



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

09-Town of Mammoth Lakes-1

Auto populated

Total ATP Funds Requested:

\$ 847

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Town of Mammoth Lakes

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

437 Old Mammoth Road, Suite R

Mammoth Lakes

CA

93546

IMPLEMENTING AGENCY'S CONTACT PERSON:

Haislip Hayes

CONTACT PERSON'S TITLE:

Associate Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

(760)934-8989ext254

CONTACT PERSON'S EMAIL ADDRESS :

hhayes@townofmammothlakes.ca.gov



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for ZIP Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person Name]

[Empty text box for Contact Person Title]

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person Phone Number]

[Empty text box for Contact Person Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

09-5439R

Implementing Agency's State Caltrans MA number

00064S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Mammoth Creek Gap Closure Project

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

The project closes the last gap in the Town's main path network, connecting to two existing multi-use paths. The project includes a multi-use path, safety lighting, and a crosswalk beacon.

PROJECT LOCATION: (Max of 250 Characters)

The project is located in the Mammoth Lakes, Mono County, CA. The proposed path would be adjacent to Old Mammoth Road from Minaret Road to Mammoth Creek Park.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.633512 /long. -118.970165

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text"/>
One Year Projection:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text"/>
Five Year Projection:	Pedestrians	<input type="text"/>	Bicyclists	<input type="text"/>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other

Pedestrian: Sidewalk Crossing Other

Multiuse Trails/Paths: Meets "Class I" Design Standards Other

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	CalEnvioScreen	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Student Meals	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Local Criteria	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 3

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools (In Attachment K)
 School address: Multiple Schools (In Attachment K)
 District name: Mammoth Unified School District
 District address: 461 Sierra Park Road, Mammoth Lakes, CA 93546
 Co.-Dist.-School Code: 26 73692 0000000

School type (K-8 or 9-12 or Both) **Both** Project improvements maximum distance from school 1.2 mile

Total student enrollment: 1,193
 % of students that currently walk or bike to school% 5.0 %
 Approx. # of students living along route proposed for improvement: 20
 Percentage of students eligible for free or reduced meal programs ** 58.0 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$0	
ATP funds for PS&E:	\$50	
ATP funds for Right of Way:	\$250	
ATP funds for Construction:	\$547	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$847

Local funds leveraging or matching the ATP funds: \$79

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$926

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 09 – Town of Mammoth Lakes – 1

Implementing Agency’s Name: Town of Mammoth Lakes

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Town of Mammoth Lakes sought funding for the Mammoth Creek Gap Closure Project. TE funds and the Local Transportation Commission provided for the Project Approval and Environmental Documentation (PA&ED) funds until the existing grant programs were compiled into the ATP Grant. The Town has prioritized projects for the next five years with STIP funds, with the earliest potential for funding this project in the early 2020s.

2. Consistency with Regional Plan.

Mono County's Regional Transportation Plan, amended December 2013, focuses on efficient traffic flow, alternative transportation modes to automobiles, protecting/enhancing environmental resources, and providing a transportation/circulation system that preserves air quality. The proposed MUP supports and implements the identified needs in the RTP to improve air quality, reduce congestion, and provide alternatives to move people/goods. The MUP will link existing trail systems to build community and preserve the resort character of Mammoth Lakes with pedestrian and bicycle facilities. RTP supports the TOML General Bikeway Plan, TOML Pedestrian Master Plan, and Trail System Master Plan, which identify this gap closure as a project.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The types of users in the area of the proposed infrastructure project consist mostly of pedestrians, skate boarders, and bicyclists. The users are split evenly between those using the path for recreational purposes such as walking, jogging, biking, and skating and others use the path to commute to school, work, the grocery store, Mammoth Creek Park, and other locations. The Town of Mammoth Lakes has studied pedestrian and bicycle traffic through the summer months since 2011. Data is collected from late May to late August 2013, by ten infrared pedestrian counters that were placed along the Trials System and two of which were located at opposite ends of where the proposed MUP would be connect to the existing trails system. These two counters were located at Mammoth Creek Park and near the Old Mammoth Road/Minaret Rd intersection, locations shown in Attachment I-1. The TRAFX trail counters are located on posts near the path and use high-quality infrared scopes to detect users passing them. The results show 2,300-15,700 users passing the counters monthly with the Mammoth Creek Park path being one of most used paths in town. The number of average daily users grew by 52.5% from 2011 to 2014 during the summer and fall months; therefore, an increase of 17.5% users may be annually estimated for an expected use of 506 daily users in five years.



