RESOLUTION NO. 16-68

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN MAMMOTH LAKES, STATE OF CALIFORNIA

1. **CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR GENERAL PLAN AMENDMENT 15-002 AND ZONING CODE AMENDMENT 15-002 (LAND USE ELEMENT/ZONING CODE AMENDMENT AND MOBILITY ELEMENT UPDATE);**
2. **ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT;**
3. **ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS;**
4. **ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM; AND**
5. **APPROVING GENERAL PLAN AMENDMENT 15-002.**

WHEREAS, the Town Council directed staff to prepare an update to the General Plan and Zoning Code (Municipal Code Chapter 17) to change the way density is calculated in the Commercial Zones from a rooms/units limitation to a floor area ratio (FAR) limitation; and

WHEREAS, the Town Council directed staff to include the 2012 Draft Mobility Element in the environmental analysis for the project for the purpose of adoption concurrently with the Floor Area Ratio update; and

WHEREAS, the Town Council has previously adopted Resolution 09-22, adopting policies for the evaluation of projects related to people at one time (PAOT) and impact assessment which recommended a shift from PAOT-based project evaluation to impact-based evaluation and mitigation and to develop Project Impact Evaluation Criteria (PIEC) that allows simple, but precise, summary evaluation of the impacts that are important to the community; and

WHEREAS, the Town Council then adopted Resolution 09-34, adopting the Project Impact Evaluation Criteria Policy Recommendations which included direction to undertake work program items to further implement the Policy Recommendations; and

WHEREAS, the Town Council adopted Resolution 14-61 rescinding the Community Benefits and Incentive Zoning (CBIZ) policy; and

WHEREAS, the Town Council directed staff to update the General Plan and Zoning Code pursuant to Town Council Resolutions 09-22, 09-34, and 14-61; and

WHEREAS, on November 9, 2016, the Planning and Economic Development Commission conducted a duly noticed public hearing and determined General Plan Amendment 15-002, related to Floor Area Ratio (FAR), is consistent with the General Plan and with the applicable provision of the Town of Mammoth Lakes Municipal Code, Chapter 17.72, and, therefore, recommended approval of General Plan Amendment 15-002 to Town Council; and

WHEREAS, the Town Council of the Town of Mammoth Lakes has evaluated potential environmental effects of the proposed Land Use Element/Zoning Code Amendment and Mobility Element Update through the preparation and circulation of a Draft Environmental Impact Report and has considered all comments and responses included in the Final Environmental Impact Report and the associated Mitigation Monitoring and Reporting Program; and

WHEREAS, the Town provided a 45-day public review period for the Draft Environmental Impact Report (DEIR) as required under CEQA Guidelines section 15087(e) and 15105 from June 24, 2016 to August 8, 2016; and

WHEREAS, the Town Council has reviewed the Environmental Impact Report prepared for the project pursuant to the California Environmental Quality Act (CEQA) Guidelines and has found that the Final Environmental Impact Report reflects the Town's independent judgement and analysis, and

WHEREAS, the DEIR was prepared, processed and noticed in accordance with CEQA, the State CEQA Guidelines; and

WHEREAS, the DEIR identified that the Project has potentially significant effects with regards to air quality, public services (recreation), and traffic/transportation that will remain significant despite the implementation of all feasible mitigation measures and a Statement of Overriding Considerations is included for consideration by the Town Council; and

WHEREAS, the Town Council conducted a noticed public hearing on the proposed General Plan and Zoning Code amendments and the associated California Environmental Quality Act documents and actions on December 7, 2016, at which time all those desiring to be heard were heard; and

WHEREAS, the Town Council considered, without limitation:

1. The staff report to the Town Council with exhibits;
2. The General Plan, Municipal Code, and associated Land Use Maps;
3. The Draft and Final Environmental Impact Report;
4. Oral evidence submitted at the hearing; and
5. Written evidence submitted at the hearing.

NOW THEREFORE, BE IT RESOLVED that the Town Council, in its independent judgement, makes the findings set forth below in Section 2 and takes the actions set forth below in Section 3:

Section 1. Recitals. The above recitals are all true and correct.

Section 2. Findings. The Town Council HEREBY FINDS AND DETERMINES based on the information presented herewith:

a. The change is consistent with the goals, objectives and policies of the General Plan, any applicable specific plan or adopted master plan of development because the Land Use Element and Mobility Element Update ("Project") will allow flexibility in density/intensity of development in the Commercial Land Use Designations while ensuring that impacts to the public are mitigated through the use of PIEC during project evaluations. Additionally, the Project will strengthen the Town's commitment to the "triple bottom line" which is the community's social, economic, and natural capital, and "feet-first" transportation strategies, which emphasizes and prioritizes non-motorized travel first, public transportation second, and vehicle last.

b. The change is in the interest of or will further the public health, safety, comfort, convenience and welfare because the Project will maintain the existing Urban Growth Boundary (UGB), will provide more flexibility in regards to density calculations in the Commercial Land Use Designations, and will emphasize feet first and greater use of alternate transportation in the town which will reduce vehicle miles traveled (VMT).

c. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA) because the Town has prepared an Environmental Impact Report that analyzes impacts of the Project and includes mitigation measures to reduce a majority of the environmental impacts to a less than significant level. Environmental impacts that cannot be reduced to a less than significant level are described and findings are made in Exhibit 2 (CEQA Findings of Fact) and Exhibit 3 (Statement of Overriding Considerations).

d. The proposed amendment does not result in a mandatory element of the General Plan being amended more than four times during any calendar year because this will be the first amendment of the General Plan for 2016 (Government Code Section 65358, Municipal Code Section 17.112.080).

Section 3. Actions. The Town Council hereby takes the following actions:

a. Adopts the California Environmental Quality Act (CEQA) Findings of Fact in substantially the form attached hereto as Exhibit 1 and certifies the Environmental Impact Report (State Clearinghouse No. 2015052072) (as described in Exhibits 3 and 4 attached hereto); and

b. Adopts the Statement of Overriding Considerations in substantially the form attached hereto as Exhibit 2.

c. Adopts the Mitigation Monitoring and Reporting Plan in substantially the form attached hereto as Exhibit 3, and

d. Adopt the required Municipal Code findings and approves General Plan Amendment 15-001 (Land Use Element and Mobility Element Update) attached hereto as Exhibits 5, 6, and 7.

Section 4. Custodian of Records. The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at Town of Mammoth Lakes, Town Hall, 437 Old Mammoth Rd., Suite R, Mammoth Lakes, CA 93546. The custodian for these records is Town Clerk. This information is provided pursuant to Public Resources Code section 21081.6.

APPROVED AND ADOPTED THIS 7th day of December, 2016.

SHIELDS RICHARDSON, Mayor

ATTEST:

JAMIE GRAY, Town Clerk

EXHIBIT 1

FINDINGS OF FACT PURSUANT TO CEQA GUIDELINES SECTION 15091

SECTION 1: INTRODUCTION.

Findings for the Final Program Environmental Impact Report (EIR), State Clearinghouse Number 2015052072, are being made pursuant to State CEQA Guidelines §15091.

1.1 Statutory Requirements for Findings

The Final EIR consisting of the Draft and Final EIR is consistent with State CEQA Guidelines Section 15132 relative to the contents of the FEIR, including but not limited to a table of contents, summary, the project description, environmental setting, a discussion of the affected environment and environmental consequences, mitigation measures, unavoidable adverse impacts, impacts found not to be significant, cumulative impacts, project alternatives, Draft Mitigation and Monitoring plan, comments and recommendations received on the Draft EIR, and responses to the comments received on the Draft EIR.

Consistent with the requirements of CEQA and the Guidelines, the FEIR for the Town of Mammoth Lakes Land Use Element/Zoning Code Amendment and Mobility Element Update identifies environmental effects in proportion to their severity and probability of occurrence. The FEIR identifies certain potentially significant adverse environmental effects of the project. The FEIR also identifies mitigation measures, which will reduce or eliminate these potentially significant effects. The analysis contained in the FEIR also concludes that after the incorporation of mitigation measures the project would result in a significant and unavoidable impacts in the following areas:

- Air Quality
- Public Services (Recreation)
- Transportation and Traffic

CEQA Guidelines Section 15091 requires specific findings in conjunction with approval of a project that will create one or more significant environmental effects. Specifically:

15091. Findings

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

For the significant direct and cumulative effects identified in the FEIR, the findings are:

Air Quality: The Project includes mitigation measures that will reduce pollutants to comply with state and federal regulations. With the incorporation of the mitigation measures as well as the scope of the Project, development associated with the plan would not be expected to result in air pollution levels that exceed federal standards. However, despite the implementation of the Updated Mobility Element and multiple measures that will reduce town generated emissions, emissions from activities within the community would continue to result in exceedances of the state standard for PM-10. Transport of ozone from the central valley would continue to cause exceedances of the state one-hour standard for ozone. While mitigation is incorporated into the project that substantially lessens the impact and meets federal requirements, no feasible mitigation measures to reduce existing and future PM-10 levels to meet the state standard have been identified.

Public Services (Recreation): The proposed project would result in an increase in population for the town which would increase the demand for parks and recreational services. Existing and proposed park facilities including recent improvements to Whitmore Park, new planned park and recreational facilities, access to other parks and recreational amenities, and funding associated with the DIF program, and Measure R and U, implementation of the Project would satisfy some of the demand for parks and recreational services but would not meet the Level of Service (LOS) goal of 5 acres of parks per 1,000 residents. As the Town is currently below the Level of Service goal of 5 acres of parks per 1,000 residents for developed parkland, and as the Project would further increase demand for parks and recreational facilities and would exacerbate impacts to parks and recreational facilities, impacts to parks and recreation facilities are considered significant and unavoidable.

Transportation and Traffic: Implementation of the recommended mitigation measures would reduce potentially significant LOS impacts at all affected intersections under all Project scenarios. However, if traffic demands do not meet signal warrants such improvements would not be implemented. Because implementation 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 would be considered significant and unavoidable.

In making these findings, not all of the rationale and data contained in the FEIR have been repeated. The FEIR and other source documents referenced therein are incorporated herein by reference as if set forth in full in this document. Except to the extent they conflict with the findings and determination set forth in this document, the analysis and conclusions of the FEIR, including responses to comments and any supplemental responses provided by Town of Mammoth Lakes staff and consultants in connection with the proposed project, are hereby adopted as findings by the Town Council of the Town of Mammoth Lakes.

EXHIBIT 2

STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified and discussed significant environmental effects, which will occur as a result of the proposed General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update (Project). With implementation of the Mitigation Measures discussed in the EIR, these effects can be mitigated to levels considered less than significant except for significant, unavoidable impacts in the areas of air quality, recreation, and traffic.

CEQA Section 21081 provides that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one of more significant effects on the environment that would occur if the project were carried out unless the agency makes specific findings with respect to those significant environmental effects. Where a public agency finds that economic, legal, social, technological, or other considerations makes infeasible the mitigation measures or alternatives identified in the EIR, and thereby leave significant unavoidable effects, the public agency must also find that "specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment."

In making this determination, the Lead Agency is guided by CEQA Guidelines Section 15093, which provides as follows:

a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having considered the unavoidable adverse impacts of the Project, the Town Council hereby determines that all feasible mitigation measures have been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the Town Council finds that economic,

social and other considerations of the Project outweigh the unavoidable adverse impacts described previously. In making this finding, the Town Council has balanced the benefits of the proposed Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks.

The following statements are in support of the Town's action based on the EIR and/or other information in the record. The following benefits of the proposed Project outweigh its significant environmental impacts

1. The Land Use Element/Zoning Code Amendments maintain an Urban Growth Boundary (UGB) which ensures that development will be contained within a small urban footprint and development does not encroach into the National Forest lands outside of the UGB. The National Forest lands outside of the UGB are available for recreation by residents and visitors. These areas include amenities such as Mammoth Lakes Basin, Devils Postpile National Monument, Red's Meadow, Inyo National Forest, and the John Muir and Ansel Adams Wilderness Areas. In addition, the MMSA includes ski, snowmobile, hiking, sightseeing and biking opportunities at Mammoth Mountain, Tamarack Cross-Country Ski Center at Twin Lakes, Scenic Gondola Rides, and Snowmobile Adventures. New residents and visitors would be able to utilize the range of recreational areas and parkland that surround the Town.

2. The Land Use Element/Zoning Code Amendments ensure that the carrying capacity of the town is not exceeded by using Project Impact Evaluation Criteria (PIEC) which includes but is not limited to evaluations of air quality, including vehicle miles travelled (VMT); biological resources; cultural resources; geology and soils; hazards; hydrology; land use; noise; public services and utilities, including water demand; and transportation. Use of PIEC is intended to help ensure that growth in the Town would not exceed the carrying capacity of infrastructure or other constraints, such as VMT and water supply, and that the potential for significant environmental impacts will be identified and mitigated to the extent feasible.

3. The Land Use Element/Zoning Code Amendments will allow flexibility in density/intensity in the Commercial Land Use Designations while ensuring that impacts to the public are mitigated through the use of PIEC during project evaluations. The Mobility Element Update would result in a greater use of alternate transportation through the provision of trails, bicycle lanes, and an increase in transit. The increase in intensity coupled with implementation of the Mobility Element Update would emphasize feet first and greater use of alternate transportation in the Town thereby reducing vehicle miles travelled (VMT). Additionally, focusing density within the commercial areas of town will help to create a thriving destination resort community with residential neighborhoods oriented around a series of distinct, connected and vibrant mixed use districts which proved a range of shopping, dining, services, and employment opportunities.

4. The Project will strengthen the Town's commitment to the "triple bottom line", which is the community's social, economic, and natural capital, and "feet-first" transportation strategies,

which emphasizes and prioritizes non-motorized travel first, public transportation second, and vehicle last.

5. The Project creates policies that will significantly improve accessibility throughout the community while reducing dependence on the automobile. The Project would assist in meeting the Town's objective to create a Downtown area in which people park their vehicles once and walk throughout the area thereby reducing congestion and vehicle miles travelled. Reducing vehicle miles travelled reduces emissions of certain criteria pollutants, including CO and NOx, which would help to reduce the proposed Project's air quality impact.

6. The implementation of the Mobility Element Update would meet the objectives of the 2007 General Plan to achieve a progressive and integrated multi-modal transportation system, one that emphasizes "feet first, public transportation second, and car last." In addition, the Mobility Element Update would be consistent with the California Complete Streets Act (AB 1358). AB 1358 requires that municipalities craft a specific network of travel options through an adopted General Plan circulation element. Under AB 1358, the Circulation Element must reflect land use patterns that further support the effectiveness of a multimodal transportation network. The Mobility Element Update would expand upon the Town's adopted Mobility Element, focus on multi-modal transportation, and provide specificity as required under AB 1358. Thus, the adoption of the Mobility Plan Update would engender regional and state confidence with respect to funding. A more secure funding source would further ensure future roadway, pedestrian, and transit improvements. Finally, the Mobility Element Update would result in a complete street network including alternate modes of transportation such as pedestrian, bicycle, trails, and multi-use paths.

7. The combined Land Use Element/Zoning Code Amendments and the Mobility Element Update would implement California Senate Bill 375 (SB 375), which requires that land use and transportation planning be integrated to reduce VMT. Under SB 375, this is achieved through land use patterns that allow alternatives to the automobile, such as proximity of residential uses to jobs, services, and other destinations that accommodate walking and cycling. The Land Use Element/Zoning Code Amendments and the Mobility Element Update would also implement SB 743, which is intended to support residential/mixed-use densification for the purpose of inducing greater pedestrian and other multi-modal activity and, thus, reduce vehicle miles traveled. Given the benefits of the Land Use Element/Zoning Code Amendments and Mobility Element Update in supporting the "feet first" objectives of the General Plan and addressing State legislation to reduce VMT.

