

4.11 TRANSPORTATION AND TRAFFIC

This section addresses the impacts of traffic associated with implementation of the proposed Land Use Element/Zoning Code Amendments and Mobility Element Update. This section is based on the Town of Mammoth Lakes Travel Model (Traffic Model), dated February 15, 2011, and the Mammoth Mobility Element Update Transportation Impact Analysis (Traffic Impact Analysis), dated April 18, 2016. These reports were prepared by LSC Transportation Consultants, Inc. The 2016 Traffic Impact Analysis is provided as Appendix F of this EIR and the 2011 Traffic Model is on file with the Town of Mammoth Lakes Department of Community and Economic Development.

1. ENVIRONMENTAL SETTING

a. Regulatory Framework

(1) State of California

(a) State of California – Senate Bill No. 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation and reduction of greenhouse gas emissions. The bill adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 will result in a change in the metrics for determining impacts relative to the transportation network through the development of new methodologies for traffic analyses for CEQA documents to promote the State's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments, which is often measured using level of service (LOS). Mitigation for increased delay often involves widening a roadway or the size of an intersection, which increases capacity and may therefore, increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis will shift from reducing driver delay or LOS impacts to reducing vehicle miles traveled (VMT), and the respective reduction of greenhouse gas emissions through the creation of multimodal networks and promotion of a mix of land uses.

SB 743 requires that the Office of Planning and Research (OPR) prepare revisions to the CEQA guidelines criteria for determining the significance of transportation impacts of projects within transit priority areas. OPR will submit the proposed changes to the Secretary of the Natural Resources Agency to certify and adopt. In August 2014 OPR released a report entitled "Updating Transportation Impacts Analysis in the CEQA Guidelines" for public comment. The report contained a new proposed Section 15064.3 to the CEQA Guidelines as well as proposed amendments to Appendix F (Energy Conservation) and Appendix G (Initial Study Checklist) of the CEQA Guidelines. The comment period closed November 21, 2014 and OPR reviewed

and considered comments to determine if revisions were needed. OPR conducted many months of intensive engagement with the public, public agencies, environmental organizations, development advocates, industry experts, and many others, regarding the analysis of transportation impacts. On January 20, 2016 OPR released a Notice of Availability for the Revised Proposal on updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. The comment period ended on February 29, 2016. It is expected that OPR will submit a set of final revisions to the Natural Resources Agency in early 2016. The subsequent “rulemaking” process is anticipated to take approximately 6 months and AB 743 is expected to go into effect in 2017.

(b) State of California – Assembly Bill No. 1358

Assembly Bill (AB) 1358 (also known as the Complete Streets Act) was enacted in September 2008, to implement the state’s commitment to reduce greenhouse gas emissions under the California Global Warming Act of 2006 and to make the most efficient use of urban land and transportation infrastructure. The Complete Streets Act requires that, through general plan land use and circulation elements, planners develop innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and the use of public transit. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of a jurisdiction’s general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. According to AB 1358, these networks should accommodate all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

(c) Update to the General Plan Guidelines: Complete Streets and Circulation Element

The State’s *Update to the General Plan Guidelines: Complete Streets and Circulation Element* (General Plan Guidelines Update) adopted December 15, 2010, meets AB 1358, in that it provides guidance on general plan circulation element goals, policies, data collection techniques, and implementation measures related to multimodal transportation networks. The goal of the General Plan Guidelines Update is to provide information on how a city or county can plan for the development of a well-balanced, connected, safe, and convenient multimodal transportation network.

Under the General Plan Guidelines Update, complete streets are defined as streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street and the orientation toward building primarily for cars needs to be changed. According to the General Plan Guidelines Update, instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users.¹

As discussed in the General Plan Guidelines Update, cities and counties should focus on crafting a network of travel options that are reflective of a community’s individual context. Under the General Plan Guidelines Update, a general plan circulation element should contain objectives, policies, and standards for transportation systems, including multimodal transportation networks and, by statute, the circulation element must correlate directly with the land use element. According to the General Plan Guidelines Update,

¹ *State of California, Governor’s Office of Planning and Research, Update to the General Plan Guidelines: Complete Streets and Circulation Element, December 15, 2010, page 5.*

land use patterns can have a significant impact on the effectiveness of a multimodal transportation network, since trip distance is a determinant of whether pedestrians and bicyclists, as well as transit users walking or bicycling to and from terminals, can reach a given destination. The General Plan Guidelines Update states that the land use plan and transportation network should be complementary and that the close proximity of land uses can also facilitate effective transportation services and provide the ridership necessary to support high quality mass transit. Possible policy areas for major thoroughfares cited in the General Plan Guidelines Update include:

- The design of streets (including, but not limited to, width, block size, etc.)
- The consideration of sidewalks and curbs as a standard street design principle.
- The consideration of bicycle lanes and/or shared lanes as a standard street design principle.
- The consideration of transit accessibility and transit priority measures as a standard street design principle.
- The consideration of shade trees and planting strips as a standard street design principle.
- The consideration of traffic calming measures (narrower travel lanes, roundabouts, raised medians, speed tables, planting strips, etc.).
- The safety of the traveling public, including pedestrians and bicyclists.
- The design of intersections and public right-of-ways to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.
- The development of a connected system of streets, roads, and highways that provides continuous, safe, and convenient travel for all users.
- The consideration of separate performance and level-of-service standards for bicycle and pedestrian traffic or integrated performance and level-of-service standards that include multiple modes.
- The development and improvement of transit, including transit services within a roadway right-of-way.

(2) Mono County

(a) The Mono County Regional Transportation Plan

The purpose of the Mono County Regional Transportation Plan (RTP), as amended in December 2013, is expressed as a range of directives, including the correlation of development and transportation and circulation systems with land use development throughout unincorporated Mono County and to provide for a transportation system that preserves air quality. The RTP's summary of existing transportation needs pertinent to the Town of Mammoth Lakes include expanding air services and transit connections at the Mammoth Yosemite Airport to help alleviate surface transportation problems in the Town of Mammoth Lakes. The RTP states that the main issue in the Town of Mammoth Lakes is improving air quality, reducing congestion, and maintaining the resort character of the Town by providing additional pedestrian and bicycle facilities and by developing a year-round townwide transit system. As discussed in the RTP, transit services in the county currently include inter-regional and countywide services and local services in the Town of Mammoth Lakes by Inyo-Mono Transit, Mammoth Area Transit and private shuttle services. For instance Eastern Sierra Transit Authority (ESTA) and Mammoth Mountain Bus Service are private vendors. According to the RTP, Countywide services are expected to increase in response to demand and the

availability of funding; local services in the Town are expected to increase as the Town implements its Transit Plan.

(3) Town of Mammoth Lakes

(a) General Plan (Adopted)

The General Plan's adopted Mobility Element sets forth a range of goals pertinent to transportation and circulation. Goals of the existing General Plan (Goals M.1 through M.9) include the development of a townwide way-finding system; improvement of the regional transportation system; emphasis on feet first, public transportation second, and car last; encouragement of feet first by providing linked year-round safe and comprehensive recreational and commuter trail system; providing year-round public transit that is convenient and efficient; encouragement of alternative improvements in pedestrian mobility through comprehensive parking management; maintaining and improving safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative; enhancing small town character through design such as traffic calming; and improved snow and ice management.

b. Existing Conditions

(1) Existing Roadway Network

The major access into the Town is via State Route 203, which intersects US Highway 395 just east of the Town limits. SR 203 (also named Main Street) is a four-lane minor arterial road from US 395 through the majority of the developed portions of the Town. SR 203 narrows to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area (MMSA), and terminates at the Mono-Madera County Line. Portions of SR 203 are augmented by frontage roads. The Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access from the Town to US 395 to the north. The following roadway classifications are used in the Town:

Arterials - Major streets, which are two to four lanes, augmented with turning lanes and controlled intersections, carrying high volumes of traffic to and from local and collector streets. Arterial roadways in the Town include the following:

- Main Street (SR 203) to 8.5 miles west of US 395 (including the Frontage Roads)
- Minaret Road
- Meridian Boulevard
- Old Mammoth Road east of Waterford Avenue

Collectors - Two-lane streets for traffic moving between arterial and local streets augmented at intersections, which provide access for major land use areas. Collector streets in the Town include the following:

Old Mammoth Road, west of Minaret
Canyon Boulevard

Lakeview Road
Tavern Road

Lakeview Boulevard	Azimuth Drive
Forest Trail	Chateau Road
Majestic Pines Drive	Sierra Park Road
Waterford Avenue	Laurel Mountain Road
Lake Mary Road	Sierra Nevada Road, east of Azimuth Drive

Local Streets - Public and private two-lane streets that provide direct access to residential properties and provide access from residential areas to collector or arterial streets.

Rural Roads - Roads that provide access to remote, scenic, or recreational areas, and to very low-density residential areas.

At present, all of the roadways in the Town provide one through lane in each direction, with the exception of the following roadways, which provide two through lanes in each direction:

- Main Street east of Minaret Road
- Minaret Road from Main Street to 0.1 mile north
- Portions of Meridian Boulevard

Additionally, although not in the study area, Rainbow Lane is a one-way street between Canyon Boulevard and Mammoth Slopes Drive. **Table 4.11-1, Existing Roadway Traffic Volumes**, shows the existing peak hour volumes for street segments along Main Street, Minaret Road, Forest Trail, Meridian Boulevard, Old Mammoth Road, and Sierra Park Road. As shown in Table 4.11-1, these arterials and collector streets are operating below roadway capacity.

Study intersections are shown in **Figure 4.11-1, Existing Intersection LOS Study Area**. **Table 4.11-2, Existing Levels of Service**, shows existing service level conditions at the Town's stop-controlled and signalized intersections. As shown in Table 4.11-2, the stop-controlled intersections of Minaret Road/Forest Trail and Main Street/Post Office currently operate as LOS F and the stop-controlled intersections of Mountain Boulevard/ Main Street, Forest Trail/Main Street, and Laurel Mountain Road/Main Street, and Old Mammoth Road/Sierra Nevada Road operate at LOS E. Stop-controlled roads are only considered to be failing when delay exceeds a certain period of time at LOS F. All other stop-controlled and signalized study intersections operate at acceptable levels of D and better.

(2) Existing Transit Conditions

Eastern Sierra Transit Authority (ESTA) operates the following fare-free fixed route service for the Town of Mammoth Lakes year round, seven days a week. In Fiscal Year 2013/14 ESTA began contracting with MMSA for the operation of the winter ski shuttles. Generally, these routes operate from late November to late May (depending on the winter).

