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## 4.13 TRANSPORTATION AND CIRCULATION

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This section of the EIR addresses the impacts of traffic associated with implementation of the Updated Plan, as well as the physical improvements planned and policies/implementation measures proposed in the Updated Plan to mitigate these effects. This section is based upon the *Mammoth Lakes Transportation Model Validation Report* (“Model Validation Report”) dated November 11, 2004, the *Mammoth Lakes Transportation Model Level of Service Analysis – Draft 12/6/04* (“Existing Conditions Report”) dated December 6, 2004, and the *Mammoth Lakes General Plan – Proposed Action Alternatives Analysis* (“Traffic Analysis Report”) dated August 17, 2005, all prepared by LSC Transportation Consultants, Inc., which are provided as Appendix F of this EIR. An updated level of service (LOS) and vehicle miles traveled (VMT) analysis was prepared in October 2006. The updated traffic data has been added to Appendix F of this Final EIR.

### 4.13.1 EXISTING CONDITIONS

#### Road Network

The major access into the Town is via SR 203, which intersects with U.S. Highway 395 just east of the Town limits. SR 203 (also named Main Street) is a four-lane road from U.S. Highway 395 through the majority of the developed portion of the Town. SR 203 narrows to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area (MMSA), and terminates at the Mono-Madera county line. Portions of SR 203 are augmented by frontage roads. According to Caltrans’ classification system, SR 203 is a minor collector for the ~~westernmost~~ 0.7 miles west of Mammoth Mountain Ski Area Main Lodge. The Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access from the Town to U.S. Highway 395 to the north. The Town’s Road System is shown in Figure 4.13-1 on page 4-306.

The following roadway classifications are used in the Town:

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

- Main Street (SR2 203) to 8.5 miles West of U.S. Highway 395 (including the Main Street Frontage Roads)

# TOWN OF MAMMOTH LAKES STUDY INTERSECTIONS

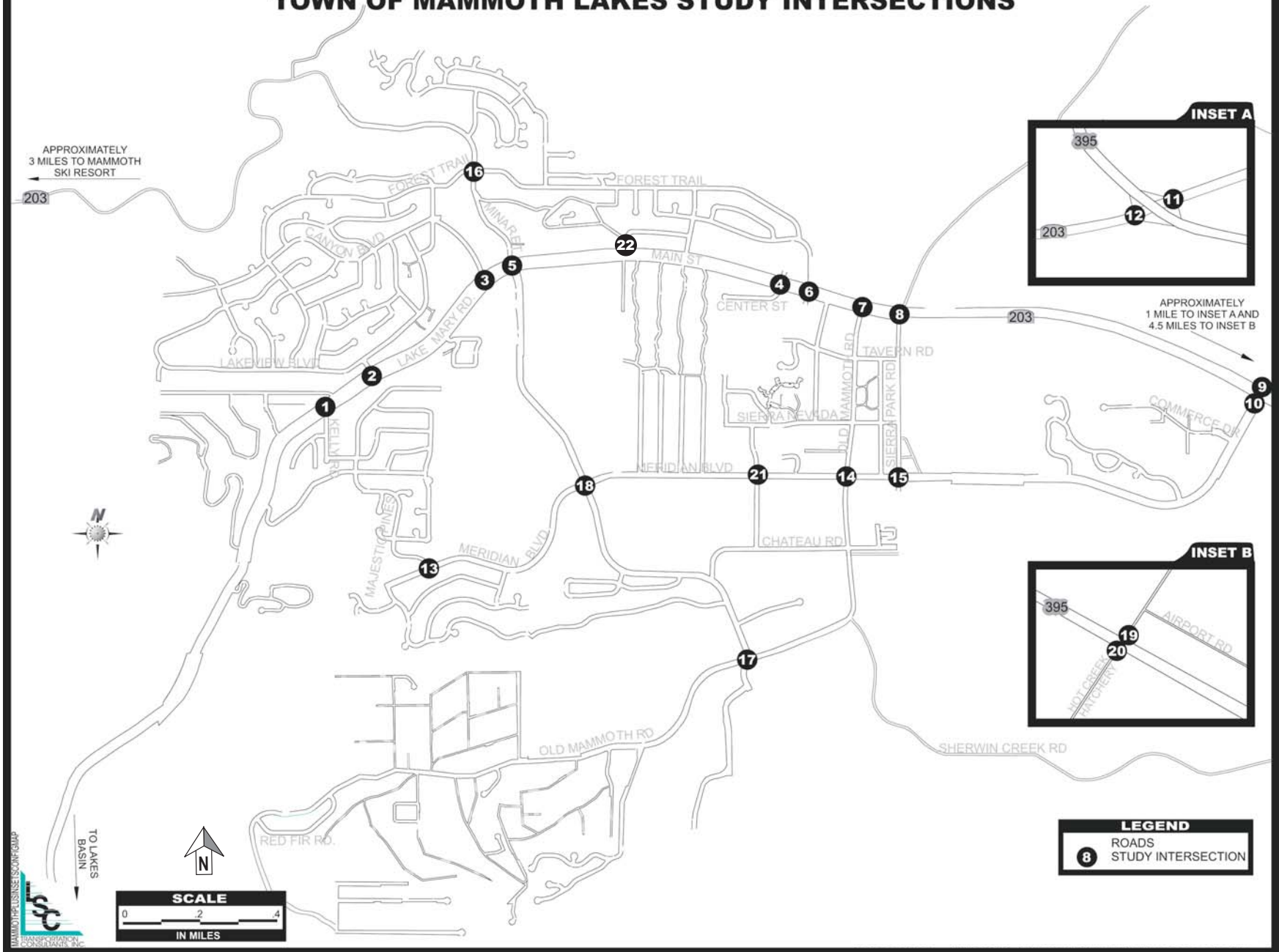


Figure 4.13-1 Traffic Model Intersections

- Minaret Road
- Meridian Boulevard
- Old Mammoth Road east of Waterford Avenue~~Minaret Road~~

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

- Old Mammoth Road, west of Minaret
- Canyon Boulevard
- Lakeview Boulevard
- Forest Trail
- Majestic Pines Drive, north of Meridian Blvd. to Kelly Road
- Waterford Avenue
- Lake Mary Road
- Lakeview Road
- Azimuth Drive
- Chateau Road, ~~west of Old Mammoth Road~~
- Sierra Park Road
- Laurel Mountain Road
- Sierra Nevada Road, east of Azimuth Drive
- Tavern Road

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

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

At present, all of the roadways in the Town provide one through lane in each direction, other than the following roadways:

Two Through Lanes in Each Direction:

- Main Street east of Minaret Road
- Minaret Road from Main Street north 0.1 mile
- Meridian Boulevard west of Sierra Park Road

One-way street:

- Rainbow Lane Between Canyon Boulevard and Mammoth Slopes Drive

Traffic is controlled by signals at the intersections of Main Street/Old Mammoth Road, Main Street/Minaret Road, Minaret/Meridian Boulevard, Meridian Boulevard/Old Mammoth Road, and Canyon Boulevard/Lake Mary Road. The intersection of Meridian/Sierra Park is controlled by four-way stop signs. Other intersections along the arterial roadways are controlled by stop signs on the minor intersecting street approaches.

### **Existing Traffic Conditions**

Traffic modeling was undertaken to evaluate the current and potential traffic conditions in the Town at buildout of the Updated Plan. The modeling was designed to simulate the average peak traffic conditions on a winter Saturday afternoon which is generally peak traffic periods except near Mammoth Unified School District, Mammoth Hospital, and Cerro Coso College. The model considered traffic loads on the arterials and collectors. The modeling included a roadway capacity analysis along 32 roadway segments and a Level of Service (LOS) analysis of 22 ~~21~~ key intersections (Figure 4.13-1). Additionally, a traffic signal warrant analysis was conducted for the twelve unsignalized intersections within the study area.

The Manual of Uniform Traffic Control Devices (MUTCD) (Federal Highways Administration, 2003) is the most recent MUTCD document published by the Federal Highway Administration, and is commonly used as the guide to the appropriate installation of traffic signals. Eight warrants for traffic signals are cited in Section 4-C of the MUTCD. Table 4.13-4 indicates the degree to which unsignalized intersections with worst movement LOS exceeding LOS standards meet the MUTCD peak-hour signal warrant (Warrant 3), which was evaluated using the Traffix Software Package. The peak-hour signal warrant is typically the first warrant to be met as traffic activity levels increase. If the peak-hour warrant is not met, it is unlikely that any of the seven other warrants are met. Therefore, in the case that the peak-hour signal warrant is not met, a traffic signal is not usually recommended, unless high pedestrian activity or accident rates exist at the intersection. While a similar formal “warrant” system has not been established for roundabouts, roundabouts are generally not considered to be appropriate unless traffic signal warrants are met.

### **Existing Traffic Volumes**

The Town’s 1997 traffic model was updated to estimate the existing traffic on the Town’s roadway system. Within the traffic model, the traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The traffic model uses a set of trip generation rates to calculate the peak hour trips by land use. For traffic modeling purposes, the traffic analysis study area was divided into traffic analysis zones (TAZs), and the application of the trip generation rates to the land use in each zone results in zonal estimates of the peak hour trips. For traffic forecast purposes, land use data was collected for 152 TAZs within the study area. The total number of

trips generated by the existing (2004) land uses is 302,685 trips (Mammoth Lakes Transportation Memo Validation Report, LSC, November 11, 2004, see Appendix F). The number of existing trips along individual roadway segments during the peak hour is shown in Table 4.13-1, on page 4-310.

It is noted that as with any representation of a real system, there are associated limitations with a traffic model. To minimize the effects of these limitations, the updated model has been “validated” so that it matches reality for all critical links in the system. In other words, adjustments were made until the modeled traffic volumes approximated existing traffic volumes, often referred to as “ground counts.” Existing winter 2004 design volumes at 36 locations were developed in the following steps:

- Available count data was gathered from three key sources: Caltrans, the Town of Mammoth Lakes, LSA Associates, Inc, and LSC Transportation Consultants, Inc. The data provided by LSA and LSC was provided as peak-hour turning-movement data, which was then tabulated as link volume data to use in the model validation process.
- Caltrans hourly count data along SR 203 (Main Street) at the permanent count location immediately east of Minaret Road was tabulated for each Saturday between December 15, 2004 and March 31, 2004. The peak-hour volumes occurring on each Saturday were averaged to establish the average winter Saturday P.M. peak-hour design volume.
- The link volume counts at all the count locations were adjusted to represent the average winter Saturday P.M. peak-hour design volume. This adjustment was largely made based upon hourly Caltrans counts conducted on SR 203 immediately east of Minaret Road. The ratio of the design day peak-hour volume to the peak-hour volume observed on the day of the individual intersection counts was then used to factor the observed intersection count data. Extensive count data along SR 203 in 2004 was not available. Therefore, the 2003 counts were adjusted using the factor for a similar type of day (for example, the third Saturday in March) in 2004. No growth rate was applied to the 2003 count data as a comparison of 2003 and 2004 count data along SR 203 indicates no growth.
- Finally, the adjusted volumes were compared to Caltrans count data and the link volumes at nearby intersections to check for reasonableness.

Once the model was validated, then the model could be used to estimate future travel patterns and volumes.

