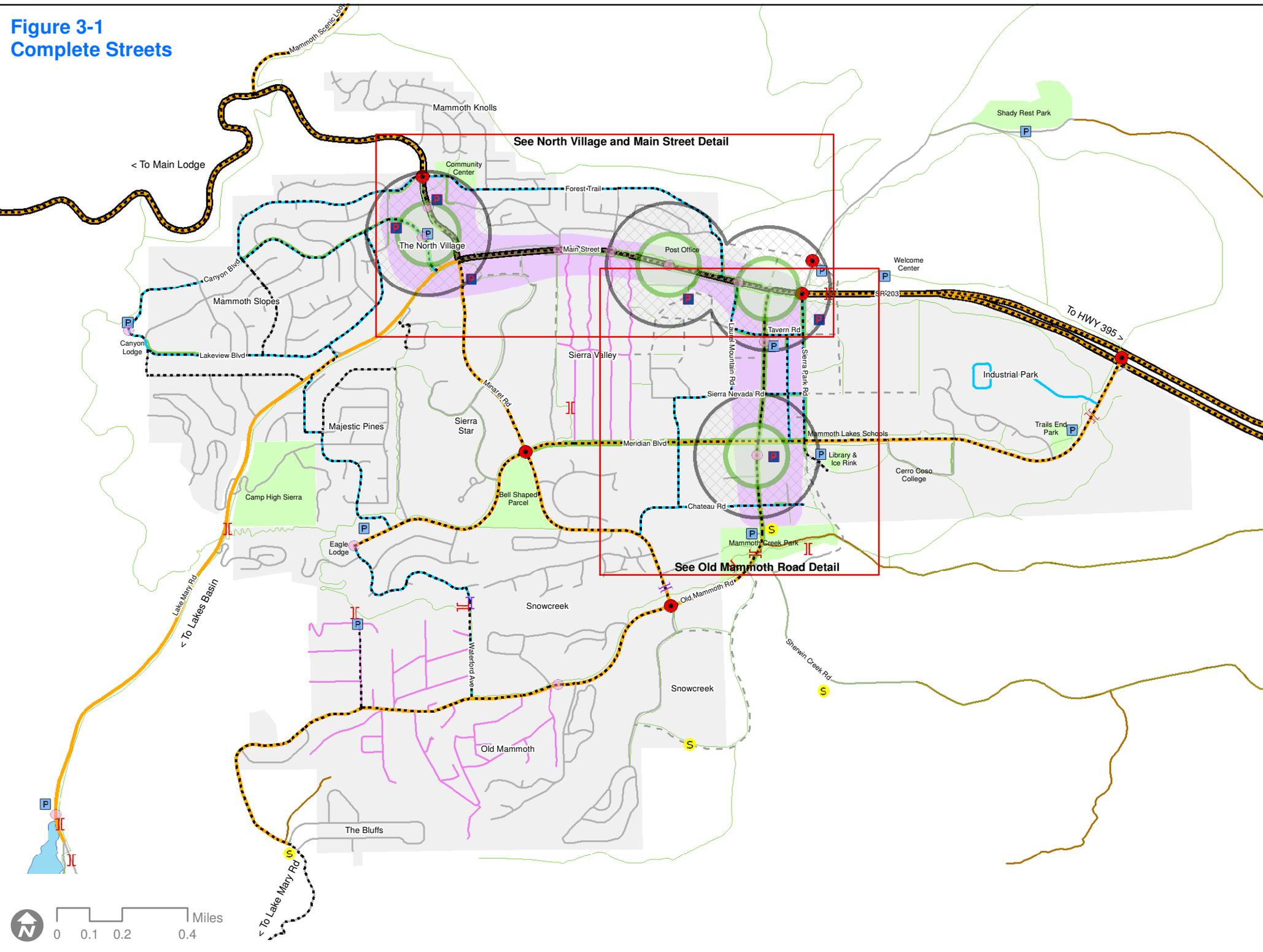
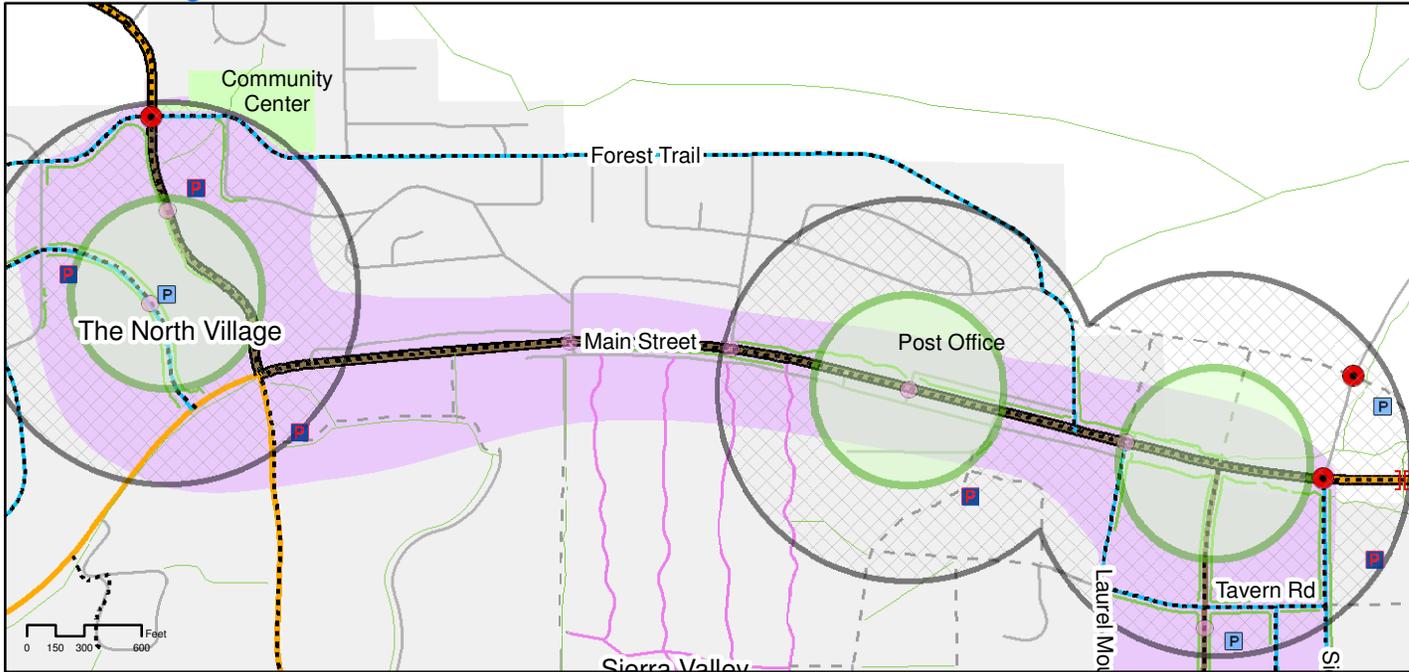