Table 4.11-1

Existing Roadway Traffic Volumes

Street Name	from	to	Direction	Capacity (vehicles per hour)	Existing	
					Peak Hour Volume	V/C
Main Street	Canyon	Minaret	Eastbound	2600	631	0.24
	Minaret	Canyon	Westbound	2600	747	0.29
	Minaret	Mountain	Eastbound	2600	1,002	0.39
	Mountain	Minaret	Westbound	2600	520	0.20
	Sierra	Mountain	Westbound	2600	543	0.21
	Sierra	Post Office	Eastbound	2600	982	0.38
	Post Office	Center	Eastbound	2600	996	0.38
	Center	Post Office	Westbound	2600	620	0.24
	Center	Forest Trail	Eastbound	2600	954	0.37
	Forest Trail	Center	Westbound	2600	643	0.25
	Forest Trail	Laurel Mountain	Eastbound	2600	1,076	0.41
	Laurel Mountain	Forest Trail	Westbound	2600	679	0.26
	Laurel Mountain	Old Mammoth	Eastbound	2600	931	0.36
	Old Mammoth	Laurel Mountain	Westbound	2600	599	0.23
	Old Mammoth	Sierra Park	Eastbound	2600	408	0.16
	Sierra Park	Old Mammoth	Westbound	2600	361	0.14
	Sierra Park	Thompson	Eastbound	2600	376	0.14
	Thompson	Sierra Park	Westbound	2600	350	0.13
	East of	Thompson	Eastbound	2600	370	0.14
			Westbound	2600	346	0.13
Minaret Road	North of	Main	Southbound	1300	668	0.51
			Northbound	1300	477	0.37
	South of	Main	Northbound	1600	667	0.42
			Southbound	1600	260	0.16
	North of	Meridian	Southbound	1600	535	0.33
			Northbound	1,600	324	0.20
	South of	Meridian	Northbound	1,600	165	0.10
			Southbound	1,600	328	0.21
	North of	Old Mammoth	Southbound	1,600	244	0.15
			Northbound	1,600	175	0.11
	North of	Forest Trail	Southbound	1,600	848	0.53
			Northbound	1,600	207	0.13
Forest Trail	South of	Forest Trail	Northbound	1,300	276	0.21
			Southbound	1,300	784	0.60
	East of	Minaret	Westbound	800	43	0.05
			Eastbound	800	123	0.15
	West of	Minaret	Eastbound	800	143	0.18
			Westbound	800	196	0.25
	North of	Main	Southbound	800	170	0.21
			Northbound	800	81	0.10

Table 4.11-1 (Continued)

Existing Roadway Traffic Volumes

Street Name	from	to	Direction	Capacity (vehicles per hour)	Existing	
					Peak Hour Volume	V/C
Meridian Blvd	West of	Minaret	Eastbound	2,600	403	0.16
			Westbound	2,600	238	0.09
	East of	Minaret	Westbound	1,600	275	0.17
			Eastbound	1,600	488	0.31
	West of	Old Mammoth	Eastbound	1,600	970	0.61
			Westbound	1,600	546	0.34
	Old Mammoth Sierra Park	Sierra Park Old Mammoth	Eastbound	2,600	838	0.32
			Westbound	2,600	530	0.20
	East of	Sierra Park	Westbound	1,600	325	0.20
			Eastbound	1,600	459	0.29
	South of	Main	Northbound	1,600	414	0.26
			Southbound	1,600	165	0.10
Old Mammoth Road	Tavern	Main	Northbound	1,600	446	0.28
	Main	Tavern	Southbound	1,600	727	0.45
	Sierra Nevada	Tavern	Northbound	1,600	451	0.28
	Tavern	Sierra Nevada	Southbound	1,600	716	0.45
	Meridian	Sierra Nevada	Northbound	1,600	488	0.31
	Sierra Nevada	Meridian	Southbound	1,600	705	0.44
	Chateau	Meridian	Northbound	1,600	403	0.25
	Meridian	Chateau	Southbound	1,600	498	0.31
	South of	Chateau	Northbound	1,300	265	0.20
			Southbound	1,300	313	0.24
Sierra Park Road	South of	Main	Northbound	1,300	68	0.05
			Southbound	1,300	90	0.07
	North of	Meridian	Southbound	1,300	80	0.06
			Northbound	1,300	183	0.14

Note: V/C = volume -to- capacity ratio.

Source: LSC Transportation Consultants, Inc., 2016.

- Purple Line** – This year-round route runs along SR 203, Sierra Park Road, Manzanita Road, Lupin Street, Minaret Road, Forest Trail, Hillside Drive, and Canyon Boulevard, with several key stops in between, such as Vons, Mammoth High School, Mammoth Hospital, Mammoth RV Park, Rite Aid, and The Village. The Purple Line stops near the 395 Route/Mammoth Express stop at 1 Sierra Park Road, the YARTS stop and the Park & Ride lot. This line runs every 30 minutes between the hours of 7:00 A.M. and 6:00 P.M.

Table 4.11-2
Existing Levels of Service

No.	Intersection	Traffic Control ^a	Scenario 1		
			Existing Conditions		
			Delay	Veh-Hrs	LOS
1	Minaret Road/Forest Trail	Stop-Control	70.3	0.9	F
2	Minaret Road/Lake Mary Road/Main Street	Traffic Signal	29.4	--	C
3	Mountain Blvd/Main Street	Stop-Control	35.8	0.2	E
4	Main Street/Post Office	Stop-Control	57.2	1.8	F
5	Center Street/Main Street	Stop-Control	27.5	--	D
6	Forest Trail/Main Street	Stop-Control	47.2	1.8	E
7	Laurel Mountain Road/Main Street	Stop-Control	38.3	1.4	E
8	Old Mammoth Road/Main Street	Traffic Signal	11.1	--	B
9	Sierra Park Blvd/Main Street	Stop-Control	14.4	--	B
10	Main Street/Thompson	Stop-Control	11.8	--	B
11	Old Mammoth Road/Tavern Road	Stop-Control	26.7	--	D
12	Old Mammoth Road/Sierra Nevada Road	Stop-Control	42.7	0.7	E
13	Minaret Road/Meridian Blvd	Traffic Signal	20.5	--	C
14	Old Mammoth Road/Meridian Blvd	Traffic Signal	29.9	--	C
15	Sierra Park Blvd/ Meridian Blvd	All-Way-Stop	17.4	--	C
16	Main Street Eastbound/Meridian Blvd	Stop-Control	13.4	--	B
17	Main Street Westbound/Meridian Blvd	Stop-Control	11.9	--	B
18	Old Mammoth Road/Chateau Road	Stop-Control	19.9	--	C
19	Old Mammoth Road/Minaret Road/Fairway Drive	Stop-Control	20.4	--	C

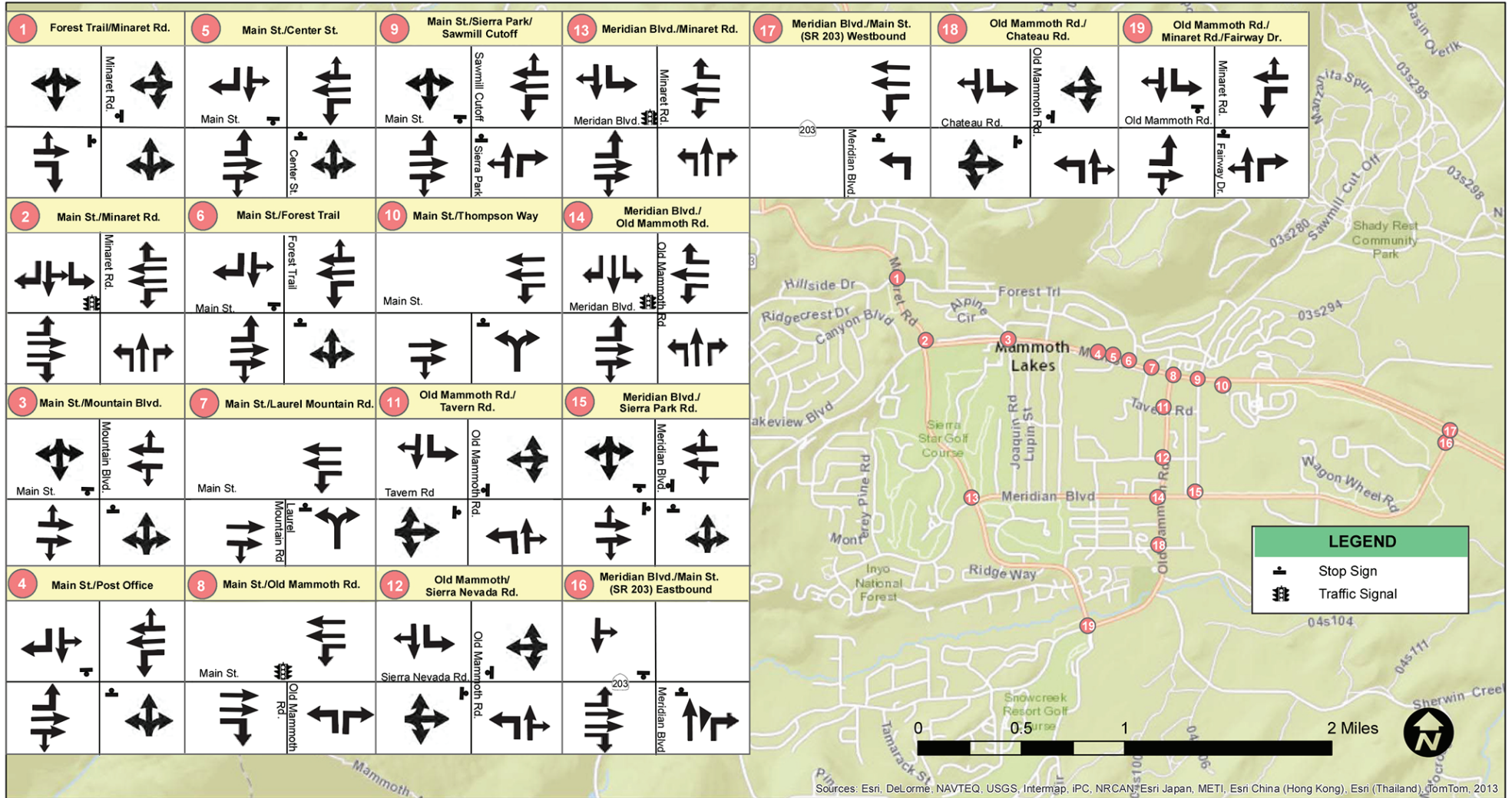
OVF = Overflow, which indicates a significant delay for which HCM 2010 methodology cannot accurately predict delay.