For the foregoing reasons, the Town Council approves the Project despite these potentially significant environmental effects, which can be considered "acceptable". (State CEQA Guidelines § 15093.)

EXHIBIT 3

FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR LAND USE ELEMENT/ZONING CODE AMENDMENT AND MOBILITY ELEMENT UPDATE, INCLUDING THE MITIGATION MONITORING AND REPORTING PROGRAM (SECTION 4.0 OF THE FINAL EIR)

(SCH No. 2015052072)

DOCUMENT IS AVAILABLE ON THE TOWN WEBSITE HERE:

http://www.townofmammothlakes.ca.gov/DocumentCenter/View/6338

[BLANK PAGE]

EXHIBIT 4

DRAFT ENVIRONMENTAL IMPACT REPORT FOR LAND USE ELEMENT/ZONING CODE AMENDMENT AND MOBILITY ELEMENT UPDATE

(SCH No. 2015052072)

DOCUMENT IS AVAILABLE ON THE TOWN WEBSITE HERE:

VOLUME I: DRAFT EIR AND APPENDIX A:
http://www.townofmammothlakes.ca.gov/DocumentCenter/View/6088

VOLUME II: APPENDIX B THROUGH APPENDIX F:
http://www.townofmammothlakes.ca.gov/DocumentCenter/View/6089

[BLANK PAGE]

EXHIBIT 5
PROPOSED REVISIONS TO THE GENERAL PLAN[1]

Page 30

L.1.A. Policy: ~~Limit total peak population of permanent and seasonal residents and visitors to 52,000 people.~~ Utilize Project Impact Evaluation Criteria (PIEC) to evaluate the relationship between growth, density, and population to ensure the balance of economic, social, and environmental factors so as to ensure that development does not exceed the carrying capacity of the Town.

Page 32

~~L.3.F. Policy: Ensure appropriate community benefits are provided through district planning and development projects.~~

~~L.3.F.1. Action: Study the experiences of other communities in finding fair and equitable standards and formulas for gaining community benefits.~~

~~L.3.F.2. Action: Develop formula-based methods and standards for community benefits applicable to projects of a certain size.~~

~~L.3.F.3. Action: Develop and maintain a list of uses, facilities, infrastructure, programs and services for use as community benefits.~~

~~L.3.F.4. Action: Develop size, space and program characteristics and criteria for uses and facilities deemed as community benefits.~~

L.3.H. Policy: Density may be clustered or transferred within clearly articulated ~~district,~~ master and~~,~~ specific plans to enhance General Plan goals and policies. ~~Development rights may also be transferred between districts when that transfer furthers protection of identified environmentally sensitive areas.~~

~~L.3.H.1. Action: Prepare a transfer of development rights ordinance describing the methods and findings for approving such density transfers.~~

L.5.G. Policy: ~~In the C-1 and C-2 Designations, density may be increased to no more than twice the density for hotel, motel, and similar transient lodging projects that specifically enhance the tourism, community, and environmental objectives of the Town. This enhancement must be through the provision of amenities, services, and/or environmental benefits above and beyond those required to meet the incremental demands of the project. These amenities, services, and environmental benefits include, but are not limited to those listed under "Community Character" on page 24 of this General Plan. Any such increase shall further the Community Vision, shall be consistent with the discussion of "Build-out" on page 37 of this General Plan, shall be consistent with approved District Plans, and shall be subject to such rules, processes, and findings~~

[1] Strikethrough/underline is used to show the deleted and new text. The text shown in ~~strikethrough~~ is text to be deleted and the text shown in underline is new text.

~~as may be adopted by the Town Council in its sole discretion.~~ The Town shall review and adjust, as needed, the General Plan's buildout calculations every five years. If construction of significant commercial/lodging/residential products has not occurred within the five year period, a summary of construction shall be prepared and included in the General Plan files but a detailed buildout analysis shall not be required.

Page 36

Commercial 1 (C-1) The C-1 designation allows medium-scale, commercial mixed uses. ~~The base density for residential is six (6) to a maximum of twelve (12) residential dwelling units per acre and a maximum of forty (40) hotel rooms per acre.~~ The maximum floor area ratio is 2.0. This designation is located along Main Street between the North Village district and Mono Street, and is intended to create a transition zone to the more intensive Commercial 2 and North Village designation. ~~A minimum floor area ratios and amount of commercial uses will be established in the Zoning Code.~~

Commercial 2 (C-2) This designation allows for the community's medium- and large-scale commercial uses. ~~The base density for residential is six (6) to a maximum of twelve (12) residential dwelling units per acre and a maximum of forty (40) hotel rooms per acre.~~ The maximum floor area ratio is 2.0. Intended uses include retail and office space for services as well as visitor lodging and residential uses. ~~A minimum floor area ratio and amount of commercial uses will be established in the Zoning Code.~~

Page 37

~~Determining a reasonable build-out forecast for the 20-year planning period of the General Plan is challenging. Although many different approaches can be used to make projections, any forecast must acknowledge that because of changing demographics, market and economic conditions, numbers will be constantly changing.~~

~~The build-out population for the General Plan was established by preparing a recreational trend forecast, a demographic and economic trend forecast and a land use capacity analysis. The recreation trend forecast looked at recreational visitor trends that support factors for growth using a ratio of visitation to project a future population. The demographic and economic trend forecast, based on the University of California at Santa Barbara (UCSB) Economic Forecast Project, did the same relative to economic and population trends. The land use capacity analysis assessed the number of units and population that could be developed through certain land use designations and development assumptions.~~

~~The assumptions of the three models support the projection that the total number of residents, visitors and workers on a winter weekend will grow to between 45,000 to 52,000 by the year 2025. Based on these analyses, the General Plan establishes a policy of a total peak population of residents, visitors and employees at 52,000 people. Ultimately, these land use designations could result in a build-out population over 52,000 but less than 60,000 if all land were built to capacity.~~

~~The following paragraphs describe how build-out will be limited to 52,000 people.~~

~~Maintaining build-out population will be achieved through implementation of the General Plan goals and policies. First: district planning will be conducted to establish project context, program and characteristics. Second: project-related impacts will be evaluated and mitigated to maintain acceptable Levels of Service and population policies through the California Environmental Quality Act (CEQA) or other analysis. Third: project-related market, economic and fiscal impacts will be evaluated as needed. Next, the functional and aesthetic qualities of site and architectural design will be evaluated through the discretionary review process. Because of superseding development regulations, site conditions, design review and market conditions, not all sites will be able to meet these standards at maximum density and overall density will be reduced.~~

~~Designation of a site for a certain use does not necessarily mean that the site will be developed with the designated use and density within the horizon of the General Plan. Similarly, sites that are not anticipated to be developed may actually be used. For the purposes of calculating land use capacity, the following assumptions are used:~~

- ~~Population is described as People at One Time (PAOT) and includes residents and visitors. PAOT is used as a measurement because of the large visitor population in the town of Mammoth Lakes at any given time~~
- ~~Peak population is described for approximately the seventh busiest winter day, which is the Town's typical winter Saturday~~
- ~~Development on individual parcels will be controlled by lot coverage limits, building height restrictions, floor area ratio limits, and implementation of community benefit and performance standards and policies in the various master and specific plans~~
- ~~The capacity of the ski area will remain constant over the next twenty years~~

- ~~The number of people engaged in activities other than skiing will increase as the town matures from 25% to between 35% and 45%~~
- ~~Permanent population will grow at a rate of between 1.4% and 2.4% per year~~
- ~~Permanent resident units accommodate 2.4 people per unit on average and all other units accommodate 4 people per unit on an average winter Saturday (These household size and occupancy assumptions are based on past utilization and are simply used to calculate potential build-out. They do not constitute policy.)~~
- ~~Most commercial development will take place in the Resort, North Village, and Commercial 1 and 2 designations. The total amount of commercial development at build-out is anticipated to be 1,265,000 square feet~~

~~Industrial development will be limited primarily to the "Industrial" designation; although, there will be a small amount in other designations. The total amount of industrial development at build-out is anticipated to be approximately 500,000 square feet~~

Build Out

The Land Use Element of the General Plan establishes the location and intensity of planned land uses. Buildout, as described in this General Plan, refers to the maximum number of potential residential units and maximum amount of commercial, industrial, and non-residential square footage within the Town's municipal boundary. The General Plan buildout provides a framework for the future growth of the Town of Mammoth Lakes. While the buildout projection identifies areas for potential growth and development, it is not expected that the full buildout will be reached in the 20-year horizon of the General Plan.

The buildout shapes how the town will look and feel and guides municipal infrastructure and facility needs. The buildout also informs the Town's Capital Improvement Plan (CIP) that delineates the location and improvements associated with each public facility. CIPs are prepared based on the buildout information and are updated over time to reflect changing community conditions. The Development Impact Fee program is based on the Capital Improvement Plan and the anticipated future infrastructure and facility needs. Development Impact Fees fund only physical improvements and the General Fund finances operations and maintenance. Additionally, buildout projections are used by other partner agencies like the Mammoth Community Water District to inform their future planning of infrastructure and facilities.

The General Plan buildout captures significant population fluctuations caused by the seasonality of the Town's economy. Planning for facilities and infrastructure requires an understanding of these population fluctuations, as demand for some services are created by the permanent population and other demands are created by peak populations, which include permanent and visitor populations. For example, planning for facilities such as libraries, schools, and parks is based on the buildout of the permanent population. Utility planning (for water, sewer, etc.) is based on service usage during peak periods. Air quality limitations (measured in part by Vehicle Miles Traveled (VMT)) are also based on usage on the Town's Design Day which is the 7th busiest winter Saturday.

In the past, the Town used People at One Time (PAOT) as the metric for calculating buildout. After the General Plan was approved in 2007 using PAOT to calculate buildout, the Town Council reviewed PAOT and in 2009 adopted Resolution No. 09-22 which approved *a shift away from PAOT-based project evaluation to impact based evaluation and mitigation, reflecting and*

including the following: The impacts in the 2007 General Plan FEIR Alternative 3: Reduced Development Alternative corresponding to 52,000 PAOT should be used as benchmarks and standards in evaluating projects and planning documents to acceptable impact levels. Additionally, in June of 2009 the Town Council adopted Resolution No. 09-34 which further emphasized the shift away from PAOT and recommended that the General Plan policy setting the peak population at 52,000 be amended to reflect the shift from PAOT to PIEC. The current buildout calculation reflects this shift away from counting people. The buildout presented here is based on residential and lodging units and commercial square footage which is a common practice in California to calculate General Plan buildout.

Although many different approaches can be used to make buildout projections, any forecast must acknowledge that because of changing demographics, market and economic conditions, numbers will be constantly changing. As a part of the update process in 2016, Town staff worked to make the buildout calculation as clear as possible using objective assumptions, with the goal that the buildout will be easily replicated in the future. Information from the Department of Finance, the Town's Development Impact Fee Population Analysis (July 2015), and the Town's GIS system, has been used to prepare the buildout projection.

Land Use Designation/Proposed Maximum DU/AC and FAR	Total Land Area (acres) [1]	Vacant Land Area (acres) [1]	Existing Units [2]	Existing Commercial and Industrial (sq ft) [3]	Assumed Density and Intensity for Future Development [4]	New Future Units [2,5]	New Commercial and Industrial (sq ft) [3]	Total Units at Buildout [5]	Total Population at Buildout [6]	Total Commercial and Industrial (sq ft) at Buildout [3]
	Existing				Assumptions			Buildout Projections		
RESIDENTIAL										
Low-Density Residential 1 (LDR-1) - 2 DU/AC	208	61	287	-	2 DU/AC	122	N/A	409	1,419	N/A
Low-Density Residential 2 (LDR-2) - 4 DU/AC	384	69	1,569	-	4 DU/AC	276	N/A	1,845	6,402	N/A
High-Density Residential 1 (HDR-1) - 6-12 DU/AC	112	36	692	-	12 DU/AC	604	N/A	1,296	4,497	N/A
High-Density Residential 2 (HDR-2) - 6-12 DU/AC, 36 rooms/AC	263	12	3,886	-	12 DU/AC	144	N/A	4,030	13,984	N/A
Resort (R) - 6-8 DU/AC, 12-16 rooms/AC [12]	554	292	1,719	65,175	N/A	1,943	305,675	3,662	12,707	370,850
COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL PUBLIC										
Commercial 1 (C-1) - 0.75 - 2.0 FAR [14]	32	2	226	24,984	2.0 FAR	180	1,857	406	1,409	26,841
Commercial 2 (C-2) - 0.75 - 2.0 FAR [14]	90	8	559	1,021,994	2.0 FAR	659	339,520	1,218	4,226	1,361,514
Industrial (I) [9,10]	68	68	2	296,941	N/A	-	196,606	2	2	493,547
Institutional Public (IP) [11]	218	30	36	-	4 DU/AC	193	N/A	229	795	N/A
SPECIFIC PLAN										
Clearwater Specific Plan (CSP) - 80 rooms/AC [7]	6	N/A	74	11,948	80 rooms/AC	170	41,500	244	845	41,500
North Village Specific Plan (NVSP) [7,13]	57	29	599	131,033	1,359	1,359	3,967	1,958	6,794	135,000
OTHER										
Airport (A)	192	N/A	N/A	7,250	N/A	N/A	40,000	N/A	N/A	40,000
Open Space (OS)	317	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
National Forest (NF)	12,837	N/A	259	350,234	N/A	N/A	N/A	259	899	N/A
TOTAL	15,337	607	9,908	1,909,559	N/A	5,650	889,125	15,558	53,980	2,469,252

Footnotes:

1. Acres are given as adjusted gross acreages rounded to the nearest acre, which do not include right-of-ways.
2. Consistent with Zoning Code Section 17.32.110.C.7 a hotel room is considered one-half of a unit.
3. Includes all non-residential uses including post office, office uses, day care, retail, industrial, etc.
4. Residential density is expressed as dwelling units per acre and commercial intensity is expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
5. Includes 172 units within the HDR-1 land use designation achieved through a Town or State density bonus.
6. The total population number includes all residents/visitors in town with 100 percent occupancy. The vacancy rate fluctuates in town between a year-round vacancy rate of 72% to a seasonal vacancy rate of 10% (Tishler Bise DIF Report 2015). Assuming the seasonal vacancy rate the maximum population in town at buildout would be 48,582.
7. The total number of units and square footage of retail and nonretail uses for Specific Plans were taken directly from the approved land use plans associated with each Specific Plan document.
8. Estimates of population by residential designation are based on an average of 3.47 people per unit which is consistent with the 2007 General Plan.
9. The Industrial Zone includes two caretakers units that are limited to only one person per unit as the caretaker of the property.
10. Assumptions for buildout of the Industrial Land Use Designation are consistent with the 2007 General Plan.
11. The General Plan permits housing accessory to the college within the IP land use designation at a density of 4 units per acre. The Kern Community College District/Mammoth Lakes Foundation owns a total of 229 acres of land and has constructed 36 units of student housing.
12. Density is based on approved Master Plans.

13. Commercial density in the North Village Specific Plan is limited to 135,000 square feet. The NVSP also includes an allowance for up to 3,317 rooms of density which can be converted to commercial square footage at a rate of 1 room per 450 square feet of commercial area. It is likely that the commercial square footage in the Village will exceed 135,000 but the increase in commercial square footage would result in a decrease in rooms.
14. Vacant land within the C1 and C2 land use designations includes frontage road area of 2.6 acres total (0.9 acres within the C1 and 1.7 acres within the C2).