Table 4.13-1

## Existing Roadway Capacities

#	Roadway Segment	Existing (2004)	Existing (2004)		
		Capacity (Vehicles per Hour per Peak Direction)	Vehicles Per Direction	Volume/Capacity <sup>a</sup> *	Capacity Exceeded?
1	Main St. immediately East of Sierra Park Rd.	2,600	577	0.22	No
2	Main St. immediately West of Old Mammoth Rd.	2,600	1,105	0.43	No
3	Main St. immediately East of Minaret Rd.	2,600	1,100	0.42	No
4	Lake Mary Rd. immediately West of Canyon Blvd.	1,600	364	0.23	No
5	Lake Mary Rd. immediately west of Kelly Rd.	1,600	215	0.13	No
6	Minaret Rd. immediately north of Forest Trail	1,600	621	0.39	No
7	Minaret Rd. – Main St. to Forest Trail	1,300	915	0.70	No
8	Minaret Rd. immediately south of Main St.	1,600	528	0.33	No
9	Minaret Rd. immediately north of Meridian Blvd.	1,600	484	0.30	No
10	Minaret Rd. immediately south of Meridian Blvd.	1,600	258	0.16	No
11	Minaret Rd. immediately north of Old Mammoth Rd.	1,600	339	0.21	No
12	<u>Old Mammoth Road</u> immediately south of Main St.	1,600	815	0.51	No
13	<u>Old Mammoth Road</u> immediately south of Meridian Blvd.	1,600	571	0.36	No
14	<u>Old Mammoth Road</u> immediately east of Minaret Rd.	1,300	251	0.19	No
15	<u>Old Mammoth Road</u> immediately west of Minaret Rd.	1,300	318	0.24	No
16	Meridian Blvd. immediately south of Main St.	1,600	141	0.09	No
17	Meridian Blvd. immediately east of Minaret Rd.	2,600	510	0.20	No
18	Meridian Blvd. immediately west of Minaret Rd.	2,600	448	0.17	No
19	Forest Trail immediately north of Main St.	800	186	0.23	No
20	Forest Trial immediately east of Minaret Rd.	800	57	0.07	No
21	Fairway Dr. immediately south of Old Mammoth Rd.	1,000	64	0.06	No
22	Lakeview Dr. immediately north of Lake Mary Rd.	800	468	0.59	No
23	Kelly Rd. immediately south of Lake Mary Rd.	800	143	0.18	No
24	Center St. immediately south of Main St.	800	129	0.16	No
25	Canyon Blvd. immediately north of Lake Mary Rd.	1,000	345	0.35	No
26	Azimuth Rd. immediately north of Meridian Blvd.	800	115	0.14	No
27	Azimuth Rd. immediately south of Meridian Blvd.	800	321	0.40	No
28	US 395 immediately south of SR 203	2,700	560	0.21	No
29	SR 203 immediately west of US 395	2,700	482	0.18	No
30	Hot Creek Hatchery Rd. immediately west of US 395	1,600	0	0.00	No
31	Hot Creek Hatchery Rd. immediately east of US 395	1,600	19	0.01	No
32	SR 203 immediately east of US 395	1,000	94	0.09	No

<sup>a</sup> Roadway capacities for planning purposes only

Source: LSC Transportation Consultants, Inc., 2005

## Roadway Capacity

The existing roadway capacities are shown in Table 4.13-1. Please note, however, that the roadway capacities applied in this analysis are for planning purposes only and are only based upon estimated effects of pedestrians, parking maneuvers, and driveway turning-movement conflicts. As shown in Table 4.13-1, the roadways with the greatest capacity (2,700 vehicles per hour per peak direction) are US Highway 395 and SR 203. The second highest capacity roadways are Meridian Boulevard and Main Street, which are coded to have capacities equal to 2,600 vehicles per hour per peak direction. The remaining roadways are coded to have capacities that are between 800 and 1,600 vehicles per hour per peak direction. Most of the lower capacity roadways are collectors or local streets. All roadway segments with a volume to capacity (V/C) ratio greater than one contain traffic volumes that exceed the capacity of the roadway. All roadways within the study area are operating below capacity.

## Level of Service

LOS is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and delay experienced at the intersection. The Highway Capacity Manual (HCM) analysis methodology for Signalized Intersections and Unsignalized Intersections was utilized to determine the operating LOS of the study intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections shown in Table 4.13-2 on page 4-312.

An LOS D or better is considered acceptable by the Town on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector streets. Where arterials or collectors intersect, all movements should be LOS D or better. Intersections adjacent to the schools and hospital were also analyzed during the week. Table 4.13-3 on page 4-313 shows the existing LOS of the ~~2224~~ study area intersections. As shown in Table 4.13-3, five ~~four~~ intersections have a LOS E or worse. However, the minimum approach hour delay does not exceed the Town's threshold criteria at the intersection of Center/Main and Forest Trail/Main, thus; these intersections are not considering to be operating at a deficient level of service. Therefore, under current (2004) conditions, three ~~two~~ intersections, Minaret/Forest Trail (LOS F: eastbound and westbound only), ~~and~~ Meridian Boulevard/Azimuth Drive (LOS E: southbound - LOS F: northbound) and Main/Mountain (LOS E: northbound and southbound only) exceed the Town's LOS thresholds. The Town has proposed modifications for the Minaret/Forest Trail intersection (a traffic roundabout) that would improve its function to LOS A. Environmental analysis is currently being prepared for the roundabout. Based on the outcome of that analysis, the roundabout could be constructed as early as Summer 2006.

**Table 4.13-2****LOS and Delay Ranges**

LOS	Description	Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	Operation with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: LSC Transportation Consultants, Inc., 2005

### Traffic Signal Warrants

The Manual of Uniform Traffic Control Devices (MUTCD) (Federal Highway Administration, 2003) is the most recent MUTCD document published by the Federal Highway Administration, and is commonly used as the guide to the appropriate installation of traffic signals. Eight warrants for traffic signals are cited in Section 4-C of the MUTCD. Table 4.13-4 on page 4-315 indicates the degree to which unsignalized intersections with worst movement LOS exceeding LOS standards meet the MUTCD peak-hour signal warrant (Warrant 3), which was evaluated using the Traffix Software Package. The peak-hour signal warrant is typically the first warrant to be met as traffic activity levels increase. If the peak-hour warrant is not met, it is unlikely that any of the seven other warrants are met. Therefore, in the case that the peak-hour signal warrant is not met, a traffic signal is not usually recommended, unless high pedestrian activity or accident rates exist at the intersection. While a similar formal “warrant” system has not been established for roundabouts, roundabouts are generally not considered to be appropriate unless traffic signal warrants are met. As shown in Table 4.13-4, traffic signals are warranted at three of the 12 unsignalized study area intersections under existing traffic conditions.



**Table 4.13-3****Existing Levels of Service**

<b>#</b>	<b>Intersection</b>		<b>Unmitigated Traffic Control</b>	<b>Approach</b>	<b>Existing (2004)</b>
1	Kelly	Lake Mary	Two-Way Stop Controlled	Northbound	B
				Westbound	A
2	Lakeview	Lake Mary	Two-Way Stop Controlled	Southbound	D
				Eastbound	A
3	Canyon	Lake Mary		Total Intersection	A
4	Center	Main		Two-Way Stop Controlled	Northbound
			Southbound		C
			Eastbound		A
			Westbound		B
5	Minaret	Main	Traffic Signal	Total Intersection	C
6	Forest Trail	Main		Two-Way Stop Controlled	Northbound
			Southbound		F
			Eastbound		A
			Westbound		B
7	Old Mammoth	Main	Traffic Signal	Total Intersection	C
8	Sierra Park	Main		Two-Way Stop Controlled	Northbound
			Westbound		A
9	Meridian	Main WB	Two-Way Stop Controlled	Northbound	B
				Westbound	A
10	Meridian	Main EB	Two-Way Stop Controlled	Northbound	B
				Southbound	B
11	US 395 NB	Main/SR 203	Two-Way Stop Controlled	Northbound	C
				Eastbound	A
12	NS 395 SB	Main/SR 203	Two-Way Stop Controlled	Southbound	B
13	Majestic Pines	Meridian		Two-Way Stop Controlled	Southbound
			Eastbound		A
14	Old Mammoth	Meridian	Traffic Signal	Total Intersection	B
15 <sup>a</sup>	Sierra Park	Meridian		Two-Way Stop Controlled	Northbound
			Southbound		A
			Eastbound		A
			Westbound		A
16	Minaret	Forest Trail	Two-Way Stop Controlled	Northbound	B
				Southbound	A
				Eastbound	F
				Westbound	F
17	Minaret	Old Mammoth	Two-Way Stop Controlled	Northbound	B
				Southbound	C
				Eastbound	A
				Westbound	A
18	Minaret	Meridian	Traffic Signal	Total Intersection	C
19	US 395 NB	Hot Creek Fish Hatchery		Two-Way Stop Controlled	Northbound
			Eastbound		B
			Westbound		B
20	US 395 SB	Hot Creek Fish Hatchery	Two-Way Stop Controlled	Southbound	A
				Eastbound	--
				Westbound	A

**Table 4.13-3 (Continued)****Existing Levels of Service**

<b>#</b>	<b>Intersection</b>		<b>Unmitigated Traffic Control</b>	<b>Approach</b>	<b>Existing (2004)</b>
21	Azimuth	Meridian	Traffic Signal	Northbound	F
				Southbound	E
				Eastbound	A
				Westbound	A
22	Mountain	Main	Two-Way Stop Controlled	Northbound	E
				Southbound	E
				Eastbound	A
				Westbound	B

<sup>a</sup> Analysis was performed for midweek

Note: Bold text Indicates LOS Threshold Exceeded

Source: LSC Transportation Consultants, Inc., 2005

### **Parking**

Parking in Mammoth Lakes is largely provided in private lots. In addition to the substantial parking lots provided at ski access portals, private parking facilities are provided at commercial centers. There is one park-and-ride lot in Town located on the corner of Tavern and Old Mammoth; this lot is free, located adjacent to a transit stop, and can accommodate up to 100 cars. Overall, existing parking lots in the town are well utilized during periods of peak visitor activity. According to the Mammoth Lakes 2005 Parking Study, many of the commercial areas within the Town currently lack adequate parking supply as determined by the Town's municipal code. It would also be desirable to have several more park and ride lots in various locations in town.<sup>67</sup>

### **Emergency Evacuation Routes**

Two year-round emergency evacuation routes serve the Town. SR 203 and U.S. Highway 395 are the main routes for evacuation, and a secondary evacuation option is provided by the Scenic Loop extending from Minaret Road to U.S. Highway 395. During the summer

<sup>67</sup> Mammoth Lakes 2005 Parking Study, prepared by LSC Transportation Consultants, Inc., May 20, 2005. This study is available for review at the Town offices.

**Table 4.13-4****Existing Traffic Signal Warrants**

#	Intersection		Unmitigated Traffic Control	Peak Hour Signal Warrant Met?
	North/South	East/West		Existing (2004)
1	Kelly	Lake Mary	Two-Way Stop Controlled	No
2	Lakeview	Lake Mary	Two-Way Stop Controlled	<b>Yes</b>
4	Center	Main	Two-Way Stop Controlled	No
6	Forest Trail	Main	Two-Way Stop Controlled	No
9	Meridian	Main WB	Two-Way Stop Controlled	No
10	Meridian	Main EB	Two-Way Stop Controlled	No
11	IS 395 NB	Main/SR 203	Two-Way Stop Controlled	No
13	Majestic Pines	Meridian	Two-Way Stop Controlled	No
16	Minaret	Forest Trail	Two-Way Stop Controlled	<b>Yes</b>
17	Minaret	Old Mammoth	Two-Way Stop Controlled	No
19	US 395 SB	Hot Creek Fish Hatchery	Two-Way Stop Controlled	No
21	Azimuth	Meridian	Two-Way Stop Controlled	<b>Yes</b>

*Bold Text Indicates Peak-Hour Signal Warrant is Met.*

*Source: LSC Transportation Consultants, Inc., 2005*

months, two additional routes are available including Sherwin Creek Road and the Sawmill cutoff, both of which are primarily graded dirt roads.<sup>68</sup>

### **Transit**

The following public and private transit operations currently serve the Town:

- The Mammoth Area Shuttle (MAS) system, operated by the MMSA, provides winter public transit service to a variety of ski, recreational, dining, lodging, and retail areas, carrying over 700,000 passengers-trips annually.
- During the summer months, the USFS funds a shuttle bus program, which operates a visitor shuttle from Mammoth Mountain Inn to Reds Meadow and Devils Postpile National Monument.
- Condominiums and hotels provide on-demand shuttle services for their guests.
- Mammoth Mountain and June Mountain ski areas provide scheduled shuttle service restricted to ski area employees between Bishop, Mammoth Lakes, and June Lake.

