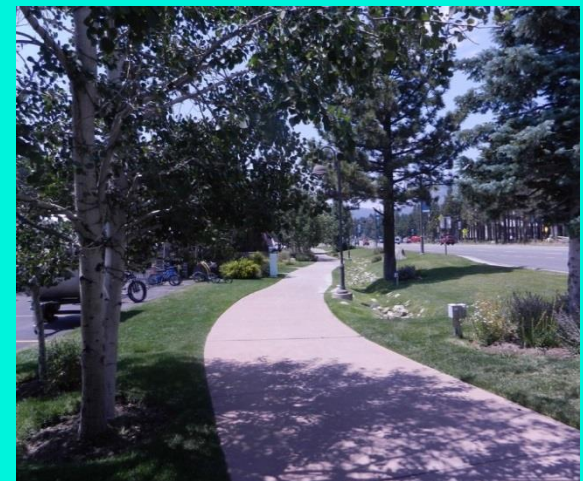


Figure 5.2 Promenade on Main Street near intersection with Old Mammoth Road

\$9,500,000. Additional sidewalks and promenades will provide a continuous system of accessible pathways for pedestrians. There are connected sidewalk networks in some areas of Mammoth Lakes, while in other areas the sidewalk network has significant gaps or does not exist at all. There are still many gaps along Main Street, particularly between the downtown and the Village, where many of the tourist amenities are located.

2) Implement Sidewalk Buffers in Key Locations as Necessary (Figure 5.3)

A pedestrian's safety and comfort in the roadway environment is significantly impacted by the width and quality of the buffer between the sidewalk and the roadway. Physical buffers such as trees, curbs, landscaping, bike lanes, and on-street parking can enhance the pedestrian experience by separating the road and the sidewalk. In addition to making an area more comfortable, pedestrian buffers can provide improved aesthetics such as with landscaping. In addition to landscaping, buffers can include opportunities for benches, bus stop shelters, trash receptacles, public art, and way-finding maps.

3) Implement Traffic Calming Devices Along Main Street and Old Mammoth Road

Traffic calming, defined in the Traffic Management Plan, is a strategy that can be utilized to reduce vehicle speeds. Facilities that can aid calming include curb extensions, traffic circles, and pedestrian island crossings. These improve both pedestrian and motor vehicle safety, and make it easier to cross the street, and creating a comfortable walking environment.

4) Improve Furnishings Around Traffic Stops (Figure 5.4)

Mammoth's transportation system includes bus transit, and trolley transit all of which travel on fixed lines. Sidewalk connectivity in the proximity of trolley and bus stops provides access to these stops for



Figure 5.3 Sidewalk buffer located on Old Mammoth Road



Figure 5.4 Bus Stop located at Vons supermarket on Old Mammoth Road near Meridian Boulevard

all riders, including older residents and those with disabilities. Transit facilities in Mammoth include curb-indents at bus stops, shelters, and signage with route maps and bus stop times. Furnishings such as these, which are aesthetically appealing and fit with the mountain character, should be implemented.

5) Improve Connectivity and Expand the Network of Multi-Use Paths (Figure 5.5)

The pedestrian network map and accompanying tables outline future pedestrian infrastructure. If fully implemented, the results would be a total of 18.3 miles of new multi-use paths, the total cost amounting to \$23,000,000. There is currently a well-connected system of multi-use trails in Mammoth Lakes that accommodates bicyclists and pedestrians, and in some places, winter cross-county skiers. The primary use of these trails is for recreational and exercise purposes, however, many of these trails are also of commuter benefit. Snow removal and plowing is an issue with these paths during the winter.

6) Implement ADA-Compliant Staircases and Ramps as Needed (Figure 5.6)

Mammoth's topography, particularly on the north and west sides of the Town, creates a need for staircases and ramps to maintain connectivity and link pedestrian facilities and areas of different elevations. Examples include the construction of public staircases and ramps along Main Street and in the Village.

7) Improve Mid-Block Connections and Pedestrian Access at Intersections (Figure 5.7)

Intersections and other locations, if they are designed for higher speed vehicular movement, can be among the most difficult locations for pedestrians to cross and navigate. The intersections with the highest volume of traffic are located on Main Street/Route 203, Meridian Boulevard, and Old Mammoth Road. Generally, the movements to



Figure 5.5 Multi-Use Path



Figure 5.6 Staircases and ramps

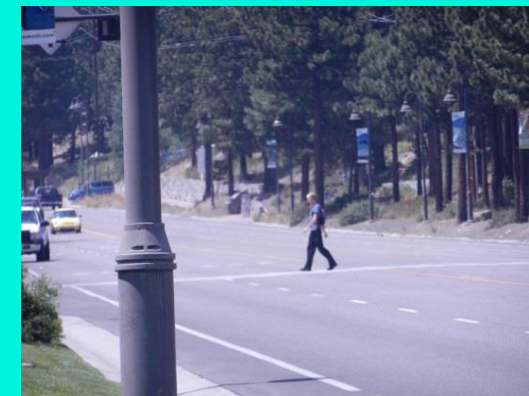


Figure 5.7 Pedestrian access at intersections

and from these locations are controlled with traffic signals which provide pedestrians with safe crossing opportunities. There are also pedestrian crossing flashers/warning devices and street markings at some mid-block locations that alert drivers that a pedestrian is crossing. Maintenance of street markings is an issue due to the harsh winter climate, which also reduces visibility.

8) Maintain Crosswalk Markings (Figure 5.8, 5.9)

Crosswalk markings are used to identify a preferred crossing location for pedestrians and to alert motorists of locations where they should expect pedestrians. Crosswalks are typically marked at signalized intersections and at key mid-block connections. Crosswalks are more likely to be faded at skewed intersections and at locations with high volumes of turning traffic.

9) Implement Traffic Signals As Needed at Key Pedestrian Crossings (Figure 5.8)

Traffic signal design has a significant impact on a pedestrian's experience crossing a roadway. At traffic signals, pedestrians must wait for an indication that their path of travel has the right-of-way before entering the roadway. This may be indicated by the parallel roadway signal or, at most locations, by a pedestrian signal head. Traffic signals may be supplemented with audible or other tonal messages to make crossing information accessible for all pedestrians, including those with vision impairments.

Since pedestrian travel speeds are much slower than other modes of transportation, pedestrians have a particularly strong desire to travel the shortest possible distance between two points. The distance between traffic signals is an important factor in determining whether a pedestrian will choose to cross at a signalized intersection, a non-signalized intersection, or mid-block. It is essential to provide signals that are phased and timed to allow pedestrians of all abilities to cross

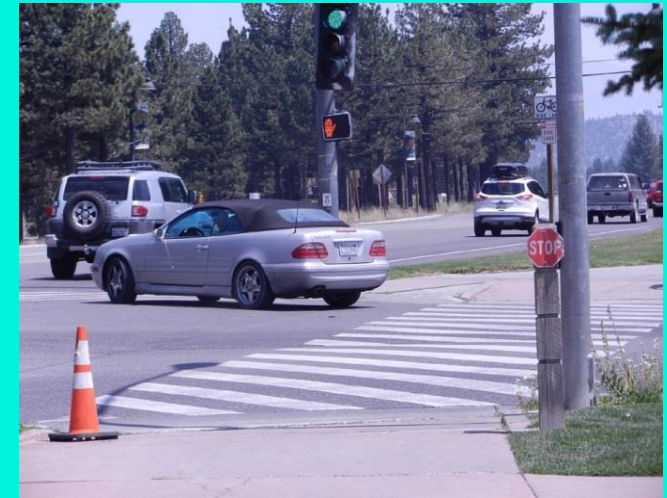


Figure 5.8 Maintaining crosswalk markings and providing signalized crossings with visual and tonal messages informs pedestrians when to cross, subsequently improving safety.



