



LABSS Supplemental Materials

Public Meeting #3: Lakes Basin Mobility & Transportation

Welcome to the Lakes Basin Special Study

Public Meeting #3:

“Lakes Basin Mobility and Transportation”

“Visions for the Mammoth Lakes Basin: Update”

“Transportation in the Mammoth Lakes Basin”

“Existing Transportation and Future Opportunities”

Working Session: “Exploring Transportation Solutions in the
Mammoth Lakes Basin”

Closing Comments and Next Steps

October 28, 2010 - 5:30 p.m. to 8:30 p.m.

The Westin Monache Resort

Please hold down your conversation while the webinar audience is being brought on line...

Special Thanks to the Westin Monache Resort



Welcome to the Lakes Basin Special Study

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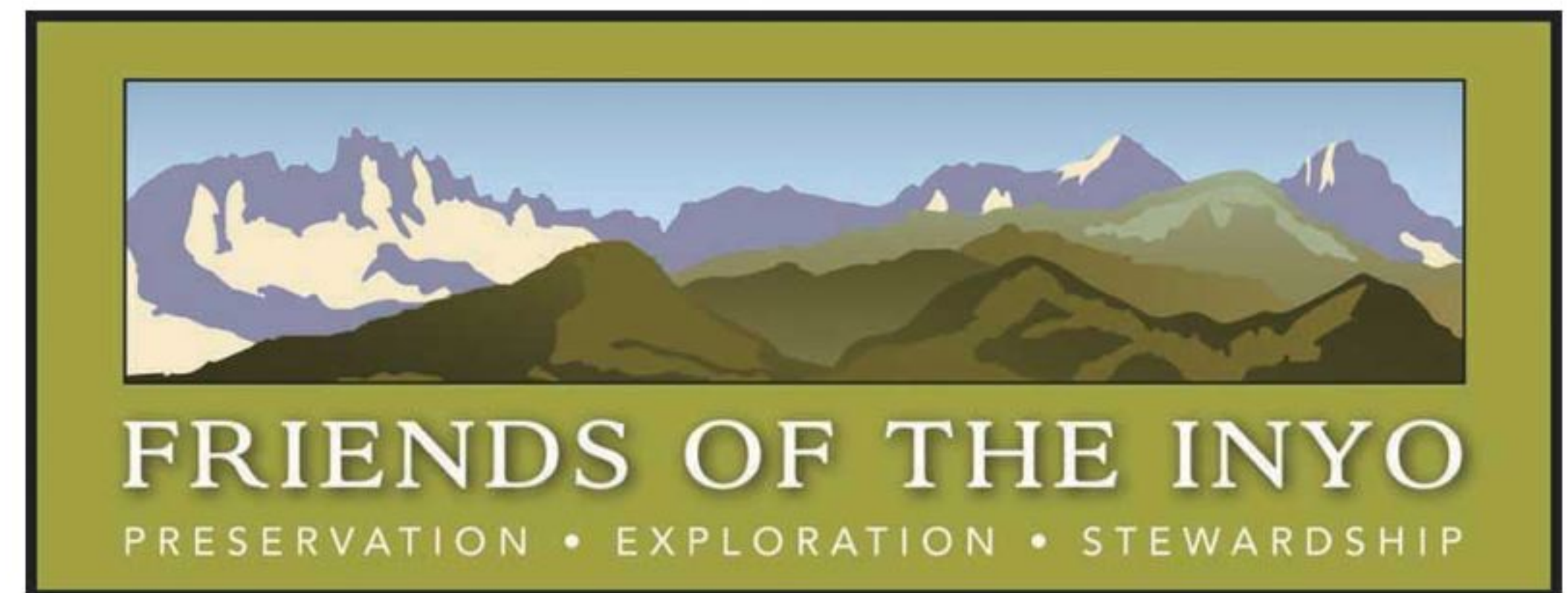
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The Westin Monache Resort

- Stacy Corless
- Executive Director, Friends of the Inyo
- stacy@friendsoftheinyo.org



Web Site

www.mltpa.org

Blog

<http://labss.wordpress.com/>

Face Book

<http://www.facebook.com/pages/Lakes-Basin-Special-Study-LABSS/117785138270241?ref=ts>

Email + Telephone

labss@mltpa.org 760 934 3154

Welcome!

Thank you for joining the study!

- Thank you for taking the time to become involved in YOUR public lands
- Thank you to the Sierra Nevada Conservancy
- Thank you to our partner organizations
- Thank you to The Westin Monache Resort

Public Meeting #1



Welcome and Introduction to LABSS

Stacy Corless, Friends of the Inyo

“Visions for the Mammoth Lakes Basin: Update”

Jon Kazmierski, Inyo National Forest

“Transportation in the Mammoth Lakes Basin”

Ray Jarvis, Town of Mammoth Lakes

“Existing Transportation and Future Opportunities”

Jessica Morriss, Town of Mammoth Lakes

“Working Session - Exploring Solutions at Five Recreation Nodes”

Staff + Participants

“Closing Comments and Next Steps”

Mike Schlafmann, Inyo National Forest

Presenters

Jon Kazmierski

Recreation Staff Officer, Inyo National Forest

Ray Jarvis

Town of Mammoth Lakes

Jessica Morriss

Town of Mammoth Lakes

Mike Schlafmann

*Deputy District Ranger for the
Mammoth and Mono Basin Ranger Districts*

Partners



- Collaborative effort to examine current summer transportation and recreation situation in the Mammoth Lakes Basin, discuss management challenges, and explore possible solutions
- Identify a comprehensive vision
- Foundation for a future management plan
- 2 Year data collection effort
- Series of 3 public meetings
- Written report to be completed after 3rd meeting

“This proposal - The Mammoth Lakes Basin Interagency Collaborative Planning effort - seeks to build necessary interagency collaborative capacity for the long term benefit of the Mammoth Lakes Basin by engaging agencies in a collaborative planning effort with specified near term goals and deliverables.”

from the original SNC Grant Application

- Not a management plan
- No decisions will be made in this process/study
- Not subject to NEPA or CEQA

- Decision making process
- Subject to NEPA
- Structured public involvement process
- Proposed Action and Alternatives to the Proposed Action will be assessed for their effects on the environment. Environmental effects are disclosed to the public and the agency makes an informed decision.
- Late 2011/Early 2012

- An update on your visions for the future of the Mammoth Lakes Basin
- An introduction to transportation and mobility in the Mammoth Lake Basin
- A presentation on the existing transportation and mobility conditions in the Lakes Basin based on recently collected data
- Working Session - Everybody will be putting on the Managers' shoes!
- Closing remarks and Next Steps

Public Meeting #2



Public Meeting #2



Public Meeting #2



Public Meeting #2 - Team Webinar



- Jon Kazmierski
- Recreation Staff Officer, Inyo National Forest
- jkazmierski@fs.fed.us
- (760) 914-0296



What is your vision for the future of the Mammoth Lakes Basin?

- How will people experience the Lakes Basin?
- What kinds of facilities, opportunities, and amenities will be in the Lakes Basin?
- Where are those opportunities and amenities?

“Transportation in the Lakes Basin”

Ray Jarvis, Town of Mammoth Lakes

- Ray Jarvis
- Public Works Director, Town of Mammoth Lakes
- rjarvis@ci.mammoth-lakes.ca.us
- 760 934 8989 ext. 257



Ten Management Challenges

- Signage and Wayfinding
 - User Conflicts
 - Enforcement
- Lack of Information
- Infrastructure Not Meeting Demands
 - Watershed Erosion
- Sustainability of Resources
- Protection for Historical Resources
 - Interagency Cooperation
- Fuels Reduction/Fire Danger

Some Specific Transportation Management Challenges

- **User conflicts and Safety:** cars, pedestrians, cyclists, and equestrians sharing the same space
- **Parking:** lack of adequate capacity in some areas and unofficial “rogue” parking that causes watershed damage
- **Signage and wayfinding:** visitors have trouble finding their way
- **Infrastructure capacity:** limited road, pedestrian, and bicycle infrastructure
- **Transit:** encouraging ridership

- Access to the Mammoth Lakes Basin Area – “If you build it they will come”
 - Original roads constructed to provide access to mining operations (1870/80s)
 - Lake Mary Road improved by USFS in the 1920s to improve recreational access
- Easier access provides increased opportunity but also creates management challenges



■ Previous Planning – 45+ Years of Planning History

■ 1965 Management Plan

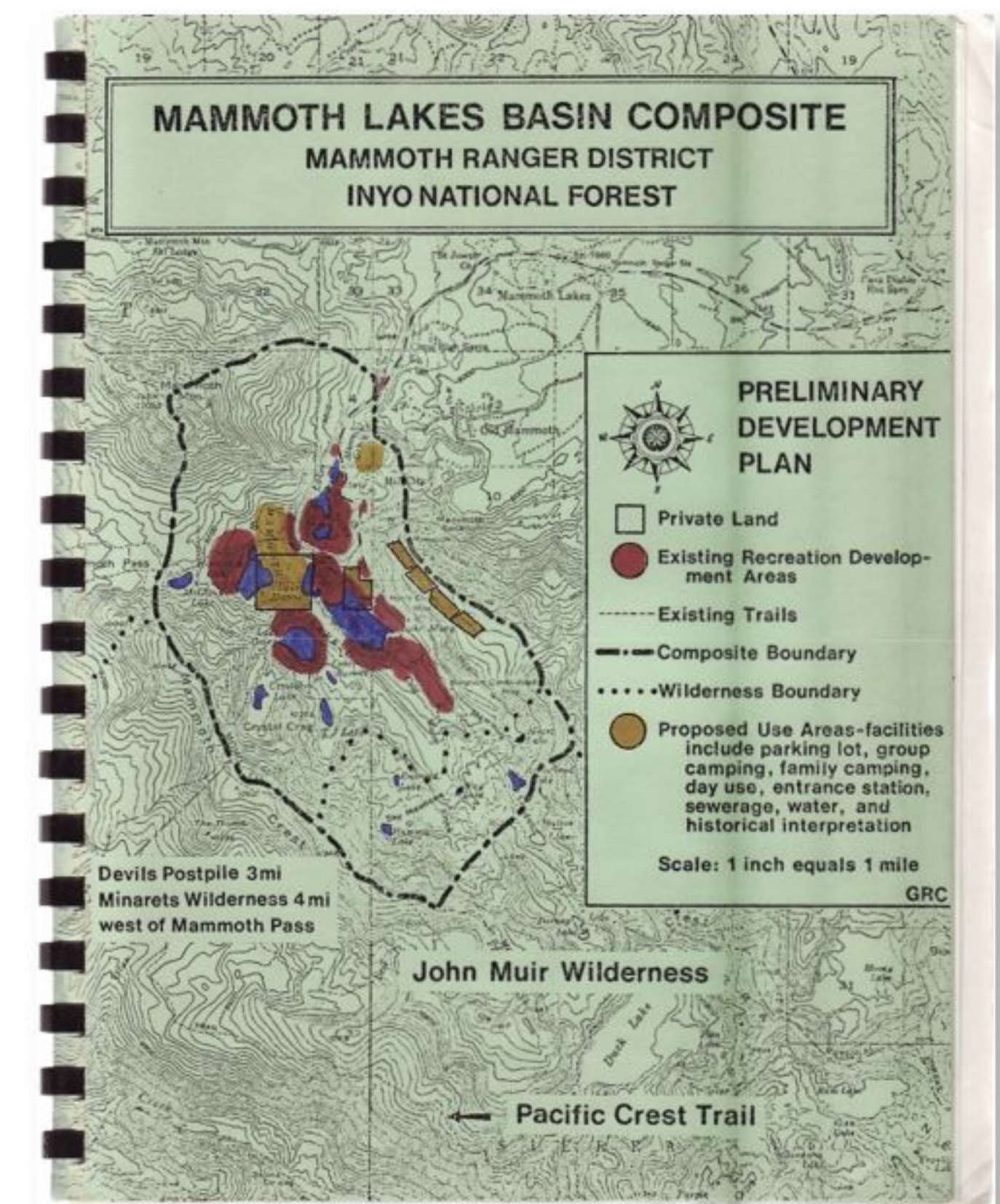
- Contemplated building a loop road between Horseshoe and Mamie Lakes, eliminating the “dead-end” at Horseshoe Lake
- Prohibited building of roads to Crystal, Barrett, TJ, and McLeod Lakes

■ 1970 and 1975 Management Plans

- Noted water quality concerns resulting from heavy recreation use around lakes
- Contemplated the elimination of private vehicles in the in conjunction with implementation of a public system and 500-car park and ride lot

■ 1996 Visitor Information Survey

- 96% traveled to the Basin by private vehicle
- At least 60% of visitors stay outside of the Basin
- Survey asked visitors about congestion and safety and how they felt about ideas such as “one-waying” Lake Mary Loop and implementing a transit system



- **Lakes Basin Transportation Committee 1999 – 2000**
 - Participants: USFS, Town of Mammoth Lakes, Mammoth Community Water District, Mammoth Mountain Ski Area, Permit holders
 - Explored the pros and cons of 26 transportation ideas:
 - Implement transit
 - One-way Lake Mary Loop to create parallel parking and increase pedestrian safety
 - Create a number of smaller parking lots
 - Eliminate private vehicle access
 - Implement a parking reservation system
 - Construct a multi-use path from Town to the Basin
 - Others...