Note: NB=northbound; SB=southbound; EB=eastbound; WB=westbound; LT=left-turn; RT=right-turn

^a *LOS is reported as total intersection delay for signalized intersection and worst movement/approach for unsignalized intersections and roundabouts.*

Source: LSC Transportation Consultants, Inc., 2016.

- **Gray Line** - This year-round route runs along Meridian Boulevard and Old Mammoth Road, with stops at key locations, such as the College, the Skate Park, the Mammoth High School, the Mammoth Hospital, Aspen Village, and Mammoth Creek Park. This line runs every 30 minutes between the hours of 7:00 A.M. and 6:00 P.M.
- **Red Line** - This route runs between the Snowcreek Athletic Club and the Main Lodge, with stops serving Vons, Main Street, and The Village. The Red Line stops near the 395 Route/ Mammoth Express stop and the Park & Ride lot. During winter months, this route runs every 15 minutes from 7:00 A.M. to 5:30 P.M.



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- Night Trolley – This route runs between the Snowcreek Athletic Club and The Village, with stops serving Vons, Old Mammoth Road, Main Street, Canyon Blvd, and Lakeview Blvd. The Night Trolley also stops near the 395 Route / Mammoth Express stop and the Park & Ride lot. This route runs year round with service between 5:40 P.M. to 10:00 P.M. and 2:00 A.M. on Friday, Saturday and Holidays.
- Day Trolley - This route runs between the Snowcreek Athletic Club and The Village, with stops serving Vons, Old Mammoth Road, Main Street, Canyon Blvd, and Lakeview Blvd. The Night Trolley also stops near the 395 Route / Mammoth Express stop and the Park & Ride lot. This route runs during the summer months with service between 5:40 P.M. to 10:00 P.M. and 2:00 A.M. on Friday, Saturday and Holidays.
- Blue Line – This route runs along Canyon Boulevard and Lakeview Boulevard between The Village and Canyon Lodge. The service runs every 15 minutes past the hour from 7:20 A.M. to 5:20 P.M.
- Green Line – This shuttle runs between Vons and Eagle Lodge every 15 minutes between the hours of 7:30 A.M. and 5:30 P.M.
- Yellow Line - This shuttle runs between The Village and Eagle Lodge every 15 minutes between 7:30 A.M. and 5:30 P.M.
- Orange Line – This route runs between The Village and Tamarack Cross Country Ski Center every 30 minutes between 8:30 A.M. and 5:15 P.M.

(3) Existing Bicycle and Pedestrian Conditions

Town of Mammoth Lakes Trail System Master Plan (TSMP), adopted October 19, 2011, focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, and cross country skiers. The TSMP provides trails that connect and pass through a series of parks and open space areas, having numerous access points in and around the Town. Currently, approximately 8.5 miles of trails within the Town Boundary have been developed. Because of the existing and future traffic congestion in the Town and the relatively compact development pattern, non-motorized facilities can be more than recreational facilities. The trail system will serve to reduce auto travel as well as provide important recreational amenities for visitors and community residents. To further develop an extensive pedestrian facility system, the Town adopted a comprehensive Pedestrian Master Plan in March 2014 (formerly the Sidewalk Master Plan). The 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 Update goals, policies, and actions related to pedestrian infrastructure.

2. METHODOLOGY AND THRESHOLDS

a. Methodology

(1) Town of Mammoth Lakes Travel Model

The purpose of the Town of Mammoth Lakes Travel Model is to establish a computerized baseline and forecast for the evaluation of the effects of land use on the transportation system, the flow of traffic between various land uses, alternative transportation improvement programs, and the effects of traffic congestion on travel times and driver route choice. The model was developed to encompass the Town of Mammoth Lakes and portions of State Route 203. The baseline year (calibration year) is 2009 and the horizon years are the “buildout” horizon of 2030 or 2035. Trip assignment is based on a daily origin-destination model. According

to the Traffic Model, trip-making characteristics are based on the assumption that all round-trips originate from home. Although most trips originate from an individual's residence, and imply a round-trip, "other" trips are those that are non-home-based, such as going to lunch from work. Because it is standard practice to use a design volume level that is slightly less than the absolute peak traffic volume, the travel demand model uses a "typical winter Saturday peak hour" as the basis for the design of facilities. While daily traffic volumes in Mammoth Lakes are sometimes the highest in the summer months, the highest peak-hour volumes are typically experienced on winter Saturdays, during the afternoon hours when skiers leave the Mammoth Mountain Ski Area.

The Mammoth Lakes Traffic Model divides the Town into 167 Traffic Analysis Zones (TAZs). The land uses within each TAZ are enumerated by units, commercial floor area, and other uses. Under the Traffic Model, physical structures of travel are represented through a combination of links (paths) and nodes (intersections or transfer points). To reflect real conditions, the model is "calibrated" until the modeled traffic volumes approximate existing traffic volumes, often referred to as "ground counts." Once the model is calibrated, it is used to estimate future travel patterns and volumes. The Traffic Model currently reflects the Town's General Plan land use projections and assumes a growth rate under the General Plan of 1.4 percent to 2.4 percent into the future. The Traffic Model also reflects greater growth in high-density residential, lodging, and resort hotel areas. For the purpose of estimating growth associated with the General Plan buildout, as well as and the proposed Land Use Element/Zoning Code Amendments, TAZ land use data was processed through the Traffic Model's TransCAD 5.0 software as described in the Travel Model. Additional detailed information regarding this software program is contained in LSC's Transportation Impact Analysis located in Appendix F of this EIR.

(2) Scope of Study

The Traffic Study evaluates the following six scenarios:

- Scenario 1 - 2015 Existing Conditions
- Scenario 2 - Existing Conditions with Mobility Element Update
- Scenario 3 - General Plan Buildout with Existing Roadway Network
- Scenario 4 - General Plan Buildout with Mobility Element Update
- Scenario 5 - Land Use Element/Zoning Code Amendments with Existing Roadway Network
- Scenario 6 - Land Use Element/Zoning Code Amendments with Mobility Element Update

Scenario 1 reflects existing conditions that were discussed under Section 1.b, above. Scenario 2 describes Existing Conditions with the implementation of the improvements proposed in the Mobility Element Update. However, because Scenarios 1 and 2 pertain to existing conditions these scenarios are not considered plausible future scenarios. Therefore, the Traffic Impact Analysis does not calculate cumulative conditions for Scenarios 1 and 2. Cumulative conditions were calculated for Scenarios 3 through 6, which are anticipated at buildout. For scenarios incorporating the Mobility Element Update, roadway improvements such as the reconfiguration of Main Street and transit improvements, are factored into the impact analysis. Scenarios that include the proposed Land Use Element/Zoning Code Amendments use TAZs that were modified to reflect the increase in intensity that could occur with the removal of the unit/room cap.

(3) Methodology to Determine Existing Traffic Volumes

Daily traffic volumes in Mammoth Lakes are sometimes the highest in the summer months; however, the highest peak-hour volumes are typically experienced on winter Saturdays, during the afternoon hours when skiers “download” from the Mammoth Mountain Ski Area. Current winter Saturday volumes for the purpose of this analysis are based on the Caltrans Peak Month Average Daily Traffic (ADT) volumes at a point on SR 203 (Main Street) east of Minaret Road. These volumes grew approximately 5.0 percent between 2009 and 2014. Extrapolating this growth trend to 2015 yields an estimated growth rate of 6.0 percent between 2009 and 2015. This 6.0 percent growth rate was applied to all 2009 intersection volumes to estimate existing winter design volumes. Intersection balancing adjustments were generally applied conservatively with respect to traffic volumes by increasing approach volumes at the adjacent intersection in order to match the higher link volume.

Town of Mammoth Lakes staff conducted summer intersection counts between August 22 and August 26, 2015. To confirm that winter traffic volumes are still higher, the typical busy summer day volume was estimated based on the 30th highest summer peak hour along Main Street as reported by Caltrans hourly data. Typical busy summer peak-hour design volumes are provided in Appendix A of the Transportation Impact Analysis contained in Appendix [x] of this EIR. Comparing summer peak-hour volumes to the existing winter peak-hour volumes indicated that winter volumes are higher at 12 locations and nearly the same at one location (the Main Street/Old Mammoth Road intersection). At the two intersections of Main Street/Sierra Park Road and Meridian Boulevard/Sierra Park Road, summer volumes were 25 and 32 percent higher, respectively. However, because winter Saturday peak-hour traffic volumes are generally higher than summer peak-hour volumes; existing traffic volumes for the purpose of this analysis are based on winter traffic.

(4) Trip Distribution

Table C-1 of the Traffic Impact Analysis (see Appendix F of this EIR) presents trip generation for TAZs under the existing General Plan Buildout and Table C-2 of the Traffic Impact Analysis presents trip generation for TAZs under the Land Use Element/Zoning Code Amendments. TAZ data is processed through the Traffic Model’s TransCAD 5.0 software as described in the Mammoth Lakes Travel Model. Additional detailed information regarding this software program is contained in LSC’s Transportation Impact Analysis located in Appendix [x] of this EIR. The software model allocates individual passenger-trips between the transit and auto modes, based upon the relative ease of travel between specific origins and destinations by each mode. The model then iteratively balances trip productions and attractions and assigns vehicle trips to individual roadway and turning movements to result in a balanced forecast of all vehicle-trips (and transit passenger-trips) throughout the Mammoth Lakes roadway network.

The modeling processes are as follows:

- For each scenario, the appropriate land uses are identified in each TAZ.
- The land uses quantities are input into the model as either the Buildout land uses or the Land Use Element/Zoning Code Amendments land uses.
- The model then applies the trip generation rates (as shown in Appendix C of the Traffic Impact Analysis) to the land use quantities.

- The result is the number of person trips for each scenario, 184,096 trips were generated under scenarios with the buildout land uses and 195,460 trips generated under scenarios with Land Use Element/Zoning Code Amendments land uses.
- The model then splits the person trips into a travel mode which is either automobile or transit based on travel times and roadway capacity.
- Trip origins and destinations are the trips balanced and assigned to roadways and transit routes. Pass-by trips and linked trips are determined through this process.

The model includes external point representing the roadways into and out of Mammoth Lakes. Roadway and transit route networks are entered into the model, as defined by roadway capacity, free-flow travel speed, transit speed, and transit capacity.

