



Town of Mammoth Lakes Draft General Plan Mobility Element Appendices

September 6, 2011



APPENDICES

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Appendix A: Community Engagement Materials and Public Comments

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MOBILITY ELEMENT COMMUNITY ENGAGEMENT OVERVIEW

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 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 Neighborhood District Planning (NDP) processes, in which a substantial amount of transportation related public input was received and analyzed, there were also many additional opportunities for the public to provide input on transportation and mobility specifically related to the preparation of the Mobility Element. These opportunities 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.

Workshops, Open-House, and “Roadshow” Trolley Tours

The workshops, open house, and trolley tours were held between Thursday, July 16 and Saturday, July 18, 2009 and were facilitated by Town staff. In advance of the events, a “briefing packet” was developed and available to the public to download from the Town’s website or to pick up at the Town offices. The “briefing packet” was developed to provide background information and to establish a frame of reference for the events. A copy of the “briefing packet” is provided in this Appendix.

A series of detailed maps were also created and presented for discussion and comment at the workshops and open house. The maps provided information about existing, near-term (under construction, funded, and/or designed), and recommended infrastructure (from previous planning efforts such as NDPs, 2009 Draft Trail System Master Plan, and the 2006 Physical Development and Mobility Study). Copies of the maps are provided in this Appendix.



Detailed maps were presented for discussion and comments at the workshops and open house.

The workshops were designed to solicit public input on a variety of transportation topics, including multimodal infrastructure, safety, and accessibility. Topics discussed at the workshops were organized as follows:

- **Workshop 1: Multimodal Mobility** – Topics included an introduction and interactive discussion of multimodal principles and practices that are applicable in Mammoth Lakes. Participants discussed pedestrian, bicycle, transit, and parking issues, concerns, ideas, and needs.
- **Workshop 2: Community Safety and Mobility** – Topics included a discussion of public safety related mobility issues, including emergency response, snow management, and accident prevention.



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



Written comments were recorded on map and were used to develop the Mobility Element.

The two “roadshow” trolley tours took participants on an hour long tour of the major transportation corridors in Mammoth Lakes (Main Street, Old Mammoth Road, and the North Village). On the tours, participants viewed and discussed recent and near-term capital improvement projects, safe routes to school projects, multimodal infrastructure “gaps,” and other safety and mobility issues.



“Roadshow” Trolley Tours gave participants the opportunity to discuss transportation issues and needs in the field.

Public input and comments were recorded by note takers who documented the round –table discussions during the workshops and on the trolley tours. Written comments were also recorded by participants in their briefing packets and on the maps during the workshops and open house. Discussion notes and a summary table of written comments are provided in this Appendix.

Overall, the public events received moderate attendance: workshop 1 was attended by 22 people, workshop 2 by 21 people, and the open house by 29 people, for a total of 72. However, many of these attendees came to more than one of the events. While the events had limited attendance, the public input received was valuable in terms of identifying key mobility issues and problem areas, as well as identifying potential solutions and priorities to incorporate into the Mobility Element.

Internet-Based Transportation Survey

As part of the public participation process, the Town developed and initiated an online transportation survey to gather information about the transportation choices, preferences, and patterns of Mammoth Lakes’ residents, visitors, business owners, and workers. The online survey was launched on July 2, 2010 and was available for approximately 30 days.

The survey was primarily focused on the Main Street District and included questions related to travel to, from, and within the District. The survey included a total of 47 questions; however, because the survey was logic-based (questions would change depending on how the previous question was answered), no individual participant was given all 47 questions. Approximately 144 people completed the survey and the information gathered has been used in the preparation of the Mobility Element. A copy of the survey, including the results and a flowchart illustrating the survey logic design is included in this Appendix.

Promotion and Advertising

Extensive promotion and advertising of all public participation opportunities was conducted in order to reach a broad and diverse cross section of the community. A community engagement plan was created and implemented by the Town in partnership with MLTPA (Appendix B of the Technical Appendices). The following is a summary of the promotion and advertising methods that were used to advertise the public workshops, open house, and trolley tours:

- **TV Advertisements:** A 30-second television commercial was developed and run on Mammoth Channel 72 and Sierra Wave/Channel 33 between July 8 and July 18, 2009.
- **Radio Advertisements:** A 30-second radio commercial was developed and run on three local radio stations between July 8 and July 18, 2009. Additionally, a radio interview with the Chair of the Mobility Commission occurred on July 10, 2009.
- **Newspaper Advertisements:** A series of print advertisements were included in the Sheet and the Mammoth Times between the week of June 22 and the week of July 13, 2009.
- **Flyers:** An 11x17 color flyer was designed and posted throughout the community, including at local businesses, transit stops, and other public spaces.
- **Town Manger’s Friday Update:** An announcement was included in the “Friday Update” between June 5 and July 17, 2009.

- **Stu's News:** A brief announcement was included in Stu's News between June 11 and July 17, 2009.
- **Calendar Postings:** The events were posted on the Events Calendar on the Town of Mammoth Lakes' website and Visitmammoth.com website.
- **Email Distribution:** Flyers and other event details were distributed out via email. Emails were distributed to Town staff, Commissions, and other stakeholders, including MLTPA's email lists.
- **Town Council and Commission Attendance:** Brief announcements were made at meetings of the Town Council, Planning Commission, Mobility Commission, Airport Commission, and Tourism and Recreation Commission leading up to the events.
- **Community Meeting Attendance:** Brief announcements were made local community organization meetings such as the Lion's Club, Rotary, Chamber of Commerce, and other organization deemed appropriate.



Event flyer and newspaper advertisement used to publicize the public mobility events.

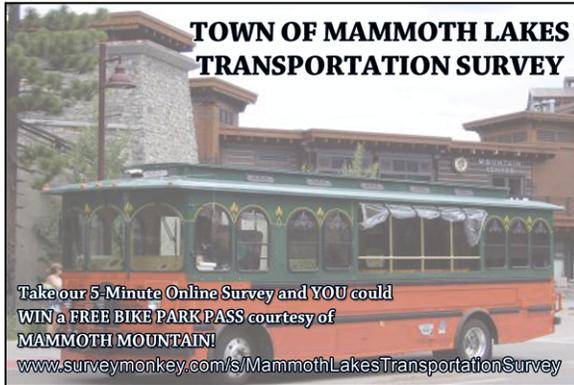
Public Meeting Announcement Schedule

- June 3, 2009: Town Council*
- June 10, 2009: Planning Commission*
- June 17, 2009: Town Council*
- June 23, 2009: Chamber of Commerce*
- June 24, 2009: Airport Commission*
- June 25, 2009: Noon Rotary*
- July 1, 2009: Morning Rotary, Lions Club, Town Council*
- July 8, 2009: Planning Commission*
- July 9, 2009: Area Governments, Tourism and Recreation Commission*
- July 15, 2009: Town Council*

Promotion and advertising of the internet-based transportation survey was conducted in a variety of ways. Additionally, to incentivize participation in the survey, Mammoth Mountain Ski Area generously donated a Bike Park season pass to be given away to one, randomly selected participant. The following methods of advertisement were used:

- **Postcard Mailings:** Postcards advertising the internet survey were mailed to all property owners within the Main Street District. Postcards were also distributed to businesses on Main Street and Old Mammoth Road.
- **Town Manager's Friday Update:** An announcement was included in the July 23, 2010 "Friday Update."
- **Stu's News:** A brief announcement was included in the July 23, 2010 Stu's News.

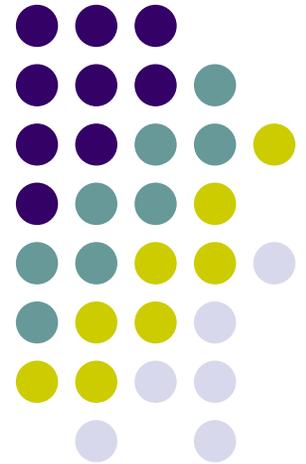
- **Website Announcement:** Information about the survey was posted on the Town of Mammoth Lakes’ website.
- **Email Distribution:** Information about the survey was distributed to Town staff and Commissions.



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

Mobility Plan Briefing Packet Cafés 1 and 2

Town of Mammoth Lakes
Mobility Plan
July 2009





PUBLIC WORKS DEPARTMENT
P.O. BOX 1609, MAMMOTH LAKES, CA 93546
(760) 934-8989 ext.257, fax (760) 934-8608
email: rjarvis@ci.mammoth-lakes.ca.us

DATE: JULY 16, 2009
TO: TOWN OF MAMMOTH LAKES PUBLIC PARTICIPANTS
FROM: RAY JARVIS, PUBLIC WORKS DIRECTOR
RE: TOWN OF MAMMOTH LAKES MOBILITY PLAN

Thank you for your participation in the Town of Mammoth Lakes Mobility Plan community planning events! The Town of Mammoth Lakes Mobility Plan will enable Mammoth Lakes to realize the Vision and Goals outlined in the 2007 General Plan Mobility Element. It aims to achieve a progressive and integrated multi-modal transportation system, one that serves the various needs of residents, employees and visitors in a way that is connected, accessible, uncongested and safe with emphasis on feet first, public transportation second, and car last.

Your input will be used to develop the Town's Mobility Plan, including a series of recommendations for future development of transportation infrastructure to serve all modes of travel: pedestrian, bicycle, transit, and vehicle. The plan will also address community transportation issues such as parking, snow management, traffic calming, and emergency response.

Hearing your input is necessary in order to produce a plan that meets the needs and reflects the values of the community. Thank you for your interest and participation in the development of the Town of Mammoth Lakes Mobility Plan. We look forward to your input in this very important planning effort.

If you would like to stay informed about the Town's progress on the Mobility Plan, please contact Jessica Morriss at Jmorriss@ci.mammoth-lakes.ca.us or (760) 934-8989 x 225 to be added to our contact list.

Sincerely,

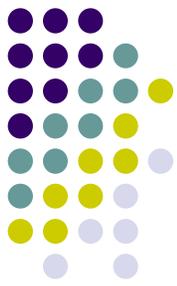
Ray Jarvis, Public Works Director

What is the Mobility Plan? What Will it Do? Who is it for?



- ***The established goals, policies, and actions of the General Plan Mobility Element will be further articulated and defined through the Mobility Plan, which will serve as the implementation document for the General Plan Mobility Element.***
- ***An adopted Mobility Plan will provide a cohesive program of transportation system improvements and recommendations that will assist both the development community and Town Staff in planning transportation projects, with an emphasis on “feet first” travel.***
- ***The Mobility Plan will address all modes of transportation in Mammoth Lakes, such as pedestrian, bicycle, transit, trails, roads, and air service. The plan will also speak to transportation issues related to parking, safety, wayfinding, signage, and operations and maintenance.***

How is the Mobility Plan different from the Draft Trail System Master Plan?



The Mobility Plan is intended to further previous Town transportation planning efforts, including the extensive effort performed during the preparation of the Town of Mammoth Lakes Draft Trail System Master Plan (DTSMP), completed in February 2009.

Mobility Plan

- *Planning Area – Inside of the Urban Growth Boundary*
- *Primary focus is multi-modal transportation and circulation in town*
- *Considers transportation to and from all types of activity nodes: employment, shopping, recreation, etc.*
- *Focused on all aspects of transportation: pedestrian, bicycle, trails, transit, parking, roads, snow management, maintenance, air service, etc.*

Draft Trail System Master Plan (DTSMP)

- *Planning Area – Inside and Outside of the Urban Growth Boundary*
- *Primary focus is trail system connectivity and access to recreation*
- *Considers transportation to and from recreation nodes and providing facilities that will improve access to trails*
- *Focused mostly on trails, but also discussed pedestrian, bicycle and transit connections to recreation*

The Mobility Plan will not repeat or reproduce the DTSMP work effort, rather the DTSMP will be used as a reference document for the Mobility Plan as it relates to trail connectivity and integration with the in-town transportation system.

While the DTSMP was focused primarily on trail connectivity and recreation access, significant public feedback was received about the in-town transportation system, particularly about sidewalks, bicycle facilities and snow management. All of this public input will be used in the preparation of the Mobility Plan.

Mobility Plan, District Planning, and Creating a Destination Resort Community



The Destination Resort Community and Economic Development Strategy (DRCEDS) identifies ten (10) high level initiatives on which the Town should focus its resources in order to become a destination resort, a goal established in the 2007 General Plan. One of the ten initiatives is to focus on providing feet-first mobility improvements and to complete the Town’s Mobility Plan.

The Mobility Plan will consider and analyze the transportation system from a Town-wide and District level perspective, with a focus on the four key districts identified in the Destination Resort Community and Economic Development Strategy (DRCEDS), some of which have a complete District Plan/Study and some that do not:

District	District Plan or Study Complete?
North Village – visitor-oriented entertainment retail district	Yes “North Village Neighborhood District Planning Study”
Main Street – mixed-use corridor connecting the North Village and Town Center Districts	No
Town Center – local and visitor-oriented mixed-use district centered around North Old Mammoth Road	Yes “North Old Mammoth Road District Special Study”
The Great Park – centered around Mammoth Creek Park, Hayden Cabin, and Sherwin Meadows areas	No “Draft East Open Space Stream Corridor Study”

Completion of the Mobility Plan and District Plans will further the Town’s transportation and economic sustainability goals.

Town of Mammoth Lakes General Plan

General Plan Mobility Element Goals



- M.1. Develop and implement a townwide **way-finding** system.*
- M.2. Improve regional transportation system.*
- M.3. Emphasize **feet first, public transportation second, and car last** in planning the community transportation system while still meeting Level of Service standards.*
- M.4. Encourage feet first by providing a linked **year-round recreational and commuter trail system** that is safe and comprehensive.*
- M.5. Provide a year-round local public **transit system that is convenient and efficient.***
- M.6. Encourage alternative transportation and improve **pedestrian mobility** by developing a comprehensive **parking management** strategy.*
- M.7. Maintain and improve **safe and efficient** movement of people, traffic, and goods in a manner consistent with the feet first initiative.*
- M.8. Enhance **small town community character** through the design of the transportation system.*
- M.9. Improve snow and ice management.*

Mobility Plan Vision Statement



“The Town of Mammoth Lakes Mobility Plan will enable Mammoth Lakes to realize the Vision and Goals outlined in the 2007 General Plan Mobility Element.

It aims to achieve a progressive and integrated multi-modal transportation system, one that serves the various needs of residents, employees and visitors in a way that is connected, accessible, uncongested and safe with emphasis on feet first, public transportation second, and car last.”

Mobility Plan Guiding Principles



- **Feet First Community:** Create an accessible and connected multi-modal transportation system that encourages feet first mobility while meeting the needs of the community.
- **Partnerships and Cooperation:** Cooperation and partnership among stakeholders is necessary to achieve mobility goals. Stakeholders include residents, visitors, user groups, businesses, and government agencies.
- **Community Character and Design:** Create a multi-modal transportation system that is consistent with community character and design goals.
- **Environmental Stewardship:** The creation of a multi-modal transportation system that encourages feet first mobility shall be balanced with a respect for the natural environment.
- **Community Engagement:** Community input and involvement in the planning process is imperative to the development of a multi-modal transportation system that meets the needs of the community.
- **Sustainable Economics:** Develop financing strategies that allocate the cost of multi-modal transportation system improvements appropriately and identify a variety of funding sources.

Mobility Improvement Measures



- *Increasing and improving available transportation options*
- *Providing incentives to change travel mode, time or destination*
- *Land use planning that reinforces feet first and improves mobility*
- *Connecting sidewalks and trails to transit, parking facilities, and parks year-round to provide a better experience*
- *Parking facilities that encourage people to walk, bike or use transit*
- *Future streets located to create flexibility of movement and provide multiple access routes to improve access for emergency, delivery, service, public and private vehicles*
- *Traffic calming and control measures*



Steps to Achieving a Better Mobility System



Public Input and Feedback

(community needs, ideas, recommendations, and priorities)



Planning and Policy Reforms (MOBILITY PLAN)

(increased support for Travel Demand Management programs, changes to land use planning practices, changes to transportation planning practices, increased funding for alternative transportation, etc.)



Changes Travel Options and Incentives

(improved walking and cycling conditions, improved transit, more compact and mixed use development, increased connectivity, etc.)



Travel Changes

(community shifts in travel mode, route, time, destination and frequency)

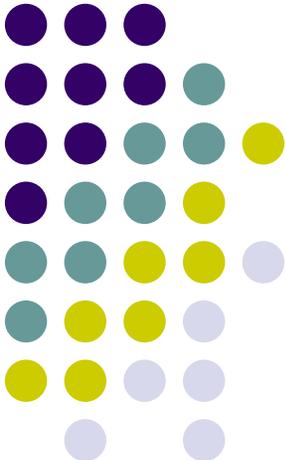


Outcomes

(reduced traffic congestion, road and parking facility cost savings, accident reductions, energy conservation, pollution emission reductions, improved mobility for non-drivers, etc.)

Multi-Modal Mobility Café #1

Town of Mammoth Lakes
Mobility Plan
July 16, 2009



Pedestrian Mobility

Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive. (General Plan Goal M.4.)



Pedestrian Mobility Objectives:

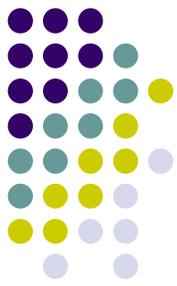
- Improve the connectivity of the pedestrian network
- Improve accessibility for all users
- Provide safe street crossings
- Provide a comfortable and appealing pedestrian environment
- Improve pedestrian access to transit
- Create a walkable town center
- Promote and encourage walking
- Maintain the pedestrian system and provide year-round access
- Improve funding and implementation of pedestrian projects



Pedestrian Mobility Strategies:

- Continue building safe routes to schools
- Construct mid-block connectors that break up “super blocks”
- Prioritize closing existing pedestrian network gaps
- Construct sidewalks with adequate separation from vehicles
- Safe and glare-free lighting
- Implement way-finding
- Sidewalks connect to transit stops and shelters
- Provide trash receptacles and benches
- Remove snow on priority pedestrian corridors
- Consider expanded use of Benefit Assessment Districts for maintenance and snow removal

Pedestrian Mobility



What the Community Has Said

- Main Street gap is the key missing link in the Main Path Loop. ³
- Main Street is not pedestrian accessible and is dangerous. ^{1,2,3}
- Main Street and Minaret Road intersection is not pedestrian friendly. ³
- Main Path Loop should be completed. ³
- Increased pedestrian connectivity in town center is important. ^{2,3}
- Major streets should have sidewalks on both sides. ³
- Sidewalks and Paths are not usable year-round. ^{1,2,3}
- Sidewalks and Paths should have more separation from vehicle travel lanes. ^{2,3}
- Creating safe routes to schools is a high priority. ^{1,2}
- Neighborhood pedestrian connectivity should be improved. ¹
- Connectivity between sidewalks, trails, and transit should be improved. ^{2,3}
- Street Crossings should be consistent and well-lit. ^{1,2,3}
- Signage and wayfinding should be improved. ^{1,2}
- Streetscaping and pedestrian furnishings should be provided. ¹



Reference Documents:

¹ 2006 Mobility Report

² 2007 Mobility Café
Town of Mammoth Lakes General Plan

³ 2008 Trail System Master Plan

Pedestrian Mobility



The pedestrian infrastructure graphic depicts existing, near-term, and planned or recommended pedestrian facilities, including sidewalks, Multi-Use Paths (MUPs) and tunnel under-crossings. Planned and/or recommended facilities have been referenced from previous plans, studies, and workshops.

On the graphic, please mark or draw 3 pedestrian connections that you think are the most important to improving pedestrian mobility in town. Then, write those 3 connections in the space provided below:

Circle One	On or Near (Street/Road)	From (Street/Road)	To (Street/Road)
1. Sidewalk or Multi-Use Path	_____	_____	_____
2. Sidewalk or Multi-Use Path	_____	_____	_____
3. Sidewalk or Multi-Use Path	_____	_____	_____

Please Rank the following options, starting with #1 indicating the “highest” priority.

Pedestrian facility improvements and connectivity should be prioritized as follows in the Districts below:

- _____ North Village District
- _____ Main Street District
- _____ Old Mammoth Road Commercial District
- _____ Snowcreek District
- _____ Other _____

Pedestrian facility improvements and connectivity should be prioritized as follows:

- _____ Safe Routes To School
- _____ Access to Transit Stops
- _____ In Commercial / Employment / Entertainment Areas
- _____ In Neighborhoods (specify _____)
- _____ To Recreational / Trailhead / Park Areas
- _____ Other _____

Additional Comments:

Bicycle Mobility

Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive. (General Plan Goal M.4.)



Bicycle Mobility Objectives:

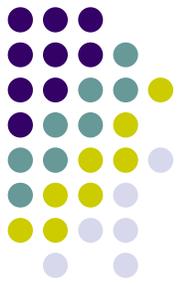
- Improve the connectivity of the bicycle network
- Improve bicycle facility safety
- Improve bicyclist access to transit
- Promote and encourage bicycling
- Facilitate year-round bicycle commuting
- Improve funding and implementation of bicycle facility projects



Bicycle Mobility Strategies:

- Provide bike racks at key locations, including commercial areas
- Provide safe and secure bike racks and storage
- Emphasize use of collector and local streets for bicycle facilities
- Link bike lanes, routes, and racks with transit
- Provide additional signage and street striping denoting bike lanes and routes
- Include bicycle parking standards as part of Municipal Code parking code
- Reduce use of bicycle routes and lanes for snow storage

Bicycle Mobility



What the Community Has Said

- More bike racks and storage should be available at key locations. ^{2,3}
- Old Mammoth Road and Main Street are key gaps in bicycle connectivity. ¹
- Bicycle facilities should be provided to connect to Crowley, Devils Postpile, and the Scenic Loop to Mammoth Lakes. ¹
- Bicycle facilities and Paths should have more separation from vehicle travel lanes. ^{2,3}
- Bicycle facilities are typically used for snow storage, limiting winter accessibility. ^{1,3}
- More bicycle facility signage should be provided (Share the Road, Bike Lane, Bike Route). ³
- Improve access to mountain biking portals. ³



Reference Documents:

¹ 2006 Mobility Report

² 2007 Mobility Café

³ 2008 Trail System Master Plan

Town of Mammoth Lakes General Plan

Bicycle Mobility



The bicycle infrastructure graphic depicts existing, near-term, and planned or recommended bicycle facilities, including bike lanes, bike routes, Multi-Use Paths (MUPs), and tunnel under-crossings. Planned and/or recommended facilities have been referenced from previous plans, studies, and workshops.

On the graphic, please mark or draw 3 bicycle connections that you think are the most important to improving bicycle circulation in town. Then, write those 3 connections in the space provided below:

	On or Near (Street/Road)	From (Street/Road)	To (Street/Road)
1. Bike-Lane/Route or Multi-Use Path	_____	_____	_____
2. Bike-Lane/Route or Multi-Use Path	_____	_____	_____
3. Bike-Lane/Route or Multi-Use Path	_____	_____	_____

Also, on the graphic, please mark or draw 3 locations where bike racks/storage should be placed. Then, write those 3 locations in the space provided: _____

Please Rank the following options, with #1 indicating the “highest” priority.

Bicycle facility improvements such as bicycle racks and/or storage should be provided in the following locations and prioritized as follows:

- _____ At Transit Stops
- _____ At Commercial / Employment / Entertainment Areas
- _____ At Lodging / Visitor Areas
- _____ At Recreational / Trailhead / Park Areas
- _____ Other

Additional Comments:

Transit System Mobility

Provide a year-round local public transit system that is convenient and efficient. (General Plan Goal M.5.)



Transit System Objectives:

- Expand and increase the reliability of transit service
- Improve and add transit infrastructure, including shelters and roadway turnouts
- Promote and encourage transit use
- Improve year-round access to transit
- Improve funding and implementation of transit expansion projects

Transit System Strategies:

- Continue work with the Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to improve the existing transit system
- Regularly update transit plan
- Improve access to transit stops through construction of sidewalks, paths, and bicycle facilities
- Require new development to provide transit facility improvements
- Consider locating bicycle racks at transit stops
- Encourage use of Park N' Ride facility in conjunction with transit
- Develop transit performance standards
- Prepare an annual transit user needs assessment
- Continue to improve transit maps, signage, and other information



Town of Mammoth Lakes General Plan

Transit System Mobility



What the Community Has Said



- Transit should be more reliable. ²
- Ski Shuttles are too crowded during peak season. ^{1,2}
- Transit should be improved and extended. ²
- Transit should serve neighborhoods. ^{1,2,3}
- Transit should be more coordinated with the Main Path Loop. ³
- Providing transit turnouts and shelters on Main Street should be a high priority. ^{1,3}
- Turnouts and shelters should be improved and added. ^{1,3}
- Pedestrian access to transit stops should be improved and should be accessible year-round. ^{1,3}
- Transit does not accommodate skier and snowboarder equipment. ¹
- Signage should be consistent. ²
- Schedules should be clearer and more widely available. ²
- Real-time “next bus” information should be provided. ³
- Expansion of gondola system should be considered. ²

Reference Documents:

¹ 2006 Mobility Report

² 2007 Mobility Café

³ Town of Mammoth Lakes General Plan

³ 2008 Trail System Master Plan

Transit System Mobility



The transit graphics depict existing Summer and Winter transit routes and stops. A 500 foot walking distance is also depicted for each transit stop.

On the graphic, please mark or draw 3 areas that you feel need improved or additional transit service. This may include new areas of service, an increase in existing service, or improvements to transit facilities (shelters, turnouts, etc.). Then, write a brief description of those 3 transit needs and locations in the space provided:

1. _____
2. _____
3. _____

Please Rank the following options, with #1 indicating the “highest” priority.

Transit service and/or facilities should be improved and prioritized as follows:

- _____ Expand Service (transit goes to additional areas of town)
- _____ Increase Existing Service (Increased frequency or more buses on existing routes)
- _____ Improve or Add Transit Facilities (shelters and/or turnouts)

Additional Comments:



Parking Management

Encourage alternative transportation and improve pedestrian mobility by developing a comprehensive parking management strategy. (General Plan Goal M.6.)

Parking Management Objectives:

- Reduce the amount of land dedicated to surface parking lots through flexible and efficient parking strategies
- Strategically locate public parking facilities
- Conduct a thorough review of parking needs
- Improve funding and implementation of parking management strategies



Town of Mammoth Lakes General Plan

Parking Management Strategies:

- Further parking management strategies, including shared-parking, in lieu fees, off-site parking, and on-street parking
- Encourage “park once” concepts
- Provide tour bus parking
- Link parking, transit, and other modes
- Encourage use of Park N’ Ride facility in conjunction with transit
- Discourage “strip commercial” type of development with surface parking
- Include bicycle parking standards as part of Municipal Code parking code
- Update Municipal Code parking standards

Parking Management



What the Community Has Said

- Inadequate parking in the North Village, Old Mammoth Road, and Main Street. ¹
- Convenient on-street parking for businesses is not available. ¹
- No overnight public parking available. ¹
- Inadequate ski area parking. ¹
- Inadequate trailhead parking. ^{1,3}
- Park n' Ride lot is underutilized. ¹
- Provide additional parking for snowmobilers at Shady Rest. ³
- Parking garage construction is very expensive. ¹



Reference Documents:

¹ 2006 Mobility Report

² 2007 Mobility Café

³ 2008 Trail System Master Plan

Parking Management



The parking graphic depicts existing parking areas and planned & recommended parking areas, including potential parking structures, surface lots, and trailhead or staging areas for recreation access. A 500 and 1000 foot walking distance is also depicted.

On the graphic, please mark or draw 3 areas that you feel need improved or additional parking. This may include parking structures, surface lots, and trailhead parking or staging. Then, write a brief description of those 3 parking needs and locations in the space provided:

1. _____
2. _____
3. _____

Please Rank the following options, starting with #1 indicating the “highest” priority.

Parking management and/or additional parking should be prioritized as follows in the Districts below:

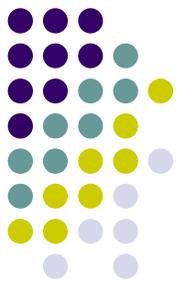
- _____ North Village District
- _____ Main Street District
- _____ Old Mammoth Road Commercial District
- _____ Other _____

Through which strategies do you feel parking can be better managed in Mammoth Lakes? Rank the following:

- _____ Additional On-Street Parking
- _____ Shared Parking Facilities and Agreements
- _____ Park N’ Ride Facilities Coordinated with Transit
- _____ Other _____

Additional Comments:

In-Town Gondola (Conceptual)



*Reduce automobile trips by promoting and facilitating: walking, bicycling, local and regional transit, innovative parking management, **gondolas and trams**, employer-based trip reduction programs, alternate work schedules, telecommuting, ride-share programs, and cross-country skiing and snowshoeing. (General Plan Policy M.3.B.)*

In-Town Gondola Objectives:

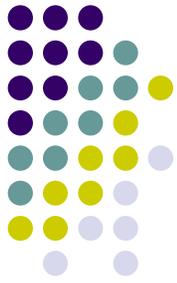
- Alternative transportation option serving both residents and guests
- Enclosed gondola cars are “all-weather” and can move people and their belongings (strollers, recreation equipment, etc.)
- Move riders to/from major activity areas in town, including recreation, shopping, employment, and other locations
- Reduce automobile traffic and vehicle miles traveled
- Reduce parking demand at ski area portals and other locations in-town

In-Town Gondola Strategies:

- Could potentially construct in phases with available funding
- Gondola extension from the North Village to Main Street, Old Mammoth Road, Meridian, and Eagle Lodge area
- Strategically located gondola stations linked with parking and transit
- Serve workforce neighborhoods



In-Town Gondola (Conceptual)



The gondola graphic is a conceptual drawing of an in-town gondola route that could move riders from town to the ski area and other locations. A gondola could extend into town from the existing Village Gondola, as well as provide a connection to the existing ski lifts at Eagle Lodge.

Do you think that an in-town gondola system would benefit the community? Why or why not?

The graphic currently shows the following conceptual gondola route, which could be constructed in 3 phases. Please Rank the following segments in terms of phasing priority, with #1 indicating the “highest” priority:

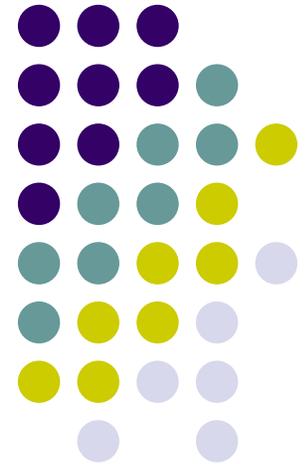
- _____ **Main Street** – from the North Village to Old Mammoth Road
- _____ **Old Mammoth Road** – from Main Street to Meridian Boulevard
- _____ **Meridian Boulevard** – from Eagle Lodge to Old Mammoth Road

On the graphic, please mark or draw any *additional* areas of town that you think may benefit from a gondola connection. Then, write those areas in the space provided:

Additional Comments:

Community Safety and Mobility Café #2

Town of Mammoth Lakes
Mobility Plan
July 17, 2009



Street Connectivity, Traffic Congestion, and Emergency Response



Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative. (General Plan Goal M.7.)

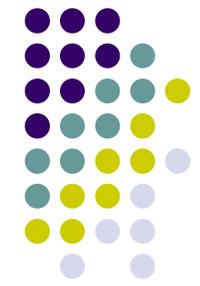
Street Connectivity, Traffic Congestion, and Emergency Response Objectives:

- Locate future streets to create flexibility of movement and provide multiple access routes to improve access for emergency, delivery, service, public and private vehicles
- Provide an interconnected street network that disperses traffic, reduces connection and improves emergency access
- Create a functional hierarchy of arterial, collector, and local streets and rights-of-way including mid-block connectors
- Maintain a Level of Service D or better at intersections along arterial and collector roads
- Implement “Complete Streets” concepts to design and construct streets that serve all users, including vehicles, pedestrians, bicyclists, and transit

Street Connectivity, Traffic Congestion, and Emergency Response Strategies:

- Plan new and/or reroute existing streets and circulation facilities where required by new development to achieve circulation objectives
- Development shall dedicate, design, and construct internal and adjacent streets, sidewalks and trails to Town Standards
- Improve substandard streets to Town Standards
- Annually review and update the Town’s Capital Improvement Program
- Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts

Street Connectivity, Traffic Congestion, and Emergency Response

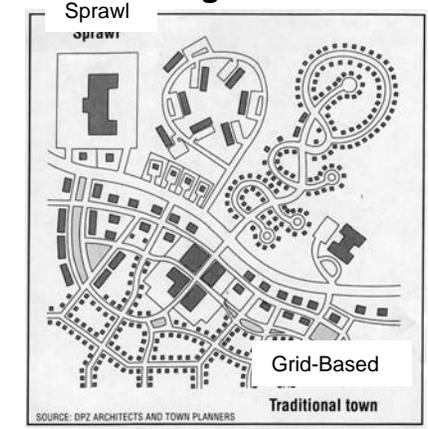
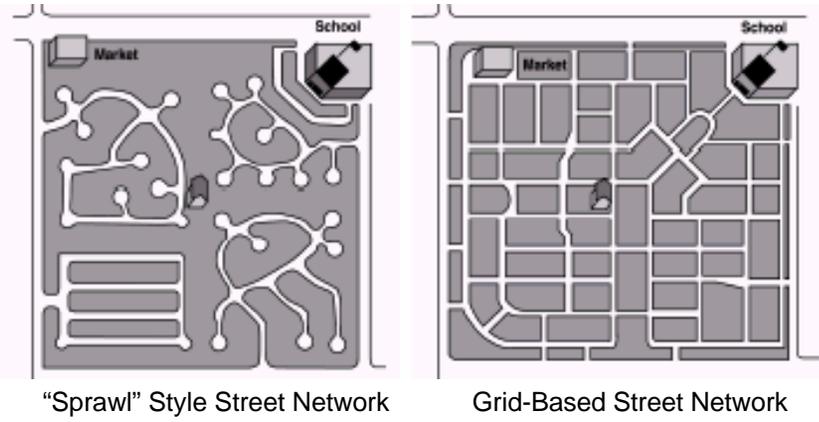


A connected street network that is comprised of a grid system of compact blocks creates multiple routes and access opportunities for drivers, pedestrians, bicyclists, and deliveries. This not only can improve emergency response abilities, but also helps to disperse traffic and reduce congestion.

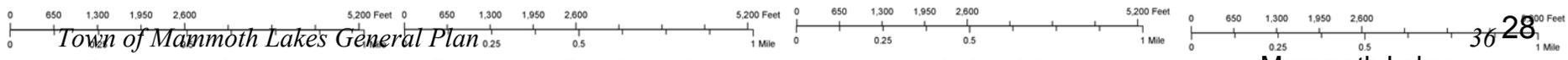
The figures below illustrate the differences between a suburban “sprawl” style street network and a more traditional grid-based street network.

Figure 1

Figure 2

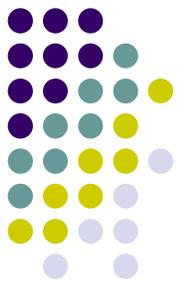


The figures below represent grid-based street networks vs. Mammoth Lakes’ street network.



Town of Mammoth Lakes General Plan
Downtown Aspen Downtown Breckenridge San Luis Obispo Mammoth Lakes

Street Connectivity, Traffic Congestion, and Emergency Response



What the Community Has Said

- “Superblocks” focus emergency service vehicles, transit, cross-town, neighborhood, business, and service deliveries on only a few streets (especially Old Mammoth Road). ¹
- Streets are not interconnected, which causes circuitous travel. ¹
- Old Mammoth Road, Main Street, and Minaret through the North Village is too congested. ^{1,2,3}
- Emergency access is limited by: narrow roadways, tight turning radii, and blind-spots created by snow berms. ¹
- Too many driveways (curbcuts) reduces snow storage, impedes through traffic, and creates pedestrian conflicts. ¹
- Vehicle and pedestrian conflicts are common in: North Village, Main Street, Old Mammoth Road, Sierra Park Road. ¹
- Signage and wayfinding should be improved. ^{1,3}
- Speeding in neighborhoods and other in-town locations should be addressed. ¹
- Traffic Calming in neighborhoods should be provided. ¹
- Unpaved and substandard roadways are a safety issue. ¹



Reference Documents:

¹ 2006 Mobility Report

² 2007 Mobility Café

³ Town of Mammoth Lakes General Plan

³ 2008 Trail System Master Plan

Street Connectivity, Traffic Congestion, and Emergency Response



The street connectivity, traffic congestion, and emergency response graphic depicts streets and intersections in Mammoth Lakes that the community has previously described as “congested.”

On the graphic, please mark or draw 3 locations (if any) that you feel are also congested, including intersections or streets. Then, name those 3 locations in the space provided:

1. _____
2. _____
3. _____

Please answer the following questions about traffic and congestion in Mammoth Lakes:

In general, traffic and congestion in Mammoth is:

- _____ Acceptable
- _____ Somewhat Acceptable
- _____ Not Acceptable
- _____ Not Sure/Don't Know

Do you feel that traffic and congestion in Mammoth Lakes is:

- _____ A Major Problem
- _____ A Moderate Problem
- _____ A Minor Problem
- _____ Not a Problem
- _____ Not Sure/Don't Know

On a “Holiday” or “Event” weekend, traffic and congestion is:

- _____ Acceptable
- _____ Somewhat Acceptable
- _____ Not Acceptable
- _____ Not Sure/Don't Know

Rank the following streets, with #1 indicating the “most congested.”

- _____ Main Street (Hwy 203)
- _____ Old Mammoth Road
- _____ Minaret through North Village
- _____ Forest Trail
- _____ Sierra Park Road
- _____ Other _____

Additional Comments:

Reducing Impacts Through Alternative Transportation



Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards. (General Plan Goal M.3.)

Alternative Transportation Objectives:

- Reduce automobile trips and vehicle miles traveled by encouraging the use of alternative transportation
- Implement land use planning strategies that reinforce feet first concepts to improve mobility
- Encourage visitors to leave their vehicles at their lodging by developing pedestrian, bicycle, transit, and parking strategies
- Encourage “park-once” development concepts



Town of Mammoth Lakes General Plan

Alternative Transportation Strategies:

- Implement compact pedestrian-oriented development ; clustered and infill development; mixed uses and neighborhood serving commercial mixed-use centers
- Encourage travel by alternate modes by providing enhanced multi-modal infrastructure and safety features
- Create Level of Service guidelines for pedestrian, bicycle, and transit modes
- Implement “Complete Streets” concepts to design and construct streets that serve all users, including vehicles, pedestrians, bicyclists, and transit
- Implement Travel Demand Management measures

Alternative Transportation and Level of Service - Balancing Mobility Goals



Level of Service is a measurement used to evaluate the quality of service of a transportation mode, which can refer to safety, convenience, comfort, speed, wait-times, and other indicators.

Please Rank the importance of the following, with #1 indicating the most important:

- _____ Providing a *Better* Level of Service for *Drivers and Vehicles*
- _____ Providing a *Better* Level of Service for *Pedestrians*
- _____ Providing a *Better* Level of Service for *Transit Riders*
- _____ Providing a *Better* Level of Service for *Bicyclists*

Please consider the following statement and Fill In the Blank from the list of modes below:

I would accept a *Worse* Level of Service for _____ (pick mode)
 if it created a *Better* Level of Service for _____ (pick mode).

- Vehicles / Drivers
- Pedestrians
- Transit Riders
- Bicyclists
- None of the above (no trade-off)

Please Rank the following transportation issues, from most important to least important, with #1 indicating the most important.

- _____ Traffic Congestion
- _____ Insufficient Parking
- _____ Lack of Pedestrian Facilities (sidewalks, Multi-Use Paths)
- _____ Lack of Bicycle Facilities (bike racks, bike lanes/routes)
- _____ Lack of Transit Shelters
- _____ Traffic Calming (speeding, cut-through traffic)
- _____ Other _____

Additional Comments: _____

Traffic Calming – What is it?

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-automobile street users. Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through traffic.



Traffic Calming Goals:

- Increasing the quality of life for residents and visitors
- Addressing the transportation and safety needs of the community
- Creating safe and attractive streets
- Helping to reduce the negative effects of motor vehicles on the environment (e.g., pollution, sprawl)
- Promoting pedestrian, bicycle, and transit use

Traffic Calming Objectives:

- Reducing motor vehicle speeds
- Reducing collision frequency and severity
- Increasing safety for non-motorized users
- Reducing the need for police enforcement
- Enhancing the street environment (e.g., streetscaping)
- Encouraging water infiltration into the ground
- Increasing access for all modes of transportation
- Reducing cut-through motor vehicle traffic

Traffic Calming Strategies:

Some popular traffic calming strategies used in other communities, such as speed bumps and raised center medians, are not appropriate for Mammoth Lakes because they interfere with snow removal operations.

However, other strategies can and have been used in Mammoth Lakes, such as radar speed signs and parallel parking.

The Town also plans to construct roundabouts at key intersections in Town to help reduce speeds, collisions, and greenhouse gas emissions.



Town of Mammoth Lakes General Plan



Traffic Calming

The traffic calming graphic depicts areas that the community has previously described as needing “traffic calming,” including speeding issues, potential cut-through traffic, and general conflict areas.



On the graphic, please mark or draw 3 areas that you feel need improved or additional traffic calming. Then, write a brief description of those 3 traffic calming needs and locations in the space provided:

1. _____
2. _____
3. _____

Please answer the following questions about traffic calming:

In general, which area of town do you think has the most “conflicts” between vehicles and pedestrians or bicyclists in Mammoth Lakes? (*Mark One*) :

- _____ Main Street (Hwy 203)
- _____ Old Mammoth Road (Commercial Area)
- _____ Old Mammoth Road (South of Commercial Area)
- _____ North Village
- _____ Sierra Valley Sites
- _____ Near the Schools / Hospital
- _____ Forest Trail
- _____ Other _____

In general, do you think speeding in Mammoth Lakes is:

- _____ A Major Problem
- _____ A Moderate Problem
- _____ A Minor Problem
- _____ Not a Problem
- _____ Not Sure/Don't Know

In general, if you had to choose between a traffic signal, stop signs or a roundabout at an intersection, which would you choose?