<sup>68</sup> *Communication with Bill Taylor, Town of Mammoth Lakes Community Development Department, February 2005.*

- Taxicab service is offered on a metered, demand-responsive basis. These providers also offer shuttle service to Reno.
- Inyo-Mono Transit (IMT) contracts with the Town of Mammoth Lakes to provide a Dial-a-Ride service Monday to Friday between 7:00 A.M. and 5:00 P.M. This door-to-door service functions on an on-call basis. This system was expanded to provide fixed-route service during the months that the Mountain's transit service is not in operation.
- Spring-summer-fall, the Town of Mammoth Lakes provides scheduled fixed-route service throughout the centralized portion of the community during the months that the mountain's town-wide transit service is not in operation.
- IMT is also servicing the town of Mammoth Lakes with a variety of daily regional and commuter transit services that run from Bishop to Bridgeport.
- Carson Ridgecrest Eastern Sierra Transit (CREST), Mammoth is also serviced by CREST that connects along the U. S. Highway 395 corridor from Ridgecrest to Reno.
- YARTS provides summer weekend shuttle service to Yosemite.

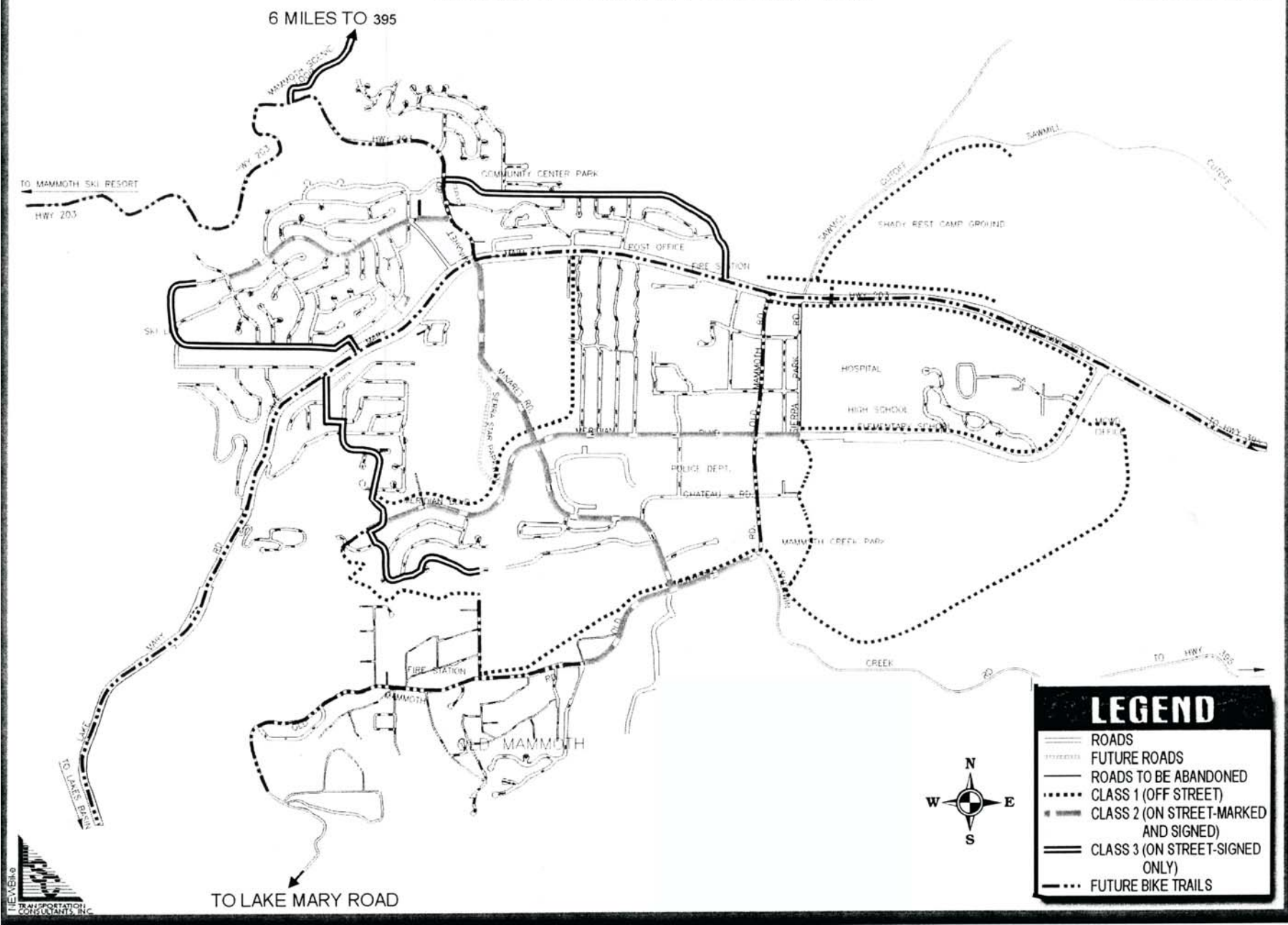
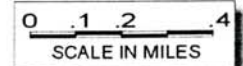
Non-scheduled regional and inter-regional transit service is provided by private charter lines, with the majority typically originating from the Los Angeles and San Diego areas. Private charters originate less frequently from Las Vegas and the Bay Area. According to the Mammoth Lakes Visitors Bureau, approximately 20 to 30 buses per day serve Mammoth Lakes in the summer months, averaging 40 persons per bus. In the winter months, there are approximately 10 to 15 buses per day, averaging 40 persons per bus.

### **Non-Motorized Facilities**

Biking, including organized bike races, has become an increasingly popular activity in and around the Town. The General Bikeway Plan, updated in May 2002, provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist. Figure 4.13-2 on page 4-317 shows existing and proposed bike paths in the town.

The Town of Mammoth Lakes Trail System Master Plan (MLTSMP) adopted in May 1991 focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, and cross country skiers. The MLTSMP provides trails that connect and pass through a series of parks and open space areas, having numerous access points in and around the Town. Currently, approximately 80 percent or 7.5 miles of trails within the MLTSMP have been developed. Because of the significant existing and future traffic congestion in the Town and the relatively compact development pattern, non-motorized facilities can be more than recreational facilities. The trail system, which allows for pedestrian, cycling, and cross-country skiing use, reduces auto travel, as well as provides important recreational

# MAMMOTH LAKES BIKEWAY MAP



### LEGEND

- ROADS
- - - - - FUTURE ROADS
- ROADS TO BE ABANDONED
- ..... CLASS 1 (OFF STREET)
- ..... CLASS 2 (ON STREET-MARKED AND SIGNED)
- ..... CLASS 3 (ON STREET-SIGNED ONLY)
- ..... FUTURE BIKE TRAILS

HEWLETT  
TRANSPORTATION  
CONSULTANTS, INC.

Figure 4.13-2 Bikeway Map

amenities for visitors and community residents. Additionally, to further develop an extensive pedestrian facility system, the Town adopted a comprehensive Sidewalk Master Plan in July 2003 (Figure 4.13-3 on page 4-319).

### **Aviation**

The Mammoth Yosemite Airport is an important asset to the community. Located eight miles east of the town, the airport is FAA certified commercial airport, currently offering charter services. In the past, limited commercial air service has been available to the southern and northern California areas. Scheduled air service was last available in 1996, though plans are currently being formulated to reinstate seasonal scheduled air service. The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes.

The Mammoth Yosemite Airport provides an important link in the statewide aeronautics system. Pilots flying the Owens Valley-Long Valley corridor along the Eastern Sierra front find the airport to be a vital means of avoiding rapidly shifting weather conditions. The airport is subject to the Federal Aviation Regulations (FAR) Part 139, which sets standards for the operation and safety of airports with small commercial carriers. Under FAR Part 139, the Mammoth Yosemite Airport is required to have established procedure manuals, as well as crash, fire, and rescue equipment.

In 1998, the Mono County Airport Land Use Commission adopted an Airport Land Use Plan (ALUP) for the Mammoth Yosemite Airport. This plan provides for major development and expansion of the airport terminal area, including a hotel, major infrastructure improvements; aircraft support facilities, and passenger terminal. The plan also establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

Additionally, there are helipads located around the town that are operated by the Forest Service and Bureau of Land Management (primarily for fire fighting purposes), as well as a helipad at Mammoth Hospital that is used for air ambulance services.

### **4.13.2 REGULATORY FRAMEWORK**

The Transportation and Circulation Element of the Updated Plan describes the transportation and circulation issues in the Town. This Element includes a description of the existing transportation system, existing and future transportation requirements, and the Transportation findings, goals, and policies. Policy VII.1.B.c establishes a threshold of LOS D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector streets. Pursuant to this policy, this standard is expressly not applied to absolute peak conditions, as it would result

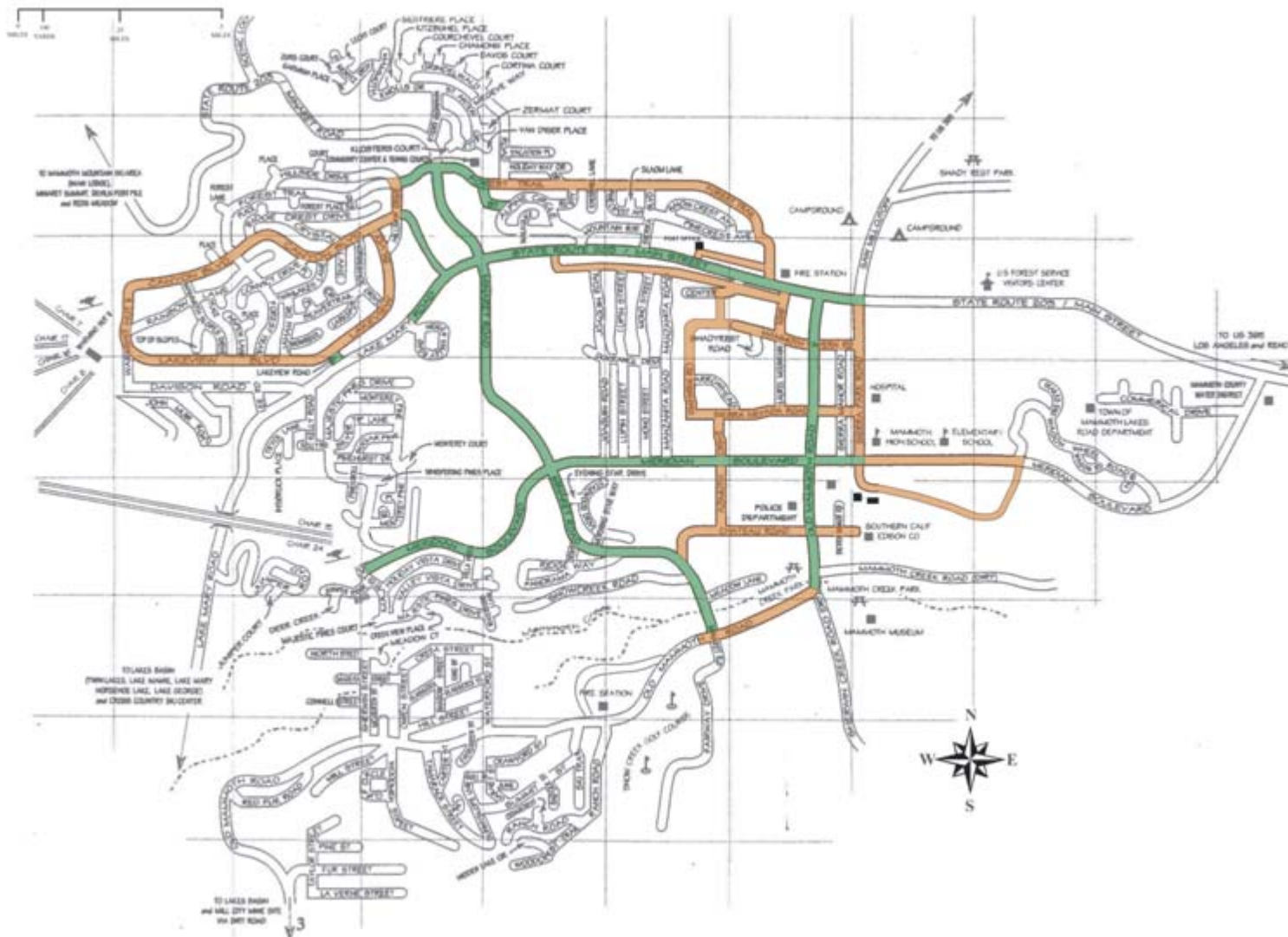


Figure 4.13-3 Sidewalk Master Plan

in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.