(5) Effects of Pedestrian, Bicycle, and Transit Enhancements

As stated in the Traffic Impact Analysis, new bicycle and pedestrian facilities are not factored into the modeling for trip generation.² The Mammoth Lakes Traffic Model, however, determined a correlation between miles of bike lanes and increase in the overall mode split between vehicles, cyclists, and pedestrians. The mode split would affect the calculation of vehicle miles traveled (VMT) discussed in Section 4.2, Air Quality of this EIR.

(6) Level of Service Analysis

Intersection Level of Service (LOS) was evaluated using Synchro software (Version 8.0, Trafficware 2013) based on the *2010 Highway Capacity Manual* methodologies at all study intersections. LOS at the existing stop-controlled divided highway intersections of SR 203/Meridian Boulevard was analyzed using the HCS 2010 software.

For signalized intersections, LOS is primarily measured in terms of average delay per vehicle entering the intersection and is based upon the assessment of volume-to-capacity ratios and control delay. LOS at unsignalized intersections is quantified in terms of delay per vehicle for each movement and is based upon the theory of gap acceptance for side-street stop sign-controlled approaches.

(7) Roadway Capacity

The capacity of the roadways within Mammoth Lakes was estimated as follows:

1. A base saturation flow rate of 1,600 vehicles per hour per direction was assumed. This figure is slightly lower than is typically observed in urban areas, and represents the reduction in effective capacity that results from both visitor drivers that are unfamiliar with the area and the effects of winter driving conditions.
2. For trip distribution, assumptions provided in Chapter 10 (Urban Street Concepts) of the *Highway Capacity Manual* were applied to roadways with two lanes in each direction. Under this methodology, the default directional lane split for roadways with two lanes per direction would 52.5 percent in one lane and 47.5 percent in the other.

² LSC Transportation Consultants, Mammoth Mobility Element Update Transportation Impact Analysis, April 19, 2016, page 19.

3. Reductions to roadway capacity were made, as required on individual segments, to account for the presence of pedestrian crossings, on-street parking maneuvers, vehicles searching for parking spaces, and conflicting driveway turning movements.

Consistent with standard analysis procedures, street capacities were not adjusted to account for snow conditions. The occurrence of stormy/snowy weather conditions and snow on the roadways occurs over a relatively small proportion of the winter and vehicle traffic generally decreases significantly in inclement weather conditions. In addition, it would be speculative to try to determine the impact to roadway capacity resulting from stormy conditions, as driver behavior and conditions are unique to each storm.

b. Thresholds of Significance

For purposes of this EIR, the Town utilized the checklist questions in Appendix G of the *CEQA Guidelines* as thresholds of significance to determine whether the Project would have a significant environmental impact regarding traffic. Based on applicable Project components and Appendix G questions, the Project would result in a significant impact with regard to traffic if the Project would:

- TRAF-1** Cause a signalized intersection to operate at LOS E or F, or if a project causes an approach delay at an unsignalized intersection operating at LOS E or F to exceed four vehicles in the peak hour for a single lane approach and five vehicle hours for a multi-lane approach.
- TRAF-2** Substantially increase hazards due to a design feature or incompatible uses.
- TRAF-3** Result in inadequate emergency access.
- TRAF-4** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Appendix G issues pertaining to air traffic patterns were determined to have no impact in the Initial Study and are, thus, not evaluated in the following impact analysis. Components of the Project related to traffic impacts include the proposed Mobility Element Update and the change in buildout under the Land Use Element/Zoning Code Amendments. Components under the Land Use Element/Zoning Code Amendments that would not directly affect traffic are the changes in the commercially designated land use to match existing commercial zoning and deleting Land Use Element CBIZ and TDR policies.

c. Applicable General Plan Goals/Policies and Adopted Mitigation Measures

The Mitigation Monitoring and Reporting Program (MMRP) for the 2007 General Plan, adopted on May 23, 2007 (Resolution No. PC-2007-14) included ten mitigation measures relative to traffic. However, the majority of the adopted mitigation measures are no longer applicable. Some of the mitigation measures were related specifically to approved development projects occurring at the time of the 2007 General Plan Update. In addition, the Town updated the traffic model in 2009, which is more applicable to the proposed Project. However, reviewing the General Plan MMRP, the following measure is still pertinent to the Mobility Element Update or new development facilitated by the proposed Land Use Element/Zoning Code Amendments.

- GPM 4.13-1** - The Town shall amend the Master Facility Plan to include the mitigation measures necessary to reduce impacts to the level of service on the street system. The Town shall review the Development Impact Fees to ensure that sufficient funds will be available to make the necessary improvements.

The adopted MMRP for the Trails System Master Plan contains, MM 4.L-1, which addresses the need to provide at least 150 feet of stopping sight distance for a trail crossing on Majestic Pines Drive between Meridian Boulevard and Monterey Pine Road. This mitigation measure is not relevant to the Project.

In terms of applicable Mobility Element goals and policies, since the Project includes the proposed Mobility Element Update, the goals and policies are discussed below.

3. ENVIRONMENTAL IMPACTS

Threshold TRAF-1: The project would result in a significant impact if the project were to cause a signalized intersection to operate at LOS E or F or if a project causes an approach delay at an unsignalized intersection operating at LOS E or F to exceed four vehicles in the peak hour for a single lane approach and five vehicle hours for a multi-lane approach.

Impact Statement TRAF-1: *All roadways in the study area have reserve capacity to accommodate the Project's existing and future buildout scenarios. However, the Project would result in significant impacts on level of service at various intersections. Implementation of GPMM 4.3-10, as well as Mobility Element Update improvements that provide for certain signalized intersections, and recommended new mitigation measures would reduce impacts to less than significant levels. However, signal warrant studies and Caltrans approval would be required for new signals on Main Street. If signal warrants are not approved by Caltrans, impacts at Main Street intersections occurring under future scenarios would be significant and unavoidable.*

Land Use Element/Zoning Code Amendments

The proposed Land Use Element/Zoning Code Amendments would potentially result in an increase in land use densities related to multi-family units, lodging units, and retail/commercial uses, in commercially designated areas compared to the current General Plan buildout and the 2011 Town of Mammoth Lakes Travel Model. Trip generation and distribution associated with the Land Use Element/Zoning Code Amendments are shown in Figures 2 through 7 and in Appendix C of the Traffic Impact Analysis (see Appendix F of this EIR).

Mobility Element Update Roadway Network

The Mobility Element Update proposes to expand the physical roadway network of Mammoth Lakes, provide intersection capacity-enhancing improvements (new signals and roundabouts), expand the existing transit system, and provide bicycle and pedestrian-related improvements. The proposed roadway network is illustrated in Chapter 2, Project Description, of this EIR. The following changes to the street network are proposed:

- Main Street Reconfiguration – The “Main Street Plan” envisions a redesigned Main Street, including the removal of the existing frontage roads and conversion to a four-lane cross-section with a center median and turn pockets. The reconfiguration of Main Street would likely be phased and would occur with new development on Main Street. Add connections on the U.S. Forest Service property in the area north of Main Street.
- Extend Thompson Way between Main Street and Sierra Nevada Road.
- Extend Tavern Road to new Thompson Way.

- Extend Sierra Nevada Road to provide access to school area.
- Extend Sierra Park Road south to Sherwin Creek Road.
- Provide connections within Shady Rest Site between Center Street, Tavern Road, Dorrance Drive and Chaparral Road/Arrowhead Drive.
- Extend Callahan Way south to Dorrance Drive.
- 7B Road - Extend East Bear Lake Drive to Minaret Road and Main Street.
- Snowcreek Connection – Adds a connection to the east side of Snowcreek and extends Fairway Drive to Snowcreek.
- Implement traffic signal at Sierra Park Boulevard/Meridian Boulevard.
- Implement traffic signal at Main Street/Post Office (or alternative intersection).

The proposed Mobility Element Update contemplates a new signal at Meridian Boulevard/Sierra Park Boulevard intersection. The LOS at the all-way stop-controlled intersection would be acceptable under all future scenarios during the Town's standard winter period. High summer traffic conditions also resulted in acceptable LOS under the all study scenarios (school was in session when the summer counts were conducted). Although LOS at this intersection would be acceptable under all future scenarios, the proposed signal would provide enhanced pedestrian crossing conditions.

The evaluation of traffic queue lengths at the signalized intersection of Minaret Road/Main Street/Lake Mary Road determined that the 95th-percentile traffic queues on the eastbound Lake Mary Road approach would exceed the available lane storage length. As such, the eastbound traffic queues could potentially interfere with operations at the Lake Mary Road/Canyon Boulevard intersection during busy winter periods. This condition occurs under all future scenarios (Scenarios 3-6). No queuing concerns were identified at the eastbound approach. Because this intersection would operate at acceptable LOS D or less during all scenario conditions, the queuing is not considered a significant impact under the LOS threshold criteria.

Roadway Capacity

All roadways in the study area have reserve capacity to accommodate the Project's existing and future buildout scenarios. Estimated trips under existing conditions and all other Project scenarios are presented in **Table 4.11-3, Mammoth Mobility Element – Existing and Future Roadway Capacity**. As shown in Table 4.11-3, none of the Project scenarios would exceed existing roadway capacity.

Intersection Service Levels

Intersection service levels (LOS) for Scenarios 2 through 6 are presented in **Table 4.11-4, Existing and Future Intersection Levels of Service**. As shown therein, LOS service levels and impacts would vary among the five scenarios. Impacts at intersections would occur, as follows:

Scenario 2 - Existing Conditions with Mobility Element Update

As shown in Table 4.11-4, intersection LOS standards would not be exceeded at any of the study intersections under Scenario 2. Average delays are expected to slightly decrease at some locations with implementation of the Mobility Element Update improvements.

Scenario 3 – General Plan Buildout with Existing Roadway Network

Scenario 3 represents the existing General Plan Buildout with the current roadway network in place. Implementation of the future development assumed under Scenario 3 would generally increase average intersection delays and the LOS at some intersections would degrade. As shown in Table 4.11-4, intersection LOS standards are not exceeded at any of the study intersections, with the following two exceptions:

- Main Street/Mountain Boulevard
- Old Mammoth Road/Minaret Road/Fairway Drive

Both of these unsignalized intersections would degrade to unacceptable levels under this scenario. The implementation of Mitigation Measure (MM) TRAF-1 to install a traffic signal at Main Street/Mountain Boulevard, and MM TRAF-3 to provide intersection improvements, such as widening, restriping, or use of a roundabout at Old Mammoth Road/Minaret Road/Fairway Drive, would maintain LOS D or better at both intersections. With the implementation of mitigation measures, impacts would be reduced to less than significant levels. Impacts are summarized in **Table 4.11-5, Summary of Intersection LOS Impacts**, and mitigation measures are summarized in **Table 4.11-6, Summary of New Mitigation Measures**, below. Regarding recommended MM TRAF-1, the Town would coordinate with Caltrans to determine appropriate intersection improvements on Main Street, including a study per the CA MUTCD that would be provided as a part of analysis.