Figure 5.9 This intersection demonstrates a positive example of intersection geometry showing an intersection which is symmetrical with the proper striping and curb ramps.

the roadway, including those who are typically slower (e.g. children, senior citizens, people with limited mobility).

10) Improve Intersection Geometry at Key Intersections as Needed (Figure 5.9)

Intersection geometry is a critical element affecting accessibility and pedestrian comfort crossing streets. The majority of the streets in Mammoth Lakes are arranged in a grid format that allows for compact intersections with right-angle crossings. The design provides the shortest crossing distance for the pedestrian, minimizing their exposure to vehicular traffic. However, there are also many areas that cut across the grid, creating skewed intersections such as Minaret Road and Main Street/SR 203.

11) Implement Proposed Pedestrian Underpasses and Bridges as Outlined in the Pedestrian Network Map and Accompanying Tables (Figure 5.10)

The pedestrian network map and accompanying tables outline future underpasses and bridges. Underpasses and bridges separate pedestrian traffic from motor vehicle traffic and allow pedestrians to cross busy streets by eliminating potential conflicts. In general, pedestrian underpasses and bridges are expensive to construct and are a challenge to locate, however, they are convenient and improve pedestrian and bicycle safety. Pedestrians and bicyclists have a low tolerance for delay or out of the way travel, and therefore are more likely to risk crossing at grade, rather than use the facility if it is perceived to add significant time to the trip. These facilities complement the existing multi-use paths, which are most often used for exercise and recreation. They also serve as a vital component of the overall pedestrian network and provide linkages to other pedestrian facilities.



Figure 5.10 Pedestrian underpass located adjacent to Lake Mary Road



Figure 5.11 Construction zone located on Sierra Nevada Road. The construction area uses minimal amount of space and allows for traffic to pass including pedestrians and bicyclists.

12) Allow for Pedestrian Access at Construction Zones (Figure 5.11)

Construction zones are regulated in the Mammoth Lakes Municipal Code, and information regarding construction zone design, planning, and permitting can be found from the Caltrans Construction Contract Standards. Uniform design principals should be implemented that help everyone navigate around obstructions, including people with disabilities, and the elderly. Maintenance of pedestrian traffic should be given the same level of attention as maintenance of motor vehicle traffic, with the goal of maintaining safety and reducing out-of-direction travel as much as possible.

13) Use Materials Suitable for the Climate (Figure 5.12)

Infrastructure must utilize materials that can withstand the harsh climate in Mammoth Lakes. For example, the sidewalks in Mammoth Lakes are susceptible to heaving and cracking (Figure 5.19). Pavement markings at intersections and crosswalks fade quickly and must be replaced annually.

14) Implement Curb Ramps as Outlined in the ADA Transition Plan (Figure 5.13)

A curb ramp is the portion of the sidewalk area which provides a direct connection between the roadway level and the constructed sidewalk level. It also allows for wheeled devices to have safe and convenient access between the roadway and sidewalk. Curb ramps are primarily located in urban area and are less common in residential areas. Increasing the amount of curb ramps is beneficial to all groups, especially the elderly, and persons with disabilities. Curb ramp improvements are outlined in the Mammoth Lakes ADA Transition Plan.



Figure 5.12 Cracking and spalling of concrete



Figure 5.14 Crosswalks and curb ramps

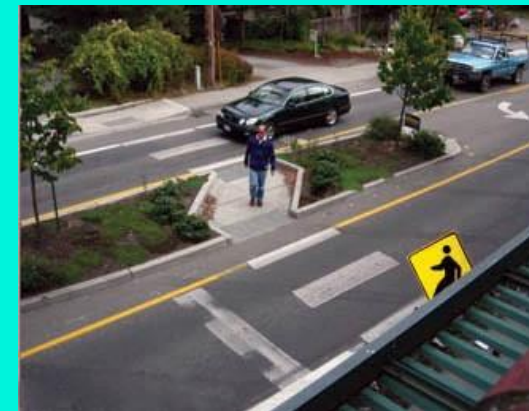


Figure 5.13 Pedestrian island crossing

15) Implement Split Pedestrian Crossings (Figure 5.14)

The Main Street Plan outlines a need for Pedestrian Island Crossings. The width of Main Street combined with vehicles traveling at high speeds makes it difficult to cross this street. Pedestrian island crossings are recommended on roads with larger cross sections and/or higher vehicle speeds, and are located in the center median. Pedestrian crossing islands significantly improve the pedestrian experience by creating a rest area before continuing to cross the street. Older residents and those that may be traveling at a slower pace benefit from this infrastructure. This device will also improve the aesthetics of the streetscape. Before implementing this device, snow storage should be studied, as discussed during the Main Street Plan.

16) Implement Curb Extensions As Needed (Figure 5.15)

Curb extensions increase the visibility of pedestrians to motorists and shorten the distance pedestrians must cross. Curb extensions may be complemented by in-roadway pedestrian crossing signs, high-visibility pedestrian warning signs, and improved lighting.

17) Improve Visibility and Lighting in Key Areas (Figure 5.16)

Pedestrians can be adversely affected by low-light conditions, especially during snowy conditions. Lighting is important at intersections and mid-block crossings, particularly in locations near transit stops. Preferred pedestrian-scale lighting is characterized by shorter light poles, lower levels of illumination (except at crossings), and shorter spacing between lamp posts. Light fixtures should be directed downward in order to prevent light trespass.

Poor visibility can also be caused by conditions where glare from bright sunlight makes it difficult for pedestrians to be seen by drivers. Signage can create advanced warnings at key locations and reflective materials that illuminate against the light can address this issue. Additionally, textured facilities, such as a textured buffered stripes can



Figure 5.15 Curb Extensions



Figure 5.16 Visibility and Lighting



Figure 5.17 The Pedestrian W11-2 Crossing Sign is located in advance of crosswalks.

alert a driver if they are crossing into a pedestrian or bicycle area.