In addition, the Town of Mammoth Lakes in 2005 adopted an updated Development Impact Fee Schedule based on an Updated Master Facility Plan and Capital Improvement Program. The Master Facility Plan contains all required facility improvements to mitigate build-out traffic of the existing General Plan. These improvements include all circulation system improvements for streets, signals (roundabouts), bridges, transit and trails. Since the Updated Plan does not propose increased overall unit density over the existing General Plan, the majority of these program improvements would be adequate to mitigate the project. However, due to some of the proposed policies such as density transfers, the Master Facility Plan and Capital Improvement Program would be required to be updated to be consistent with the Updated Plan.

With regard to Development Impact Fees (DIFs), currently the Town collects between \$1,805 and \$3,578 per residential unit, and between \$2.90 and \$3.71 per square feet for commercial/office and industrial uses to fund street and traffic improvements. In addition, the Town collects between \$9,279 and \$15,465 per residential unit, and between \$15.47 and \$2.90 per square foot for commercial/office and industrial uses to fund transit and trail enhancements.

### **4.13.3 THRESHOLDS OF SIGNIFICANCE**

Based primarily on Appendix G of the CEQA Guidelines, the project would be considered to have a significant impact regarding traffic and circulation if the project would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the Town for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).



#### 4.13.4 IMPACTS AND MITIGATION

*Issue 4.13-1: Would development associated with implementation of the Updated Plan cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

##### **Discussion:**

##### **2024 Traffic Volumes**

New development within the Town, along with regional traffic growth, would result in an increase in traffic volumes within the Town for the planning horizon year of 2024. To estimate the effect of future traffic on the Town's roadway system, the Town's traffic model developed for existing traffic conditions was updated with the Updated Plan land uses and the most recent data for long-range regional transportation patterns. Any community-wide traffic model is a planning level "tool" and *necessarily* reflects a simplification of the roadway network, individual property access, and land uses. Detailed evaluation of individual roadway elements based upon specific project site plans, therefore, may yield differing results. The model, however, is more than adequate for purposes of overall planning for the Mammoth Lakes transportation network, and meets or exceeds the standards of the traffic engineering profession.

The land use assumptions for the Updated Plan were provided by the Town of Mammoth Lakes Planning staff. The analysis assumed that the maximum allowable density would be built on currently undeveloped parcels under the Updated Plan. In addition, the Updated Plan contains the Density Transfer Policy by which density bonuses may be granted for community amenities and workforce housing. As a result, some traffic analysis zones that are eligible sites for increased densities were assigned higher unit projections in the TAZ modeling than the densities derived from the land use data base. Overall, the total numbers of units contained within the Traffic Analysis Zones (TAZ) are approximately 10 percent higher for the project than those contained within the land use database. The higher number of units at the TAZ level was done in order to disclose the potential impacts of the project at the TAZ micro level. However, corresponding density decreases (where density would be taken from) were not made within the traffic analysis because generating sites were unknown at the time of model development. As a result the cumulative impacts on traffic, air quality and noise are over estimated based on these factors. However, since the level of density transfers that may occur in the future is unpredictable the total environmental impacts of each transfer could not be analyzed within this document; therefore, each transfer would be subject to a separate environmental review. The trip generation rates of the Updated Plan land uses were used to project Year 2024 traffic volumes per roadway segment. The number of existing trips along individual roadway

segments under the 2024 Traffic scenario during the peak hour is shown in Table 4.13-5 on page 4-323.

### **2024 Roadway Capacities**

Peak hour volume to capacity ratios (V/C) for the Updated Plan traffic in the study area roadways are provided in Table 4.13-5. As stated previously, all roadway segments with a V/C ratio greater than one contain traffic volumes that exceed the capacity of the roadway. As shown in Table 4.13-5, ~~only the roadway segment of Minaret Road from Main Street to Forest Trail contains 2024 no traffic volumes that would exceed the roadway capacity. By 2024, traffic levels are forecast to exceed capacity by approximately 4 percent along this roadway segment. However, as the capacity levels are significantly affected by pedestrian crossings of Minaret Road and parking maneuvers along the roadway segment, the capacity of the roadway has the potential to reduce further with the development of the North Village Specific Plan area. This condition could be mitigated by widening the roadway segment to four travel lanes (two lanes in each direction). The widening could occur within the existing roadway with the removal of parking and therefore, would not require the acquisition of right-of-way.~~

~~Alternatively, if the Town conducts a focused roadway capacity study for this roadway segment prior to construction of not yet approved development within a one-mile radius of the roadway segment, which determines that equivalent or better alternative mitigation measures are available then such measures could be implemented instead of the widening. The focused roadway capacity study shall, at a minimum, include the conduction of typical winter Saturday pedestrian crossing counts, traffic and parking maneuver counts, the time lost for through traffic movements due to pedestrian and parking activity, the existing source of traffic delays along Minaret Road, and an analysis of future growth in pedestrian crossings and parking maneuvers along the roadway segment that can be expected upon build-out of the North Village Specific Plan area. The study would also provide recommended improvements to the roadway segment or land use plans that would allow the roadway to accommodate future projected traffic growth and attain the Town's level of service standards. The Town would then implement the improvements required to maintain adequate level of service at buildout of the area.~~

### **Policies and Implementation Measures in the Updated Plan**

The Updated Plan proposes the adoption of ~~polices~~policies and implementation measures to reduce potential impacts regarding roadway capacities. These policies and measures are described below.

I.7.B.c.3 The Town shall, in its review of proposed development projects, incorporate such measures which reduce projected total vehicle miles traveled. Examples of such

Table 4.13-5

## Traffic Loads Selected Roadway Segments

No.	Roadway Segment	Project (2024)			
		Capacity (Vehicles per House per Peak Direction)	Vehicles Per Hour Per Lane	Volume/ Capacity	Capacity Exceeded?
1	Main Street Immediately East of Sierra Park	2,600	<u>745</u>	<u>0.29</u>	No
2	Main Street Immediately West of Old Mammoth Road	2,600	<u>1,457</u>	<u>0.56</u>	No
3	Main Street Immediately East of Minaret Road	2,600	<u>1,489</u>	<u>0.57</u>	No
4	Lake Mary Road Immediately West of Canyon Boulevard	1,600	<u>462</u>	<u>0.29</u>	No
5	Lake Mary Road Immediately West of Kelly Road	1,600	<u>353</u>	<u>0.22</u>	No
6	Minaret Road Immediately North of Forest Trail	1,600	<u>1,038</u>	<u>0.65</u>	No
7	Minaret Road -- Main Street to Forest Trail	1,300	<u>1,094</u>	<u>0.84</u>	No
8	Minaret Road Immediately South of Main Street	1,600	<u>906</u>	<u>0.57</u>	No
9	Minaret Road Immediately North of Meridian Boulevard	1,600	<u>723</u>	<u>0.45</u>	No
10	Minaret Road Immediately South of Meridian Boulevard		<u>653</u>	<u>0.41</u>	No
11	Minaret Road Immediately North of Old Mammoth Road	1,600	<u>739</u>	<u>0.46</u>	No
12	Old Mammoth Road Immediately South of Main Street	1,600	<u>648</u>	<u>0.40</u>	No
13	Old Mammoth Road Immediately South of Meridian Boulevard	1,600	<u>1,046</u>	<u>0.65</u>	No
14	Old Mammoth Road Immediately East of Minaret Road	1,300	<u>538</u>	<u>0.41</u>	No
15	Old Mammoth Road Immediately West of Minaret Road	1,300	<u>505</u>	<u>0.39</u>	No
16	Meridian Boulevard Immediately South of Main Street	1,600	<u>230</u>	<u>0.14</u>	No
17	Meridian Boulevard Immediately East of Minaret Road	2,600	<u>699</u>	<u>0.27</u>	No
18	Meridian Boulevard Immediately West of Minaret Road	2,600	<u>1,133</u>	<u>0.44</u>	No
19	Forest Trail Immediately North of Main Street	800	<u>174</u>	<u>0.22</u>	No
20	Forest Trail Immediately East of Minaret Road	800	<u>173</u>	<u>0.22</u>	No
21	Fairway Drive Immediately South of Old Mammoth Road	1,000	<u>770</u>	<u>0.77</u>	No

Table 4.13-5 (Continued)

## Traffic Loads Selected Roadway Segments

No.	Roadway Segment	Project (2024)			
		Capacity (Vehicles per Hour per Peak Direction)	Vehicles Per Hour Per Lane	Volume/ Capacity	Capacity Exceeded?
22	Lakeview Drive Immediately North of Lake Mary Road	800	<u>571</u>	<u>0.71</u>	No
23	Kelly Road Immediately South of Lake Mary Road	800	<u>280</u>	<u>0.35</u>	No
24	Center Street Immediately South of Main Street	800	<u>467</u>	<u>0.58</u>	No
25	Canyon Boulevard Immediately North of Lake Mary Road	1,000	<u>757</u>	<u>0.76</u>	No
26	Azimuth Road Immediately North of Meridian Boulevard	800	<u>157</u>	<u>0.20</u>	No
27	Azimuth Road Immediately South of Meridian Boulevard	800	<u>463</u>	<u>0.58</u>	No
28	U.S. Highway 395 Immediately South of SR 203	2,700	<u>901</u>		No
29	SR 203 Immediately West of U.S. Highway 395	2,700	<u>389</u>	<u>0.14</u>	No
30	Hot Creek Hatchery Road Immediately West of U.S. Highway 395	1,600	28	0.02	No
31	Hot Creek Hatchery Road Immediately East of U.S. Highway 395	1,600	276	0.17	No
32	SR 203 Immediately East of U.S. Highway 395	1,000	<u>95</u>	0.10	No

Source: ~~Mammoth Lakes General Plan—Proposed Action Alternatives Analysis, prepared by LSC Transportation Consultants, Inc., August 17, 2005~~ 2006

measures include, but are not limited to, circulation system improvements, mass transit facilities, private shuttles, and design and location of facilities to encourage pedestrian circulation.

- II.1.B.b.3 The Town shall revise zoning regulations to allow and encourage Town residents to work from their homes provided that their home-based occupation does not create adverse impacts on adjacent residences (such as increased traffic, noise, exterior signage, or other nuisances).