Appendix A: Action Table

~~L.3.F.1. Action: Study the experiences of other communities in finding fair and equitable standards and formulas for gaining community benefits.~~

~~L.3.F.2. Action: Develop formula-based methods and standards for community benefits applicable to projects of a certain size.~~

~~L.3.F.3. Action: Develop and maintain a list of uses, facilities, infrastructure, programs and services for use as community benefits.~~

~~L.3.F.4. Action: Develop size, space and program characteristics and criteria for uses and facilities deemed as community benefits.~~

~~L.3.H.1. Action: Prepare a transfer of development rights ordinance describing the methods and findings for approving such density transfers.~~

Appendix E: Useful Terms for Understanding the General Plan

- ~~Community Benefit~~

  ~~A community benefit as used in this plan is a project component(s) that enhances the tourism, community, or environmental objectives of the Town through the provision of amenities, services, or environmental benefits above and beyond those required to meet the incremental demand of the project itself. These amenities, services, and environmental benefits include, but are not limited to those listed under Community Character on page 24 of this General Plan.~~

- Floor Area. The total horizontal enclosed area of all the floors below the roof and within the outer surface of the walls of a building or other enclosed structure unless otherwise stipulated.

  The following is included in Floor Area: Floor area includes, but is not limited to, all habitable space (as defined in the California Building Standards Code) that is below the roof and within the outer surface of the main walls of principal or accessory buildings or the centerlines of party walls separating such buildings or portions thereof or within lines drawn parallel to and two feet within the roof line of any building without walls. In the case of a multi-story building that has covered or enclosed stairways, stairwells or elevator shafts, the horizontal area of such features shall be counted only once at the floor level of their greatest area of horizontal extent.

  The following is excluded from Floor Area: Floor area does not include mechanical, electrical, and communication equipment rooms that do not exceed two percent of the building's gross floor area; bay windows or other architectural projections where the vertical distance between the lowest surface of the projection and the finished floor is 30 inches or greater; areas that qualify as usable open space; and areas used for off-street parking spaces or loading spaces, driveways, ramps between floors of a multi-level parking garage, and maneuvering aisles that are located below the finish grade of the property.

  For Non-Residential Uses: For non-residential uses, gross floor area includes interior walkways or corridors, interior courtyards, and walkways, paseos, or corridors covered by a roof or skylight. Non-residential gross floor area does not include arcades, porticoes, and similar open areas that are located at or near street level and are

accessible to the general public but are not designed or used as sales, display, storage, service, or production areas.

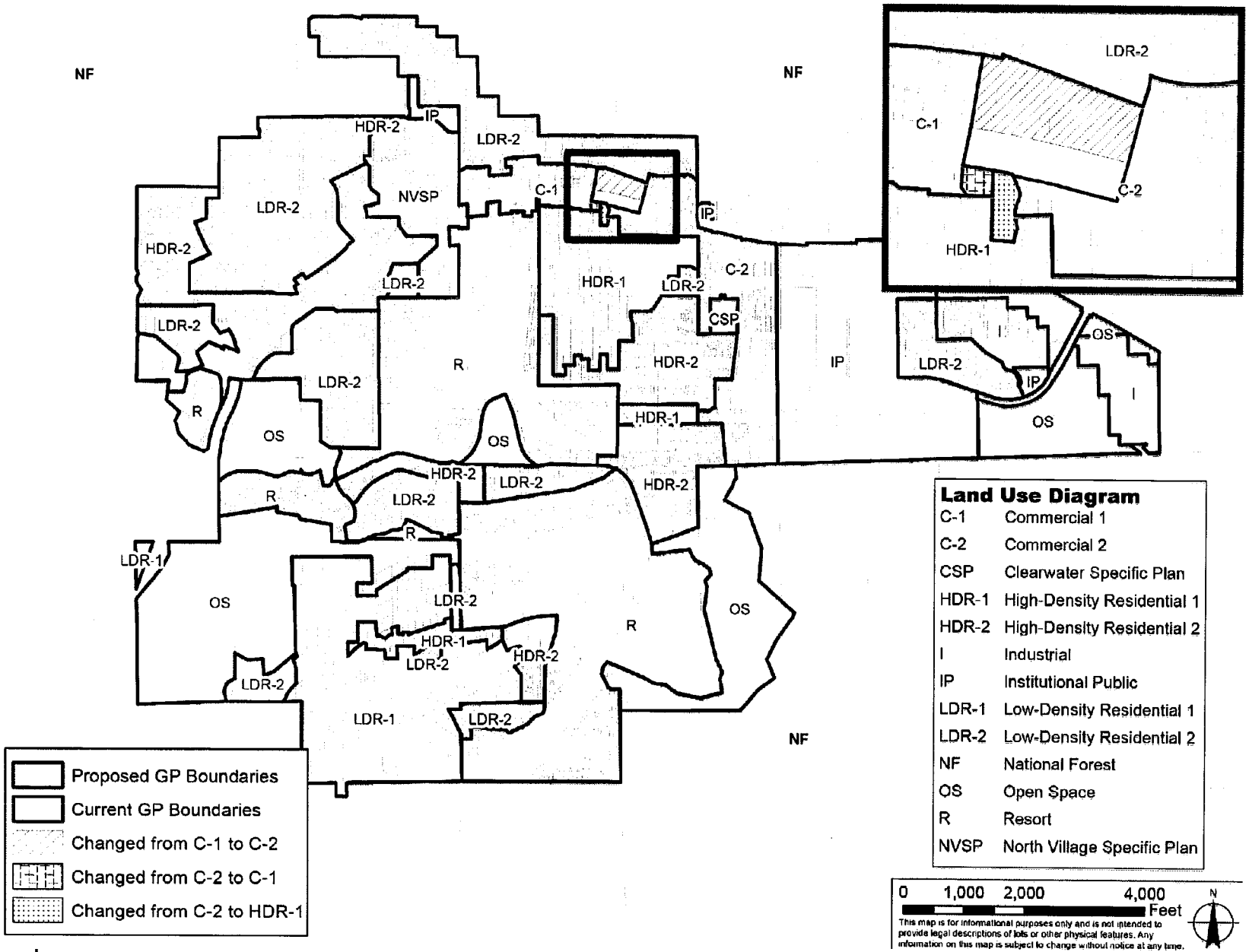
- Floor Area Ratio (FAR). The ratio of floor area of a building or buildings on a lot divided by the total lot area. Floor area located below finished grade, the ceiling of which does not extend more than five feet above finished grade, is excluded when calculating FAR.

- ~~People at One Time (PAOT)~~

  ~~Used in this General Plan as an estimate of the number of people – permanent residents, second homeowners, and visitors – residing (lodging) in the town on an average winter Saturday night.~~

EXHIBIT 6

PROPOSED REVISIONS TO THE GENERAL PLAN LAND USE DIAGRAM (FIGURE 5 OF THE GENERAL PLAN)



PCR

Proposed Revisions to the Land Use Diagram

Land Use Element/Zoning Code Amendment and Mobility Element Update

Source: Town of Mammoth Lakes, 2014.

FIGURE 2-4

EXHIBIT 7

DRAFT GENERAL PLAN MOBILITY ELEMENT

DOCUMENT IS AVAILABLE ON THE TOWN WEBSITE HERE:

http://www.townofmammothlakes.ca.gov/DocumentCenter/View/5928

Town of Mammoth Lakes
General Plan Mobility Element

Adopted December 16, 2016

Mammoth Lakes
CALIFORNIA

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

ACKNOWLEDGEMENTS

Mammoth Lakes Town Council

Shields Richardson, Mayor

John Wentworth, Mayor Pro Tem

Colin Fernie

Cleland Hoff

Bill Sauser

Mammoth Lakes Planning and Economic Development Commission

Amy Callanan, Chair

Michael Vanderhurst, Vice Chair

Paul Chang

Jennifer Burrows

Town of Mammoth Lakes Community and Economic Development Department

Sandra Moberly, Community and Economic Development Manager

Ruth Traxler, Associate Planner

Nolan Bobroff, Assistant Planner

Town of Mammoth Lakes Public Works Department

Grady Dutton, P.E., Public Works Director

Haislip Hayes, P.E., Engineering Manager

Jamie Robertson, E.I.T., Assistant Engineer

Special Thanks

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

1 INTRODUCTION

1.1 MOBILITY AND THE TRIPLE BOTTOM LINE

PURPOSE AND FRAMEWORK

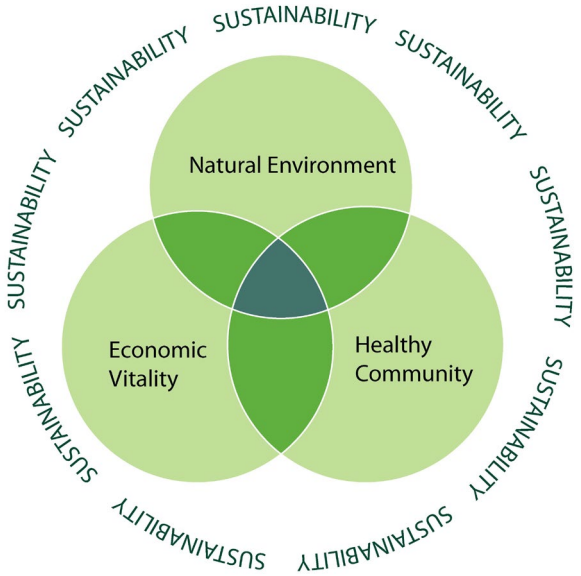
The Mobility Element establishes the Town's goals, policies, and actions necessary to achieve a progressive and comprehensive multimodal transportation system that serves the needs of residents, employees, and visitors in a way that is connected, accessible, and safe.

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

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

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

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



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

MOBILITY PRINCIPLES

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

Complete streets: Serve all users and all abilities

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

Safety: A safe system is fundamental

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

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

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

Management: Transportation infrastructure is an expensive and limited resource

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

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

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

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

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

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

Community health: Improving transportation improves health

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

Affordability: Integration of housing and transportation planning can influence affordability

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

Economy: Efficient transportation supports a strong economy

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

MANAGEMENT STRATEGIES

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

Community Vision

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

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

Strategically locate density

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

Encourage infill development and locate new development near transit

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

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

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

Promote urban design principles through transportation and land use planning

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

Manage the transportation system more efficiently and effectively

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

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

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

Tailor management strategies to neighborhoods and districts

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

Provide convenient and easy access to and from key destinations

While many of Mammoth Lakes' key destinations (schools, entertainment, recreation or employment centers) are centrally located and within walking distance of residential neighborhoods, various gaps occur in non-vehicular infrastructure along Old Mammoth Road, Minaret Road, and Main Street. New development provides an opportunity to remove physical barriers and improve pedestrian and bicycle connectivity, such as by providing mid-block connectors to break up large blocks.

Measure success

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

2 BACKGROUND AND CONTEXT

2.1 EXISTING STATE OF THE TRANSPORTATION SYSTEM

SETTING AND CONTEXT

Mammoth Lakes is a destination resort community located in Mono County in the Eastern Sierra region of California. The Town's municipal boundary encompasses approximately 24 square miles; however, all but approximately 4.0 square miles of this, defined by the Town's Urban Growth Boundary (UGB) [1], are public lands administered by the United States Department of Agriculture Forest Service, Inyo National Forest (USFS). The UGB serves as an effective growth management tool for the Town, limiting development and preserving the natural environment.

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

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

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

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

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

According to data collected from the most recent census, the Town has a year-round population of approximately 8,200; however as a popular destination-resort, there are frequent periods of high-visitation that can bring the population near 35,000 or more. [2]

There are approximately 9,600 existing housing units in Mammoth Lakes. Approximately 52 percent of these housing units are dedicated to seasonal, recreational or occasional use, reflecting the popularity of Mammoth Lakes as a location for second-home ownership.[3] This trend has an impact on housing affordability, since housing prices are driven by relatively affluent second-home buyers; the rental market is also affected by the higher prices commanded for seasonal and nightly rentals of homes and condominiums. Additionally, many local residents work in the service sector, creating a considerable gap between housing affordability and housing costs.[3] The high cost of housing underscores the need to provide affordable transportation options in the community, particularly for those who may not be able to afford a car or are unable to drive.

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

[2] Town of Mammoth Lakes Housing Element 2014-2019.
[3] Town of Mammoth Lakes Housing Element 2014-2019.

These physical, environmental, and economic conditions create unique challenges in terms of operating, maintaining, and planning for all modes of the transportation system. Abundant winter snowfall and icy conditions, significant topography changes, large fluctuations in daily and seasonal traffic volumes related to tourism, and economic conditions related to jobs and housing, all contribute to this unique environment and impact a number of aspects of the transportation system, including safety, level of service, accessibility, affordability, and infrastructure design and construction.

PLANNING AREA AND SCOPE

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

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

JURISDICTIONAL PARTNERSHIPS

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

Town of Mammoth Lakes (Town)

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

California Department of Transportation (Caltrans)

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

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

Inyo National Forest (USFS)

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

OTHER AGENCY AND ORGANIZATIONAL STAKEHOLDERS

Eastern Sierra Transit Authority (ESTA)

The Eastern Sierra Transit Authority (ESTA) is a regional transportation service created to meet with growing need for public transportation in and between the Eastern Sierra regions. ESTA was first established in November 2006 and began operation in July 2007 as the Joint Powers Authority between the Town of Mammoth Lakes, the City of Bishop, Mono and Inyo Counties. Services include fixed town-to-town and in-town routes, seasonal recreation schedules, Dial-a-Ride for on-demand services, and a vanpool service for the needs of work commuters. Town to town fixed routes connects Reno, Nevada with Lancaster, California. ESTA provides public transit service under contract to the four member jurisdictions.

Great Basin Unified Air Pollution Control District (GBUAPCD)

The GBUAPCD is a California regional government agency that was formed under a joint powers agreement between the counties of Mono, Inyo, and Alpine. The GBUAPCD's mission is to protect the people and the environment within its jurisdiction from the harmful effects of air pollution by enforcing Federal, State and local air quality regulations.[4]

In 2013, the Town submitted a request to have Mammoth Lakes redesignated as attainment for the federal PM_{10} air quality standard. The request has been approved by the GBUAPCD and the Air Resources Board (ARB), and is currently awaiting final approval from the U.S. Environmental Protection Agency (EPA). The Town is still in nonattainment with respect to the more stringent State air quality standards. Mammoth Lakes typically experiences higher levels of PM_{10} in the winter due to increases in the seasonal resident and visitor population and the associated increases in PM_{10} emissions from wood burning stoves/fireplaces and road dust and cinders from vehicle traffic.

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

During the summer months, wildfires have caused occasional exceedances of the federal and state PM_{10} levels.

The Town adopted an update to the Air Quality Management Plan (AQMP) in 2013, which replaced the 1990 AQMP, and provides guidelines and recommendations for further reducing PM_{10} pollution.

Additionally, Mono County (and Mammoth Lakes) is designated a nonattainment area for the State Ozone (O_3) standard. O_3 is produced when certain compounds exhausted from internal combustion engines interact in the presence of ultraviolet sunlight. High O_3 levels in Mammoth Lakes are most common during the summer, and violations of the State standard are caused by transport of O_3 from the central portion of the San Joaquin Valley.[5] While both PM_{10} and O_3 violations have decreased in recent years, further reductions of these air pollutants can occur through implementation of improved multimodal transportation facilities and services.