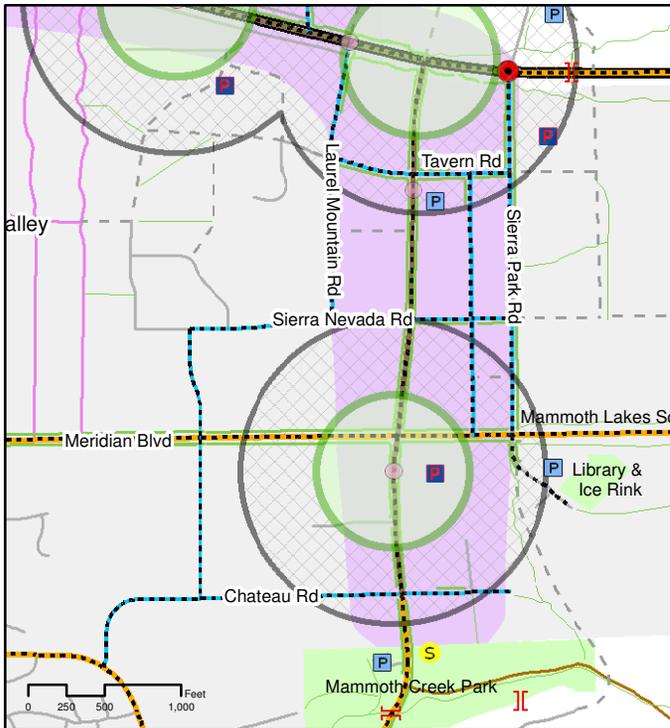
**Figure 3-1
Complete Streets**



North Village and Main Street



Old Mammoth Road



Lakes Basin

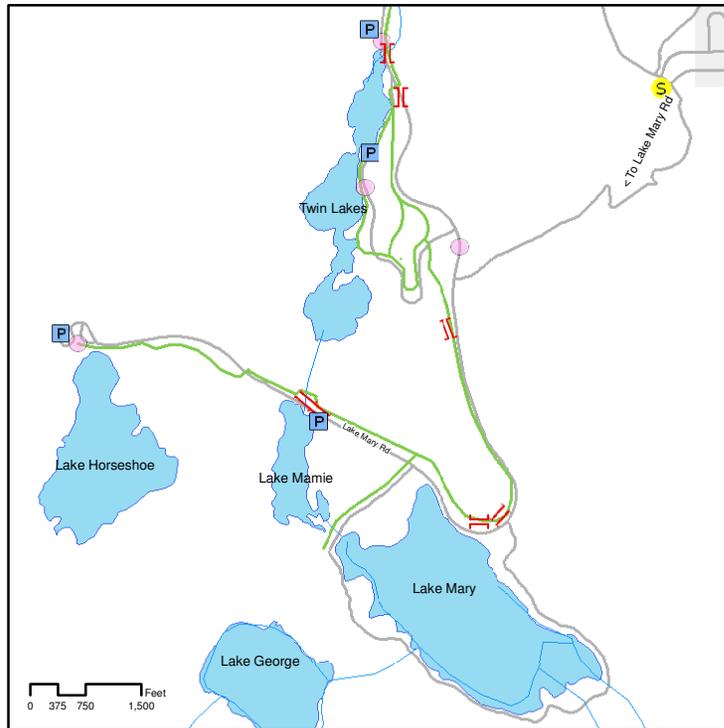
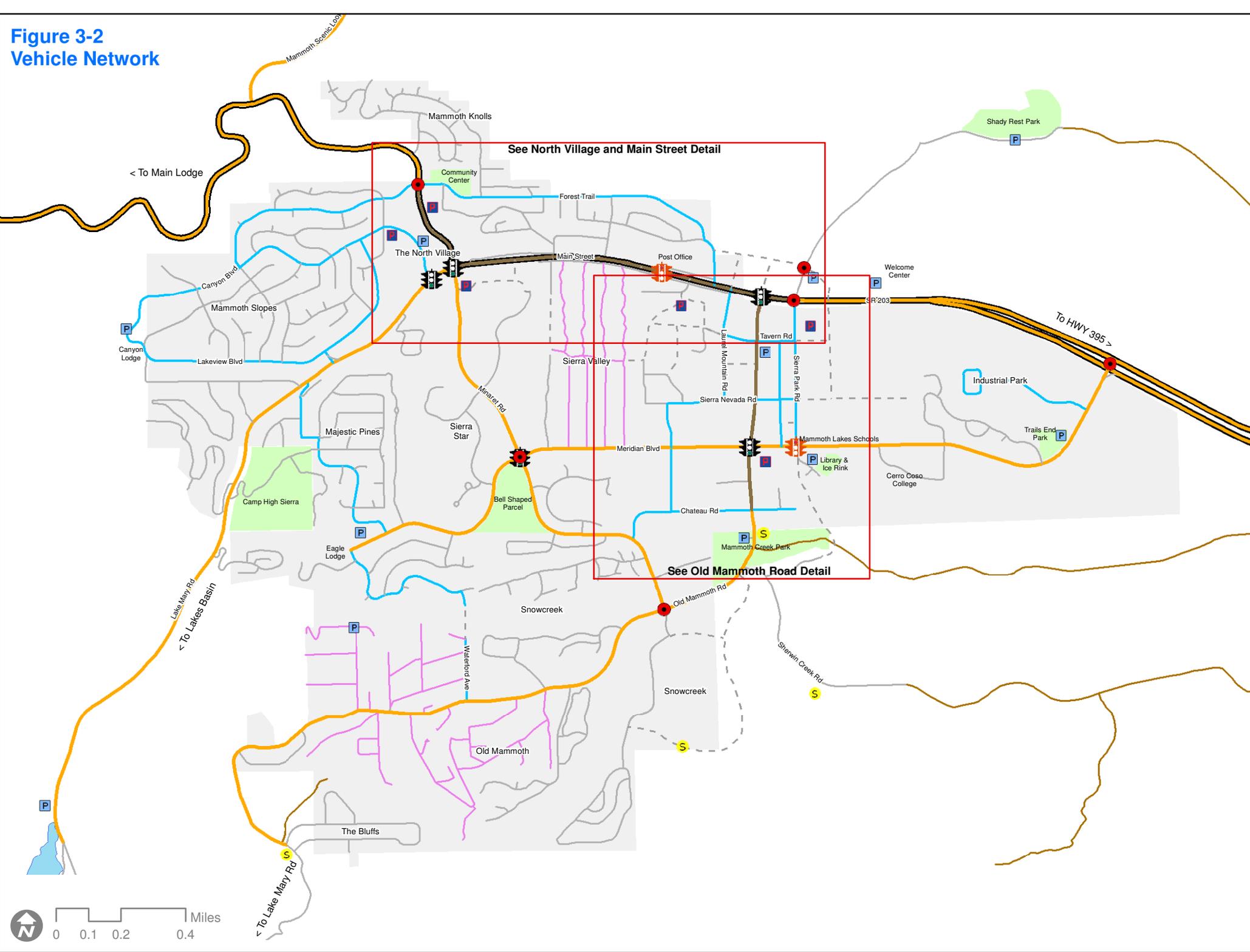