- II.1.C.a.2 As part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, the Town Shall require that new development adequately mitigates its impact on: fire protection, water availability, public safety, transit services, parking availability, street capacity, workforce housing availability, road capacity, and pedestrian connectivity.
- VI.1.D.a.1 The Town, through development approvals and other Town programs shall support the development of land use patterns and mixed use developments that integrate residential and non-residential land uses, such that residents and visitors may easily walk or bike to shopping, services, and employment and leisure activities.
- VII.1.B.a.1 The Town shall plan for, design, and regulate roadways in accordance with the functional classification system described in this element, as shown in the Circulation Plan.
- VII.1.B.a.4 At intersections on arterial roads, ensure that traffic control devices and other traffic safety and operational improvements are installed for the safe and efficient movement of all types of traffic and pedestrians, and provide levels of service that conform to these policies. Lighting will be evaluated to ensure it meets safety standards and conforms to adopted Town standards.
- VII.1.B.a.6 To increase roadway capacity, the Town shall investigate and give preference to alternatives to the construction of new traffic signals, including modern roundabouts and prohibitions on turn movements.
- VII.1.B.a.8 Work with adjacent jurisdictions to share land use and transportation information and transportation modeling results. Coordinate transportation planning with the Mono County Local Transportation Commission, Caltrans, and the US Forest Service to address the impacts of new development; the transportation system components necessary to mitigate those impacts; the capital, operating, and maintenance cost of the components; and the costs covered by established funding sources.
- VII.1.B.b.1 The Town shall pursue all appropriate federal, state, and local funding sources for street and highway improvements.
- VII.1.B.b.2 The Town shall strive to secure financing in a timely manner for all components of the transportation system, to achieve and maintain adopted level of service standards, and to address potential safety problems.
- VII.1.B.b.3 The Town shall implement improvements necessary to address the increase. Mitigation of significant project-related impacts may require improvements beyond those addressed by the Town of Mammoth Lakes Capital Improvement Program

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and the Town of Mammoth Lakes Air Quality Management Plan, and Particulate Emissions Regulations.

- VII.1.B.b.4 Require new development to dedicate right-of-way consistent with adopted road standards. New development, as warranted, shall pay its fair share of roadway, pedestrian, transit, bicycle, and airport improvements.
- VII.1.B.c.1 The Town shall require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may potentially result in significant traffic impacts. Level of service shall be computed according to the methodology presented in the Highway Capacity Manual. Cumulative impacts shall be modeled assuming full build-out of the General Plan.
- VII.1.D.a.3 Work with Caltrans to address existing deficiencies on State Route 203, such as frontage road operational problems, driveway issues, snow storage and removal, and poor pedestrian conditions, while improving the visual and pedestrian qualities of the corridor.
- VII.2.B.a.1 The Town shall require major traffic generators, including the school district and ski resorts, to develop and implement trip reduction measures. In particular, ski area operations should be managed to reduce the overall P.M. peak traffic generation and to disperse these trips between the various mountain portals.
- VII.2.B.c.6 Scheduling of freight deliveries to avoid periods of peak traffic congestion shall be encouraged.
- VII.3.B.a.1 The Town shall work with the Mono Local Transportation Commission and Caltrans to review roadway standards and ensure that roadways are developed to accurately and adequately serve multi-modal travel demands.
- VII.3.B.a.2 The Town shall work with the Mono Local Transportation Commission, Mono County, and Caltrans to promote the efficient movement of goods and people within and between new growth areas and destinations locally and regionally.
- IV.1.E.a.2 The Town shall allow residents to work from their homes, in all residential zones, provided that their home-based occupation does not create adverse impacts on adjacent land uses (such as increased traffic, noise, exterior signage, or other nuisances).
- VI.2.C.a.2 The Town shall continue to investigate the feasibility of roundabouts throughout the community.
- VI.2.C.a.3 The Town shall actively seek grant funding to facilitate the implementation of traffic calming techniques.

VI.2.C.a.4 The Town shall encourage the development of public-private partnerships and pilot projects to facilitate the implementation of traffic calming techniques throughout the community.

The policies and implementation measures contained in the General Plan would promote the decreased reliance on private transportation to reduce vehicle trips within the Town, ensure that traffic control devices and other traffic safety and operational improvements are installed for the safe and efficient movement of all types of traffic and pedestrians, and provide levels of service that conform to the Updated Plan policies. In particular, Implementation Measure II.1.C.a.2 requires that the Town require that new development adequately mitigates its impacts on street capacity through the project review process, conditions of approval and implementation of Development Impact Fees. Implementation of the Updated Plan ~~policies~~policies and/or implementation measures, ~~along with the recommended mitigation measure,~~ would reduce impacts regarding roadway capacities to a less than significant level.

### **Mitigation Measures**

~~In addition to the policies and implementation measures stated above, the following mitigation measure is recommended to ensure that impacts regarding capacities along impacted roadway segments are reduced to a less than significant level. The project's impact to roadway capacity would be less than significant. Therefore, no mitigation is required.~~

~~4.13-1 The Town shall widen Minaret Road from Main Street to Forest Trail to four travel lanes (two in each direction) in order to provide sufficient roadway segment capacity at buildout (2024) of the Updated Plan. If the Town conducts a focused roadway capacity study for this roadway segment prior to construction of not yet-approved development within a one-mile radius of the roadway segment, which determines that equivalent or better alternative mitigation measures are available then such measures could be implemented instead of the widening. The focused roadway capacity study shall, at a minimum, include typical winter Saturday pedestrian crossing counts, traffic and parking maneuver counts, the time lost for through traffic movements due to pedestrian and parking activity, the existing source of traffic delays along Minaret Road, and an analysis of future growth in pedestrian crossings and parking maneuvers along the roadway segment that can be expected upon build out of the North Village Specific Plan area. The study shall also provide recommended improvements to the roadway segment or land use plans that would allow the roadway to accommodate future projected traffic growth and attain the Town's Level of Service standards.~~

### Level of Significance After Mitigation

Impacts related to existing traffic load and capacity of the street system would be less than significant.

*Issue 4.13-2: Would development associated with implementation of the Updated Plan exceed, either individually or cumulatively, a level of service standard established by the Town for designated roads or highways?*

### Discussion:

#### Levels of Service

As stated in the Regulatory Framework section, an LOS D or better is considered acceptable by the Town on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector streets. Based on the threshold LOS criteria established by the Town, future 2024 traffic modeling indicates that nine ~~ten~~ of the 22 ~~24~~ study intersections would exceed LOS D threshold with the buildout of the Updated Plan (Table 4.13-6 on page 4-329). As shown in Table 4.13-6, the Updated Plan would result in the following intersections having service levels that exceed the Town's thresholds:

- Lake Mary Road/Lakeview Road
- Main Street/Center Street
- Main and Mountain Blvd
- Meridian and Sierra Park Road
- ~~Minaret Road/Main Street~~
- ~~Main Street/Forest Trail~~
- ~~Main Street Westbound/Meridian Boulevard~~
- Main Street ~~Eastbound~~/Meridian Boulevard
- Meridian Boulevard/Majestic Pines Drive
- Minaret Road/Forest Trail
- Minaret Road/Old Mammoth Road
- Azimuth Road/Meridian Boulevard

#### Traffic Signal Warrants

Similar to the existing conditions analysis, a traffic signal warrant analysis was conducted for year 2024 traffic conditions, based upon the most recent MUTCD. As shown in Table 4.13-7 on page 4-331, at buildout of the Updated Plan, traffic signals are warranted at 3 ~~ten~~ of the 14 ~~12~~ unsignalized study area intersections.



Table 4.13-6

## Unmitigated Winter Saturday P.M. Peak-Hour Intersection LOS Summary

No.	Intersection		Unmitigated Traffic Control	Approach	Existing Condition (2004) <sup>1</sup>	Project (2024) <sup>2</sup>
1	Kelly	Lake Mary	Two-Way Stop Controlled	Northbound	B	<del>ED</del>
				Westbound	A	A
2	Lakeview	Lake Mary	Two-Way Stop Controlled	Southbound	D	F
				Eastbound	A	A
3	Canyon	Lake Mary	Traffic Signal	Total Intersection	A	B
4	Center	Main	Two-Way Stop Controlled	Northbound	F	F
				Southbound	C	F
				Eastbound	A	B
				Westbound	B	C
5	Minaret	Main	Traffic Signal	Total Intersection	C	<del>FE</del>
6	Forest Trail	Main	Two-Way Stop Controlled	Northbound	D	D
				Southbound	F	F
				Eastbound	A	<del>CB</del>
				Westbound	B	B
7	Old Mammoth	Main	Traffic Signal	Total Intersection	C	<del>BA</del>
8	Sierra Park	Main	Two-Way Stop Controlled	Northbound	B	<del>CB</del>
				Westbound	A	<del>BA</del>
9	Meridian	Main WB	Two-Way Stop Controlled	Northbound	B	<del>FB</del>
				Westbound	A	A
10	Meridian	Main EB	Two-Way Stop Controlled	Northbound	B	<del>CF</del>
				Southbound	B	<del>CB</del>
11	U.S. 395 NB	Main/SR 203	Two-Way Stop Controlled	Northbound	C	<del>DB</del>
				Eastbound	A	A
12	U.S. 395 SB	Main/SR 203	Two-Way Stop Controlled	Southbound	B	B
13	Majestic Pines	Meridian	Two-Way Stop Controlled	Southbound	B	F
				Eastbound	A	A
				Total Intersection	B	<del>CD</del>
15 <sup>a</sup>	Sierra Park	Meridian	4-Way Stop Controlled	Northbound	A	<del>BA</del>
				Southbound	A	<del>BA</del>
				Eastbound	A	<del>BCA</del>
				Westbound	A	<del>BFA</del>
16	Minaret	Forest Trail	Two-Way Stop Controlled	Northbound	B	C
				Southbound	A	A
				Eastbound	F	F
				Westbound	F	F
17	Minaret	Old Mammoth	Two-Way Stop Controlled	Northbound	B	F
				Southbound	C	F
				Eastbound	A	A
				Westbound	A	A
18 <sup>b</sup>	Minaret	Meridian	Traffic Signal	Total Intersection	C	D
19	U.S. 395 NB	Hot Creek Fish Hatchery	Two-Way Stop Controlled	Northbound	--	A
				Eastbound	B	E
				Westbound	B	C
20	U.S. 395 SB	Hot Creek Fish Hatchery	Two-Way Stop Controlled	Southbound	A	A
				Eastbound	--	C
				Westbound	A	C

**Table 4.13-6 (Continued)**

**Unmitigated Winter Saturday P.M. Peak-Hour Intersection LOS Summary**

<b>No.</b>	<b>Intersection</b>		<b>Unmitigated Traffic Control</b>	<b>Approach</b>	<b>Existing Condition (2004)<sup>1</sup></b>	<b>Project (2024)<sup>2</sup></b>
21	Azimuth	Meridian	Two-Way Stop Controlled	Northbound	<b>F</b>	<b>F</b>
				Southbound	E	F
				Eastbound	A	A
				Westbound	A	B
22	Mountain	Main	Two-Way Stop Controlled	Northbound	<u>E</u>	<b>F</b>
				Southbound	<u>E</u>	<b>F</b>
				Eastbound	<u>A</u>	<u>A</u>
				Westbound	<u>B</u>	<u>C</u>

<sup>a</sup> Analysis conducted for weekday conditions.  
<sup>b</sup> This intersection could potentially improved with a roundabout.

*Note: Bold text indicates that LOS exceeds threshold. The Town threshold is an LOS D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector streets.*

*Source: ~~Mammoth Lakes General Plan Proposed Action Alternatives Analysis, prepared by LSC Transportation Consultants, Inc., August 17, 2005~~ 2006*

**Policies and Implementation Measures in the Updated Plan**

The Updated Plan proposes the adoption of ~~policies~~ policies and implementation measures to reduce potential impacts regarding level of service standards. These policies and measures are described below.