■ Some past ideas have become reality

■ Lakes Basin Path

- 10 + years of planning
- Lower Twin Lake to Horseshoe complete November 2010
- Tunnel and Twin Lakes Loop complete in 2011

■ Free public transit system

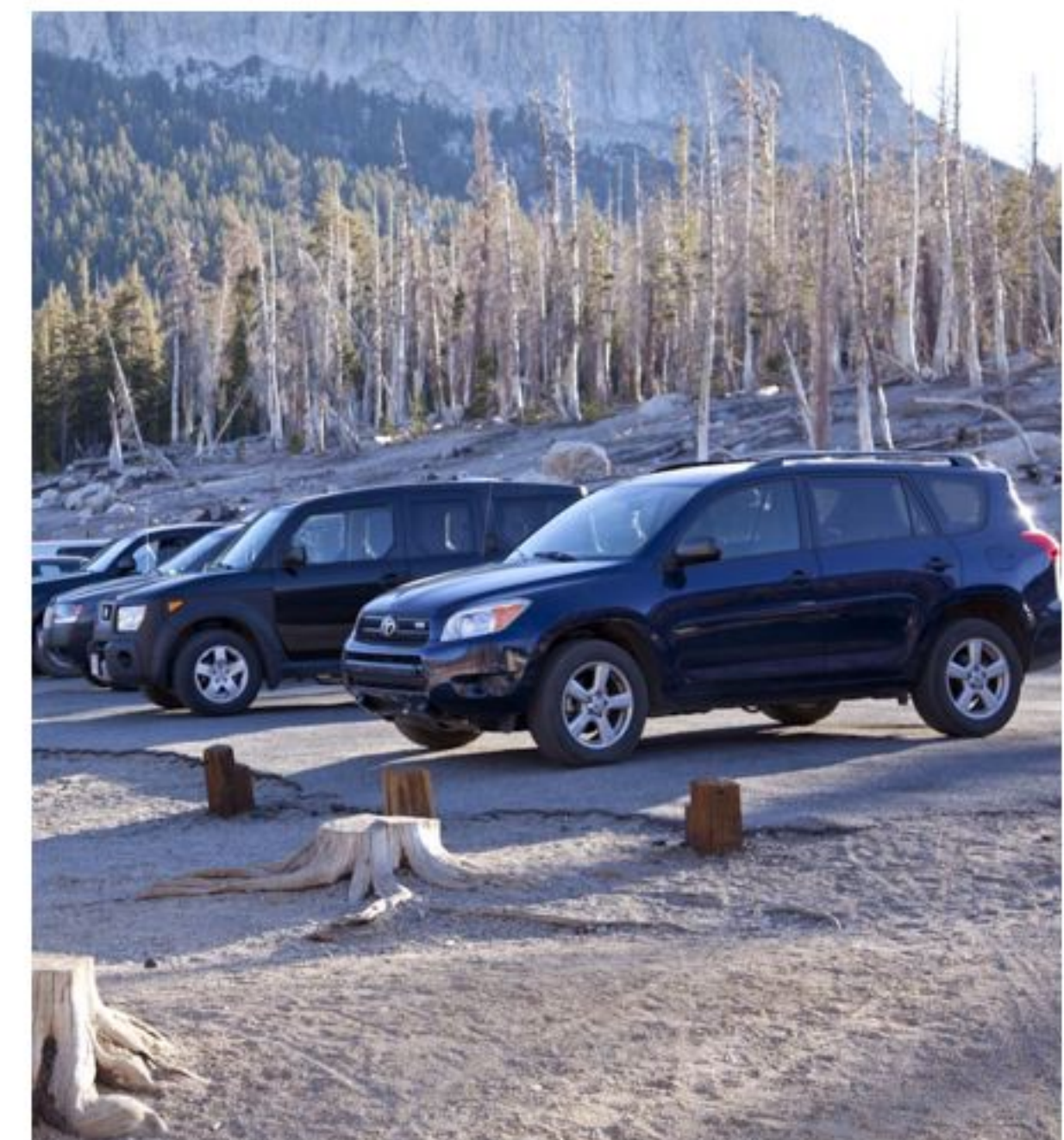
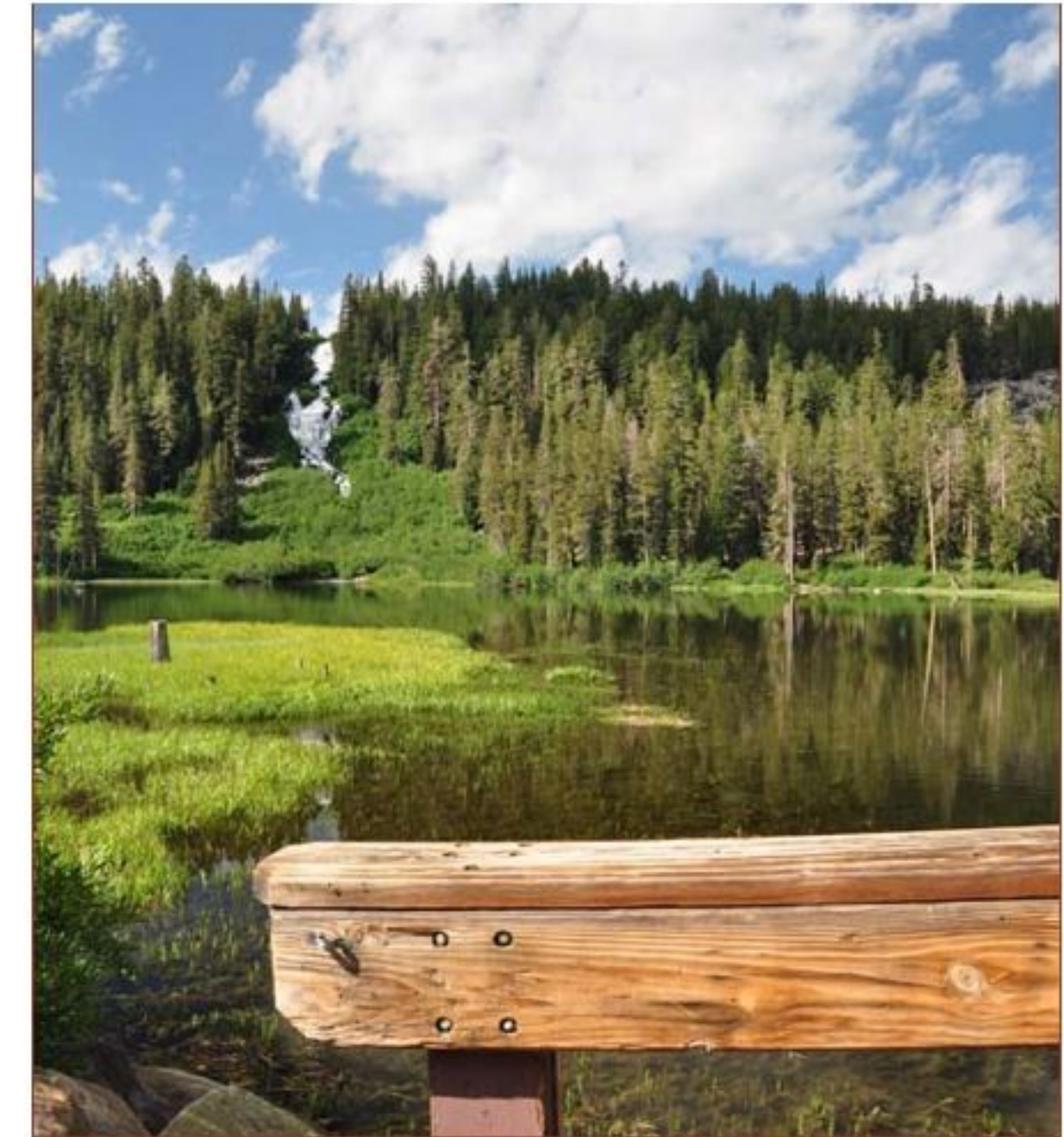
- Implemented in 2007
- New transit stop signage installed in 2010

■ Mammoth Lakes Trails System Signage

- Wayfinding and interpretive signage



- Some questions to think about:
 - How can we ensure that the Lakes Basin will be preserved for future generations to enjoy?
 - How can we maximize the user experience without sacrificing the natural resources in the Basin?
 - How can more effective transportation management and planning help to maximize the user experience and preserve the Lakes Basin?



“Existing Transportation and Future Opportunities”

Jessica Morriss, Town of Mammoth Lakes

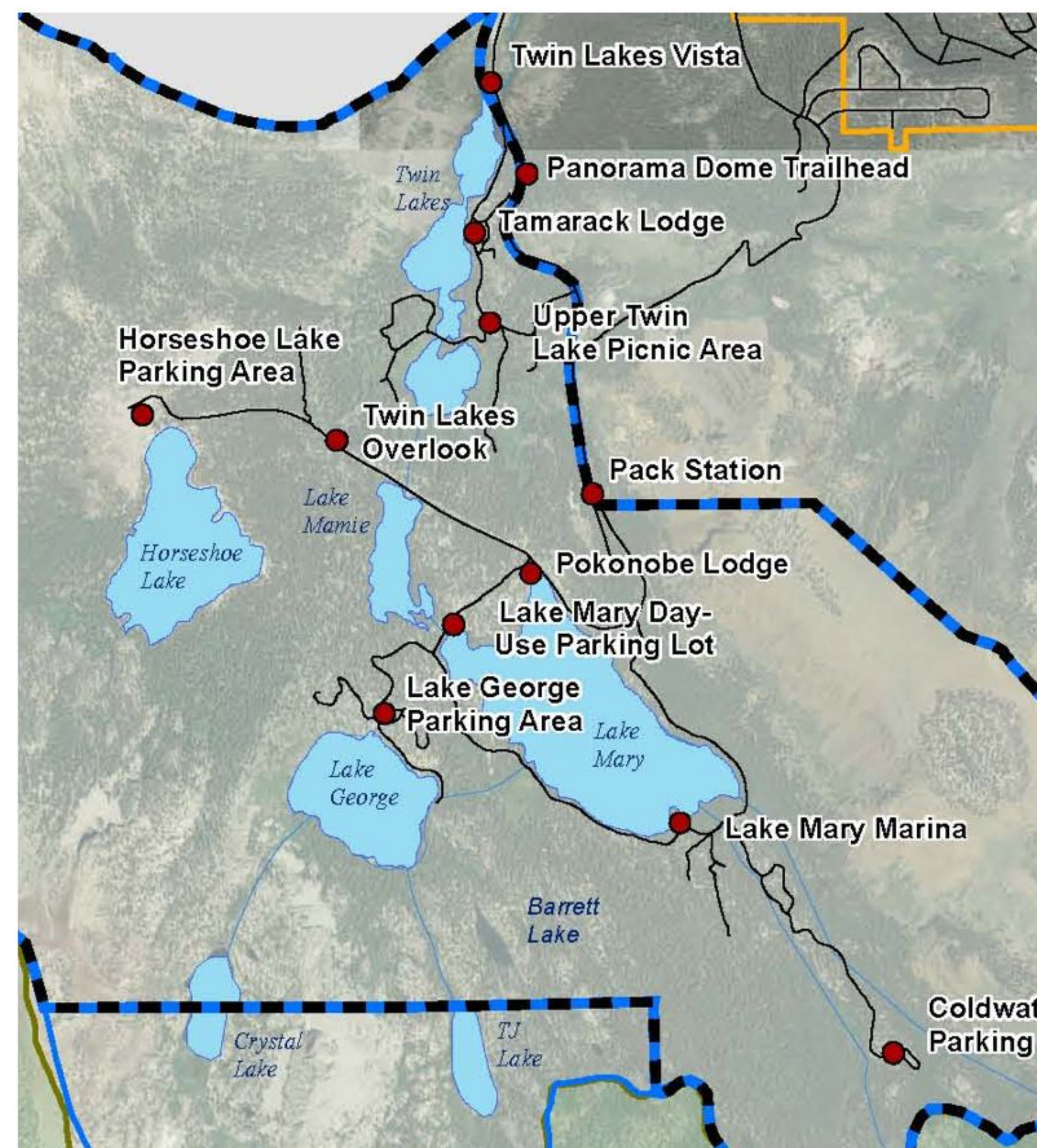
- Jessica Morriss
- Transportation Planner, Town of Mammoth Lakes
- jmorriss@ci.mammoth-lakes.ca.us
- 760 934 8989 ext. 225