Figure 3-1
Complete Streets
 Town of Mammoth Lakes
 General Plan Mobility Element

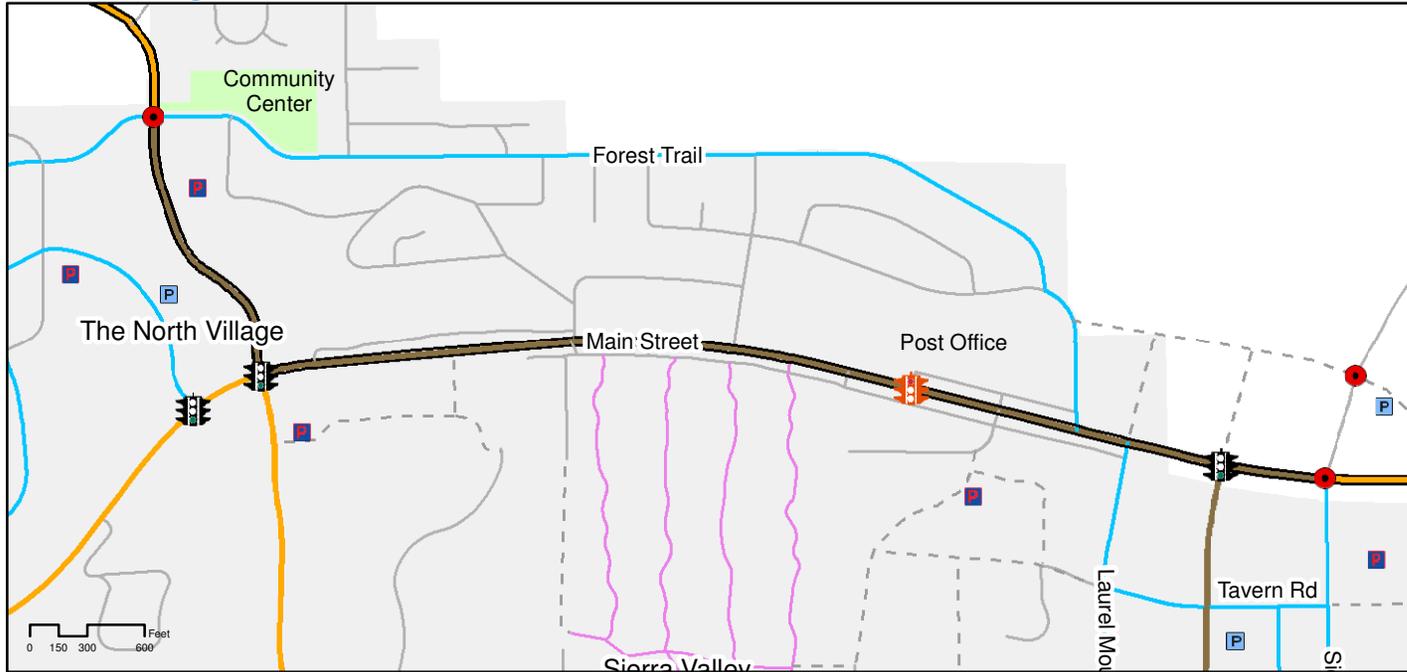


* Information on this map is for planning purposes only

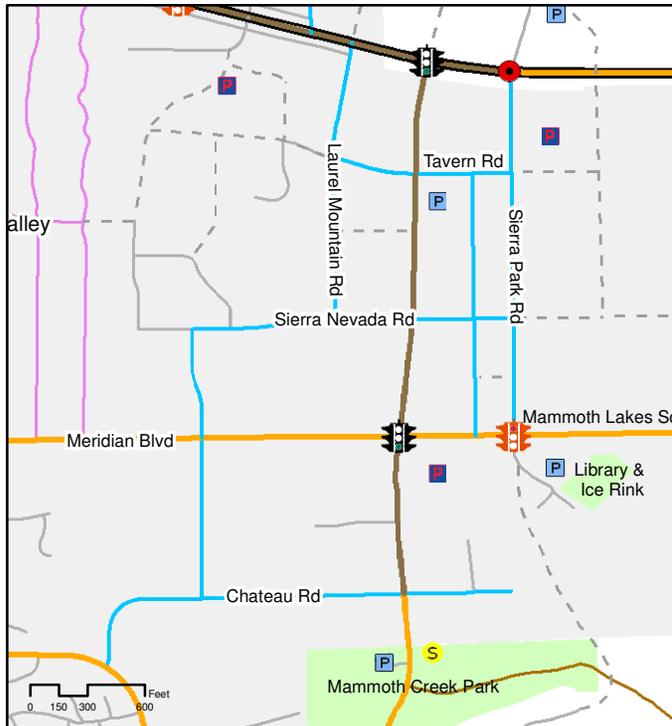
Figure 3-2
Vehicle Network



North Village and Main Street



Old Mammoth Road



Lakes Basin

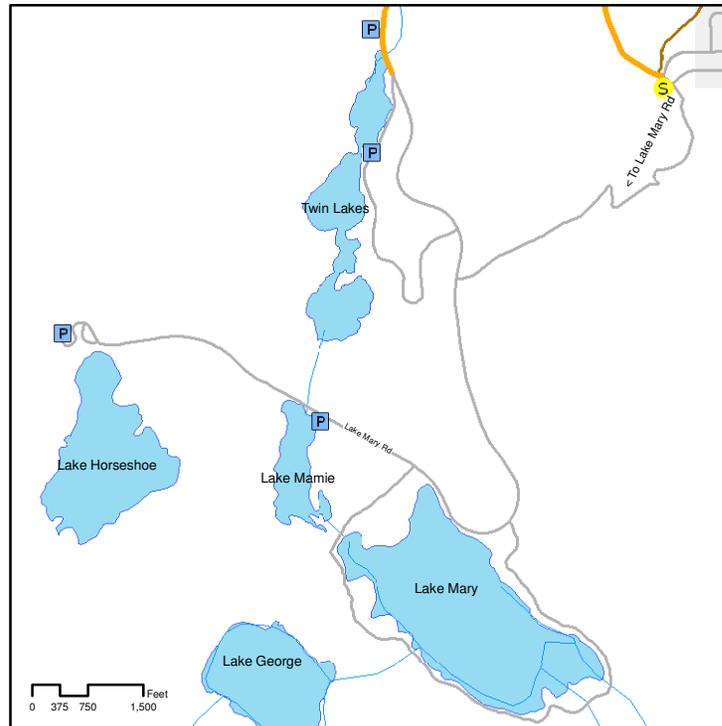
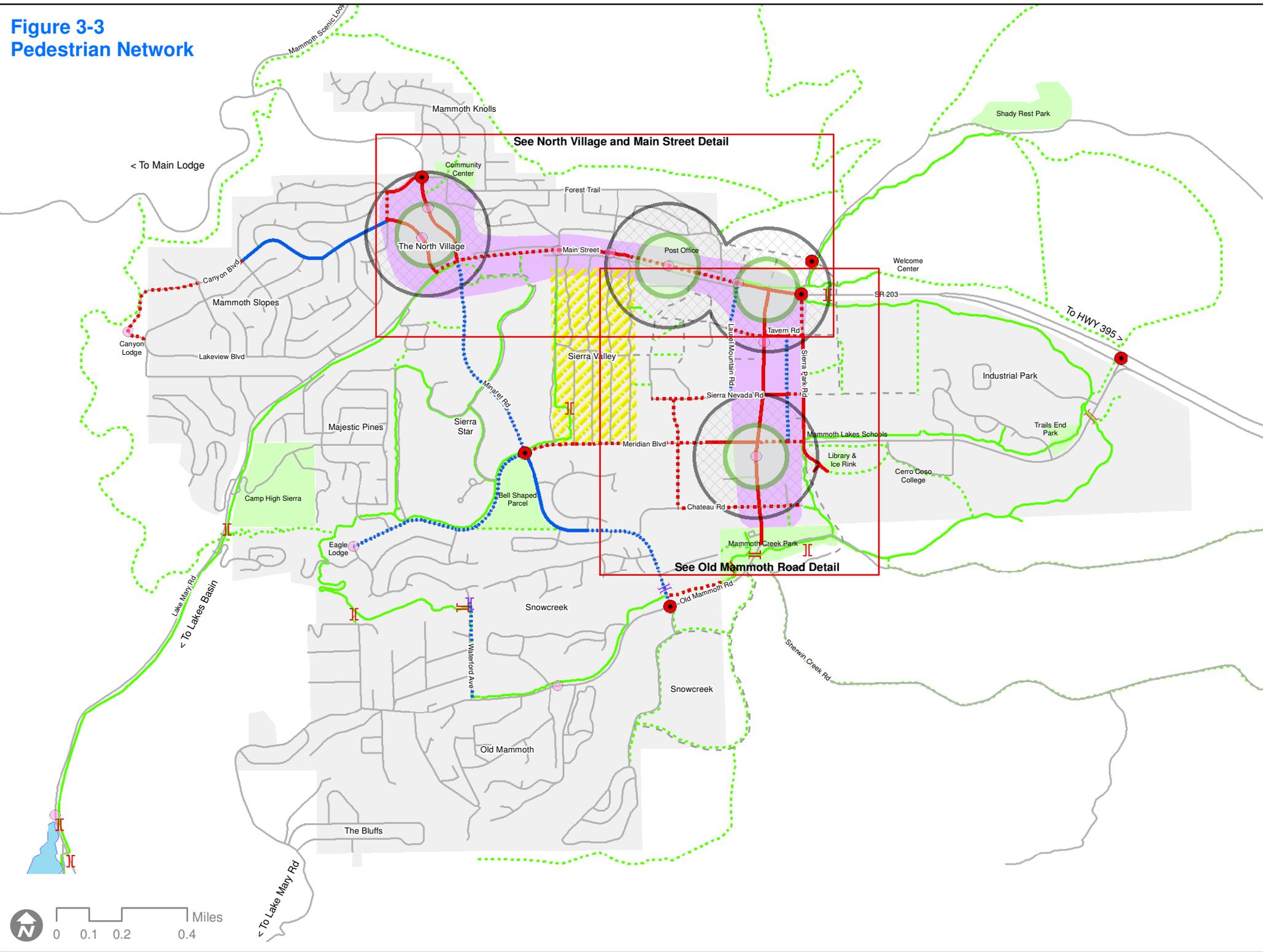


Figure 3-2
Vehicle Network
 Town of Mammoth Lakes
 General Plan Mobility Element

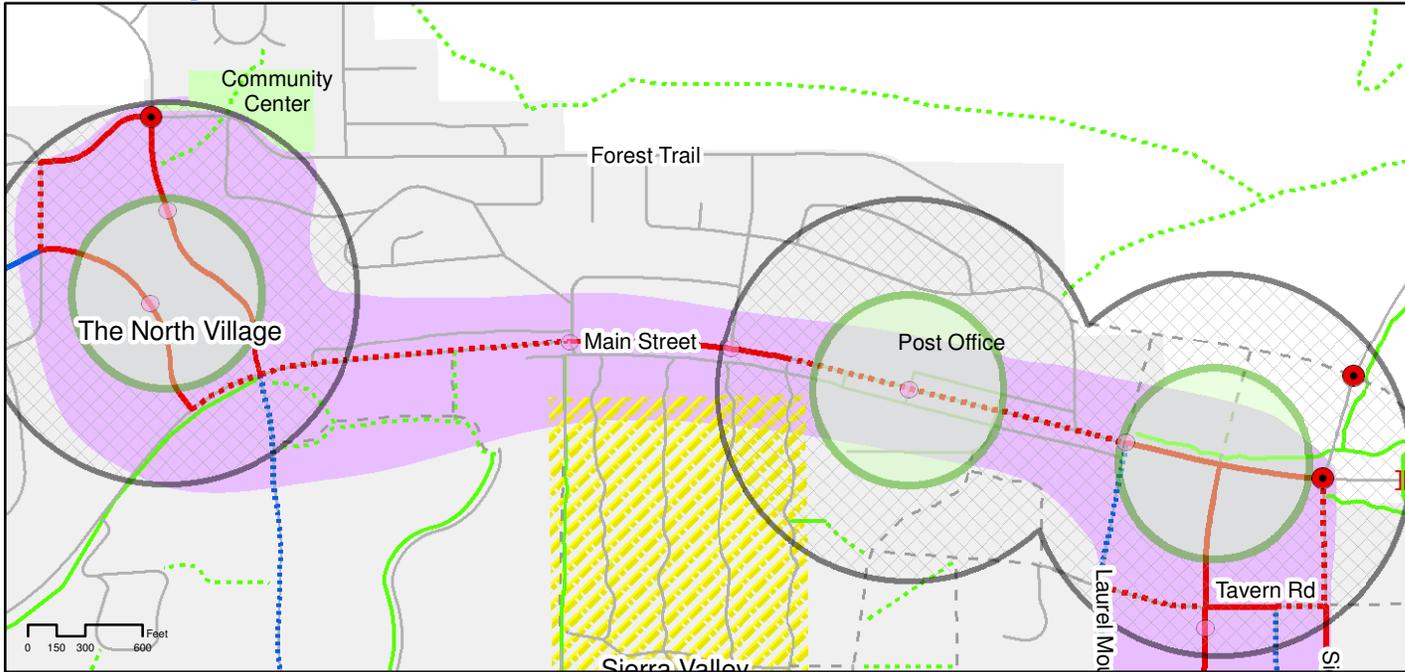
-  **STATE HIGHWAY**
State Route 203
-  **ARTERIAL COMMERCIAL**
Arterial commercial streets provide access for all forms of transportation, but should emphasize pedestrian and transit oriented design to encourage use of alternative modes
-  **ARTERIAL**
Arterial streets connect the Town's neighborhoods to the commercial districts and recreation portals
-  **COLLECTOR**
Collector streets distribute vehicle and multimodal trips from local to arterial streets
-  **LOCAL - SHARED STREETS**
Shared streets are typically not wide enough to accommodate separate zones for people walking, bicycling, parking or driving. Therefore, all users must share the street
-  **LOCAL - CONSTRAINED STREETS**
These streets typically have "constrained" right-of-way and pavement width which generally does not meet Town Standards. All users must share the street
-  **UNIMPROVED STREETS**
Unimproved streets are unpaved and do not meet Town Standards. Unimproved streets generally provide access to some recreation and campground areas and to some single-family residential parcels
-  **PROPOSED STREETS**
-  **PARKS AND COMMUNITY FACILITIES**
Locations that should be easily accessed by pedestrians and investment focused.
-  **URBAN GROWTH BOUNDARY**
-  **EXISTING PUBLIC PARKING**
-  **PLANNED PUBLIC PARKING AREA**
Parking area will accommodate 50+ parking spaces
-  **PLANNED STAGING AREA**
Staging area will accommodate 5-50 parking spaces
-  **PLANNED TRAILHEAD**
Trailhead will accommodate 1-5 parking spaces
-  **FUTURE TRAFFIC SIGNAL**
-  **EXISTING TRAFFIC SIGNAL**
-  **PLANNED ROUNDABOUT**