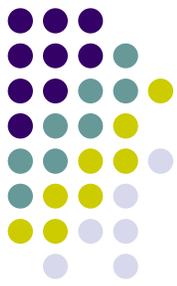
- _____ Roundabouts
- _____ Traffic Signals
- _____ Stop Signs

Additional Comments:

Snow Management

Improve snow and ice management. (General Plan Goal M.9.) The Town's existing snow removal policy establishes priorities for snow removal based on public safety as the primary concern.

Some sidewalks and Multi-Use paths are groomed, while others are fully cleared of snow during the winter.



How Much Does it Cost to Groom or Clear a Sidewalk/MUP During the Winter?

- *Approximately \$2,500 per 0.25 mile per winter (does not include trucking snow if needed)*

Who Pays for It?

- *Town / Community*

Some sidewalks and paths are cleared or groomed using tax dollars collected from the community or visitors. In some cases, the State Gas Tax will reimburse up to 50% of this cost.

- *Benefit Assessment Districts (BADs)*

Some sidewalks and paths are cleared or groomed as part of a Benefit Assessment District. A BAD is an area of town that pays a special assessment for public improvements and maintenance. A BAD is voted on by the property owners who would receive the benefits paid for by the assessment.

For example, Old Mammoth Road and the North Village are part of BADs and property owners in these locations pay special assessments for snow removal and other maintenance.

Snow Management



What the Community Has Said

- High-use pedestrian areas should be better maintained.¹
- Existing multi-use paths (MUPs) should be cleared/groomed.³
- Bus stops and sidewalks leading to them are not cleared/groomed.¹
- Daytime snow hauling worsens congestion.¹
- Insufficient setback area and right-of-way for snow storage on roads.¹
- Snow berms limit visibility and sight distance.¹
- Parking lot safety and efficiency is compromised by snow and ice.¹



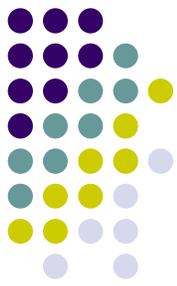
Reference Documents:

¹ 2006 Mobility Report

² 2007 Mobility Café

³ 2008 Trail System Master Plan
Town of Mammoth Lakes General Plan

Snow Management



The Town's existing snow removal policy establishes priorities for snow removal based on public safety as the primary concern.

Please review the following current snow removal priorities. If you feel that the order of some snow removal priorities should be reconsidered, please renumber the priorities in the last column of the table.

Existing Snow Removal Priority	Snow Removal Operation	How Would You Prioritize?
1	Support for Emergency Agency Response	
2	Main Arterials and Bus Routes	
3	Secondary Residential Streets	
4	Cul-de-sacs	
5	Scenic Loop	
6	Park N' Ride Lot	
7	Sidewalks and Multi-Use Paths	
8	Bus Shelters	
9	Traffic Signals and Pedestrian Beacons	

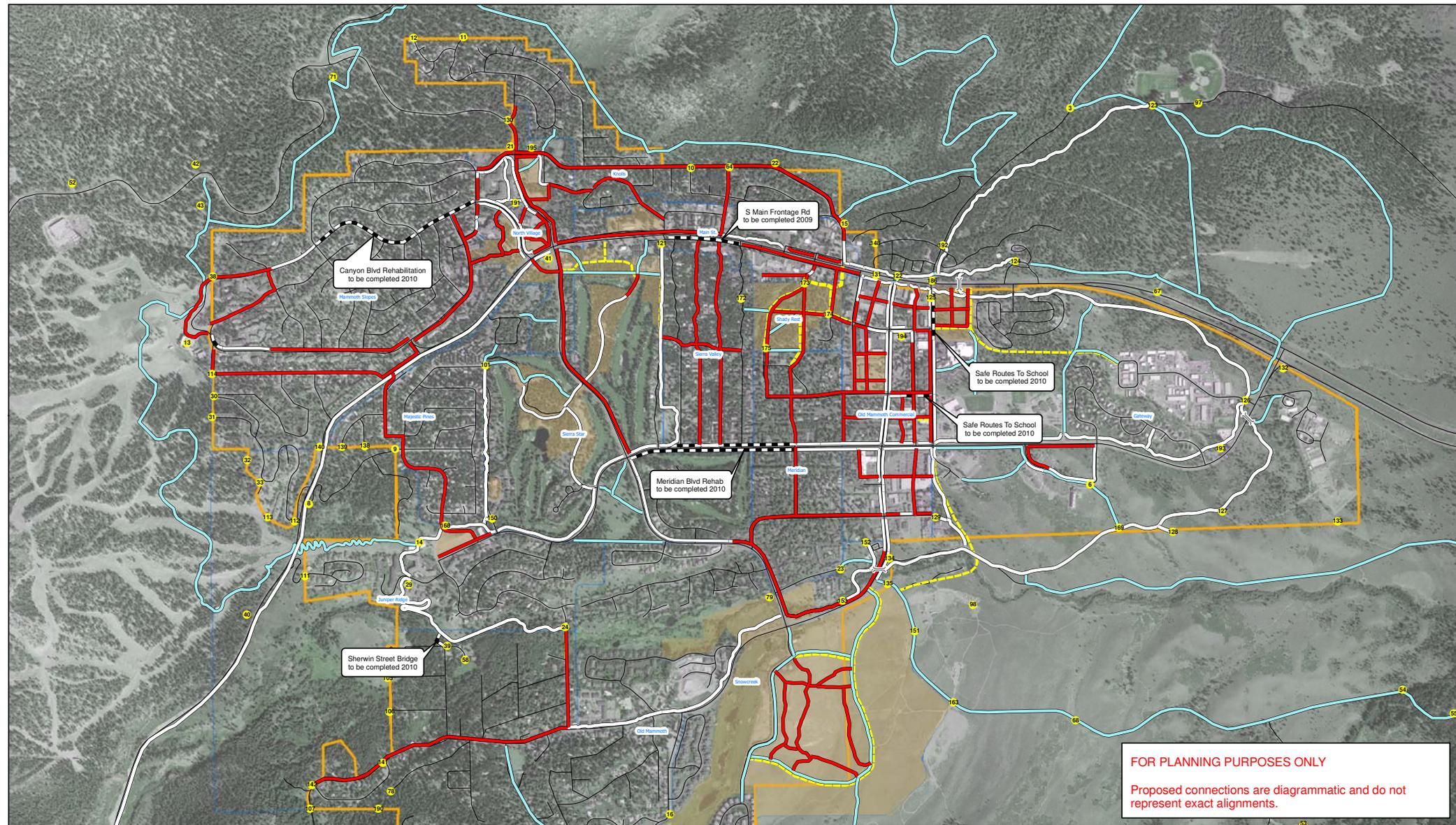
If you had to choose between the following 2 options regarding the construction of sidewalks and snow removal, which would you choose?

- _____ The Town only builds a sidewalk that it can afford to clear of snow (i.e. no new snow removal money, no new sidewalk)
- _____ The Town builds a sidewalk even if it can *not* afford to clear it of snow (i.e. sidewalk is potentially usable only during non-winter months)

The snow management graphic depicts sidewalks and Multi-Use Paths (MUPs) that are cleared or groomed during the winter. Existing Business Assessment Districts are also shown.

On the graphic, please mark or draw 3 specific sidewalks or Multi-Use Paths (if any) that you feel should be cleared/groomed in winter that currently are not. Then, name those 3 locations in the space provided:

1. _____
2. _____
3. _____

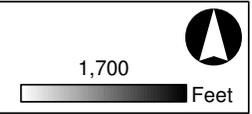


FOR PLANNING PURPOSES ONLY

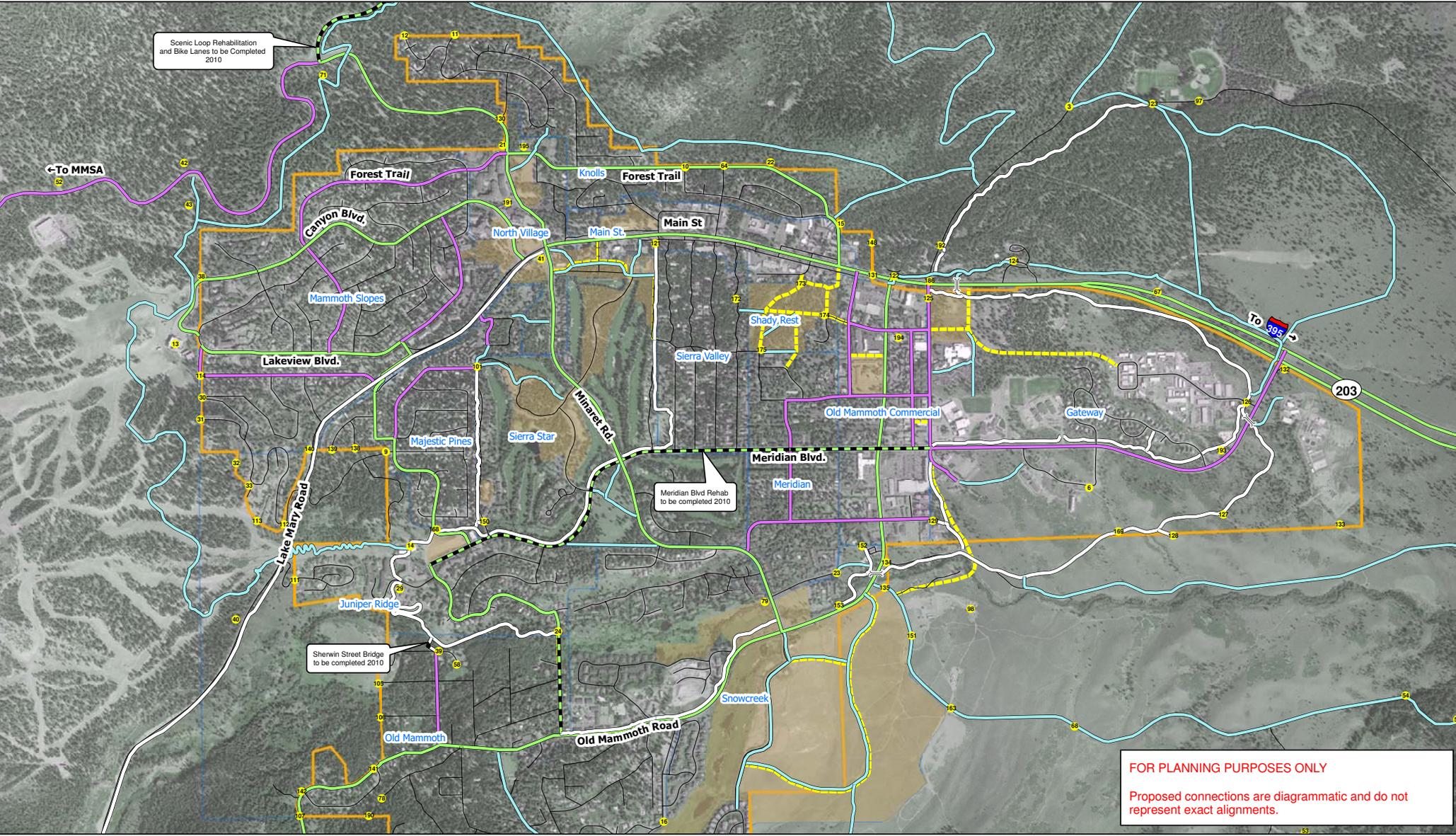
Proposed connections are diagrammatic and do not represent exact alignments.



- Urban Growth Boundary
- District Name
- Street Centerlines
- Planned Developments
- GIC Points
- Existing Sidewalks and MUPs
- Near-Term Sidewalks and MUPs
- Proposed Sidewalks
- Proposed Roads
- Proposed Class I MUPs



Existing, Near Term, and Proposed Paved Pedestrian Facilities



Scenic Loop Rehabilitation and Bike Lanes to be Completed 2010

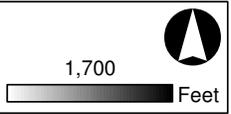
Meridian Blvd Rehab to be completed 2010

Sherwin Street Bridge to be completed 2010

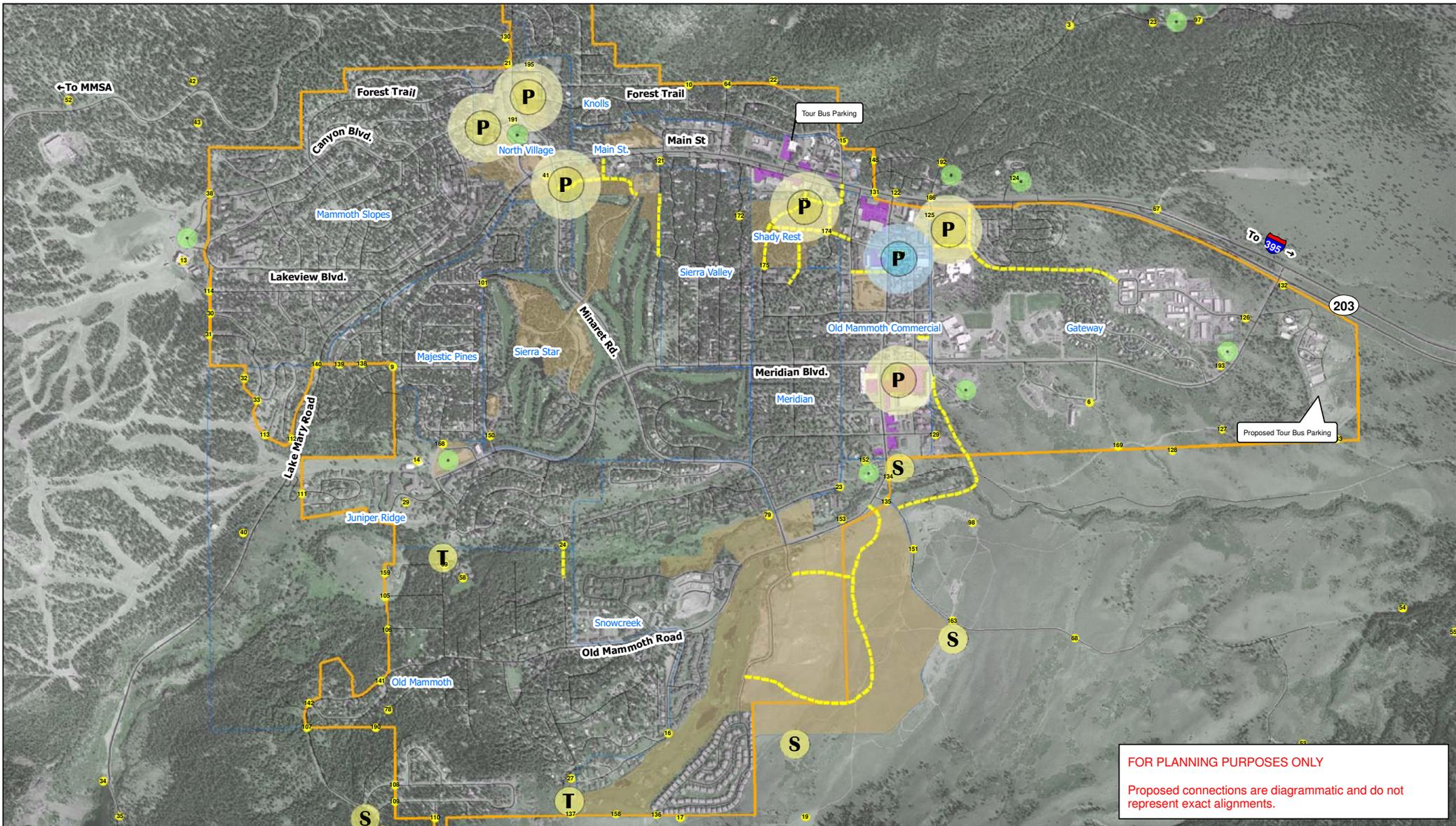
FOR PLANNING PURPOSES ONLY
Proposed connections are diagrammatic and do not represent exact alignments.



- Urban Growth Boundary
- District Name
- Street Centerlines
- Planned Developments
- Existing Class I MUP
- Existing Bike Lane/Route
- Near Term Bike Lane/Route
- Near Term MUP
- Proposed Bike Lanes/Routes
- Proposed Class I MUP
- Proposed Roads
- GIC Points



Existing, Near-Term, and Proposed Bicycle Routes & Trails

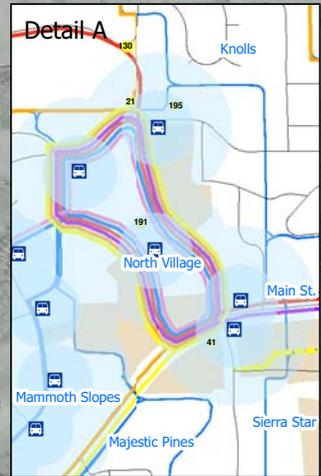
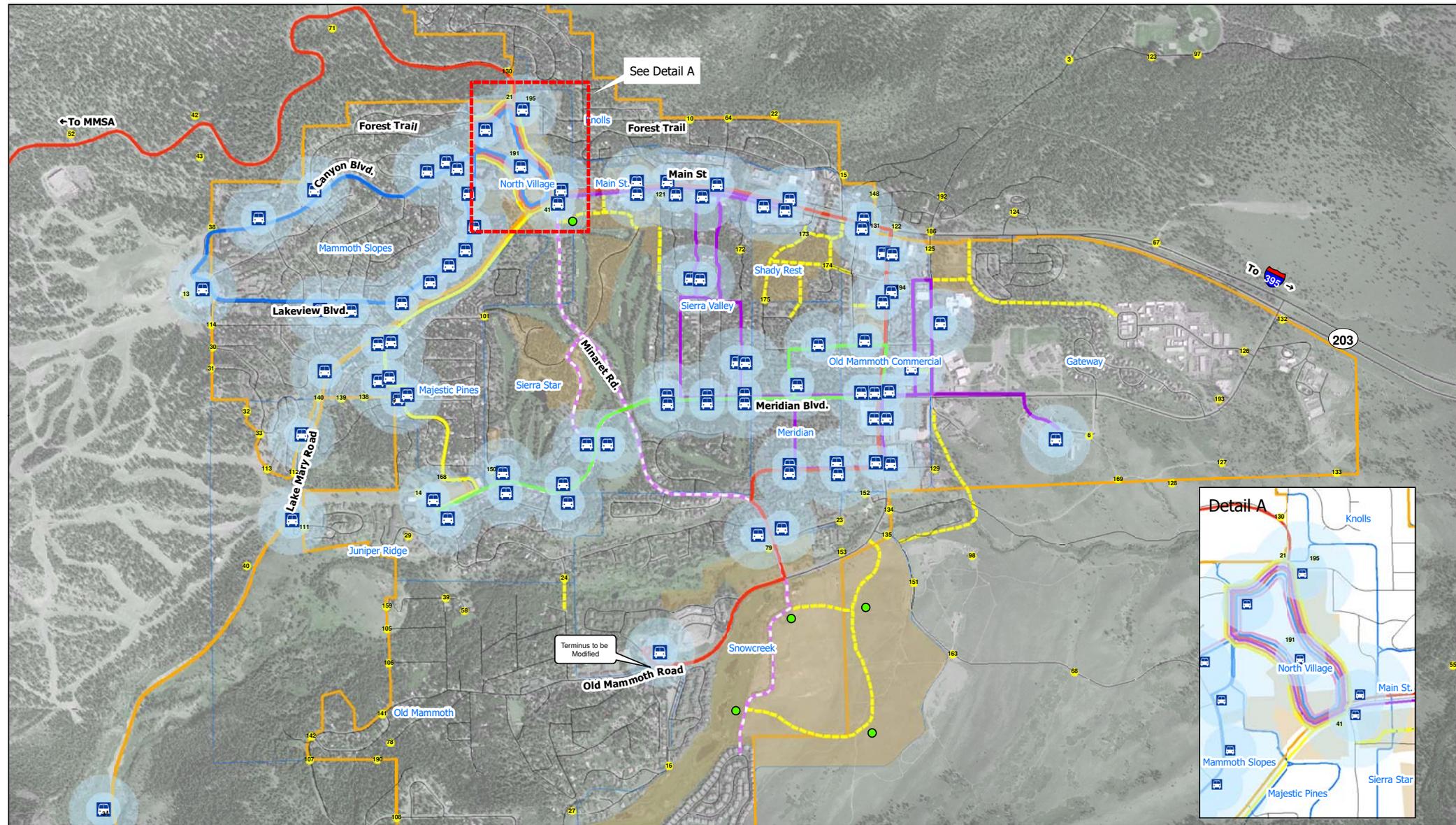


FOR PLANNING PURPOSES ONLY
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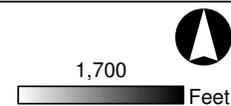


Urban Growth Boundary	Proposed Commercial Parking (50+ Spaces) w/ 500' & 1000' Walking Distance	Existing Parking & Ride Lot w/ 500' & 1000' Walking Distance	Proposed Roads
General Plan District Boundaries	Proposed Staging Area Parking (5-50 Spaces)	Existing Portal/Recreational Facility	GIC Points
Planned Developments	Proposed Trailhead Parking (1-5 Spaces)	Existing Commercial Area Parking	1,700 Feet
Local Streets			

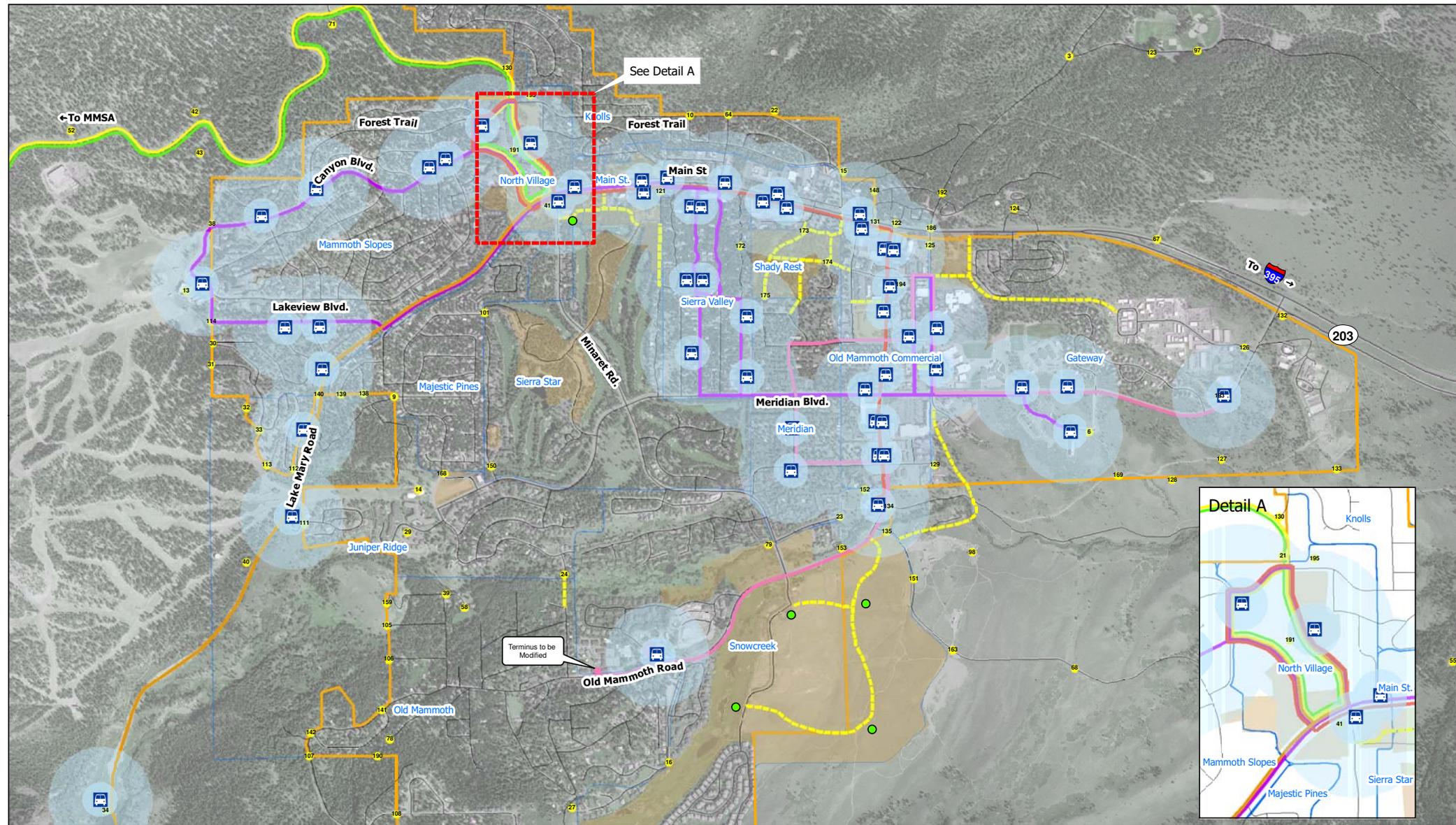
Existing and Proposed Parking Facilities



Urban Growth Boundary	Vons - Eagle Lodge	GIC Points	Proposed Roads
District Name	Village - Canyon Lodge	Village - Eagle Lodge	Proposed Transit Stops
Street Centerlines	Village - Eagle Lodge	Main Lodge - Village - Snowcreek	Winter Bus Stops w/ 500' & 1000' Walking Distance
Planned Developments	Mid-Town Lift	Proposed Transit Routes	



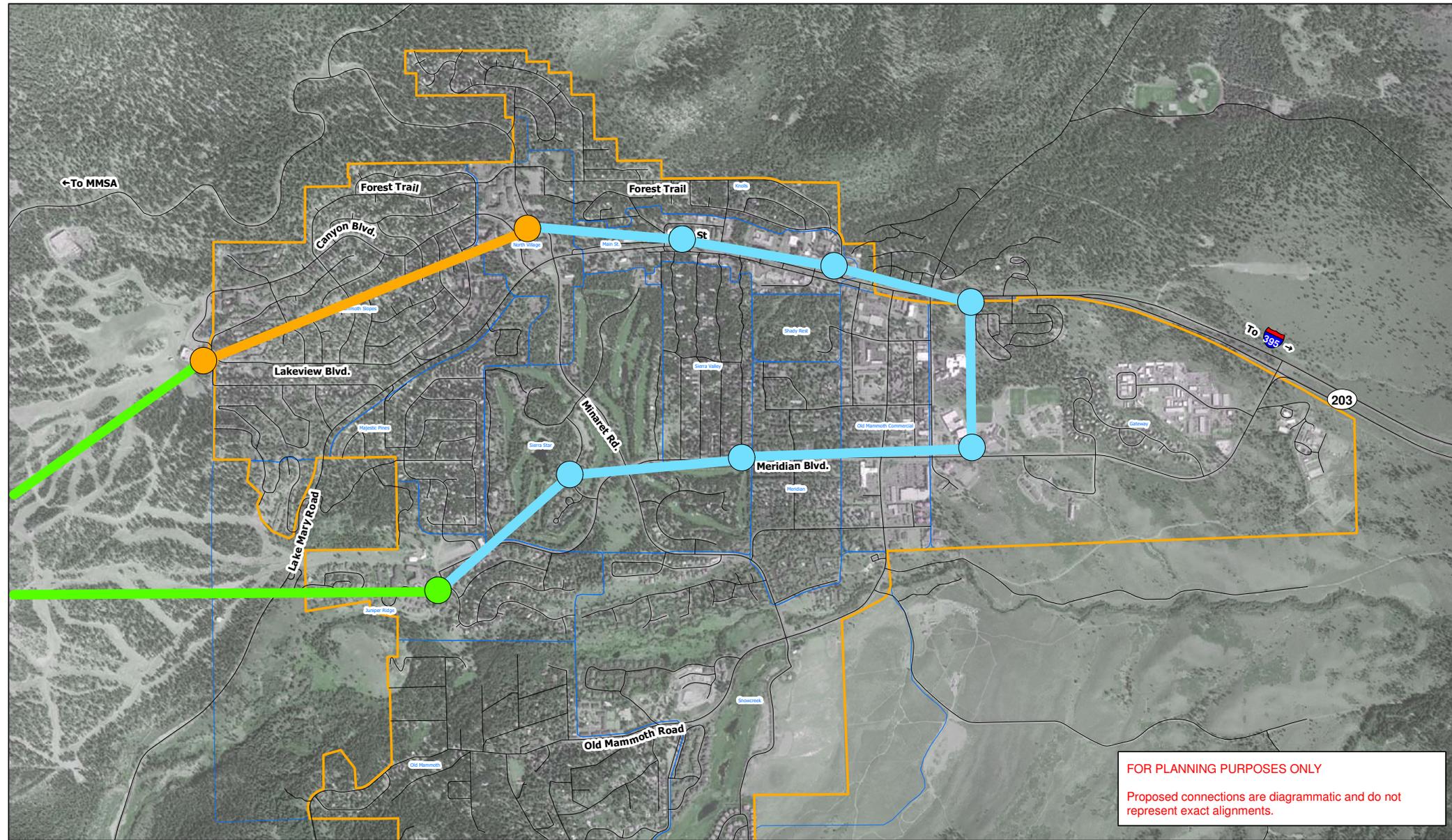
Existing and Proposed Winter Transit Routes and Stops



Urban Growth Boundary	Red's Meadow Shuttle	Proposed Roads	GIC Points
District Boundaries	Lakes Basin Trolley	Old Mammoth Lift	Summer Transit Stops w/ 500' & 1500' Walking Distance
Street Centerlines	MMSA Bike Shuttle	Town Trolley	Future Transit Stops
Planned Developments	Midtown Lift		

1,700 Feet

Existing and Proposed Summer Transit Routes and Stops



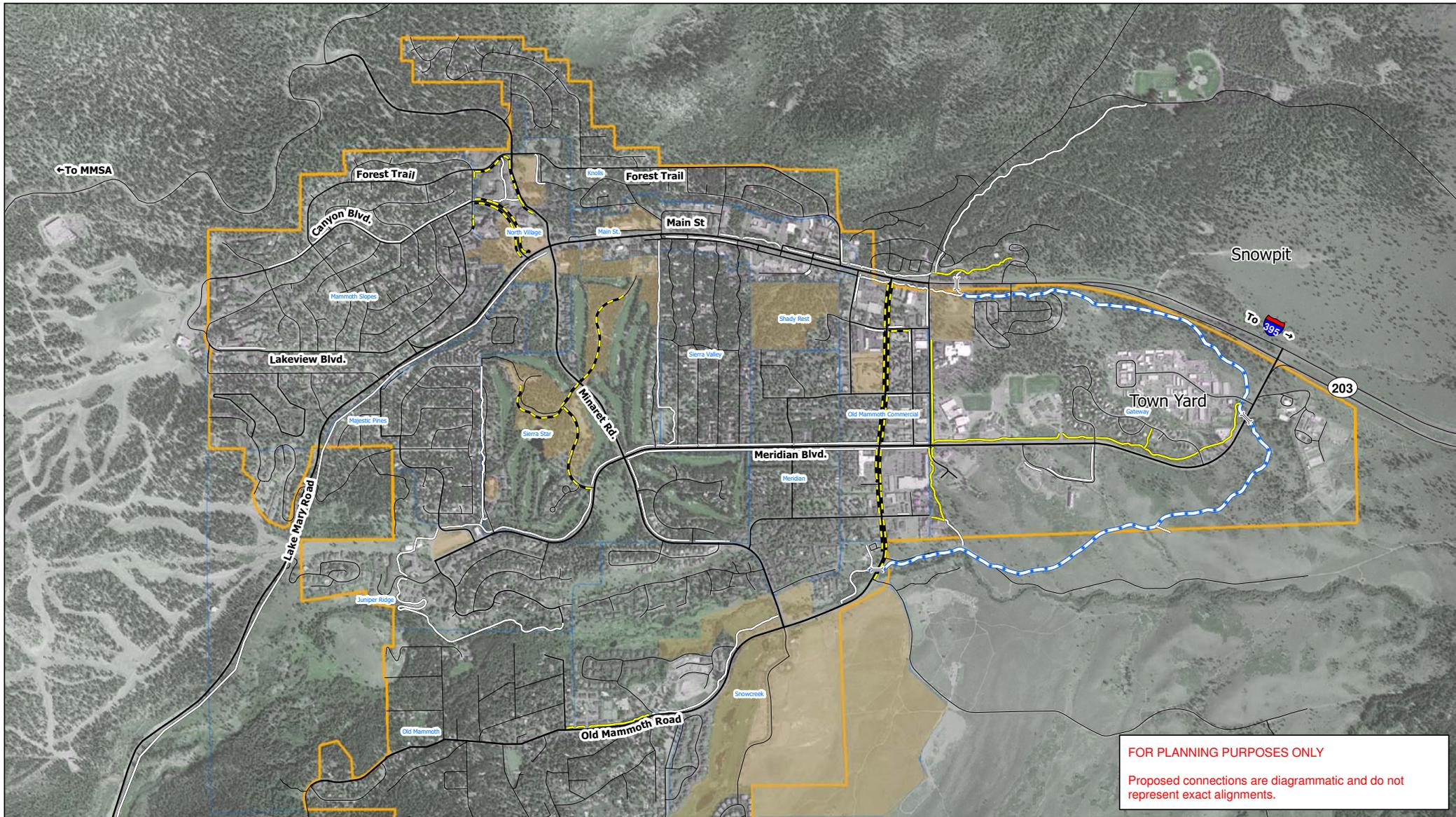
FOR PLANNING PURPOSES ONLY
 Proposed connections are diagrammatic and do not represent exact alignments.



- Urban Growth Boundary
- General Plan District Boundaries
- Street Centerlines
- Proposed MMSA Gondola Transfer Location
- Proposed TOML/ESTA Gondola Transfer Location
- Existing MMSA Gondola Transfer Location
- Proposed TOML/ESTA Gondola Route
- Existing MMSA Gondola Route
- Proposed MMSA Gondola Route



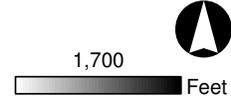
Conceptual Mammoth Transit 2030
 Closed Loop Gondola System



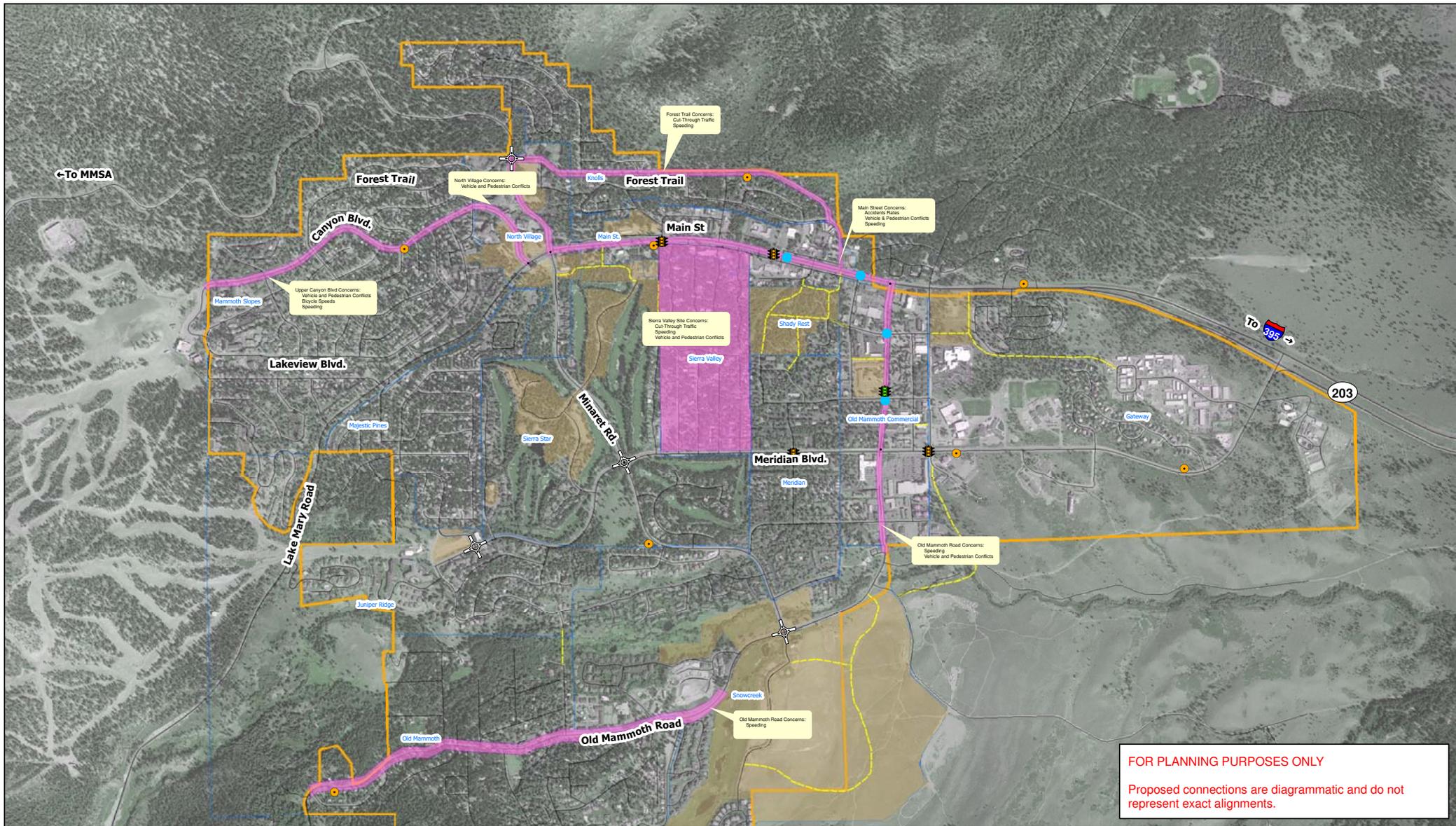
FOR PLANNING PURPOSES ONLY
 Proposed connections are diagrammatic and do not represent exact alignments.



- | | | |
|----------------------------------|--------------------------|--|
| Urban Growth Boundary | Local Street Centerlines | Sidewalks and MUPs Not Cleared of Snow |
| General Plan District Boundaries | Collector Roads | Sidewalks and MUPs Cleared of Snow |
| Planned Developments | Arterial Roads | Sidewalks Cleared of Snow by Assessment District |
| Groomed Class I MUPs | | |



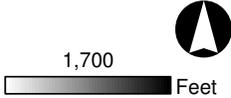
Existing Snow Management



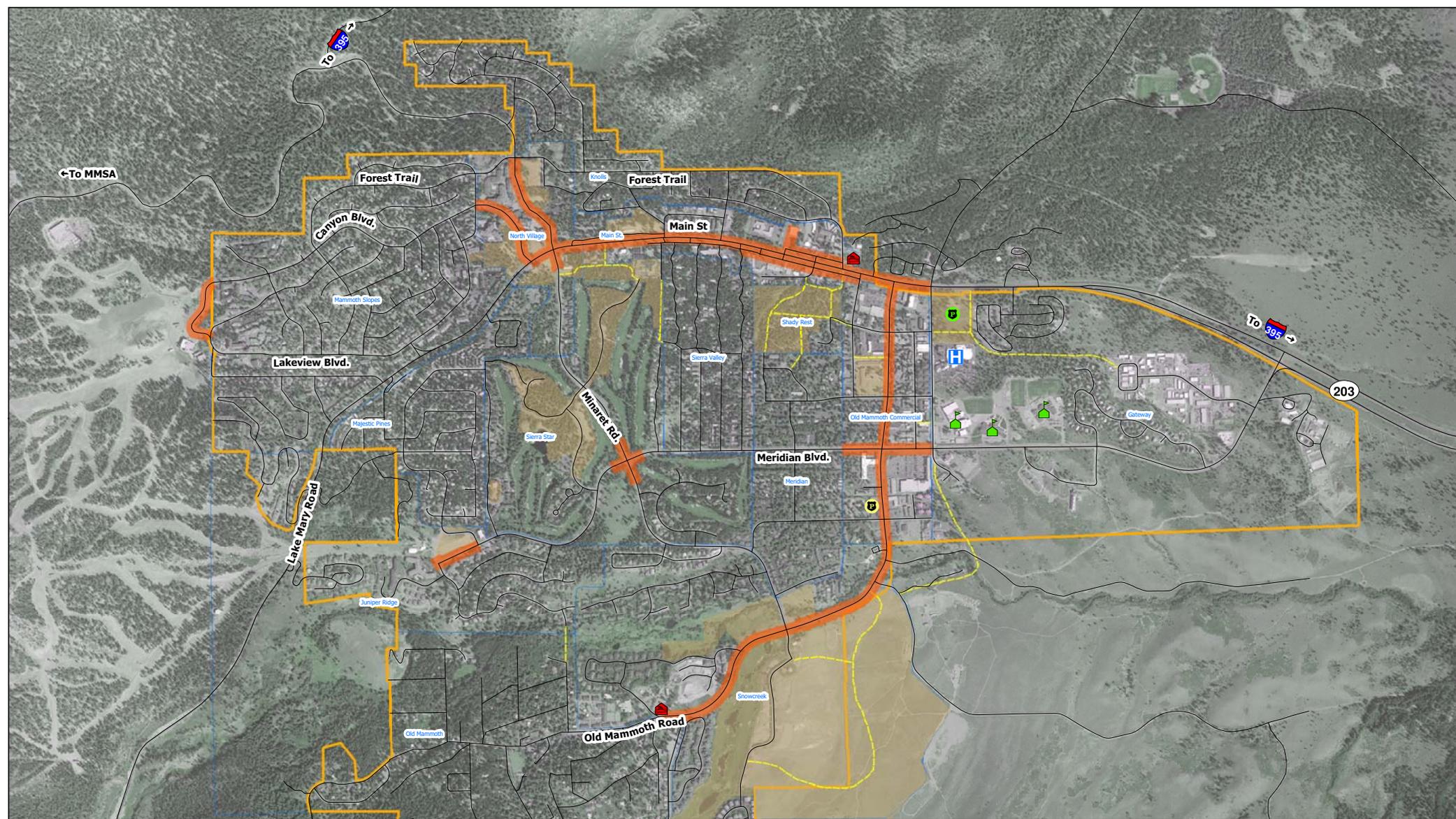
FOR PLANNING PURPOSES ONLY
 Proposed connections are diagrammatic and do not represent exact alignments.