- Data collection goals
 - Collect comprehensive baseline data:
 - Infrastructure
 - Vehicles
 - Pedestrians
 - Bicyclists
 - Transit
 - Document existing transportation patterns and identify issues
- Use on-the ground data + community & visitor input to explore solutions



- Who collected the data?
 - Community members
 - Friends of the Inyo
 - MLTPA
 - Town of Mammoth Lakes
- When was it collected?
 - mid-August through Labor Day weekend
- Where was it collected?
 - At 12 primary nodes within the Basin



How was the data collected

Lake George Road

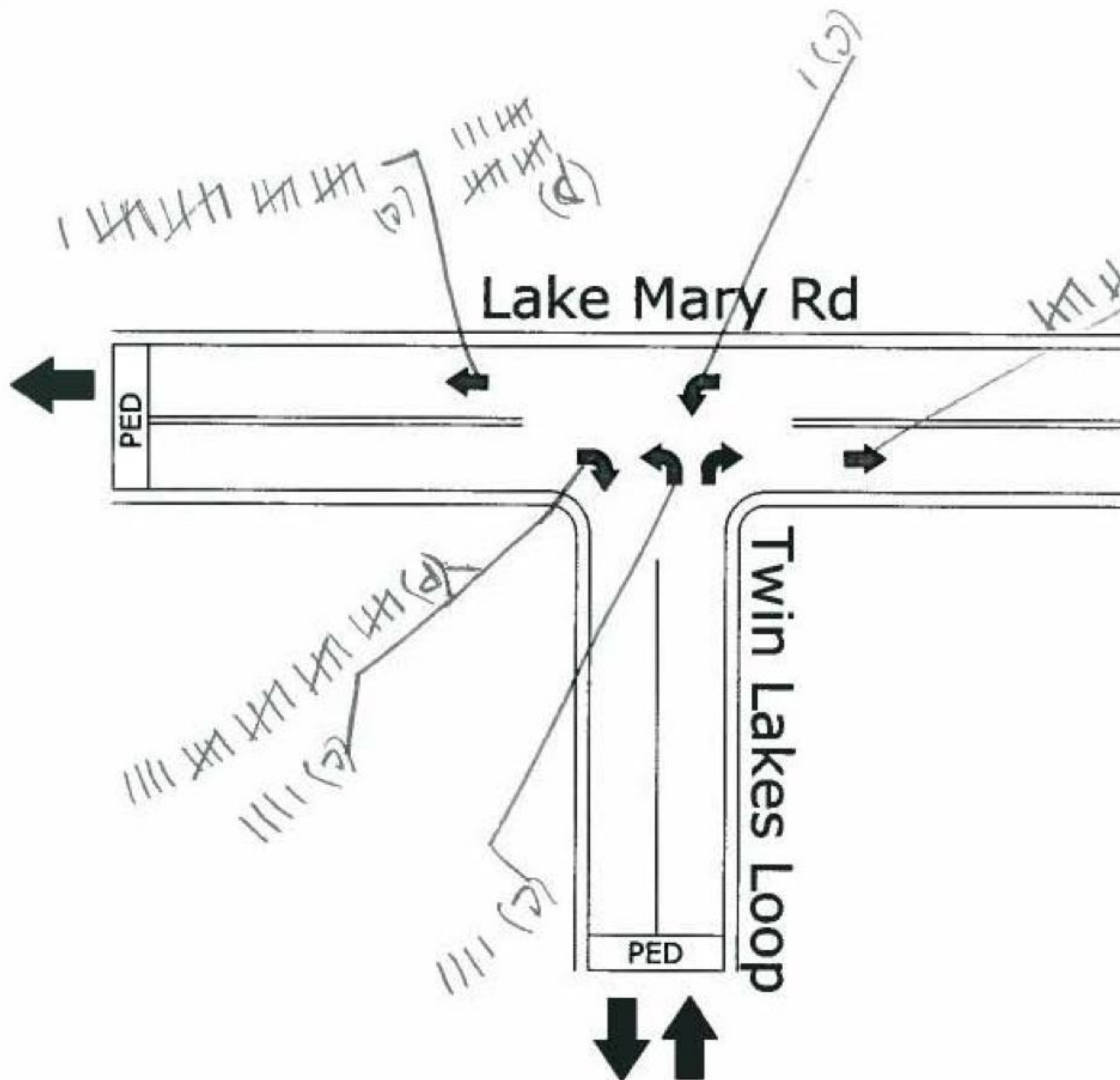
Between Lake Mary Road Loop and Parking Lot

Sunday, September 5, 2010

Name of Data Collector: _____

Instructions: Count parked vehicles on both sides of the road each hour, both on and off pavement.

Time	Vehicles on Road Segment	Notes
Before 7:00 AM	3	
7:00-8:00 AM	3	
8:00-9:00 AM	8	
9:00-10:00 AM	8	
10:00-11:00 AM	22	
11:00-12:00 PM	38	
12:00-1:00 PM	51	
1:00-2:00 PM	51	
2:00-3:00 PM	46	
3:00-4:00 PM	47	
4:00-5:00 PM	36	
5:00-6:00 PM	25	
6:00-7:00 PM	12	
Total	4	

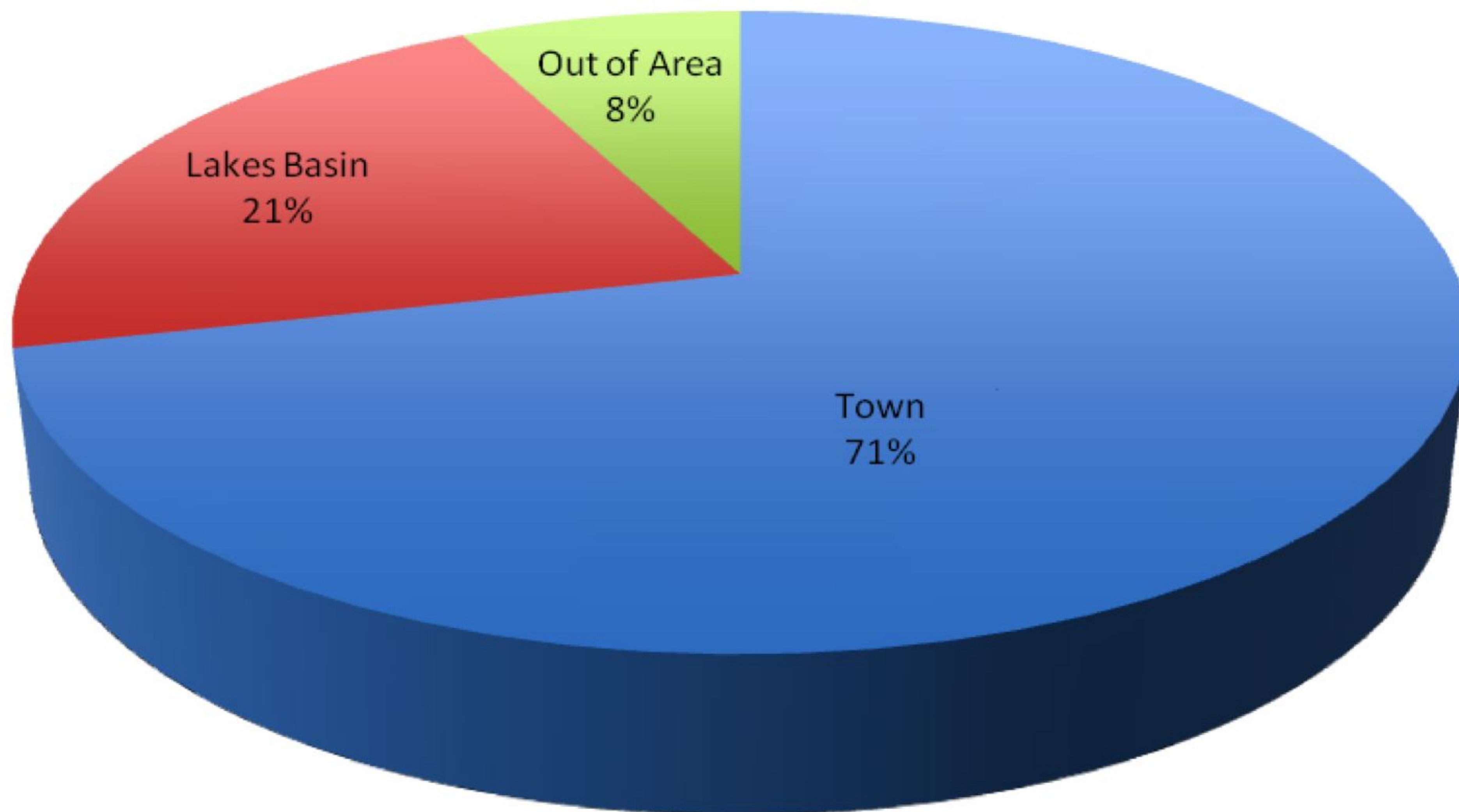


■ Roads

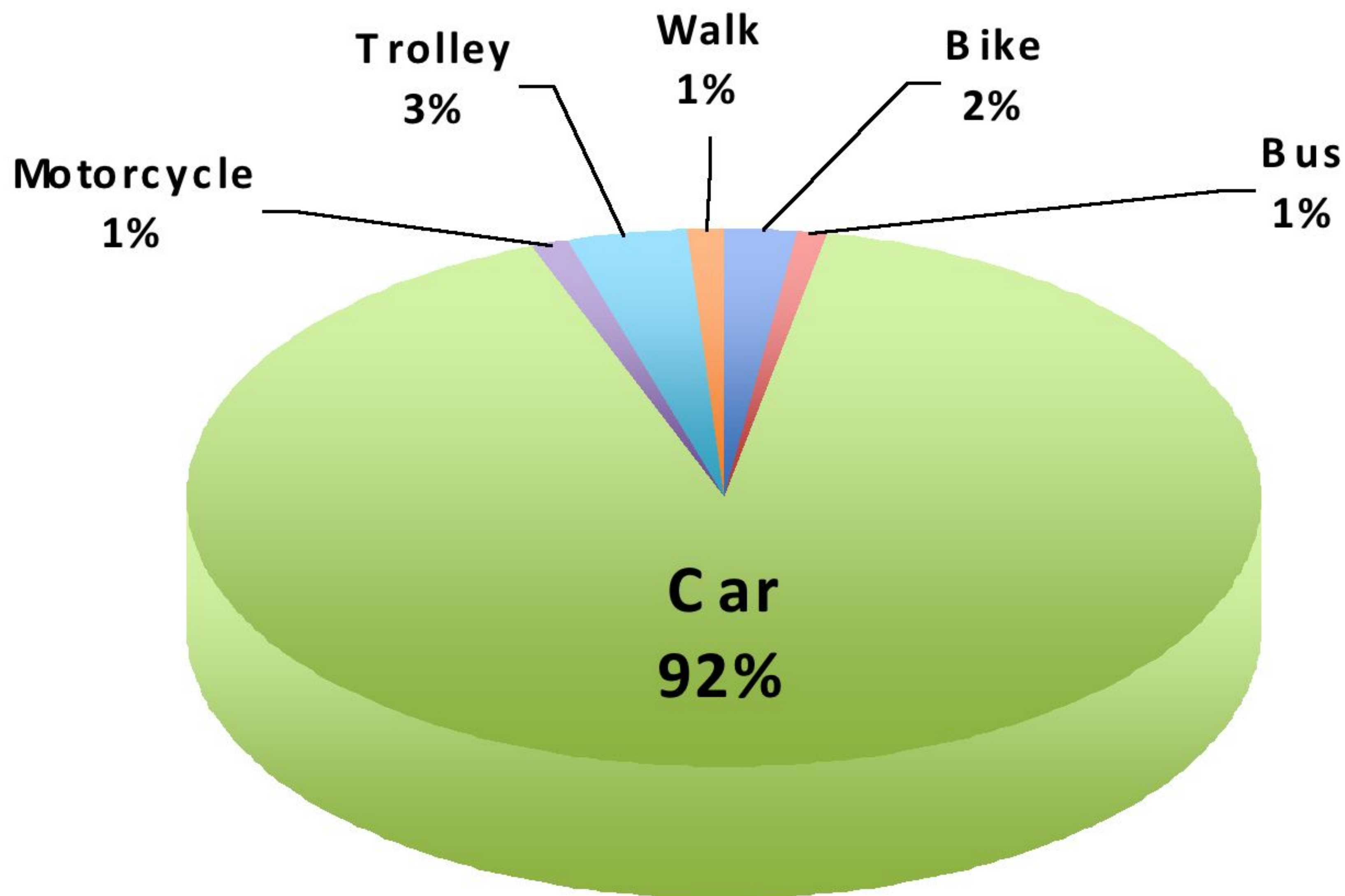
- Approximately 7 miles of paved roads
- Two vehicular access points
 - Lake Mary and
 - Old Mammoth Roads
- Roads are generally too narrow (substandard)
- All users share the road