* Information on this map is for planning purposes only

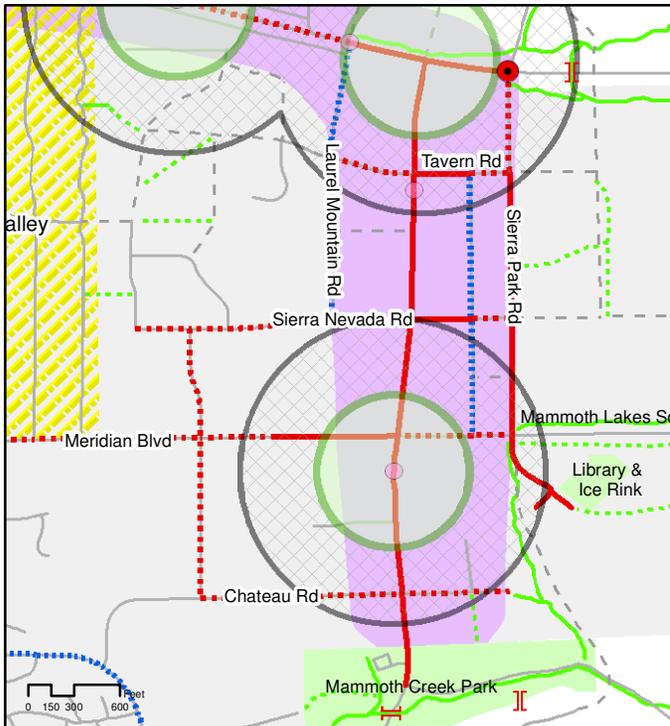
**Figure 3-3
Pedestrian Network**



North Village and Main Street



Old Mammoth Road



Lakes Basin

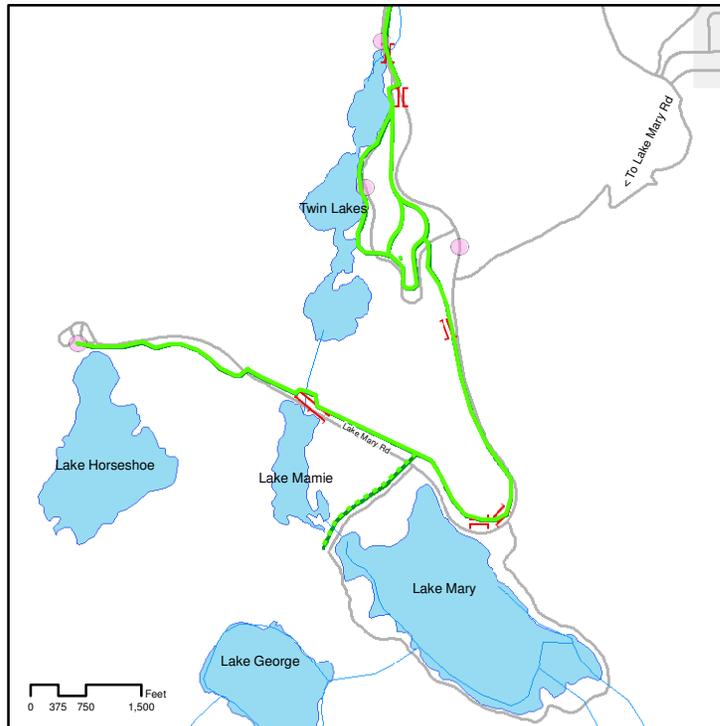
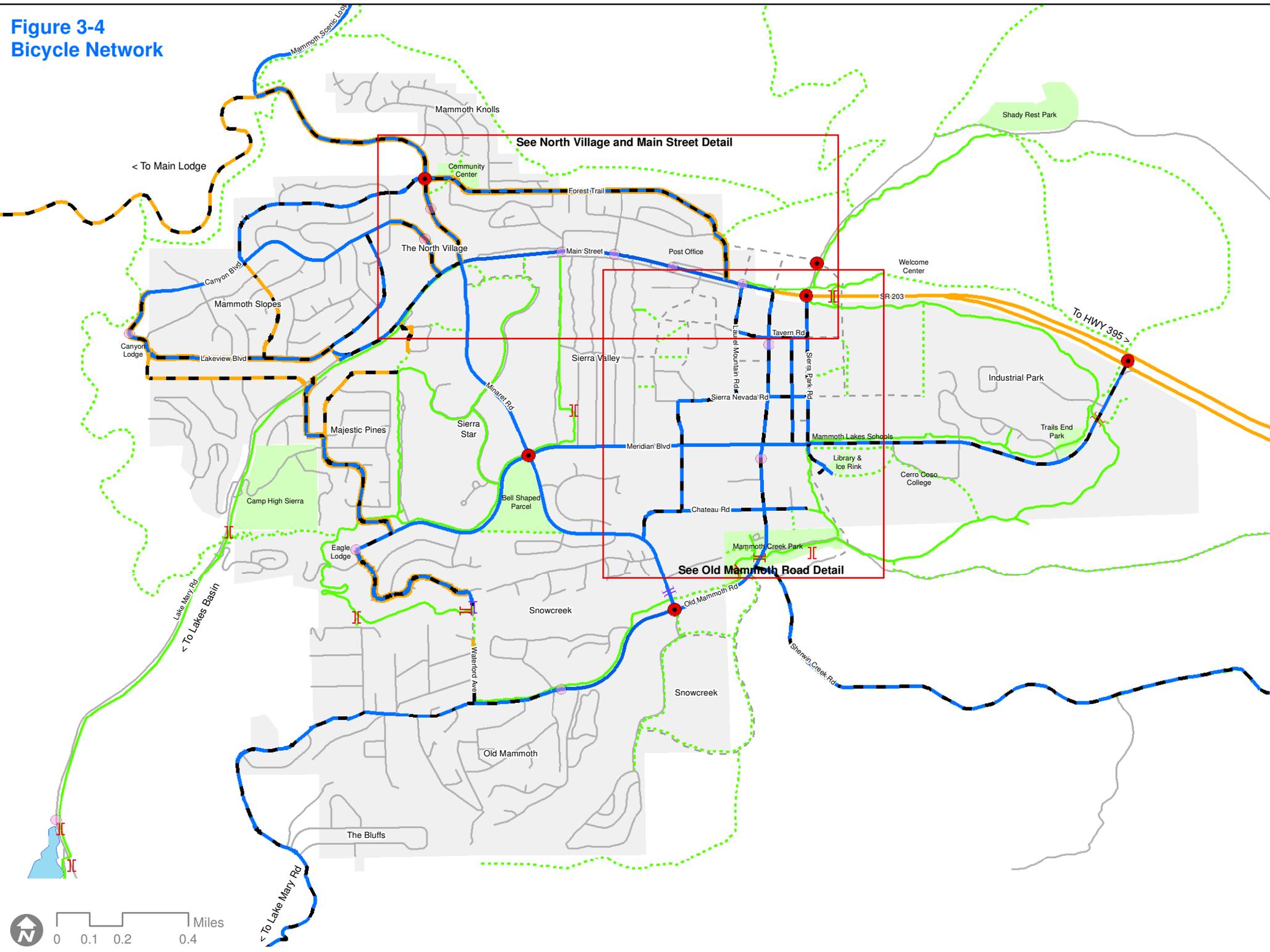