- Urban Growth Boundary
- General Plan District Boundaries
- Street Centerlines
- Planned Developments
- Driver Feedback Speed Sign Base Locations
- Enhanced Pedestrian X-walks
- ⊕ Proposed Roundabouts
- Identified Traffic Calming Issue Areas
- Proposed Roads
- ⚡ Future Traffic Signal
- ⚡ Proposed Traffic Signal



Key Traffic Calming Areas



Urban Growth Boundary	Fire Station	School	Community Identified Congested Roadways and Intersections
General Plan District Boundaries	Enhanced Pedestrian X-walks	Proposed Roads	1,700 Feet
Street Centerlines	Proposed Police Station	Hospital	
Planned Developments	Police Station		

Traffic Congestion, Street Connectivity and Emergency Response

Mobility Plan Trolley Tour
11:00 AM and 2:00 PM
JULY 18, 2009

Tour Description: Existing, Planned and Future Capital Projects Tour of the Commercial Districts (North Old Mammoth Road, Main Street, and North Village)

Trolley(s) parks in loading zone in front of movie theater and Elegant Kitchen and Bath in the Minaret Village Mall upper parking lot.

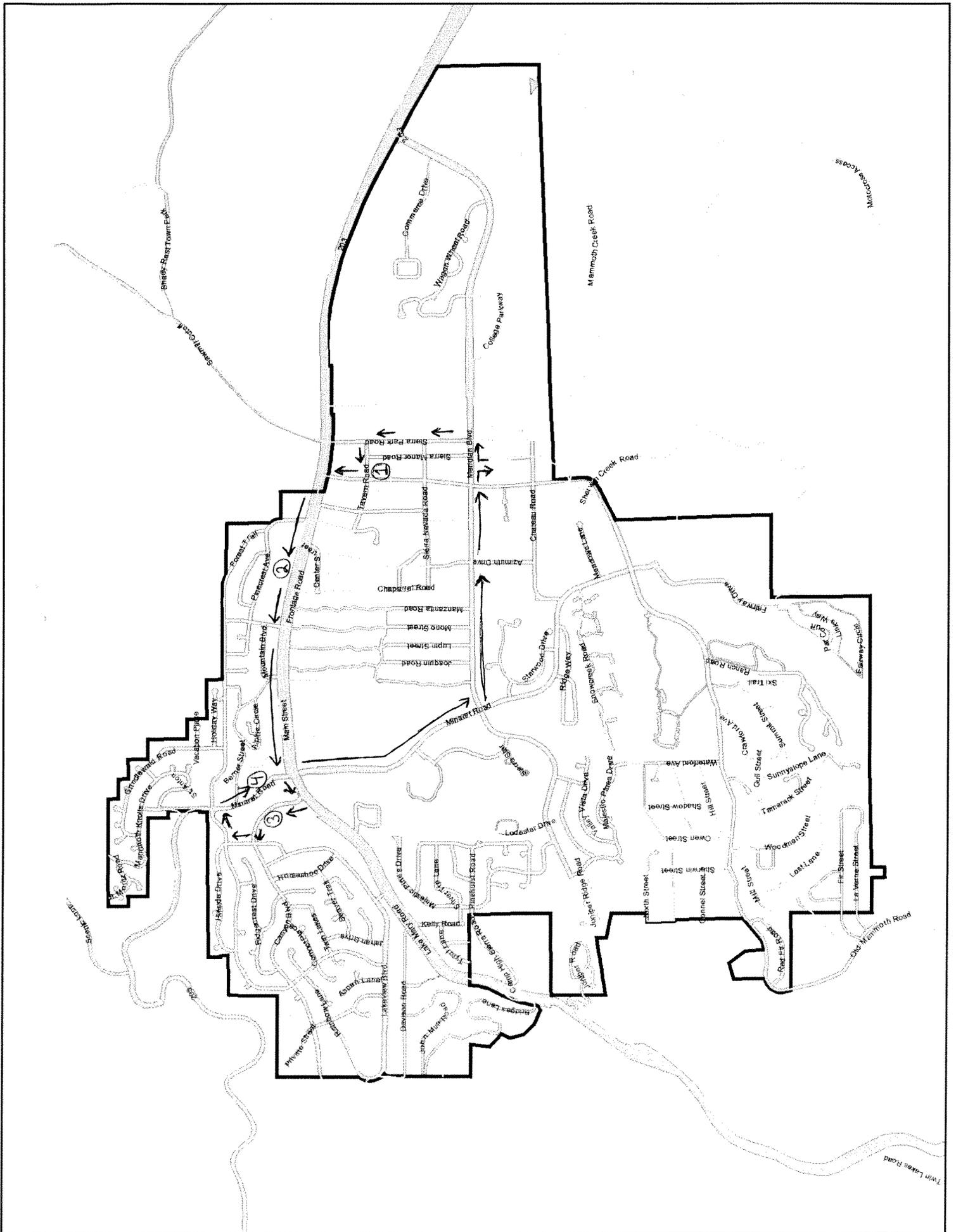
Tour should last approximately 1 hour to 1.5 hours.

Peter/Hayes: Please ask tour participants to sign in on sign in sheet.

Tour Route, Schedule, and Discussion Topics

- 1. Leave Minaret Village Mall parking lot at approximately 11:10 to 11:15 AM (or 2:10 to 2:15 PM).**
- 2. Drive East (right) onto Meridian Boulevard and then Turn North (left) onto Sierra Park Road.**
 - Observe MUP and sidewalk connection at northeast corner of Sierra Park Road and Meridian Blvd. (good examples of MUP facility and standard sidewalk)
 - Talk about future Safe Routes to School Projects and the Town's previous success in getting grants.
- 3. Turn West (left) on Tavern Road; pull into Town Park n' Ride Lot and STOP.**
 - Continue discussion about Safe Routes to School Projects
 - Ask everyone to *exit the trolley* and walk up to Transit Shelter on OMR
 - Discuss Park n' Ride facility and Transit Shelter:
 - Park n' Ride lot seems to be under-utilized although well-connected to transit. How can TOML increase use?
 - Is the park n' ride lot in the right location? Should there be other park n' ride locations?
 - Would you use transit more if we had shelters like this at more stops?
 - *Re-board trolley.*
- 4. Exit the Park n' Ride Lot and turn North (right) on Old Mammoth Road, Turn West (left) on Main Street and Turn into Post Office and STOP.**
 - While driving, begin to discuss future traffic signal projects
 - Ask group for opinion about traffic signal projects
 - Ask group to *exit the trolley* and walk to the corner near Main Street.
 - Observe lack of transit shelters on the south side of Main street, nor any sidewalks or pedestrian paths leading to transit.

- Ask group for comment on lack of continuous sidewalks, lack of access to transit stops.
 - Observe North and South Frontage Roads
 - Ask participants how they would feel about the frontage roads being one-way?
 - Did they take part in the Main Street 4th of July events on Main Street when the south frontage road was one-way? What did they think?
 - *Re-board trolley.*
- 5. Turn West (right) on Main Street, Turn North (right) on Canyon Blvd and STOP at the bus turnout in front of Gondola Station**
- While driving, Observe lack of continuous pedestrian facility on north and south side of Main street.
 - While driving, Observe intersection of Main Street and Minaret.
 - Discuss the proposed North Village Parking Structure
 - Ask participants if they believe a parking structure in the proposed location would be a benefit to the town. How?
- 6. Continue North on Canyon Boulevard, Turn North on Hillside (right), Turn East on Forest Trail, Turn South on Minaret and STOP at the bus turnout in front of the Village.**
- While driving, discuss future roundabout at Forest Trail
 - Ask participants if they believe this is a good location for a roundabout? Do they think it will help reduce traffic congestion.
 - Observe lack of sidewalks on east and west side of Minaret near Whiskey Creek
- 7. Continue South on Minaret, Turn East (left) on Meridian, End at Minaret Village Mall**
- While driving, discuss future roundabout at Meridian and Minaret.
 - While driving, discuss Meridian Boulevard project.



Sign-In Sheet
Community Mobility Plan Open House
July 18, 2009

Name	Organization	Email Address or Other Contact
Sandy Hogan		
Michael O'Kelly		
✓ Jane Audie	✓	jande_005@live.com
Bill Esteeg		none
Marshall Minobe	Mobility Comm	
Bob Piserman		
✓ Greg & Scott Busche		greg_bucho@boeing.com
✓ Janell Owens		janeymay@earthlink.net
Hugh Gassch		
✓ Tim Trimble	Falls Tract	TimTrimble@gmail.com
Jo Bacon		
✓ Brian Munillo		bam_mhp@yahoo.com
✓ Charles Crooks		SanDiegoMale619@yahoo.com
✓ Ann Darrin		Darrinfamily@earthlink.net

open house 7-18-09

Name	Organization	Email Address or Other Contact
✓ Stuart Brown	TAMU	sbrown@wisdom.com
Tim Maly	ESTA	
John Wentworth	MLTPA	
JOSEPH GRAY	ESTA	
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Sign-In Sheet
Community Safety and Mobility Café
July 17, 2009

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community safety cafe
7-17-09

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15
2

Multi-modal Cafe
7-16-09

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July 16, 2009

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Multi-Modal Mobility Café #1 Discussion Notes

1. Pedestrian Mobility:

Table 4 – Bill Taylor’s Table

- Identified gaps: north end of Waterford to east end of Majestic Pines and Snowcreek III
- Southeast corner of Monterey Pines
- Gap at northeast end as well, can’t get out of neighborhood
- Emphasize getting sidewalk along lower Forest Trail
- Gap on Main St. from Sierra Blvd to the Village

Table 3 – Jay Deinken’s Table

- Connectivity across Main St. near Post Office
- Tunnel under 203 near visitor center, gap to tunnel, people go directly across 203
- Intersection of Meridian and Sierra Park, crosswalks needed all four sides
- Sidewalk along OMR changed to MUP across from Snowcreek VIII
- End of Majestic Pines by Bigwood, disconnect from bicycle path
- Same point at end of Majestic Pines – signage issue to go from there through Starwood to Bear Lake Dr. and connecting to Callahan Way
- South end of Monterey Pines – gap to get to bike path, by the water district
- Laurel Mtn. Rd. to Hidden Creek Crossing

Table 2 – Sandy Hogan’s Table

- Getting from the Knolls to North Village
- Forest Trail – no pedestrian facilities
- Main St. highway
- Streets inside Sierra Valley Sites
- Sidewalks around Vons and Rite – need mid block connectors
- Break up parking lots in front of central areas
- No internal pedestrian way
- Monterey Pines over to LMR
- Forest Trail as a multi-use path

Table 1 – Jon Robertson’s Table

- Crosswalks, many don’t work and those that do need improvement
- North side of Main St after you pass Angels, no clear path to Village

Table 5 – Bill Cockroft’s Table

- All listed are incomplete or need work
- Main St from OMR to Village
- Meridian from OMR to Minaret
- Minaret Rd south

2 Bicycle Mobility

Table 5

- Shoulders are dirty and full of glass – bicyclists can't ride
- Maintain existing
- Safety would be increased if you clean up what is there already
- Ski Area road is crowded and difficult – 203 to Village to Main Lodge
- Vons to Skate Park – little space and high speeds

Table 1

- Connector trails
- Legal connection that connects Old Mammoth trail to driving range
- Connector to Uptown/Downtown that's legal
- Majestic Pines to Golf Course to Dorrance to central town –Chair 15 to downtown legally

Table 2

- Connections between MUPs – large gaps
- Main St to existing bike path on OMR
- Big break in OMR on bike path – complete
- Bike path into major commercial areas – designate a bike path that goes east from here (Wild Willys) behind Vons
- Separate path with bike parking at end – mid block connections
- Prefer to have off-road bike paths – would go out of way to get to those paths
- Don't want to breathe exhaust and don't want to be afraid of being run over
- Monterey Pines and LMR connection – same as pedestrian comments
- Kelly Road needs a MUP
- Off-road or at least some physical barrier to block off a bike path

Table 3

- MUP from north side of 203 past Visitors Center to Meridian – gap at Visitor Center – should go around back of parking lot
- Bike lanes on Scenic Loop
- North end of Majestic Pines – path through Sierra Star across Minaret and connecting to Callahan Way
- Consider different colors for bike lanes – would need to use non-slippery paint otherwise could be problem for road bikers
- MUP at Chair 15 to Juniper to Minaret

Table 4

- Meridian Blvd needs decent bike lanes
- Gap on north side of OMR near Mammoth Creek Park
- Main Street up to Canyon
- Waterford from OMR to Majestic – complete

3. Transit System Mobility

Table 1

- New areas out at the Trails and the Old Mammoth area
- More bus stops by affordable housing and Chateau Rd.

Table 2

- Increase existing service
- Expand existing service down OMR, down to gate
- Additional service on Meridian from OMR down around industrial area and looping to Main St
- Main St to Forest Trail and through Forest Trail neighborhoods and down to Village
- More shelters in the winter – perhaps every second or third stop
- Shelters should hold many people

Table 3

- General concept of having a couple of loops – inner and outer circles
- Hub routes connecting to outer routes
- Information system at transit stops
- Times when buses will show up
- Improved shelters that protect from elements
- School bus system – figure out how to replace after they take away because of budget
- Transit effective for kids
- Bus service into Old Mammoth
- Community outreach to get buy in for service
- Target underserved neighborhoods

Table 4

- Small improvements like a ramp from parking lot on OMR to bus shelter
- Loop going down Main St to Meridian and back – service the Trails, skate park, RV park
- Loop through Knolls
- Red Fir extension should be tried
- Problems with lifts on the buses – make sure buses are truly accessible

Table 5

- ADA on all buses
- Connection out to Old Mammoth
- College loop – Wagon Wheel to connect the Trails
- Shelters

4. Parking Management

Table 5

- Priority is Village parking – use the lot designated for parking
- OMR is second most important
- Underground as well as parking structure
- Over-park rather than under-park
- Additional Parking needing down by skate park and by Mammoth Creek park

Table 1

- Parking at small businesses – deal with this during District Planning
- Look at which districts need more parking where
- Mammoth Crossing will be very important to watch
- No parking on streets
- Snowcreek VIII needs to make sure everyone is not all parking out there to do activities
- Residents need parking out there too
- Increase parking at Village and Eagle

Table 2

- Move lot further north near Hidden Creek
- Vons redevelopment should have all parking underground with retail and pedestrian above
- Mammoth Crossing should be structured well
- Go to top from Mammoth Crossing sites 2 and 3 and be able to cross over roads
- Structures under 203

Table 3

- Segregate parking between motorized and non at areas like Shady rest Park area
- Near-term parking needs to be thought about even though financing tough
- Encourage people to combine trips around town to run errands so they are not parking so many times a day
- Park and transfer lot at entrance of town – motivate people to use it
- Make the system good enough that people want to use transit
- Existing Park and Ride is under-utilized
- Leave the market with our own trolley and push it into the side of public transit- spend one third of what we spend on cars to make our public transit top notch
- Make it convenient
- Tour bus parking needed

Table 4

- Staging areas at Juniper, North Village and Shady Rest should be identified
- Winter staging and maybe summer on north side of 203 opposite Meridian
- Staging on south side of Snowcreek VIII doesn't make sense if you are going to have one at Borrow Pit
- Winter staging at closure on OMR
- Trailhead at Mammoth Rock trail
- Winter closure on LMR needs better staging
- Parking in Village
- Main St from Tavern past Center has major parking issues that should be dealt with
- Roberto's needs more parking
- Parking for those using Sherwins – no good to have access without parking
- Park along OMR for Sherwins – need room for snow removal – 80 ft right of way could be enough room
- North Village economic recovery and sustainability grant – hub of eastern sierra transit – yes the Village is naturally a transit hub

- But a completely different approach to transit would need to be taken on in that area if grant was awarded
- Need to solve bridge issue to do that – crosswalk issues would be included in project application
- Grant has to be shovel ready
- Big picture planning needs parking structure out of town but that wouldn't fit into grant – interesting concept that continues to be discussed
- Have to have four lanes on Main St at this time, could change in the future
- Allow overnight parking somewhere – can't enough use of transit like YARTS

5. In-Town Gondola

Table 4

- Most important is to get one from Village to Main Lodge – deal with bottleneck
- Terminals should be across street from Kittredge, not on it
- Move terminals by high school closer to Sierra Park to serve Vons
- Connector from Sierra Star to North Village terminals – loop

Table 3

- Look at cost – how does it compare to number of passengers carried as compared to surface area transit
- How much are we alleviating traffic by putting this in
- Provides multiple benefits
- Visitor driving amenity

Table 2

- Like the idea
- Granting something of tremendous value to community
- Cost is huge however
- North Village to Main Lodge would be good and there you have the parking garage – makes it more sensible
- In relation to cost – nice ride but people aren't going to be taking luggage to hotel on it
- Electricity to run would be huge
- Better to have the cart on the bus – electric – better cost benefit
- Instead of looking so large, scale it down so you have two stops – one in center of town and one around Village
- For cost you could think of automated subway system
- Would have to employ people which would be additional cost
- Would it just be a benefit to the Mountain
- All electric bus system is better
- Bus system would get over hump of door to door service
- Year round versus seasonal
- Would you have to pay or would this be free – would make a huge difference
- Great that you would even throw this out there tonight

Table 1

- Same as others

Table 5

- Buses need to be able to haul 3,000 people per hour in order to compete
- Need buses to run better on six inches of snow in order to compete
- Going to Main Lodge – would make it a shorter route than by bus

More Comments

- On Main Street would be top priority
- Move it up toward Old Mammoth where you would have more traffic
- Phased project would have to start with Main St so it would tie in with Village
- Can pick up all guests along Main St – resort corridor
- Take out section above Vons would still take you to interior of town rather than just on Main – move to OMR rather than Sierra Park
- Make sure you don't miss the hospital

Community Safety and Mobility Café #2 Discussion Notes

Street Connectivity, Traffic Congestion, and Emergency Response

Table 2

- Congested area at Sierra Park where school drops off and picks up – problematic
- Congestion in front of Post Office
- Mid-street OMR near Vons and Sierra Center Mall, not using crosswalks
- Same thing up at Village near Petra’s
- Inconvenient merge at Canyon and LMR – right hand turn, people don’t know they can’t go straight
- Absence of left-hand turn lane west on 203 – cars still turning left, other cars backing up
- Cut through traffic on Manzanita – cutting through to save time but there are a lot of pedestrian and bikers

Table 5

- Extending Dorrance to Chapparal – might help to not use Manzanita
- Waterford to Majestic pines extension good idea for emergency response
- Get Old Mammoth opened up – problematic for fire right now
- Take Old Mammoth all the way down to Chapparal and make one-way circulation
- Would make it easier for fire to get through
- Roundabouts at government center – Sawmill and Sierra Park Rd

Table 4

- Carl’s Jr. area and getting to Vons
- Skier traffic coming down through Village
- Crosswalk situation
- Post Office congestion in and out
- Connection from Sierra Park and runs it into Sherwin – extends Sierra Park
- Keep extension on North side of creek, south of Chateau to avoid bottleneck
- Forest Trail – trying to make left turn onto Main Street
- Same on Laurel Mtn.

Table 1

- 99 percent of time traffic is not so bad
- Get complete understanding of complaints by doing complete traffic analysis – cover more days and more areas
- Agree that we need to design for design day and not peak day, but need to avoid people not wanting to come back because of bad traffic
- Yellow line going behind Vons on map – need structural improvements to mitigate traffic, don’t just redo a lane
- Need to mitigate for all new developments
- Don’t put circulation issues in low priority
- Pedestrian and bike paths in between streets in Sierra Valley Sites – a suggestion to mitigate people walking through properties in the areas

- Main St access road, businesses turn backs on residential – same in a lot of places in a lot of barriers to walking in town
- Encourage bike and foot traffic
- Don't make Main St. two lanes

No one sitting at Table 3

General Comments

- What are we doing for special needs?
- Is traffic congestion unacceptable – only on peak holiday weekends at certain times during the day
- Less than 10 days per year have unacceptable traffic
- What measures are we going to take to correct the problem?
- Developed over 30 years, but Town staff should be experts and should have been planned 20 years ago
- Narrowing OMR to two lanes with sidewalks was probably a big mistake
- The road is calm when it's not busy but gums everything up when it is busy
- Sidewalks are nice in summer
- When lots of people in town that road doesn't work, but need to focus on other things first
- One alternative is to extend Sierra Park to help OMR
- No roads added to inventory in 21 years, but we are adding numbers to people at build out
- Other places with build out that Mammoth is looking at have more intense road structures
- Exceeded 10 days a year and are probably closer to 20 days

Traffic Calming

Table 5

- On Main St between Minaret and Joaquin there is no pedestrian availability – would like to see a MUP and more lighting
- Forest Trail speed issues – need more signs, gear down sign up and down
- Reiterate speeding and traffic going through Sierra Valley
- Make sure methods are specific to Mammoth

Table 4

- Crosswalks – speed of traffic in those areas
- Four areas in North Village will need better passage at some point
- Round about coming down 203 at Village – blind corner
- No one slowing down at all until they get to Sushi Rei
- Park by OMR – blind curve
- People going around it fast

Table 1

- Old Mammoth Road three major problems

- Speed, volume and lack of signs
- Solar powered sign has helped speeds drop
- Need more of those signs throughout road, especially coming down
- Are no speed limit signs until bottom of grade
- Diesel truck going up that road needs to be solved
- Need to decide the speed we want out there
- Data we have was done in June which is a quiet month
- Need to do it now or during a busy month
- Children living up there
- Volume
- Cool way to go back and forth to Lakes Basin – now road has become a main artery
- Large volume in summer
- Houses along OMR don't have a lot of driveway
- Is it a neighborhood or main traffic way – same with Forest Trail
- Lots of people don't know where they are and come up that road looking for JSL or Eagle Lodge – need better signs
- Vehicular wayfinding
- Often people don't even know how to get to Main Lodge
- Perhaps make Red Fir one-way
- Problem isn't people who live there – people who live there turn on lower Red Fir, not as dangerous
- Was never an access point until work started on LMR
- Turn the area to bike and hike area – close road to vehicles
- Could be a safety issue to have it closed
- Rip up all the asphalt
- Make it one way up – get rid of half of the traffic
- Do studies in August
- Aspen Village made speed limit drop to 25mph but it has become a thoroughfare
- Why can't we just lower speed limit throughout town to 25 mph
- Speed has to be established in a survey to make it enforceable
- Very difficult to lower speed limits once they have been established
- People getting hurt near driving range because of speed
- Would give advantage to pedestrians and bikers with lower speeds
- OMR thoroughfare is losing its charm
- Not sure if town-wide speed limit can be done according to police chief
- Why don't we take into consideration that we want people walking and biking
- Can we go to State and ask for resort speed limit?

Table 2

- Entrance to town has no reduced speed ahead signs – people fly through
- Interim suggestion at PO – cars are not stopping at pedestrian crossing perhaps do written comments at the stop too of what to do
- Residential speed limit at Forest Trail
- Put stops signs where road is flat along Forest trail, might discourage people from using as a connector, same on OMR
- What about speed bumps?

- Just need to find a way to make it inconvenient to traverse the road
- Need to do a warrant analysis to get stops signs
- Not enough traffic volume at those sites to warrant stop signs
- Speed dips may be an option
- What about temporary speed bumps like at Alpine Meadows? – they are removable in the fall when snow arrives – humps
- Guidelines for speed that relate to pitch of road
- Get neighbors involved and say we have a problem – have to get buy in before town initiates
- Scenic Loop is dangerous – project is coming forward to repave, not biker friendly right now
- Plan for Sierra Valley area? – it’s scary to walk there at night, especially with a dog

Snow Management

Table 2

- LMR bike path – minimum to Lakes View maximum to Davison
- Need to know how it will be cleared
- Meridian to OMR clear one side or the other – pedestrians in street all winter
- Students from Joaquin to school – kids in streets
- Walking home from Vons in the street
- OMR and Main to Sawmill cutoff needs to clear path
- Clear who path along Main St from OMR up to fire station
- Build a sidewalk even if you can’t clear it? Table is divided, some think good to have in summer others think if you build it you have to clear it
- Need to look at winter pedestrian mobility as being on MUPs discreet from streets and not dealing with plowed snow on top
- Need to do this analysis
- Alternative infrastructure that could support pedestrian mobility in winter without having to clear

Table 1

- Want to see sidewalks and pedestrian use in winter
- Bike paths used as bike paths and cross country skiing
- Don’t want sidewalks unless they can be groomed
- Sierra Valley Sites who will pay for sidewalks if you put them there – poor area, people can’t pay for it
- Could get grants if there is an easement

Table 5

- Have businesses and residents keep their sidewalks clear
- Have people be responsible, not just the town if there were sidewalks put in
- Take some of it off of the town
- Create expectation for when developments come in so they don’t just rely on town either – developers need to do their share
- Assessment districts should be formed
- Safe Routes to Schools, especially on Meridian from Mono all the way down to Vons

- Especially if school buses are going by wayside
- More kids may be walking
- Think about creative solutions for storing snow
- Leave some streets covered – snow streets
- Costs are huge especially if trucked out
- Think outside the box

General Comments

- Open space on property needed
- Each person needs open space for snow blower

Table 4

- Better coordination between town and Caltrans
- Make removal more consistent so safety is a higher priority

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
B 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All	All	Bike racks that are secure and bike friendly
B 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Old Mammoth Road, Snowcreek	Snowcreek	Complete MUP near Snowcreek
B 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All	All	MUP network cost and maintained is intensive. Need thoughtful motivation for implementation part of mobility plan.
B 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Sierra Valley Sites	Sierra Valley Sites	Sierra valley area - since there is a pedestrian path proposed through this area please add bikes as well. Bikes now just ride thru property randomly.
B 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All	All	Bike trailers on all trolleys
B 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All	All	Need maps and marking because many of the trails are hidden from view
B 7	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All	All	Need many more bike racks - standards are too low
B 8	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Joaquin	Sierra Valley Sites	Integrate Joaquin street at # 121 to another path don't dump bikers onto the frontage road
B 9	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Main Street	Main Street	Need connection from no frontage road at fire station to path by fs barracks
B 10	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Juniper Ridge, Snowcreek	Juniper Ridge, Snowcreek	Need easement to enter snowcreek 4 from just above #24 majestic pines?
B 11	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Snowcreek	Snowcreek	Check S.C. gondola easement
B 12	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	Knolls	Knolls	Need to connect mammoth knolls to MUP
B 13	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All, Postpile	All, Postpile	More bike lanes especially down to the Postpile
B 14	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities	All	All	Multi use paths keep bicycles and pedestrians off road shoulders or high volume traffic roads
B 15	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Bicycle Facilities			We need to put a proper dirt bike park here in the woods of unused land. Shady rest park.
B 16	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	Upper Forest Trail, 203, Scenic Loop	Mammoth Slopes	Connect Upper Forest Trail to 203 below Scenic Loop turn off
B 17	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	Lodestar Drive, Bear Lake Drive, Callahan, Dorrance	Sierra Star, Sierra Valley Sites	Connections between Dorrance Drive to Callahan to Bear Lake Drive
B 18	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	North Village, Vons, Rite Aid, Main Street	North Village Main Street, Old Mammoth Road	Bike racks needed at North Village, Vons, Rite Aid area, Main Street area
B 19	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	Old Mammoth Road	Snowcreek	Fill gap in existing Main Path Loop MUP between Mammoth Creek Park and Minaret on north side of Old Mammoth Road
B 20	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	All	All	More bike racks around town!
B 21	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	Post Office, Vons, Rite Aid	North Village Main Street, Old Mammoth Road	Bike racks at Post office, Vons, Do It Center
B 22	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	Canyon Blvd	Mammoth Slopes, North Village	I am very concerned about downhill bike Traffic on Canyon Boulevard to Village bus stop
B 23	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Bicycle Facilities	Hillside Drive	Mammoth Slopes, North Village	Connection from Hillside Drive to Uptown/Downtown
B 24	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Old Mammoth Road	Snowcreek	Fill gap in existing Main Path Loop MUP between Mammoth Creek Park and Minaret on north side of Old Mammoth Road
B 25	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Lodestar Drive, Hidden Valley Road, Lake Mary Road	Sierra Star, Majestic Pines, Mammoth Slopes	Confirm: proposed MUP connection between north end of Lodestar MUP to Hidden Valley Road to Lake Mary Road
B 26	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Main Street	Main Street	Main Street from North Village to Sierra Park Road
B 27	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Minaret	North Village, Sierra Star	Minaret Road from Main Street to Meridian Boulevard
B 28	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Meridian	Meridian, Old Mammoth Road	Confirm near-term bicycle facility on Meridian Boulevard between Old Mammoth Road and Sierra Park Road
B 29	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Gateway	Gateway	Meridian Boulevard from Sierra Park Road to College Parkway
B 30	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	All	All	Would like MUP to connect all major streets: Main Street, Meridian, Minaret, Old Mammoth, Chair 15 to Ski Museum
B 31	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Old Mammoth Rd	Old Mammoth Road,	Old Mammoth Road from Main Street to Snowcreek V
B 32	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Industrial Park, Main Street, Old Mammoth Road, North Village	Industrial Park, Main Street, Old Mammoth Road, North Village	Bike racks at industrial park, commercial centers (Vons, Center Street, Factory Shops, etc.)
B 33	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Minaret, 203	North Village	Multi-use path from North Village to Main Lodge
B 34	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Bicycle Facilities	Minaret	North Village, Sierra Star	Multi-use path on Minaret Road from Meridian Boulevard to Main Street
B 35	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	All	All	Would be great to consider colored differential to identify bike lanes clearly - painted
B 36	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	Main Street, Old Mammoth Road, North Village	Main Street, Old Mammoth Road, North Village	High priority for bike racks at Old Mammoth Commercial, Main Street, North Village
B 37	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	Welcome Center	Main Street	Connect proposed MUP at Welcome Center all the way through
B 38	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	Lodestar Drive, Bear Lake Drive, Sierra Valley Sites	Sierra Star, Majestic Pines, Mammoth Slopes	Confirm: Connect north end of Majestic Pines Drive (Lodestar MUP) to Main Street and Callahan Way (via Bear Lake Drive)
B 39	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	Scenic Loop		Confirm: Scenic Loop priority bike lanes
B 40	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	Juniper Lodge	Juniper Ridge	Confirm: Proposed MUP on MMSA property near Chair 15 to connect to Canyon Lodge and 203
B 41	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	Waterford	Old Mammoth, Juiper Ridge	Confirm: near-term bicycle facility on Waterford with bridge to connect to existing bicycle facility on Majestic Pines
B 42	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Bicycle Facilities	All	All	Support idea of maintenance of bike lanes - keep clear of debris (volunteer)
B 43	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Sierra Park Road	Old Mammoth Road	Confirm: Proposed bicycle facilities on Sierra Park Road
B 44	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Waterford	Old Mammoth, Juiper Ridge	Confirm: near-term bicycle facility on Waterford with bridge to connect to existing bicycle facility on Majestic Pines
B 45	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Majestic Pines Drive, Snowcreek Road	Majestic Pines, Juniper Ridge, Snowcreek	Connect south Majestic Pines Drive (east end) to Snowcreek Road (Snowcreek III)
B 46	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Old Mammoth Road	Snowcreek	Continue existing MUP on east side of Old Mammoth Road between Sherwin Creek and proposed Snowcreek VIII entrance
B 47	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Old Mammoth Road	Snowcreek	Fill gap in existing Main Path Loop MUP between Mammoth Creek Park and Minaret on north side of Old Mammoth Road
B 48	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Lodestar Drive, Hidden Valley Road, Lake Mary Road	Sierra Star, Majestic Pines, Mammoth Slopes	Confirm: proposed MUP connection between north end of Lodestar MUP to Hidden Valley Road to Lake Mary Road
B 49	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Bear Lake Drive, Meridian	Sierra Star	Connect proposed MUP on east Bear Lake Drive to Meridian Bike facility
B 50	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Lodestar Drive, Monterey Pines Road	Sierra Star, Majestic Pines	Connect existing MUP along Lodestar Drive to southeast and northeast ends of Monterey Pine Road
B 51	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Meridian	Old Mammoth Road	Confirm near-term bicycle facility on Meridian Boulevard between Old Mammoth Road and Sierra Park Road
B 52	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Meridian	Sierra Valley Sites, Meridian, Old Mammoth Road	Bicycle facility on Meridian Boulevard from Sierra Park Road to Joaquin Road
B 53	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Meridian	Juniper Ridge, Sierra Star, Sierra Valley Sites, Meridian, Old Mammoth Road	Bicycle facility on Meridian Boulevard from Sierra Park Road to Majestic Pines Drive
B 54	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	Main Street	Main Street	Bicycle facility on Main Street between Visitor Center and Minaret Road
B 55	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Bicycle Facilities	All	All	Bike with rider silhouette in the lane really shows up - painting entire lane will eventually disappear in drivers' minds - the silhouette graphics repeatedly call drivers' attention to cyclists
B 56	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Bicycle Facilities	Meridian	Gateway	Confirm: Proposed bicycle facility on Meridian Boulevard from Sierra Park Road to 203
B 57	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Bicycle Facilities	Laurel Mountain	Old Mammoth Road	Confirm: Proposed bicycle facility on Laurel Mountain Road from Main Street to Sierra Nevada Road
B 58	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Bicycle Facilities	Sierra Park Rd	Old Mammoth Road	Confirm: Proposed bicycle facility on Sierra Park Road from Main Street to Meridian Boulevard
B 59	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Bicycle Facilities	Minaret	North Village	Minaret Road from North Village to Scenic Loop
B 60	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Bicycle Facilities	203		203 from Scenic Loop to Main Lodge
B 61	7/18/09	Open House Survey Comment Sheet	Open House Survey Comment Sheet	Bicycle Facilities	All	All	Make additional connecting paths to assure reasonable circulation/convenient routes
B 62	2007, 2008/2009	2007 Mobility Café, 2008/2009 TSMP	2007 Mobility Café, 2008/2009 TSMP	Bicycle Facilities	All	All	More bike racks and storage should be available at key locations
B 63	2006	2006 Mobility Report	2006 Mobility Report	Bicycle Facilities	Old Mammoth, Main Street	Old Mammoth, Main Street	Old Mammoth Road and Main Street are key gaps in bicycle connectivity
B 64	2006	2006 Mobility Report	2006 Mobility Report	Bicycle Facilities	All		Bicycle facilities should be provided to connect to Crowley, Devils Postpile, and the Scenic Loop
B 65	2007, 2008/2009	2007 Mobility Café, 2008/2009 TSMP	2007 Mobility Café, 2008/2009 TSMP	Bicycle Facilities	All	All	Bicycle facilities and Paths should have more separation from vehicle travel lanes
B 66	2006, 2008/2009	2006 Mobility Report, 2008/2009 TSMP	2006 Mobility Report, 2008/2009 TSMP	Bicycle Facilities	All	All	Bicycle facilities are typically used for snow storage, limiting winter accessibility
B 67	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Bicycle Facilities	All	All	More bicycle facility signage should be provided (Share the Road, Bike Lane, Bike Route)
B 68	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Bicycle Facilities	Canyon Lodge, Eagle Lodge	Mammoth Slopes, Juniper Ridge	Improve access to mountain biking portals
B 69	2008/2009	2008/2009 TSMP	Open House "pin marks the spot"	Gondola	All	All	General - cost / benefit should be analyzed vs. other improvements such as more transit. Electricity? Staffing? Building stations?

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
G 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Gondola	Snowcreek	Snowcreek	If built, should extend to snowcreek 8 (if that's built)
G 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Gondola	All	All	Cost? Both initial, and long term.
G 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Gondola	All	All	aesthetics?
G 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Gondola	All	All	How would this look in such a small town? Good green idea, but everywhere you look, gondolas. If you live near one with noisy people early morning and night? Extra noise, extra lights, extra taking away from mountain
G 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Gondola	All	All	You still need parking need gondolas. So callif visitors drive to mammoth. Gondolas move skiers, not people shopping for groceries.
G 7	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Gondola	Snowcreek	Snowcreek, Sierra Star, Juniper Ridge	Connect from Meridian to Snowcreek VIII
G 8	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Gondola	Main Street	Main Street	Connect to bus parking area and park n ride area on edge of town
G 9	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Gondola	Main Lodge		Connect to Main Lodge
G 10	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Gondola	Sierra Star, North Village	Sierra Star, North Village	Connect from Sierra Star to North Village
G 11	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Gondola	North Village, Main Lodge	North Village	Connect to Main Lodge from North Village
G 12	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Gondola	Juniper Ridge, Meridian	Juniper Ridge, Meridian, Sierra Star	Meridian Boulevard not needed
G 13	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Gondola	Old Mammoth Road	Old Mammoth Road	Should go on Old Mammoth Road, not from Civic Center to College
G 14	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Great idea - go for it
G 15	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Good that it provides a desirable mode-split and there is a marketing P & R component. However it is capital intensive and operating cost and maintenance.
G 16	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	This provides other value than just mode split
G 17	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Less air pollution. Renewable energy powered(?)
G 18	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Solar or geothermal powered
G 19	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Compare operating costs to surface transit
G 20	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Need mode split analysis. How much is traffic alleviated?
G 21	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Visitor-driving
G 22	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Gondola	All	All	Attraction in and of itself. Ride for fun.
G 23	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Gondola	North Village, Main Lodge	North Village	Connect to Main Lodge from North Village
G 24	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Gondola	Sierra Star, North Village	Sierra Star, North Village	Connect Sierra Star to North Village
G 25	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Gondola	Sierra Park Road	Old Mammoth Road	Sierra Park Road instead of from Civic Center area to College
G 26	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Gondola	Old Mammoth Road	Old Mammoth Road	Should go on Old Mammoth Road, not from Civic Center to College
G 27	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Gondola	North Village, Main Lodge	North Village	3000 PPH main to village
G 28	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	It would benefit the community, but it is probably cost prohibitive unless substantially funded through redevelopment. Possibly transit tax could also be used, but wouldn't be nearly enough. If it ran on geothermal power it could be more feasible financially and more environmentally friendly.
G 29	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	A gondola system would facilitate transit. Is likely more energy efficient and moves more people move efficiently than other modes. It's flashy enough to entice people into another mode and out of vehicles.
G 30	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	No, an in-town gondola system would not benefit the community. Why would a town that wants to keep its small town feel, want gondolas floating overhead in winter and tracks in the summer like its San Francisco.
G 31	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	Meridian, Main Street, North Village	Meridian, Main Street, North Village	Yes on Main Street to Canyon and along Old Mammoth Road to support commercial. Should not go up Meridian, which is residential.
G 32	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	Sierra Star	Sierra Star, Meridian	Gondola from Sierra Star to Meridian would work
G 33	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	More buses and routes would be more flexible as to times and routes
G 34	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	I question the cost effectiveness. Very expensive only used in winter - or would people really use it in summer? Seems like a waste of money.
G 35	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	No gondola in town. We will no longer have a small town (community) atmosphere.
G 36	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Gondola	All	All	Costly for what reason - Disneyland feeling
F 1	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Open Comments	Sierra Valley Sites	Sierra Valley Sites	Too much water drains into Sierra Valley Sites from up above (sierra star area)
F 2	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Open Comments	Sierra Valley Sites	Sierra Valley Sites	New projects can impact Sierra Valley Sites with water drainage
F 3	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Open Comments	All	All	Creative solutions that are Mammoth specific
P 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Shady Rest Tract	Shady Rest	Hidden Creek (Shady Rest Tract) is zoned for Workforce Housing - no public parking!
P 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Sierra Valley Sites	Sierra Valley Sites	In sierra Valley Sites no parking down the streets from the businesses into the residential area! (Business off of main street)
P 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Old Mammoth Road	Old Mammoth Road	Parking district(s) in North Old Mammoth road area parking should be shared and easily accessible to peds
P 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Snowcreek	Snowcreek	Should be within snowcreek 8 -- is located with planned parking for snowcreek facilities.
P 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities			Should be trailhead and staging. Its need a staging area.
P 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities			It's a shame to ruin this area with parking
P 7	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities			Not sure where this trailhead is - by #58 so cant comment
P 8	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Park and Ride Lot	Old Mammoth Road	Allow overnight parking in summer only for YARTS customers in park n' ride facility
P 9	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities			Move parking at #41 to whiskey creek side
P 10	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	MCWD	Gateway	Tour bus parking at H2O district - good ideal (at least as a temporary use)
P 11	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	All	All	We don't have anywhere in town for oversized vehicles and/or toy trailers - could Eagle and Canyon be used in short term?
P 12	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	College	Gateway	Need more parking at the college
P 13	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Canyon Lodge, Eagle Lodge	Juniper Ridge, Mammoth Slopes	Negotiate with MMSA for tour bus parking and Eagle and Canyon lodges
P 14	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	All	All	No parking fees
P 15	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Tamarack St	Old Mammoth	It is "unnecessary" to provide a parking lot for parking access for area beyond the end of tamarack st in old mammoth as we presently have 2+ spaces in summer and don't feel it appropriate for "parking spaces" in winter and to condition of snow and street re: snowremoval it is a snow removal problem between --- and assessment district from sunnyslope all winter as is. summer use is (and has been) no problem for pedestrians, bicycles and horses --- old mammoth community and use irregular with little parking needs. the only need is for emergency vehicle use. our neighborhood associations have been meeting for 2 years regarding this subject. discussing with Terry Plum and Triad people. we hope that this very expensive idea is addressed in a more economical and suitable way. we will be continuing our meeting as the situations comes toward resolution as a neighborhood consensus. Please consider our thoughts. Thank you.
P 16	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Parking Facilities	Tamarack St	Old Mammoth	There is no need for a parking lot at the end of Tamarack street. As an alternative, create 2-3 parallel parking "turn outs" on the proposed "plum" easement. Also - said easement should allow for ped, equestrian and bike passage (no cars except emergency vehicles)
P 17	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	North Village	North Village	Confirm: North Village parking
P 18	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Sherwins	Snowcreek	Sherwin Staging area east of Snowcreek V is important for Sherwins access!
P 19	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Snowcreek	Snowcreek	Snowcreek District parking - once snowcreek VIII is in, snowcreek district will need more parking
P 20	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Eagle Lodge	Juniper Ridge	Eagle Lodge parking
P 21	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Main Street	Main Street	Intercept parking area near edge of town on 203
P 22	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Shady Rest Tract	Shady Rest	Confirm: Shady Rest Tract (Hidden Creek Crossing) parking
P 23	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Vons	Old Mammoth Road	Confirm: Vons area commercial parking
P 24	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	North Village	North Village	North Village needs traffic/parking management dealing with people loading/unloading at the gondola blocking the bus turn outs
P 25	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	North Village	North Village	Village parking for people to take the gondola to canyon
P 26	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	All	All	General Parking area for tour buses
P 27	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	All	All	No additional on-street parking - no room for it
P 28	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	All	All	Park n ride facilities coordinated with transit
P 29	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	All	All	Affordable housing: needs to have more guest parking on their project
P 30	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	North Village	North Village	Additional on-street parking in Village
P 31	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Main Street	Main Street	You can't really park and walk in the Main Street core of Town because the crossings are unsafe and the area lacks sidewalks. The issue is not just parking but park it and leave it.
P 32	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Mammoth Slopes, Meridian	Mammoth Slopes, Meridian	Some solution to street side parking at Eagle Lodge on Meridian and Canyon Lodge on Lakeview
P 33	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Parking Facilities	Mammoth Crossings	North Village	Rather than require Mammoth Crossings to build 100 spaces public parking at site 3, have them pay \$50,000/space (\$5 million) to purchase lot across from Village (East) (now in receivership) for large (400 space) parking structure. Encourage park n' ride to ski area by providing direct shuttle from structure to Main Lodge. Encourage use of Village before/after skiing. Provide long-term revenue stream.
P 34	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Park and Ride Lot	Old Mammoth Road	Park and Ride Lot: Future expand to structured parking. It is currently underutilized
P 35	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Shady Rest Tract	Shady Rest	No parking at Shady Rest Tract (Hidden Creek Crossing) - that's for workforce housing
P 36	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	North Village	North Village	North Village Area - Southeast corner of Main/Minaret intersection (M-xing): Understructure parking with retail on top. Public access connections to Village.
P 37	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	All	All	Need tour bus parking
P 38	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Hayden Cabin	Snowcreek	Better parking at Hayden Museum
P 39	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	All	All	Overnight parking lot
P 40	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	All	All	"S" Lots of staging areas needed around town
P 41	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Main Street, Old Mammoth Road, North Village	Main Street, Old Mammoth Road, North Village	"P" Commercial parking needed around shops
P 42	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	All	All	"T" Lots of trailhead parking sites so trails are used and found
P 43	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Hayden Cabin	Snowcreek	Better parking at Hayden Cabin Museum
P 44	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Main Street	Main Street	Parking structure under 203 - long-term future project