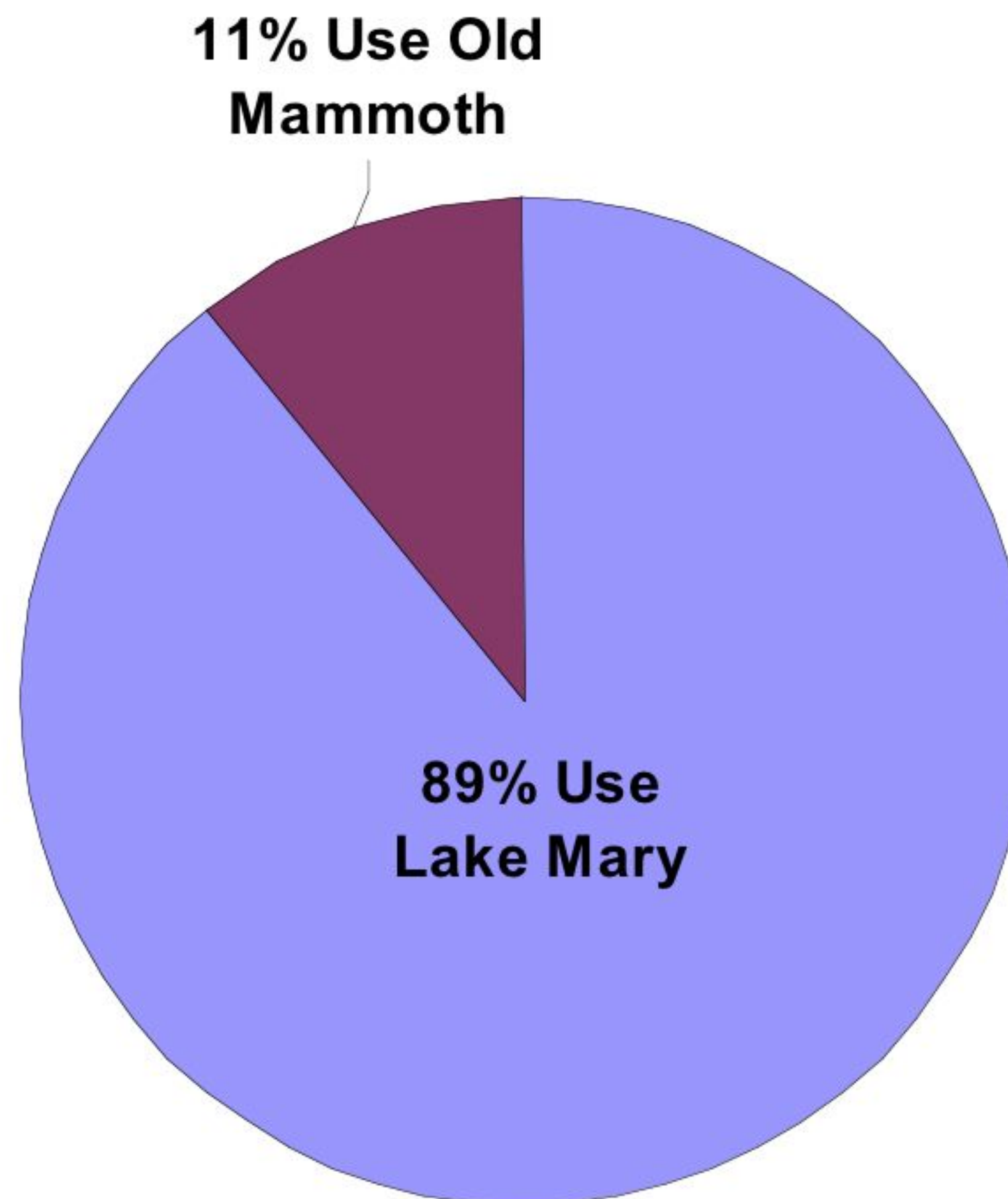
Visitor Origin – Where Do They Come From?



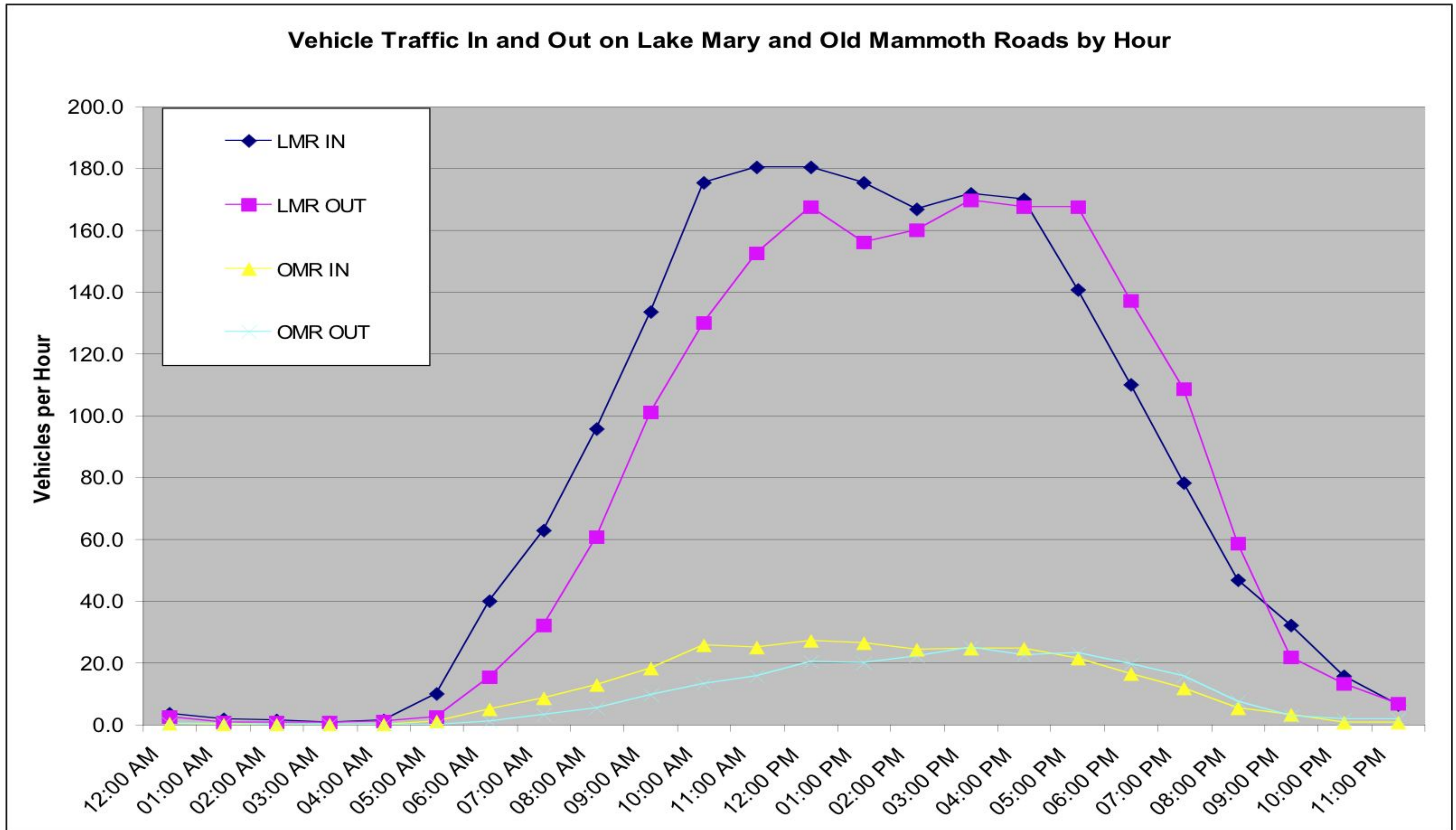
How Do They Get to the Lakes Basin?



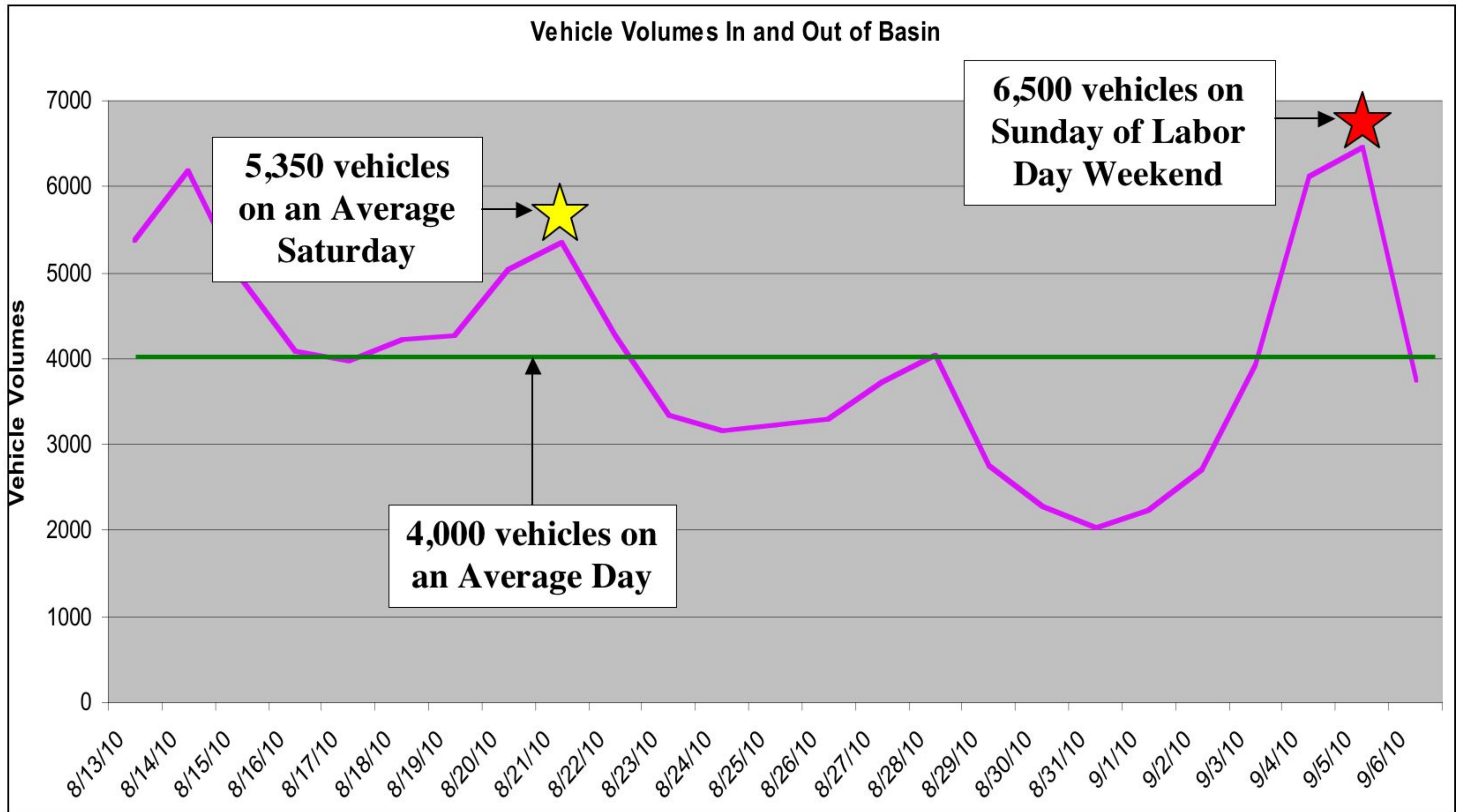
- Lake Mary Road vs Old Mammoth Road
 - 89 % use Lake Mary Road
 - 11 % use Old Mammoth Road