18) Implement Pedestrian Warning Signs at Key Locations (Figure 5.17)

High-visibility pedestrian warning signs can increase driver awareness of pedestrians, especially in areas where pedestrians may not be expected. A fluorescent yellow-green color (W11-2 Pedestrian Crossing Sign) is approved in California's Manual on Uniform Traffic Control Devices (CAMUTCD) and should be used for pedestrian warning signs. According to the CAMUTCD, these signs "should only be used at locations where the crossing activity is unexpected or at locations where street crossings are not readily apparent". These signs are typically most effective when combined with other treatments. Signs should be used judiciously—too many signs can cause visual clutter and lead to non-compliance. Currently, these signs are located in advance of crossings on Main Street and at the Village.

19) Improve Wayfinding for Pedestrians within Town Boundary's (Figures 5.18, 5.19)

The Town has designed and implemented the Mammoth Lakes Trail System Wayfinding program. The program includes signage and maps on many multi-use paths, trails, and in other recreation locations, such as parks. The Town has also completed the design for a complementary vehicular and pedestrian wayfinding system, which will be implemented in the coming years as funding is available. The Mammoth Lakes multi-use trail system as signage and maps are the current extent of wayfinding.



Figure 5.18 This wayfinding sign show a map and distance to key locations exists on the Lakes Basin multi-use path. Signage exists throughout the system of multi-use paths.



Figure 5.19 This wayfinding map is located in the Lakes Basin and shows the surrounding trail system including multi-use paths and hiking trails.

20. Improve Mid-block Crossings with Active Warning Beacons (Figure 5.20)

Active warning beacons are user-actuated amber flashing lights that supplement warning signs at un-signalized intersections or mid-block crosswalks. Beacons can be actuated either manually by a push-button or passively through detection. A hybrid beacon, also known as a High-intensity Activated Crosswalk (HAWK), consists of a signal-head with two red lenses over a single yellow lens on the major street, and pedestrian and/or bicycle signal heads for the minor street. Hybrid beacons were developed specifically to enhance pedestrian crossings of major streets; however, several cities have installed examples of hybrid beacons explicitly incorporating bicycle movements. This device is recommended by the Main Street Plan and is referenced in the General Bikeway Plan.



Figure 5.20 High-intensity Activated Crosswalks (HAWK Signals)

Chapter 6: Proposed Pedestrian Facilities

This section outlines the near and long-term recommended improvements for sidewalks, promenades, and multi-use paths for the Town of Mammoth Lakes. It provides an update to the sidewalk infrastructure proposed during the 2003 update of the Sidewalk Master Plan and updates the pedestrian network maps from the General Plan Draft Mobility Element. The tables in this section include the location, length, and cost estimate of the proposed facilities. The cost estimate is calculated at \$265 dollars for each linear foot for proposed sidewalks or promenades and \$250 for each linear foot for multi-use paths. The tables correspond to the pedestrian network maps, which show the exact location of each proposed facility, and create a visual representation of the overall pedestrian network. Implementing these facilities would result in a total of 21.7 miles of new infrastructure at a total cost of \$27,500,565, which would be phased over several years and funded by a variety of sources.

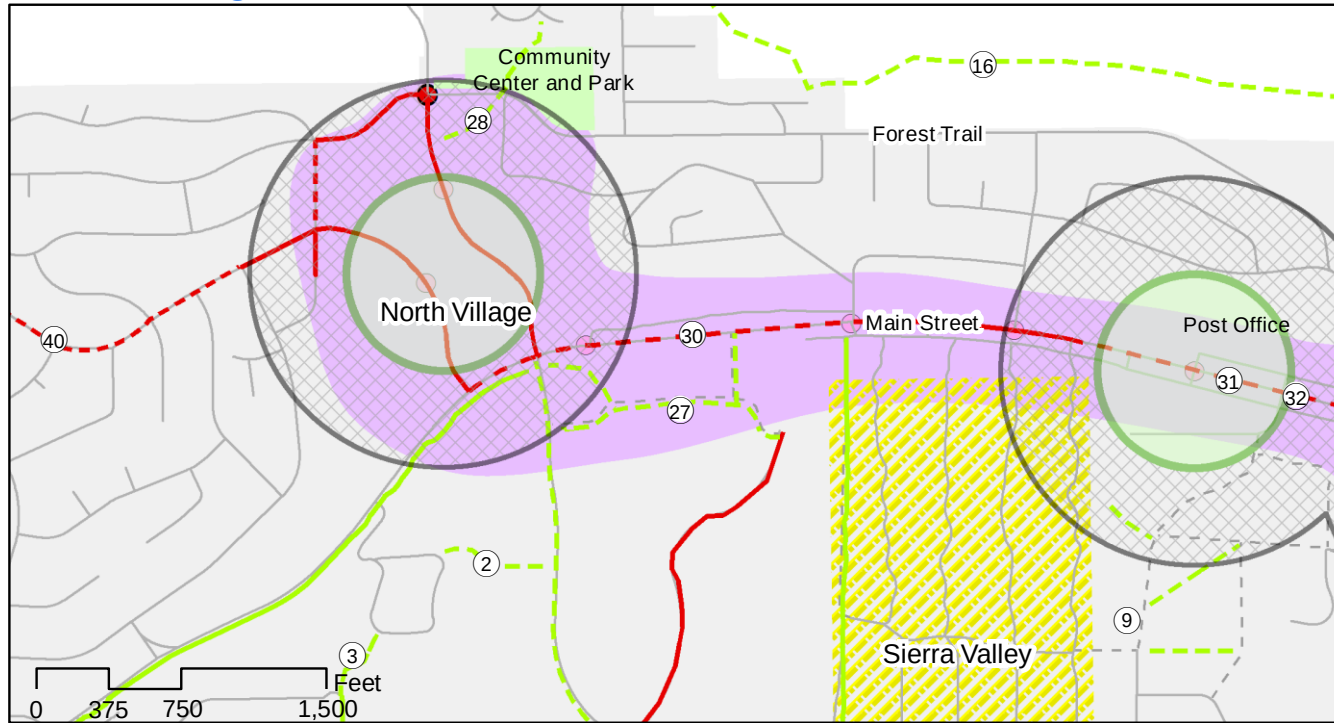
Future Multi-Use Paths					
Map ID	Name	Start	Finish	Length (Feet)	Cost
1	Mammoth Creek Gap Closure and Undercrossing	Mammoth Creek Park	Minaret Road	921	\$2,000,000
2	Hidden Valley Connector	Hidden Valley Road	Minaret Road	590	\$225,000
3	Lodestar Connector	Majestic Pine Drive	Hidden Valley Road	441	\$150,000
4	MCWD Access Connector (Westside)	Main Street/SR 203	MCWD Facility	659	\$225,000
5	Eagle Path	Eagle Lodge	Lake Mary Road	2,606	\$1,500,000
6	Mammoth Hospital Connectors	Sierra Park Road	Proposed Road	1589	\$600,000
7	Tamarack Connector	Tamarack Street	Sherwin Path	350	\$150,000
8	Sherwin Path	Snow Creek Connector	Tamarack Road	6190	\$225,000
9	Shady Rest Park Development	Chaparral Road	Manzanita Road	1714	Development
10	Shady Rest Park Access Connectors	Forest Trail	Shady Rest Park	2792	\$1,000,000
11	Bell Shaped Parcel	Snow Creek Connector	Fairway Extension	843	\$300,000
12	Shady Rest East Loop	North Terminus of Shady Rest	Welcome Center	6190	\$2,250,000
13	Fairway Extension	Old Mammoth Road	Fairway Circle	3028	Development
14	Fairway Connector	Snow Creek Connector	Fairway Extension	843	Development