Mammoth Lakes Trails and Public Access (MLTPA)

MLTPA is a 501(c)3 non-profit organization that advocates for, initiates, facilitates, and participates in the planning, implementation, and stewardship of a system of four-season trails and public access in Mammoth Lakes and the immediate Eastern Sierra.[6]

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

[5] General Plan Final Environmental Impact Report, 4.2 Air Quality, page 4-23; Mono County Regional Transportation Plan, 2008, page 4
[6] Mammoth Lakes Trails and Public Access Mission Statement, http://www.mltpa.org/about/vision_mission

Mammoth Mountain Ski Area (MMSA)

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

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

Mono County Local Transportation Commission (MCLTC)

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

The MCLTC's primary duties consist of preparation and adoption of the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), administration of Transportation Development Act funds, and allocation of Transportation Enhancement Activities funds.[7]

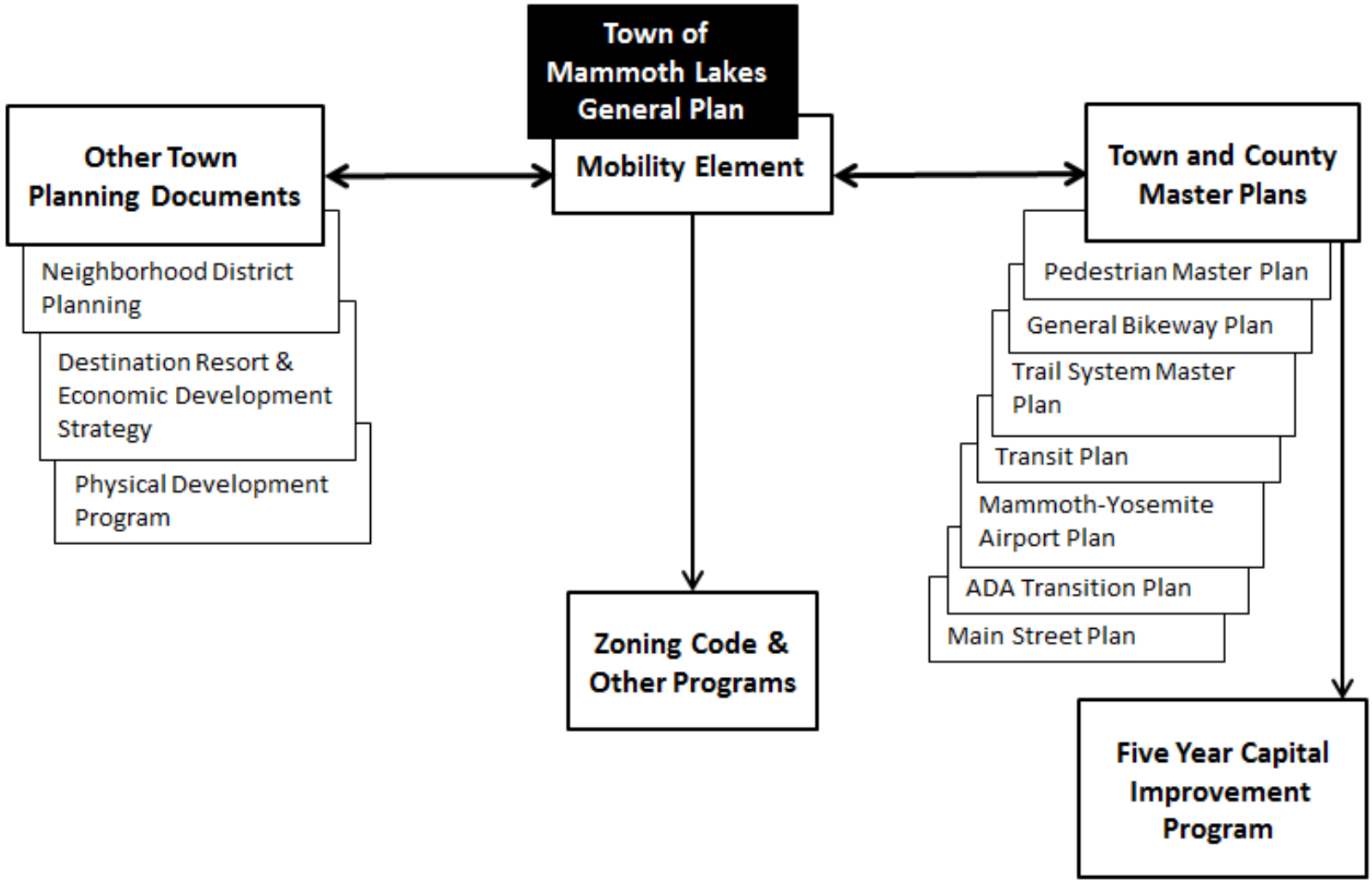
Town transportation planning and capital projects and programs are consistent with and implement RTP goals and objectives. Many Town transportation initiatives are funded through monies received from the MCLTC, including the preparation of the updated Mobility Element.

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

RELATIONSHIP TO OTHER PLANNING DOCUMENTS

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

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



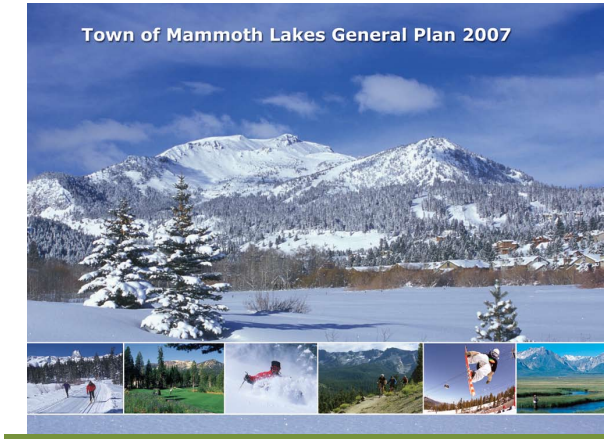
Town of Mammoth Lakes General Plan, 2007

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

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

Government Code Section §65302(b) also requires data and policies related to other circulation system components, such as water, sewage, storm drainage, and other public utilities, to be addressed in the General Plan, typically in the Mobility Element. However, these components are not included in the Mobility Element at this time, but are instead incorporated into Environmental Impact Report during the review of the Trails System Master Plan.

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



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

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

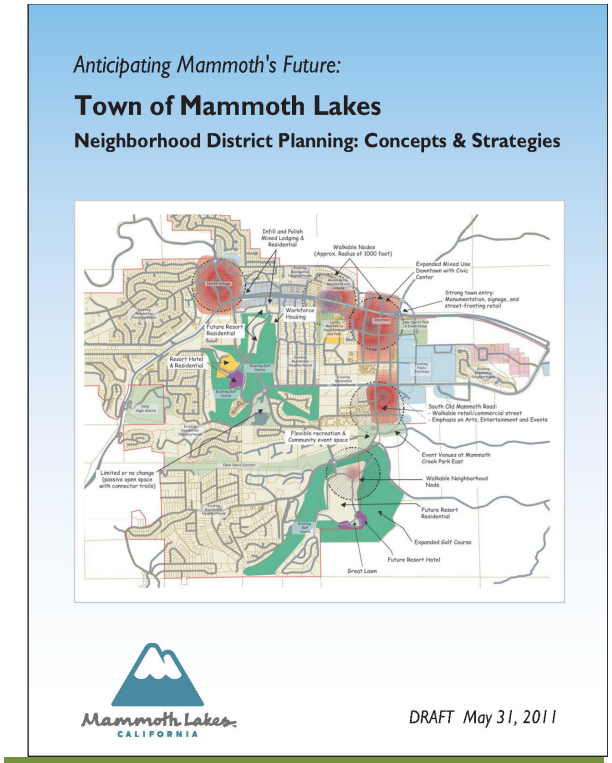
Neighborhood District Planning, 2007 – 2011

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

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

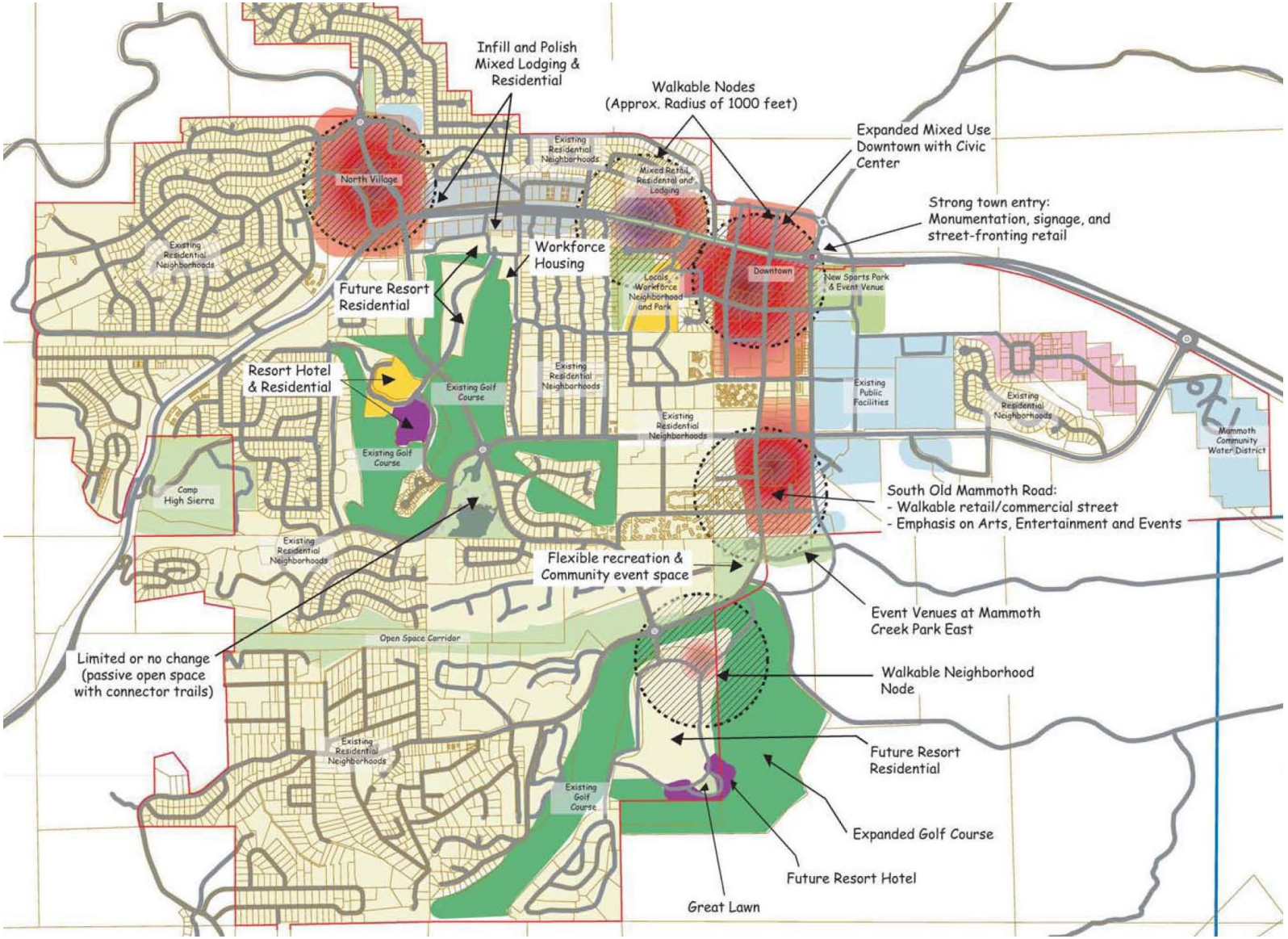
Transportation and mobility were a major focus of all the NDP processes. Discussions about transportation included the identification of issues, opportunities, and constraints, evaluation of alternatives, and development of recommendations and implementation tasks for the overall transportation system,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

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



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

FIGURE 2-2: TOWNWIDE DISTRICT PLANNING CONCEPT



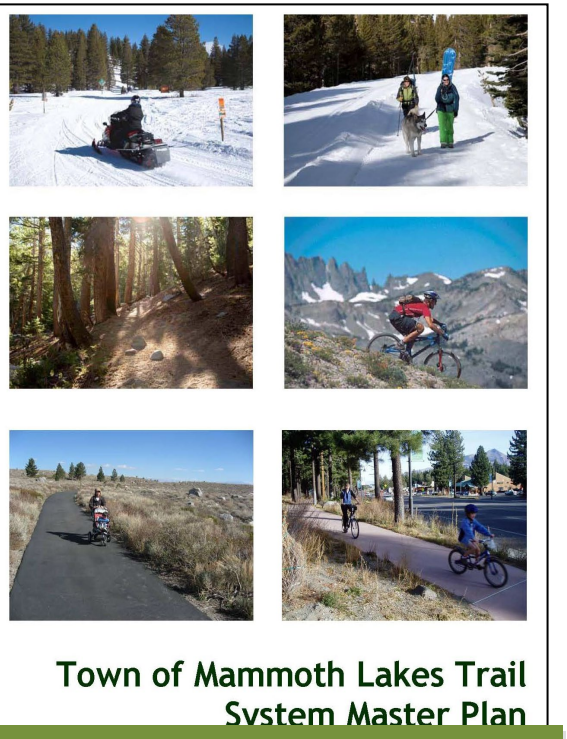
Zoning Code Updates, 2014

The Zoning Code for the Town was originally adopted in 1984, undergoing numerous amendments during its adoption per Title 17 of the Municipal Code.

The Zoning Code Update 2014 was initiated by the Town Council with the goal of incorporating the 2007 General Plan into the Zoning Code, modernizing the Town's zoning regulations, and creating a more user-friendly Code that supports the Community Vision expressed in the General Plan. The new code includes regulations for promoting sustainability, development quality and design, create public gathering spaces, and encourages feet-first mobility. In addition, the two existing commercial zones were divided into three commercial zones of Downtown (D), Mixed Lodging/Residential (MLR), and Old Mammoth Road (OMR). The Zoning Code Update implemented the goals, policies, and actions of the Mobility Element, recommendations of the completed NPDs, revised parking and loading standards, and revised land use regulations to encourage "feet-first" mobility. The Zoning Code Update 2014 was adopted by Town Council in May 2014.

Main Street Plan, 2014

The Main Street Plan is a continuation of the previous Downtown Neighborhood District Planning effort that resulted in a long-range concept vision for the Main Street and Downtown area, called the Downtown Concept for Main Street. The result of the Main Street Plan is a detailed phasing and implementation plan that comprehensively addresses both the physical and financial feasibility of making the Downtown Concept for Main Street a reality. The vision of the Main Street Plan is to transform Main Street Main Street from an auto-dominated state highway that passes through downtown into a pedestrian-first, world-class mountain resort street that is downtown. The Main Street Plan was grant-funded through a California Department of Transportation Community-Based Transportation Planning grant and was accepted by Town Council in February 2014. The Plan is used to guide public and private investment and decisions in the downtown area.



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

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

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

In 2007, the Town partnered with MLTPA to update the 1991 Trail System Plan and expand its focus beyond the "Main Path." A draft Trail System Master Plan (TSMP) was completed in 2009 and included extensive documentation of existing conditions, in-depth and targeted community engagement, and identification of a comprehensive system of trails and multimodal connections to support recreation and "feet-first" mobility. The Mobility Element incorporates the recommended trail system network from the final TSMP, as well as a many of the recommendations concerning other multimodal facilities such as sidewalk and bicycle connections and transit service. The final TSMP underwent CEQA review and approval of the Environmental Impact Report in 2011. The final TSMP focused on a trail system within the Town's Urban Growth Boundary (UGB) and a general concept for soft-surface trials. The implementation of the plan requires interagency cooperation between the Town of Mammoth Lakes, the United States Forest Service (USFS), California Department of Transportation (Caltrans), and other entities.

General Bikeway Plan, 1995 – 2014

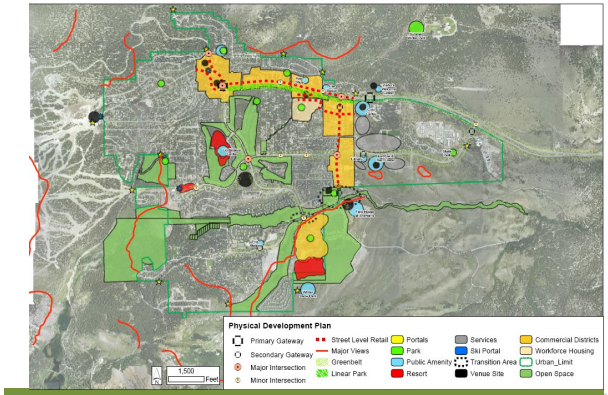
The Town first adopted the General Bikeway Plan (GBP) in 1995, which has undergone four addendums, the last update occurring in 2014. The most recent update included goals, policies, and actions set by the Mobility Element of the General Plan, the Trail System Master Plan, and recent updates to State and Federal law. The Town prioritized projects based on input from the community survey, trail counter data, and commentary from public meetings. The GBP is updated and readopted every two years in order to maintain eligibility for Bicycle Transportation Account funding from Caltrans.