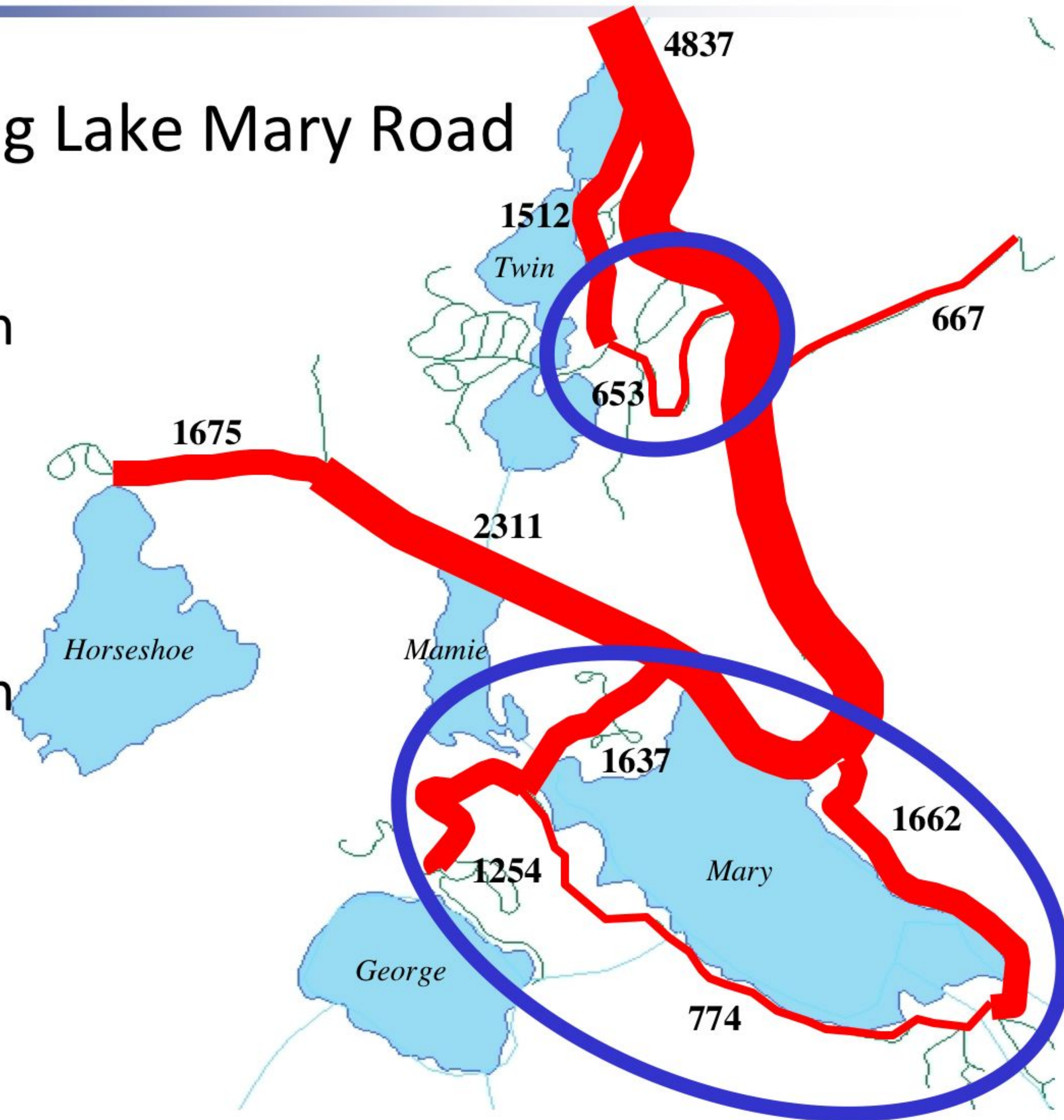
■ Lake Mary Road vs Old Mammoth Road



Vehicle Volumes Going In and Out of Basin



- Greatest volumes along Lake Mary Road
- Twin Lakes Loop
 - Lower volume between Twin Lakes Store and Lake Mary Road
- Lake Mary Loop
 - Lower volume between Coldwater and Lake George Road



■ Largest Growth

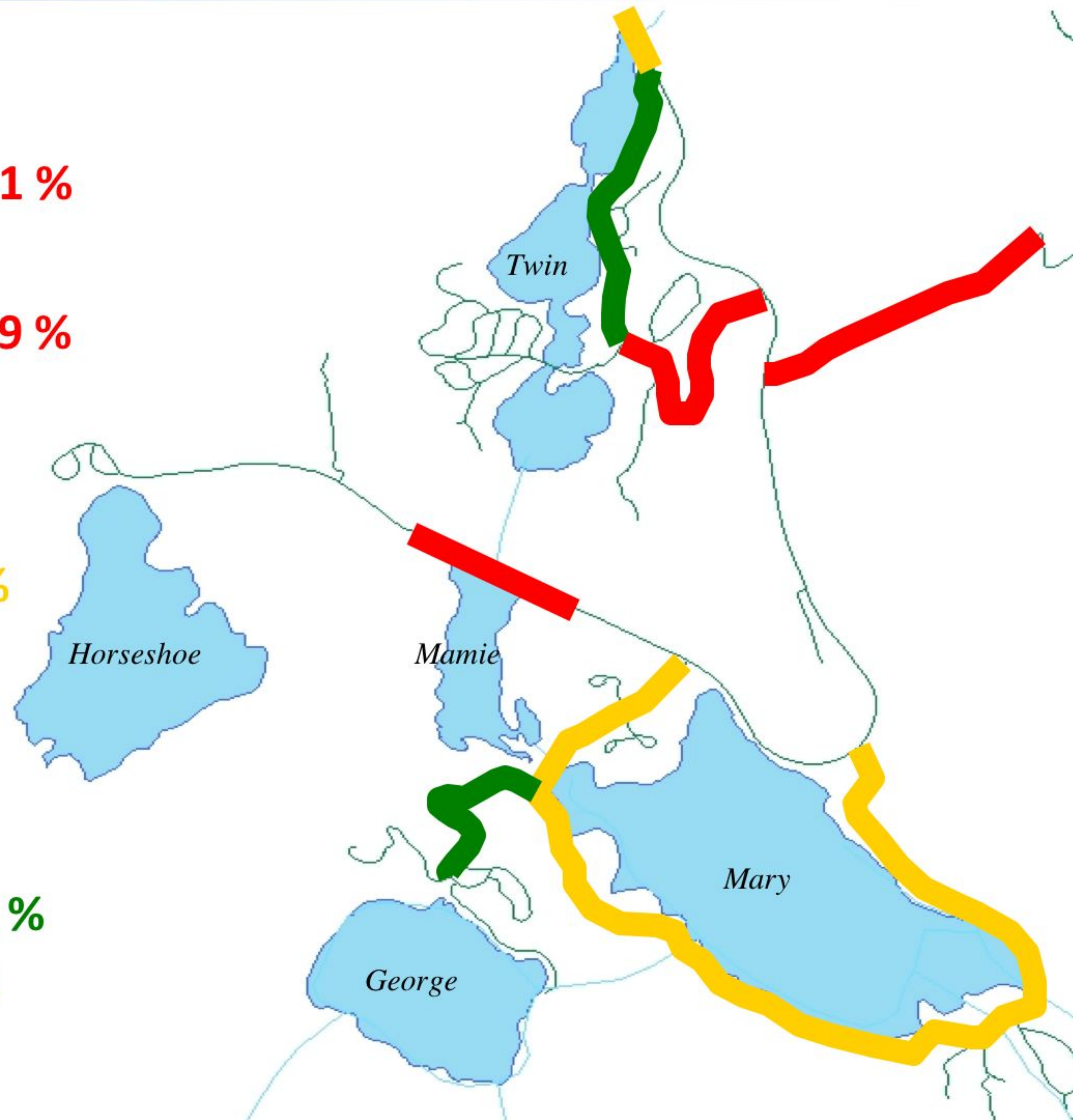
- Old Mammoth Entrance **40.1 %**
- Overlook / Outfall – **28.2 %**
- South Twin Lakes Loop – **24.9 %**

■ Moderate Growth

- Lake Mary Entrance – **12.9 %**
- Lake Mary Loop – **12.3 %**

■ Lowest Growth

- North Twin Lakes Loop – **5.6 %**
- Lake George Road – **(-) 4.5%**

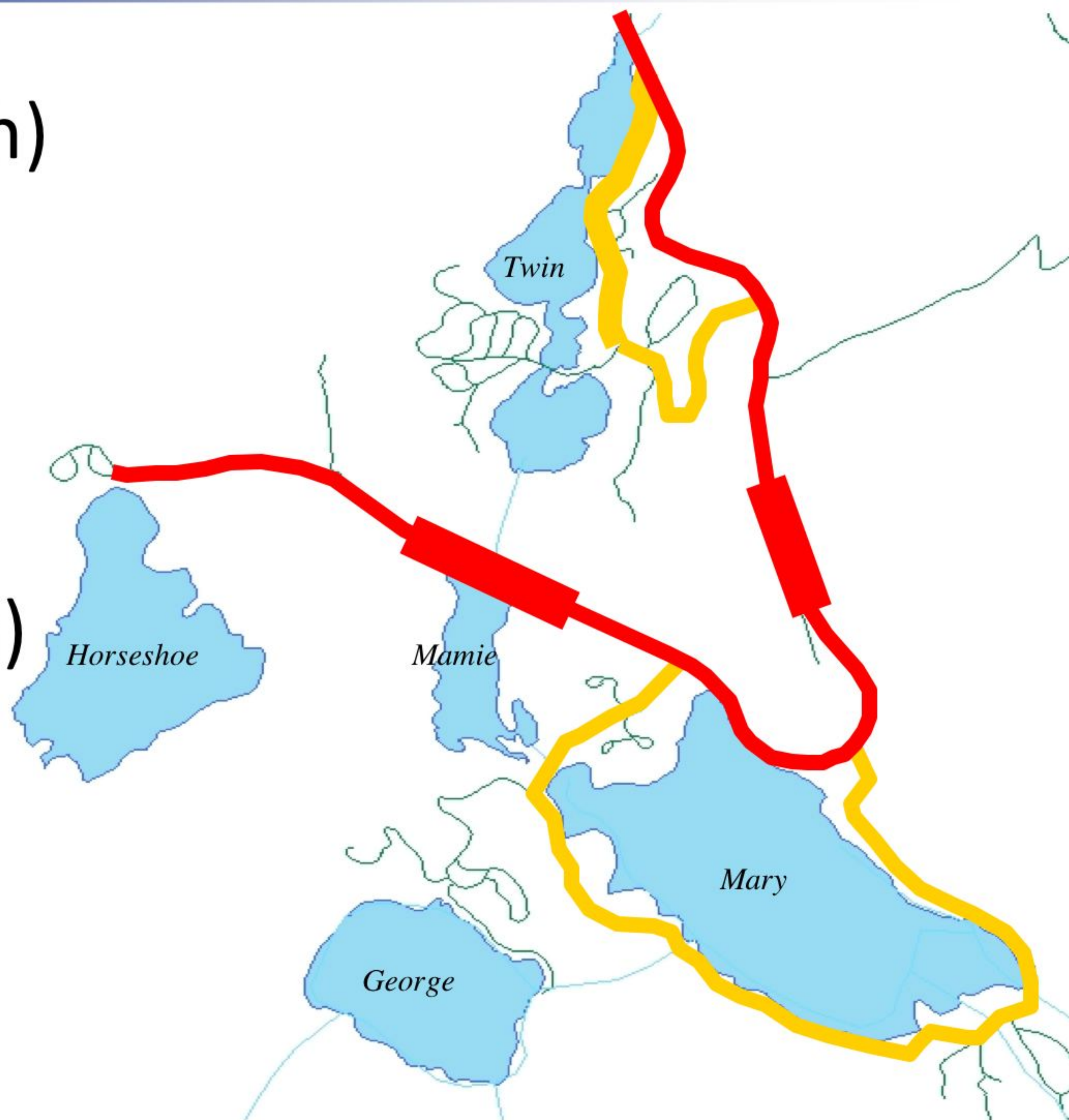


■ Average Speeds (mph)

- Lake Mary Road = 36
- Twin Lakes Loop = 23
- Lake Mary Loop = 21

■ Highest Speeds (mph)