15	Mammoth Creek Park Extender	Old Mammoth Road	Fair Drive	6646	Development
16	Knolls Path South Route	Community Center Park	Shady Rest Path	2792	\$3,000,000
17	Minaret Road	Old Mammoth Road	Main Street	7382	\$2,000,000
18	Sherwin/Snow Creek	Old Mammoth Road	Egress Point	422	\$150,000
19	Mammoth Creek Path Access	Old Mammoth Road	Water District Connector	950	\$375,000
20	MCWD Access Connector (East Side)	Mammoth Creek Path	Water District East Side	1350	\$525,000
21	Library/Ice Rink Connector	Sierra Park Road	College Park Road	1024	\$375,000
22	Sierra Nevada Future Road/203 Connector	Sierra Nevada Future Road	Highway 203	1527	\$600,000
23	Segment to Eastern Connection	Meridian Boulevard/ Commerce Drive	Welcome Center	5154	\$2,000,000
24	Knolls Overlook	Paralleling Mammoth Scenic North	Sawmill Road/ Minaret Road	27500	\$7,000,000
25	Shady Rest Trail	Segment to Eastern Connection (#28)	Paralleling Sawmill Road going north	6707	\$2,000,000
26	Shady Rest Path Extension	Sawmill Road	Northeast of Sawmill Road	2422	\$900,000
27	Bear Lake Connector	Minaret Road	Bear Lake Drive	2072	\$750,000
28	Village St. Anton Connector	Minaret Road	St. Anton Circle	872	\$300,000
29	Lake Mary Loop	Around Lake Mary Road (Around Lake Mary)	Lake Mary Road	1500	\$600,000

Proposed Sidewalks and Promenades							
Map ID	Road Name	Start	Finish	Side	Type	Length (Feet)	Cost
30	Main Street	Canyon Boulevard	Mountain Boulevard	North Side	Promenade	1666	\$450,000
31	Main Street	Post Office	Forest Trail	North Side	Promenade	921	\$250,000
32	Main Street	Manzanita Road	Laurel Mountain Road	South Side	Promenade	2489	\$700,000
33	Meridian Boulevard	Minaret Road	Old Mammoth Road	South Side	Sidewalk	1770	\$500,000

34	Azimuth Drive	Sierra Nevada Road	Chateau Road	East Side	Sidewalk	2025	\$550,000
35	Chateau Road	Azimuth Drive	Multi-use path connection near Sierra Manor Road	North Side	Sidewalk	1200	\$350,000
36	Old Mammoth Road	Minaret Road	Sherwin Creek Road	South Side	Sidewalk	290	\$75,000
37	Sierra Nevada Road	Chaparral Road	Arrowhead Drive	West Side	Sidewalk	1850	\$500,000
38	Sierra Manor Road	Tavern Road	Meridian Boulevard	North Side	Promenade	1547	\$425,000
39	Laurel Mountain Road	Main Street/SR 203	Sierra Nevada Road	East Side	Sidewalk	1715	\$475,000
40	Canyon Boulevard	Lake Mary Road	Forest Trail	North Side	Sidewalk	2250	\$600,000

North Village and Main Street

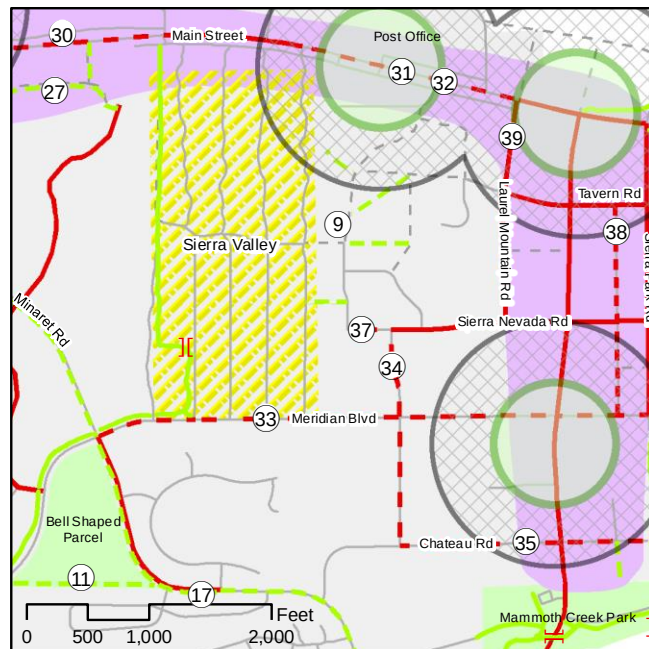


Pedestrian Network

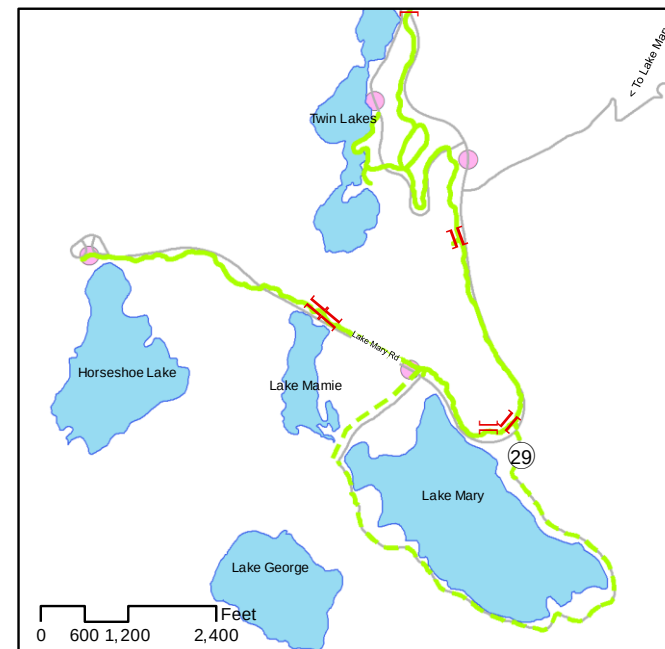
Town of Mammoth Lakes
Pedestrian Master Plan 2014

- MAP ID**
- 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 for snow removal.
- FUTURE MULTI-USE PATHS**
- EXISTING MULTI-USE PATHS**
Routes for pedestrian and bicycle recreation and commuting
- 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**