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
P 45	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Parking Facilities	Old Mammoth Road, Vons	Old Mammoth Road	Vons redevelopment - parking underground, retail & pedestrian and public spaces above
P 46	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Parking Facilities	All	All	While proposed parking is needed, we need a nearer-term plan. I think that we should utilize all existing parking. Try to create opportunities where people drive and park, fulfill several tasks, possibly ride transit, before returning to
P 47	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Parking Facilities	Shady Rest Park		Segregated parking for motorized staging at Shady Rest Campground area (Sawmill Cutoff)
P 48	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Parking Facilities	Snow Pit	Snowcreek	Segregate motorized parking from non-motorized parking near Sherwins borrow pit site (Sherwin Creek Road)
P 49	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Parking Facilities	All	All	In-town loader parking to minimize time, gas, and hazard to traffic and pedestrians
P 50	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Parking Facilities	All	All	Need allowed overnight parking for Yosemite trips out of town
P 51	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Parking Facilities	Main Street	Main Street	Intercept Lot - Park and transfer stop at edge of town, park - leave car there for entire visit
P 52	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	Lakes Basin		Lakes Basin staging/parking for transfer to Basin bus
P 53	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	Main Street	Main Street	Meridian and 203 - bus stop/encourage out of towners to park and ride
P 54	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	North Village	North Village	Village transit plan - good location but poor implementation currently - poor mix of transit/auto/ped
P 55	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	All	All	No additional on-street parking
P 56	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	Main Street	Main Street	Main Street from Tavern to Center
P 57	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	North Village	North Village	Village!
P 58	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	All	All	Minimize surface lots
P 59	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	All	All	Diagonal back-in parking is an option for on-street parking
P 60	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	Snowcreek	Snowcreek	Staging area due south of Snowcreek VIII does not make sense
P 61	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	St. Josephs, Ranch Road	Old Mammoth	Parking at St. Josephs is a good shared use
P 62	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Parking Facilities	All	All	If there's more on-street parking, where do the bikes go?
P 63	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Parking Facilities	North Village	North Village	Confirm: North Village parking
P 64	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Parking Facilities	Park and Ride Lot	Old Mammoth Road	Confirm: Park n Ride parking
P 65	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Parking Facilities	Mammoth Creek Park	Snowcreek	Confirm: Mammoth Creek Park area parking
P 66	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Parking Facilities	Main Street, Old Mammoth Road	Main Street, Old Mammoth Road	Parking appears sufficient in Main Street District and Old Mammoth Road Commercial District with exception of peak demand
P 67	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Parking Facilities	All	All	Emphasis should be on sufficient parking at lodging facilities rather than at retail.
P 68	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Parking Facilities	Main Street, Old Mammoth Road, North Village	Main Street, Old Mammoth Road, North Village	Important not to plan retail parking to accommodate peak demand - emphasis should be on effective transit.
P 69	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Parking Facilities	Minaret, Meridian	Sierra Star, Meridian	On-street parking in town is a little scary! On Minaret by Sam's woodsite during special events is a scary nightmare! I always make sure to go a different way. Oh well, I guess that solves that, but its also scary on Meridian by Horizon condos. Pedestrians just don't pay attention and in my opinion is very unsafe.
P 70	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Parking Facilities	North Village	North Village	From the beginning, after the first month, I didn't bother going to the Village because the parking and access was so difficult. Visitors and patrons should not have to cross traffic on Minaret Road in inclement conditions. They won't go. There are other places to shop and eat in town.
P 71	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Parking Facilities	Main Street, Old Mammoth Road, North Village	Main Street, Old Mammoth Road, North Village	Certain areas of town are fine with on-street parking - most areas are not - businesses need to provide parking and the cities master plan needs to reflect that.
P 72	2006	2006 Mobility Report	2006 Mobility Report	Parking Facilities	North Village, Main Street, Old Mammoth Road,	Main Street, North Village, Old Mammoth Road	Inadequate parking in the North Village, Old Mammoth Road, and Main Street
P 73	2006	2006 Mobility Report	2006 Mobility Report	Parking Facilities	All	All	Convenient on-street parking for businesses is not available
P 74	2006	2006 Mobility Report	2006 Mobility Report	Parking Facilities	All	All	No overnight public parking available
P 75	2006	2006 Mobility Report	2006 Mobility Report	Parking Facilities	Ski portals	Juniper Ridge, Mammoth Slopes, North Village	Inadequate ski area parking
P 76	2006, 2008/2009	2006 Mobility Report, 2008/2009 TSMP	2006 Mobility Report, 2008/2009 TSMP	Parking Facilities	All	All	Inadequate trailhead parking
P 77	2006	2006 Mobility Report	2006 Mobility Report	Parking Facilities	Park N' Ride	Old Mammoth Road	Park n' Ride lot is underutilized
P 78	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Parking Facilities	Shady Rest Park		Provide additional parking for snowmobilers at Shady Rest
P 79	2006	2006 Mobility Report	2006 Mobility Report	Parking Facilities	All	All	Parking garage construction is very expensive
PED 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Old Mammoth Road	Old Mammoth Road	Main sidewalk should move people to west side of buildings (sunny side in winter) on clearwater site along old mammoth
PED 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Main Street	Main Street, Old Mammoth Road	Need a safe crosswalk/access @ 203 and sierra park across to sawmill - the tunnel is not convenient
PED 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Sierra Nevada	Old Mammoth Road, Main Street, Meridian	Sidewalks on sierra Nevada - safe route to school
PED 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Joaquin	Sierra Valley Sites	Lighting on Joaquin
PED 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Old Mammoth Road	Old Mammoth Road	Lighting on Old Mammoth Road
PED 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Minaret	North Village	Sidewalk on minaret near whiskey creek
PED 7	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Sierra Park Road, Old Mammoth Road	Old Mammoth Road, Snowcreek	Consider connection further west (i.e. Old Mammoth) proposed route impacts both sierra meadows and Hayden cabin and further fragments mammoth creek.
PED 8	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Meridian	Meridian	On meridian blvd (between minaret and azimuth) most important for safety. Many pedestrians and bikes (4th of July absolutely crazy) but normal flow is always high (even in winter)
PED 9	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Snowcreek	Snowcreek	Snowcreek meadow has too many parallel trails and no wayfinding signs
PED 10	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	All	All	Prioritize sidewalk clearing in the winter (#7 in priority is too low) applies to whole system
PED 11	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	All	All	When redeveloping the strip malls, make more mid block connections i.e. from this room (wild willy's) to the library makes you go all the way to meridian and around.
PED 12	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	All, Main Street	All, Main Street	Snow removal on existing walks to keep people from having to walk on street. (particularly on main street)
PED 13	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	All, Main Street	All	Need better transition between neighborhoods and commercial (i.e. s of main, s of ctr, around village, to facilitate walk/bike)
PED 14	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Majestic Pines Drive, Snowcreek Road	Majestic Pines, Juniper Ridge, Snowcreek	Connect snowcreek 3 to majestic pines
PED 15	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	All	All	When ever possible move sidewalks away from street, like west of post office
PED 16	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Canyon Blvd	North Village	More sidewalks bike lanes take out light on canyon leading to village or longer response time when a car hits lake mary road
PED 17	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Lake Mary Road	Mammoth Slopes, Majestic Pines	Need sidewalk on one side on lake mary road from village to lee road.
PED 18	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Main Street	Main Street	There needs to be a sidewalk and proper lighting to help moving up to the 4 way light at minaret from where it stops at angels by mountain blvd. There is a lot of foot traffic headed back from the village or up to the village and during some of the seasons up here the roads can be bad in that area.
PED 19	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	Main Street	Main Street	Sidewalks need to be widened and provided on main especially to transit stops
PED 20	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Pedestrian	All	All	If you want people to walk must provide year around access.
PED 21	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	Main Street	Main Street	Main at center street, laurel mtn. north frontage, post office to light at minaret
PED 22	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	North Village	North Village	Crosswalk in North Village to Parking lot, near bus stop
PED 23	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	Main Street	Main Street	Confirm - proposed pedestrian facility on north side of Main Street between Minaret and existing MUP near North Frontage (Angels)
PED 24	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	All	All	Improve crosswalks
PED 25	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	North Village	North Village	Confirm - North Village
PED 26	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	Main Street	Main Street	Near Goodyear
PED 27	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	Main Street	Main Street	Near Basecamp
PED 28	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	Main Street	Main Street	Main Street near Bank of America
PED 29	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	All	All	All crosswalks need to be in working order
PED 30	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	All, North Village	All, North Village	Areas that attract people i.e. North Village should have a way for pedestrians to safely come to and from the area. It is not enough to have busses going that way but have a way for people to walk there.
PED 31	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Pedestrian	Main Street, Post Office, Bank of America, North Village	Main Street, North Village	There are many problem areas but I am forced to identify these first (crosswalks at Post Office, North Village and Bank of America) - safety of crosswalks
PED 32	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Sierra Valley Sites	Sierra Valley Sites	Pedestrian facilities in Sierra Valley Sites
PED 33	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Main Street	Main Street	Pedestrian facilities on Main Street - fill gaps
PED 34	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Forest Trail	Knolls	Confirm - proposed pedestrian facility on Forest Trail between Minaret and Main Street - north side
PED 35	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Minaret	North Village	Confirm - proposed pedestrian facility on Minaret between Forest Trail and Mammoth Knolls Drive. Connect to Knolls.
PED 36	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Meridian	Gateway	Confirm - proposed Meridian Boulevard MUP between Sierra Park Road and College Parkway (ski museum)
PED 37	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Main Street, Laurel Mountain, Old Mammoth Road	Main Street, Old Mammoth Road	Confirm - proposed mid-block connections south of Main between Laurel Mountain Road and Old Mammoth Road (Bank of America, Rite Aide, etc.)
PED 38	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Meridian, Old Mammoth Road	Old Mammoth Road	Confirm - proposed mid-block connections south of Meridian Boulevard between Old Mammoth Road and Vons
PED 39	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Lodestar Drive, Bear Lake Drive	Sierra Star	Confirm - proposed MUP connection between north end of Lodestar Drive and west Bear Lake Drive (near Woodwinds condos)

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
PED 40	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Majestic Pines Drive, Lake Mary Road	Majestic Pines, Mammoth Slopes	Pedestrian facility between Monterey Pine Road/Majestic Pines Drive and Lake Mary Road
PED 41	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Pedestrian	Sierra Valley Sites	Sierra Valley Sites	Sidewalk in Sierra Valley Sites from Main Street to Meridian on at least 1 side, even if it is narrow
PED 42	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Main Street, Sierra Park Road	Main Street, Old Mammoth Road	Crosswalk at 203 and Sawmill Cutoff and Sierra Park Road
PED 43	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Meridian, Sierra Park Road	Old Mammoth Road	4-way crosswalk at Meridian Boulevard and Sierra Park Road
PED 44	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Waterford	Old Mammoth, Juiper Ridge	Waterford pedestrian facility should be a MUP that connects to bridge at creek (not a sidewalk)
PED 45	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Old Mammoth Road	Snowcreek	Proposed sidewalk on north side of Old Mammoth Road should be a MUP, not a sidewalk (Gap between Minaret and Mammoth Creek Park).
PED 46	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Minaret	North Village	Add additional crosswalks across Minaret Road to/from Village - provide more/safe crossings
PED 47	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Majestic Pines	Majestic Pines, Mammoth Slopes	Connect north end of Majestic Pines to Lake Mary Road/North Village (existing Lodestar MUP)
PED 48	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Monterey Pines Road, Meridian	Majestic Pines	Connect southeast end of Monterey Pine Road to Meridian Boulevard bike path
PED 49	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	North Village	North Village	North Village major walkability issues. Need to start cohesive planning with developers
PED 50	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Lodestar Drive, Bear Lake Drive, Callahan	Sierra Star, Sierra Valley Sites	Connect north end of Majestic Pines Drive (Lodestar MUP) to Mains Street and Callahan Way (via Bear Lake Drive)
PED 51	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Main Street, Center Street, Shady Rest	Main Street, Shady Rest	A lot of business on main street south side don't face neighborhood. Suggest walkable retail along North border of shady rest tract that facilitates neighborhood foot traffic toward main street.
PED 52	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Main Street, Old Mammoth Road	Main Street, Old Mammoth Road	Commercial districts all front streets. This means business' backs are turned to the neighborhoods. Examples are South of Center Street, South of Main Street Access Road. Suggest improving foot/bike connectivity by creating commercial space more geared to neighborhoods, facing neighborhoods.
PED 53	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	All	All	Suggest using existing parking as walkable hubs. People park, fulfill several tasks before getting back into the car
PED 54	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Forest Trail	Knolls	Proposed pedestrian facility on Forest Trail between Minaret Road and Main Street is a LOW priority
PED 55	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Sierra Park Road	Old Mammoth Road	Pedestrian facilities on Sierra Park Road north of hospital and on Tavern are a HIGH priority
PED 56	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Sierra Valley Sites	Sierra Valley Sites	Mid-block pedestrian/bike connections in Sierra Valley estates
PED 57	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	All	All	Sidewalks/Multi-use path connectivity is not adequately addressed with large developments
PED 58	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Pedestrian	Waterford	Old Mammoth, Juiper Ridge	Waterford bridge that connects MUP from southside across creek to north side
PED 59	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Forest Trail	Knolls	Confirm - proposed pedestrian facility on Forest Trail between Minaret and Main Street
PED 60	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Main Street	Main Street	Confirm - proposed pedestrian facility on north side of Main Street between Minaret and existing MUP near North Frontage (Sierra Boulevard to Whiskey Creek)
PED 61	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Old Mammoth Road	Snowcreek	Continue existing MUP on east side of Old Mammoth Road between Sherwin Creek and proposed Snowcreek VIII entrance
PED 62	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Old Mammoth Road	Snowcreek	Fill gap in existing Main Path Loop MUP between Mammoth Creek Park and Minaret on north side of Old Mammoth Road
PED 63	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Waterford, Snowcreek Meadow	Snowcreek	Pedestrian connection along creek between Minaret and north end of Waterford (GIC #24) - Snowcreek Meadow
PED 64	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Waterford	Old Mammoth, Juiper Ridge	Confirm - proposed Waterford bridge connection
PED 65	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Monterey Pines Road, Lodestar Drive	Majestic Pines	Connect existing MUP along Lodestar Drive to southeast and northeast ends of Monterey Pine Road
PED 66	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Majestic Pines Drive, Snowcreek Road	Majestic Pines, Juniper Ridge, Snowcreek	Connect south Majestic Pines Drive (east end) to Snowcreek Road (Snowcreek III)
PED 67	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	All	All	Sidewalks that access transit need to be cleared of snow. Note: it was a COA for Aspen Village Workforce Housing Use Permit that access to transit at Snowcreek Athletic Club by clear year-round.
PED 68	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Meridian	Meridian	Sidewalk from Old Mammoth Road to Sierra Park on south side should be cleared rather than snow storage for Minaret Mall!
PED 69	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Pedestrian	Main Street, Old Mammoth Road	Main Street, Old Mammoth Road	Center of town needs sidewalks on both sides.
PED 70	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Pedestrian	Main Street	Main Street	Main Street connectivity from Sierra Park Road to North Village
PED 71	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Pedestrian	Main Street	Main Street	Confirm: proposed pedestrian facility on Main Street from Manzanita/Mountain Boulevard to Minaret/Lake Mary
PED 72	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Pedestrian	Minaret Road	North Village, Sierra Star	Confirm: proposed pedestrian facility on Minaret from Main Street to Meridian Boulevard
PED 73	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Pedestrian	Meridian	Meridian, Sierra Valley Sites, Sierra Star	Confirm: near-term pedestrian facilities on Meridian Boulevard from Old Mammoth Road to Minaret Road
PED 74	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Pedestrian	All	All	Provide off grade pedestrian street crossings
PED 75	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Pedestrian	All	All	All of the districts (North Village, Main Street, Old Mammoth Road, and Snowcreek) have adequate to wonderful sidewalks, paths and other pedestrian facilities. Spend money on more important things.
PED 76	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Pedestrian	Meridian, Majestic Pines	Meridian, Sierra Valley Sites, Sierra Star, Majestic Pines	I'm glad to see proposed sidewalks on Meridian and up Majestic Pines - pedestrian mobility means nothing without snow removal from sidewalks in the winter.
PED 77	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Pedestrian	Main Street	Main Street	Main Street gap is the key missing link in the Main Path Loop
PED 78	2006, 2007, 2008/2009	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	Pedestrian	Main Street	Main Street	Main Street is not pedestrian accessible and is dangerous
PED 79	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Pedestrian	Main Street	Main Street	Main Street and Minaret Road intersection is not pedestrian friendly
PED 80	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Pedestrian	Main Street	Main Street	Main Path Loop should be completed
PED 81	2007, 2008/2009	2007 Mobility Café, 2008/2009 TSMP	2007 Mobility Café, 2008/2009 TSMP	Pedestrian	Main Street, Old Mammoth Road	Main Street, Old Mammoth Road	Increased pedestrian connectivity in town center is important
PED 82	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Pedestrian	All	All	Major streets should have sidewalks on both sides
PED 83	2006, 2007, 2008/2009	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	Pedestrian	All	All	Sidewalks and Paths are not usable year-round
PED 84	2007, 2008/2009	2007 Mobility Café, 2008/2009 TSMP	2007 Mobility Café, 2008/2009 TSMP	Pedestrian	All	All	Sidewalks and Paths should have more separation from vehicle travel lanes
PED 85	2006,	2006 Mobility Report,	2006 Mobility Report, 2007 Mobility	Pedestrian	Schools, All	Old Mammoth Road,	Creating safe routes to schools is a high priority
PED 86	2006	2006 Mobility Report	2006 Mobility Report	Pedestrian	All	All	Neighborhood pedestrian connectivity should be improved
PED 87	2007, 2008/2009	2007 Mobility Café, 2008/2009 TSMP	2007 Mobility Café, 2008/2009 TSMP	Pedestrian	All	All	Connectivity between sidewalks, trails, and transit should be improved
PED 88	2006, 2007, 2008/2009	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	Pedestrian	All	All	Street Crossings should be consistent and well-lit
PED 89	2006, 2007	2006 Mobility Report, 2007 Mobility Café	2006 Mobility Report, 2007 Mobility Café	Pedestrian	All	All	Signage and wayfinding should be improved
PED 90	2006	2006 Mobility Report	2006 Mobility Report	Pedestrian	All	All	Streetscaping and pedestrian furnishings should be provided
SM 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Snow Management	Sierra Valley Sites	Sierra Valley Sites	In sierra valley sites - each lot needs to have an open space "no parking" so town loads can put snow there - so the next lot does not have it all on theirs!
SM 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Snow Management	Meridian	Old Mammoth Road	South site of meridian between old mammoth road and sierra park should be cleared (in front of union bank and Vons)
SM 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Snow Management	Main Street, Old Mammoth Road	Main Street, Old Mammoth Road	Old mammoth road assessment district should include promenade path on south side of main from bank of America to McDonalds
SM 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Snow Management	Old Mammoth Road, Sierra Park Road	Old Mammoth Road	Clear sidewalks from om rd to sierra park rd of snow in winter.
SM 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Snow Management	Schools, All	Old Mammoth Road, Meridian, All	Prioritize snow management for sidewalks and mup's - especially important are the safe routes to schools sidewalks (meridian)!
SM 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Snow Management	All	All	No project allowed without snow storage
SM 7	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Snow Management	Meridian	Old Mammoth Road, Meridian, Sierra Valley Sites, Sierra Star	Clear snow Meridian Boulevard between Old Mammoth Road and Minaret
SM 8	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Snow Management	Sierra Valley Sites	Sierra Valley Sites	People who own property need to leave an open space so the town blower has a place to blow it - (i.e. Sierra Valley Sites). Sierra Valley Sites is a poor area. Who will pay for it?? Not the land owners.
SM 9	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Lake Mary Road	Majestic Pines, Mammoth Slopes	Lake Mary Road bike path at minimum groomed in winter for pedestrian use
SM 10	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Meridian	Old Mammoth Road, Meridian, Sierra Valley Sites, Sierra Star	Meridian Boulevard - pedestrian access, get them out of the street

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
SM 11	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Main Street, Welcome Center	Main Street, Old Mammoth Road	Clear snow from path at Old Mammoth Road light to Sawmill Cutoff that connects to trail to welcome center
SM 12	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Meridian	Old Mammoth Road, Meridian, Sierra Valley Sites, Sierra Star	Meridian Boulevard (should be cleared or groomed)
SM 13	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Meridian	Sierra Star, Sierra Valley Sites	MUP from Meridian at Tallus to Main Street at Callahan Way (should be cleared or groomed)
SM 14	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Lake Mary Road	Majestic Pines, Mammoth Slopes	Lake Mary Road bike path (should be cleared or groomed)
SM 15	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	East Main Path	Main Street, Gateway	Main Path Loop at east end
SM 16	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Main Street	Main Street	Path from Welcome Center to Old Mammoth Road - groomed.
SM 17	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Snow Management	Meridian	Old Mammoth Road, Meridian, Sierra Valley Sites, Sierra Star	Clear sidewalks on Meridian
SM 18	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Main Street	Main Street	Main Street from Post Office to North Village
SM 19	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	North Village	North Village	North Village area
SM 20	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Meridian	Old Mammoth Road	Sidewalk north of Vons parking lot should not be snow storage for Minaret Mall (should be cleared or groomed)
SM 21	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Main Street	Main Street	Promenade on Main Street. (Let's get together with Caltrans!) (should be cleared or groomed)
SM 22	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Main Street	Main Street	Especially Main Street from P.O. to Village (should be cleared or groomed)
SM 23	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Old Mammoth Road	Snowcreek	Clearing the sidewalk in front of Aspen Village Townhomes was a condition of approval for the Use Permit. Year-round access to the transit stop was a critical condition for the reduced parking to be accepted by the Planning Commission. This last year, sidewalk wasn't cleared after 1st three storms and mothers with strollers and children had to walk in the narrowed (by snow berms) Old Mammoth Road. It was horrible. We can't endanger our workforce and schoolchildren like this. To be "feet first" and "transit second" and not have access (cleared sidewalks) for pedestrians is unacceptable.
SM 24	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	All	All	Need to figure out how to NOT dump road snow on sidewalks.
SM 25	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Main Street	Main Street	Main Street snow removal
SM 26	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Meridian, Old Mammoth Road	Old Mammoth Road	Meridian/Old Mammoth Road intersection - pedestrians and kids are forced to walk in the roads.
SM 27	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Snow Management	Main Street	Main Street	Snow removal on Main Street has to be resolved between Caltrans and Town
SM 28	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Meridian	Old Mammoth Road, Meridian, Sierra Valley Sites, Sierra Star	Clear snow on Meridian Boulevard between Minaret Road and Sierra Park
SM 29	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Old Mammoth Road	Snowcreek	Clear snow on Old Mammoth Road MUP between Aspen Village and Minaret Road
SM 30	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Lake Mary Road	Majestic Pines, Mammoth Slopes	Clear snow on Lake Mary Road MUP between Davison Road and Minaret Road
SM 31	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Eagle Lodge	Juniper Ridge	Clear snow on MUP near Eagle Lodge on north side of Meridian Road between Valley Vista Drive and Eagle Lodge
SM 32	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	All	All	Suggestion: Have businesses/residents to clear their snow on sidewalks
SM 33	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Old Mammoth Road	Old Mammoth Road	Should be MUP on upper Old Mammoth Road (cross county, bike, pedestrian)
SM 34	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Main Street	Main Street	Should be a discrete MUP adjacent to Main Street between Callahan Way and path at Laurel Mountain Road (Bank of America)
SM 35	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Sierra Valley Sites	Sierra Valley Sites	Should be a MUP through Sierra Valley Sites (east/west) from Callahan Way to Sierra Park Road (along Tavern Road)
SM 36	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Main Street	Main Street	Get a pedestrian path on all of Main Street and keep cleared
SM 37	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Sierra Valley Sites, Shady Rest, Old Mammoth Road	Sierra Valley Sites, Shady Rest, Old Mammoth Road	Also a path Sierra Valley to Shady Rest to Old Mammoth Road
SM 38	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Schools, All	Old Mammoth Road, Meridian, All	Safe Routes to Schools!!! Major!!
SM 39	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	All	All	Have businesses and residents keep sidewalks clear.
SM 40	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Sierra Valley Sites, Shady Rest, Old Mammoth Road	Sierra Valley Sites, Shady Rest, Old Mammoth Road	Having a path through Sierra Valley Sites/Shady Rest to Old Mammoth Road/Sierra Park will keep pedestrians off streets.
SM 41	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Schools, All	Old Mammoth Road, Meridian, All	Safe Routes to Schools - snow removal
SM 42	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	Main Street	Main Street	203/Main Street - connect BAD sidewalks
SM 43	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	All	All	Winter feet first mobility infrastructure - MUPS/Groomed
SM 44	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Snow Management	All	All	Creative solutions to winter pedestrian mobility - more snow storing solutions
SM 45	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Snow Management	All	All	Decent space in winter months to walk along road
SM 46	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Snow Management	All	All	Do not allow projects to be built without adequate snow storage
SM 47	2006	2006 Mobility Report	2006 Mobility Report	Snow Management	All	All	High-use pedestrian areas should be better maintained
SM 48	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Snow Management	All	All	Existing multi-use paths (MUPS) should be cleared/groomed
SM 49	2006	2006 Mobility Report	2006 Mobility Report	Snow Management	All	All	Bus stops and sidewalks leading to them are not cleared/groomed
SM 50	2006	2006 Mobility Report	2006 Mobility Report	Snow Management	All	All	Daytime snow hauling worsens congestion
SM 51	2006	2006 Mobility Report	2006 Mobility Report	Snow Management	All	All	Insufficient setback area and right-of-way for snow storage on roads
SM 52	2006	2006 Mobility Report	2006 Mobility Report	Snow Management	All	All	Snow berms limit visibility and sight distance
SM 53	2006	2006 Mobility Report	2006 Mobility Report	Snow Management	All	All	Parking lot safety and efficiency is compromised by snow and ice
TC 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Sierra Valley Sites	Sierra Valley Sites	Empower the police to give out tickets for going too fast sierra valley sites.
TC 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Sierra Valley Sites	Sierra Valley Sites	In sierra valley sites do not let them use it as a short cut to old mammoth
TC 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	All	All	More round about less lights - more emphasis on traffic calming. Lights seem more effective for ensuring safe pedestrian crossings than effective in most efficiently handling congestion
TC 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Main Street, Old Mammoth Road, North Village	Main Street, Old Mammoth Road, North Village	More planning freedom, for businesses to have outdoor cafes, restaurant, sidewalk use, etc.
TC 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Main Street	Main Street	Consider traffic circles, town square where no vehicles are allowed
TC 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	All	All	Use traffic circles rather than stoplights in areas where the public easement is limited (e.g. ovr, s manor rd)
TC 7	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Main Street, North Village	Main Street, North Village	Add roundabouts at town entry (s pk rd/203, om rd/203, p.o/203, f trail/203)
TC 8	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Forest Trail	Knolls	Traffic feedback sign on (uphill direction) F trail ; "gear down" sign on F trail (at pinecrest junction)
TC 9	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	Old Mammoth Road	Old Mammoth Road	Upper old mammoth road same as #9
TC 10	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	North Village	North Village	Investigate "bulb outs/ neckdowns" for mammoth Xing ped issues (I Mary rd, Minaret only not 203) sites 2 & 3
TC 11	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	All	All	Roundabout, if were to have them, should be used around town
TC 12	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Calming	All	All	Stupid people without chains most accidents at 203 and minaret road during winter (trying to beat light or make left turn)
TC 13	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Old Mammoth Road, Lakes Basin	Old Mammoth	Old Mammoth Road becoming the popular way to get to/from Lakes Basin
TC 14	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Old Mammoth Road, Minaret	Snowcreek	Old Mammoth near Minaret - lack of signs creates "lost drivers"
TC 15	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	All	All	25 MPH in all of town. Better for people, bikes, noise, pollution
TC 16	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Main Street, Minaret	North Village	Traffic calming on Minaret south of Main Street, when the Crossing comes in
TC 17	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Snowcreek	Traffic calming on Old Mammoth Road when Snowcreek VIII comes in
TC 18	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Main Street	Main Street	Traffic Calming on Main Street between Post Office and North Village
TC 19	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Eagle Lodge	Juniper Ridge	Traffic Calming near Eagle Lodge
TC 20	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Main Street, Laurel	Main Street	Main Street and Laurel Mountain Road intersection can't turn left (northbound left) onto Main Street
TC 21	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming			Publish (hardcopy or online) statistics downloaded from speed signs.
TC 22	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	All	All	Speeding should be solvable without much expense (to satisfaction of community members)
TC 23	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Old Mammoth Road	Old Mammoth Road	Upper Old Mammoth
TC 24	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Forest Trail	Knolls	Lower Forest Trail
TC 25	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Sierra Valley Sites	Sierra Valley Sites	Sierra Valley Sites
TC 26	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Old Mammoth, Snowcreek	Old Mammoth Road
TC 27	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Calming	North Village	North Village	North Village
TC 28	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	Main Street, Post Office	Main Street	Post Office interim suggestion to include written instructions to "STOP WHEN FLASHING LIGHTS" too many don't stop
TC 29	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	Forest Trail	Knolls	Forest Trail - narrow and speed limit is too fast should be residential instead of connector

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
TC 30	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	Main Street	Main Street	At entrance of TOML, cars don't slow down until they get to the light at Old Mammoth and Main St. They're flying into town. Need "REDUCED SPEED AHEAD" sign
TC 31	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	All	All	Resort Speed Designation 30/15
TC 32	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	All	All	Slow cars down - will help in all areas.
TC 33	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	All	All	People won't get out of their cars and bike or walk if its not safe! Less vehicles, and slow speeds would help immensely.
TC 34	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	Forest Trail	Knolls	Stop sign at Grindelwald and Pinecrest along Forest Trail to reduce speed
TC 35	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Old Mammoth, Snowcreek	Old Mammoth Road more speed signs and potential stop signs
TC 36	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	North Village	North Village	Traffic Calming in North Village - crosswalks.
TC 37	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Snowcreek	Traffic calming near Mammoth Creek Park on Old Mammoth Road
TC 38	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Forest Trail, Minaret	North Village	Forest Trail and Minaret Road intersection
TC 39	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Minaret	North Village	Minaret coming into North Village from Main Lodge
TC 40	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Snowcreek	Old Mammoth Road passing park. Turning left from park is scary.
TC 41	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	All	All	You can move more traffic at 25 mph through roundabout than at 35 mph through stoplights
TC 42	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Main Street, North Village, Old Mammoth Road	Main Street, North Village, Old Mammoth Road	Isn't diagonal back-in parking better than parallel? Mall shoppers don't know how to parallel park. I've read about the success of diagonal back-in parking in planning magazines.
TC 43	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Sierra Valley Sites, Shady Rest	Sierra Valley Sites, Shady Rest	Sierra Valley Sites needs to connect with Shady Rest Tract Better and through to Old Mammoth Road. Why not alternate one-way streets in SVS with traffic calming like they use in New Zealand (Auckland) (see John Armstrong at MMSA)? Fork-lifted portable planters are placed at an angle so cars have to slow down (in New Zealand they're permanent with curbing etc.) The planters could be a point of neighborhood pride. The flowers would be maintained by neighborhood association or interested neighbors.
TC 44	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Old Mammoth Road	Old Mammoth, Snowcreek	Old Mammoth Road downhill from Bluffs and by Snowcreek
TC 45	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Canyon Blvd	North Village	Canyon Boulevard - traffic travels too fast in both directions.
TC 46	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Old Mammoth Road	Old Mammoth, Snowcreek	Old Mammoth Road - several sections are traveled too fast (particularly in Old Mammoth).
TC 47	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	Forest Trail	Knolls	Forest Trail - downhill traffic too fast.
TC 48	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	North Village	North Village	Bridge - elevated pedestrian crossings throughout Village area.
TC 49	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Calming	All	All	Put in a roundabout to see how it will work - population could become an advocate for them if they get used to one
TC 50	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Old Mammoth Road	Old Mammoth, Snowcreek	Old Mammoth Road south of Minaret Road - 35 MPH or 25 MPH
TC 51	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Main Street	North Village	Main Street between the North Village and Callahan Way - add MUP's and lighting
TC 52	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Forest Trail	Knolls	Forest trail speeding issues
TC 53	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Snowcreek	Old Mammoth Road at Mammoth Creek Park blind curve right before park...children! Maybe a warning sign.
TC 54	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Sierra Valley Sites	Sierra Valley Sites	Sierra Valley Sites - needs lighting. Pedestrians!
TC 55	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Old Mammoth Road	Old Mammoth Road	Old Mammoth Road, get a bike lane on upper part of Old Mammoth.
TC 56	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Main Street	Main Street	Better sidewalk on Main between Minaret and Joaquin.
TC 57	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	All	All	Traffic calming increases emergency response.
TC 58	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	All	All	Depending on intersection, roundabouts are generally best.
TC 59	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	All	All	Signs in town where Mtn. Ski can be located.
TC 60	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Sierra Valley Sites	Sierra Valley Sites	Sierra Valley!!! Speeding/pedestrians walking through property
TC 61	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Forest Trail	Knolls	Forest Trail - grade is steep - speeding - more signs?
TC 62	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Old Mammoth Road	Old Mammoth Road, Snowcreek	Blind curve on Old Mammoth Road near park.
TC 63	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Main Street	Main Street, All	Vehicular wayfinding on 203. Vehicular wayfinding is really bad in general.
TC 64	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	All	All	Consider traffic circles (mini-roundabouts) that trucks can handle - anywhere we can put them. Get rid of traffic signals.
TC 65	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Forest Trail	Knolls	Forest Trail - "gear down" sign, another feedback sign (uphill)
TC 66	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Sierra Valley Sites	Sierra Valley Sites	Sierra Valley Sites - consider one-way streets if additional connector between Dorrance and Chaparral.
TC 67	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Calming	Lake Mary Road, Minaret	North Village	Mammoth Crossing - narrow Lake Mary Road and South Minaret to improve pedestrian safety. (For Mammoth Crossing project - do it now, with Mammoth Crossing project. Don't wait and retrofit later.
TC 68	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Calming	All	All	From an outside perspective - having lived in other towns with big pedestrian/vehicle conflicts - situation here does not seem that bad. Certainly better, safer crossings are needed.
TC 69	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Calming			After ski hours people driving can/are tired. Probably have lessened reflexes when driving.
TC 70	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Calming	All	All	I watch people run stop signs in this town often. I don't think more stop signs will solve the problem. I only think a roundabout is necessary at Main and Minaret. That is a dangerous intersection in the winter. People are always speeding around here like their still on the 395. I think the solar radars are awesome!
TC 71	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Calming	All	All	Traffic signals are not the answer
C&S 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	All	All	General comment - mammoth is rarely if ever congested. Real congestion is in SoCal. We're lucky!
C&S 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	Snowcreek, Old Mammoth Road	Snowcreek, Old Mammoth Road	Great idea - should connect to snowcreek 8
C&S 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	Snowcreek, Old Mammoth Road	Snowcreek, Old Mammoth Road	Great - will help with evacuation for an emergency, will also help ped/ bike connectivity
C&S 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	Snowcreek, Old Mammoth Road	Snowcreek, Old Mammoth Road	Just moves problem further east on meridian and does not address congestion on old mammoth south and west of the creek crossing. Creates potential for congestion at Sherwin road intersection - seems short sighted.
C&S 7	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	Callahan Way	Sierra Valley Sites	Fix storm drains west of callahan before road extension is built (north village, holiday house - ritz)
C&S 8	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	Main Street	Main Street	Don't narrow 203 back to 3 lanes (main street) I lived here before it was widened, & it was NOT good.
C&S 9	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	Snowcreek, Old Mammoth Road	Snowcreek, Old Mammoth Road	Sierra park extension - do not cross creek - make connection at chateau road instead
C&S 10	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	All	All	Large developments need to address circulation issues. Redoing lanes at intersections is not enough. Need structural measures.
C&S 11	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	All	All	More shuttle service 15-20 minutes apart instead of 30.
C&S 12	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Traffic Congestion and Connectivity	All	All	Need facilities for loaders (private) in town to minimize trips to commercial park causing obstructions to traffic.
C&S 13	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	North Village	North Village	North village
C&S 14	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	Main Street, Post Office	Main Street	Main street at post office
C&S 15	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	Main Street, Fire Station	Main Street	Main street at fire station (forest trail)
C&S 16	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	All	All	Traffic issues during worst case scenarios should at least be understood
C&S 17	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	All	All	Consistent with my opinion that big developments need structural improvement to mitigate traffic. Its not good enough to just redo lanes, adding turn lane. Need assessment dist. So developer bears cost.
C&S 18	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	Old Mammoth Road, Minaret	Snowcreek	Old Mammoth Road and Minaret Intersection
C&S 19	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	Meridian, Schools	Gateway	Meridian at schools
C&S 20	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	All	All	I accept traffic due to lots of visitors. However, it seems at least some of the reason for circ. Problems is poor design/planning.
C&S 21	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	Main Street, Sierra Valley Sites	Main Street, Sierra Valley Sites	If you make 203 2 lanes they will cut through Sierra Valley Sites to Old Mammoth - they already do it now!!! All four streets.
C&S 22	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 1	Traffic Congestion and Connectivity	All	All	Don't correct a perceived problem and create another - i.e. - be aware of routing/encouraging traffic through neighborhoods to reduce main artery conditions.
C&S 23	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	Canyon, Lake Mary Road	North Village	Inconvenient merge at Canyon and Lake Mary Road (right hand turn lane has cars wanting to go straight)
C&S 24	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	Main Street, Sierra Blvd	Main Street	Absence of (center) left hand turn lane on 203 creates congestion across from Angels area

Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
C&S 25	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	Sierra Park Road, Meridian, Schools	Old Mammoth Road	Congestion during school in session - in AM for drop-off and PM for pick-up
C&S 26	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	Main Street, Old Mammoth Road, Vons, Post Office	Main Street, Old Mammoth Road	Congestion , particularly where there are pedestrian/vehicle conflicts at Main and Post office and Old Mammoth Road near Vons
C&S 27	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	Manzanita	Sierra Valley Sites	Manzanita - volume, speed, pedestrians, bikers
C&S 28	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	North Village	North Village	North Village
C&S 29	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	All	All	"Complete Streets" concept should strongly factor in feet-first - i.e., more improvements for pedestrian, bicyclists, than for motor vehicles.
C&S 30	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 2	Traffic Congestion and Connectivity	All	All	Traffic congestion is seasonal. When not a major weekend there are few problems.
C&S 31	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	North Village, 203, Main Lodge	North Village	203 from North Village to Main Lodge
C&S 32	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Main Street, Post Office	Main Street	Main and Post Office intersection - congestion
C&S 33	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Sierra Park Road, Mammoth Creek Road	Snowcreek	Connect Mammoth Creek Road to new Sierra Park extension
C&S 34	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Sierra Park Road, Sherwin Creek Road	Snowcreek	Additional connection from Snowcreek VIII to Sherwin Creek Road
C&S 35	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Main Street, Forest Trail	Main Street	Main and Forest Trail intersection - congestion
C&S 36	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Main Street, Laurel Mountain Road	Main Street	Main and Laurel Mountain Road intersection - congestion
C&S 37	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Meridian, Schools	Gateway	Congestion in front of schools on Meridian
C&S 38	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Waterford	Old Mammoth, Juiper Ridge	All of Old Mammoth is a cul-de-sac because no alternate emergency egress. Need Waterford to go through to Majestic Pines.
C&S 39	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Waterford, Sierra Park Road, Sherwin Creek Road	Snowcreek, Old Mammoth	Need new access to Old Mammoth Road from Chateau to east (new road). Can existing bike lane bridge near Hayden Cabin (~10 feet wide) be widened for auto traffic without getting into watershed impacts with USFS? Bridge crossing already exists. Can it be enlarged? Let's look into this! New Zealand has very successful one lane bridges (see John Armstrong at MMSA). When two cars approach, a stop light at either end of the bridge is activate, so driver knows when to stop or go ahead. Works very well. A one lane bridge at Waterford or a one lane bridge or enlargement of the existing bike bridge by the Hayden Cabin would be good candidates for this. 4 square miles
C&S 40	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	All	All	Having a smooth integrated system with easy access is the key. If one part of it doesn't work, then none of it will.
C&S 41	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	All	All	Our road network intensity is the least compared to Aspen/Breckenridge. At buildout this will need to change.
C&S 42	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Waterford	Old Mammoth, Juiper Ridge	Waterford extension.
C&S 43	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Sierra Park Road, Sherwin Creek Road, Old Mammoth Road	Snowcreek	Extend Sierra Park to the South to link to Old Mammoth Road
C&S 44	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Traffic Congestion and Connectivity	Sierra Park Road, Waterford, Shady Rest	Shady Rest, Old Mammoth Road, Old Mammoth	More roads in critical areas - Sierra Park, Waterford, Shady Rest Parcel
C&S 45	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Waterford	Old Mammoth, Juiper Ridge	Waterford bridge - provides alternate exit in the event of fire and disperse traffic
C&S 46	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Majestic Pines, Meridian, Minaret, Forest Trail, Main Street, Old Mammoth Road	Juniper Ridge, Meridian, Old Mammoth Road, Main Street	Roundabouts - Majestic Pines/Meridian, Meridian/Minaret, Minaret/Forest Trail, Main Street/Sierra Park, Main Street/Old Mammoth Road, Old Mammoth Road/Minaret
C&S 47	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Old Mammoth Road, Tavern, Sierra Nevada Road	Old Mammoth Road	Traffic circles - Old Mammoth Road/Tavern, Old Mammoth Road, Sierra Nevada
C&S 48	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Canyon Blvd, Lake Mary Road	North Village	Danger - intersection of Canyon and Lake Mary Road
C&S 49	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Chateau, Sierra Park Road	Old Mammoth Road	Extend Chateau to new Sierra Park extension
C&S 50	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Old Mammoth Road, Sierra Park Road	Old Mammoth Road	Create one-way pairs of Old Mammoth Road and Sierra Park Road. One way south on Old Mammoth Road and one way north on Sierra Park
C&S 51	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Dorrance, Chaparral	Sierra Valley Sites, Meridian	Extend Dorrance to Chaparral
C&S 52	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	All	All	Traffic calming and snow storage will greatly reduce fire department access, increase response times.
C&S 53	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	Dorrance, Chaparral	Sierra Valley Sites, Meridian	Extend Dorrance Street (in Sierra Valley) to Chaparral
C&S 54	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	All	All	A lot of pedestrians walking through other resident's property.
C&S 55	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Traffic Congestion and Connectivity	All	All	Put in roundabouts wherever possible
C&S 56	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Congestion and Connectivity	All	All	Just avoid peak by using transit!
C&S 57	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Congestion and Connectivity	Main Street	Main Street	Do not narrow Main Street (Highway 203) to 3 lanes - I lived here before it was widened and it was NOT good.
C&S 58	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Congestion and Connectivity	Main Street, Minaret	North Village	Intersection of Main and Minaret is a winter death trap! Better signage need for turn lanes! I've been sent sideways twice down Minaret because the person in the center lane decides to go straight! It's scary! I REALLY DON'T LIKE THE INTERSECTION IN WINTER!
C&S 59	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Traffic Congestion and Connectivity	All	All	Feet first, transit second, car LAST. Smaller intersections and roads, but more connectivity.
C&S 60	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	"Superblocks" focus emergency service vehicles, transit, cross-town, neighborhood, business, and service deliveries on only a few streets (especially Old Mammoth Road)
C&S 61	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	Streets are not interconnected, which causes circuitous travel
C&S 62	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	Emergency access is limited by: narrow roadways, tight turning radii, and blind-spots created b snow berms
C&S 63	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	Too many driveways (curbcuts) reduces snow storage, impedes through traffic, and creates pedestrian conflicts
C&S 64	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	North Village, Main Street, Old Mammoth Road, Sierra Park Road	Main Street, North Village, Old Mammoth Road	Vehicle and pedestrian conflicts are common in: North Village, Main Street, Old Mammoth Road, Sierra Park Road
C&S 65	2006, 2008/2009	2006 Mobility Report, 2008/2009 TSMP	2006 Mobility Report, 2008/2009 TSMP	Traffic Congestion and Connectivity	All	All	Signage and wayfinding should be improved
C&S 66	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	Speeding in neighborhoods and other in-town locations should be addressed
C&S 67	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	Traffic Calming in neighborhoods should be provided
C&S 68	2006	2006 Mobility Report	2006 Mobility Report	Traffic Congestion and Connectivity	All	All	Unpaved and substandard roadways are a safety issue

Mobility Element Public Outreach Event Comments

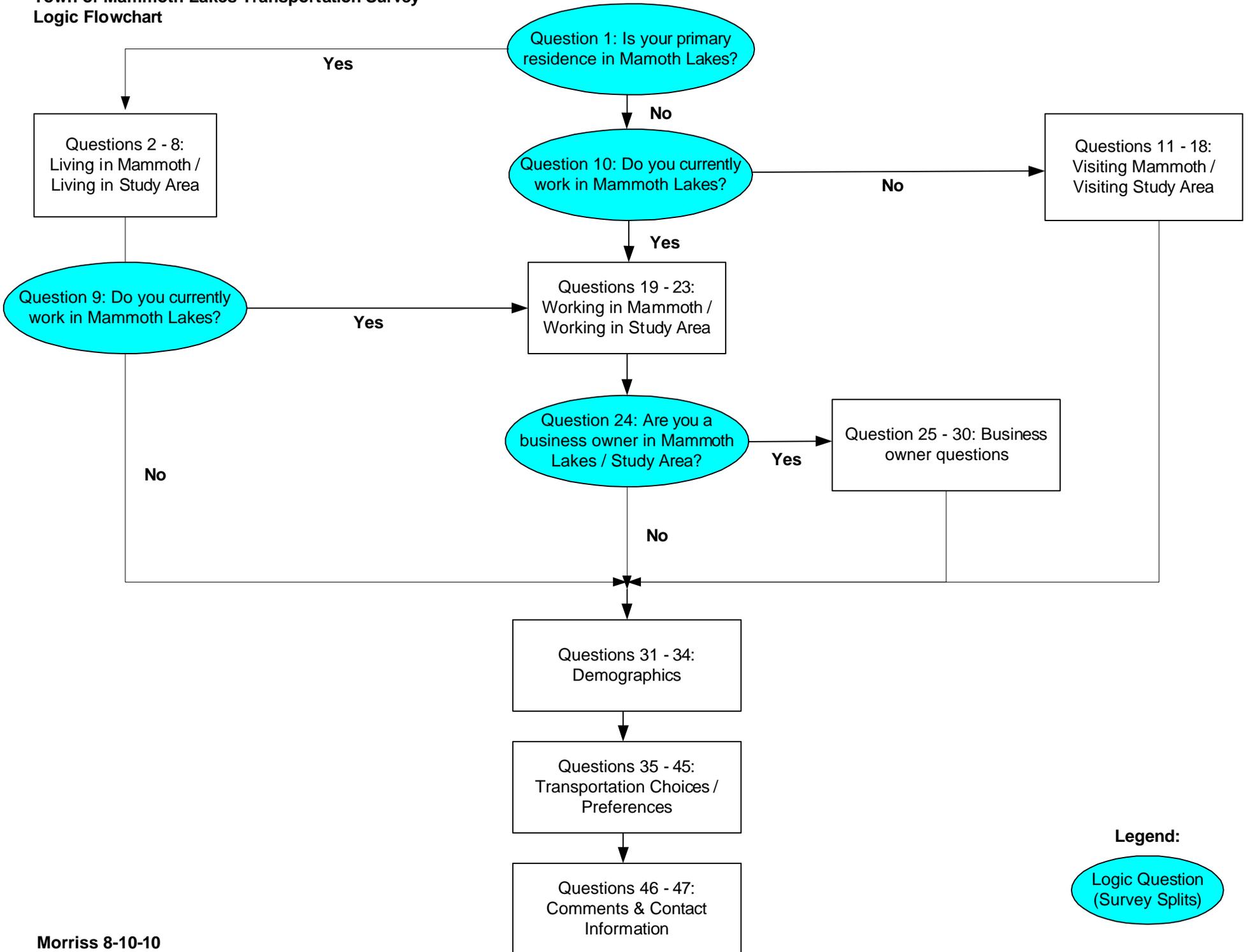
Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
C&S 69	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Traffic Congestion and Connectivity	Main Street, RV Park, Shady Rest	Main Street	Snowmobilers should be able to access Shady Rest from the Mammoth Mountain RV Park via the tunnel under Main Street
T 1	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Juniper Lodge, Red Fir	Juniper Ridge, Old Mammoth	People have said to me wish we had the bus come to our area 1. Chair 15 area 2. Old mammoth red fir road.
T 2	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Juniper Ridge, Meridian, Old Mammoth Road, Main Street, North Village	Snowcreek, Old Mammoth Road, Main Street, Meridian, Sierra Star, Sierra Valley Sites	More frequency on green line and red line to main lodge in winter
T 3	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Snowcreek	Snowcreek	Proposed purple/white line on map should be added when/if snowcreek 8 hotel and residential is built. Developer should fund. snowcreek 8 should have red line year round and purple in winter only.
T 4	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Main Street, North Village, Reds Meadow	Main Street, North Village	Incorporate opportunities for connectivity between Reds shuttle and retail core with express, direct or just careful coordination of schedules.
T 5	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Lakes Basin		Work with FS on a lakes basin specific mobility plan. FS has planning \$ at the moment.
T 6	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Welcome Center	Main Street	Consider bus stop at the visitor center and shady rest.
T 7	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Shady Rest		Add bus stop at shady rest winter staging area
T 8	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	All	All	Very nice to have transit with bike trailers
T 9	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	All	All	Operate and adjust capacity needs for peak periods. Low service levels in peak periods reduce return users. Adjust capacity for demand
T 10	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	All	All	If a time is posted, bus should stop and wait if it arrives early
T 11	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Library	Gateway	Keep stop at library/ ice rink, especially if rink is going this winter.
T 12	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Old Mammoth Road	Snowcreek	Why does the summer red line no longer go out to snowcreek gym?
T 13	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Lakes Basin	North Village, Main Street, Old Mammoth Road	Lakes basin trolley from village starts an hour earlier on weekends than any connecting line. Could red and or Lift start early enough for that connection at 8 am?
T 14	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Old Mammoth Road	Old Mammoth Road	Express service from park n ride lot will increase usage of lot in winter
T 15	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Main Street, Old Mammoth Road	Main Street, Old Mammoth Road	Express to main lodge and 15-20 min wait for town shuttles
T 16	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Lee Road, Lake Mary Road	Mammoth Slopes, Majestic Pines	Trolley stop at lee and lake mary road is on the map but driver does not stop to pick up - so I have to walk down to village on lake mary road NOT SAFE
T 17	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Old Mammoth Road	Old Mammoth	Trolley to red fir please!
T 18	7/18/2009	Mobility Element/Plan	Open House "pin marks the spot"	Transit Facilities	Old Mammoth Road	Old Mammoth	Old mammoth turn around: good location is at red fir (downhill corner)
T 19	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Chateau Road	Meridian	Shelters at stops on Chateau Road
T 20	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Old Mammoth Road	Snowcreek	Shelter at stop near Snowcreek Athletic Club
T 21	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Old Mammoth Road	Old Mammoth	Extend service down Old Mammoth Road (Red Fir Road, Tamarack Street, Ski Trail areas)
T 22	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Juniper Ridge	Juniper Ridge	Extend service to Juniper Ridge and chair 15 areas (Summer)
T 23	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Industrial Park	Gateway	Extend service to Industrial Park
T 24	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Mammoth Slopes	Mammoth Slopes	Summer service needed in Mammoth Slopes (Canyon Boulevard, Lakeview, etc.)
T 25	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	All	All	More shelters for bus riders
T 26	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	All	All	Shelters should not have trash cans inside them, should be outside
T 27	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Sierra Valley Sites	Sierra Valley Sites	Transit service in Sierra Valley Sites is good
T 28	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	All	All	In general, greater frequency of transit
T 29	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	All	All	Dog friendly
T 30	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	All	All	Shelters need to be bigger with benches and activities boards/info boards
T 31	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	Lakes Basin		Promote Lakes Basin shuttle more! And the current driver is outstanding.
T 32	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 1	Transit Facilities	All	All	Is an electric bus fleet possible?
T 33	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	Old Mammoth Road	Old Mammoth	Extend service down Old Mammoth Road (Red Fir)
T 34	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	Forest Trail, Grindelwald, Mammoth Knolls, 203	Knolls	Provide service on Forest Trail, to Grindelwald Road, to Mammoth Knolls Drive, to 203 and down to Village
T 35	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	Welcome Center	Main Street	Provide service to Welcome Center
T 36	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	Industrial Park	Gateway	Extend service on Meridian to Industrial Park and inside Industrial Park. Extend service onto proposed road from Commerce Circle to 203.
T 37	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	All	All	Have same transit routes in summer and in winter
T 38	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	All	All	Shelters at each stop but I guess it isn't practical but perhaps every 2nd or third stop - really needed for winter
T 39	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	All	All	Information systems at each stop
T 40	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 2	Transit Facilities	All	All	ADA "kneeler" buses w/ flipout ramp!
T 41	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	Airport		Consider shuttle service to airport
T 42	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	School bus system need to figure out transport to schools
T 43	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	Old Mammoth Rd	Old Mammoth	Extend bus service further into Old Mammoth Road. Need to make extra effort in community outreach to get buy-in for this type of service
T 44	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	Need to target underserved neighborhoods
T 45	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	Improved bus shelters, large enough to protect from elements
T 46	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	Welcome Center	Main Street	Bus stop at welcome center to access nordic trail system
T 47	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	Info systems at transit stops that tell minutes until next bus/trolley; GPS unit on board for timed tracking)
T 48	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	General Idea - Loops (2) around town - "hubs" from which you can connect to "spokes" around town
T 49	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	North Village, 203, Main Lodge	North Village	Short run between Village parking and Main Lodge (winter)
T 50	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	Use school buses to supplement MMSA service for peak demand
T 51	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	203, Main Lodge		Make Minaret Road a toll road, with the toll station just above the turnoff to Scenic Loop. This will: 1) enable paying for town taking over maintenance of (former) 203 from Caltrans. 2) Greatly reduce problem of private vehicles parking from Chair 4 to Main Lodge. 3) Reduce environmental impact of private vehicle trips to Main Lodge.
T 52	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	North Village, All	North Village, All	Identify the Village as a transit hub - improved signage/information kiosks/easy transfers
T 53	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 3	Transit Facilities	All	All	Address/consider the mix of pedestrians/cars/buses
T 54	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Old Mammoth Road	Old Mammoth	Extend service down Old Mammoth Road (Red Fir)
T 55	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Forest Trail	Knolls	Provide service on Forest Trail
T 56	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Industrial Park, Welcome Center	Gateway, Main Street	Extend service on Meridian from College Parkway to Industrial Park and then to Welcome Center
T 57	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Park and Ride Lot	Old Mammoth Road	Provide ADA ramp at Park and Ride Lot to access the transit shelter more directly
T 58	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Knolls	Knolls	Extend service to Knolls
T 59	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	All	All	ADA lifts need to operate on buses
T 60	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Old Mammoth Road, Main Street	Old Mammoth Road, Main Street	Red Line needs to be broken up - too long, too many people
T 61	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	All	All	Perfect existing system
T 62	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Schools, All	Old Mammoth Road	Need to plan for more bus routes and less traffic in/around schools
T 63	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	All	All	Predictable schedule and adequate frequency
T 64	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	Snowcreek, North Village	Old Mammoth Road, Snowcreek, Main Street, North Village	More buses from Snowcreek Athletic Club to Village
T 65	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 4	Transit Facilities	All	All	Have transit system work for to and from school - separate school buses really doesn't make sense
T 66	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Transit Facilities	Old Mammoth Road	Old Mammoth	Extend service down Old Mammoth Road (to Red Fir)
T 67	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Transit Facilities	All	All	Training bus drivers to operate ADA lift. Should offer refresher training.
T 68	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Transit Facilities	Trails	Gateway	Extend service to the Trails via Wagon Wheel/College Parkway
T 69	7/16/2009	Mobility Element/Plan	Mobility Café 1 Table 5	Transit Facilities	The Trails	Gateway	Shelters
T 70	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Transit Facilities	All	All	More buses to meet demands on holidays/weekends
T 71	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Transit Facilities	Old Mammoth Road, Main Street	Old Mammoth Road, Main Street	Break up the Red line - it takes too long and fills up too quickly
T 72	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 4	Transit Facilities	Airport		Airport transit with multiple flights per day. Hotel shuttles may not be able to balance hotel needs with multiple pick-ups at airport
T 73	7/17/2009	Mobility Element/Plan	Mobility Café 2 Table 5	Transit Facilities	Airport, Shady Rest Park, Mammoth Creek Park		Bus integration with airport and parks
T 74	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Transit Facilities	All	All	More shelters like one on Old Mammoth/Tavern
T 75	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Transit Facilities	Main Street	Main Street	Need shelters on both sides of Main Street

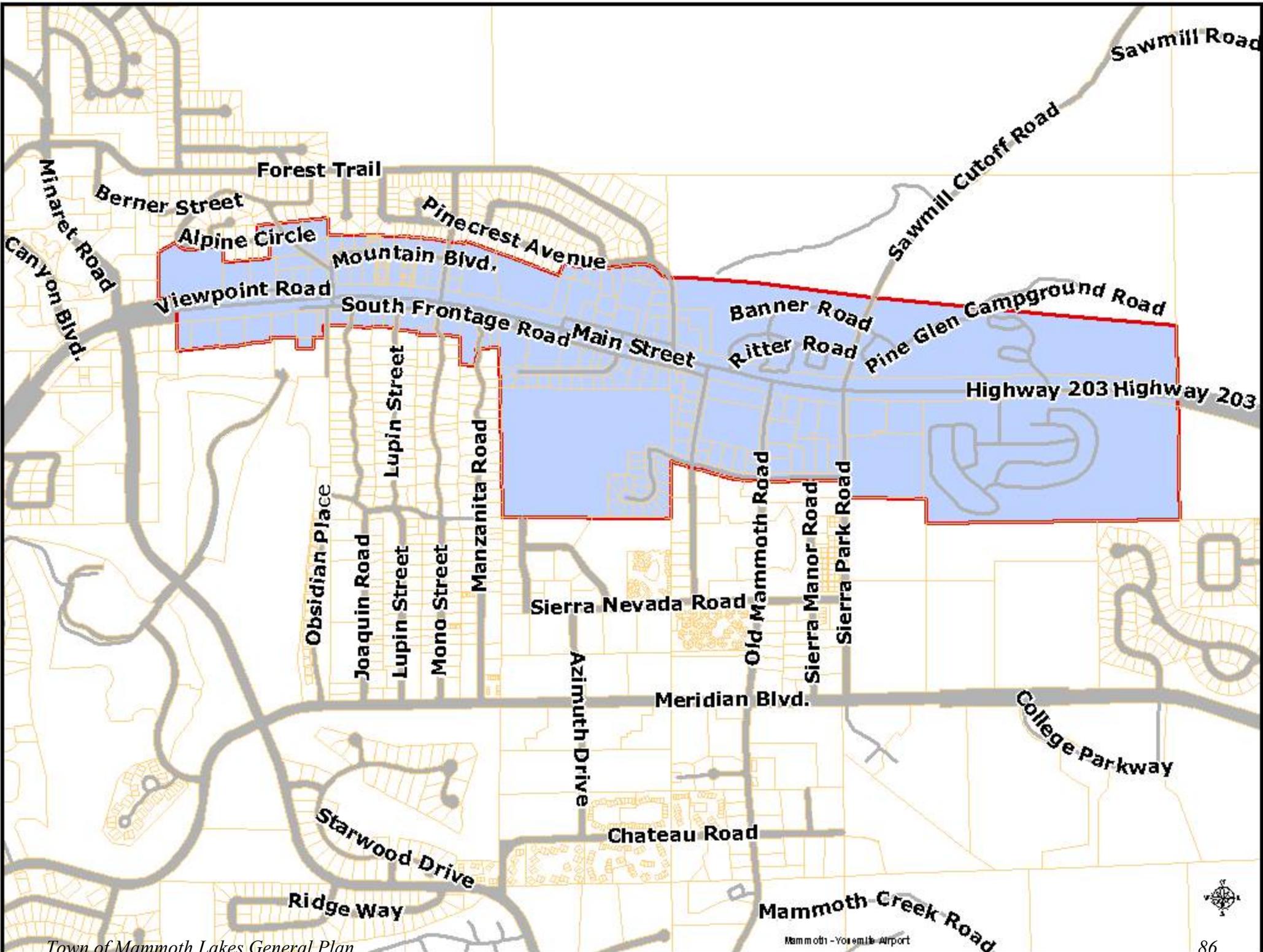
Mobility Element Public Outreach Event Comments

Comment #	Date	Plan	Source	Mode / Topic	Location	District	Comment or Map Markup ¹
T 76	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Transit Facilities	Juniper Ridge, Meridian, Old Mammoth Road, Main Street, North Village	Showcreek, Old Mammoth Road, Main Street, Meridian, Sierra Star, Sierra Valley	More red line and green line buses in winter
T 77	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Transit Facilities	All	All	Remove shelters not in use
T 78	7/18/2009	Mobility Element/Plan	Open House Survey Comment Sheet	Transit Facilities	Majestic Pines Drive	Majestic Pines	No buses come near where I live at the end of Majestic Pines. If bus service were better, year-round, I'd use bus and not car.
T 79	2007	2007 Mobility Café	2007 Mobility Café	Transit Facilities	All	All	Transit should be more reliable
T 80	2006, 2007	2006 Mobility Report, 2007 Mobility Café	2006 Mobility Report, 2007 Mobility Café	Transit Facilities	All	All	Ski Shuttles are too crowded during peak season
T 81	2007	2007 Mobility Café	2007 Mobility Café	Transit Facilities	All	All	Transit should be improved and extended
T 82	2006, 2007, 2008/2009	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	2006 Mobility Report, 2007 Mobility Café, 2008/2009 TSMP	Transit Facilities	All	All	Transit should serve neighborhoods
T 83	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Transit Facilities	All	All	Transit should be more coordinated with the Main Path Loop
T 84	2006, 2008/2009	2006 Mobility Report, 2008/2009 TSMP	2006 Mobility Report, 2008/2009 TSMP	Transit Facilities	Main Street	Main Street	Providing transit turnouts and shelters on Main Street should be a high priority
T 85	2006, 2008/2009	2006 Mobility Report, 2008/2009 TSMP	2006 Mobility Report, 2008/2009 TSMP	Transit Facilities	All	All	Turnouts and shelters should be improved and added
T 86	2006, 2008/2009	2006 Mobility Report, 2008/2009 TSMP	2006 Mobility Report, 2008/2009 TSMP	Transit Facilities	All	All	Pedestrian access to transit stops should be improved and should be accessible year-round
T 87	2006	2006 Mobility Report	2006 Mobility Report	Transit Facilities	All	All	Transit does not accommodate skier and snowboarder equipment
T 88	2007	2007 Mobility Café	2007 Mobility Café	Transit Facilities	All	All	Signage should be consistent
T 89	2007	2007 Mobility Café	2007 Mobility Café	Transit Facilities	All	All	Schedules should be clearer and more widely available
T 90	2008/2009	2008/2009 TSMP	2008/2009 TSMP	Transit Facilities	All	All	Real-time "next bus" information should be provided
T 91	2007	2007 Mobility Café	2007 Mobility Café	Transit Facilities	All	All	Expansion of gondola system should be considered

Note: 1 "Confirm" indicates that the commenter agreed with the proposed facility indicated on the concept maps.

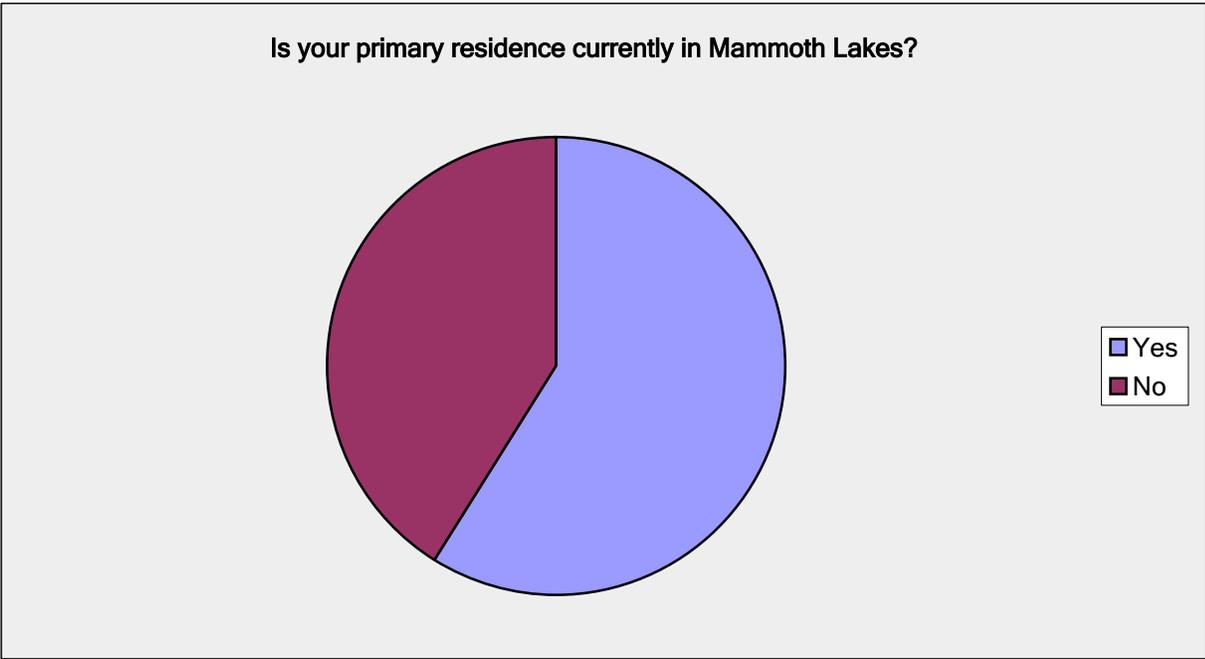
**Town of Mammoth Lakes Transportation Survey
Logic Flowchart**





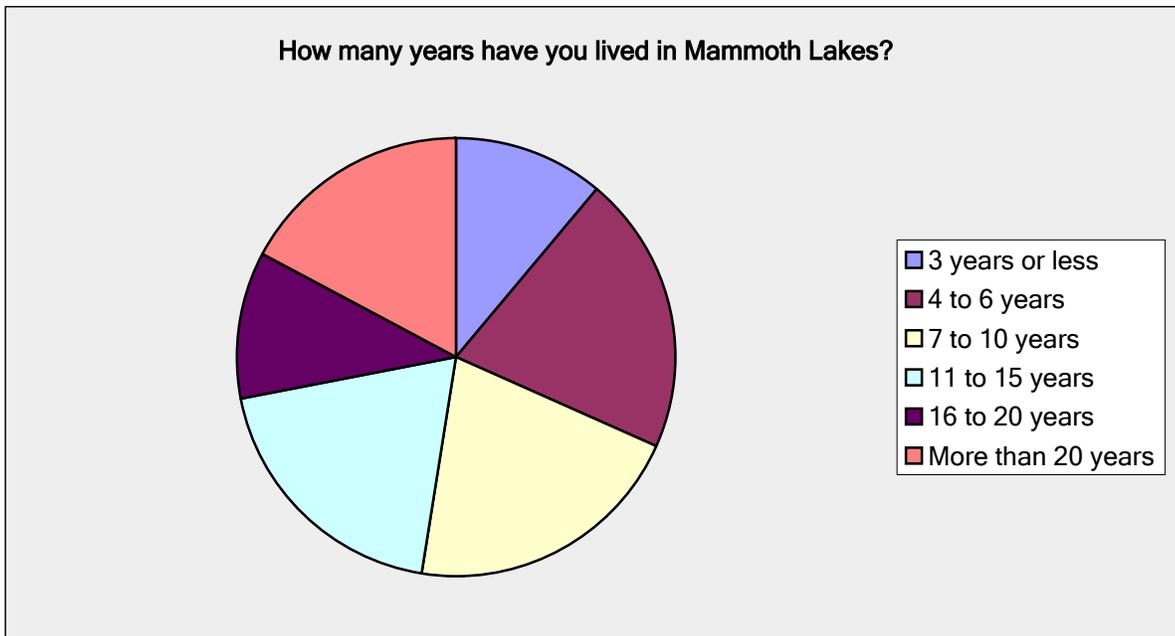
Mammoth Lakes Transportation Survey Question 1

Is your primary residence currently in Mammoth Lakes?		
Answer Options	Response Percent	Response Count
Yes	59.0%	85
No	41.0%	59
<i>answered question</i>		144
<i>skipped question</i>		0



Mammoth Lakes Transportation Survey Question 2

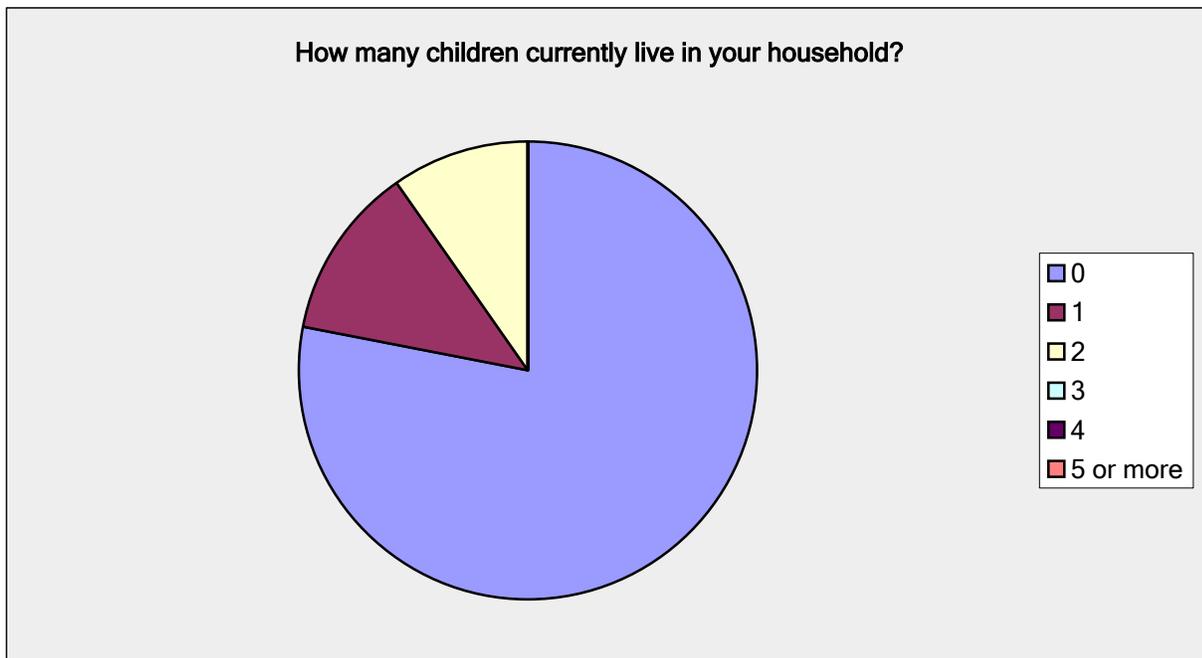
How many years have you lived in Mammoth Lakes?		
Answer Options	Response Percent	Response Count
3 years or less	11.0%	9
4 to 6 years	20.7%	17
7 to 10 years	20.7%	17
11 to 15 years	19.5%	16
16 to 20 years	11.0%	9
More than 20 years	17.1%	14
<i>answered question</i>		82
<i>skipped question</i>		62



Mammoth Lakes Transportation Survey Question 3

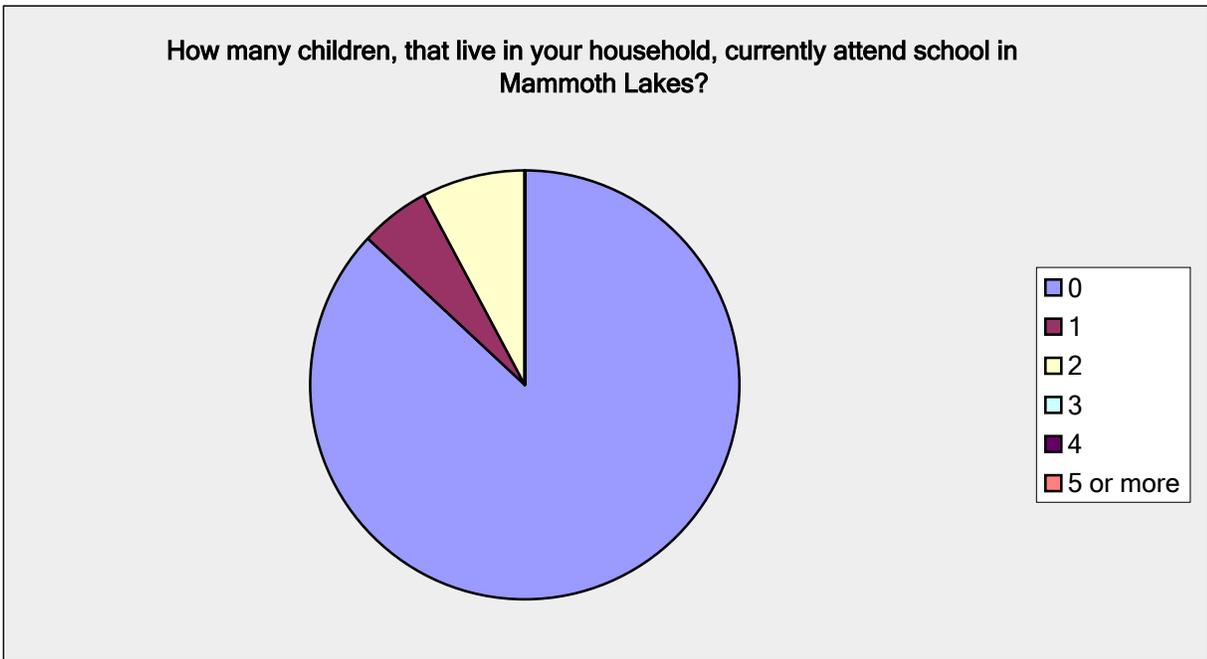
How many children currently live in your household?

Answer Options	Response Percent	Response Count
0	78.0%	64
1	12.2%	10
2	9.8%	8
3	0.0%	0
4	0.0%	0
5 or more	0.0%	0
<i>answered question</i>		82
<i>skipped question</i>		62



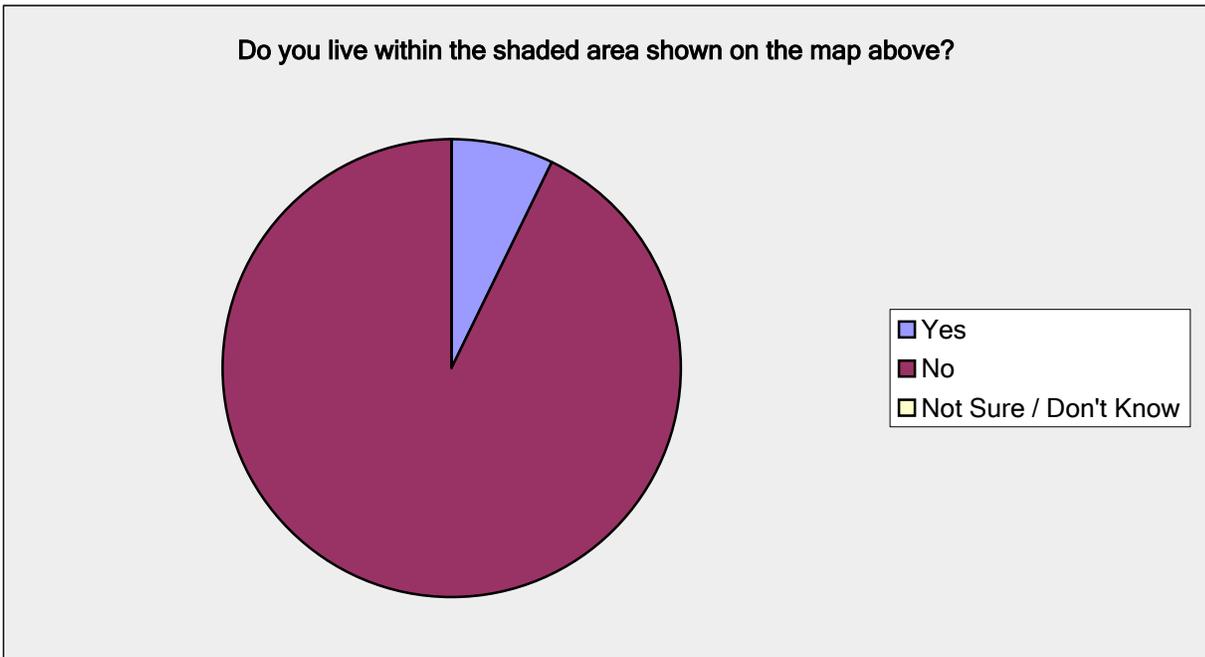
Mammoth Lakes Transportation Survey Question 4

How many children, that live in your household, currently attend school in Mammoth Lakes?		
Answer Options	Response Percent	Response Count
0	87.0%	67
1	5.2%	4
2	7.8%	6
3	0.0%	0
4	0.0%	0
5 or more	0.0%	0
<i>answered question</i>		77
<i>skipped question</i>		67



Mammoth Lakes Transportation Survey Question 5

Do you live within the shaded area shown on the map above?		
Answer Options	Response Percent	Response Count
Yes	7.3%	6
No	92.7%	76
Not Sure / Don't Know	0.0%	0
<i>answered question</i>		82
<i>skipped question</i>		62



Mammoth Lakes Transportation Survey Question 6

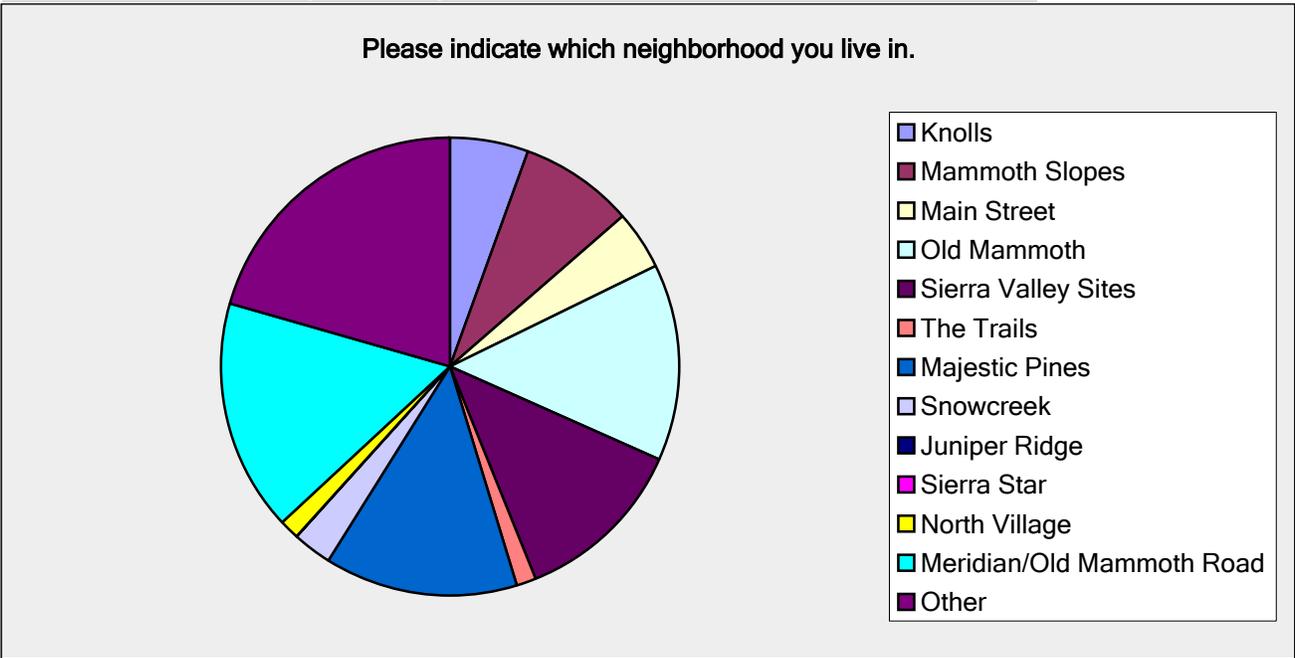
Please indicate which neighborhood you live in.		
Answer Options	Response Percent	Response Count
Knolls	5.5%	4
Mammoth Slopes	8.2%	6
Main Street	4.1%	3
Old Mammoth	13.7%	10
Sierra Valley Sites	12.3%	9
The Trails	1.4%	1
Majestic Pines	13.7%	10
Snowcreek	2.7%	2
Juniper Ridge	0.0%	0
Sierra Star	0.0%	0
North Village	1.4%	1
Meridian/Old Mammoth Road	16.4%	12
Other	20.5%	15
Other (please specify)		23
<i>answered question</i>		73
<i>skipped question</i>		71

Number Other (please specify)

- 1 Rusty Ln
- 2 Industrial Park
- 3 Timber Ridge Estates
- 4 shadow st
- 5 132 sierra
- 6 crowley lake
- 7 Tavern Rd. between Sierra Manor and Sierra Park
- 8 college parkway dorms
- 9 SIERRA HOLIDAY MHP - AZIMUTH DRIVE
- 10 End of Sierra Nevada Rd
- 11 Top of John Muir Road...between Canyon Lodge and Chair 15...is that Mammoth Slopes?
- 12 John Muir (adjacent to Greyhawk), between Canyon and Eagle Creek/Chair 15
- 13 On Shady Rest Rd, closest intersection Tavern Rd. & Laurel Mtn.
- 14 Knob Hill Lane (Sierra Estates?)
- 15 Sierra Nevada Rd
- 16 Bluffs
- 17 Mountain Boulevard
- 18 Pine Crest
- 19 Sierra Park Road across from the hospital
- 20 San Joaquin Villas
- 21 The Ghetto
- 22 Lake Mary & Lee Road (near Davison)
- 23 Canyon Blvd. and Mammoth Slopes Drive

Mammoth Lakes Transportation Survey

Please indicate which neighborhood you live in.