- Pack Station = **38**
- Twin Lakes Falls
Overlook = **35**

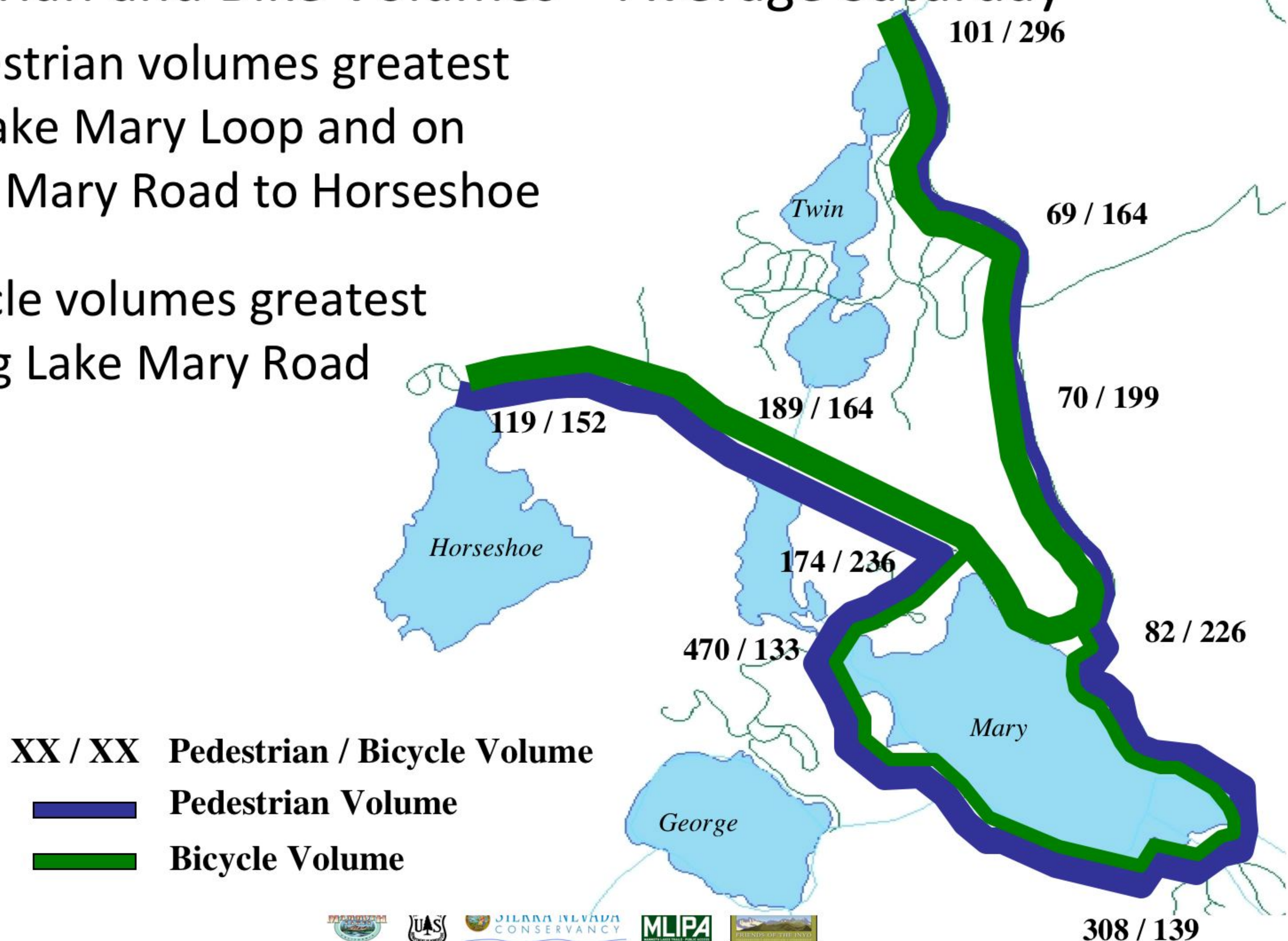


- Survey responses and/or vision statements:
 - “too many cars”
 - “roads are narrow”
 - “should widen roads”
 - “too many users sharing the same space – pedestrians, bicycles, cars, trolleys, etc.”
 - “turning movements at intersections are dangerous”
 - “speeds are too high”
 - “consider making Lake Mary Loop one-way”



■ Pedestrian and Bike Volumes – Average Saturday

- Pedestrian volumes greatest on Lake Mary Loop and on Lake Mary Road to Horseshoe
- Bicycle volumes greatest along Lake Mary Road



- Survey responses and/or vision statements:
 - “more bike paths and trails”
 - “expand paved bike trail system”
 - “no bike racks”
 - “safer crossings”
 - “traffic calming”
 - “too many users sharing the same space – pedestrians, bicycles, cars, trolleys, etc.”
 - “consider making Lake Mary Loop one-way”



- How do we decrease conflicts between users (cars, pedestrians, bicyclists, trolleys, etc.)?:
 - Create more separate trails and paths? Where?
 - Widen roads?
 - Remove road-side parking?
 - Improve pedestrian crossings?
 - Prohibit all private vehicles?
 - Make Lake Mary Loop one-way?

■ One-way Lake Mary Loop?

■ Issues:

- Would increase the trip-length for some drivers
- Would require additional signage
- Would require construction of a turnaround
- Could cause increased U-turns on Lake Mary Road

■ Benefits

- Could create space within existing road section for designated parallel parking and pedestrian/bicycle use
- Less erosion and resource damage
- Improved safety

- One-way Lake Mary Loop? Exploring some options.



- One-way Lake Mary Loop? Exploring some options.



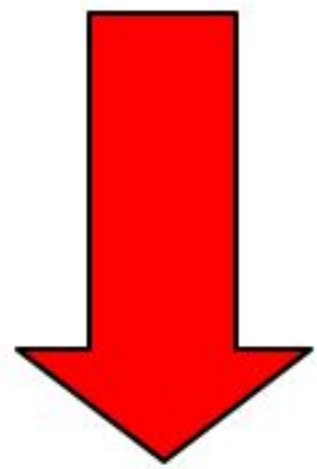
■ One-way Lake Mary Loop? Exploring some options.



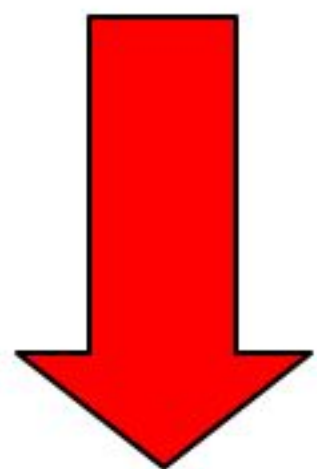
- Approximately 665 parking spaces in the Basin
 - 393 paved spaces
 - Approximately 53 unpaved official designated spaces (Pokonobe and Twin Falls)
 - Approximately 220 **unofficial off-road “spaces” – 33%**
- Three major parking areas: Coldwater, George, Horseshoe
- Average length of stay at major parking areas
 - Longest at Coldwater (3 hours 15 minutes)
 - Shortest at Horseshoe (1 hour 15 minutes)
- Lake George had highest “drive-through” rate

- Approximately 33 % (220) of total spaces are unofficial off-road “spaces”

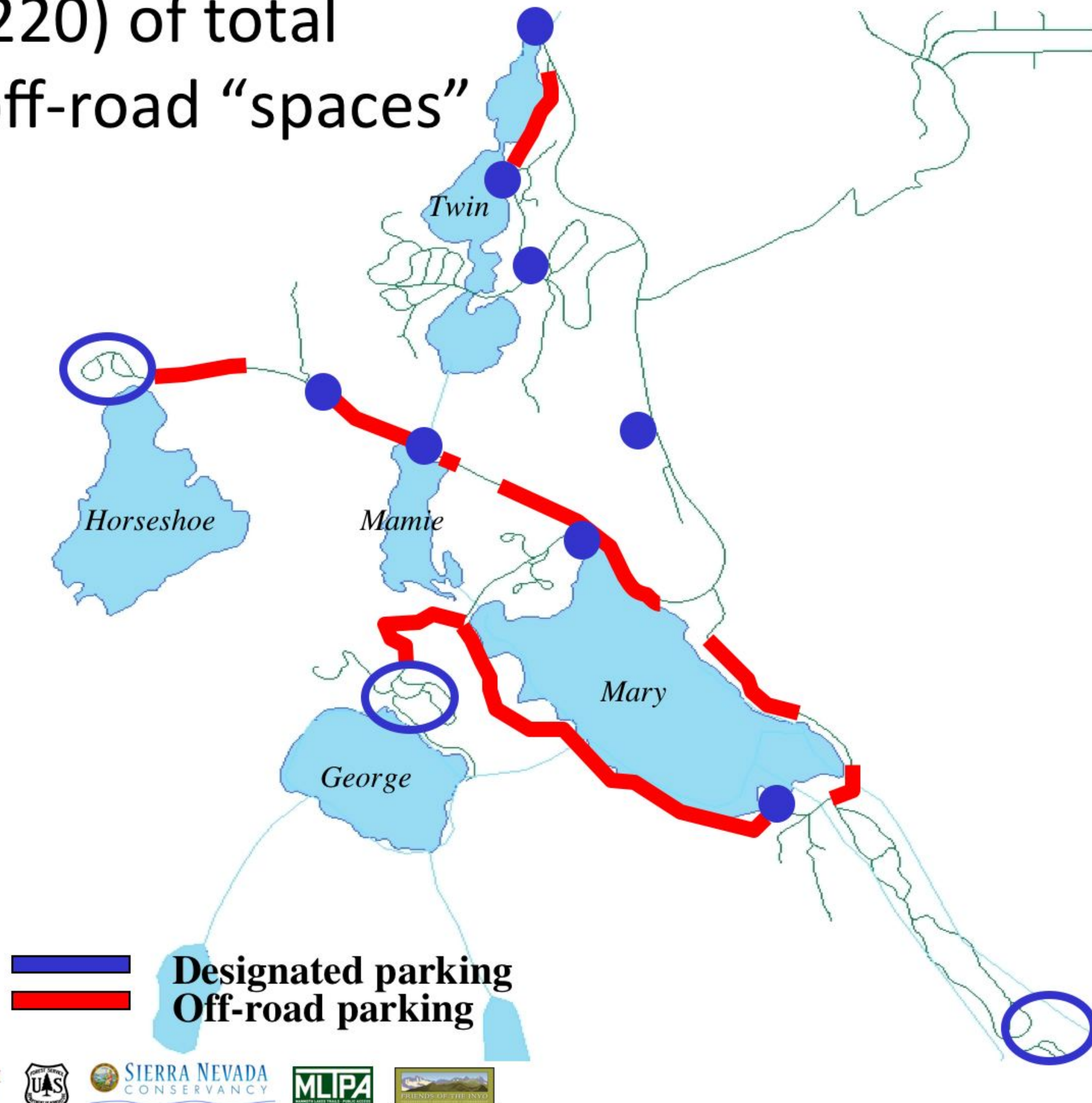
Off-road parking



Soil and vegetation damage



Impacts water quality



- Survey responses and/or vision statements:
 - “not enough parking”
 - “had to circle a lot to find a space”
 - “private vehicles should not be allowed on weekends”
 - “increase availability of designated parking in some locations”
 - “stop ‘renegade’ parking”
 - “consider a park and ride lot either inside or outside the Lakes Basin”



■ Park and Ride Lot?

■ Issues:

- Would require construction of larger-scale parking lot
- Would require implementation in conjunction with removal of some or all unofficial off-road spaces
- May require purchase of another trolley or bus in order to maintain 25 minute headways
- May need to implement incentives for use: fees for non-users?

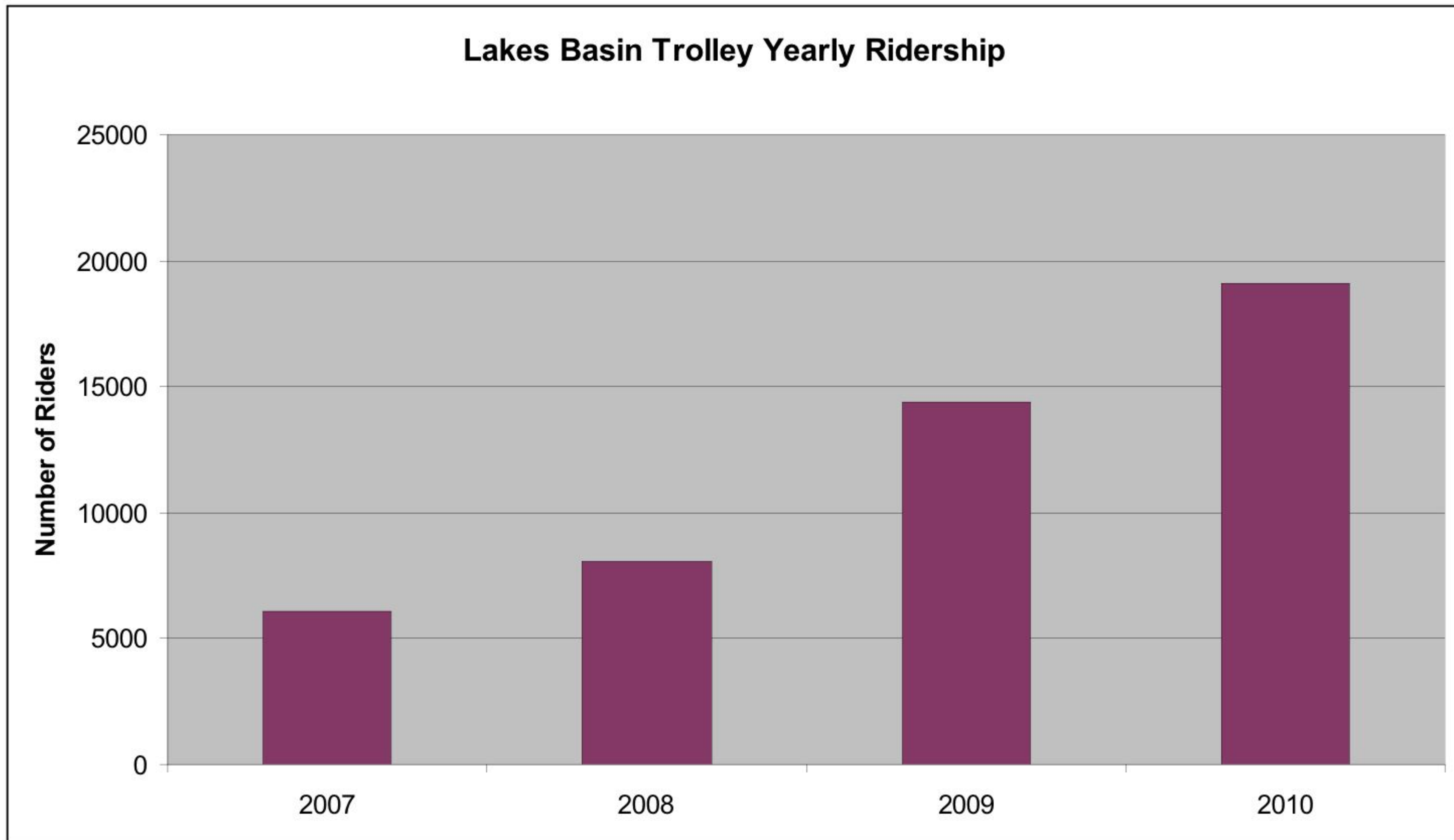
■ Benefits

- May decrease vehicle traffic depending on location of lot
- Shifts parking demand away from undesirable locations
- May lessen erosion and resource damage
- Improved safety