Old Mammoth Road



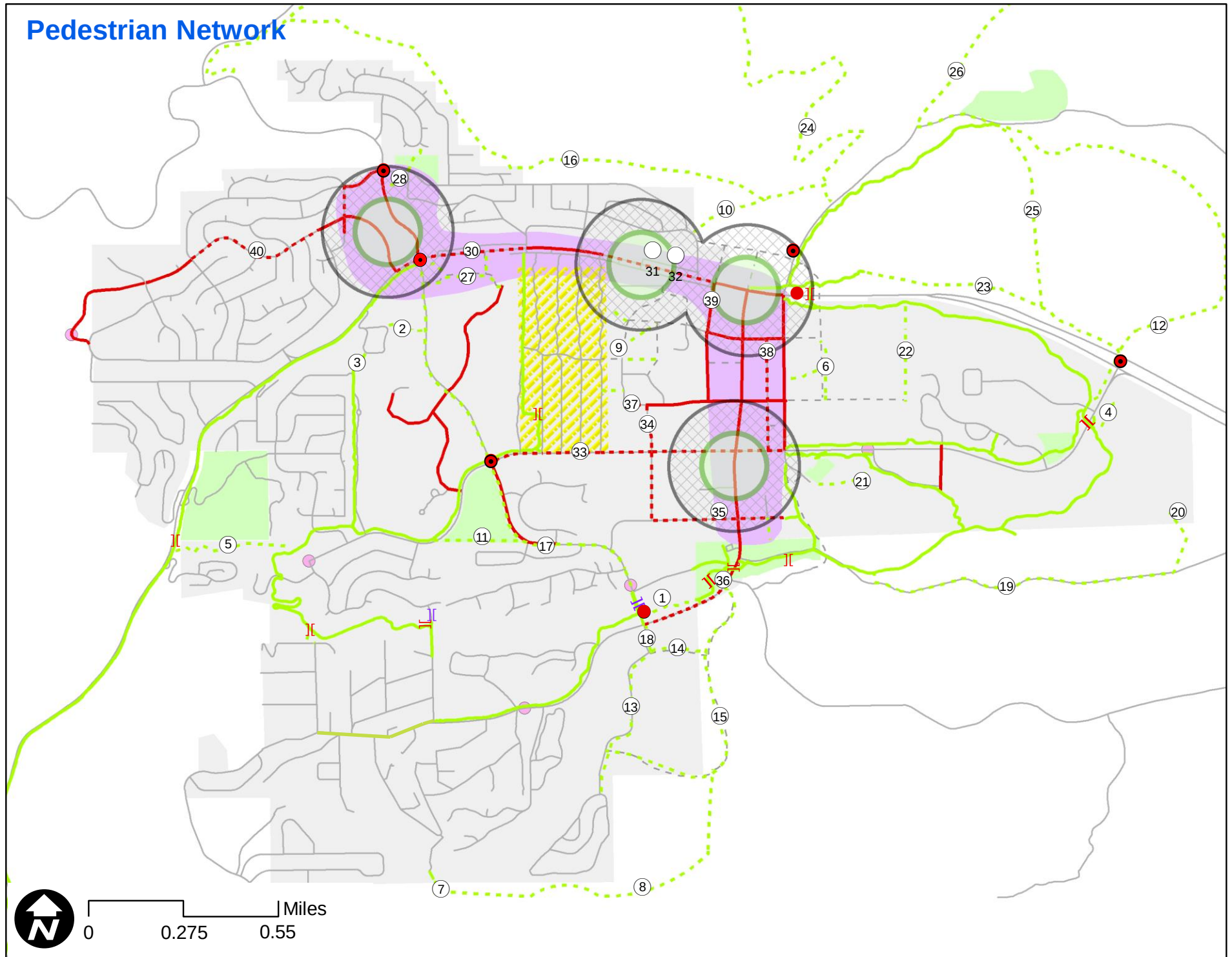
Lakes Basin



*Information on this map is for planning purposes only

Updated 2/1/2014

Pedestrian Network



Chapter 7: Indicators

The following indicators can be used to provide an ongoing evaluation of progress towards improving the pedestrian environment:

7.1 Infrastructure

- 1. Number of miles of new multi-use path, sidewalks, and promenades constructed*
- 2. Number of new curb ramps installed*
- 3. Number of intersection crossings improved*

7.2 Pedestrian Activity

- 1. Total pedestrian numbers demonstrated by pedestrian counts at strategic locations*
- 2. Surveys such as Safe Routes to School*

7.3 Pedestrian Safety

- 1. Comparison of annual pedestrian injuries and fatalities based on California Highway Patrol (SWITRS) data and the Mammoth Lakes Police Department RIMS database*
- 2. Develop a system for reporting pedestrian hazards and track how many hazards have been reported and subsequently mitigated each year*

Chapter 8: Funding Sources

This chapter covers federal, state, regional, and local sources of pedestrian funding, as well as some nontraditional funding sources that have been used by local agencies to fund pedestrian infrastructure and programs.

8.1 Federal Funding Sources

1. *Moving Ahead Progress for the 21st Century (Map-21)*

MAP-21 is administered by the Federal Highway Administration and creates a streamlined, performance-based, and multi-modal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure conditions, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in the previous federal transportation legislation, SAFETEA-LU.

2. *Transportation Alternatives Program (TAP)*

The Transportation Alternatives Program (TAP) was authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and provides for the reservation of funds apportioned to States to carry out the program. The national total reserved for the TAP is equal to two percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

3. *Congestion Mitigation and Air Quality*

Congestion Mitigation Air Quality funds projects that are likely to contribute to the attainment of national ambient air quality standards. Funds are available for projects and programs in areas that have been designated as non-attainment or maintenance for ozone, carbon monoxide, or particulate matter. MAP-21 provided just over \$2.2 billion in CMAQ funding in 2012. While project eligibility remains basically the same under MAP-21, the legislation places considerable emphasis on diesel engine retrofits and other efforts that underscore the priority on reducing fine particle pollution.

4. Recreational Trails Program (RTP)

The Moving Ahead for Progress in the 21st Century Act (Map-21) authorized the Recreational Trails Program (RTP) through Federal fiscal years 2013 and 2014 as a set-aside from the new Transportation Alternatives Program. The RTP program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

5. Safe Routes to School Program

MAP-21 does not provide funding specifically for Safe Routes to School (SRTS). Instead, SRTS activities will be eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a new program called Transportation Alternatives.

6. Transportation, Community and System Preservation Program

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

7. Federal Lands Highway Funds

The Federal Lands Access Program (Access Program) was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and Puerto Rico. The Access Program is funded by contract authority from the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation. Funds will be allocated among the States using a new statutory formula based on road mileage, number of bridges, land area, and visitation. Federal Lands Highway funds may be

used to build pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and Metropolitan Planning Organization.

8. Highway Safety Improvement Program (HSIP)

Under MAP-21, the Highway Safety Improvement Program (HSIP) remains as one of the core federal-aid programs. The High Risk Rural Roads (HR3) Program is part of the HSIP Program in MAP-21, not a set-aside as in the previous federal surface transportation act. This program approves grant applications for road improvements. The sole criterion for this program is benefit/cost ratio which is determined by the benefit of a countermeasure compared with the cost of accidents. This program is administered by Caltrans for the State of California and applications are submitted to a district office.