- II.1.C.a.2 As part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, the Town Shall require that new development adequately mitigates its impact on: fire protection, water availability, public safety, transit services, parking availability, street capacity, workforce housing availability, road capacity, and pedestrian connectivity.
- VII.1.B.a.1 The Town shall plan for, design, and regulate roadways in accordance with the functional classification system described in this element, as shown in the Circulation Plan.
- VII.1.B.a.4 At intersections on arterial roads, ensure that traffic control devices and other traffic safety and operational improvements are installed for the safe and efficient movement of all types of traffic and pedestrians, and provide levels of service that

**Table 4.13-7****Signal Warrants at Buildout of Updated Plan (Year 2024)**

No.	Intersection		Unmitigated Traffic Control	
	North/South	East/West	Control	2024 Project
1	Kelly	Lake Mary	Two-Way Stop Controlled	No
2	Lakeview	Lake Mary	Two-Way Stop Controlled	<b>Yes</b>
4	Center	Main	Two-Way Stop Controlled	<b>Yes</b>
6	Forest Trail	Main	Two-Way Stop Controlled	<del>Yes</del> No
9	Meridian	Main WB	Two-Way Stop Controlled	<b>Yes</b>
10	Meridian	Main ED	Two-Way Stop Controlled	<b>Yes</b>
11	US 395 NB	Main/SR 203	Two-Way Stop Controlled	No
13	Majestic Pines	Meridian	Two-Way Stop Controlled	<b>Yes</b>
<b>15</b>	<b>Sierra Park</b>	<b>Meridian</b>	<b>All-Way Stop Controlled</b>	<b>Yes</b>
16	Minaret	Forest Trail	Two-Way Stop Controlled	<b>Yes</b>
17	Minaret	Old Mammoth	Two-Way Stop Controlled	<b>Yes</b>
19	US 395 NB	Hot Creek Fish Hatchery	Two-Way Stop Controlled	No
21	Azimuth	Meridian	Two-Way Stop Controlled	<b>Yes</b>
<b>53</b>	<b>Mountain</b>	<b>Main</b>	<b>Two-Way Stop Controlled</b>	<b>Yes</b>

*Bold Text Indicates Peak-Hour Signal Warrant is Met*

*Source: LSC Transportation Consultants, Inc., 2005-2006*

conform to these policies. Lighting will be evaluated to ensure it meets safety standards and conforms to adopted Town standards.

VII.1.B.a.6 To increase roadway capacity, the Town shall investigate and give preference to alternatives to the construction of new traffic signals, including modern roundabouts and prohibitions on turn movements.

VII.1.B.a.8 Work with adjacent jurisdictions to share land use and transportation information and transportation modeling results. Coordinate transportation planning with the Mono County Local Transportation Commission, Caltrans, and the US Forest Service to address the impacts of new development; the transportation system components necessary to mitigate those impacts; the capital, operating, and maintenance cost of the components; and the costs covered by established funding sources.

VII.1.B.b.1 The Town shall pursue all appropriate federal, state, and local funding sources for street and highway improvements.

- VII.1.B.b.2 The Town shall strive to secure financing in a timely manner for all components of the transportation system, to achieve and maintain adopted level of service standards, and to address potential safety problems.
- VII.1.B.b.3 The Town shall implement improvements necessary to address the increase (in construction, improvements, and maintenance of existing and new roadways). Mitigation of significant project-related impacts may require improvements beyond those addressed by the Town of Mammoth Lakes Capital Improvement Program and the Town of Mammoth Lakes Air Quality Management Plan, and Particulate Emissions Regulations.
- VII.1.B.b.4 Require new development to dedicate right-of-way consistent with adopted road standards. New development, as warranted, shall pay its fair share of roadway, pedestrian, transit, bicycle, and airport improvements.
- VII.1.B.c.1 The Town shall require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may potentially result in significant traffic impacts. Level of service shall be computed according to the methodology presented in the Highway Capacity Manual. Cumulative impacts shall be modeled assuming full build-out of the General Plan.
- VII.1.D.a.3 Work with Caltrans to address existing deficiencies on State Route 203, such as frontage road operational problems, driveway issues, snow storage and removal, and poor pedestrian conditions, while improving the visual and pedestrian qualities of the corridor.
- VII.2.A.a.2 Transportation studies for major development projects that address potential use of bicycle routes, pedestrian trail, and public transportation to mitigate traffic impacts shall be required.
- VII.2.B.a.1 The Town shall require major traffic generators, including the school district and ski resorts, to develop and implement trip reduction measures. In particular, ski area operations should be managed to reduce the overall P.M. peak traffic generation and to disperse these trips between the various mountain portals.
- VII.3.B.a.1 The Town shall work with the Mono Local Transportation Commission and Caltrans to review roadway standards and ensure that roadways are developed to accurately and adequately serve multi-modal travel demands.

VI.2.C.a.2 The Town shall continue to investigate the feasibility of roundabouts throughout the community.

As stated in this section, policies and implementation measures contained in the General Plan would require that traffic control devices and other traffic safety and operational improvements be installed for the safe and efficient movement of all types of traffic and pedestrians, and provide levels of service that conform to the Updated Plan policies (VII.1.B.a.4), that the Town implement improvements necessary to address the increase (in construction, improvements, and maintenance of existing and new roadways), which may require mitigation of significant project-related impacts beyond those addressed by the Town of Mammoth Lakes Capital Improvement Program (VII.1.B.b.3), and that the Town require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may potentially result in significant traffic impacts (VII.1.B.c.1). In particular, Implementation Measure II.1.C.a.2 requires that the Town require that new development adequately mitigates its impacts on street capacity through the project review process, conditions of approval and implementation of Development Impact Fees.

Additionally, specific transportation improvements are recommended below as mitigation measures to achieve acceptable service levels at significantly impacted intersections. If the Updated Plan were adopted, the Master Facility Plan would be amended to include the street improvements below that are provided as mitigation measures to reduce impacts to level of service on the street network. These improvements would be financed through the Town's Capital Improvement Program and/or payment of Development Impact Fees by future development projects. Analysis of traffic impacts on a project-by-project basis, along with the Updated Plan implementation measures and recommended mitigation measures, would reduce impacts to service levels to a less than significant level.

### **Mitigation Measures**

In addition to the implementation measures stated above, the following mitigation measures are required to ensure that impacts to service levels at impacted intersections are reduced to a less than significant level.

- 4.13-21 The Town shall amend the Master Facility Plan to include the mitigation measures necessary to reduce impacts to the level of service on the street system. The Town shall review the Development Impact Fees to ensure that sufficient funds will be available to make the necessary improvements.
- 4.13-32 Lakeview Road/Lake Mary Road: This intersection shall be improved to include separate southbound left and right-turn lanes and a ~~westbound~~ eastbound

acceleration lane along Lake Mary Road (to accommodate two-stage left turns from Lakeview Drive to Lake Mary Road).

- 4.13-43 Main Street/Center Street: This intersection shall be improved to include a traffic signal or roundabout. A traffic signal would be warranted and would operate at LOS C under build out of the Updated Plan at this location. ~~Alternatively, a dual lane roundabout with single lane northbound and southbound approaches, a 75-foot island diameter, a 32-foot circulating width, and a 139-foot inscribed circle diameter would operate at LOS B.~~ In addition to addressing the LOS deficiency, provision of a signal or a roundabout would greatly improve Main Street pedestrian crossing conditions.
- 4.13-54 Minaret Road/Main Street Intersection: This intersection shall be improved to include protected left-turn phasing on all approaches, ~~and eastbound right turn overlap signal phasing at the existing signal.~~
- 4.13-6 ~~Main Street/Forest Trail Intersection: There are three primary potential mitigation measures for this LOS deficiency: construct a roundabout, construct a traffic signal, or prohibit left turns out of the southbound minor street approach. While prohibiting left turns at this intersection would inconvenience drivers, constructing a roundabout or traffic signal would actually encourage drivers to use Forest Trail as a cut-through route, as the delay of the southbound approach would be greatly reduced. Prohibiting southbound left turns, on the other hand, would only slightly inconvenience drivers by requiring them to drive to the Center Street intersection to turn around (which could potentially be aided through the provision of a roundabout at Center Street). However, this inconvenience may work to lessen the exiting Forest Trail cut-through problem, thereby having a beneficial impact to Town-wide circulation. The prohibition of southbound left turn movements at the intersection would result in a worse approach LOS of D upon build out of the Updated Plan.~~
- 4.13-7 ~~Main Street/Meridian Boulevard: Because Main Street is a divided roadway at its intersection with Meridian Boulevard with a substantial median, the intersection of Main Street and Meridian Boulevard operates as two separate intersections. The northbound approach at the Main Street Eastbound/Meridian Boulevard intersection and the northbound approach at the Main Street Westbound/Meridian Boulevard intersection exceed LOS thresholds in 2024 under the Updated Plan. In the case that a traffic signal is built at both intersections, they shall be coordinated to ensure that queues at the northern intersection would not form back into the southern intersection. Traffic signals would operate at a LOS B. Alternatively, one roundabout could be constructed that combined the two intersections. A dual lane roundabout with single lane northbound and southbound approaches, an 85-foot~~

~~island diameter, a 32-foot circulating width, and a 149-foot inscribed circle diameter would operate at LOS A upon build-out of the Updated Plan.~~

4.13-85 Majestic Pines/Meridian Boulevard Intersection: This intersection shall be improved by either a traffic signal, which would cause the intersection to operate at LOS BC or better; ~~or~~ Meridian Boulevard shall be reduced to one lane in each direction in addition to constructing a single-lane roundabout with a 60-foot island diameter and a 20-foot circulating width. This roundabout would operate at LOS A. The installation of a traffic signal would not require any widening of the roadway.

4.13-96 Minaret Road/Forest Trail Intersection: This intersection shall be improved by the construction of a roundabout, which would operate a LOS B upon build out of the Updated Plan.

4.13-107 Minaret Road/Old Mammoth Road Intersection: Due to the high volume of traffic that is expected on all four approaches upon build out of any of Updated Plan, a roundabout or traffic signal is recommended. If a traffic signal were installed, the following improvements would be required for the Updated Plan, which would result in an intersection LOS D:

- Construct a traffic signal with protected left-turn phasing.
- Construct a separate northbound left-turn lane and a northbound through/right shared lane (remove left/through and right-turn lanes).
- Construct separate southbound left, through, and right-turn lanes (remove left/through/right shared).

Alternatively, if a roundabout with a 75-foot island diameter, 20-foot circulating width, and 16-foot entry width were constructed, ~~it~~ the intersection would operate at LOS C.

4.13-118 Meridian Boulevard/Azimuth Drive: This intersection is forecast to exceed LOS thresholds on the northbound and southbound approaches upon build out of the Updated Plan. This impact shall be mitigated by constructing a traffic signal, ~~or~~ roundabout. ~~If a roundabout with a 60-foot island diameter, 20-foot circulating width, and 15-foot entry lanes were constructed, the intersection would operate at a LOS B or better under all 2024 scenarios. The intersection would operate at LOS D if a traffic signal with split phasing on all approaches were built in addition to a separate northbound left-turn lane.~~

4.13-9 Meridian Boulevard/Sierra Park Road: With growth in nearby land uses, this intersection is forecast to exceed LOS thresholds on the westbound approach with

the existing all-way stop control. This impact shall be mitigated by constructing a traffic signal, which would operate at LOS C.

4.13-10 Main Street/Mountain Boulevard: This intersection is forecast to provide LOS F conditions on the northbound and southbound approaches, with more than four vehicle-hours of delay on each. This impact shall be mitigated by constructing a traffic signal, which would operate at LOS D.

These improvements identified in the mitigation measures above would be financed through the Town's Capital Improvement Program and/or payment of Development Impact Fees by future development projects. The Town collects Development Impact Fees funds from all new projects to fund these improvements. The Town has a traffic-monitoring program to determine the timing of the improvements. Additionally, future development projects will be required to prepare a traffic study. If a project triggers the necessary improvement or requires additional improvements, it would be required to install the improvement or pay a Development Impact Fee sufficient for the Town to construct the necessary improvement as identified in the Circulation Element and policy plans such as the Sidewalk Master Plan, Trail System Master Plan, and the Transit Plan.

### **Level of Significance After Mitigation**

Table 4.13-8 on page 4-337 shows the future 2024 service levels at the study intersections with implementation of the recommended mitigation measures. As shown in Table 4.13-8, the ~~four~~nine impacted intersections would operate at an acceptable service level with the improvements that would result from the incorporation of mitigation. The intersection of U.S. Highway 395 Northbound and Hot Creek Fish Hatchery would operate a LOS E without the mitigation identified in the SSEIR for the Mammoth Yosemite Airport Improvement Project. ~~However, this intersection would not exceed the LOS standard as it is not an arterial or collector street.~~ Incorporation of the Updated Plan policies and implementation measures from the SSEIR for the Mammoth Yosemite Airport Improvement Project, along with the traffic improvement mitigation measures outlined above, would reduce traffic impacts to less than significant levels.