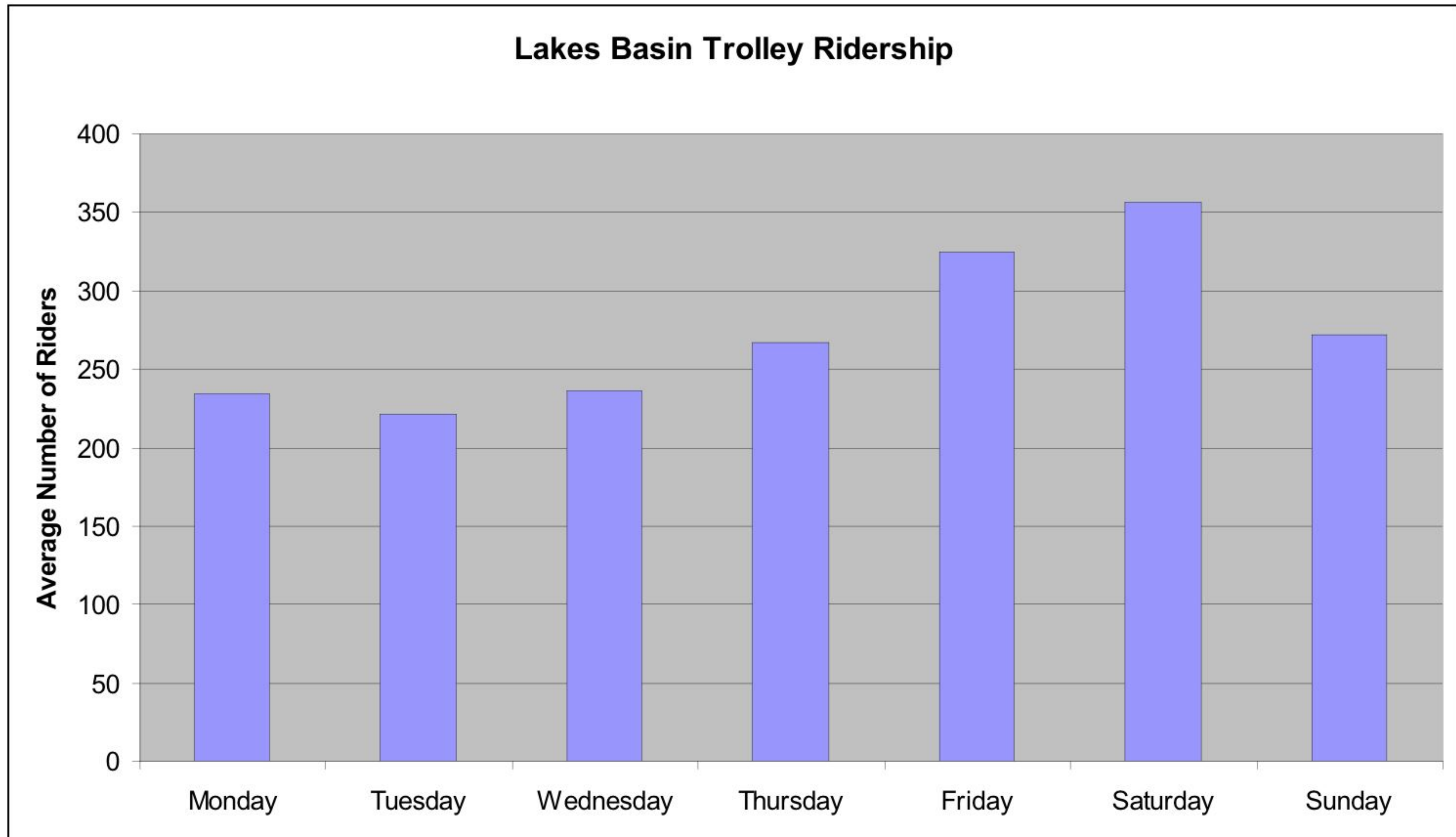
- Trolley implemented in 2007
 - July 1st to Labor day
 - 8:00 AM to 6:00 PM daily
 - 25 minute headways
 - 11 stops
 - Bike Trailer – 12 bikes



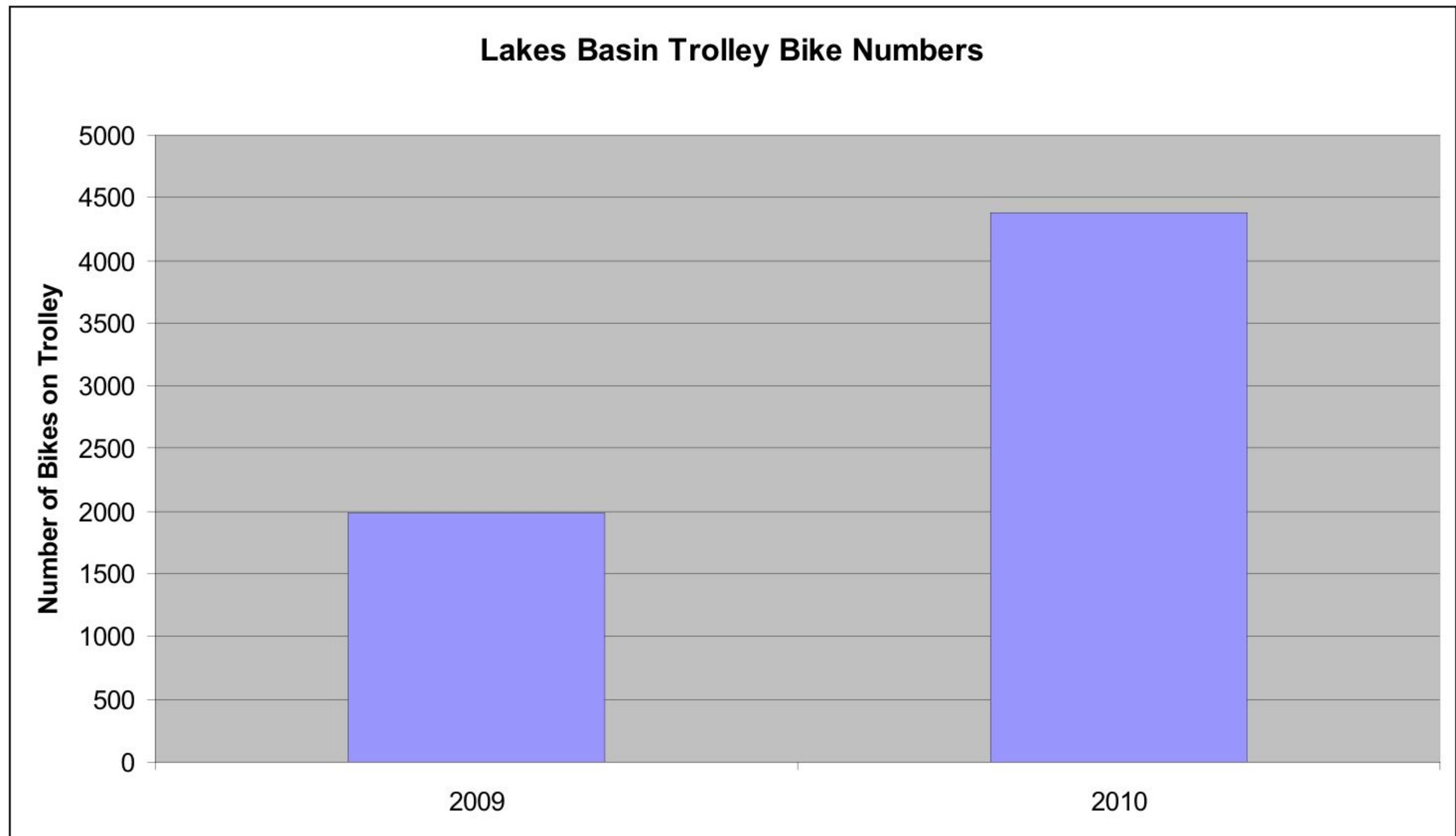
- Nearly 20,000 riders in 2010; Ridership has more than tripled since trolley service began



- Trolley ridership peaks on Saturdays – Average 350 riders



- Nearly 4500 bikes on the trolley in 2010; More than double the previous year

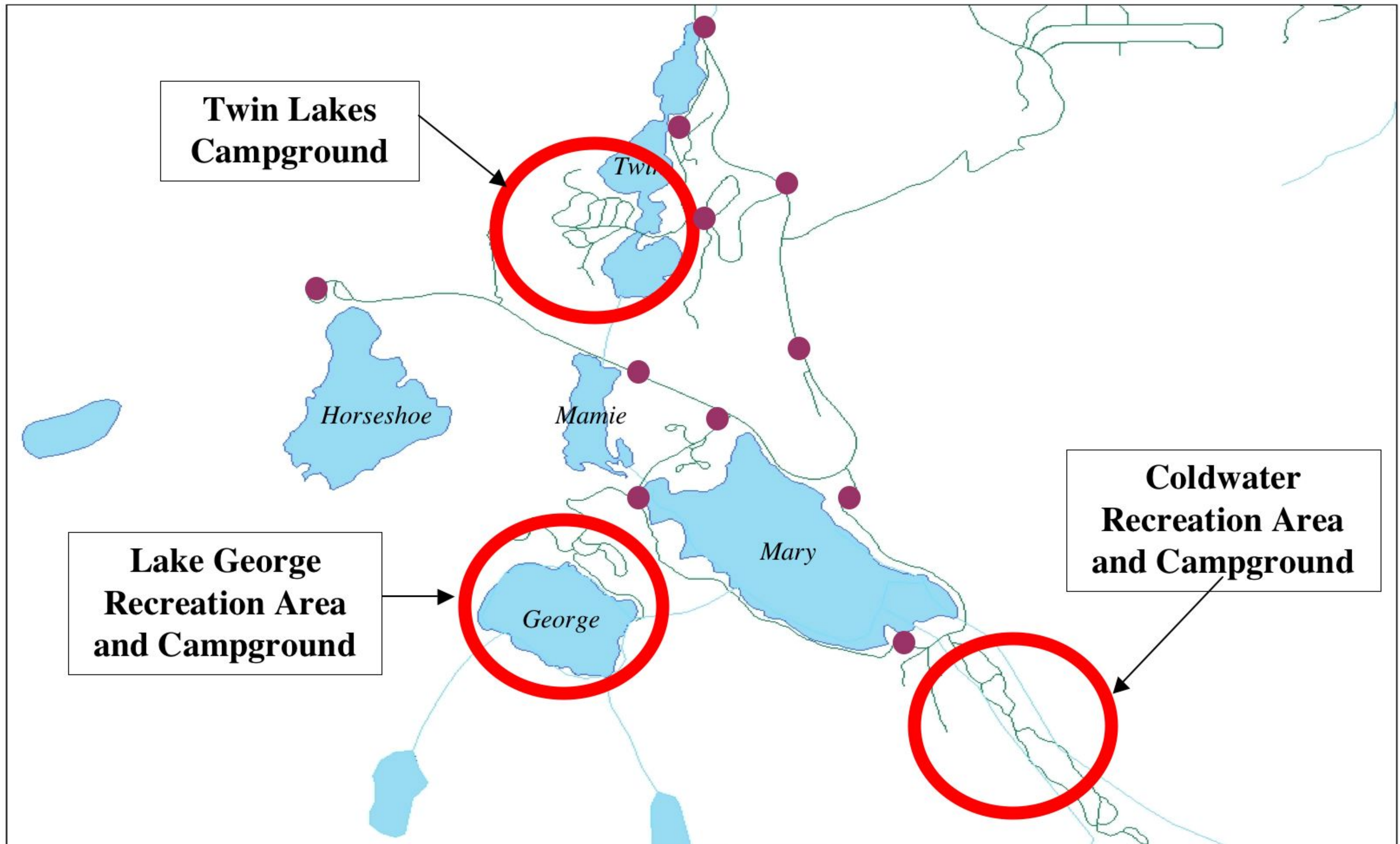


- Survey responses and/or vision statements:
 - “transit information hard to find”
 - “I can’t take all my gear on the bus”
 - “trolley should run later into the evening”
 - “transit doesn’t go where I need to go”



- How do we encourage transit ridership?:
 - Distribute transit information more widely? How and where?
 - Extend service hours? Till what time?
 - Charge a fee to non-transit riders?
 - Prohibit all private vehicles?
 - Implement a circulating shuttle in the Basin?
 - Extend service areas? How and where?