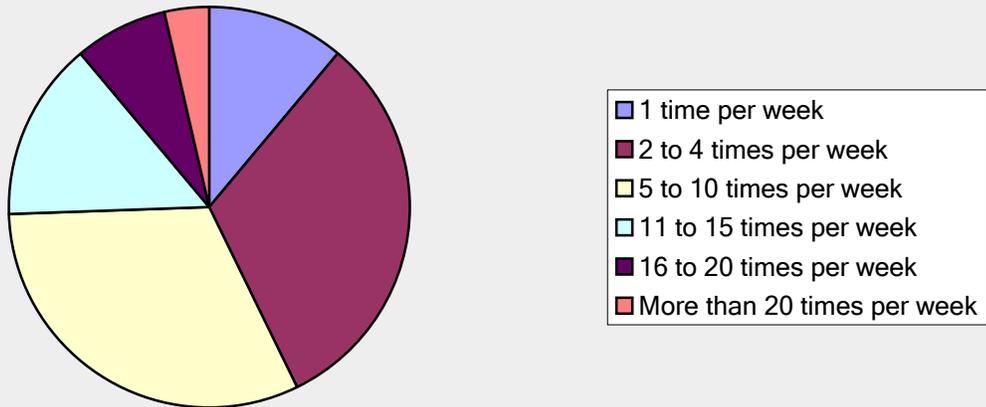


Mammoth Lakes Transportation Survey Question 7

How many times per week do you or members of your household visit businesses (retail, restaurant, offices, etc.) within the shaded area shown on the map above?

Answer Options	Response Percent	Response Count
1 time per week	11.0%	9
2 to 4 times per week	31.7%	26
5 to 10 times per week	31.7%	26
11 to 15 times per week	14.6%	12
16 to 20 times per week	7.3%	6
More than 20 times per week	3.7%	3
<i>answered question</i>		82
<i>skipped question</i>		62

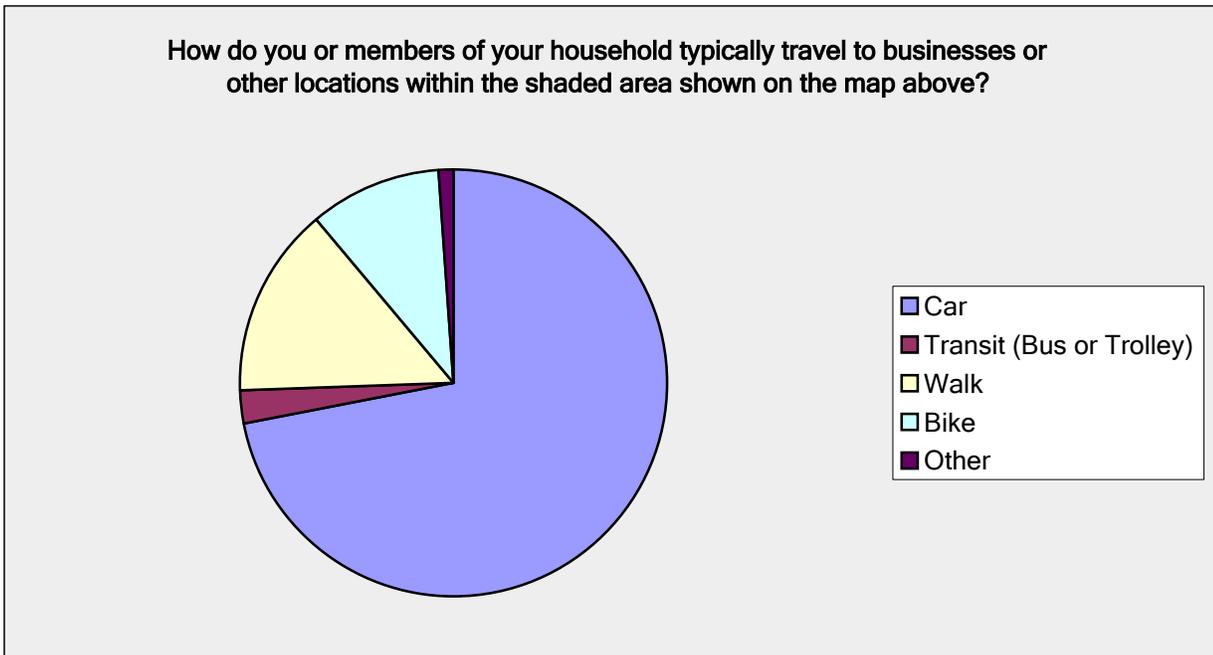
How many times per week do you or members of your household visit businesses (retail, restaurant, offices, etc.) within the shaded area shown on the map above?



Mammoth Lakes Transportation Survey Question 8

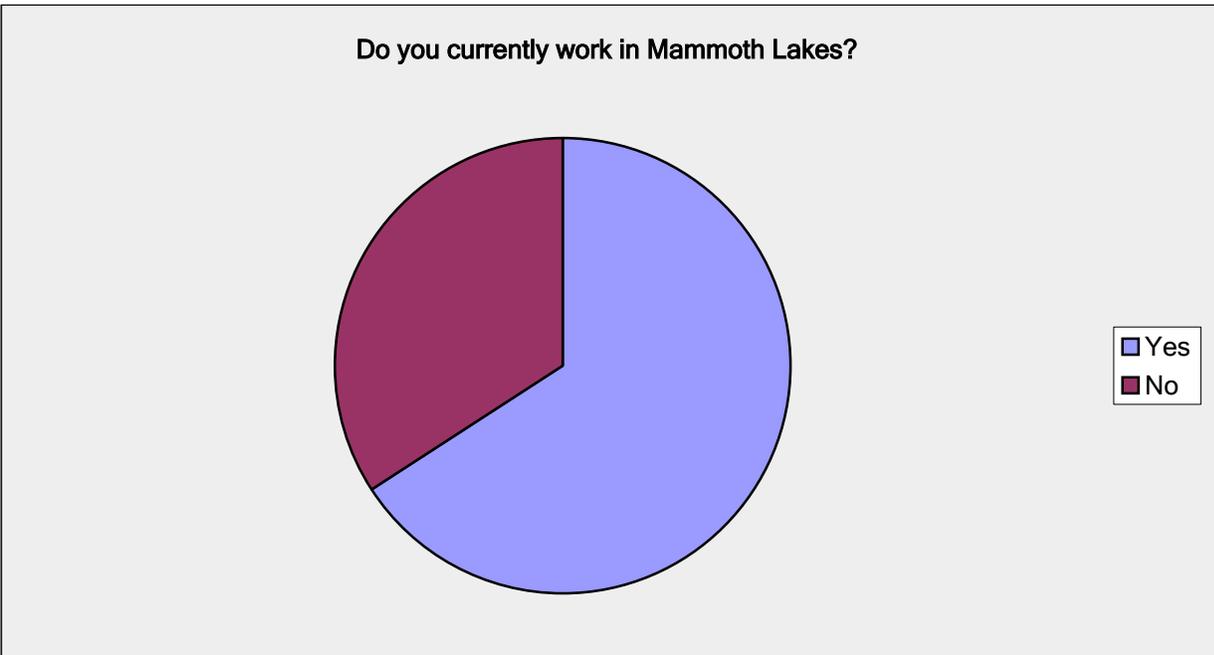
How do you or members of your household typically travel to businesses or other locations within the shaded area shown on the map above?

Answer Options	Response Percent	Response Count
Car	72.0%	59
Transit (Bus or Trolley)	2.4%	2
Walk	14.6%	12
Bike	9.8%	8
Other	1.2%	1
<i>answered question</i>		82
<i>skipped question</i>		62



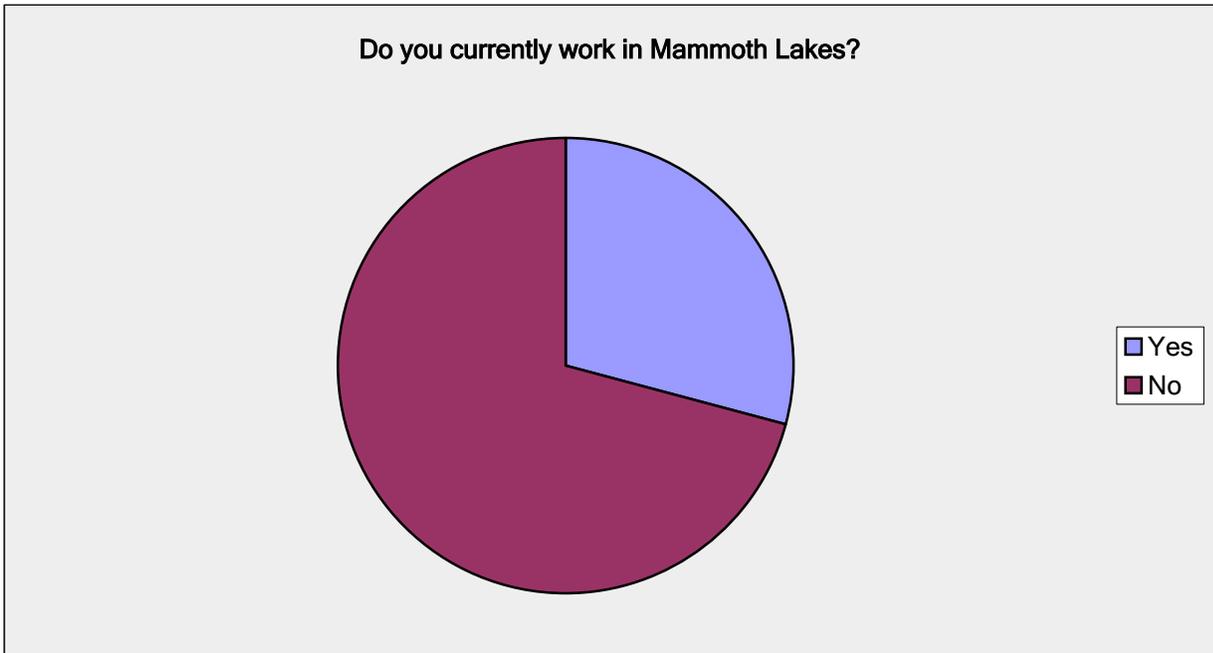
Mammoth Lakes Transportation Survey Question 9

Do you currently work in Mammoth Lakes?		
Answer Options	Response Percent	Response Count
Yes	65.9%	54
No	34.1%	28
<i>answered question</i>		82
<i>skipped question</i>		62



Mammoth Lakes Transportation Survey Question 10

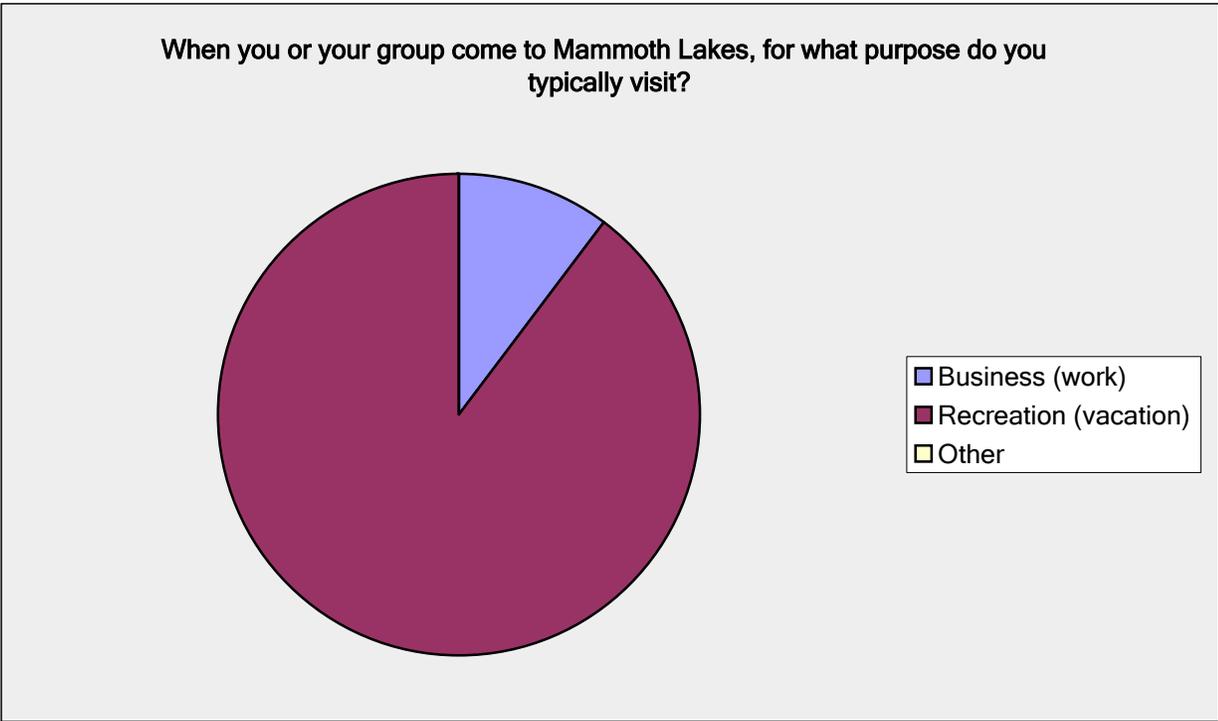
Do you currently work in Mammoth Lakes?		
Answer Options	Response Percent	Response Count
Yes	29.3%	17
No	70.7%	41
<i>answered question</i>		58
<i>skipped question</i>		86



Mammoth Lakes Transportation Survey Question 11

When you or your group come to Mammoth Lakes, for what purpose do you typically visit?		
Answer Options	Response Percent	Response Count
Business (work)	10.3%	4
Recreation (vacation)	89.7%	35
Other	0.0%	0
Other (please specify)		1
<i>answered question</i>		39
<i>skipped question</i>		105

Number **Other (please specify)**
 1 SKI CAMP BIKE FISH CLIMB HIKE



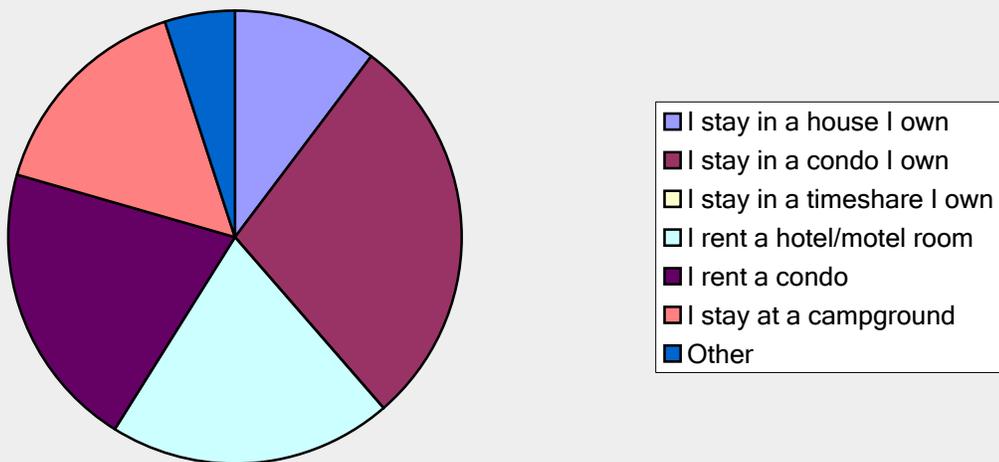
Mammoth Lakes Transportation Survey Question 12

When you or your group stay in Mammoth Lakes, do you stay at a residence you own (house, condo, timeshare) or do you rent a place to stay (hotel/motel, condo, campground)?

Answer Options	Response Percent	Response Count
I stay in a house I own	10.3%	4
I stay in a condo I own	28.2%	11
I stay in a timeshare I own	0.0%	0
I rent a hotel/motel room	20.5%	8
I rent a condo	20.5%	8
I stay at a campground	15.4%	6
Other	5.1%	2
Other (please specify)		3
<i>answered question</i>		39
<i>skipped question</i>		105

Number	Other (please specify)
1	stay in Bishop
2	My home in Bishop
3	SUMMER CAMP WINTER CONDO

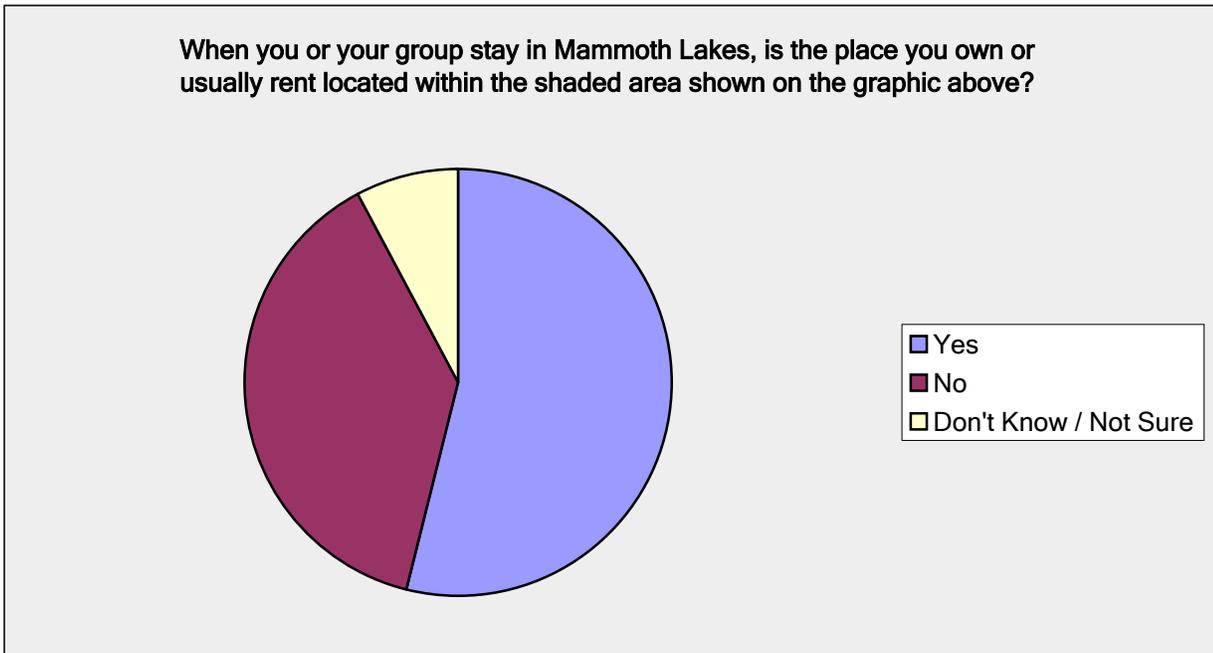
When you or your group stay in Mammoth Lakes, do you stay at a residence you own (house, condo, timeshare) or do you rent a place to stay (hotel/motel, condo, campground)?



Mammoth Lakes Transportation Survey Question 13

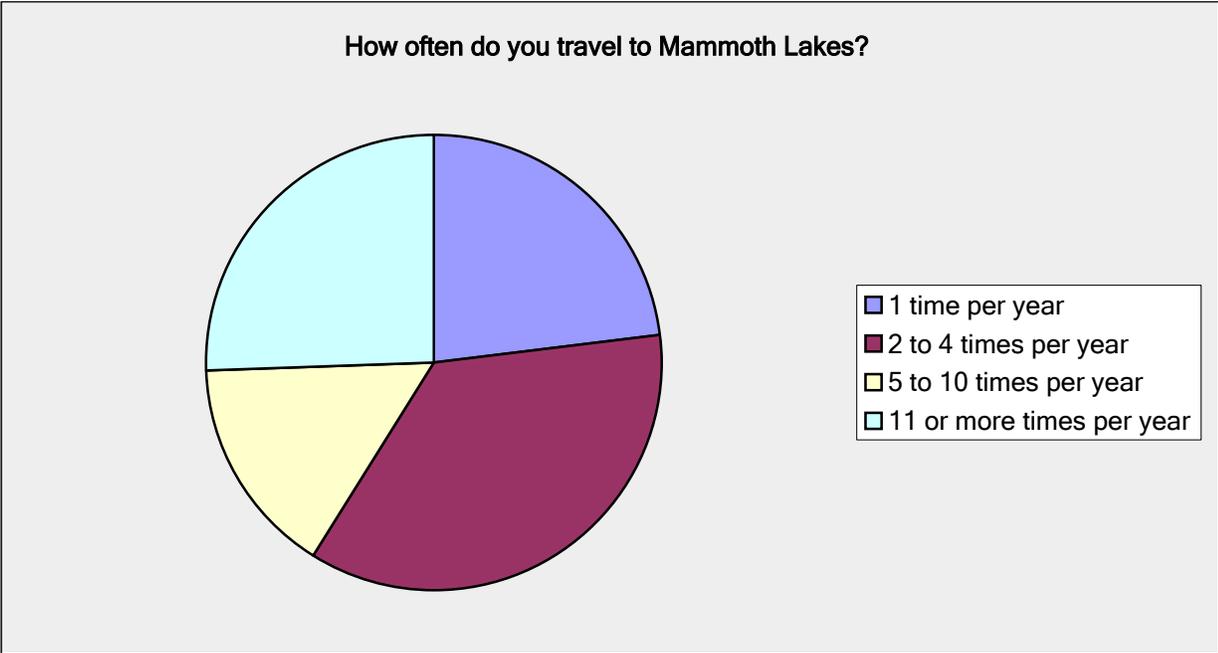
When you or your group stay in Mammoth Lakes, is the place you own or usually rent located within the shaded area shown on the graphic above?

Answer Options	Response Percent	Response Count
Yes	53.8%	21
No	38.5%	15
Don't Know / Not Sure	7.7%	3
<i>answered question</i>		39
<i>skipped question</i>		105



Mammoth Lakes Transportation Survey Question 14

How often do you travel to Mammoth Lakes?		
Answer Options	Response Percent	Response Count
1 time per year	23.1%	9
2 to 4 times per year	35.9%	14
5 to 10 times per year	15.4%	6
11 or more times per year	25.6%	10
<i>answered question</i>		39
<i>skipped question</i>		105



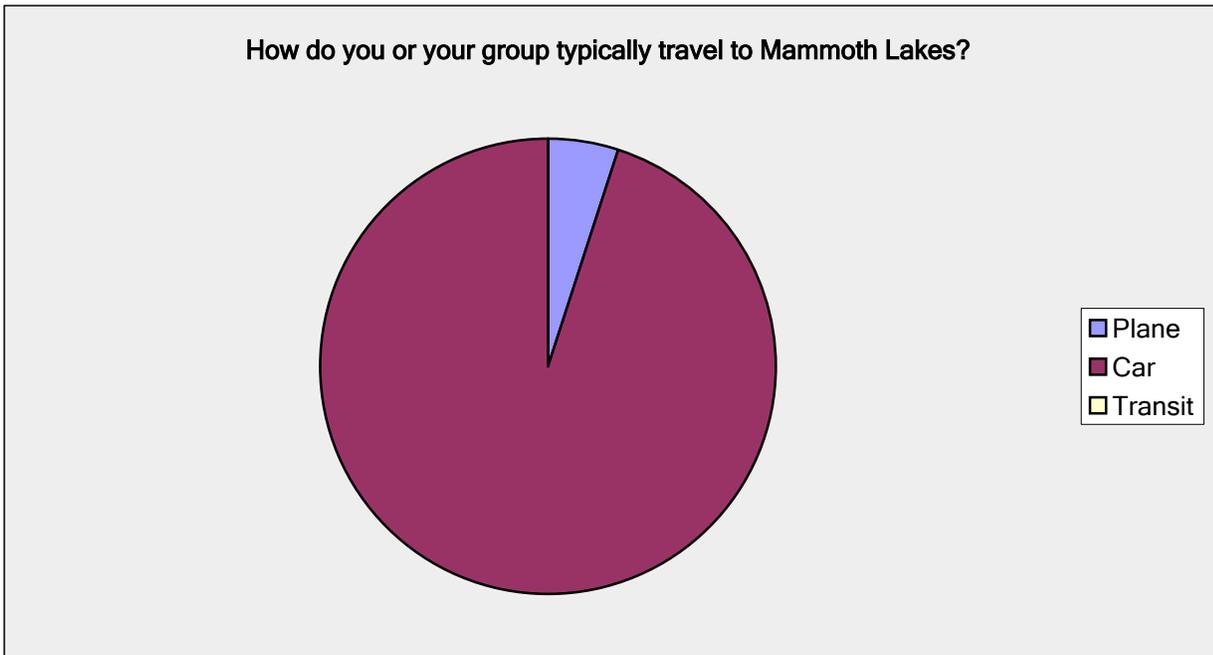
Mammoth Lakes Transportation Survey Question 15

How long do you or your group typically stay when you visit Mammoth Lakes?		
Answer Options	Response Percent	Response Count
1 day	2.6%	1
2 to 3 days	28.2%	11
4 to 5 days	41.0%	16
6 to 7 days	17.9%	7
More than 7 days	10.3%	4
<i>answered question</i>		39
<i>skipped question</i>		105



Mammoth Lakes Transportation Survey Question 16

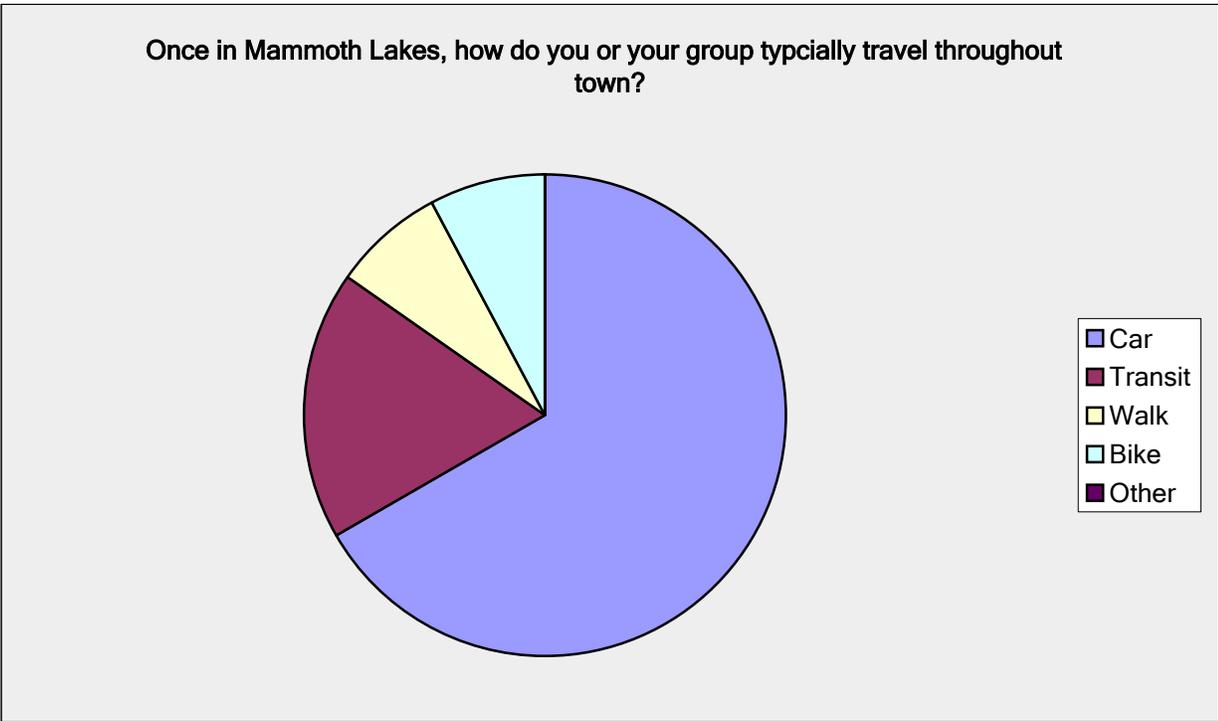
How do you or your group typically travel to Mammoth Lakes?		
Answer Options	Response Percent	Response Count
Plane	5.1%	2
Car	94.9%	37
Transit	0.0%	0
<i>answered question</i>		39
<i>skipped question</i>		105



Mammoth Lakes Transportation Survey Question 17

Once in Mammoth Lakes, how do you or your group typically travel throughout town?		
Answer Options	Response Percent	Response Count
Car	66.7%	26
Transit	17.9%	7
Walk	7.7%	3
Bike	7.7%	3
Other	0.0%	0
Other (please specify)		3
<i>answered question</i>		39
<i>skipped question</i>		105

- Number** **Other (please specify)**
- 1 trolly
 - 2 BIKE SUMMER CAR WINTER
 - 3 sometimes transit



Mammoth Lakes Transportation Survey Question 18

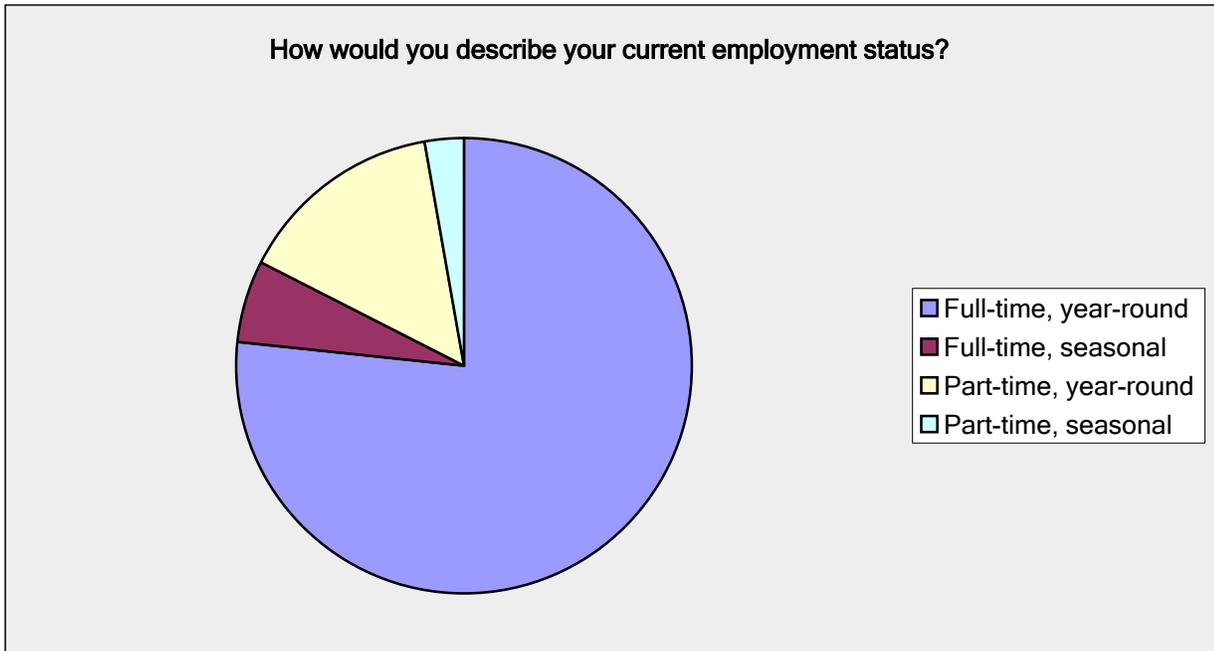
During your stay, how often do you or members of your group visit businesses (restaurants, retail, offices) within the shaded area shown on the graphic above?

Answer Options	Response Percent	Response Count
Very often	38.5%	15
Often	30.8%	12
Sometimes	28.2%	11
Rarely	2.6%	1
Never	0.0%	0
<i>answered question</i>		39
<i>skipped question</i>		105



Mammoth Lakes Transportation Survey Question 19

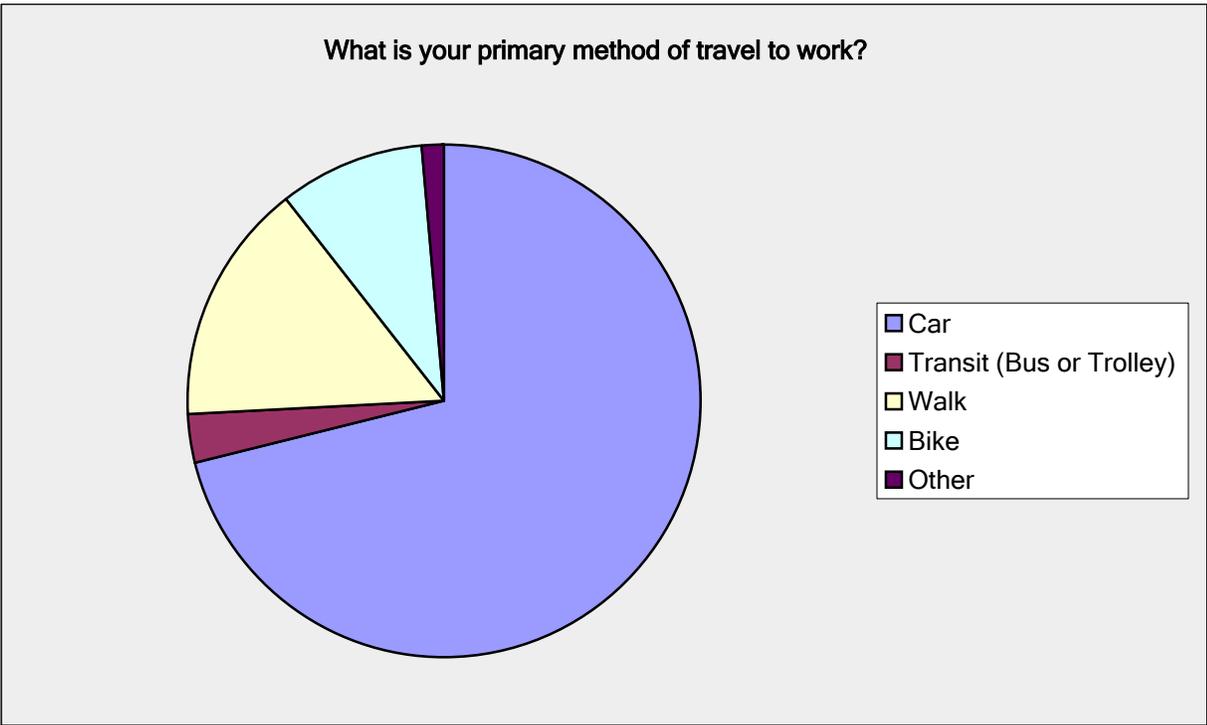
How would you describe your current employment status?		
Answer Options	Response Percent	Response Count
Full-time, year-round	76.8%	53
Full-time, seasonal	5.8%	4
Part-time, year-round	14.5%	10
Part-time, seasonal	2.9%	2
<i>answered question</i>		69
<i>skipped question</i>		75



Mammoth Lakes Transportation Survey Question 20

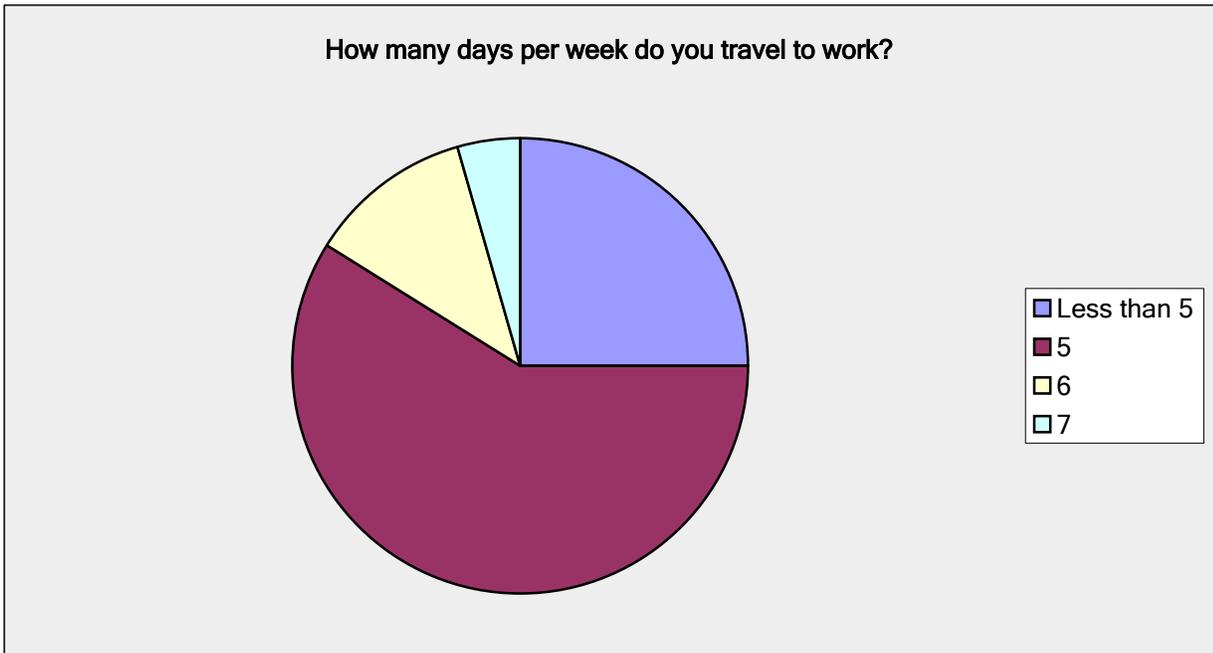
What is your primary method of travel to work?		
Answer Options	Response Percent	Response Count
Car	71.2%	47
Transit (Bus or Trolley)	3.0%	2
Walk	15.2%	10
Bike	9.1%	6
Other	1.5%	1
Other (please specify)		5
<i>answered question</i>		66
<i>skipped question</i>		78

Number	Other (please specify)
1	Work at home
2	bike too
3	Walk ~ Summertime only
4	from home
5	work at home



Mammoth Lakes Transportation Survey Question 21

How many days per week do you travel to work?		
Answer Options	Response Percent	Response Count
Less than 5	25.0%	17
5	58.8%	40
6	11.8%	8
7	4.4%	3
<i>answered question</i>		68
<i>skipped question</i>		76



Mammoth Lakes Transportation Survey Question 22

Is your place of employment located within the shaded area shown on the map above?		
Answer Options	Response Percent	Response Count
Yes	12.9%	9
No	85.7%	60
Not Sure / Don't Know	1.4%	1
<i>answered question</i>		70
<i>skipped question</i>		74



Mammoth Lakes Transportation Survey Question 23

Which of the following roadways is your place of employment located on or closest to?