***Issue 4.13-3:** Would development associated with implementation of the Updated Plan result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**Discussion:** The Updated Plan does not propose or require any modifications to the Mammoth Yosemite Airport Master Plan or the Airport Land Use Plan for the Mammoth Yosemite Airport. Thus, air traffic patterns would not be affected by development associated with implementation of the Updated Plan. To ensure that less than significant impacts occur with regard to the air traffic patterns the Updated Plan includes several policies regarding aviation airport planning and facilities.



Table 4.13-8

Mitigated Winter Saturday P.M. Peak-hour Intersection LOS Summary<sup>a</sup>

No.	Intersection	Proposed Mitigation	Existing Condition (2004)	2024 Project
1	Kelly	Lake Mary	None	D
2	Lakeview	Lake Mary	<u>Add separate southbound left and right-turn lanes and a eastbound acceleration lane along Lake Mary Road</u>	<u>A</u>
3	Canyon	Lake Mary	None	B
4	Center	Main	Construct traffic signal (LOS C) or roundabout (LOS B)	<u>≥C</u> or better
5	Minaret	Main	Add protected turn phasing to the signalized intersection	D
6	Forest Trail	Main	<u>None</u>	<u>F<sup>b</sup></u>
7	Old Mammoth	Main	None	<u>B</u>
8	Sierra Park	Main	None	<u>B</u>
9	Meridian	Main WB	<u>None</u>	<u>B</u>
10	Meridian	Main EB	<u>None</u>	<u>C</u>
11	U.S. 395 NB	Main/SR 203	None	<u>B</u>
12	U.S. 395 SB	Main/SR 203	None	<u>B</u>
13	Majestic Pines	Meridian	Reduce Meridian Blvd. to one lane in each direction with roundabout (A) or traffic signal ( <u>BC</u> )	<u>≥C</u> or better
14	Old Mammoth	Meridian	None	D
15	Sierra Park	Meridian	<u>Construct a traffic signal</u> <del>None</del>	<u>C</u>
16	Minaret	Forest Trail	Construct roundabout	B
17	Minaret	Old Mammoth	Construct a roundabout ( <u>B</u> ) or traffic signal ( <u>D</u> )	<u>≥D</u> or better
18	Minaret	Meridian	None	D
19	U.S. 395 NB	Hot Creek Fish Hatchery	None	E
20	U.S. 395 SB	Hot Creek Fish Hatchery	None	C
21	Azimuth	Meridian	<u>Construct a traffic signal</u>	D
22	<u>Mountain</u>	<u>Main</u>	<u>Construct traffic signal</u>	<u>D</u>

<sup>a</sup> *Note:* The Town threshold is an LOS D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector streets. ~~Intersection 19, U.S. 395 NB and Hot Creek Fish Hatchery is not an arterial or collector street.~~ For unsignalized intersections, if the minor street approach at an unsignalized two-way stop-controlled intersection operates at LOS E or F, then mitigation is required. For the purposes of this analysis, a LOS deficiency is assumed to occur at an unsignalized intersection only if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds 4 vehicle-hours for a single lane approach and 5 vehicle-hours for a multi-lane approach.

<sup>b</sup> Delay on minor approach is less than 4 vehicle hours. Therefore, the impact is less than significant.

Source: LSC Transportation Consultants, Inc., 2005-2006

### **Policies and Implementation Measures in the Updated Plan**

The Updated Plan proposes the adoption of the following ~~policies~~policies and implementation measures to reduce potential impacts regarding air traffic patterns:

- VII.3.A.a.1 The Town shall promote the maintenance and improvement of general and commercial aviation facilities in a manner that is compatible with surrounding land uses.
- VII.3.A.a.3 Implement airport improvements consistent with the Mammoth Yosemite Airport Master Plan and the Airport Land Use Plan for the Mammoth Yosemite Airport.
- VII.3.A.a.4 Seek state and federal funding for Airport improvements.

All development projects within the jurisdiction of the Airport Land Use Plan would undergo environmental and design review on a site-specific basis, per FAA requirements to ensure that facilities and structures would be located in a way that would not have substantial safety affects. In addition, the policies and implementation measures contained in the Updated Plan would ensure that airport improvements are consistent with the Mammoth Yosemite Airport Master Plan and the Airport Land Use Plan for the Mammoth Yosemite Airport (VII.3.A.a.3) and that the Town promote the maintenance and improvement of general and commercial aviation facilities in a manner that is compatible with surrounding land uses (VII.3.A.a.1). Therefore, the Updated Plan's policies and implementation measures, along with project-specific FAA design and site review, would reduce impacts regarding aviation facilities and associated air traffic patterns to a less than significant level

### **Mitigation Measures**

The Updated Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks and therefore, no mitigation measures are required.

### **Level of Significance After Mitigation**

Impacts regarding aviation facilities and associated air traffic patterns would be less than significant.

***Issue 4.13-4:** Would development associated with implementation of the Updated Plan substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Discussion:** The Updated Plan does not specify design features for roads. Subsequent CEQA review would be conducted at such time as specific road improvements are proposed. The information needed to perform an environmental evaluation of design features is not available now and it is not reasonable to assume that unsafe designs would be approved. As future development projects are implemented, site-specific design review per CEQA requirements would be conducted by the Town of Mammoth Lakes, including Mammoth Lakes Fire Protection District~~the Fire Department~~, to ensure that design features or incompatible uses do not substantially increase hazards.

### **Policies and Implementation Measures in the Updated Plan**

The Updated Plan proposes the adoption of the following ~~policies~~policies and implementation measures to reduce potential impacts regarding design features or incompatible uses:

- II.1.A.b.1 School facilities shall be located to allow for pedestrian, bicycle, and vehicular access, including the provisions of traffic calming measures, where appropriate, in the vicinity of schools.
- VII.1.A.a.1 The Town shall work with the Parks and Recreation Commission to continue implementation of the Mammoth Lakes Trail System Plan and the General Bikeway Plan to establish a comprehensive and safe system of bicycle routes and pedestrian trails for short range commuting, shopping trips, and for recreational use.
- VII.1.A.a.3 The Town shall provide a high-quality pedestrian environment (including amenities such as benches, shuttle shelters, street lights, protected roadway crossings, and snow removal along sidewalks) throughout all commercial districts to encourage pedestrian travel as well as economic activity.
- VII.1.B.a.1 The Town shall plan for, design, and regulate roadways in accordance with the functional classification system described in this element, as shown in the Circulation Plan.
- VII.1.B.a.4 At intersections on arterial roads, ensure that traffic control devices and other traffic safety and operational improvements are installed for the safe and efficient movement of all types of traffic and pedestrians, and provide levels of service that conform to these policies. Lighting will be evaluated to ensure it meets safety standards and conforms to adopted Town standards.

- II.1.C.a.2 As part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, the Town Shall require that new development adequately mitigates its impact on: fire protection, water availability, public safety, transit services, parking availability, street capacity, workforce housing availability, road capacity, and pedestrian connectivity.
- VII.1.D.a.2 The Town shall, where feasible, separate pedestrian traffic from travel lanes and along the shoulders of arterial roads. Establish travel patterns for the safe movement of pedestrians on these roads and along school routes with sufficient pedestrian activity.
- VII.3.B.a.3 The Town shall work with the Mono Local Transportation Commission, Mono County, and Caltrans to promote the development of crosswalks, sidewalks, neck-downs for crosswalks, public sitting areas, pedestrian trails, bike tails, and cross-country ski trails in the new development areas in order to enhance safety, complement the non-motorized vehicle trails, and promote a pedestrian atmosphere locally and regionally.
- VI.2.A.a.2 Narrower roads shall be permitted for areas that serve lower density development provided that they meet the requirements of the local public safety agencies.
- VI.2.C.a.1 The Town shall continue to work and partner with Caltrans on improving pedestrian safety along Main Street.
- VI.2.C.a.5 The Town shall narrow roadways where appropriate to reduce vehicle speeds and reduce total paved areas.
- VII.1.B.d.2 The Town should consider the modification of street geometry to address documented traffic speed, neighborhood cut-through, or safety issues. Any modification must be carefully evaluated in light of potential emergency response and snow removal impacts.

While policies and measures in the Updated Plan do not specifically address design features for roads, Policy II.1.C.a.2 requires that as part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, that new development would adequately mitigate its potential impact on public safety, which includes hazards due to a design feature or incompatible uses. Emergency providers would review any modifications to roadways to ensure that emergency service would not be impacted. Implementation of the Town design review requirements, along with the Updated Plan policies and implementation measures,

would reduce impacts regarding hazards due to a design feature or incompatible uses to a less than significant level.

### **Mitigation Measures**

Implementation of the Updated Plan would not result in impacts regarding hazards due to a design feature or incompatible uses. Therefore, no mitigation measures are required.

### **Level of Significance After Mitigation**

Impacts regarding design features or incompatible uses would be less than significant.

*Issue 4.13-5: Would development associated with implementation of the Updated Plan result in inadequate emergency access?*

**Discussion:** The Updated Plan would allow intensification of land uses, including at the major resort nodes of North Village, Snow Creek and Juniper Ridge. The North Village site encompasses land at the intersection of Minaret and SR 203, which represent the two emergency evacuation routes. As shown in the tables above, the intersection of Minaret at Main would operate at buildout (on a peak Saturday) at a Level of Service D after application of the recommended mitigation measures. Major catastrophes that could result in mass evacuations include snowstorms, wildfires and earthquakes. If a natural disaster were to occur at a time when roads are blocked or restricted, inadequate emergency access could occur.

### **Policies and Implementation Measures in the Updated Plan**

The Updated Plan proposes the adoption of the following ~~policies~~policies and implementation measures to reduce potential impacts regarding emergency access:

- II.3.A.b.6 The Town shall maintain an Emergency Plan for Mammoth Lakes which sets forth the responsibilities, functions, and operations of the Town government and its interrelationship with other agencies and jurisdictions which provide services during an emergency.
- II.3.A.b.7 The Town shall develop and maintain an emergency notification and information system to minimize loss of life during a time of emergency.
- II.4.C.a.2 The Town shall establish appropriate evacuation routes, and incorporate them into the Emergency Preparedness and Response Plan.

VII.1.B.c.4 To aid the access of emergency vehicles and the evacuation of residents and visitors, secondary access routes should be provided and maintained to all portions of the community, consistent with the Mammoth Lakes Fire Protection District requirements.

The Updated Plan includes ~~polices~~policies and implementation measures to ensure that the Town of Mammoth Lakes Emergency Operations Plan for Mammoth Lakes which was adopted in 2001 and revised in 2004, would be maintained and that appropriate evacuation routes would be incorporated into the Emergency Preparedness and Response Plan. In addition, all development projects would be subject to project-specific environmental and design review, which includes review of the provision of adequate emergency access. The Updated Plan, as with the existing General Plan, allows for future growth of the community. The increase in growth would result in an increase in traffic as well as an increase in the number of persons that may need to be evacuated. The Town encounters potentially restricted access routes during the winter months. In the event that a natural disaster were to occur at a time when access were restricted, evacuation would be more difficult. However, secondary access routes, as required by Measure VVI.1.B.c.4 are provided and maintained. With the various policies and measures regarding emergency access and the Town's Emergency Operations Plan (2001), development associated with implementation of the Updated Plan would result in a less than significant impact with regard to emergency access.

With regard to implementation measures that could result in impacts, Measure VI.2.A.a.2 allows narrower roads in areas that serve lower density development and Measure VII.1.B.d.2 allows the Town to consider the modification of street geometry to address documented traffic speed, neighborhood cut-through, or safety issues. In both cases, the measures require that public safety must be maintained, which would occur through evaluation of the street by agencies providing emergency services. Therefore, no impact would result from the implementation of these measures.