Figure 3-3
Pedestrian Network
 Town of Mammoth Lakes
 General Plan Mobility Element

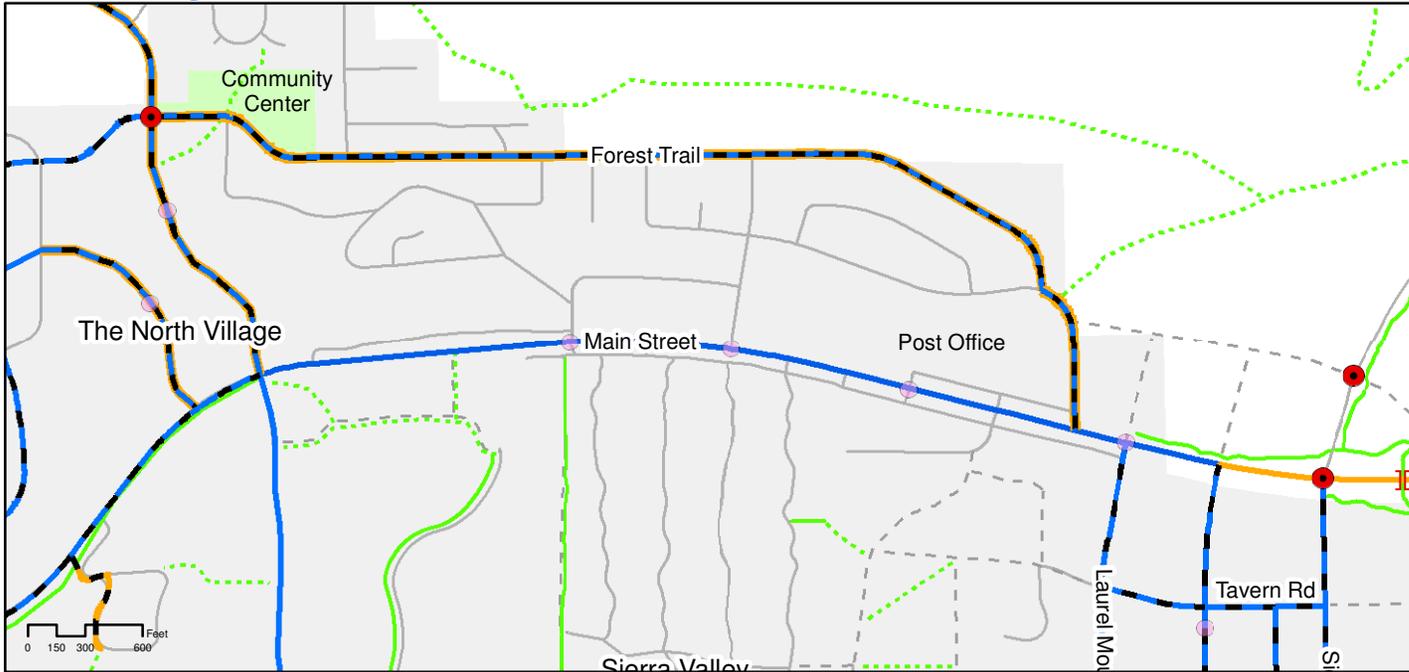
- STREET NETWORK
- PROPOSED STREETS
- PRIMARY PEDESTRIAN ZONE
500' walking radius. Highest demand for pedestrian connectivity
- SECONDARY PEDESTRIAN ZONE
1000' walking radius. Second highest demand for pedestrian connectivity
- GENERAL PEDESTRIAN ZONE
Destination for pedestrians. Designed for pedestrian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