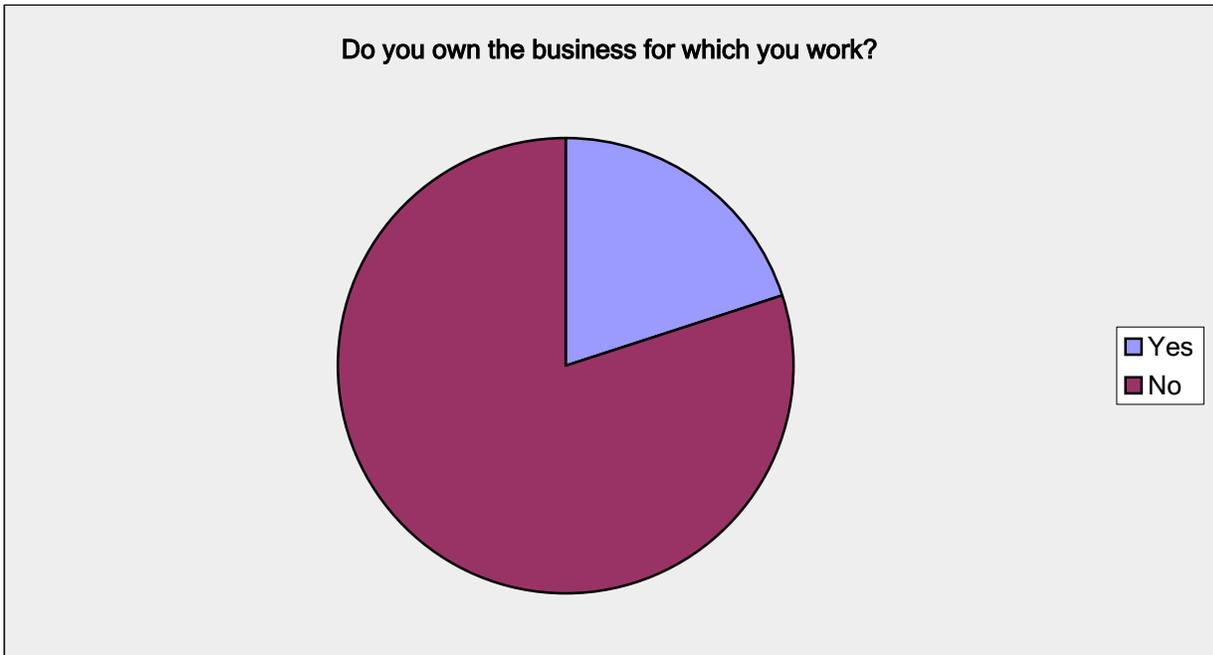
Answer Options	Response Percent	Response Count
Main Street	30.0%	3
Old Mammoth Road	20.0%	2
Center Street	0.0%	0
Laurel Mountain Road	0.0%	0
Sierra Manor Road	0.0%	0
Sierra Park Road	20.0%	2
Other	30.0%	3
Other (please specify)		3
<i>answered question</i>		10
<i>skipped question</i>		134

Number	Other (please specify)
1	all of town
2	Meridian and Hwy 203
3	2510 Hwy 203



Mammoth Lakes Transportation Survey Question 24

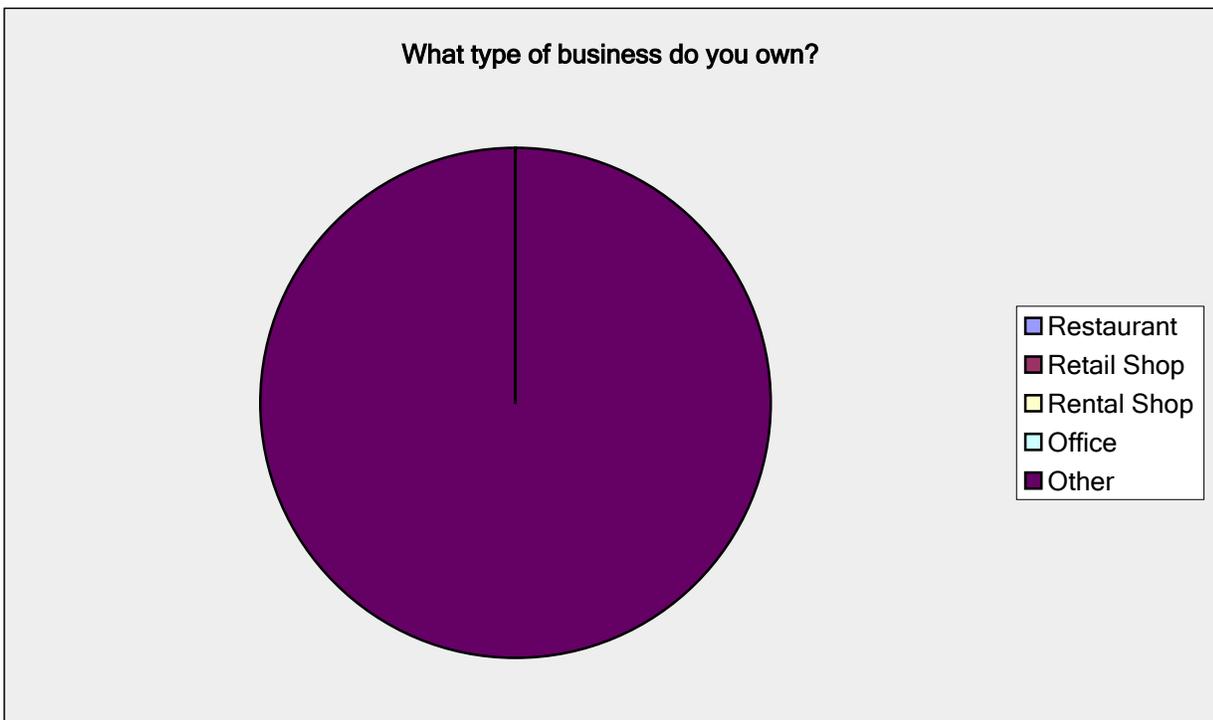
Do you own the business for which you work?		
Answer Options	Response Percent	Response Count
Yes	20.0%	2
No	80.0%	8
<i>answered question</i>		10
<i>skipped question</i>		134



Mammoth Lakes Transportation Survey Question 25

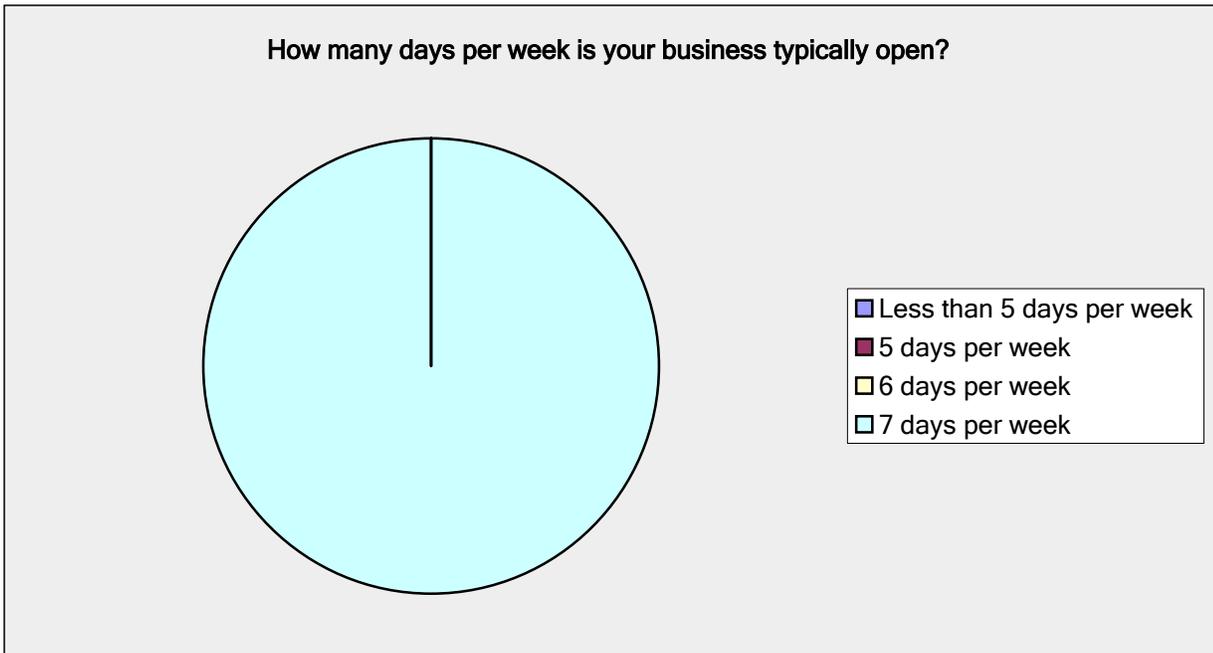
What type of business do you own?		
Answer Options	Response Percent	Response Count
Restaurant	0.0%	0
Retail Shop	0.0%	0
Rental Shop	0.0%	0
Office	0.0%	0
Other	100.0%	1
Other (please specify)		1
<i>answered question</i>		1
<i>skipped question</i>		143

Number	Response Date	Other (please specify)
1	Jul 8, 2010 12:49 AM	service



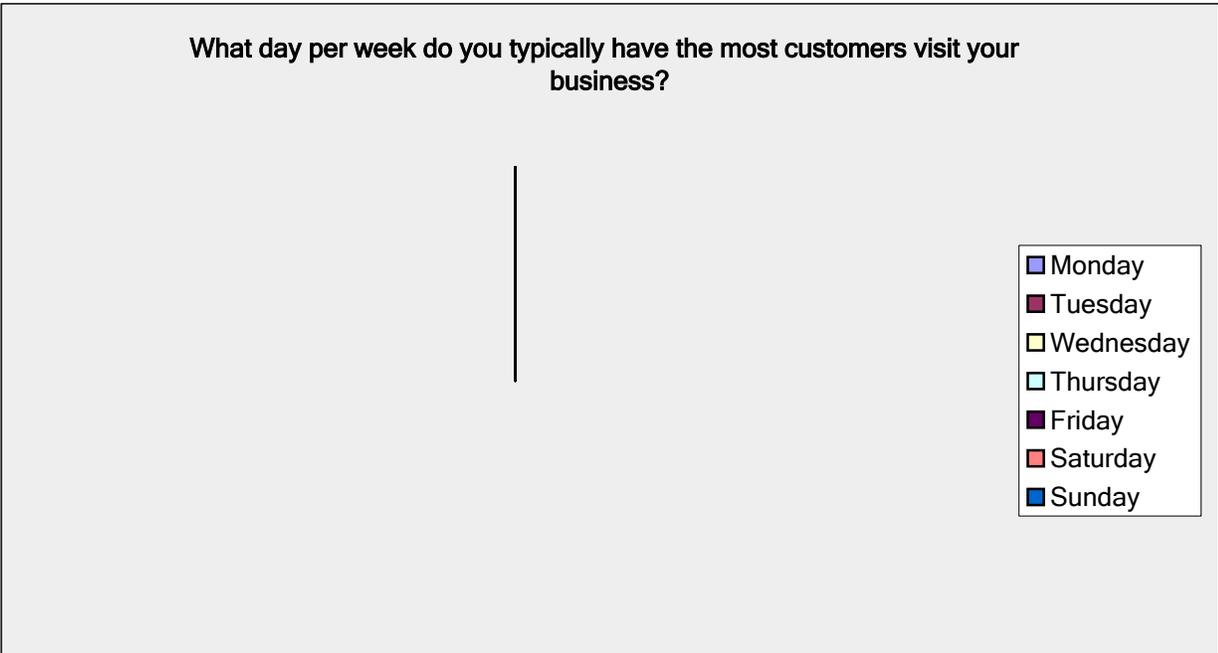
Mammoth Lakes Transportation Survey Question 26

How many days per week is your business typically open?		
Answer Options	Response Percent	Response Count
Less than 5 days per week	0.0%	0
5 days per week	0.0%	0
6 days per week	0.0%	0
7 days per week	100.0%	1
<i>answered question</i>		1
<i>skipped question</i>		143



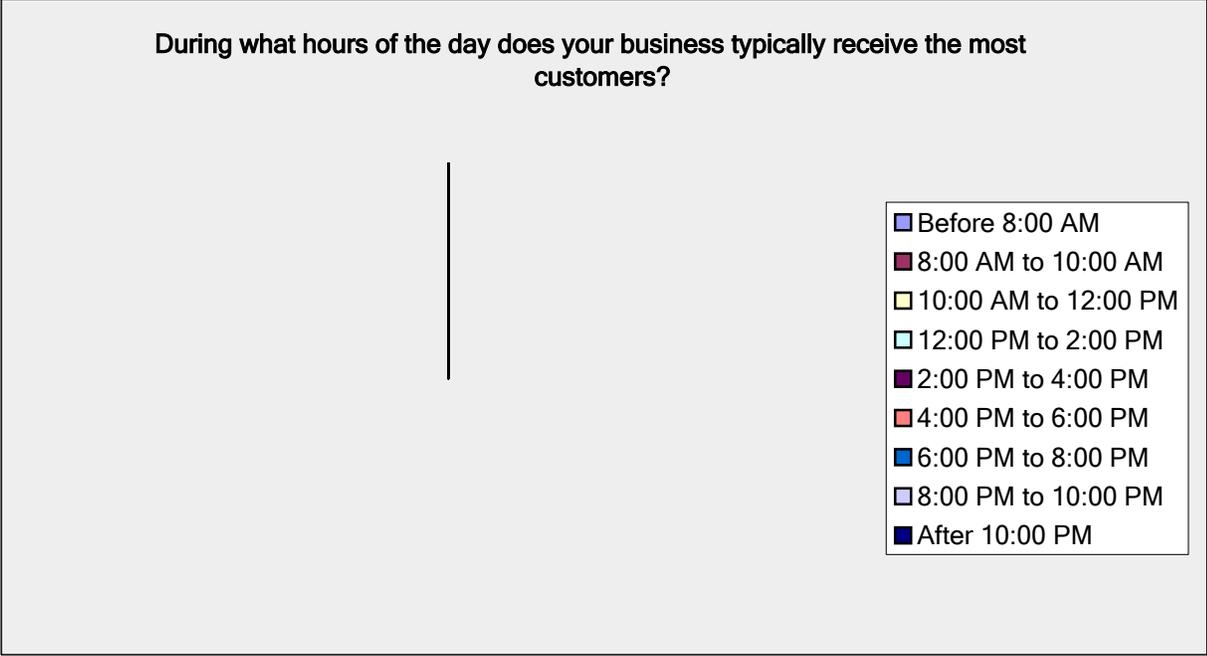
Mammoth Lakes Transportation Survey Question 27

What day per week do you typically have the most customers visit your business?		
Answer Options	Response Percent	Response Count
Monday	0.0%	0
Tuesday	0.0%	0
Wednesday	0.0%	0
Thursday	0.0%	0
Friday	0.0%	0
Saturday	0.0%	0
Sunday	0.0%	0
<i>answered question</i>		0
<i>skipped question</i>		144



Mammoth Lakes Transportation Survey Question 28

During what hours of the day does your business typically receive the most customers?		
Answer Options	Response Percent	Response Count
Before 8:00 AM	0.0%	0
8:00 AM to 10:00 AM	0.0%	0
10:00 AM to 12:00 PM	0.0%	0
12:00 PM to 2:00 PM	0.0%	0
2:00 PM to 4:00 PM	0.0%	0
4:00 PM to 6:00 PM	0.0%	0
6:00 PM to 8:00 PM	0.0%	0
8:00 PM to 10:00 PM	0.0%	0
After 10:00 PM	0.0%	0
<i>answered question</i>		0
<i>skipped question</i>		144



Mammoth Lakes Transportation Survey Question 29

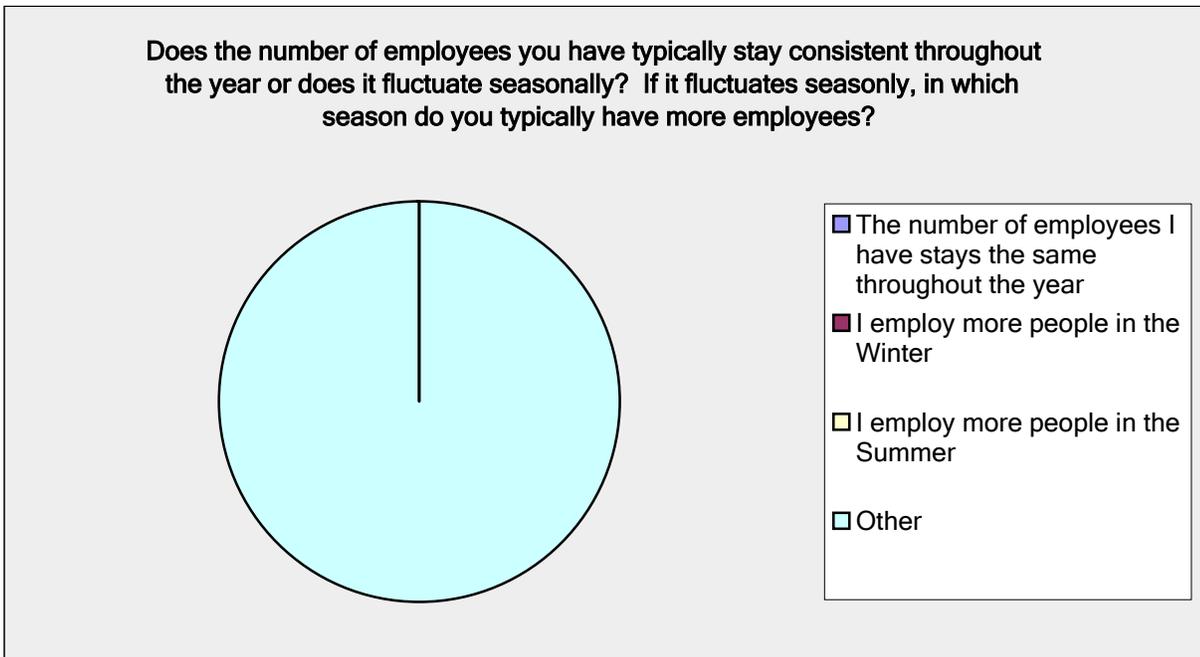
How many employees do you currently have?		
Answer Options	Response Percent	Response Count
1 to 2	0.0%	0
3 to 5	0.0%	0
6 to 10	0.0%	0
More than 10	0.0%	0
<i>answered question</i>		0
<i>skipped question</i>		144



Mammoth Lakes Transportation Survey Question 30

Does the number of employees you have typically stay consistent throughout the year or does it fluctuate seasonally? If it fluctuates seasonally, in which season do you typically have more employees?

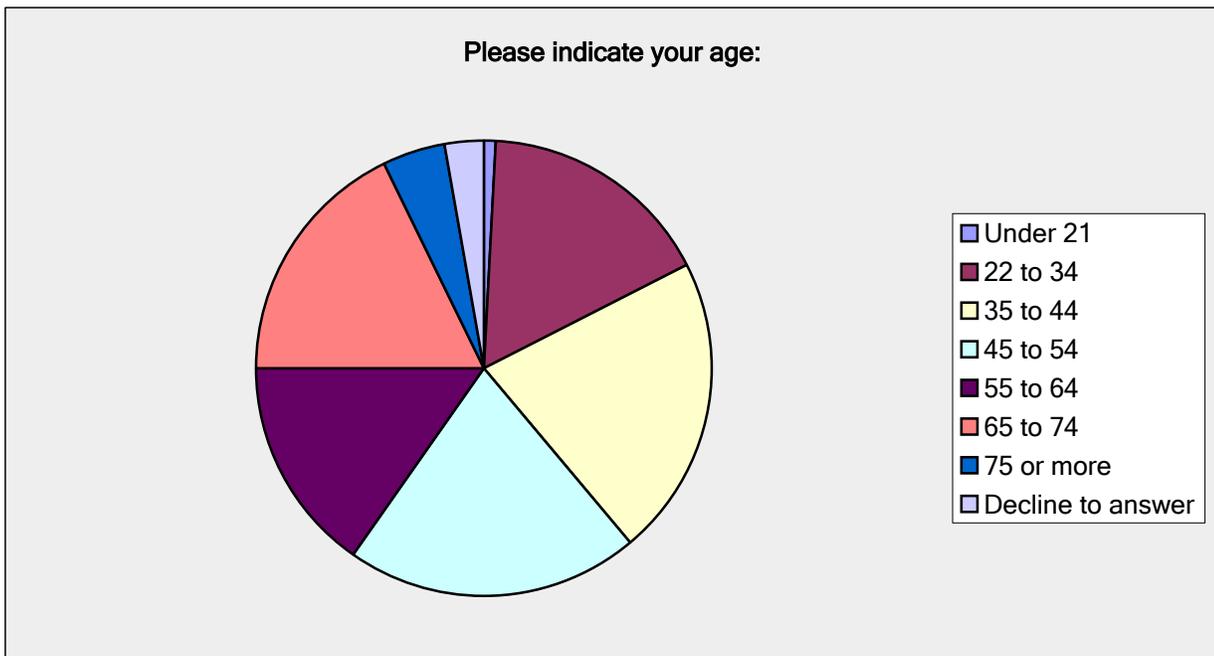
Answer Options	Response Percent	Response Count
The number of employees I have stays the same	0.0%	0
I employ more people in the Winter	0.0%	0
I employ more people in the Summer	0.0%	0
Other	100.0%	1
Other (please specify)		1
<i>answered question</i>		1
<i>skipped question</i>		143



Mammoth Lakes Transportation Survey Question 31

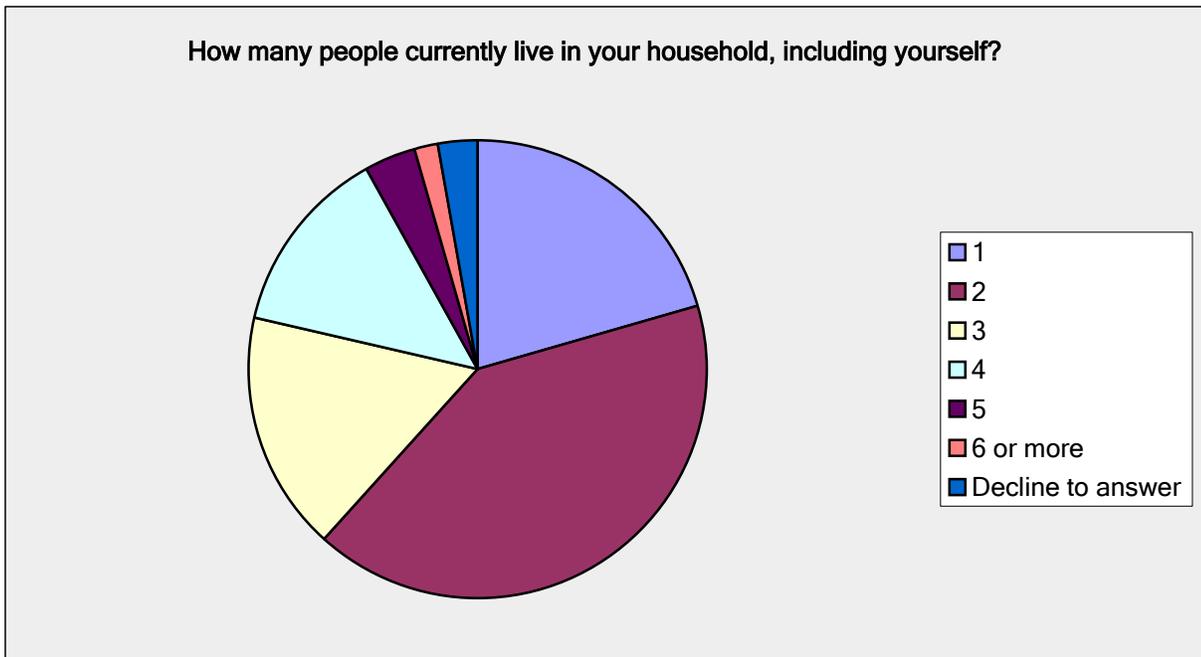
Please indicate your age:

Answer Options	Response Percent	Response Count
Under 21	0.7%	1
22 to 34	16.9%	23
35 to 44	21.3%	29
45 to 54	20.6%	28
55 to 64	15.4%	21
65 to 74	17.6%	24
75 or more	4.4%	6
Decline to answer	2.9%	4
<i>answered question</i>		136
<i>skipped question</i>		8



Mammoth Lakes Transportation Survey Question 32

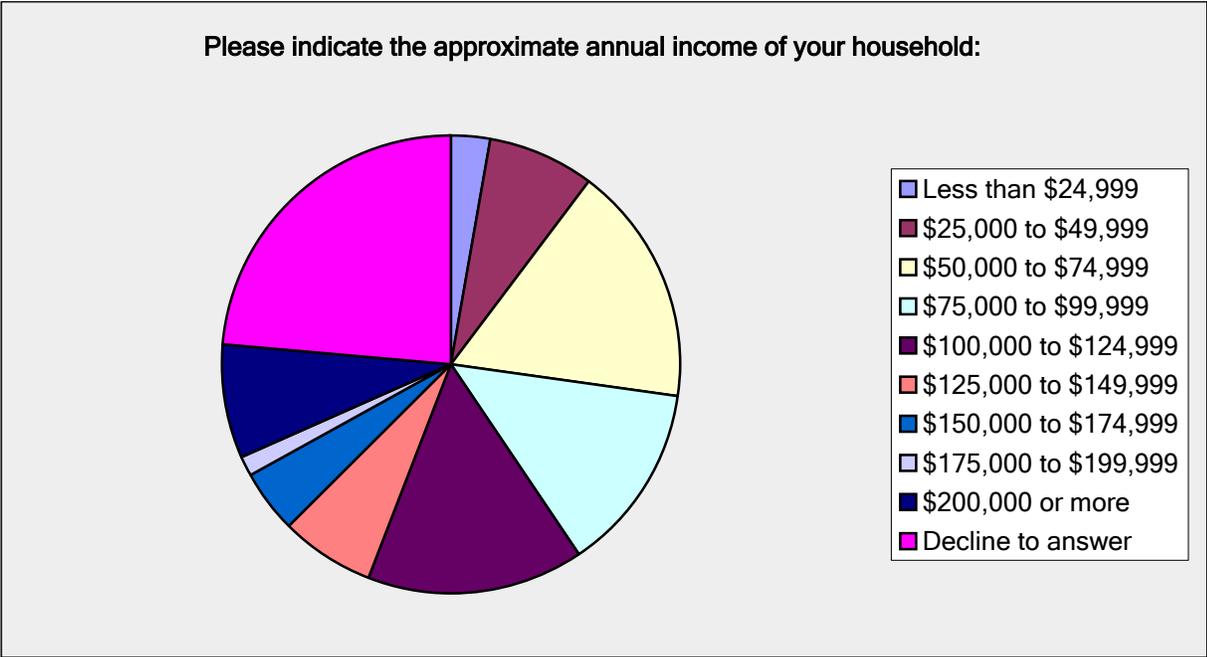
How many people currently live in your household, including yourself?		
Answer Options	Response Percent	Response Count
1	20.6%	28
2	41.2%	56
3	16.9%	23
4	13.2%	18
5	3.7%	5
6 or more	1.5%	2
Decline to answer	2.9%	4
<i>answered question</i>		136
<i>skipped question</i>		8



Mammoth Lakes Transportation Survey Question 33

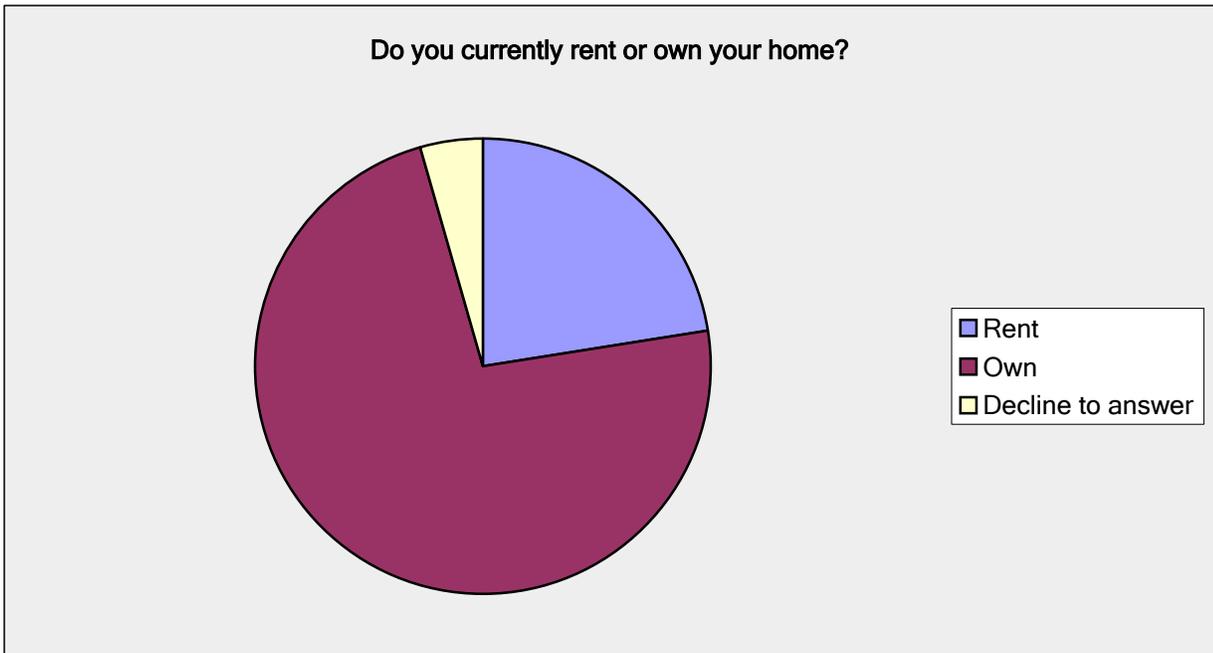
Please indicate the approximate annual income of your household:

Answer Options	Response Percent	Response Count
Less than \$24,999	2.9%	4
\$25,000 to \$49,999	7.4%	10
\$50,000 to \$74,999	16.9%	23
\$75,000 to \$99,999	13.2%	18
\$100,000 to \$124,999	15.4%	21
\$125,000 to \$149,999	6.6%	9
\$150,000 to \$174,999	4.4%	6
\$175,000 to \$199,999	1.5%	2
\$200,000 or more	8.1%	11
Decline to answer	23.5%	32
<i>answered question</i>		136
<i>skipped question</i>		8



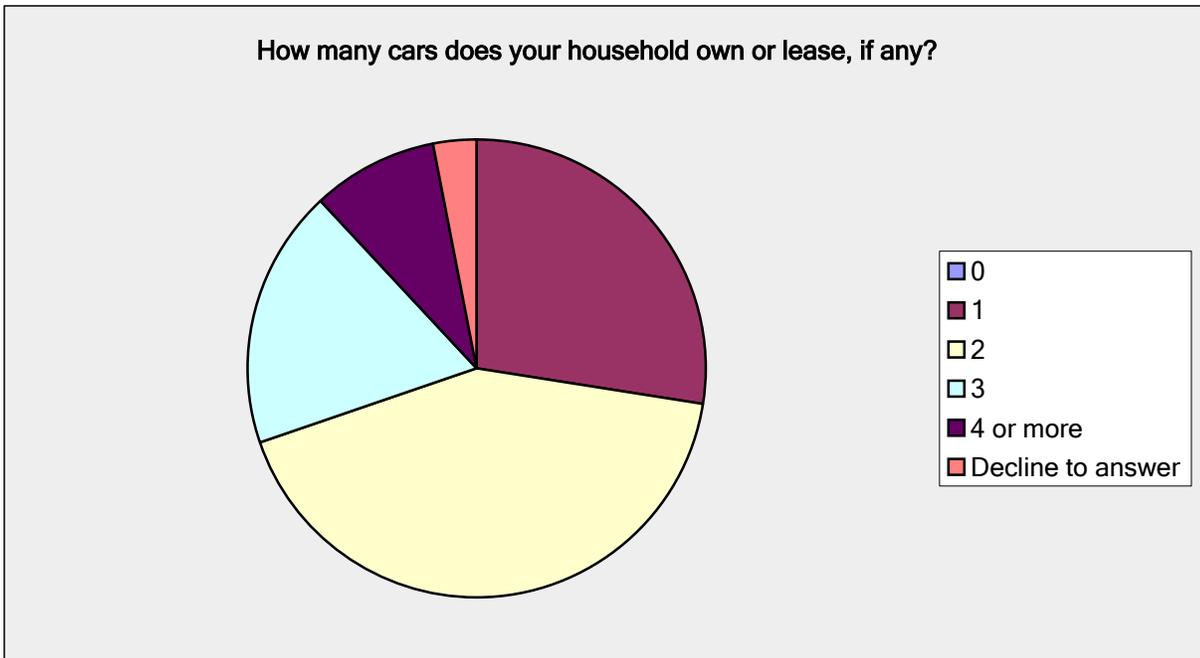
Mammoth Lakes Transportation Survey Question 34

Do you currently rent or own your home?		
Answer Options	Response Percent	Response Count
Rent	22.4%	30
Own	73.1%	98
Decline to answer	4.5%	6
<i>answered question</i>		134
<i>skipped question</i>		10



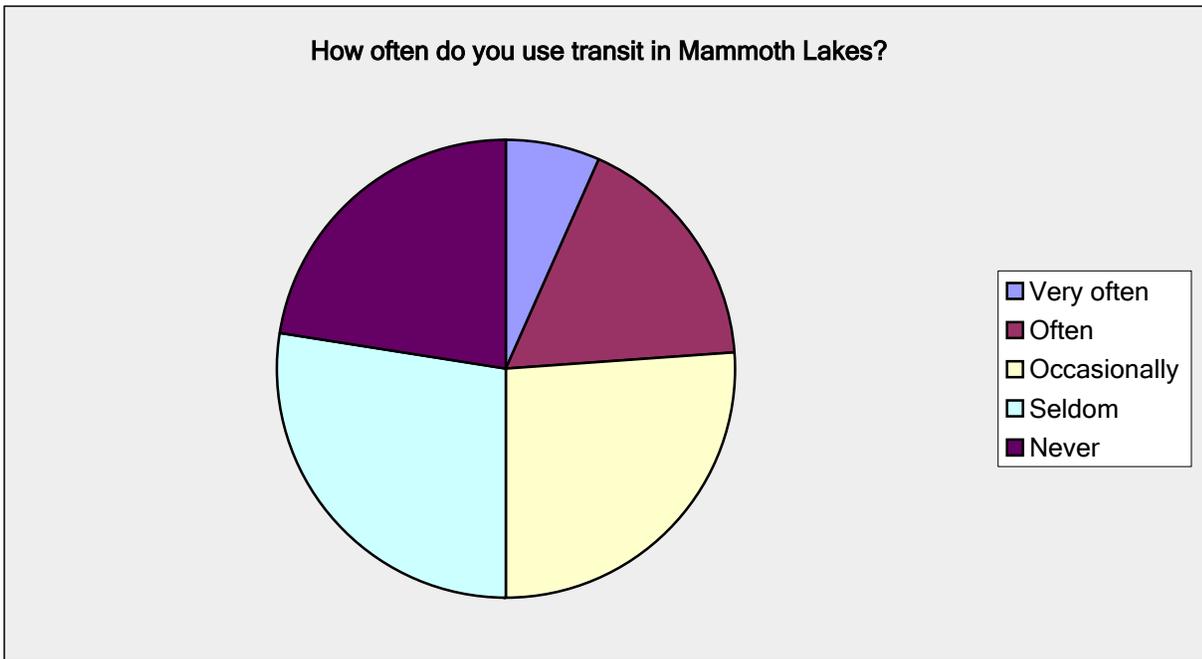
Mammoth Lakes Transportation Survey Question 35

How many cars does your household own or lease, if any?		
Answer Options	Response Percent	Response Count
0	0.0%	0
1	27.4%	37
2	42.2%	57
3	18.5%	25
4 or more	8.9%	12
Decline to answer	3.0%	4
<i>answered question</i>		135
<i>skipped question</i>		9



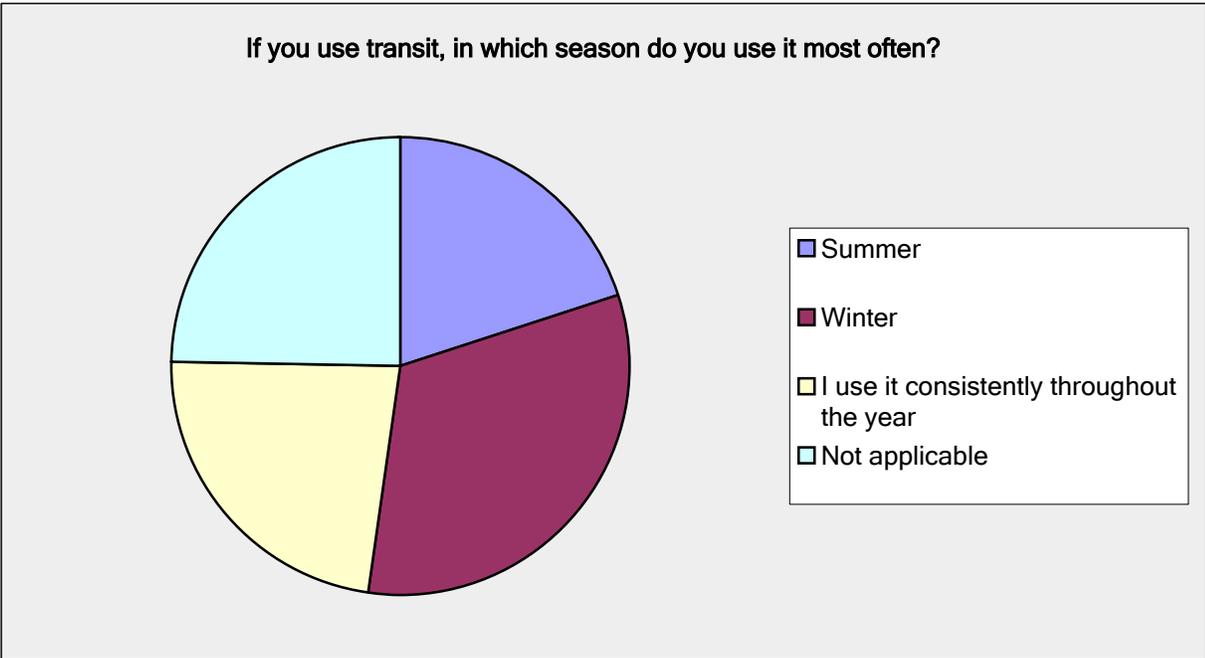
Mammoth Lakes Transportation Survey Question 36

How often do you use transit in Mammoth Lakes?		
Answer Options	Response Percent	Response Count
Very often	6.7%	9
Often	17.2%	23
Occasionally	26.1%	35
Seldom	27.6%	37
Never	22.4%	30
<i>answered question</i>		134
<i>skipped question</i>		10



Mammoth Lakes Transportation Survey Question 37

If you use transit, in which season do you use it most often?		
Answer Options	Response Percent	Response Count
Summer	20.1%	27
Winter	32.1%	43
I use it consistently throughout the year	23.1%	31
Not applicable	24.6%	33
<i>answered question</i>		134
<i>skipped question</i>		10



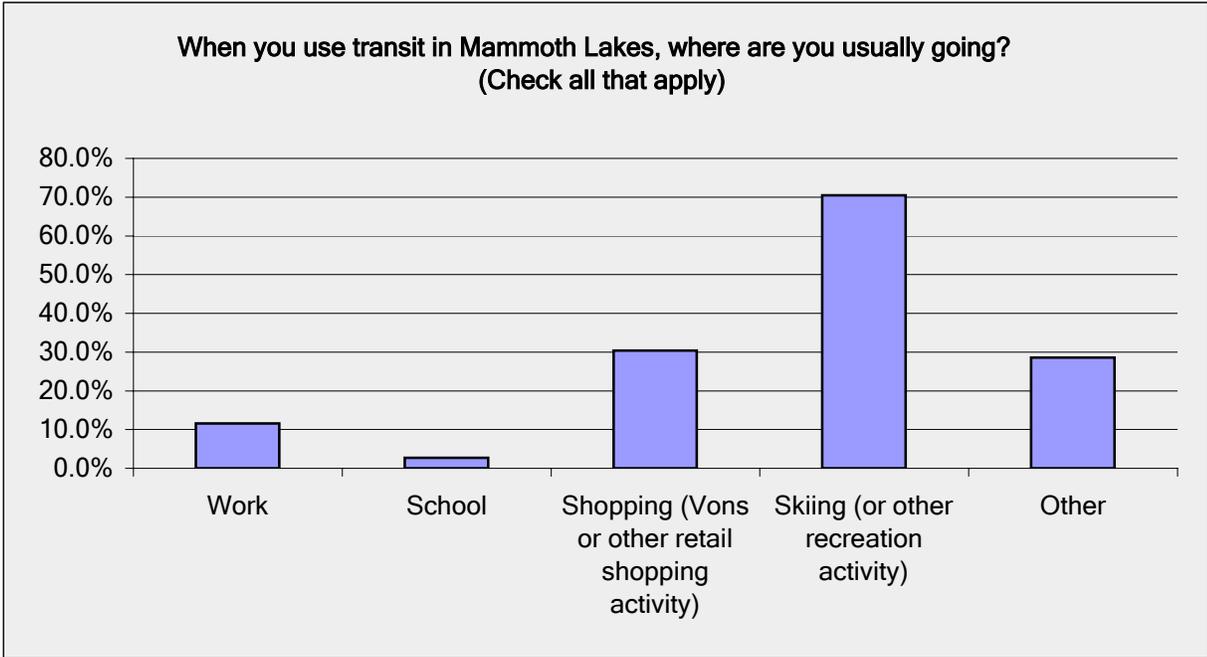
Mammoth Lakes Transportation Survey Question 38

When you use transit in Mammoth Lakes, where are you usually going? (Check all that apply)		
Answer Options	Response Percent	Response Count
Work	11.6%	13
School	2.7%	3
Shopping (Vons or other retail shopping activity)	30.4%	34
Skiing (or other recreation activity)	70.5%	79
Other	28.6%	32
Other (please specify)		33
answered question		112
skipped question		32

Number	Other (please specify)
1	Bars/Food
2	volunteer work
3	dining
4	recreation
5	recreation trailheads
6	restaurant and bar
7	events
8	Events
9	athletic club
10	dinner or lakes basin
11	errands - post office, etc
12	sometimes work, often errands
13	Dinner, drinks, etc. in The Village
14	parks, hiking, biking areas
15	reds meadow
16	Feed friend's cats--transit then walk to upper Knolls
17	fishing
18	day camps (Valentine Reserve), events (Village)
19	Special Events
20	I don't use it.
21	Car maintenance drop off / pick up
22	all the above
23	Home
24	Bars or restaurants where I don't have to drive after drinking
25	Home from hiking
26	I use The Crest, other ESTA buses to travel
27	Biking hiking
28	Have not used transit in Mammoth Lakes
29	post office
30	non timeframe activity - to park, etc
31	Events in Village or elsewhere, bars
32	Hikling
33	bus from main lodge to devils postpile

Mammoth Lakes Transportation Survey

When you use transit in Mammoth Lakes, where are you usually going? (Check all that



Mammoth Lakes Transportation Survey Question 39

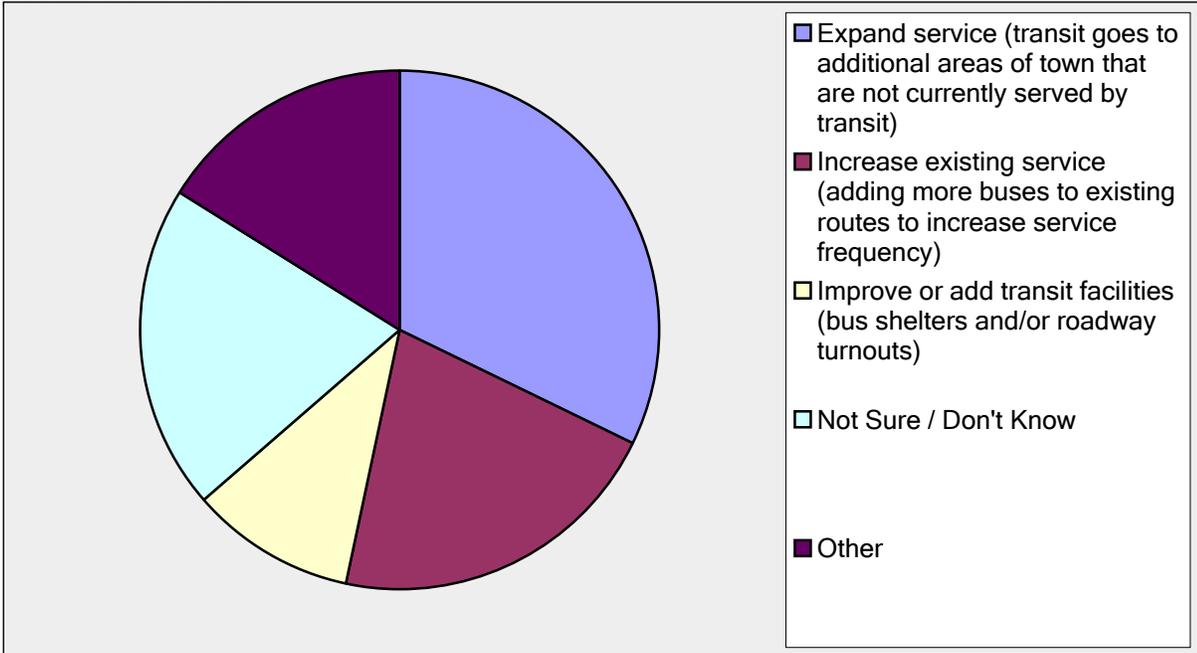
In your opinion, which of the below suggested transit improvements do you think would improve the Mammoth Lakes Transit System the most and may encourage you or members of your household to ride transit more often?