Scenario 4 – General Plan Buildout with Mobility Element Update

As shown in Table 4.11-4, Scenario 4 (General Plan Buildout With Mobility Element Update) would result in a significant impact at the following three intersections:

- Main Street/Mountain Boulevard
- Old Mammoth Road/Minaret Road/Fairway Drive
- Main Street/Post Office

The implementation of MM TRAF-1 to install a traffic signal at Main Street/Mountain Boulevard, and MM TRAF-3 to provide intersection improvements, such as widening, restriping, or use of a roundabout at Old Mammoth Road/Minaret Road/Fairway Drive, would maintain LOS D or better at both intersections. The Mobility Element Update proposes a signal at the Main Street/Post Office intersection to achieve LOS D or better and no further action would be required under Scenario 4 for that intersection. With the implementation of mitigation measures, LOS impacts under Scenario 4 would be reduced to less than significant levels. Impacts are summarized in Table 4.11-5 and mitigation measures are summarized in Table 4.11-6, below. Regarding recommended MM TRAF-1, the Town would coordinate with Caltrans to determine appropriate intersection improvements on Main Street, including a study per the CA MUTCD that would be provided as a part of analysis. Scenario 5 – Future Land Use Element/Zoning Code Amendments with Existing Roadway Network Scenario 5 includes development assumed with the Land Use Element/Zoning Code Amendments (FAR change) with the existing roadway network (no roadway improvements assumed). More specifically, no improvements associated with the Mobility Element Update are assumed to occur. Scenario 5 would result

Table 4.11-3

Mammoth Mobility Element – Existing and Future Roadway Capacity

					Scenario 1- Existing Conditions		Scenario 2-Existing Conditions w/Mobility Element Update		Scenario 3 – GP Buildout w/Existing Roadway Network		Scenario 4-GP Buildout w/Mobility Element Update		Scenario 5-Land Use/Zoning Code Amendments w/Existing Roadway Network		Scenario 6- Land Use/Zoning Code Amendments w/Mobility Element Update	
Street Name	from	to	Direction	Capacity (vehicles per hour)	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C
Main Street	Canyon	Minaret	Eastbound	2600	631	0.24	626	0.24	805	0.31	800	0.31	830	0.32	850	0.33
	Minaret	Canyon	Westbound	2600	747	0.29	677	0.26	990	0.38	920	0.35	1,015	0.39	940	0.36
	Minaret	Mountain	Eastbound	2600	1,002	0.39	1,062	0.41	1,240	0.48	1,300	0.50	1,285	0.49	1,395	0.54
	Mountain	Minaret	Westbound	2600	520	0.20	525	0.20	650	0.25	655	0.25	670	0.26	675	0.26
	Sierra	Mountain	Westbound	2600	543	0.21	588	0.23	665	0.26	710	0.27	710	0.27	710	0.27
	Sierra	Post Office	Eastbound	2600	982	0.38	1,212	0.47	1,050	0.40	1,280	0.49	1,175	0.45	1,530	0.59
	Post Office	Center	Eastbound	2600	996	0.38	1,196	0.46	1,090	0.42	1,290	0.50	1,220	0.47	1,530	0.59
	Center	Post Office	Westbound	2600	620	0.24	695	0.27	690	0.27	765	0.29	730	0.28	860	0.33
	Center	Forest Trail	Eastbound	2600	954	0.37	1,109	0.43	1,055	0.41	1,210	0.47	1,155	0.44	1,440	0.55
	Forest Trail	Center	Westbound	2600	643	0.25	713	0.27	710	0.27	780	0.30	755	0.29	875	0.34
	Forest Trail	Laurel Mountain	Eastbound	2600	1,076	0.41	1,186	0.46	1,215	0.47	1,325	0.51	1,330	0.51	1,565	0.60
	Laurel Mountain	Forest Trail	Westbound	2600	679	0.26	744	0.29	740	0.28	805	0.31	810	0.31	900	0.35
	Laurel Mountain	Old Mammoth	Eastbound	2600	931	0.36	1,016	0.39	1,040	0.40	1,125	0.43	1,100	0.42	1,230	0.47
	Old Mammoth	Laurel Mountain	Westbound	2600	599	0.23	679	0.26	655	0.25	735	0.28	685	0.26	805	0.31
	Old Mammoth	Sierra Park	Eastbound	2600	408	0.16	408	0.16	440	0.17	440	0.17	420	0.16	450	0.17
	Sierra Park	Old Mammoth	Westbound	2600	361	0.14	361	0.14	405	0.16	405	0.16	410	0.16	450	0.17
	Sierra Park	Thompson	Eastbound	2600	376	0.14	381	0.15	400	0.15	405	0.16	380	0.15	410	0.16
	Thompson	Sierra Park	Westbound	2600	350	0.13	340	0.13	400	0.15	390	0.15	405	0.16	440	0.17
	East of	Thompson	Eastbound	2600	370	0.14	380	0.15	395	0.15	405	0.16	375	0.14	410	0.16
			Westbound	2600	346	0.13	326	0.13	395	0.15	375	0.14	400	0.15	425	0.16
Minaret Road	North of	Main	Southbound	1300	668	0.51	693	0.53	830	0.64	855	0.66	855	0.66	905	0.70
			Northbound	1300	477	0.37	472	0.36	590	0.45	585	0.45	610	0.47	610	0.47
	South of	Main	Northbound	1600	667	0.42	572	0.36	905	0.57	810	0.51	925	0.58	830	0.52
			Southbound	1600	260	0.16	205	0.13	370	0.23	315	0.20	370	0.23	315	0.20
	North of	Meridian	Southbound	1600	535	0.33	440	0.28	915	0.57	820	0.51	920	0.58	780	0.49
			Northbound	1,600	324	0.20	289	0.18	505	0.32	470	0.29	520	0.33	450	0.28
	South of	Meridian	Northbound	1,600	165	0.10	150	0.09	285	0.18	270	0.17	280	0.18	245	0.15
			Southbound	1,600	328	0.21	273	0.17	620	0.39	565	0.35	595	0.37	520	0.33
	North of	Old Mammoth	Southbound	1,600	244	0.15	173	0.11	530	0.33	450	0.28	530	0.33	440	0.28
			Northbound	1,600	175	0.11	135	0.08	305	0.19	260	0.16	310	0.19	270	0.17
	North of	Forest Trail	Southbound	1,600	848	0.53	848	0.53	960	0.60	960	0.60	965	0.60	960	0.60
			Northbound	1,600	207	0.13	207	0.13	235	0.15	235	0.15	235	0.15	235	0.15
	South of	Forest Trail	Northbound	1,300	276	0.21	276	0.21	315	0.24	315	0.24	315	0.24	315	0.24
			Southbound	1,300	784	0.60	784	0.60	875	0.67	875	0.67	885	0.68	875	0.67

Table 4.11-3 (Continued)

Mammoth Mobility Element – Existing and Future Roadway Capacity

					Scenario 1- Existing Conditions		Scenario 2-Existing Conditions w/Mobility Element Update		Scenario 3 – GP Buildout w/Existing Roadway Network		Scenario 4-GP Buildout w/Mobility Element Update		Scenario 5-Land Use/Zoning Code Amendments w/Existing Roadway Network		Scenario 6- Land Use/Zoning Code Amendments w/Mobility Element Update	
Street Name	from	to	Direction	Capacity (vehicles per hour)	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C	Peak Hour Volume	V/C
Forest Trail	East of	Minaret	Westbound	800	43	0.05	43	0.05	60	0.08	60	0.08	55	0.07	60	0.08
			Eastbound	800	123	0.15	123	0.15	175	0.22	175	0.22	160	0.20	175	0.22
	West of	Minaret	Eastbound	800	143	0.18	143	0.18	165	0.21	165	0.21	160	0.20	165	0.21
			Westbound	800	196	0.25	196	0.25	215	0.27	215	0.27	215	0.27	215	0.27
	North of	Main	Southbound	800	170	0.21	140	0.18	225	0.28	195	0.24	235	0.29	215	0.27
			Northbound	800	81	0.10	91	0.11	90	0.11	100	0.13	110	0.14	110	0.14
Meridian Blvd	West of	Minaret	Eastbound	2,600	403	0.16	328	0.13	600	0.23	525	0.20	610	0.23	530	0.20
			Westbound	2,600	238	0.09	193	0.07	360	0.14	315	0.12	370	0.14	320	0.12
	East of	Minaret	Westbound	1,600	275	0.17	215	0.13	405	0.25	345	0.22	425	0.27	350	0.22
			Eastbound	1,600	488	0.31	378	0.24	720	0.45	610	0.38	750	0.47	615	0.38
	West of	Old Mammoth	Eastbound	1,600	970	0.61	970	0.61	1,015	0.63	1,015	0.63	1,165	0.73	1,025	0.64
			Westbound	1,600	546	0.34	531	0.33	585	0.37	570	0.36	670	0.42	590	0.37
	Old Mammoth Sierra Park	Sierra Park Old Mammoth	Eastbound	2,600	838	0.32	823	0.32	880	0.34	865	0.33	985	0.38	885	0.34
			Westbound	2,600	530	0.20	525	0.20	560	0.22	555	0.21	630	0.24	570	0.22
	East of	Sierra Park	Westbound	1,600	325	0.20	280	0.18	385	0.24	340	0.21	435	0.27	350	0.22
			Eastbound	1,600	459	0.29	399	0.25	540	0.34	480	0.30	615	0.38	490	0.31
	South of	Main	Northbound	1,600	414	0.26	474	0.30	490	0.31	550	0.34	475	0.30	550	0.34
			Southbound	1,600	165	0.10	195	0.12	210	0.13	240	0.15	210	0.13	245	0.15
Old Mammoth Road	Tavern Main	Main Tavern	Northbound	1,600	446	0.28	467	0.29	495	0.31	505	0.32	585	0.37	565	0.35
			Southbound	1,600	727	0.45	744	0.47	840	0.53	830	0.52	1,005	0.63	975	0.61
	Sierra Nevada Tavern	Tavern Sierra Nevada	Northbound	1,600	451	0.28	451	0.28	530	0.33	505	0.32	630	0.39	600	0.38
			Southbound	1,600	716	0.45	701	0.44	830	0.52	815	0.51	990	0.62	960	0.60
	Meridian Sierra Nevada	Sierra Nevada Meridian	Northbound	1,600	488	0.31	443	0.28	555	0.35	520	0.33	680	0.43	630	0.39
			Southbound	1,600	705	0.44	665	0.42	820	0.51	780	0.49	985	0.62	935	0.58
	Chateau Meridian	Meridian Chateau	Northbound	1,600	403	0.25	338	0.21	470	0.29	405	0.25	585	0.37	475	0.30
			Southbound	1,600	498	0.31	428	0.27	625	0.39	535	0.33	715	0.45	600	0.38
	South of	Chateau	Northbound	1,300	265	0.20	365	0.28	365	0.28	310	0.24	440	0.34	440	0.34
			Southbound	1,300	313	0.24	430	0.33	430	0.33	365	0.28	520	0.40	520	0.40
Sierra Park Road	South of	Main	Northbound	1,300	68	0.05	68	0.05	100	0.08	100	0.08	100	0.08	100	0.08
			Southbound	1,300	90	0.07	80	0.06	140	0.11	130	0.10	140	0.11	135	0.10
	North of	Meridian	Southbound	1,300	80	0.06	80	0.06	100	0.08	100	0.08	105	0.08	100	0.08
			Northbound	1,300	183	0.14	173	0.13	205	0.16	195	0.15	235	0.18	200	0.15

Note: V/C = volume -to- capacity ratio.

