

Sandra Moberly

From: Jamie Gray
Sent: Wednesday, July 19, 2017 10:58 AM
To: Bill Sauser; Cleland Hoff; Colin Fernie; John Wentworth; Shields Richardson
Cc: Dan Holler; Sandra Moberly
Subject: FW: Walk, Bike, Ride 2.0 comments

From: Sandy Hogan [mailto:sandyghogan@suddenlink.net]
Sent: Tuesday, July 18, 2017 6:15 PM
To: Jamie Gray <jgray@townofmammothlakes.ca.gov>
Cc: 'Regelbrugge, Jon C -FS' <jregelbrugge@fs.fed.us>
Subject: Walk, Bike, Ride 2.0 comments

Jamie: please include this with public comments on this draft. Thanks! Sandy

Mayor Wentworth, Mayor Pro-Tem Hoff, and Councilmembers Fernie, Richardson, and Sauser:

My comments below were presented to the PEDC last week, and I wanted to clarify one recommendation, particularly because it did not appear in its entirety in a local news article. That specific recommendation pertained to the importance of the Village transit hub being located on the Hillside lot, north of the Westin. It is town-owned land dedicated to parking, with approved plans for a 300-space parking structure, and customer-friendly for the Village, gondola, and especially for the Lakes Basin trolley. It is time to begin a construction funding process, and I specifically recommended requiring any developer in the Village requesting height/density/parking exceptions to contribute to a dedicated reserve account for the Hillside structure, and also to the reserve account for MLH. For example, the recently-approved Hillside development (south of the Westin) was granted more density, as I recall, but I don't know that anything was given to the Town in return for these additional demands on parking and housing. I asked that the PEDC recommend to Town Council such a trade-off in the future. Unfortunately, the 2.0 draft doesn't mention the Hillside town-owned lot, nor show it in any of the diagrams. It doesn't appear that the consultant reviewed the North Village Specific Plan at all. The consultant's transit hub location on the diagram is the least customer-friendly for major Village retail, gondola, and Lakes Basin Trolley. It causes even more traffic congestion at Forest Trail and Minaret (two pedestrian crossings with no signal or roundabout), eliminates much of the only park in this part of town, placing a huge structure next to a residential area.

The Lakes Basin Trolley resolved major auto congestion of the 1990's/early 2000's in the Lakes Basin, and is accessed just below the Hillside parking lot. It has been a great success, along with the Lakes Basin bike path. The 2.0 draft shows a new "Major Lakes Basin Transit Hub" with 8 parking spaces at the Twin Lakes overlook. The lack of parking would encourage more (not fewer) cars to drive to that "major hub", and either turn around to return to the Village, or worse yet, continue into the Lakes Basin, recreating the horrific traffic jams that were seen before the trolley began. I see this as a "fatal flaw" that must be corrected, doubting that the Forest Service was made aware of this. I also recommend that the MMSA Main Lodge be designated a major (not minor) transit hub, especially in light of the land exchange now in progress and the valuable commercial services, including parking, that it provides in both the winter and summer seasons.

Thanks for accepting my comments,

Sandy Hogan, 22 year resident

cc: Jon Regelbrugge, Mammoth and Mono Lakes District Ranger