

Appendix F

Mammoth Lakes Vehicle Miles Traveled Analysis Comparison with 1990 Study (LSC, 2012)



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TECHNICAL MEMORANDUM

DATE: September 10, 2012

TO: Ellen Clark, Town of Mammoth Lakes

FROM: Sara Hawley, PE and Leslie Suen, EIT, LSC Transportation Consultants, Inc.

SUBJECT: Mammoth Lakes Vehicle Miles Traveled Analysis – Comparison with 1990 Study

As requested, LSC Transportation Consultants, Inc. has completed an additional analysis of Vehicle Miles Traveled (VMT) for the Town of Mammoth Lakes to compare the 2012 VMT analysis to the previous 1990 Air Quality Management Plan (AQMP) VMT Study. First, the VMT on each roadway in the 1990 study was estimated, and the results are listed in Table A. As discussed in the 2012 VMT analysis memorandum, there are more miles of roadway included in the current TransCAD model than in the 1990 study. The VMT in the current TransCAD model was estimated for only those roadway segments included in the 1990 study. As shown in the right columns in Table A, a total of approximately 80,586 existing VMT and 110,641 future VMT are estimated on those roadways included in the 1990 study. Of the total existing VMT in the current TransCAD model network (144,192), about 56 percent are reflected on the roadways included in the 1990 study. Similarly, of the total future VMT in the current model (179,708), about 62 percent occur on roadways included on the 1990 study. The remaining VMT occurs on the smaller roads that were not included in the 1990 study. Note that these figures are based on peak-day conditions, consistent with the 1990 study.

The following findings are made regarding the VMT on the roadways included in the 1990 Study:

- Overall, the VMT in Mammoth Lakes has increased from approximately 66,275 in 1990 to approximately 80,856 in 2009. This equates to a total increase of approximately 22 percent over 19 years.
- In 1990, the future forecast indicated that the existing VMT would increase by more than double (approximately 222 percent) by 2005. Given that the VMT in 2009 was only slightly higher than the VMT in 1990, this high rate of growth has not occurred.
- The future (2005) VMT forecasts made in 1990 are much higher than the future (2030) forecasts in the current TransCAD model, reflecting that the growth rate has decreased since 1990 and future development is expected to occur at a slower rate. Based on the current TransCAD model, VMT on the roadways included in the 1990 study is expected to increase by a total of 37 percent from 2009 to 2030.

Table A: Vehicle Miles Traveled (VMT) Comparison

Roadway	From	To	Estimated VMT in 1990 Air Quality Management Plan Study		2011 TransCAD Model VMT	
			Existing (1990)	Future (2005)	Existing (2009)	Future (2030)
SR203/Main Street	Meridian Blvd	Minaret Road	23,625	27,790	25,331	28,373
Lake Mary Road	Minaret Road	Twin Lakes Parking Lot	5,700	11,215	4,526	4,952
Meridian Blvd	Majestic Pines Road	Highway 203	6,650	25,150	13,115	17,967
Old Mammoth Road	Main Street	Ranch Road	11,900	20,635	13,448	16,839
Old Mammoth Road ¹	Ranch Road	Red Fir Rd	-			
Sherwin Creek (Old Mammoth Road Extension) ²	Old Mammoth Road	South 0.1 miles	-	350	-	-
Forest Trail	Main Street	Minaret Road	1,500	1,500	1,422	3,220
Canyon Blvd	Lake Mary Road ³	Canyon Lodge Parking	2,400	4,980	1,175	5,982
Lakeview Blvd	Canyon Lodge Parking	Canyon Blvd (East)	5,000	7,100	3,421	3,378
Kelley/Majestic Pines ⁴	Lake Mary Road	Meridian Blvd	750	2,800	1,175	1,489
Majestic Pines Extension	Meridian Blvd	Old Mammoth Road	-	3,000	-	-
SR203/Minaret Road	Main Street	Scenic Loop Road	8,750	16,160	9,608	10,878
Minaret Road	Main Street	Old Mammoth Road	-	26,235	7,364	17,564
Total			66,275	146,915	80,586	110,641
Total VMT of all roadways included in the 2011 TransCAD Model					144,192	179,708
Portion of VMT included on the 1990 Study roadways					56%	62%

Note 1: The segment of Old Mammoth Road from Ranch Road to Red Fir Road did not exist in 1990.

Note 2: The Old Mammoth Road Extension is not included in the TransCAD model.

Note 3: In the 1990 VMT Study, Canyon Blvd is assumed to start at Minaret Road, consistent with its previous alignment.

Note 4: The Majestic Pines Extension is not included in the TransCAD model.

Source: LSC Transportation Consultants, Inc.