Source: LSC Transportation Consultants, Inc., 2016.

Table 4.11-4

Existing and Future Intersections Levels of Service

No.	Intersection	Traffic Control ^a	Scenario 1			Scenario 2			Scenario 3			Scenario 4			Scenario 5			Scenario 6		
			Existing Conditions			Existing w/Mobility Element			Future Buildout w/E xisting Network			Future Buildout with Mobility Element			Future FAR Land Uses with Existing Network			Future FAR Land Uses with Mobility Element		
			Delay	Veh-Hrs	LOS	Delay	Veh-Hrs	LOS	Delay	Veh-Hrs	LOS	Delay	Veh-Hrs	LOS	Delay	Veh-Hrs	LOS	Delay	Veh-Hrs	LOS
1	Minaret Road / Forest Trail	Stop-Control	70.3	0.9	F	54.6	0.7	F	180.6	3.0	F	180.6	3.0	F	140.6	2.2	F	180.6	3.0	F
2	Minaret Road / Lake Mary Road / Main Street	Traffic Signal	29.4	--	C	26.3	--	C	45.4	--	D	41.2	--	D	47.2	--	D	44.8	--	D
3	Mountain Blvd / Main Street	Stop-Control	35.8	0.2	E	36.8	0.2	E	266.5^b	8.9	F	529.0	18.4	F	132.3	2.6	F	231.5	4.5	F
4	Main Street / Post Office	Stop-Control	57.2	1.8	F	82.0	2.3	F	84.6	3.4	F	189.8	7.1	F	308.4	17.1	F	531.3	22.1	F
5	Center Street / Main Street	Stop-Control	27.5	--	D	27.2	--	D	42.1	2.0	E	45.2	1.4	E	179.2	12.0	F	94.5	3.0	F
6	Forest Trail / Main Street	Stop-Control	47.2	1.8	E	45.1	1.4	E	70.5	3.4	F	85.2	3.6	F	116.4	6.1	F	191.5	8.8	F
7	Laurel Mountain Road / Main Street	Stop-Control	38.3	1.4	E	31.6	--	D	49.6	2.1	E	47.3	1.5	E	121.0	6.9	F	129.2	5.6	F
8	Old Mammoth Road / Main Street	Traffic Signal	11.1	--	B	11.4	--	B	11.4	--	B	12.3	--	B	12.2	--	B	14.0	--	B
9	Sierra Park Blvd / Main Street	Stop-Control	14.4	--	B	13.9	--	B	15.5	--	C	15.3	--	C	15.3	--	C	15.8	--	C
10	Main Street / Thompson	Stop-Control	11.8	--	B	11.5	--	B	11.4	--	B	11.3	--	B	11.3	--	B	11.4	--	B
11	Old Mammoth Road / Tavern Road	Stop-Control	26.7	--	D	22.3	--	C	37.9	0.7	E	34.0	--	D	160.7	4.2	F	102.4	2.4	F
12	Old Mammoth Road / Sierra Nevada Road	Stop-Control	42.7	0.7	E	29.2	--	D	88.3	1.8	F	62.9	1.3	F	289.2	6.0	F	204.4	4.3	F
13	Minaret Road / Meridian Blvd	Traffic Signal	20.5	--	C	19.4	--	B	30.9	--	C	26.1	--	C	30.9	--	C	25.9	--	C
14	Old Mammoth Road / Meridian Blvd	Traffic Signal	29.9	--	C	24.4	--	C	34.0	--	C	29.7	--	C	47.9	--	D	34.0	--	C
15	Sierra Park Blvd / Meridian Blvd	All-Way-Stop	17.4	--	C	14.3	--	B	20.8	--	C	17.5	--	C	31.7	--	D	18.2	--	C
16	Main Street Eastbound / Meridian Blvd	Stop-Control	13.4	--	B	13.7	--	B	14.0	--	B	14.9	--	B	13.8	--	B	15.1	--	C
17	Main Street Westbound / Meridian Blvd	Stop-Control	11.9	--	B	13.0	--	B	13.0	--	B	14.8	--	B	13.2	--	B	15.2	--	C
18	Old Mammoth Road / Chateau Road	Stop-Control	19.9	--	C	15.3	--	C	47.1	1.1	E	32.3	--	D	85.6	2.3	F	42.5	1.0	E
19	Old Mammoth Road/ Minaret Road/Fairway Drive	Stop-Control	20.4	--	C	14.1	--	B	OVF	OVF	F	128.1	6.2	F	OVF	OVF	F	191.3	9.0	F

OVF = Overflow, which indicates a significant delay for which HCM 2010 methodology cannot accurately predict delay.
Note: NB=northbound; SB=southbound; EB=eastbound; WB=westbound; LT=left-turn; RT=right-turn
^a LOS is reported as total intersection delay for signalized intersection and worst movement/approach for unsignalized intersections and roundabouts.
^b Bold face indicates an LOS exceedance.

Source: LSC Transportation Consultants, Inc., 2016.

Table 4.11-5

Summary of Intersection LOS Impacts

		Potentially Significant Impacts By Project Scenarios ^a			
		3	4	5	6
		General Plan Buildout with Existing Roadway Network	General Plan Buildout with Mobility Element Update	Land Use Element/Zoning Code Amendments With Existing Roadway Network	Land Use Element/Zoning Code Amendments with Mobility Element Update
Intersection					
3	Main Street/Mountain Boulevard	X	X		X
4	Main Street/Post Office		X	X	X
5	Main Street/Center Street			X	
6	Main Street/Forest Trail			X	X
7	Main Street/Laurel Mountain Road			X	X
11	Old Mammoth Road/Tavern Road			X	
12	Old Mammoth Road/Sierra Nevada Road			X	X
19	Old Mammoth Road/Minaret Road/Fairway Drive	X	X	X	X

^a No significant impacts would occur under Scenarios 1 and 2.

Source: LSC Transportation Consultants, 2016; ESA PCR, 2016.

in the degradation of the LOS from acceptable to unacceptable levels at seven intersections. As shown in Table 4.11-4, intersection LOS standards would be exceeded at the following intersections:

- Old Mammoth Road/Minaret Road/Fairway Drive
- Main Street/Post Office
- Main Street/Center Street
- Main Street/Forest Trail
- Main Street/Laurel Mountain Road
- Old Mammoth Road/Tavern Road
- Old Mammoth Road/Sierra Nevada Road

Table 4.11-6

Summary of New Mitigation Measures

Mitigation Measure	3	4	5	6
	General Plan Buildout With Existing Roadway Network	General Plan Buildout With Mobility Element Update	Land Use Element/Zoning Code Amendments With Existing Roadway Network	Land Use Element/Zoning Code Amendments With Mobility Element Update
MM TRAF-1: Main Street/Mountain Boulevard. A traffic signal shall be installed to achieve LOS D or better. Further analysis of a potential new signal, such as signal warrant analysis per the California Manual on Uniform Traffic Control Devices (CA MUTCD), is expected to be provided as a part of project-specific analysis (not needed for LOS mitigation).	X	X		
MM TRAF-2: Main Street/Mountain Boulevard. A southbound right-turn lane on Mountain Boulevard shall be provided to achieve LOS D or better.				X
MM TRAF-3: Old Mammoth Road/Minaret Road/Fairway Drive. Improvements, such as the installation of a roundabout, restriping, or widening of the roadway, shall be implemented to ensure that the intersection operates at LOS D or better.	X		X	
MM TRAF-4: Main Street/Post Office: A traffic signal shall be installed at the Main Street/Post Office intersection to achieve LOS D or better. Further analysis of potential new signals, such as signal warrant analysis per the CA MUTCD, is expected to be provided as part of project-specific analyses (not needed for LOS mitigation).			X	
MM TRAF-5: Main Street/Center Street: A northbound right-turn on Center Street shall be provided to achieve LOS D or better. Further analysis of a potential new signal, such as signal warrant analysis per the CA MUTCD, is expected to be provided as a part of project-specific analyses (not needed for LOS mitigation).			X	

Table 4.11-6 (Continued)

Summary of New Mitigation Measures

Mitigation Measure	3	4	5	6
	General Plan Buildout With Existing Roadway Network	General Plan Buildout With Mobility Element Update	Land Use Element/Zoning Code Amendments With Existing Roadway Network	Land Use Element/Zoning Code Amendments With Mobility Element Update
MM TRAF-6: Old Mammoth Road/ Tavern Road: An eastbound right-turn lane shall be provided on Tavern Road to Old Mammoth Road to achieve LOS D or better.			X	
MM TRAF- 7: Main Street/Forest Trail: Southbound left-turn movements from Forest Trail onto Main Street shall be prohibited to achieve LOS D or better.			X	X
MM TRAF 8: Main Street/Laurel Mountain Road: A northbound right-turn lane shall be provided on Laurel Mountain Road to Main Street to achieve LOS D or better.				X
MM TRAF-9: Old Mammoth Road/Sierra Nevada Road: Eastbound and westbound right-turn lanes shall be provided at the Sierra Nevada Road approaches to achieve LOS D or better.			X	X

Source: LSC Transportation Consultants, Inc., 2016 and ESA PCR.