* Information on this map is for planning purposes only

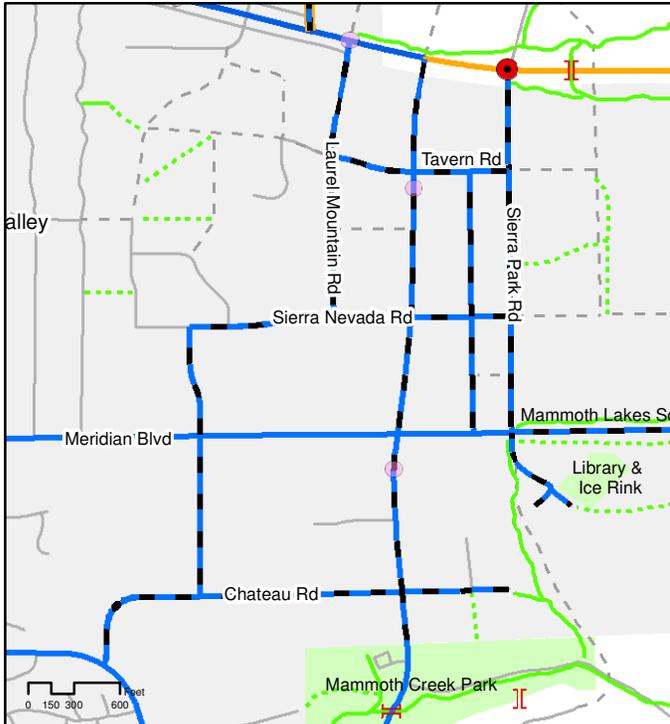
**Figure 3-4
Bicycle Network**



North Village and Main Street



Old Mammoth Road



Lakes Basin

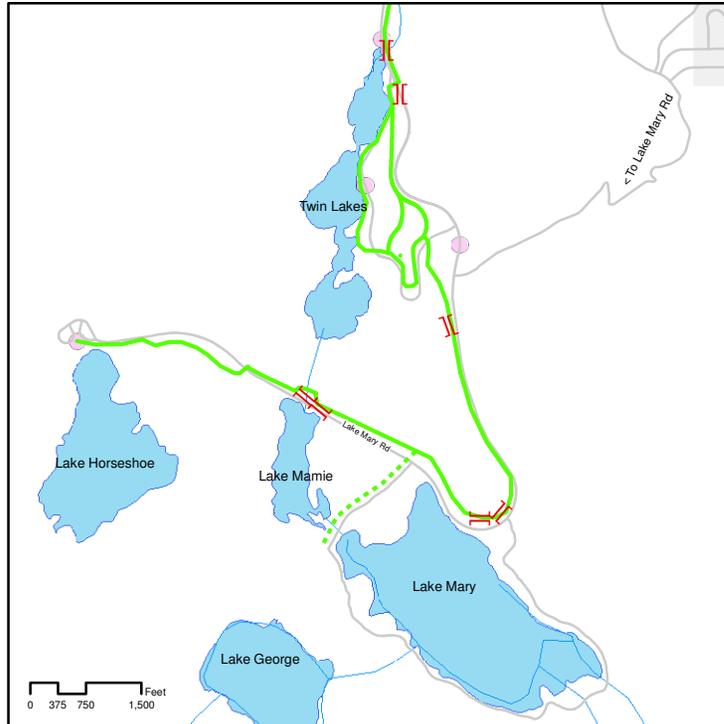
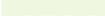
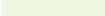
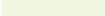
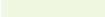
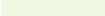
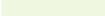
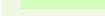


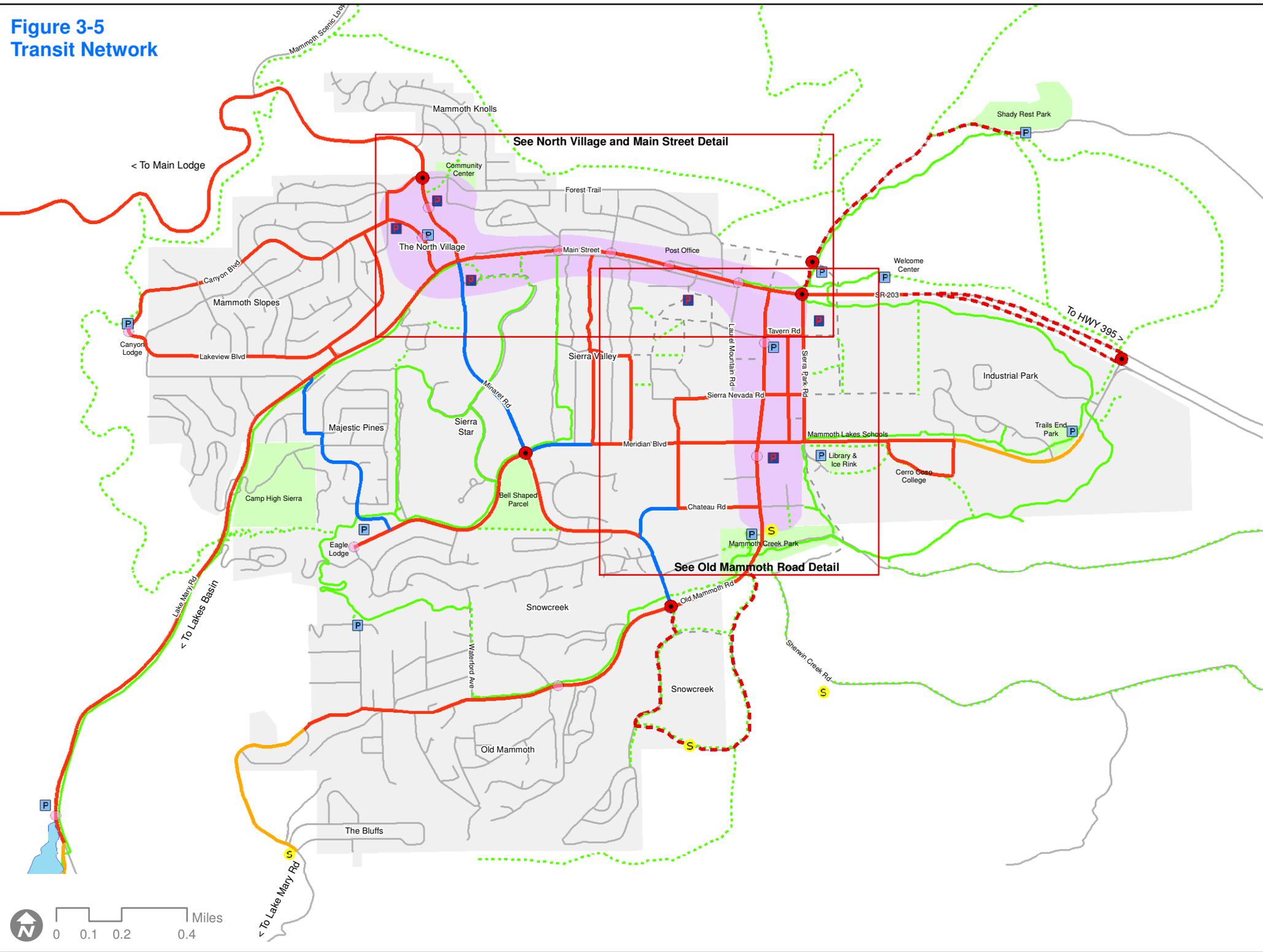
Figure 3-4
Bicycle Network
 Town of Mammoth Lakes
 General Plan Mobility Element