8.2 State Funding Sources

The State of California uses both federal sources and its own budget to fund pedestrian projects and programs. Many of the following programs are also listed under the federal funding sources; however, a description is given for how they are applied in the State of California.

1. California SB 99

Existing law establishes various transportation programs and associated funds and accounts, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act, reconstitutes various federal transportation funding programs, including the former Transportation Enhancements Program, and creates the new federal Transportation Alternatives Program comprised of various former separate programs. This bill, SB 99, would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission, with 40% of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10% for small urban and rural regions, and 50% on a statewide basis, with all awards to be made competitively, as specified.

2. Land and Conservation Fund

The Land and Water Conservation Fund (LCWF) is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the California State Parks Department and has been reauthorized until 2015. Priority development projects include trails, campgrounds, picnic areas, natural areas and cultural areas for recreational use. Property acquired or developed under the program must be maintained in perpetuity for public outdoor recreation use. Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation areas. The LWCF grant can fund no more than 50% of the Total Project Cost. This means the Match is a minimum of 50% of the Total Project Cost.

3. California Safe Routes to Schools (SR2S)

Caltrans administers funding for Safe Routes to School projects through two separate and distinct programs: the state-legislated Program (SR2S) and the federally-legislated Program (SRTS). Both programs competitively award reimbursement grants with the goal of increasing the number of children who walk or bicycle to school. The programs differ in some important respects. The California Safe Routes to School Program requires a 10% local match, is eligible to cities and counties, and targets children in grades K-12. The fund is primarily for construction, but up to 10% of the program funds can be used for education, encouragement, enforcement, and evaluation activities.

4. Environmental Justice: Context Sensitive Planning Grants

The Caltrans-administered Environmental Justice Context Sensitive Planning Grants Program funds planning activities that assist low-income, minority and Native American communities in becoming active participants in transportation planning and project development. Grants are available to transit districts, cities, counties, and tribal governments. This grant is funded by the State Highway Account at \$1.5 million annually statewide. Grants are capped at \$250,000.

5. Office of Traffic Safety (OTS) Grants

The California Office of Traffic Safety distributes federal funding apportioned to California under the National Highway Safety Act and TEA-21. Grants are used to establish new traffic safety programs and to expand ongoing programs to address deficiencies in current programs. Pedestrian safety is included in the list of traffic safety priority areas. Eligible grantees include governmental agencies, state colleges and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential

traffic safety impacts, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

8.3 Regional and Local Funding Sources

1. Transportation Development Act (TDA)

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance. Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs. The branch provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of and initiates changes or additions to legislation and regulations concerning all aspects of the TDA. It also provides training and documentation regarding TDA statutes and regulations. The branch ensures local planning agencies complete performance audits required for participation in the TDA.

Pedestrian and bicycle projects are allocated two percent of the revenue from a ¼ cent of the general state sales tax, which is dedicated to local transportation. These funds are collected by the State, returned to each county based on sales tax revenues, and typically apportioned to areas within the county based on population. Eligible pedestrian projects include construction and engineering for capital projects and development of comprehensive pedestrian facilities plans. A city or county is allowed to apply for funding for pedestrian plans not more than once every five years. These funds may be used to meet local match requirements for federal funding sources.

2. Community Development Block Grant Program

The Community Development Block Grants program (CDBG) provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated Plan and managing CDBG funds.

Over a 1, 2, or 3-year period, as selected by the grantee, not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health

or welfare of the community for which other funding is not available.

3. Requirements for New Development

With the increasing support for “routine accommodation” and “complete streets,” requirements for new development, road widening, and new commercial development provide opportunities to efficiently construct pedestrian facilities.

4. Impact Fees

One potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site pedestrian improvements designed to encourage residents, employees, and visitors to the new development to walk rather than drive.

5. Measure R

Measure R is a financing vehicle for the creation of additional and/or the improvement of existing recreation opportunities for residents and visitors of Mammoth Lakes. It provides the means to prioritize parks, trails and recreation needs and to allocate funds accordingly with the goal to improve the visitor experience, enhance the quality of life for local residents, and achieve a sustainable year-round economy.

Measure R is a special fund designated for use by the Town of Mammoth Lakes only for the planning, construction, operation, maintenance, programming and administration of all trails, parks and recreation facilities managed by the Town without supplanting existing parks and recreation facility maintenance funds.

6. Transient Occupancy Tax (TOT)

Transient Occupancy Tax, or TOT, is a 13% tax that is charged “for the privilege of occupancy of any transient occupancy facility” (Town of Mammoth Lakes Municipal Code § 3.12.040). The tax is required to be paid by the guest to the operator of the transient facility at the time that the rent is paid. It is the operator’s responsibility to remit the TOT to the Town. TOT is an essential component of the Town’s funding mechanisms and makes up approximately 60% of the General Fund, providing for services such as snow removal, recreational programming, and road maintenance. The Town is responsible for the collection of transient occupancy taxes and has established a staff team dedicated to providing effective TOT enforcement and revenue collection services.

7. Local Assessment Districts

A local Assessment District will create a unique fee that is assessed against real estate parcels for certain public projects. A special assessment may only be levied against parcels of real estate which have been identified as having received a direct and unique “benefit” from a public project. Examples of potential improvements include sidewalks, street lights, and streetscape improvements. This is a tool the Town could use to allow property owners pay for a higher level of service.

8. Measure U

The Measure U or “Mammoth Lakes Mobility, Recreation and Arts & Culture Utility Users Tax Ordinance” was adopted by the Mammoth Lakes Town Council on March 17, 2010, and approved by the voters of the Town of Mammoth Lakes on June 8, 2010. The Ordinance states that all proceeds of the tax and imposed hereunder shall be accounted for and paid into a special fund designated for use by the Town of Mammoth Lakes, and used only for the following purposes: Planning, construction, operation, maintenance, programming, and administration of facilities and projects for mobility, recreation, and arts & culture.

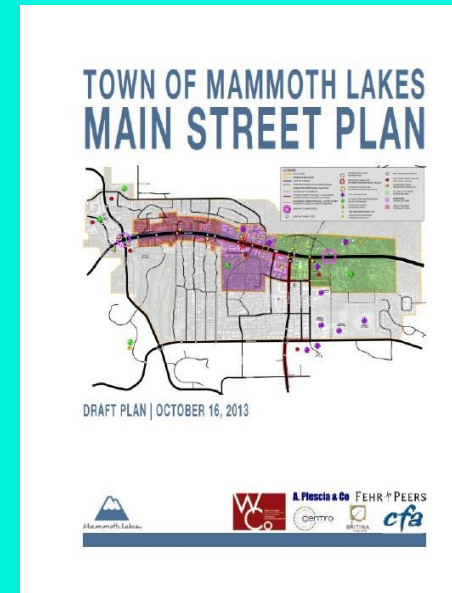
Streetscape Character Areas and Design Guidelines

The primary sources of guidance for streetscape design are the Main Street Plan (2013) and the Zoning Code Update (2013). The Main Street Plan provides design recommendations and a plan for phased improvements to Main Street. The Zoning Code Update provides specific regulations that will shape future development such as height, setbacks, and frontage improvements. The key areas of each plan relating to pedestrian infrastructure are discussed below.