The implementation of MM TRAF-1 to install a traffic signal at Main Street/Mountain Boulevard; MM TRAF-3 to provide intersection improvements, such as widening, restriping, or use of a roundabout at Old Mammoth Road/Minaret Road/Fairway Drive; and MM TRAF-4 to install a traffic signal at the Main Street/Post Office intersection, would achieve LOS D or better at these intersections. Additional mitigation measures, including MM TRAF-5 to provide a northbound right turn at Main Street/Center Street; MM TRAF-6 to provide an eastbound right turn at Old Mammoth Road/Tavern Road; MM TRAF-7 to provide southbound left-turn movements at Main Street/Forest Trail; and MM TRAF-9 to provide eastbound and westbound right-turn lanes at Old Mammoth Road/Sierra Nevada Road, would achieve LOS D or better at these affected intersections. According to the Traffic Impact Analysis, the installation of a traffic signal near Main Street and Laurel Mountain Road would draw traffic away from that impacted intersection, which would also achieve acceptable LOS under Scenario 5. With the implementation of mitigation measures, LOS impacts under Scenario 5 would be reduced to less than significant levels. Impacts are summarized in Table 4.11-5 and mitigation measures are summarized in Table 4.11-6. Regarding MM TRAF-1 and MM-TRAF-4, the Town would coordinate with Caltrans to evaluate intersection improvements on Main Street.

Scenario 6 –Land Use Element/Zoning Code Amendments with Mobility Element Update

Scenario 6, which implements the Land Use Element/Zoning Code Amendments (FAR change), as well as the Mobility Element Update, would degrade the LOS from acceptable to unacceptable at six intersections. As shown in Table 4.11-4, intersection LOS standards would be exceeded at the following intersections: under

- Main Street/ Mountain Boulevard
- Old Mammoth Road/Minaret Road/Fairway Drive
- Main Street/Post Office
- Main Street/Forest Trail
- Main Street/Laurel Mountain Road
- Old Mammoth Road/Sierra Nevada Road

The implementation of MM TRAF-2 to provide a right-turn lane on Mountain Boulevard at the Main Street/Mountain Boulevard intersection, and MM TRAF-3 to provide intersection improvements, such as widening, restriping, or use of a roundabout at Old Mammoth Road/Minaret Road/Fairway Drive would maintain LOS D or better at both intersections. The Mobility Element Update proposes a signal at the Main Street/Post Office intersection to achieve LOS D or better and no further action would be required under Scenario 6 for that intersection. Additional mitigation measures, including MM TRAF-7 to provide southbound left-turn movements at Main Street/Forest Trail; MM TRAF-8 for northbound right-turn lane at Main Street/Laurel Mountain Road, and MM TRAF-9 to provide eastbound and westbound right-turn lanes at Old Mammoth Road/Sierra Nevada Road, would achieve LOS D or better at the affected intersections. With the implementation of mitigation measures, LOS impacts under Scenario 6 would be reduced to less than significant levels. Impacts are summarized in Table 4.11-5 and mitigation measures are summarized in Table 4.11-6.

Conclusion

Table 4.11-5, *Summary Intersection LOS Impacts*, provides a comparison of the significant LOS impacts that would occur under each scenario. As shown in Table 4.11-5, both Scenarios 3 and 4, which reflect the buildout under the General Plan, would have fewer overall LOS impacts than Scenarios 5 and 6. Scenarios 5 and 6 provide for the future buildout under the Land Use Element/Zoning Code Amendments (FAR change). It is anticipated that the FAR change would incrementally increase population over the General Plan buildout in the LOS study area, thus, increase traffic at study intersections. However, because Scenario 5 does not incorporate improvements identified in the Mobility Element Update, Scenario 5 would result in a greater number of intersection impacts than under Scenario 6. Although the FAR change would contribute to an increase in vehicle and pedestrian travel, primarily in the commercial zones along Main Street and Old Mammoth Road, implementation of improvements identified in the Mobility Element Update would improve transit services and conditions for pedestrians and bicyclists, resulting in less traffic than under Scenario 5. Regarding recommended mitigation measures along Main Street, the Town would coordinate with Caltrans to determine appropriate intersection improvements on Main Street.

Mitigation Measures

Table 4.11-6, *Summary of New Mitigation Measures*, provides the recommended mitigation measures that are relevant to the significant impacts identified in the analyses discussed above. The analyses take into account the implementation of adopted GPMM 4.3-10 and the implementation of improvements identified in the Mobility Element Update, where appropriate. Table 4.11-5 identifies the applicable mitigation measures for each of the future scenarios. As previously stated, implementation of mitigation measures would reduce impacts to less than significant levels under all scenarios.

Threshold TRAF-2: The project would result in a significant impact if the project would substantially increase hazards due to a design feature or incompatible uses.

Impact Statement TRAF-2: *The Mobility Element Update incorporates policies and specific features that are intended to reduce roadway hazard resulting from a design feature or incompatible use. In addition, increases in density under the Land Use Element/Zoning Code Amendments would increase traffic volumes that would increase sensitivity to poor roadway design and increase vehicle/pedestrian conflicts. Implementation of the Mobility Element Update would address hazards associated with roadway design, snow removal, and other potentially conditions. As such, the impact of the Project related to road hazards would be less than significant.*

The proposed Land Use Element/Zoning Code Amendments would potentially increase density and traffic in the Town's commercial districts. The increase in traffic could increase sensitivity to poor roadway design and cause a greater hazard related to pedestrian or cyclist incompatibility with vehicles. The proposed Mobility Element Update would include improvements to the local and regional transportation network and would establish a multimodal framework with the purpose of creating a transportation network that would be connected, accessible, uncongested, and safe. Roadway design would be consistent with Town of Mammoth Lakes Standards,³ which are intended to create safely designed streets and to improve road safety. In addition, specific traffic safety policies set forth in the Mobility Element Update would improve safety. These include Policy M.1.5 to reduce conflicts between vehicles and pedestrians through improved access, design, and management, including driveways, frontage roads, and turn lanes. Action M.1.5.1 would require individual development projects to minimize the width and number of driveways and consolidate existing driveways along arterial roads when feasible and practical. Action M.1.5.1 is to work with Caltrans to improve access management on State Route 203. Action M.2.2.1 is to maintain all roadways, paths, sidewalks, and trails in a good state of repair and meet defined LOS guidelines for each facility type. Policy M.3.1 is to encourage street design and traffic calming techniques that enhance residential neighborhoods and streets, improve public safety, maintain small-town character, and enhance resort design objectives. Action M.3.1.1 requires the monitoring and implementation of traffic calming solutions in residential and commercial areas through measures such as the installation of roundabouts, chicanes, medians, and landscaping, as well as the reduction of the number and width of traffic lanes as appropriate. Policy M.3.2 is to facilitate implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects. Goal M.4 is to improve snow and ice management to enhance public safety and the operation of the circulation system. In addition, new street extensions and connections under the Mobility Element Update would improve the Town's street grid and provide a more intuitive street system that would enhance road safety. As such, the implementation of the Mobility Element Update would address

³ Town of Mammoth Lakes Department of Public Works, *Standard Plans, Section 100, Streets and Highways*, July 2013.

any new hazards associated with existing conditions and with growth that could occur under the Land Use Element/Zoning Code Amendments. Impacts with respect to transportation-related hazards would be less than significant.

Threshold TRAF-3: A significant impact would occur if the project would result in inadequate emergency access.

Impact Statement TRAF-3: Existing General Plan and proposed Mobility Element Update Policies and Actions encourage coordination with Mammoth Lakes Fire Protection District and Police Department to maintain emergency access for development, including roads and utility lines. Site plans would be reviewed by the Fire Protection District for adequate emergency access. Implementation of roadway extensions and improved connectivity under the Mobility Element Update would not cause additional impediment and would, potentially, facilitate emergency access during operation. Therefore, impacts with respect to emergency access would be less than significant.

Roadway construction that would occur as a result of the Mobility Element Update and the construction of potential new or upgraded utility lines for mixed use development in the Town's commercial districts have the potential to cause the closure of lanes or streets, which could affect or reduce emergency access. General Plan Goal S.4 is to maintain adequate emergency response capabilities in the Town. Policy S.4.A is to aid emergency vehicle access, Mobility Element Update Policy M.1.4 emphasizes public safety in the planning and design of the transportation system, and Mobility Element Update Action M.1.4.1 is to encourage coordination with Mammoth Lakes FPD and Mammoth Lakes Police Department to plan for and ensure appropriate emergency access and response times. Under these policies, street and utilities construction projects would be coordinated with the FPD and the Police Department to ensure adequate emergency access or alternative routing. With the implementation of General Plan and Mobility Element Update policies, impacts related to emergency access during construction are anticipated to be less than significant.

During operation, adherence to the Town's egress and ingress requirements for emergency access would ensure that site-specific emergency access would be adequate. In addition, the implementation of the Mobility Element Update would result in additional connections to U.S. Forest Service property north of Main Street; and provide extensions for Thompson Way, Tavern Road, Sierra Nevada Road, Sierra Park Road, Callahan Way, East Bear Drive, and Fairway Drive to Snowcreek Road.. These new roadway extensions and connections would increase connectivity throughout the Town's transportation grid and would potentially facilitate emergency access. The new roadways would not cause obstructions or increase trip length or cause other effects that would impede emergency access. Therefore, impacts related to emergency access during operation would be less than significant.

Threshold TRAF-4: The project would result in a significant impact if it caused a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact Statement TRAF-4: The Mobility Plan Update and Land Use Element/Zoning Code Amendments would support and implement policies of adopted plans and programs related to public transit, bicycle and pedestrian facilities. Because existing policies and plans would be supported, the Project would not conflict with adopted plans and policies. Therefore, impacts with respect to such plans and policies would be less than significant.

Mobility Element Update - Pedestrian Network

The Mobility Element Update identifies potential new pedestrian connections, as well as key pedestrian routes that should receive priority investment and locations where infrastructure improvements should be strategically pursued. The Mobility Element Update emphasizes pedestrian connectivity within the General Pedestrian Zone, which corresponds to the Town's commercial corridors, and further encourages expansion and enhancement of the Town's overall pedestrian network. Under the Mobility Element Update, pedestrian facilities in the General Pedestrian Zone, which extends from North Village along Main Street to Sierra Park Road and continues along Old Mammoth Road to Chateau Road, would be tripled. In addition, implementation of new signals or roundabouts along Main Street would improve pedestrian conditions.