Mammoth Lakes Fixed Route Transit Plan, 2002; Transit Plan, 2004; Short Range Transit Plan, 2009

Both the Mammoth Lakes Fixed Route Transit Plan and the subsequent Transit Plan, prepared in 2004, outlined the existing transit service at the time, quantified capital and operational costs, and provided recommendations for improved service. These services and projections were provided by Inyo Mono Transit, a division of Inyo County government. However, at the onset of 2006, the Eastern Sierra Transit Authority was formed to manage the regional transportation services. The Short Range Transit Plan is the first document developed by the Eastern Sierra Transit Authority (ESTA) focusing on the transit needs of the region, an implementation plan along the 395 corridor, development of the rural public transportation services in the Eastern Sierra, improving efficiency and effectiveness of services in Bishop, minor adjustments of service delivery in the Town of Mammoth Lakes, and a detailed financial plan until 2014. Since the preparation of these plans, a number of the recommendations have been implemented and transit routes are annually refined by the Planning and Economic Development Commission (PEDC). The Mobility Element establishes existing conditions for transit service, and provides additional recommendations that will guide future updates of the Town's transit plans.

Mono County Regional Transportation Plan, 2015

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



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

Pedestrian Master Plan, 1997 – 2014

The Pedestrian Master Plan (PMP), formally known as the Sidewalk Master Plan (SMP), was developed and adopted in 1997. The Plan underwent two updates, occurring in 2003 and 2014. The PMP guides the future development and enhancement of pedestrian facilities with a list of prioritizes projects within the Town's UGB. The PMP recommends placing sidewalks on both sides of most major roadways or in areas with high pedestrian traffic, placing sidewalks on one side of most major collector streets or those that provide access to schools or other major destinations, providing streetscape improvements, and implementing the changes provided by the commercial zoning code. Detailed maps include existing sidewalks, future and proposed sidewalks, strategic improvement areas, and areas of high pedestrian impact.

Destination Resort Community and Economic Development Strategy, 2012

The Destination Resort Community and Economic Development Strategy (DRCEDS) is a three-year strategic and operational plan for the town that implements the General Plan Community Vision to become a premier, year-round destination resort community. The primary focus of DRCEDS is economic recovery, marketing, transportation and mobility. DRCEDS recognizes the importance of a "feet-first" transportation system to enhance the resident and visitor experience through improved access to recreation, employment, and entertainment destinations. During the recent economic challenges, the Town revisited the DRCEDS to focus its economic development by enforcing and improving revenue collections, addressing illegal transient rentals, and strengthen sales tax base through increased visitorship. Other initiatives included increasing tourist visits, developing Mammoth as a destination resort, providing mobility improvements, recreational opportunities, conserving our natural resources, improving air services, economic development and engaging the community for a marketing focus.

Physical Development Diagram, 2006

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

RecStrats, 2011

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

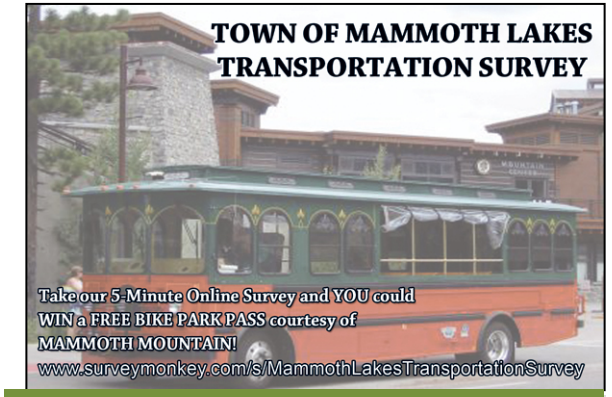
Mammoth Yosemite Airport Layout Plan Update, 2015

The Airport Layout Plan Update (ALPU) provides an overview of existing and anticipated future air service conditions and needs for the Mammoth Yosemite Airport, both in terms of demand and facilities necessary to meet the demand. The ALPU was conditionally approved by the Federal Aviation Administration (FAA) on August 14, 2014. The Mobility Element references the ALPU and provides general guidance with regard to air service.

Public Participation

Public participation played an important role in the development of the Mobility Element. Broad-based public outreach and community engagement was conducted to solicit feedback and input from the public about mobility issues and needs and to discuss potential solutions and priorities. The Town encouraged participation from all sectors of

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



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

the community, including permanent residents, visitors, second home-owners, and other agencies and organizations.

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

3 COMPREHENSIVE MOBILITY SYSTEM

3.1 SYSTEM SUMMARY

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

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

COMPLETE STREETS

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

VEHICLE

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

TRANSPORTATION DEMAND MANAGEMENT

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

PEDESTRIAN

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

BICYCLE

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

TRANSIT

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

PARKING

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

3.2 COMPLETE STREETS

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

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

THE COMPLETE STREETS NETWORK

Complete Streets Network Graphic

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

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

Signage and Wayfinding

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

Over the last few years, the Town, USFS, and MLTPA have worked in partnership to plan, design, and implement a recreational signage and wayfinding program to support the Mammoth Lakes Trail System (MLTS). The initial implementation phase has included sign installation related to the Lakes Basin Path, a 6.1-mile Class I multiuse path that connects the Town to the Mammoth Lakes Basin, as well as signage at Mammoth Creek Park, the Mammoth Lakes Welcome Center, the Town Loop, and the Waterford Gap. Additional wayfinding signage to support the MLTS will be installed as funding becomes available.

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

Snow and Ice Management

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

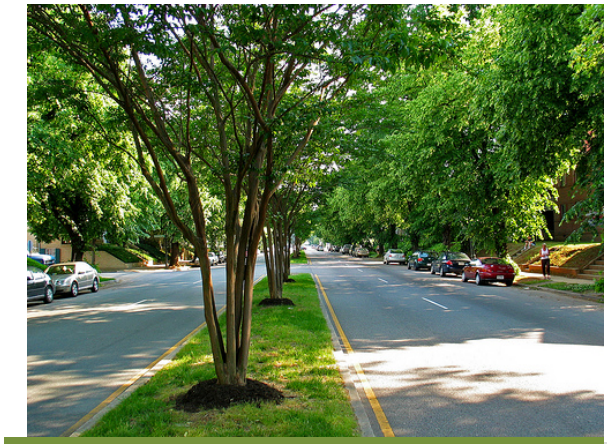
Signage and Wayfinding *to support the Mammoth Lakes Trail System has recently been installed on portions of the Town Loop and the Lakes Basin Path.*

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

Traffic Calming and Neighborhood Character

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

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



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

- Road diets (reducing the number and/or width of lanes)
- Roundabouts or traffic circles
- Chicanes (curb "bulges" or extensions)
- Medians or islands

- Speed tables
- Radar feedback speed signs
- Pavement striping
- Landscaping, including street trees and planters

GOALS, POLICIES, AND ACTIONS: COMPLETE STREETS

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

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

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

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

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

- Develop design guidelines and management tools for all Town streets, so that each street supports the land

uses along it and provides an optimal accommodation for all modes of transportation.

- Develop Level of Service guidelines and California Environmental Quality Act thresholds for pedestrian, bicycle, and transit modes.

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

Action M.1.3.2. Develop and implement a town-wide wayfinding system for both vehicular traffic and for non-vehicular traffic to guide visitors and residents to and from their destinations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Action M.4.1.3. Work with Caltrans to develop an effective snow and ice management plan for State Route 203 that establishes maintenance standards and assigns responsibilities,

including standards that will allow all lanes to be open during snow storms and snow removal operations.

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

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

3.3 VEHICLE

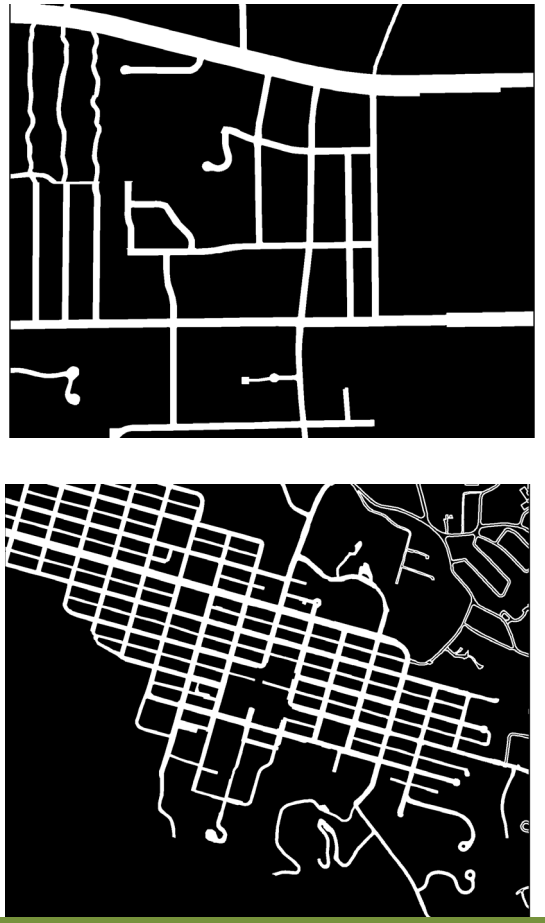
The vehicle section of the Mobility Element describes the existing street network and potential new street connections (depicted in Figure 3-2) necessary to serve current and projected traffic volumes (and maintain Level of Service standards), while balancing other multimodal transportation needs and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

THE VEHICLE NETWORK

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

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

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



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

Vehicle Network Graphic

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

New Street Connections

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

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

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

- United States Forest Service Property Connections – The existing offices and housing offered by the USFS may provide pedestrian connections within USFS lands, located on the north side of Main Street. These connections would provide improved connectivity on the north side of Main Street and would be considered in accordance with potential future USFS development plans. Currently, no plans of construction or path creation are in effect.

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

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

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

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

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

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

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

Street Classifications and Cross-Sections

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

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

This page intentionally left blank.

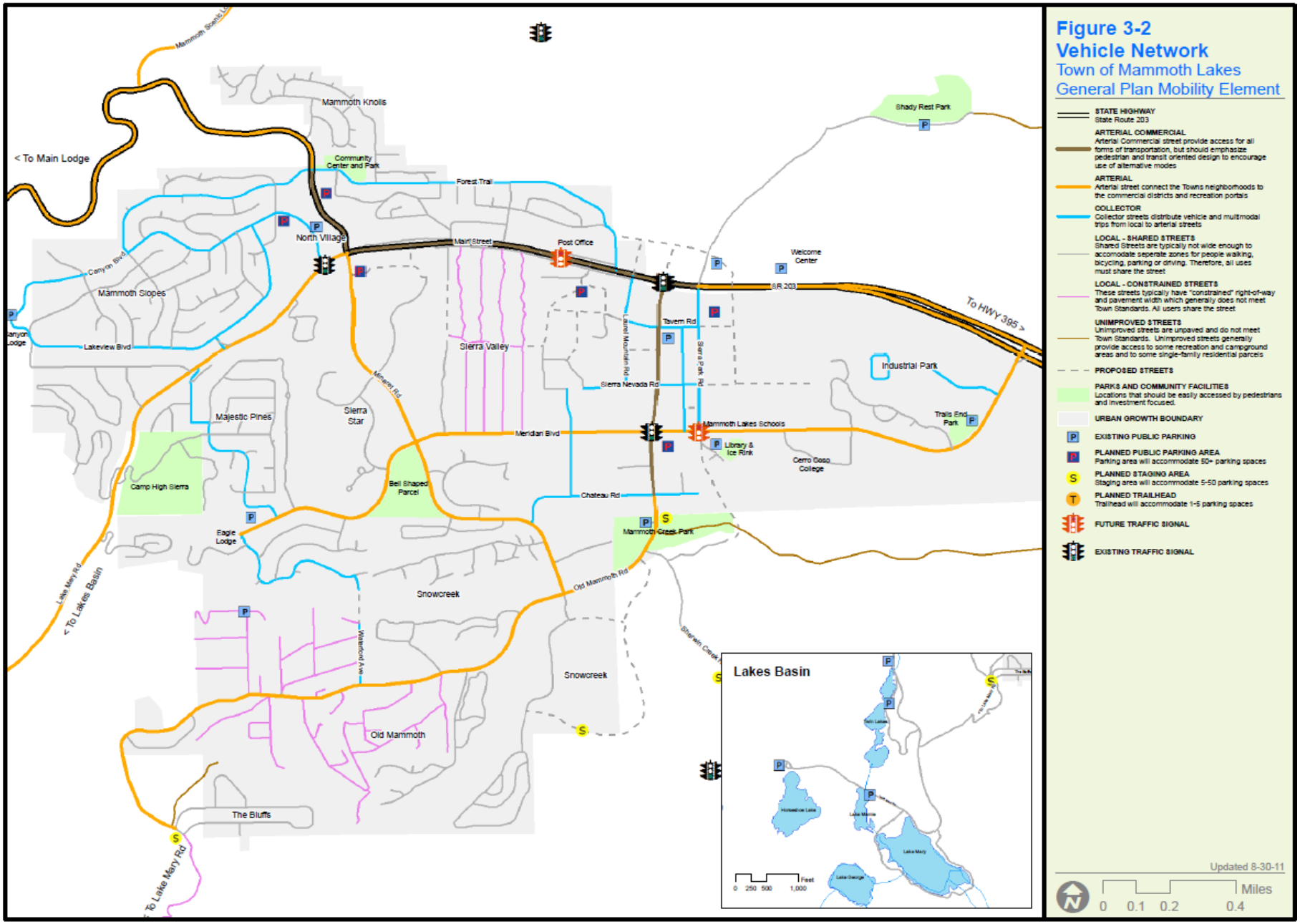


Figure 3-2
Vehicle Network
Town of Mammoth Lakes
General Plan Mobility Element
STATE HIGHWAY
State Route 203
ARTERIAL COMMERCIAL
Arterial Commercial street provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes
ARTERIAL
Arterial street connect the Towns neighborhoods to the commercial districts and recreation portals
COLLECTOR
Collector streets distribute vehicle and multimodal trips from local to arterial streets
LOCAL - SHARED STREETS
Shared Streets are typically not wide enough to accomodate seperate zones for people walking, bicycling, parking or driving. Therefore, all uses must share the street
LOCAL - CONSTRAINED STREETS
These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users share the street
UNIMPROVED STREETS
Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels
PROPOSED STREETS
PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused.
URBAN GROWTH BOUNDARY
EXISTING PUBLIC PARKING
PLANNED PUBLIC PARKING AREA
Parking area will accommodate 50+ parking spaces
PLANNED STAGING AREA
Staging area will accommodate 5-50 parking spaces
PLANNED TRAILHEAD
Trailhead will accommodate 1-5 parking spaces
FUTURE TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
Updated 8-30-11
Miles
0 0.1 0.2 0.4
< To Main Lodge
Mammoth Knolls
Community Center and Park
Forest Trail
North Village
Main Street
Post Office
Welcome Center
SR 203
To HWY 395 >
Shady Rest Park
Canyon Blvd
Mammoth Slopes
Lakeview Blvd
Tavern Rd
Laurel Mountain Rd
Sierra Park Rd
Sierra Valley
Sierra Nevada Rd
Industrial Park
Mineral Rd
Majestic Pines
Sierra Star
Meridian Blvd
Mammoth Lakes Schools
Library & Ice Rink
Trails End Park
Cerro Coso College
Camp High Sierra
Bell Shaped Parcel
Chateau Rd
Eagle Lodge
Mammoth Creek Park
Old Mammoth Rd
Lake Mary Rd
< To Lakes Basin
Snowcreek
Waterford Area
Snowcreek
Old Mammoth
The Bluffs
To Lake Mary Rd
Lakes Basin
Feet
0 250 500 1,000

TABLE 3-1: STREET CLASSIFICATIONS

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

TABLE 3-1: STREET CLASSIFICATIONS

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

Town Traffic Model

As part of the preparation of the Mobility Element, a comprehensive update to the Town's traffic model (also called a travel demand model) was completed in 2010 and will be updated in 2015. The updated traffic model is an integral tool in identifying potential future traffic and transportation impacts, as well as evaluating the effectiveness of the street connections described above, mode split scenarios, and various land use assumptions as the community moves toward the future.