### **Mitigation Measures**

The Updated Plan would result in a less than significant impact with regard to emergency access. Therefore, no mitigation measures are required.

### **Level of Significance After Mitigation Measures**

With the various policies and measures regarding emergency access and the Town's Emergency Operations Plan (2001), development associated with implementation of the Updated Plan would result in a less than significant impact with regard to emergency access.

**Issue 4.13-6:** *Would development associated with implementation of the Updated Plan result in inadequate parking capacity?*

**Discussion:** As stated in the Existing Conditions section, many of the commercial areas within the Town currently lack adequate parking supply as determined by the Town's municipal code.<sup>69</sup> Buildout of the Updated Plan as with the existing General Plan, would result in more cars within the Town. Accordingly, with respect to parking, while the Town requires all new development to have adequate, convenient parking, the increased traffic may become a burden on existing commercial and retail centers as more people frequent those businesses, thus creating greater competition of the fixed number of parking spaces.

### **Policies and Implementation Measures in the Updated Plan**

The Updated Plan proposes the adoption of ~~polices~~policies and implementation measures to reduce potential parking impacts. These policies and measures are described below.

- II.1.C.a.2 As part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, the Town Shall require that new development adequately mitigates its impact on: fire protection, water availability, public safety, transit services, parking availability, street capacity, workforce housing availability, road capacity, and pedestrian connectivity.
- IV.1.F.c.4 Encourage the use of shared parking facilities, such as through parking districts or other mechanisms, in a manner that maintains and, where feasible, enhances accessibility to recreation, commercial, and residential areas within and adjacent to the community.
- IV.1.F.d.3 In cooperation with Village businesses and property owners, undertake a comprehensive review of parking needs in the Village and develop a comprehensive strategy for parking, which may address, but not be limited to, consideration of the development of a Town owned lot, formation of a parking improvement district, developer contributions to parking improvements, and other measures as appropriate.
- VII.1.B.c.1 The Town shall require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may potentially result in significant traffic impacts. Level of service shall be computed according to the

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<sup>69</sup> *Mammoth Lakes 2005 Parking Study, prepared by LSC Transportation Consultants, Inc., May 20, 2005.*

methodology presented in the Highway Capacity Manual. Cumulative impacts shall be modeled assuming full build-out of the General Plan.

- VII.1.F.a.1 The Town shall reevaluate the parking requirements presented in Title 17 (Zoning) of the Town Municipal Code to ensure that new development provides adequate and appropriate parking.
- VII.1.F.a.2 The Town shall evaluate options for shared parking, covered parking, fee parking, and other parking alternatives to ensure that there is adequate parking available Town-wide.
- VII.1.F.a.4 The Town shall encourage the shared use of existing parking facilities for day visitor parking (such as the use of school parking on weekends and in the summer and the use of golf course parking in the winter) and develop tour bus parking facilities served by the community transit system.
- VII.1.F.a.5 Parking facilities shall be strategically located to promote visitors parking their vehicles and using alternate modes of transportation.
- VII.2.B.a.2 Transit and parking management strategies that encourage visitors to leave their private vehicles at their lodging property throughout the course of their stay shall be developed.

As stated in this section, policies and implementation measures contained in the General Plan would require that as part of the future project review process, conditions of approval and implementation of the Development Impact Fee schedule, that each development adequately mitigate its impact on parking availability (II.I.C.a.2). All development projects would be required to comply with Title 17 (Zoning) of the Town Municipal Code parking standards. In addition, Implementation Measure VII.1.F.a.1 requires that the Town reevaluate the parking requirements in Title 17 to ensure that the requirements result in adequate parking.

The Updated Plan also contains a measure that requires the Town to evaluate options for shared parking, covered parking, fee parking and other parking alternatives (IV.I.F.c.4). These implementation measures as well as compliance with the code requirements would ensure that future development would provide adequate parking. Therefore, compliance with the Town Municipal Code parking requirements and implementation of the Updated Plan policies and ~~implementation~~mitigation measures would ensure that parking impacts are reduced to a less than significant level.



## Mitigation Measures

No mitigation measures beyond the policies and/or implementation measures identified in the Updated Plan are required.

## Level of Significance After Mitigation

Impacts regarding parking would be less than significant.

*Issue 4.13-7: Would development associated with implementation of the Updated Plan conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**Discussion:** Implementation of the Updated Plan would create a significant demand for new labor, which would in turn add to the need for public transit options. Currently, public transportation facilities do not meet the needs of a sizeable portion of the Town's labor force. The project contains numerous policies and implementation measures to enhance alternative transportation facilities and programs (pedestrian, bicycle, bus).

## Policies and Implementation Measures in the Updated Plan

The Updated Plan proposes the adoption of ~~polices~~policies and implementation measures to reduce potential impacts regarding alternative transportation. These policies and measures are described below.

- I.7.B.c.3 The Town shall, in its review of proposed development projects, incorporate such measures which reduce projected total vehicle miles traveled. Examples of such measures include, but are not limited to, circulation system improvements, mass transit facilities, private shuttles, and design and location of facilities to encourage pedestrian circulation.
- II.1.B.b.1 Require that new development areas and associated community-wide facilities (open space resources, parks libraries, etc.) be linked and oriented to existing developed areas of the community through road networks, public transit systems, open space systems, bicycle, and pedestrian systems.
- II.1.C.a.2 As part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, the Town Shall require that new development adequately mitigates its impact on: fire protection, water availability, public safety, transit services, parking availability, street capacity, workforce housing availability, road capacity, and pedestrian connectivity.

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- VI.1.D.a.1 The Town, through development approvals and other Town programs shall support the development of land use patterns and mixed use developments that integrate residential and non-residential land uses, such that residents and visitors may easily walk or bike to shopping, services, and employment and leisure activities.
- VI.1.D.a.2 Require that new developments are linked to community-wide facilities (open space resources, parks, libraries, etc.) through road networks, public transit systems, open space systems, bicycle, and pedestrian routes.
- VII.1.A.a.1 The Town shall work with the Parks and Recreation Commission to continue implementation of the Mammoth Lakes Trail System Plan and the General Bikeway Plan to establish a comprehensive and safe system of bicycle routes and pedestrian trails for short range commuting, shopping trips, and for recreational use.
- VII.1.A.a.2 A paved trail or sidewalk connecting the North Village area with commercial properties along Main Street is a high priority.
- VII.1.A.a.3 The Town shall provide a high-quality pedestrian environment (including amenities such as benches, shuttle shelters, street lights, protected roadway crossings, and snow removal along sidewalks) throughout all commercial districts to encourage pedestrian travel as well as economic activity.
- VII.1.A.a.4 New bikeways shall be linked with other bikeways and parks to provide safe continuous routes.
- VII.1.A.a.5 The Town shall pursue all available sources of funding for the development and improvement of trails for non-motorized transportation.
- VII.1.A.a.6 The Town, through the development approval process, shall require developers to finance and install pedestrian walkways, and multi-use trails in new development, consistent with adopted plans and policies, or as appropriate and necessary to address circulation needs.
- VII.1.A.a.7 Pedestrian overpasses are encouraged and incentivized.
- VII.1.A.a.8 An interconnected pedestrian network shall link Meridian Boulevard, Main Street, Minaret Road, and Old Mammoth Road as per the Sidewalk Master Plan.
- VII.1.B.a.4 At intersections on arterial roads, ensure that traffic control devices and other traffic safety and operational improvements are installed for the safe and efficient

movement of all types of traffic and pedestrians, and provide levels of service that conform to these policies. Lighting will be evaluated to ensure it meets safety standards and conforms to adopted Town standards.

- VII.1.B.b.4 Require new development to dedicate right-of-way consistent with adopted road standards. New development, as warranted, shall pay its fair share of roadway, pedestrian, transit, bicycle, and airport improvements.
- VII.1.D.a.3 Work with Caltrans to address existing deficiencies on State Route 203, such as frontage road operational problems, driveway issues, snow storage and removal, and poor pedestrian conditions, while improving the visual and pedestrian qualities of the corridor.
- VII.1.F.a.6 The use of alternative transportation modes as a means of reducing parking demand shall be encouraged.
- VII.1.F.a.8 Promote the use of shuttle transit services from development projects to major destinations in order to reduce parking demand.
- VII.1.F.a.9 The Zoning Code shall be revised to include bicycle parking standards in the Zoning Code. End of trip facilities such as bike lockers shall be encouraged.
- VII.2.A.a.2 Transportation studies for major development projects that address potential use of bicycle routes, pedestrian trail, and public transportation to mitigate traffic impacts shall be required.
- VII.2.A.a.3 Transient products shall be required to pay an annual Transit and Transportation Fee to the Town to be utilized for the provision of expanded transit services.
- VII.2.A.a.4 The Town shall work with other responsible agencies and organizations, including the Mono County Local Transportation Commission, Mono County, the US Forest Service, and the Mammoth Mountain Ski Area to ensure that all of the regions workforce, residents, and visitors have adequate transit opportunities.
- VII.2.B.a.2 Transit and parking management strategies that encourage visitors to leave their private vehicles at their lodging property throughout the course of their stay shall be developed.

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- VII.2.B.a.3 Pursue available sources of funding for capital and operating costs of transit services. Stable local sources of operation funding, in particular, are recognized as essential for the long-term success of the public transit program.
- VII.2.B.a.4 Consider the transit needs of seniors, disabled, low-income, and transit-dependent persons in making decisions regarding transit service, and in compliance with the Americans with Disabilities Act.
- VII.2.B.b.1 The Town shall encourage the clustering of land use density near established transit stops and the provision of convenient pedestrian connections to transit stops.
- VII.2.B.b.2 The development of an inter-modal transit center and secondary facilities to provide convenient transfers between different modes of transport, an attractive place to wait for public transit services, and a centralized location at which to obtain information on alternative modes of transportation.
- VII.2.B.b.3 Require new development to provide sheltered public transit stops with turnouts where appropriate. Consider development of turnouts in existing developed areas when roadway improvements are made, or as deemed necessary for traffic flow and public safety.
- VII.2.C.a.2 The Town shall actively pursue funding mechanisms to expand and improve commuter transit opportunities within the region.
- VII.3.A.a.5 Encourage the provision and use of transit and shuttle services connecting the Town with the Airport, rather than the use of rental cars.
- VII.3.B.a.3 The Town shall work with the Mono Local Transportation Commission, Mono County, and Caltrans to promote the development of crosswalks, sidewalks, neck-downs for crosswalks, public sitting areas, pedestrian trails, bike trails, and cross-country ski trails in the new development areas in order to enhance safety, complement the non-motorized vehicle trails, and promote a pedestrian atmosphere locally and regionally.
- VI.2.C.a.1 The Town shall continue to work and partner with Caltrans on improving pedestrian safety along Main Street.
- VI.3.B.a.2 The Town shall provide mixed-use pedestrian scale zoning and development standards for the Old Mammoth Commercial Corridor. Encourage government, arts, entertainment, recreation, business facilities, and residential uses to be mixed

in multi-story buildings with sidewalk orientation and off-site parking to facilitate the development of a major social and economic activity in the community.

- VII.2.A.a.1 Consider the need for future transit facility right-of-way in reviewing and approving plans for development and roadway construction or improvements. Incorporate features to encourage transit and reserve right-of-way for future transit access in plans for new growth areas. Transit right-of-way may either be exclusive or shared with other vehicles.

As stated in this section, policies and implementation measures contained in the General Plan would expand the existing trail, sidewalk and bicycle network, which support the use of alternative modes of transportation. Additionally, public transit facilities and options would be expanded to reduce visitors and residents reliance on private automobiles. Implementation of the Updated Plan's policies and implementation measures would ensure that impacts and/or conflicts to adopted policies, plans, or programs supporting alternative are reduced to a less than significant level.

### **Mitigation Measures**

The Updated Plan would not result in development that would conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, no mitigation measures are required.

### **Level of Significance After Mitigation**

Impacts regarding alternative transportation would be less than significant.