Answer Options	Response Percent	Response Count
Expand service (transit goes to additional areas of town)	32.3%	40
Increase existing service (adding more buses to existing)	21.0%	26
Improve or add transit facilities (bus shelters and/or)	10.5%	13
Not Sure / Don't Know	20.2%	25
Other	16.1%	20
Other (please specify)		28
<i>answered question</i>		124
<i>skipped question</i>		20

Number	Other (please specify)
1	Remedy current confusion as to what services are provided to what areas by who and during what times of year! It's too hard to figure out where I'll end up and when.
2	Coordinate transfers
3	better route through the ghetto
4	leave service alone we do not have the money, expand as necessary to accomodate skiers so that busses are not filled when passing a stop
5	unsafe to cross streets on foot after dropped off in winter
6	Add another dial-a ride for night service so people can get home after work
7	Forest Trail
8	both expand and increase service, but more important - make sure buses are on time
9	non-looping routes, e.g. Old Mammoth Lift uses only one route there and back
10	have late night busses
11	make it safe to walk to the locations where the buses pick up passengers
12	later hours in summer
13	better narketing/information/takes time to figure it out
14	More stopping points on way up mountain
15	Very, very difficult to cross main street to reach transit stops.
16	make it easy for people to us
17	scheduled stops
18	Expand service outside of town (Crowley, Tom's Place, Paradise, Bishop, etc)
19	allow my dog to ride the shuttle as in the past
20	Summer service to MMSA
21	Stop at Welcome Center on way to town and out. Welcome Center bus should hook directly into the red line and not go through the ghetto.
22	Impractical from top of John Muir Road
23	more dog friendly
24	Operate later for drinking crowds- until 2:00 or 2:30
25	Ready availability of bus schedules
26	Expand the Crest, other ESTA buses
27	better publicized hours of operation
28	consistent schedules

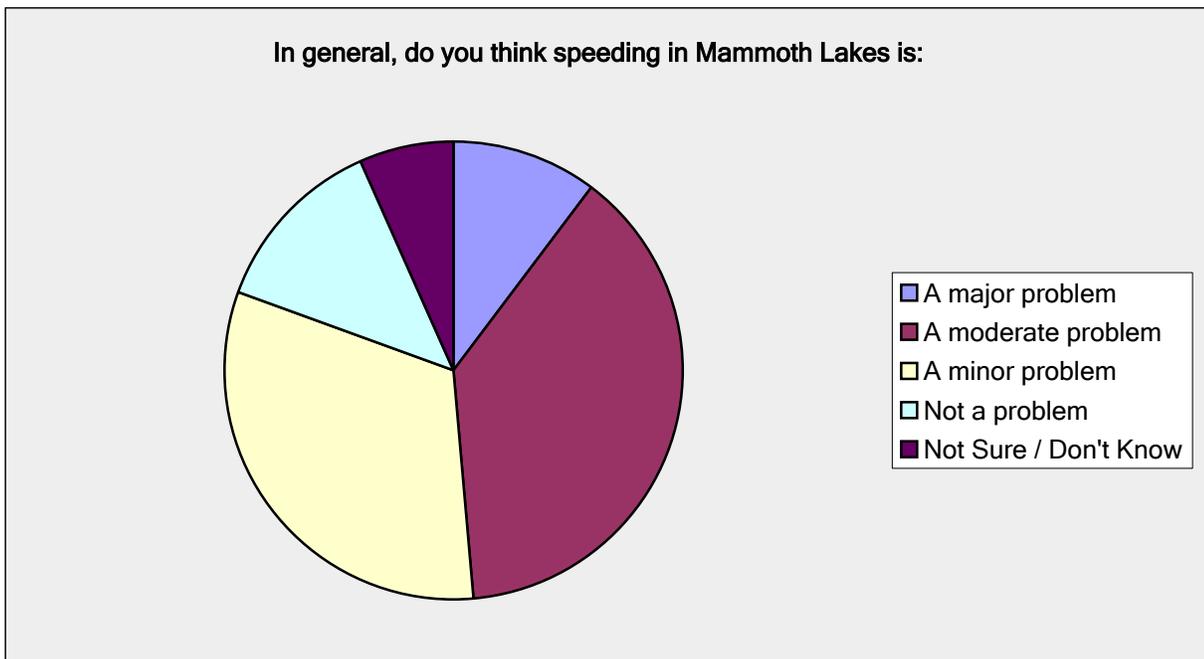
Mammoth Lakes Transportation Survey

In your opinion, which of the below suggested transit improvements do you think would improve the Mammoth Lakes Transit System the most and may encourage you or members of your household to ride transit more often?



Mammoth Lakes Transportation Survey Question 40

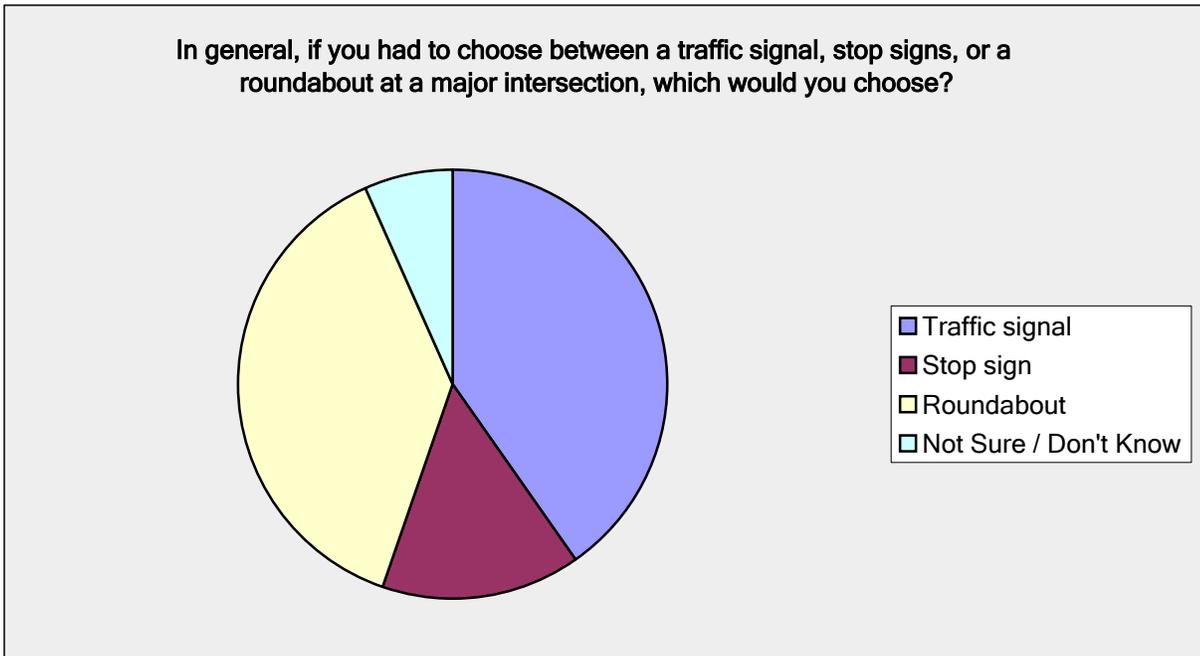
In general, do you think speeding in Mammoth Lakes is:		
Answer Options	Response Percent	Response Count
A major problem	10.4%	14
A moderate problem	38.1%	51
A minor problem	32.1%	43
Not a problem	12.7%	17
Not Sure / Don't Know	6.7%	9
<i>answered question</i>		134
<i>skipped question</i>		10



Mammoth Lakes Transportation Survey Question 41

In general, if you had to choose between a traffic signal, stop signs, or a roundabout at a major intersection, which would you choose?

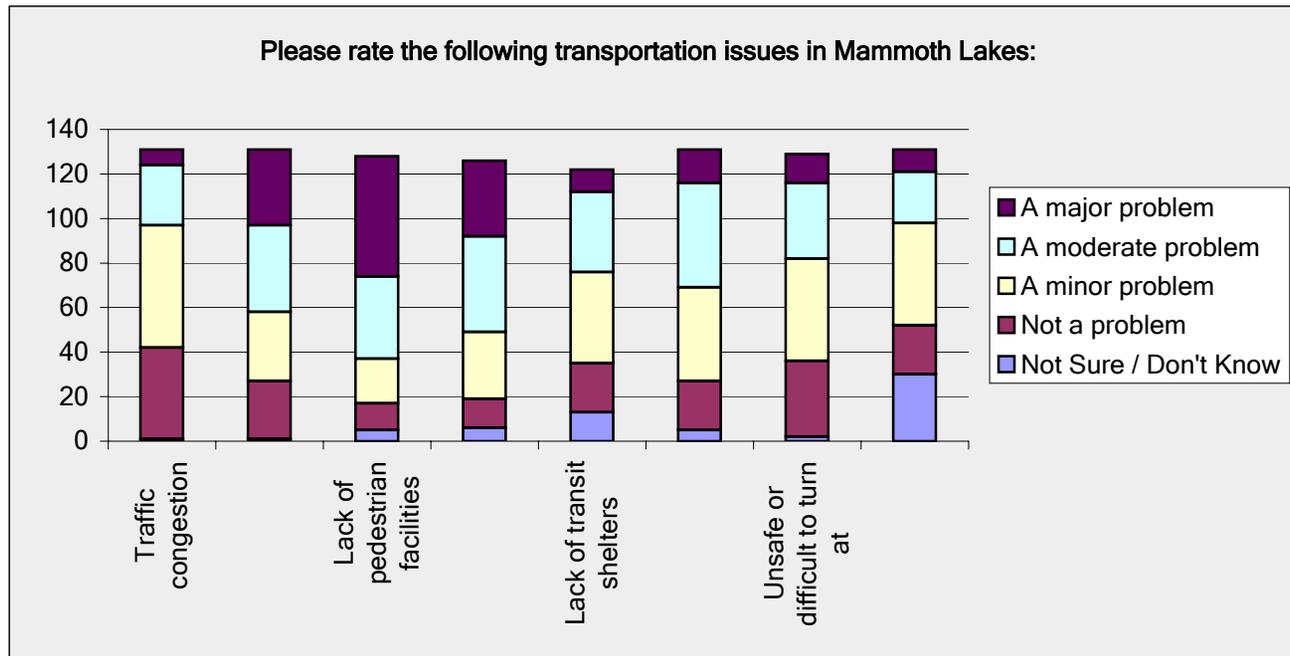
Answer Options	Response Percent	Response Count
Traffic signal	40.3%	54
Stop sign	14.9%	20
Roundabout	38.1%	51
Not Sure / Don't Know	6.7%	9
<i>answered question</i>		134
<i>skipped question</i>		10



Mammoth Lakes Transportation Survey Question 42

Please rate the following transportation issues in Mammoth Lakes:

Answer Options	A major problem	A moderate problem	A minor problem	Not a problem	Not Sure / Don't Know	Response Count
Traffic congestion	7	27	55	41	1	131
Insufficient parking	34	39	31	26	1	131
Lack of pedestrian facilities (sidewalks, paths)	54	37	20	12	5	128
Lack of bicycle facilities (bike lanes/routes, bike racks)	34	43	30	13	6	126
Lack of transit shelters	10	36	41	22	13	122
Speeding	15	47	42	22	5	131
Unsafe or difficult to turn at unsignalized intersections	13	34	46	34	2	129
Neighborhood cut-through traffic	10	23	46	22	30	131
<i>answered question</i>						133
<i>skipped question</i>						11



Mammoth Lakes Transportation Survey Question 43

Should the existing gondola that ends in Village be extended into town down Main Street?		
Answer Options	Response Percent	Response Count
Yes	24.8%	33
Maybe - it should be studied further.	40.6%	54
No	27.8%	37
Not Sure / Don't Know	6.8%	9
Please feel free to add your comments regarding this question in the box		43
	answered question	133
	skipped question	11

Number	Please feel free to add your comments regarding this question in the box below
1	If it did it would by pass existing retail shops....bad idea.
2	Extending the gondola is just a ploy to create parking in the middle of town for the Village. You should build parking at the Village instead of a gondola from a parking structure in the middle of town. Putting a gondola terminal in the middle of town will increase traffic in that area and it is already a difficult drive when the town is crowded or in the Winter when it's snowing.
3	Needs to be cost effective - who would pay vs. who would see benefits? This would be of most use to tourists so they should pay. Locals by and large do not want to be forced to afford it.
4	And extend the top end of the Gondola to go to Lincoln Mountain or the top of Dave's run...
5	Really need to extend the Village Gondola, so that skiers can access Main Lodge without using Chair 2.
6	It will ruin what little downtown we actually have
7	This might be a novelty to tourists, but I think it will be too costly and not as efficient as bus transportation.
8	Expand transit, not the gondola. It would bypass some businesses, & ruin our great view of the mountains & crest. Ask this question again in 30 years...maybe it could be feasible then, though I think the same problems would occur.
9	What will the cost be. It's a nice wish but can it be a reality????
10	In the summer ML is a outdoor,recreational use not thinking about snow. This is a way to keep the village with people. Not good for the main street folks.
11	Who's going to pay for it. Why, the buses work well and are gone in the winter. Gondolas look bad I think it's a silly idea. How about a mini subway, maybe the Fed's will go for it!
12	To be used sufficiently, there are going to have to be nurerous stops. Each station is going to raise the price one million or more. It is going to take more than just wanting stations to make it happen.

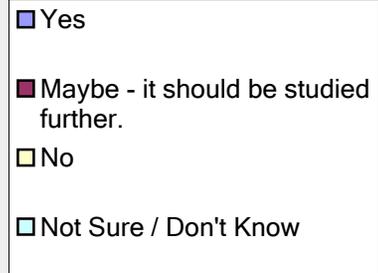
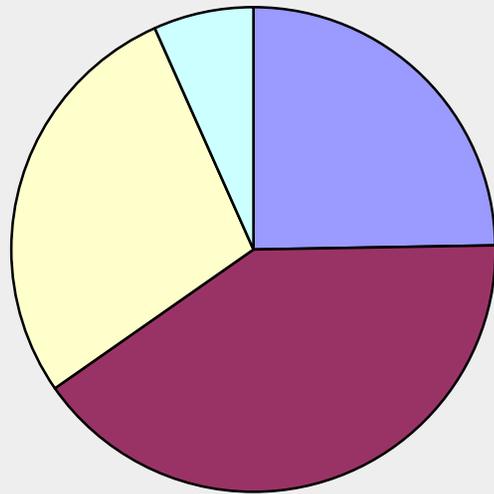
- 13 The idea of extending the gondola down Main Street would totally annihilate all the businesses on Main Street!!! How could this even be considered!! This idea would enrich North Village at the cost local business ownership.
- 14 It would kill businesses along main street
- 15 This gondola would bypass all Main Street businesses and give an unfair advantage to businesses located in The Village.
- 16 no gondola, just make it possible to safely walk up to the Village from the Main Street area. We need connected sidewalks that are maintained (free of snow year round) and not disrupted by too many turn offs from Main Street (like all the entrances to the frontage road from Main Street (it's insane!)).
- 17 An expansion of the Village gondola must be considered along with a realignment of Main Street. A center median should be installed and portions of Front Street should be utilized and realigned as part of Main Street to maintain the current four-lane configuration so traffic congestion is not worsened during the winter months. The median can be used for support poles for the gondola, landscaping, and bike path.
- 18 Would be OK for skiing, but parking? where? It would improve business to the Village,
- 19 What a great idea!
- 20 This "could be" nice but not a priority like sidewalks, lighting in the Sierra Valley sites, bike paths and clearing of all paths in the winter. Pedestrian traffic should not just happen in the non-snowy months in Mammoth Lakes.
- 21 Where ever it is it needs appropriate staff and parking.
- 22 Finance is the issue. WOULD it be cost effective? WOULD it pay for itself or even generate money for our area? Questions to ask.
- 23 How about a decent parking lot at the Village instead? Sounds a whole lot cheaper and less construction than lift towers down Main Street and the parking lot and facilities needed at the end of the gondola. In fact, the more I think about this proposal, the more ridiculous it sounds.
- 24 main st businesses claim it would take away. but to be seen from above has potential, as well. it'd take a lot of effort to make some of main st "presentable," though. sometimes I find the idea of a gondola up main st silly, sometimes cutting edge
- 25 huge improvement and would cut down on bus needs and maybe save money in the long run
- 26 The gondola extention would make the connection to downtown extremely valuable if was a way to have several stops along the way. It would help to ease the crowding of the shuttles and traffic on Main St. during ski season.
- 27 It would be nice for the gondola to begin where their is ample winter parking. Perhaps a parking garage open to the public? I bet one with a \$10/day fee would be very successful assuming it is convinient, and the spaces are big enough for big mountian cars!
- 28 Only if you extend the gondola from Canyon to Main and then run it year-round! Half way kidding.
- 29 That would be absurd!
- 30 We come to Mammoth most years in both the summer and winter. We look forward to sharing the area and all it has to offer with our children and hope that they will do the same. As for myself, can't wait for the bike lane to open up. Each time we go, there is a little bit more excitment in the air of the lane being done. I do miss the quilt shop. Hoping that the homes will be low enough soon to buy
- 31 I am sensitive to concerns that it not result in decreasing walk-in traffic to Main Street businesses. And it should be part of an integrated system, perhaps extending to chair15/Snowcreek area. If cost effective and transport effective, I like the idea and think it would appeal strongly to visitors who already utilize the village to Canyon gondola.
- 32 It is nice concept, but I'm concerned about it bypassing existing businesses. I'm also concerned about the unattractive look of the gondola going up main street.

- 33** Getting up to the level of the gondola will be a major hurdle, similar to when the Mountain had a mono-rail so people would rather use the bus since it goes along the same route. Better and less expensive to just add more busses.
- 34** I don't understand why this idea hasn't been laughed out of existence. We do not want a disneyland atmosphere in our mountain environment. It would make main street ugly it would ruin the businesses that are there and only make us the laughingstock of a resort. We are not a winter ski snow fun only town and I for one don't want to become one. The people proposing such foolishness have only their self interests at heart. That of money and the hell with anyone who gets in the way. Granted the mountain is the engine of the towns economy but even the best engines can go bad. This is one time that the engine needs to be stopped, overhauled and redirected.
- 35** Would the gondola stop at the malls? I suspect it would reduce business along Main Street if it bypasses the commercial area. Where would it come from/terminate? We need sidewalks along Main Street where there are businesses, Walking in parking lots and along the access roads is dangerous, especially in winter. I don't use public transport in winter because I wouldn't dare walk along Forest Trail when the snow is piled high and ice patches dot the road, hence I use my car.
- 36** We have enough gondolas. A gondola to Main Street would be too long, too costly, and not worth the investment in terms of usage or environmental concerns (tree loss, blocked view of mountains caused by gondola, etc)
- 37** The idea seems "sexy" to me but I am unclear on how effective it would be in improving mobility, economic growth, etc.
- 38** It would be wonderful if ESTA expanded bus service every day of the week to Lancaster.
- 39** A gondola stop down Main Street would need ample parking.
- 40** As long there is adequate parking at the bottom station to encourage drive and ride. Could this be a free service.
- 41** I believe the businesses on Main Street would suffer too greatly. Much like the freeway by-passes going around little rural towns. Getting the parking structure built up at the Village so people can drive to that point and then take the gondola seems to me to be the best option. Thereby leaving more opportunity for people to frequent the Main St. businesses on their way to and from skiing.
- 42** The hours of the Gondola and its extension if applicable should be extended to allow those of us who own at the mountain (or top of the Gondola) to go into town and be able to get back up after hours.
- 43** as long as there is all day parking for a reasonable price

Mammoth Lakes Transportation Survey

Should the existing gondola that ends in Village be extended into town down Main

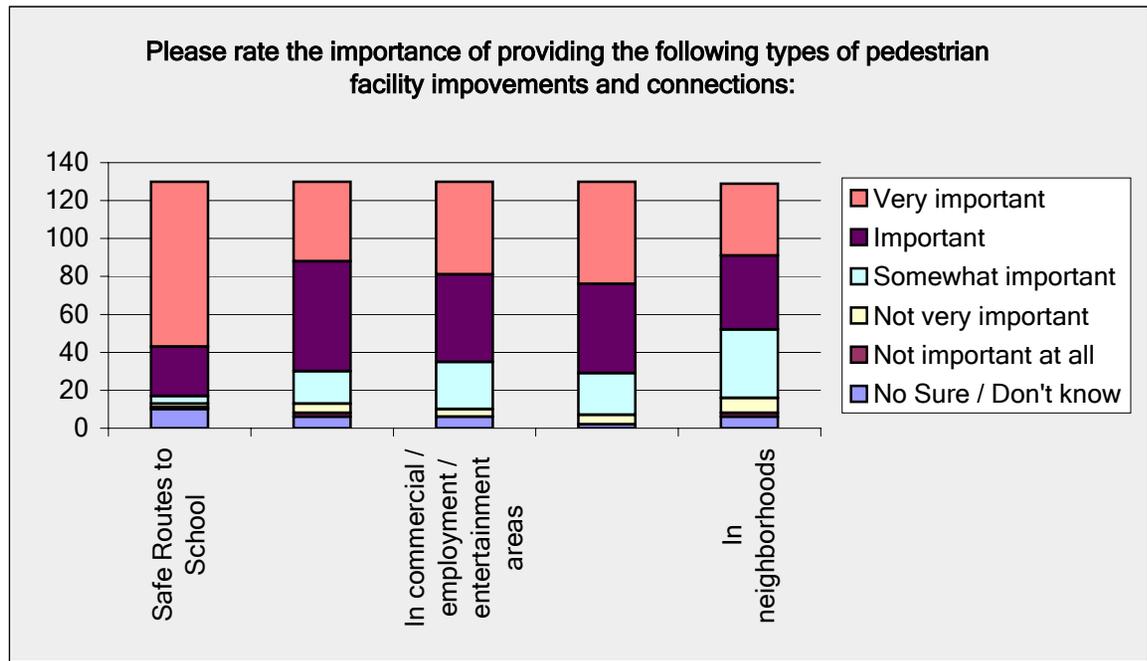
Should the existing gondola that ends in Village be extended into town down Main Street?



Mammoth Lakes Transportation Survey Question 44

Please rate the importance of providing the following types of pedestrian facility improvements and connections:

Answer Options	Very important	Important	Somewhat important	Not very important	Not important at all	No Sure / Don't know	Response Count
Safe Routes to School	87	26	4	2	1	10	130
Access to transit stops	42	58	17	5	2	6	130
In commercial / employment / To / from recreational / trailhead / park	49	46	25	4	0	6	130
In neighborhoods	54	47	22	5	0	2	130
In neighborhoods	38	39	36	8	2	6	129
<i>answered question</i>							131
<i>skipped question</i>							13



Mammoth Lakes Transportation Survey Question 45

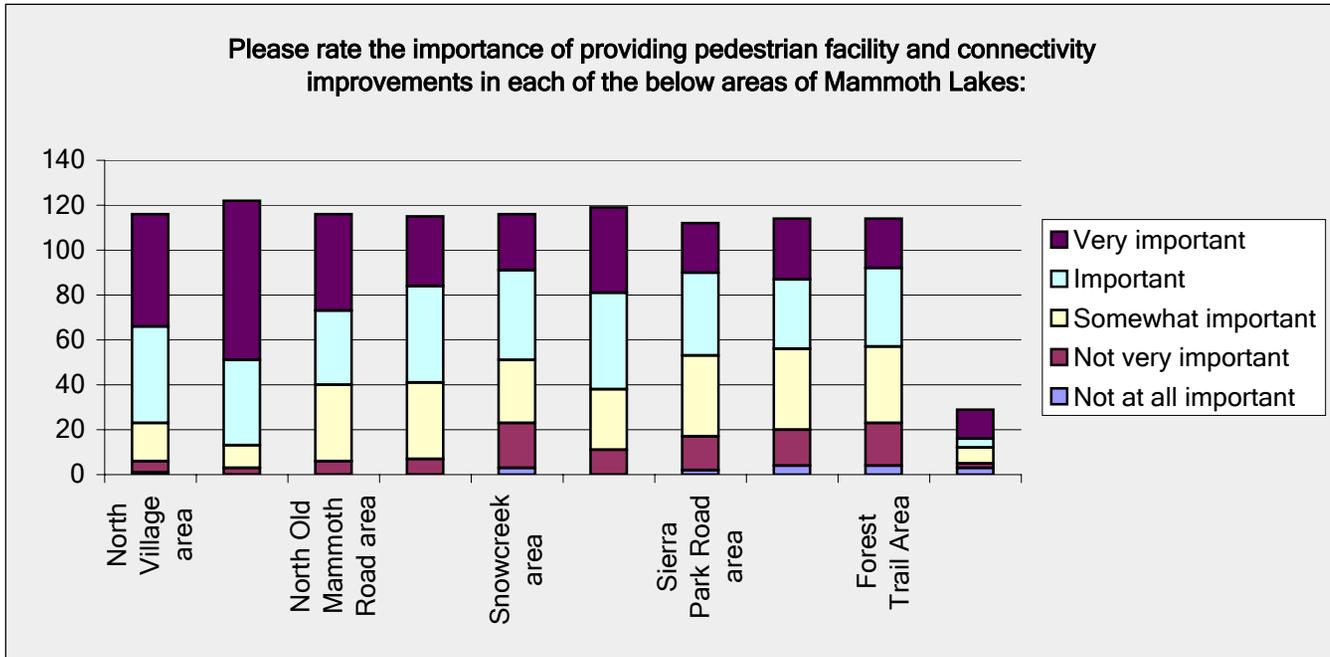
Please rate the importance of providing pedestrian facility and connectivity improvements in each of the below areas of Mammoth Lakes:

Answer Options	Very important	Important	Somewhat important	Not very important	Not at all important	Response Count
North Village area	50	43	17	5	1	116
Main Street area	71	38	10	3	0	122
North Old Mammoth Road area	43	33	34	6	0	116
South Old Mammoth Road area	31	43	34	7	0	115
Snowcreek area	25	40	28	20	3	116
Meridian Boulevard area	38	43	27	11	0	119
Sierra Park Road area	22	37	36	15	2	112
Sierra Valley Sites area	27	31	36	16	4	114
Forest Trail Area	22	35	34	19	4	114
Other	13	4	7	2	3	29
Other (please specify)						21
<i>answered question</i>						125
<i>skipped question</i>						19

Number	Other (please specify)
1	to all trail heads....
2	better transit needed to mammoth Mountain Inn when red line is not running
3	Lakeview and Canyon
4	meridian to the college
5	Surrounding Forest Service Lands (Lakes Basin, Sherwins, etc.)
6	Ski Portals
7	Juniper Springs Area
8	Old Mammoth
9	Lakes Basin
10	The Bluffs
11	Majestic Pines area
12	Library stop seems obviously necessary.
13	Where is north and south old Mammoth rd.? Where is Sierra Valley?
14	Meridian Blvd/Sierra Valley Sites has extreme pedestrian usage. Suggestion: Walk path thru the middle of Sierra Valley to Mammoth Hospital for pedestrians. Keeps them off of Meridian and safe. Make path large enough to plow snow and for a fire truck to access if needed.
15	I believe you mean sidewalks???
16	Welcome Center
17	pedestrian walkway on Sierra Nevada Rd AND Laurel Mt rd VERY IMPORTANT
18	A trailhead shuttle would be nice
19	We need better sidewalks all over town and they need to be cleared in winter
20	Lake Mary

Mammoth Lakes Transportation Survey

Please rate the importance of providing pedestrian facility and connectivity improvements in each of the below areas of Mammoth Lakes:



Mammoth Lakes Transportation Survey Question 46

Please feel free to write additional comments in the box below.

Answer Options	Response Count
	49
<i>answered question</i>	49
<i>skipped question</i>	95

Number	Response Text
1	Public transportation is very important if you don't have a car. As in the case for seasonal and immigrant labor. But generally, using public transportation for simple errands -- like going to the market -- adds an hour of inconvenience to the task. For example: going to the market (Vons) for a weeks groceries will leave you with 5-10 bags of groceries to carry from the market to the bus stop where you wait until the bus comes while road dust coats your groceries and then you have to load them on the bus making several trips from the wait station into the bus and back. Then when you finally get back to the bus stop nearest your home (if the bus driver remembers to stop there) you have to carry all those bags of groceries several blocks home. A lot of work and a lot of time -- you really have to have a car -- I speak from experience. I was without a car for a while. Public transportation in Mammoth is useful for getting back and forth to work but not for day to day living. Those open air trolleys are little more than an amusement park ride.
2	I am not in favor of any roundabouts, those that have been proposed do not fit the 3 main requirements of roundabouts.
3	I know that in the winter, the town is quite well served with transit, but as soon as that season ends, the trolley discontinues to serve Canyon/Lakeview Blvd. area and Meridian area. There is no incentive for a visitor to rent a hotel or condo in those areas, not to mention the full time residents who live in those areas. I would love to see a continuation of the combined blue/yellow line like they did for one week following the end of major ski season.. at the very least.
4	Would love a large parking lot area in town with direct service to Main Lodge/Mill Creek.
5	We need more sidewalks and they should be accessible all year long!
6	The stairs and walkway along main st near the ghetto were a huge waste of money...not maintained (buried)in winter.
7	Question #7 should allow multiple answers. I go to the area in my car, via transit, on my bike, and walking. Therefore I chose "Other". Also, where's the Spanish language version of this survey and what outreach is being done to that community?
8	More sidewalks would keep pedestrians out of the streets (especially in winter) where the pose a safety concern. Perhaps snow removal on sidewalks could be coordinated with condo complexes/businesses adjacent to the sidewalk, as the town may lack the resources to keep sidewalks free of snow during the winter. Meridian could definitely use a sidewalk on the sunny side (north) all the way to Old Mammoth. Currently, during the winter pedestrians walk along the side of the road and with a speed limit of 35-40mph on Meridian pedestrians don't feel at ease.
9	A committment to making town more pedestrian and bike-friendly throughout town would be my top recommendation - while it might not be as feasable in the winter, I think it is something that could be improved along main street and old mammoth through town. I use crosswalks on both streets regularly and many people neglect to stop for pedestrians. If we stepped up law enforcement at these crosswalks, drivers might start to drive more cautiously around pedestrians trying to use the roads too.

- 10 There's no point in sidewalks if people don't use them. During the winter on Meridian and in the North Village and the Gondola Village sidewalks are swept of snow and people still walk in the street. Public information should be made available, explaining the rules of the road I was taught in grammar school! to Walk facing traffic, and Ride bicycles with traffic. Bike lanes are nice but following the rules of the road works very well. My greatest concern is people walking in the street (Meridian especially) in the dark wearing dark cloths, I'm surprised we don't have people run over every week.
- 11 Summer transit needs to be improved. There is no reliable way to get from my house on Mono St. to Main Lodge for work without taking my car. In the winter I ride the MAS almost daily, in the summer I have to drive daily. I'm not sure why ESTA is doing the Red's Meadow bus, which start in the early morning hours but they offer no way to get from town to the Red's bus staging area in the early morning hours. The bike park shuttle is great for people who don't have to be at work earlier than 9:30 or don't wish to go to Red's any earlier than that, but it's not a guarantee. If that bus is too full then they will not take non-biking passengers. Currently the trolley goes to Canyon Lodge which seems totally unnecessary in the summer, there's nothing going on there except the occasional biker who could easily ride their bike downhill to the Village to catch the shuttle again. Please revisit the plans for re-doing Meridian Blvd. That street is scary, I see people traveling upwards of 55 mph on it. I fell one time in the winter on a slippery spot on Meridian and the cars were coming so fast that one car tried stopping in between Joaquin and Lupin and couldn't so he resorted to just honking at me to go
- 12 It would be nice if "the powers that be" took a look at the posting of road signs and the lack of posting signs in town. You'd think a supervisor would be in charge of this! The new library has be opened for almost 3 years? Yet there is a blue sign posted at the corner of Whiskey Creek indicating that the community center and library are both located up Minaret. Both signal lights at Meridian and Old Mammoth and the one at Hwy203/Main and Old Mammoth both have right turn only lanes, but there are no signs posted above at signal height to indicate this. Yet every winter, the painted roadway turn indication gets covered with snow and out-of-towners, instead of turning right, go straight causing a problem and all the while thinking they're in the right. And NEVER have I've seen law enforcement cite them for it (although I have seen MLPD watch it twice :(Please fix by buying two signs indicating the proper flow of traffic and installing them at signal height (like the one up at the Whiskey Creek intersection). BIGGEST complaint in town re: buses - no night service for employees whose work ends after 10pm (same for those going to the bars). And that the taxi services are unreliable (don't/wor
- 13 Survey is TOO LONG
- 14 For me, on-time, frequent, and convenient service would make a major difference in whether or not I use public transportation. I think it is a very important element for our town and should get the consideration it deserves. My past attempts to use the buses have been frustrating and I haven't tried again for many years.
- 15 Snow removal is very important to pedestrian access and mobility in winter. Also, a schedule of times each route stops at each bus stop would be enormously helpful and encourage people to use transit more because they can plan the times they will actually catch a bus.
- 16 Would like to see more areas of town covered by transit. Have I read this year that the free transit now goes up to Lake Mar area?
- 17 Let's make this a truly feet-first community! I'd love to see parking relegated to the back of businesses (such as with Salsa's) rather than in front (such as the strip malls, Vons, etc.). More bike parking would be useful, as would more frequent transit stops and a "next bus" signal at these stops.
- 18 Connecting existing bike paths should be a high priority.
- 19 I think it is odd that a small 4 square mile town is unable to have bus routes with specific times. I understand there may be a 5 even 10 minute delay at times, however, if large metropolitan areas can have bus systems that move millions of people I do do not understand why Mammoth is unable to have a timed schedule. I would suggest fine tuning the transit we have before expanding and/or undertaking a much larger system.

- 20 You need to advertise this survey to everyone in Mammoth via the newspaper! Everyone needs to complete this survey!
- 21 Mammoth's bus transportation system has greatly improved in recent years. The new Old Mammoth LIFT system is an especially nice addition as it provides access to the Bluffs and back country ski opportunities of the Sherwin Range. However, the Bike Paths in town need to be completed in a LOGICAL manner and facilitate a complete loop around town (i.e. Village thru Sierra Star across Mammoth Creek thru Old Mammoth, Snowcreek, current main path, offset path traveling length of main street back to village).
- 22 Mammoth is the most beautiful place i know of.We go up there 2 or 3 times a year and its always a cool memory.I hope my info helped,thanks and good luck on the improvements.
- 23 The summer trolley should go later. During the winter it was always busy at night. There are people like me, that would use the trolley to get home from work.
- 24 Please change signage in a timely manner during seasonal changes. I recently planned a day using transit to several locations, but at 8 a.m. the sign at the Mid-Town Bus stop (near Vons) stated it began at 9 a.m. on weekends. It was Sunday, so I hurriedly began walking to the Village and then the bus passed me. As I walked past other signs, several were for winter, others for summer. Since I live here and walk everywhere, this was not a problem, but visitors would no doubt be confused and irritated. Also, I love the current transit system, but would like earlier starts (7 a.m.) whenever possible in the summer. The winter transit to the Mountain is great--just needs more buses at times (a sign of success). Thank you for all your efforts.
- 25 any walk way and bike paths would be a great improvement
- 26 Sidewalks on Main Street are very important before someone gets seriously hurt or worse.[] Love what has been done so far, just needs to go all the way up Main street to Meridian.[] More bus stops up mtn (such as at The Mill).
- 27 Lowering speed limits in town, and then strictly enforcing them, could completely change the feel of Mammoth and make it so pedestrians and bikers are not taking their lives in their hands trying to get around town in a feet first manner.
- 28 On number 4 above, only one option was available so I picked the one most important but the top three options are all necessary. I choose the option of adding more buses for shorter wait-times and an example of why was on the Saturday before the Fourth of July we used the trolley to get from Fire Station #2 to the Village - from point A to B took us over 40 minutes. Additionally, the signage at the stops (ie. Fire Station #2) don't say what time the buses are to be at the stops only that they are there every 20 minutes - not really that helpful is you don't know when the last but was there. Please add the times when the buses/trolley will be at each stop. This would make for much more efficient use of user's time. Thank you.
- 29 I support making Mammoth more pedestrian and bike friendly within town.
- 30 Suggestion: For safety, create a pedestrian path from Sierra Valley Sites, where there is extremely pedestrian usage, to Mammoth Hospital. This will clear up pedestrains using Meridian as their main thorough way. Keep the people safe from vehicles during the winter. Allow this path to be cleared during the winter and large enough for a fire truck to access if necessary. This is alleviate putting sidewalks down Meridian where the snow would be dumped upon this sidewalk during the winter and unable to use.
- 31 Mammoth Lakes should be a pedestrian / cyclist friendly town. More infrastructure and services are needed to make this happen.
- 32 Thank you, the transit system in Mammoth is very good and appreciated by all. Keep it up!!!! Please consider adding Crowley/June Lake/Lee Vining, if it makes sense/cents.
- 33 The pedestrian walking lane concept would benefit businesses, help reduce traffic, and make strolling in Mammoth a pleasurable way to get to know the town intimately. Using the gondola would help reduce the shuttle traffic, and connect downtown with the Village Hub and or the Canyon Lodge.

- 34 I would certainly use public transit more often if there was a bus that ran regularly from Vons to Snowcreek during the lunch hour. With the current schedule, I cannot get to the gym and back during an hour lunch break.
- 35 Let's get some more bike lanes and bike racks in town! Especially could use bike lanes on Old Mammoth Rd. Yikes. Looking forward to the re-re-paving of the mountain road and to the new, wide shoulders on the Mammoth Loop.
- 36 Will this survey be available in local press? Will this survey be available via Channel 51? There are far too many people in ML who do NOT have access to computers. This is a significant portion of our population and we need their input.
- 37 parking (park & ride) is crucial for any system for residents as many residents will probably remain too far from even improved transit stops to walk (especially uphill with groceries, etc.). Transit should also be integrated fully with the developing trail system (e.g., Sherwin access points) so as to emphasize arrival by transit rather than in cars.
- 38 We need to finished the plans we have started before thinking about new projects. 1. we need to complete the sidewalks connections (i.e. west main street, sidewalks by Fireside/Whiskey Creek). 2. We need to complete bike trails 3. I would like to see the completed plans set forth for Mammoth before we decide on any new projects.
- 39 The current transit system is pretty good from all I hear. I don't use it to any great extent but that is my choice. There can always be improvements to any traffic and transit situattion. I think that speedinmg is rampant in town. Main st. isn't safe to cross anywhere but with the signal at Old Mammoth Rd. and at Meridian. Sid dtreets are a legal speedway 90 % of the time. Installation of moderate sped bumps might be tried. Roundabouts although cutesy and conversation starters are dangerous and inefectual to all but the ean visitor. I'e drivinen in Britain, France Belgium Italy Austria and Germany and have experienced Roundabouts. They are trecherous.
- 40 If we want to reduce traffic and peak load congestion, we need safe walkways throughout town so that people can leave their vehicles at home and walk to stores, or safely walk to transit stops. Gondolas have limited use for moving large numbers of people, and keep them from being tempted to sample shops and restaurants.
- 41 When the new development Clearwater is built we definitely need pedestrian access to this for the 350 or so employees who will work there and for pedestrians who will walk to and from this commercial and residential development. This is very important for the safety of the residents and visitors. The number of rooms in the hotel, the businesses and residents on this site will mean a concentration of people in this area. Hence the need for safe walkways.
- 42 The transit system is very important. While visiting Mammoth Lakes, I met many people from out of the Country (Sweden, Germany, France and Austria). I think the transit system would greatly help these individuals, as they are far from home.
- 43 Keep educating people on local transit options if you want people out of their cars.

- 44** Take a survey at any typical Town council meeting, and see what % of all people present came in private vehicles. We seem to focus on visitors going "feet first", but its apparent that virtually anyone living in Mammoth that has the option currently chooses to use a car to go anywhere from 3 blocks to across town. Look at Meridian St along the schools on any morning when in session, and its clear that Mammoth residents do NOT currently try to practice what we ask visitors to do; park the car and use other transportation means. For the Mountain traffic, nothing would be more effective at increasing use of shuttles than to charge a parking fee for the major parking areas. It would both raise revenue (for public use and/or private) and greatly decrease traffic congestion in winter. Finally, anyone on the Mobility Commission and Town Council should have to go one week in typical mid winter conditions, without the use of their car, and try to make all the regular travels around town, before they pontificate about going "feet first". Currently, it sucks to do so. Its dangerous, inconvenient, and largely done only by lower economic (ie "workforece") stata of the town residents.
- 45** Please consider that us dirt riding motorcyclest and mountain bikers want to access the trail system from our back door of our residence, forever. Thank You
- 46** Each time I have visited town I have never had a major concern with traffic congestion. During major holidays it is expected to have above normal traffic. I have always been able to make my travel to any location throughout town by either car, bike, buses, or by walking without any delay. I enjoy the old town feel rather that major developoment of a new town feel.
- 47** There needs to be pedestrian access or more public transportation (more often than once an hour) during the winter on Lake Mary Road up to Davison (or at least Kelly Road). The bike path needs to be plowed in the winter (I understand it isn't due to the budget constraints) or someone is going to get killed walking down Lake Mary Road. Since the bike path has been built, Lake Mary Road is now much narrower with no shoulder. During the winter, there is even less of a non-existent shoulder due to the snow banks. Because there is only one bus per hour that goes up and down Lake Mary Road, many people walk on that street. With the dangers of the icy roads and "voodoo shoot", it is only a matter of time before a pedestrian is seriously hurt or killed on Lake Mary Road during the winter. I understand it is good for tourism and for recreation to make more sidewalks more in the center of town, but I feel that Lake Mary Road's winter pedestrian access is human safety issue.
- 48** The transit and trolley drivers tend to be very friendly and helpful employees and often enhance the transit experience. We urge you to keep the small town appeal with big town offerings. In this day and age, where can you experience a "free ride" that's safe!
- 49** Can't wait to get there!