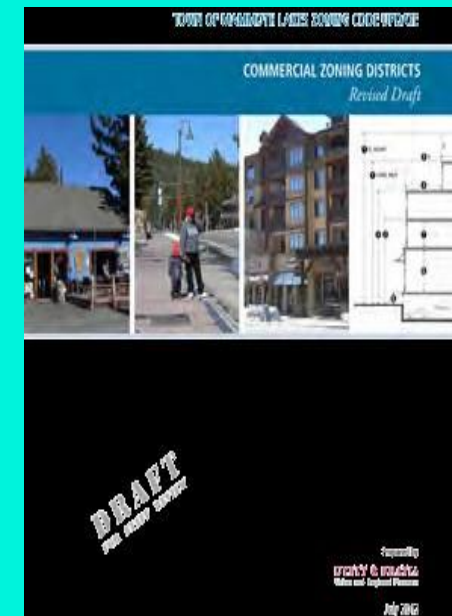
Main Street Plan

The Main Street Plan recommends that Downtown sidewalks should be wide enough to accommodate amenities such as landscaping, seating areas, trash cans, and bike parking. The Downtown core should include the greatest concentration of furnishings, plantings, lighting, and gateway monuments. The streetscape palette will soften outside of the downtown area; while the elements will remain the same, the density will decrease, with ornamental beds, boulders and accent lighting reduced to intersections, transit stops, and boundaries between sub-areas.

Recent investments in streetscape improvements, such as the new gateway monument signs, new signage, lights, banners, and bus shelters shows the Town is committed to improving the pedestrian experience and working toward developing a unique identity for Mammoth Lakes. Streetscape improvements should be strategically located and continuous throughout the Downtown.



Main Street Plan



Commercial Zoning Code Update

1. Street Lighting

Existing pedestrian pole lighting will provide the most substantial lighting within Downtown. Lighting is one of the most important methods for creating character and sense of place within a streetscape environment. As a mountain resort town, protection of the dark skies is critical, and new streetscape improvements reflect a soft and subdued approach to lighting.

2. Landscape Lighting

LED lights can be utilized to create glowing accents on boulders, shrubs, and ornamental grasses.

3. Street Furnishings

Recommended streetscape furnishings were chosen primarily for their ability to withstand climatic extremes. All streetscape furnishings should be constructed of powder-coated steel, and the trash and recycling cans should be animal-proof. The furnishings should fit with the ‘village in the trees’ character.

a. Trash and Recycling Receptacle

Animal-proof trash/recycling cans with a pinecone graphic will be installed along Main Street. To customize the animal-proof trash/recycling cans, a pinecone-type graphic mimics the pinecone topper of the gateway monuments.

b. Benches

Brown powder-coated recycled steel benches will have a modern wooden-slat appearance. The benches will be constructed from powder-coated steel.



Street Lighting



Trash and Recycling Receptacles



LED Lighting



Benches

c. Bicycle Racks

Bike racks will be powder-coated steel in the same style family as the specified benches. These will fit in with the urban landscape and include artistic designs.

d. Bus Stop Shelter

New bus stop structures will be located on both sides of Main Street and Old Mammoth Road. Enhanced bus stops and shelters will encourage residents and visitors to use public transportation. The existing stops lack amenities and are not connected to sidewalks. Riders must wait on unpaved areas for the bus or, when snow is present, on the shoulder of Main Street.

e. Banners

Banners should be colorful, fun, and simple to quickly convey a message. Text should be limited to one-third of the banner area to create a more attractive and dramatic design. Event banners should be removed within 1-3 days of the completion of the event. Fabric banners should be made of high quality fabric, and removed immediately when loose, frayed, or faded.

Commercial Zoning Code

The Town's zoning regulations shape development on private properties, providing a key tool for implementation of the community's vision. Zoning regulations address a range of development considerations such as permitted uses (residential, hotel, commercial, etc.), building height, and parking.

The Town is currently updating its zoning regulations to encourage development that promotes a vibrant downtown. Along Main Street, the updated regulations will promote pedestrian-oriented development, support economic growth and sustainability, increase density and vitality, maintain views and minimize shading, and reduce car use.



Bicycle Racks



Bus Stop Shelter



Gateways



Banners

1. Commercial Districts

The commercial areas are where pedestrian facilities and furnishings should be concentrated. The commercial areas are designated by three districts, the Downtown (D) District, Old Mammoth Road (OMR) District, and Mixed Lodging/Residential (MLR) District. The regulations such as density, height, and setbacks vary by district. Below is a brief summary of each district.

a. Downtown District (D)

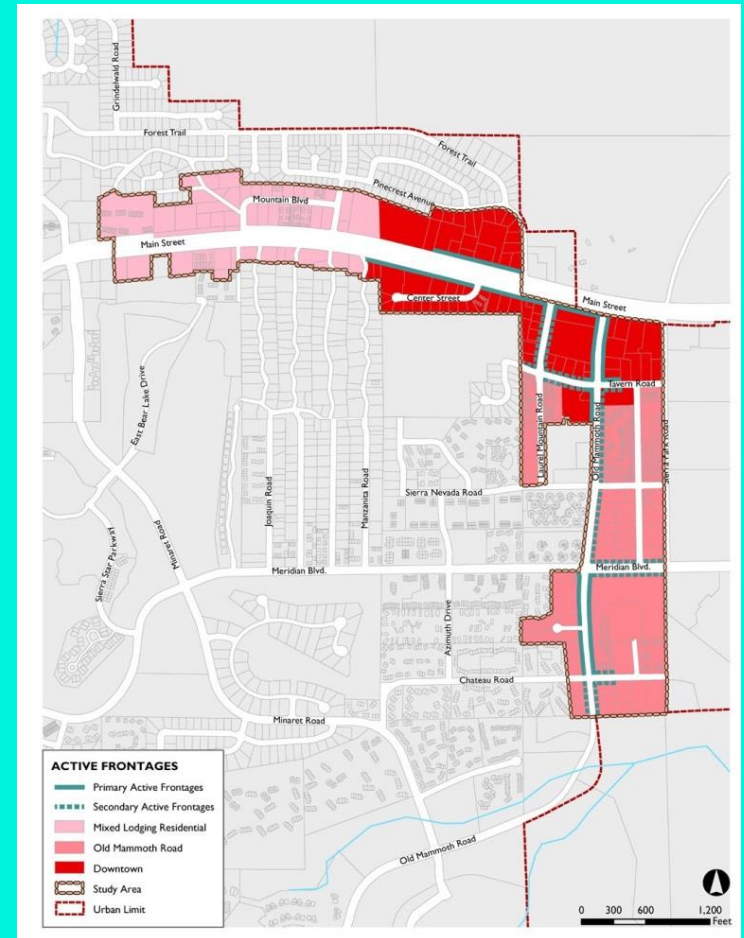
Downtown (D) District is intended to provide a thriving mix of residential, non-residential, and lodging uses and a distinctive gateway entry into town, with a focus on ground-level commercial uses and active frontages. The development standards are intended to concentrate development along Main Street with a focus on active street frontages and the buildings that frame the street and provide an animated, pedestrian-friendly environment with high visual quality.

b. Old Mammoth Road (OMR) District

The Old Mammoth Road (OMR) District is intended as an arts and culture district oriented toward medium-scale commercial development along Old Mammoth Road, emphasizing community serving retail, artist galleries, office, and service uses. It is intended to encourage a mix and intensity of uses in a pedestrian-scaled environment at a scale and form that is appropriate to its neighborhood context and adjacent residential uses and forms.

c. Mixed Lodging/Residential (MLR) District.