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

Vehicle Level of Service (LOS) Standard

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

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

Traffic Model Results

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

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

Traffic Signals and Roundabouts

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

Further analysis of potential new signals and roundabouts may be necessary as part of project-specific analysis, including signal warrant analysis per the Manual on Uniform Traffic Control Devices (MUTCD) methodology. The Town will analyze impacted intersections as possible roundabout locations as town-wide traffic levels increase and as private developments are built. The Town will also work with Caltrans to plan for and implement necessary or desired intersection and roadway improvements on Main Street.

Existing Signalized Intersections

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

GOALS, POLICIES, AND ACTIONS: VEHICLE

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

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

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

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

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

Policy M.5.3. Maintain an overall intersection Level of Service (LOS), or other comparable traffic modeling tool, to LOS D or better on the Peak Design Day at intersections along arterial and collector roads. Peak Design Day is defined as the seventh busiest winter day, comparable to the Town's typical winter Saturday.

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

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

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

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

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

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

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

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

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

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

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

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

Policy M.5.8. In accordance with the Main Street Plan, consider the elimination or abandonment of the frontage roads along Main Street in order to incentivize development in the downtown area. An implementation program will be required to maintain access and parking for businesses and residences.

Goal M.6. Manage local traffic congestion.

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

Policy M.6.2. Strive to maximize the efficiency of existing street infrastructure through implementation of Travel Demand Management strategies, Intelligent Transportation Solutions (e.g. traffic signal control systems, variable message signs), and alternative transportation.

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

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

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

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

Policy M.6.6. Require commercial developments to provide adequate delivery and loading facilities to avoid impeding traffic flow, according to the Town of Mammoth Lakes Zoning Code, Delivery Loading Space Requirements.

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

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

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

3.4 PEDESTRIAN

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

THE PEDESTRIAN NETWORK

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

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

Pedestrian Network Graphic

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

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

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

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

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

Primary Pedestrian Zone

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

Secondary Pedestrian Zone

These zones represent a walking radius of 1,000 feet and indicate areas with the second highest demand for pedestrian connectivity and should receive the second highest level of investment. Land uses within these areas should be mixed-use, compact, and oriented to pedestrians. Moderate density uses are appropriate in these areas.

General Pedestrian Zone

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

Key Pedestrian Routes – Priority Investments

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

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

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

Pedestrian Routes – Strategic Improvements

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

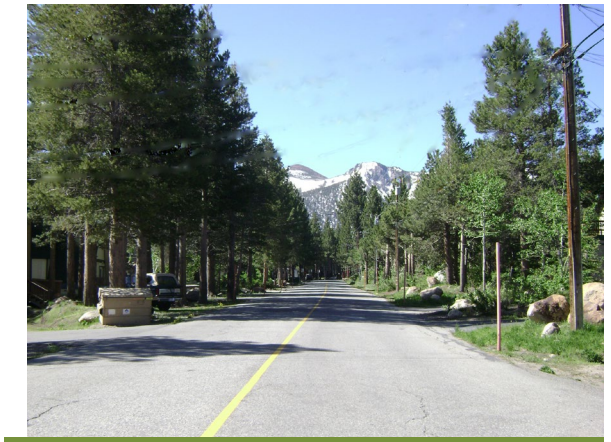
Strategic Improvement Area

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

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

Safe Routes to School

Safe Routes to School (SR2S) is an international program focused on increasing the number of children who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of program to promote walking and bicycling though education/encouragement programs aimed at children, parents, and the community. The Town of Mammoth Lakes annually seeks funding for building pedestrian/bicycle infrastructure to and from the local school district. Additional sidewalk infrastructure is needed along Sierra Nevada Road.



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

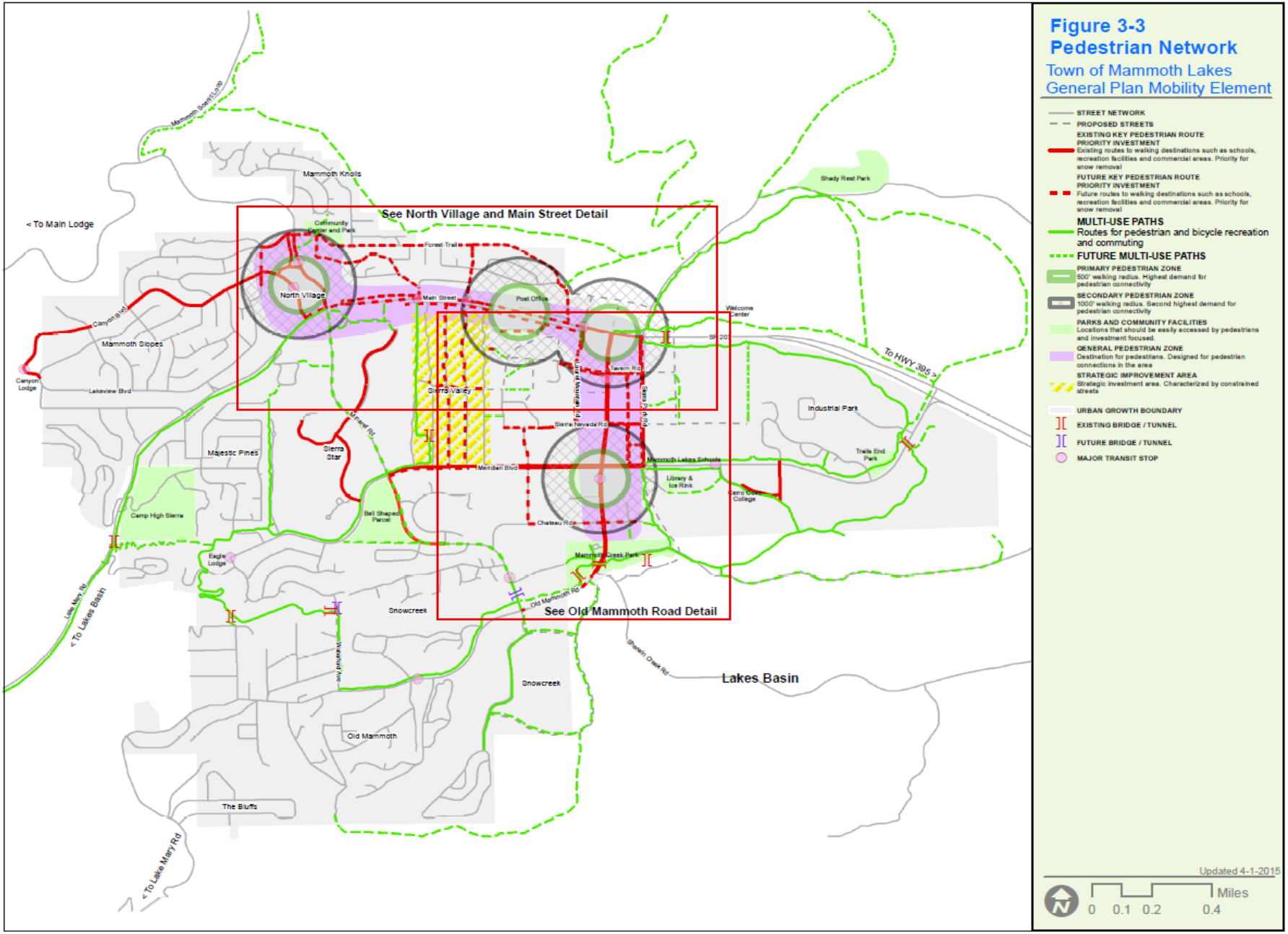
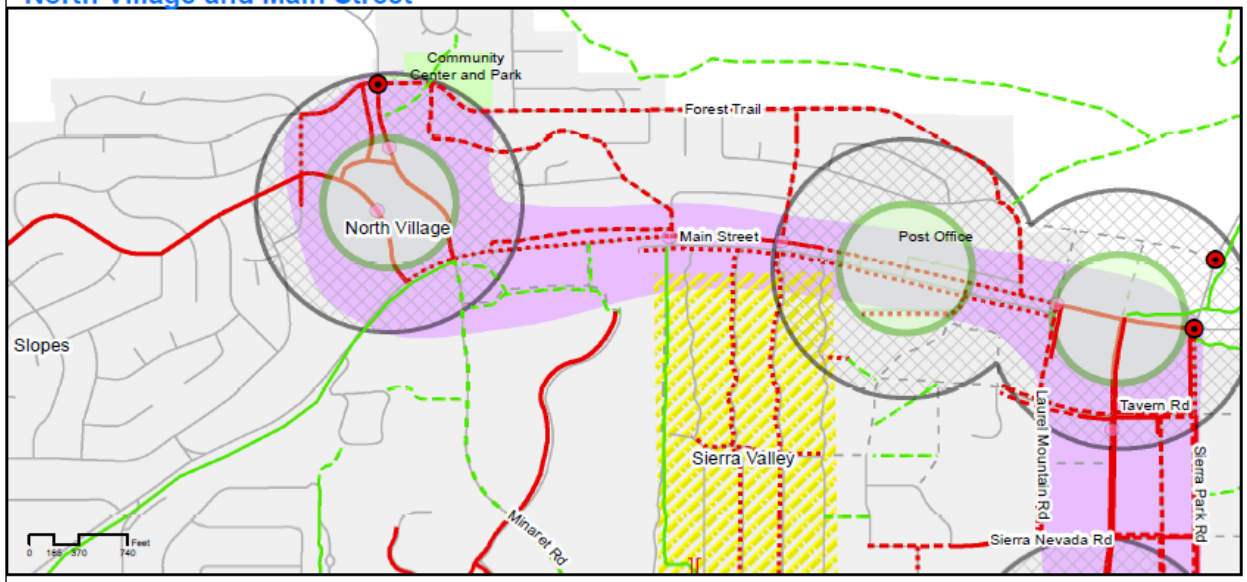
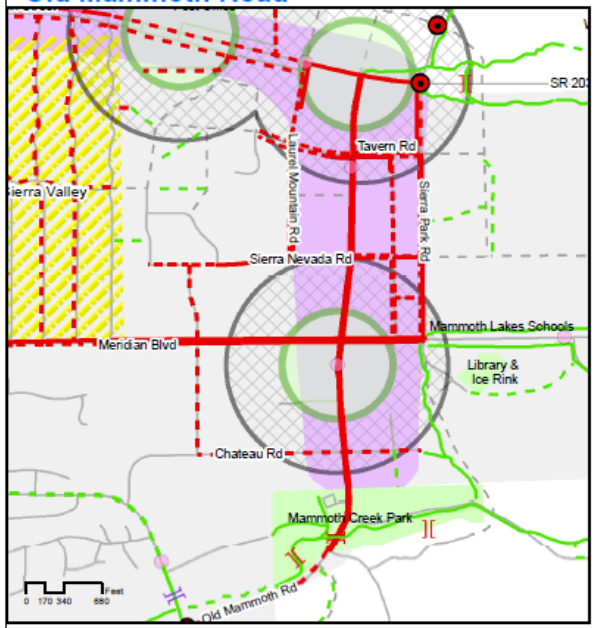


Figure 3-3
Pedestrian Network
Town of Mammoth Lakes
General Plan Mobility Element
STREET NETWORK
PROPOSED STREETS
EXISTING KEY PEDESTRIAN ROUTE PRIORITY INVESTMENT
Existing routes to walking destinations such as schools, recreation facilities and commercial areas. Priority for snow removal
FUTURE KEY PEDESTRIAN ROUTE PRIORITY INVESTMENT
Future routes to walking destinations such as schools, recreation facilities and commercial areas. Priority for snow removal
MULTI-USE PATHS
Routes for pedestrian and bicycle recreation and commuting
FUTURE MULTI-USE PATHS
PRIMARY PEDESTRIAN ZONE
600' walking radius. Highest demand for pedestrian connectivity
SECONDARY PEDESTRIAN ZONE
1000' walking radius. Second highest demand for pedestrian connectivity
PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused.
GENERAL PEDESTRIAN ZONE
Destination for pedestrians. Designed for pedestrian connections in the area
STRATEGIC IMPROVEMENT AREA
Strategic investment area. Characterized by constrained streets
URBAN GROWTH BOUNDARY
EXISTING BRIDGE / TUNNEL
FUTURE BRIDGE / TUNNEL
MAJOR TRANSIT STOP
Updated 4-1-2015
Miles
0 0.1 0.2 0.4
See North Village and Main Street Detail
See Old Mammoth Road Detail
< To Main Lodge
To HWY 395 >
< To Lakes Basin
< To Lake Mary Rd
Lakes Basin
Mammoth Knolls
Mammoth Slopes
North Village
Main Street
Post Office
Welcome Center
Community Center and Park
Forest Trail
Canyon Blvd
Canyon Lodge
Lakeview Blvd
Sierra Valley
Tavern Rd
Sierra Nevada Rd
Sierra Star
Majestic Pines
Meridian Blvd
Industrial Park
Trails End Park
Mammoth Lakes Schools
Library & Ice Rink
Camp Sierra College
Camp High Sierra
Bell Shaped Parcel
Chateau Rd
Eagle Lodge
Mammoth Creek Park
Old Mammoth Rd
Snowcreek
Shady Rest Park
Old Mammoth
The Bluffs
Lake Mary Rd
Minaret Rd
Sherwin Creek Rd

North Village and Main Street



Old Mammoth Road



Lakes Basin

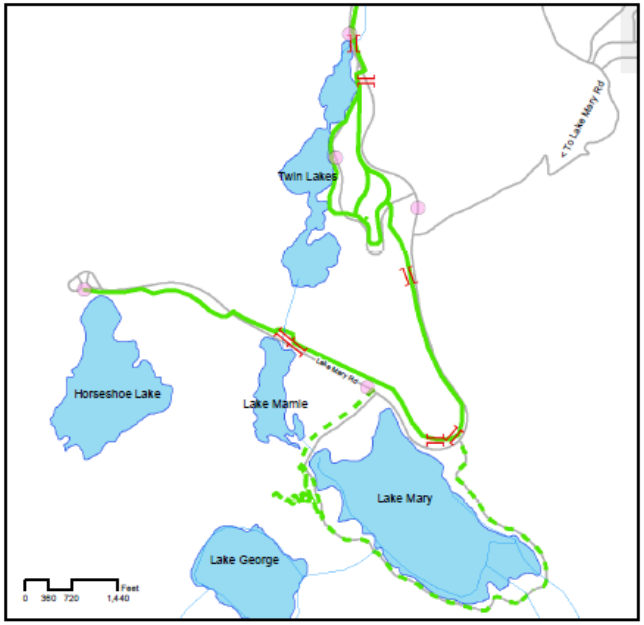


Figure 3-3
Pedestrian Network
Town of Mammoth Lakes
General Plan Mobility Element

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

* Information on this map is for planning purposes only

Updated 10/5/11

GOALS, POLICIES, AND ACTIONS: PEDESTRIAN

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

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

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

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

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

Action M.8.1.4. Implement Main Street Plan pedestrian improvements as needed.

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

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

Action M.8.2.2. Apply for Federal and State grant funds to complete priority pedestrian facilities. Focus on the Safe Routes to School grants for sidewalk improvements to and from the school district.