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

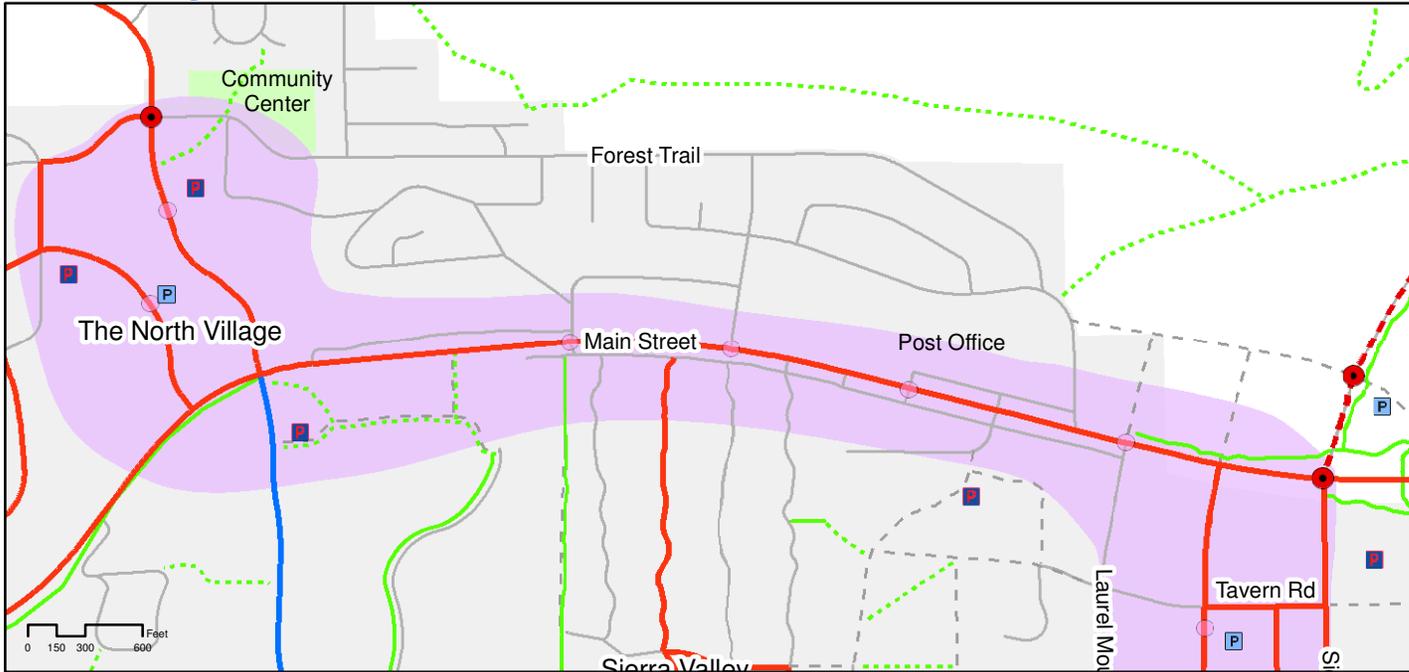
* Information on this map is for planning purposes only

Updated 10/5/11

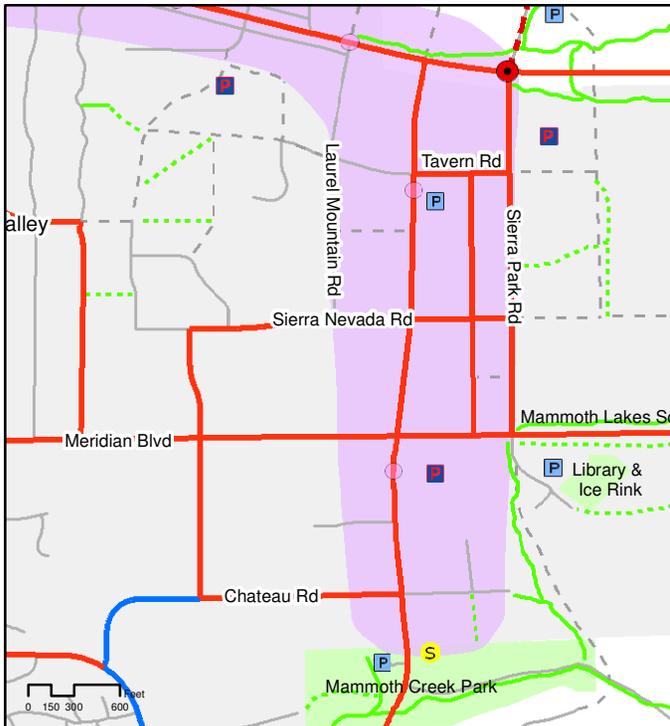
Figure 3-5
Transit Network



North Village and Main Street



Old Mammoth Rd



Lakes Basin

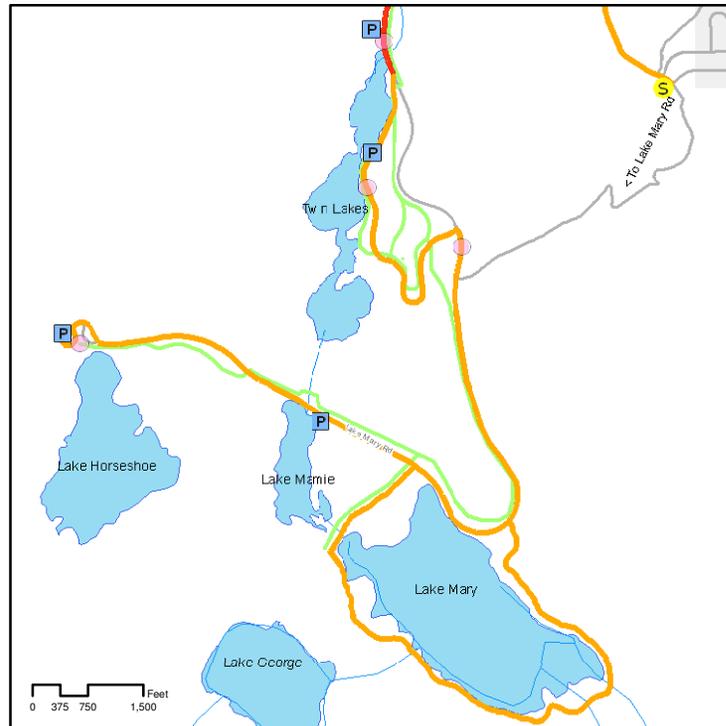


Figure 3-5
Transit Network
 Town of Mammoth Lakes
 General Plan Mobility Element

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

This figure is based on the Mammoth Lakes 2011 summer and 2011 winter transit maps.

* Information on this map is for planning purposes only