The Mixed Lodging/Residential (MLR) District is intended to allow a variety of lodging, residential, and non-residential uses to encourage a mix of uses and emphasize transient occupancy.



Downtown Commercial Districts

2. Specific Requirements

a. Maximum Block Length

Block length is limited to 350 feet measured from curb edge to curb edge. A block length up to 600 feet shall only be allowed when a mid-block pedestrian connection is provided or the Community and Economic Director finds that:

1. It is not feasible or practical to provide a mid-block pedestrian connection due to the location and configuration of the lot; and
2. Safe and convenient pedestrian connections are provided throughout the site and provisions are made to accommodate cross-access to/from pedestrian areas that may be developed on adjacent properties.

a. Building Design

Buildings shall be well designed to create a pedestrian-friendly environment and support a vital and active public realm. Buildings shall appear integrated with the natural features and existing buildings in the districts; complement the Eastern Sierra Nevada Mountain setting; and contribute to the Town of Mammoth Lakes' "village in the trees" identity.

b. Architectural Articulation

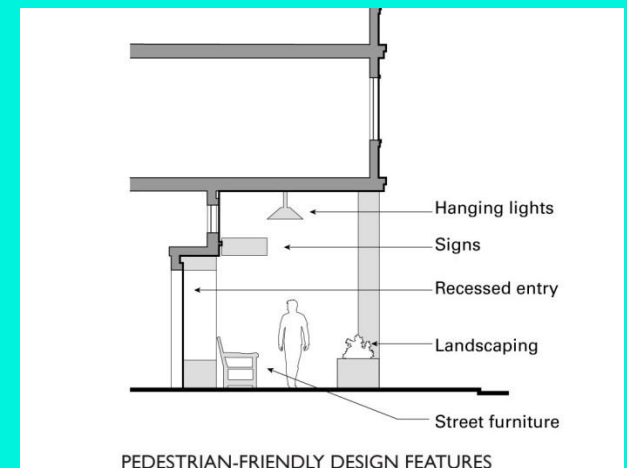
Buildings shall include sufficient architectural design features to create visual interest. Compliance with this requirement shall be evaluated by the Community & Economic Director in the review process.

c. Pedestrian-Friendly Design Features

Building frontages along designated active frontages shall be designed to enhance the storefront character of retail areas.



Block length is limited to 350 feet measured from curb edge to curb edge



PEDESTRIAN-FRIENDLY DESIGN FEATURES

Pedestrian Design Features

Storefronts consist of detailed and composed facades with individual windows set in well detailed frames. Frontages should incorporate features that contribute to pedestrian comfort and interest, such as awnings, recessed entries, arcades, hanging lights, and bracket hung signs. Architectural and ornamental features shall not impede pedestrian routes.

d. Arcades

The minimum depth of an arcade shall be five feet clear, measured from the back face of the columns to the ground floor facade.

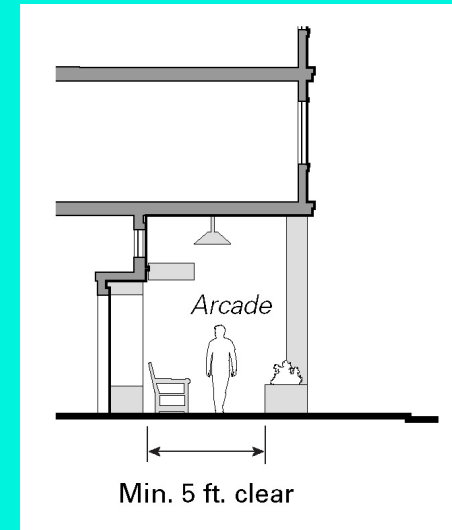
e. On-site pedestrian circulation and access must be provided according to the following standards

3. Internal Connections

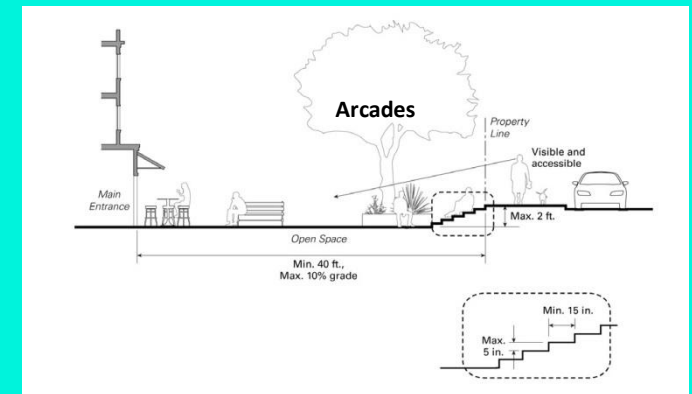
A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.

4. To Street Network

Regular connections between on-site walkways and the public sidewalk shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage. On sloping sites, the walkway between the building and the sidewalk or other public outdoor area shall be designed as usable open space with generously sized steps and landings, with features such as low risers and wide treads, and any planter boxes that include seating ledges.



Arcade Design



Access to Street Network

5. *To Adjacent Properties*

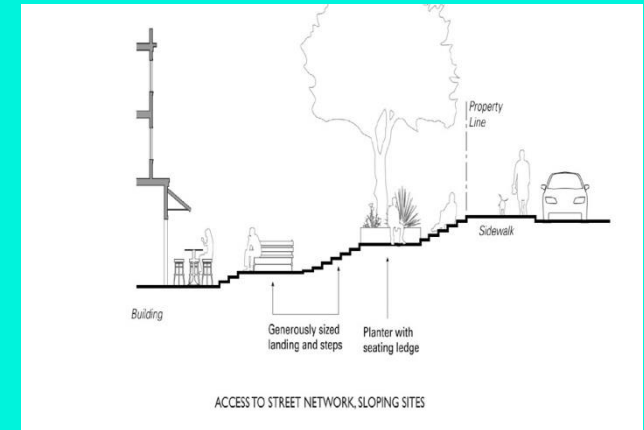
Direct and convenient access shall be provided from commercial and mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

6. *To Transit*

Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

7. *Pedestrian Walkway Design*

- Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials.
- Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or similar method,
- Where a required walkway is parallel and adjacent to an auto lane, it must be raised or separated from the auto travel lane, it shall be raised or separate from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier.



Access to Street Network Sloping Sites