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

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

Action M.8.3.1. Work with Caltrans to make State Route 203 within Town a complete street by providing improved pedestrian

facilities and safety measures, including sidewalks and safe crossings.

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

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

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

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

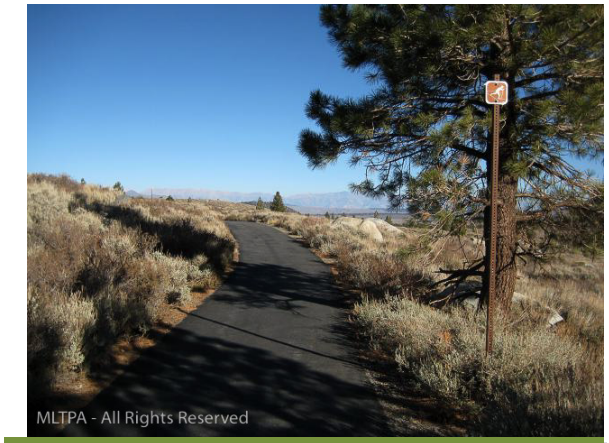
- Providing public spaces for pedestrians to gather and socialize;
- Prioritizing pedestrian access in building design;
- Incorporating street furniture, including benches, trash cans, attractive street lighting, public restrooms, etc.;
- Providing appealing landscaping and public art; and
- Implementing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

3.5 BICYCLE

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

THE BICYCLE NETWORK

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



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

Bicycle Network Graphic

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

Multiuse Paths (Class I Bikeways)

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

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

Bike Lanes (Class II Bikeways)

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

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

Bike Routes (Class III Bikeways)

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

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

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

Bicycle Parking and Storage

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

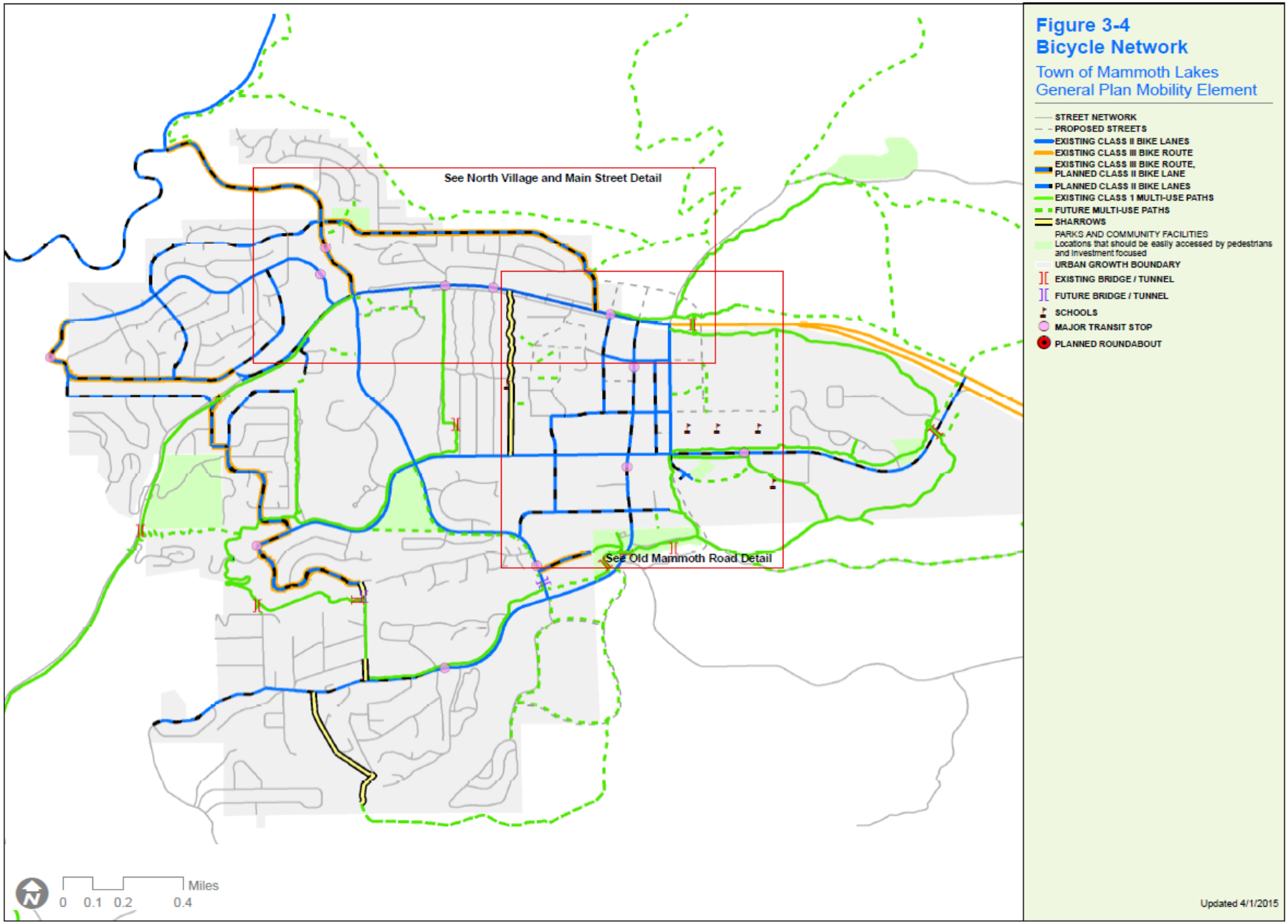
Additionally, secured long-term storage areas that accommodate all bicycle types should be provided within new residential developments. Bicycle parking should be more convenient than auto parking at all destinations. The Town and Mammoth Mountain are collaborating to identify bicycle storage areas and review the possible installation of bicycle repair and bicycle pump stations.

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

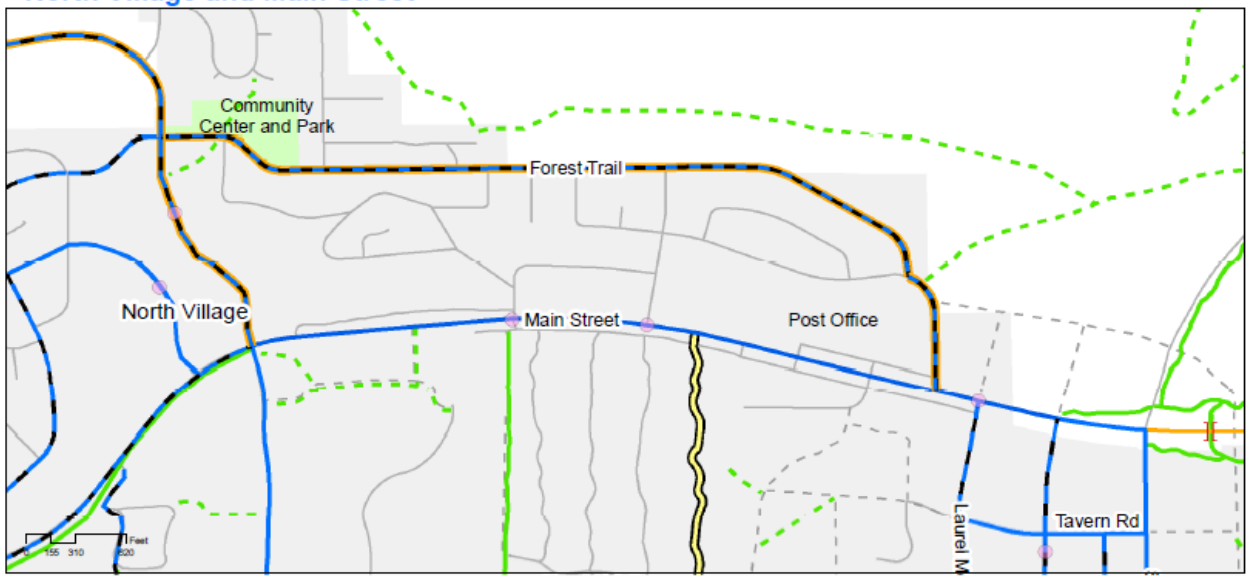
Bicycle Safety Concerns

The completion of the Lakes Basin Path provided the general public with 6.1 miles of multi-use path along Lake Mary Road, near campsites, and within the Inyo National Forest. The annual use continues to grow rapidly, as do safety concerns. First, sections of path within the Lakes Basin and paralleling Lake Mary Road from Twin Lakes to Town experience high bicycle speeds from downhill users, resulting in "close calls" and public complaints regarding user safety. Second, this same steep incline resulted in the introduction of electrical bicycles traveling at unreasonable uphill and downhill speeds. Reports of bicyclists being clipped, near misses, and users falling off their bicycles have been reported to Town staff. The Town restricts the use of electrical bicycles from all multi-use paths per state law.

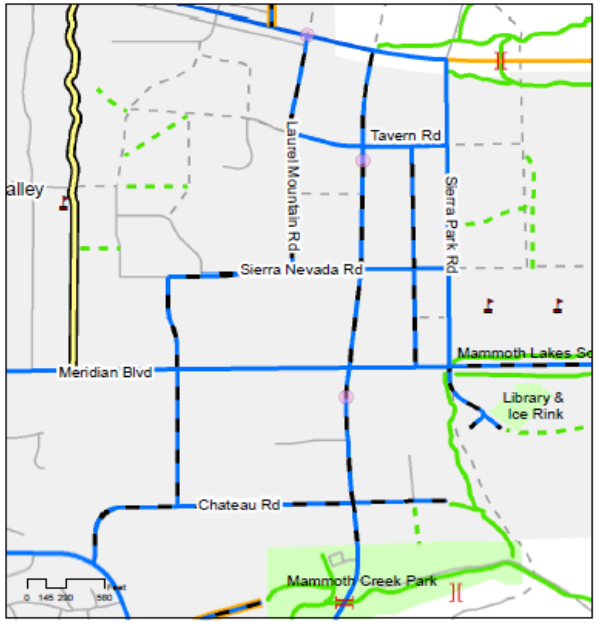
Recent legislation passed by the Department of Transportation requires a minimum three-foot separation between bike lanes or bicycle facilities along roadways. The additional separation will serve to preserve the safety of bicyclists and will be implemented as projects are constructed.


See North Village and Main Street Detail
See Old Mammoth Road Detail
Miles
0 0.1 0.2 0.4
Figure 3-4
Bicycle Network
Town of Mammoth Lakes
General Plan Mobility Element
STREET NETWORK
PROPOSED STREETS
EXISTING CLASS II BIKE LANES
EXISTING CLASS III BIKE ROUTE
EXISTING CLASS III BIKE ROUTE, PLANNED CLASS II BIKE LANE
PLANNED CLASS II BIKE LANES
EXISTING CLASS 1 MULTI-USE PATHS
FUTURE MULTI-USE PATHS
SHARROWS
PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused
URBAN GROWTH BOUNDARY
EXISTING BRIDGE / TUNNEL
FUTURE BRIDGE / TUNNEL
SCHOOLS
MAJOR TRANSIT STOP
PLANNED ROUNDABOUT
Updated 4/1/2015

North Village and Main Street



Old Mammoth Road



Lakes Basin

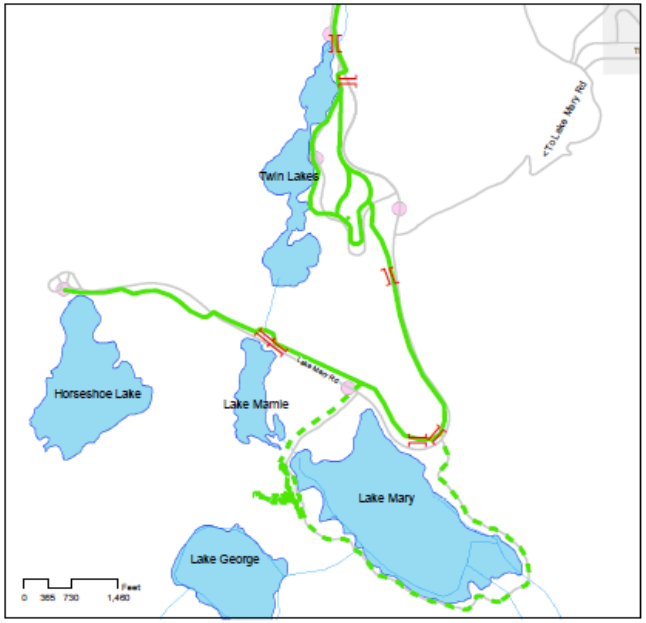


Figure 3-4
Bicycle Network
Town of Mammoth Lakes
General Plan Mobility Element

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

* Information on this map is for planning purposes only

Updated 4/1/2015

TABLE 3-2: BICYCLE FACILITY CLASSIFICATIONS

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

GOALS, POLICIES, AND ACTIONS: BICYCLE

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

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

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

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

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

Action M.10.1.4. Study the designation of bicycle improvements (i.e. multi-use paths, bike lanes, bike routes) on certain residential streets, as appropriate, to encourage bicycle travel.

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

Action M.10.1.6. Require major new commercial and residential development or redevelopment to provide covered and secure bicycle parking and shower and locker facilities for bicycle commuters as appropriate, or to assist in funding bicycle improvements in nearby locations. Facilities and the required number of bicycle spaces will be determined by the Town's Municipal Code, the Zoning Code, and the Greenbook.

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

Action M.10.1.8. Implement Main Street Plan bicycle improvements as recommended.

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

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

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

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

Action M.10.2.4. Install additional signage as necessary to denote bicycle lanes, routes, and areas where vehicles "share the road" with bicyclists and other users. "Reduce speed" and bicycle speed limits signage along steep sections of the multi-use path in the Lakes Basin.

Action M.10.2.5. Per California Vehicle Code §21760, a driver of a motor vehicle shall not overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator. The driver of a motor vehicle overtaking and passing a bicycle shall do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, visibility, and the surface and width of the highway. Therefore, the Town will maintain a minimum of three foot separation between bicycle traffic and vehicular traffic for paths adjacent to roadways.

Action M.10.2.6. Work with Caltrans to make State Route 203 within Town a complete street by providing improved bicycle facilities and improved safety, including the installation of bike lanes, pavement markings, signage, and crossings.

Action M.10.2.7. Restrict the use of all electrical bicycles on multi-use paths and trails, in accordance with California State Law banning electrical bicycles on bike/pedestrian paths.

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

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

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

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

Action M.11.1.1. Work with Mammoth Lakes Tourism, local businesses, Mammoth Unified School District, and local bicycling groups to provide information on safe bicycling and bicycle route selection. Prepare a public awareness campaign for individual and community benefits of using bicycles on a daily basis. Education programs directed at the schools will include relevant material by age group on an annual basis.

Action M.11.1.2. Work with local bicycle shops to provide educational materials to the public to reduce downhill bicycle speeds and stop use of electrical bikes on multi-use paths.

Action M.11.1.3. Continue to promote and support bicycle programs to increase bicycle safety awareness and encourage bicycle travel, such as "Bike-to-Work Day."

3.6 TRANSIT

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

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

THE TRANSIT NETWORK

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

ESTA also provides regional transit service that connects Mammoth Lakes to other cities in the Eastern Sierra, such as Lone Pine, Bishop and Lee Vining, as well as services reaching from Reno, Nevada in the north to Lancaster, California in the south, which join with other connections into the Los Angeles area. An express bus is offered between Bishop and Mammoth Lakes. ESTA also provides a seasonal service to and from June Mountain, originating from Mammoth Lakes, CA. ESTA also provides service, under contract with the USFS, to Reds Meadow Valley and the Devils Postpile National Monument. Additional regional transit information is provided in Section 3.9 of this chapter, including information about the Yosemite Area Regional Transportation System (YARTS).