- Applicable goals of the Mobility Element Update include Goal M.8, to support “feet first” objectives by providing a linked year-round pedestrian system that is safe and comprehensive, and Goal M.9, to provide an attractive and accessible pedestrian environment throughout the Town. The construction of new sidewalks under the Main Street Plan and other components of the Mobility Element Update, reorientation of businesses to the street edge, location of parking at the sides and back of buildings, enhanced streetscape and other improvements that would occur under the Mobility Element Update would support these goals. In addition, the Mobility Element Update Goal M.8 would implement the several goals of the current General Plan Mobility Element to emphasize feet first, encourage alternative transportation, and maintain a safe and efficient movement of people and traffic.

In addition, an increase in residential density and mixed-use in the Town's commercial districts could occur under the Land Use Element/Zoning Code Amendments under Scenarios 5 and 6, as well as improved sidewalks and streetscape, would encourage pedestrian activity within the General Pedestrian Zone, in which more trips could be accommodated within a convenient walking distance (about one-quarter mile). In addition, Land Use Element/Zoning Code Amendments would increase residential density in commercial areas. This increased proximity of residential uses to commercial uses would potentially encourage pedestrian travel. The increase in pedestrian activity would further implement the “feet first” objectives of the General Plan. Because the Project would implement the objectives of the General Plan, as well as providing an enhanced pedestrian network, the impact of the Project with respect to the General Plan's pedestrian goals would be less than significant.

The Mobility Element Update would be consistent with the following applicable policies of the California General Plan Guidelines: Complete Streets and Circulation Element (Caltrans Deputy Directive DD-64-R1):

- The consideration of sidewalks and curbs as a standard street design principle.
- The consideration of shade trees and planting strips as a standard street design principle.
- The consideration of traffic calming measures (narrower travel lanes, roundabouts, raised medians, speed tables, planting strips, etc.).
- The safety of the traveling public, including pedestrians and bicyclists.
- The design of intersections and public right-of-ways to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.
- The consideration of separate performance and level-of-service standards for bicycle and pedestrian traffic or integrated performance and level-of-service standards that include multiple modes.

Mobility Element Update - Bicycle Network

The Mobility Element Update includes planned Class II bike lanes, Class III bike routes, and future multi-use paths. It identifies key pedestrian routes that should receive priority investment and locations where infrastructure improvements should be strategically pursued. Class II bike lanes would increase from approximately 7.5 miles under existing conditions currently to approximately 17 miles in the future. A new, grade-separated crossing is proposed where the multi-use path crosses Minaret Road at a point immediately north of Old Mammoth Road. The grade separation would improve safety conditions for pedestrians and bicyclists.

Goals of the Mobility Element Update include Goal M.10 to support “feet-first” objectives by providing a linked, year-round recreational and commuter bicycle system that is safe and comprehensive. Policies include ensuring that all planning processes identify and implement bicycle improvements and that new development improves existing conditions to meet Town standards. Action M.10.1.6 requires major new commercial and residential development or redevelopment to provide covered and secure bicycle parking and shower and locker facilities, or to assist in funding bicycle improvements in nearby locations. Goal M.10 of the Mobility Element Update is consistent with the adopted Mobility Element goals of the General Plan to develop a townwide way-finding system, emphasize feet first, encourage alternative transportation, and improve pedestrian mobility.

The Mobility Element Update, which includes the Bikeway Plan (2014) would improve bicycle parking at key locations, improve bicyclist safety at signalized intersections, improve signage and pavement markings, and implement recommendations from the Wayfinding Master Plan to increase signage and, as such, further implement the “feet first” and improved wayfinding objectives of the General Plan. Since the Project would implement the objectives of the General Plan, as well as providing an enhanced pedestrian network, the impact of the Project with respect to the General Plan’s bicycle goals would be less than significant.

The Mobility Element Update would be consistent with applicable multi-modal policies of the California General Plan Guidelines: Complete Streets and Circulation Element. The California General Plan Guidelines require the consideration of bicycle lanes and/or shared lanes as a standard street design principle; the design of intersections and public right-of-ways to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities; and the consideration of level-of-service standards for multiple modes.

Mobility Element Update - Transit Network

The Mobility Element Update suggests that a general increase in transit will occur along with new development, which includes additional year round day and night service on Meridian Boulevard, and the addition of a new route between downtown and the airport. Goals of the Mobility Element Update applicable to transit include Goal M.12, to provide a year-round public transit system that is convenient and efficient, and increases transit ridership for all trip types. Policy M.12.1 is to expand and increase the reliability of transit service, and Action M.12.1.7 is to provide for convenient transfer between different modes of transport; a safe, comfortable, and sheltered place to wait for public transit; and a centralized location for transit information.

Policy M.12.2.1 is to encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round accessibility. Other improvements may include wider sidewalks, concrete bus pads, bus turn outs, benches, changeable message signs including real time arrival and departure information, secure bike parking, bike transport and bike trailers, trash receptacles, and where applicable, striping and signs for bus lanes and signal prioritization equipment. Policy M.12.2 is to ensure that all planning processes address transit facilities and services, including areas where transit service, access, and amenities can be improved; and consider land use patterns that support high transit ridership. Goal M.12 of the Mobility Element Update would be consistent with policies of the existing General Plan Mobility Element to improve the regional transportation system, provide a year-round local public transit system, and maintain and improve the safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative.

The Mobility Element Update would be consistent with the following applicable policies of the California General Plan Guidelines: Complete Streets and Circulation Element (Caltrans Deputy Directive DD-64-R1):

- The consideration of transit accessibility and transit priority measures as a standard street design principle.
- The development and improvement of transit, including transit services within a roadway right-of-way.

Based on the number of estimated vehicle trips, as well as the number of trips via transit, the Traffic Impact Analysis determined that transit ridership under the Project's future scenarios would be as follows:

- | | |
|--|--------------|
| ▪ Scenario 3 - Future with Existing Roadways: | 14.5 percent |
| ▪ Scenario 4 - Future with Mobility Element Roadways: | 14.7 percent |
| ▪ Scenario 5 - Future with FAR Amendments and Existing Roadways: | 13.7 percent |
| ▪ Scenario 6-Future with FAR Amendments and Mobility Element: | 14.1 percent |

As discussed above, implementation of the Mobility Element Update would expand the transit system and increase overall transit use by approximately 0.4 percent. In addition, the proposed Mobility Element Update includes Goal M.13 to ensure the financial sustainability of transit. This goal is expected to result in new funding for transit-related improvements and to improve transit services and facilities. Implementation of the Land Use Element/Zoning Code Amendments could result in an increase in intensity of development and thus would add new vehicle and transit trips. However, as the increase in vehicle trips is higher than the increase in transit trips, the transit percentage is reduced with the Land Use Element/Zoning Code Amendments. Increases in ridership would better sustain transit expansion and availability and are not expected to exceed the capacity of the projected transit system. As such, impacts with respect to transit would be less than significant.

Complete Streets

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

taking transit. Complete streets goals and policies include Goal M.1 to create a safe and efficient “complete streets” network that is based on “feet-first” principles, accommodates all modes of transportation, and serves all users. Policy M.1.1 is to plan, design, and construct all new streets as “complete streets” and work to retrofit and/or accommodate “complete streets” infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character. Policy M.1.2 is to provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multimodal access, disperse traffic, improve emergency access, and reduce congestion, and Policy M.1.3 is to emphasize “feet-first,” public transportation second, and vehicle last in planning the community transportation system. Policy M.1.4 is to emphasize public safety in the planning and design of the transportation system by balancing timely emergency response with vehicle, pedestrian, and bicyclist safety, Action M.1.4.1 is to work with Mammoth Lakes Fire Protection District and Mammoth Lakes Police Department to plan for and ensure appropriate emergency access and response times, and Policy M.1.5 is to reduce conflicts between vehicles and pedestrians through improved access, design, and management, including driveways, frontage roads, and turn lanes.

These goals and policies would be consistent with the following applicable policies of the California General Plan Guidelines: Complete Streets and Circulation Element:

- The consideration of sidewalks and curbs as a standard street design principle.
- The consideration of bicycle lanes and/or shared lanes as a standard street design principle.
- The consideration of transit accessibility and transit priority measures as a standard street design principle.
- The consideration of traffic calming measures (narrower travel lanes, roundabouts, raised medians, speed tables, planting strips, etc.).
- The safety of the traveling public, including pedestrians and bicyclists.
- The design of intersections and public right-of-ways to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.
- The development of a connected system of streets, roads, and highways that provides continuous, safe, and convenient travel for all users.
- The consideration of separate performance and level-of-service standards for bicycle and pedestrian traffic or integrated performance and level-of-service standards that include multiple modes.
- The development and improvement of transit, including transit services within a roadway right-of-way.

Mobility Plan Update policies and actions are also consistent with existing General Plan Mobility Element policies to develop and implement a townwide way-finding system; to improve regional transportation system; to emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards; to encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive to provide a year-round local public transit system that is convenient and efficient; to encourage alternative transportation and improve pedestrian mobility by developing a comprehensive parking management strategy; to maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the feet

first initiative; and to enhance small town community character through the design of the transportation system.

Conclusion

As discussed above, the Mobility Element Update and Land Use Element/Zoning Code Amendments would support and implement policies of adopted plans and programs related to pedestrian, bicycle, and public transit facilities. Because these would be supported, the Project would not conflict with these adopted plans and policies and impacts with respect to adopted plans and policies would be less than significant.

4. CUMULATIVE IMPACTS

The above analysis of LOS impacts above encompasses future cumulative conditions, taking into consideration buildout conditions and annual incremental growth. As discussed above, future cumulative conditions were calculated for Scenarios 3 through 6, and are reflected in the projected LOS service levels in Table 4.11-4. As shown therein, future (cumulative) conditions have the potential to result in significant LOS impacts at eight intersections under various scenarios. These impacts would be mitigated to a less than significant level through the implementation of applicable mitigation measures, described above. However, signal warrant analyses for proposed signalized intersections at impacted Main Street intersections would be required and must be coordinated with and approved by Caltrans. If Caltrans is not in agreement with the need for a traffic signal at the respective intersections, or other proposed improvements, cumulative impacts related to LOS under Scenarios 3 through 6 would be potentially significant.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the recommended mitigation measures would reduce potentially significant LOS impacts at all affected intersections under all Project scenarios. However, because Main Street is a state route and is under Caltrans' jurisdiction, coordination with Caltrans and approval of signal warrant analyses per the CA MUTCD is required for improvements on Main Street. If mitigation measures related to signals and other improvements on Main Street are not approved by Caltrans, such improvements would not be implemented. Because approval of the mitigation measures are under the jurisdiction of another agency, the approval of which are uncertain, the potentially significant impacts at Main Street intersections under Scenarios 3 through 6 would be considered significant and unavoidable.