- Extend service areas? How and where?



- **Trolley to Lake George?**
 - **Issues:**
 - Would require purchase of another trolley or bus in order to maintain 25 minute headways
 - Would likely require removal of roadside parking
 - **Benefits**
 - Less vehicle traffic
 - Less parking demand
 - Less erosion and resource damage
 - Improved safety



“Existing Transportation and Future Opportunities”

Questions and Comments 10 mins

- Jon Kazmierski
- Recreation Staff Officer, Inyo National Forest
- jkazmierski@fs.fed.us
- (760) 914-0296



Working Session: “Exploring Transportation Solutions in the Mammoth Lakes Basin”

Jon Kazmierski, Inyo National Forest

- Split into 5 working groups
 - 4 Live and 1 Webinar
- Each group has a facilitator
- Each group has a toolkit:
 - Map
 - Solutions Toolkit
 - Don't limit your solution discussion to those presented in the toolkit

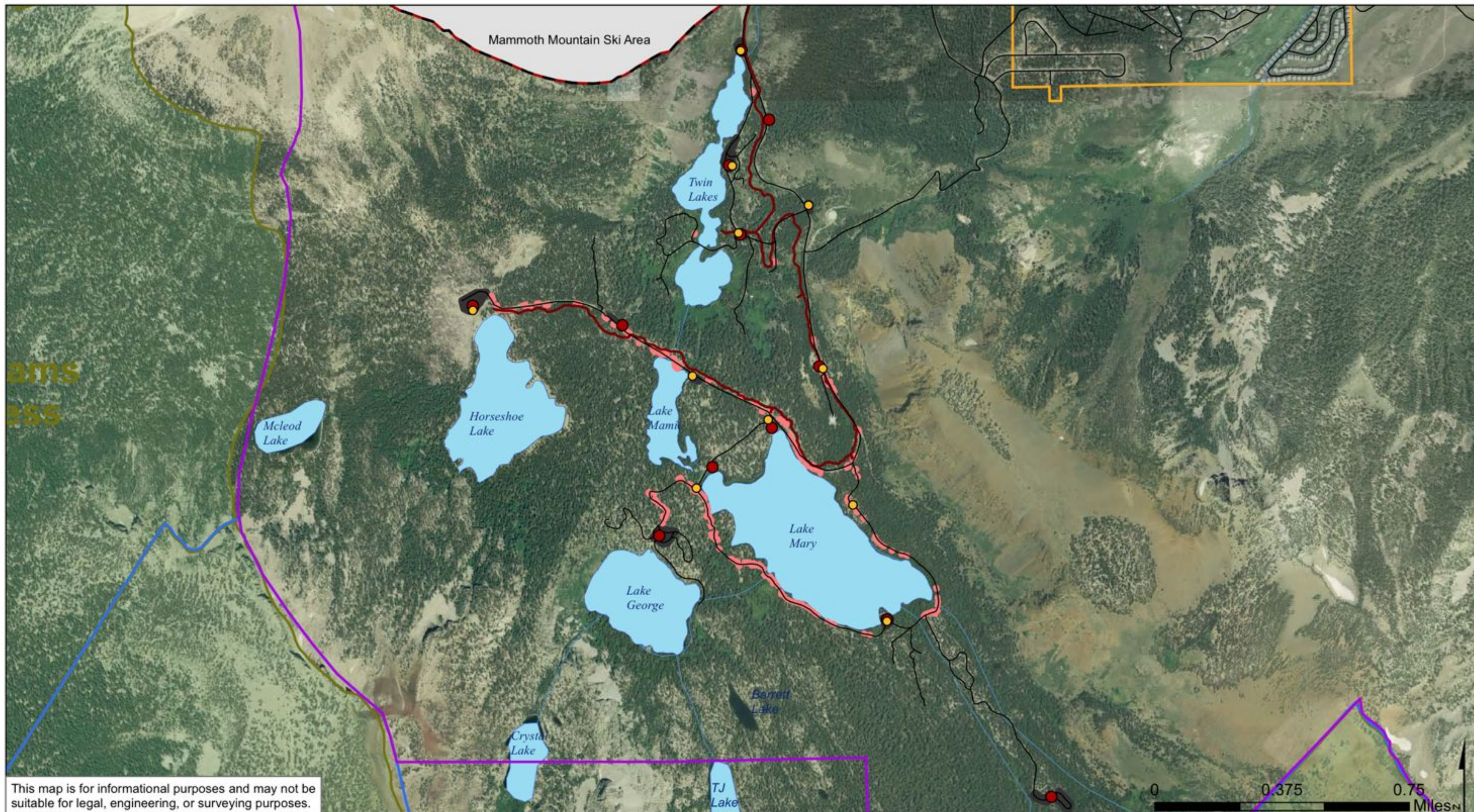
- Purpose of this working session
 - Explore a range of solutions to transportation issues throughout the Mammoth Lakes Basin
 - Give consideration to how solutions relate to one another

- Tasks for each group:
 - Examine key problems
 - Explore a range of potential solutions and the key factors for their implementation
 - Discuss the pros and cons of each solution
 - Discuss how solutions relate to one another, relationship between transportation and recreation solutions
 - Record and report back to the larger group

- Ground Rules:
 - Use common conversational courtesy
 - All ideas and points of view have value
 - Spelling doesn't count
 - Honor time

Remember:

Costs, effects on user groups, effects on resources



Legend

LABSS Nodes	Bus Stops	Lakes	TOML Municipal Boundary
LABSS Study Area	Off-Road Parking	Streams	TOML Planning Area
Wilderness	Paved Parking	Centerlines	TOML Urban Limit

Lakes Basin Special Study (LABSS)
Meeting #3: "Lakes Basin Mobility & Transportation"
"Exploring Transportation Solutions in the Mammoth Lakes Basin"

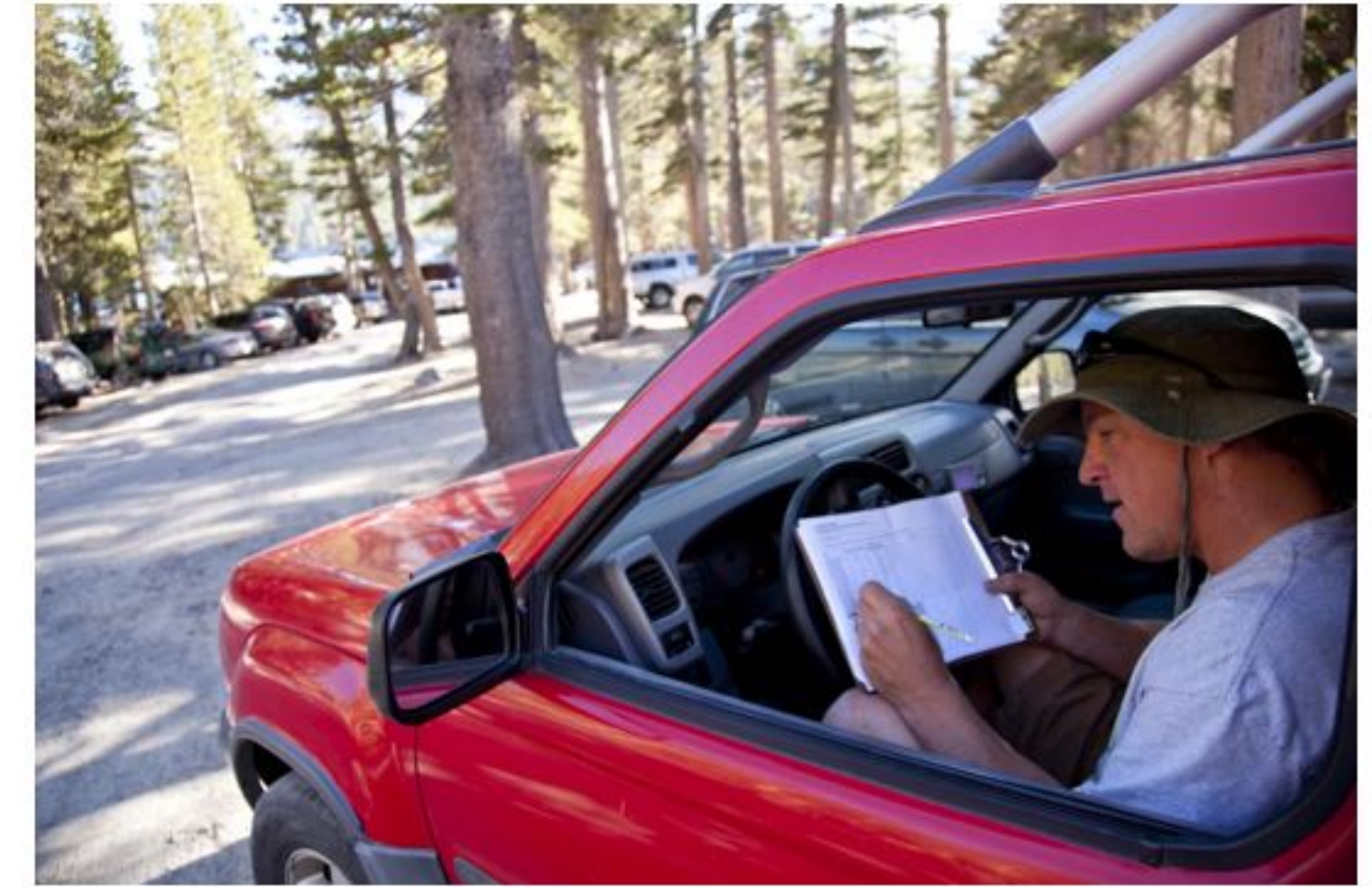
Map Draft Date 10/21/10

LAKES BASIN
Special Study
LABSS

- Mike Schlafmann
- Deputy District Ranger for the Mammoth and Mono Basin Ranger Districts
- mschlafmann@fs.fed.us
- (760) 709-1264



- Data Collection and Development
 - Recreation
 - Stakeholder Interviews
 - Traffic + Mobility Study
- Validating the Data
 - Identify Data Gaps
 - Identifying Themes
 - Identifying non data themes



- Meeting #1
 - Existing Conditions
 - Fuels Reduction
 - MCWD
- Meeting #2
 - Management Challenges
 - Recreation Survey
 - Visions for the Basin
 - Exploring Solutions



- Meeting #3
 - Traffic Study
 - Transportation in the Mammoth Lakes Basin
 - Existing Transportation and future Opportunities
 - Exploring Transportation Solutions

- Next Steps
 - Consolidation of the data collection efforts
 - Consolidation of what's been said and what we've heard
 - Identification of themes that can inform future efforts
 - Creation of a report

We want to hear from you!

- Provide feedback – did we miss anything?
- Download maps from MLTPA web site - add your comments and email them to labss@mltpa.org!
- Use any of the following methods to provide your input, comments and feedback...

Website

www.mltpa.org

Blog

<http://labss.wordpress.com/>

Facebook

<http://www.facebook.com/pages/Lakes-Basin-Special-Study-LABSS/117785138270241?ref=ts>

E-mail and Phone

labss@mltpa.org, (760) 934-3154

US Mail

Jon Kazmierski, US Forest Service
PO Box 148 Mammoth Lakes, CA 93546

USFS Contact Information

jkazmierski@fs.fed.us

(760) 914-0296

Thanks for your participation!
... and we look forward to hearing from you!