Funding for the Town's transit service is primarily provided through Measure T, a 1.0% allocation of the Town's transient occupancy tax (TOT) that was approved by voters in 2006. Other funding sources include federal and state grants, as well as the Town's annual transit assessment applied to new multifamily and transient units. Improvements to the quality and scope of service will require increased funding or more efficient use of existing resources. The Town, MMSA, and ESTA continue to work closely together to explore potential methods of improving service, including the potential to consolidate all operations in Mammoth Lakes (including MMSA operations) under one entity.

Transit Network Graphic

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

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

Transit Stops

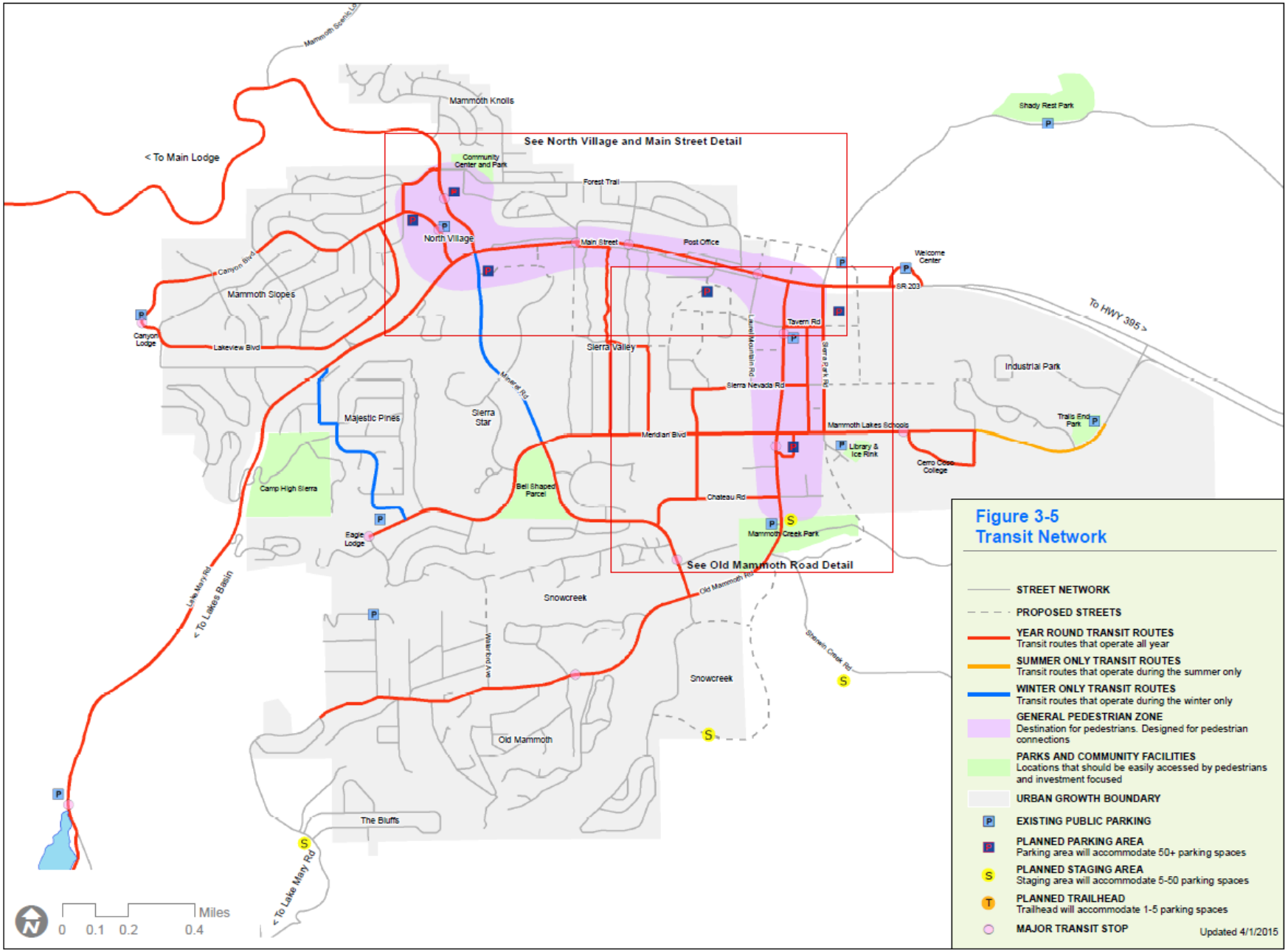
In general, most transit stops within Mammoth Lakes do not include transit shelters (or existing shelters are inadequate), suitable space for buses to pull out of the traffic lane for loading and unloading, or safe pedestrian access, particularly on Main Street.

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

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

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

In addition, the Eastern Sierra Transit Authority partnered with NextBus to provide real-time estimates for bus arrivals and the capacity for mobile device users to find the nearest bus shelter or transit stop. The NextBus Arrival information is made available through an internet connection to mobile devices such as smart phones, tablets and computers, allowing the user to input the desired route, direction, stop, and destination. The information is referenced on the ESTA website and may be accessed on the NextBus website.


Mammoth Knolls
See North Village and Main Street Detail
< To Main Lodge
Community Center and Park
Forest Trail
North Village
Main Street
Post Office
Welcome Center
SR 203
To HWY 395 >
Shady Rest Park
Canyon Blvd
Mammoth Slopes
Canyon Lodge
Lakeview Blvd
Tavern Rd
Laurel Mountain Rd
Sierra Park Rd
Sierra Valley
Industrial Park
Sierra Nevada Rd
Mineral Rd
Majestic Pines
Sierra Star
Meridian Blvd
Mammoth Lakes Schools
Trails End Park
Library & Ice Rink
Cerro Coso College
Camp High Sierra
Bell Shaped Parcel
Chateau Rd
Eagle Lodge
Mammoth Creek Park
See Old Mammoth Road Detail
Old Mammoth Rd
Lake Mary Rd
< To Lakes Basin
Snowcreek
Meadow Ln
Snowcreek
Sherwin Creek Rd
Old Mammoth
The Bluffs
< To Lake Mary Rd
Miles
0 0.1 0.2 0.4
Figure 3-5
Transit Network
STREET NETWORK
PROPOSED STREETS
YEAR ROUND TRANSIT ROUTES
Transit routes that operate all year
SUMMER ONLY TRANSIT ROUTES
Transit routes that operate during the summer only
WINTER ONLY TRANSIT ROUTES
Transit routes that operate during the winter only
GENERAL PEDESTRIAN ZONE
Destination for pedestrians. Designed for pedestrian connections
PARKS AND COMMUNITY FACILITIES
Locations that should be easily accessed by pedestrians and investment focused
URBAN GROWTH BOUNDARY
EXISTING PUBLIC PARKING
PLANNED PARKING AREA
Parking area will accommodate 50+ parking spaces
PLANNED STAGING AREA
Staging area will accommodate 5-50 parking spaces
PLANNED TRAILHEAD
Trailhead will accommodate 1-5 parking spaces
MAJOR TRANSIT STOP
Updated 4/1/2015

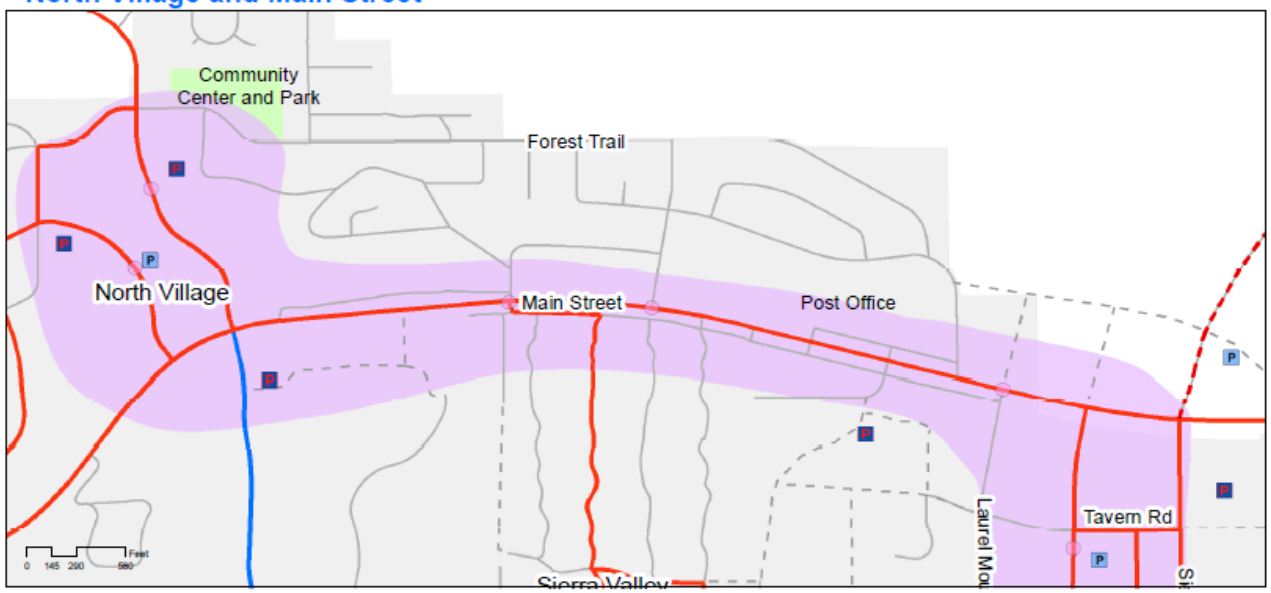


Figure 3-5
Transit Network
Town of Mammoth Lakes
General Plan Mobility Element

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

This figure is based on the Mammoth Lakes 2015 summer and 2015 winter transit maps.

* Information on this map is for planning purposes only

GOALS, POLICIES, AND ACTIONS: TRANSIT

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

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

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

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

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

Action M.12.1.3. Continue to collaborate with other agencies and organizations to achieve seamless transfers between systems, including scheduling between regional transit services, such as the Yosemite Area Regional Transportation System.

Action M.12.1.4. Work with Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to improve transit ridership data collection for use in evaluating transit priorities and investment areas.

Action M.12.1.5. Work with the Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to provide a flexible schedule for major events, special events, and seasonal changes.

Action M.12.1.6. Work with other agencies and organizations to explore implementation of rapid transit buses on key corridors or to key destinations.

Action M.12.1.7. Continue development of a transit center and secondary transit hubs to provide:

- Convenient transfer between different modes of transport and various regional providers,
- A safe, comfortable, and sheltered place to wait for public transit services, and
- A centralized location for transit information.

Action M.12.1.8. Expand or extend transit service to areas that are currently unserved or underserved by transit, including Mammoth Yosemite Airport, Shady Rest Park, and other areas as funding and demand allow.

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

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

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

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

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

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

Action M.12.3.3. Continue using real-time information systems so that passengers will know when their bus is expected to arrive.

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

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

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

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

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

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

3.7 PARKING

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

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

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

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

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

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

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

PARKING AND THE TRANSPORTATION NETWORK

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

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

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

New parking strategies may need to be considered, some of which have been incorporated in the Zoning Code Update. These include allowing in-lieu fees to support off-site parking spaces (parking district approach) and reduced parking ratios. The parking district approach may be funded through parking revenues and in-lieu fees and would result in districts that are responsible for building and maintaining surface lots or garages which are strategically located to benefit the largest amount of businesses. A

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

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

financing district may is an alternative solution to funding. The Main Street Plan also recommends that on-street parking spaces be considered for meeting on-site parking requirements, subject to use and location requirements.

GOALS, POLICIES, AND ACTIONS: PARKING

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

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

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

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

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

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

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

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

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

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

Policy M.15.2 Improve existing parking surfaces with an all-weather material to improve dust control, drainage and usability, where feasible. Other improvements include providing ADA-compliant parking spaces per the capacity requirements of the local business(es) or organization(s).

Policy M.15.3. Encourage new development to provide underground or understructure parking and discourage the development of surface parking through the application of incentives, disincentives, and parking adjustments as described in M.14.1.

Action M.15.3.1. Develop and implement understructure/underground parking incentives and surface parking disincentives through the Zoning Code and Public Works Standards.

Policy M.15.4. New parking facilities will comply with Town Design Guidelines and Public Works Standards and advance urban design principles by employing the following measures when feasible:

- Require all new surface parking to be located behind structures;
- Require new development to provide parking access from side-streets or mid-block connectors;
- Require new development to provide separated pedestrian routes through large surface parking lots to reduce conflicts with vehicles;
- Require all new parking to be shared and designed so that it is interconnected with adjacent parking facilities; and
- Require all new above-ground parking structures and surface parking to be screened by landscaping from adjacent public streets.
- Allow alternative parking strategies to be considered and implemented, including parking districts and use of on-street parking spaces, both of which would be subject to use and location requirements.

Action M.15.4.1. Develop and implement parking design standards through the Zoning Code and Public Works Standards.

Policy M.15.5. Require adequate on-site loading and unloading areas for lodging uses and other uses with intensive passenger drop-off demands, including the provision of adequate tour bus drop-off and staging.

Policy M.15.6. Require adequate delivery and loading areas for commercial projects and ensure that these activities do not impact access to surrounding streets or properties. This may include delivery and loading areas both in front of and behind structures.

3.8 TRANSPORTATION DEMAND MANAGEMENT

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

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

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

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

DEMAND MANAGEMENT AREAS

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

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

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

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

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

GOALS, POLICIES, AND ACTIONS: TRAVEL DEMAND MANAGEMENT

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

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

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

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

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

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

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

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

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

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

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

3.9 REGIONAL AND INTERREGIONAL TRANSPORTATION

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

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

REGIONAL AIR SERVICE

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

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

Because the demand for service to Mammoth Lakes continues to increase, it is possible that additional flights and destinations may be added in the future. As such, improvements to the airport, including a new passenger terminal, are planned in the near-

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

REGIONAL TRANSIT

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

YARTS operates on the east side typically between late May and October 1st (depending on the seasonal closure of Tioga Pass) and currently makes a single roundtrip run each day. In Mammoth Lakes, the YARTS shuttle stops are located at various lodging locations, as well as the Park and Ride lot on Old Mammoth Road. The YARTS service increases access to the park for locals and visitors and, to some extent, provides increased ability to make interregional connections across the Sierra Nevada.[8]

REGIONAL HIGHWAYS

The US 395 corridor serves as the primary vehicle corridor in the Eastern Sierra, providing regional connections between southern California and Reno, Nevada, as well as access to Mammoth Lakes. The highway serves residents, visitors, commuters, and businesses, and is a significant trucking route that has been designated as part of the National Truck Network on the National Highway System (NHS).[9]

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

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

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

GOALS, POLICIES, AND ACTIONS: REGIONAL AND INTERREGIONAL TRANSPORTATION

Goal M.18. Improve the regional transportation system.

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

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

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

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

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

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

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

3.10 CONCLUSIONS AND IMPLEMENTATION

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

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

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

Town of Mammoth Lakes
Community and Economic Development Dept.
Main Phone: 760-965-3630 • Fax: 760-934-7493
Location: 437 Old Mammoth Rd,
(Minaret Shopping Center) Mammoth Lakes, CA, 93546
Mailing Address: PO Box 1609, Mammoth Lakes, CA, 93546
www.townofmammothlakes.ca.gov

STATE OF CALIFORNIA)
COUNTY OF MONO) ss.
TOWN OF MAMMOTH LAKES)

I, JAMIE GRAY, Town Clerk of the Town of Mammoth Lakes, DO HEREBY CERTIFY under penalty of perjury that the foregoing is a true and correct copy of Resolution No. 16-68 adopted by the Town Council of the Town of Mammoth Lakes, California, at a meeting thereof held on the 7th day of December, 2016, by the following vote:

AYES:	Councilmember Fernie, Hoff, and Mayor Pro Tem Wentworth
NOES:	None
ABSENT:	Councilmember Sauser and Mayor Richardson
ABSTAIN:	None
DISQUALIFICATION:	None

Jamie Gray

JAMIE GRAY, Town Clerk