However, the trail counters do not differentiate between the types of users. Town staff conducted a survey to tally the types of users utilizing the existing path and the braided trail connecting the two paved multi-use path sections. The survey resulted in 34% of users biking or skating, 8% of users running, and 58% of users walking. 50% of the users appeared to be using the path for recreational reasons and 50% were using the path for commuting. The type of users was determined by in-field observations and chosen based on those carrying groceries, backpacks, or strolling along the road.

The Town contacted the Mammoth Unified School District, finding approximately 1,200 enrolled students. The local communities served by the proposed path include Snowcreek, Aspen Village and Star Apartments with about 200 students living in the complexes (17% of the student population). Based on the surveys collected by low income residents, 25% of students walk/bike to school in these communities, which is more than the town average of 5%. The Town determined rates based on residents answering Question #3 of the Disadvantaged Community Survey by stating their travel on Old Mammoth Road as “extremely often.” Of the 40 surveys, 10 responded accordingly; therefore, 25% of the residents were estimated in using the path to go to school. Surveys are in Attachment K.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via:

(12 points max.)

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps



- d. other improvements to routes**
- e. educates or encourages use of existing routes**

The project location originates at the intersection of Minaret Road and Old Mammoth Road and ends at the existing path infrastructure in Mammoth Creek Park. This is the last section of multi-use path needed to complete the Town Loop, a 7.3 mile path providing connectivity between the schools, commercial areas, the downtown district, and connections into the recreational Lakes Basin. In addition to closing a gap in infrastructure, the proposed path creates an isolated route from vehicular traffic to destinations such as Mammoth Creek Park, Mono County's social services departments, Mammoth High/Middle/Elementary Schools, Cerro Coso Community College, Mammoth Lakes Library, Snowcreek Athletic Club, Vons grocery store, and the low income housing committees, Aspen Village and Star Apartments. The path connects people to multiple transit stops; two bus stops are located on each end of the project scope. These aforementioned locations can be referenced in a map listed in Attachment I-5 and includes the distances to/from each destination.

Existing conditions limit user types, pose safety concerns, and cause right-of-way issues. Users are provided with two options of traveling along the narrow shoulder of Old Mammoth Road or on a braided dirt trail through private property. Old Mammoth Road has a narrow shoulder width of 3.5 feet and serves vehicular traffic reaching an average speed of 40 mph. The physical constraints pose safety hazards to skateboarders, young bike riders, and lack of an accessible path of travel. Alternatively, the braided trail transverses through a privately owned parcel and may be used by pedestrians and mountain bikers. During the winter months, the braided trail area is used for snow storage and forces the non-vehicular users onto Old Mammoth Road, posing a strong hazard with icy roads and limited shoulder width. Often times, drivers have to swerve around individuals walking or biking along the road. Pictures of the area during snow storms, examples of snow berms, and children along the road are shown in Attachment F.



C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The Town of Mammoth Lakes launched an extensive public outreach campaign during the development of the Mobility Element. Coupled with this effort, the Town collected and reviewed SWITRS data, ADA improvement needs, routes to school where children travel by foot/bicycles, snow storage issues, and pedestrian counts in high density areas. This data was prioritized to provide the heaviest weight to projects serving students travelling to school, improving connectivity between sidewalks, trails, and transit stops, and consistent and well-lit street crossings. The proposed project serves each of these priorities by providing the low income housing units with the final piece of connectivity to the schools, closes a gap in existing non-vehicular infrastructure, and provides crosswalk improvements across Minaret Road. Other priority considerations included the traffic corridors of the highest volumes of users, ranking Minaret Road and Old Mammoth Road among the five corridors to be intensively studied. Therefore, the proposed project was ranked as the first priority in the Pedestrian Master Plan and the General Bikeway Plan, supplemental documents to the Mobility Element. The proposed project had been approved and accepted by the Town Council as a priority project. The project is consistent with the Regional Transportation Plan to improve air quality, reduce congestion, and provide alternatives to move people/goods.

The Town sought public opinion about the number of trips taken along Old Mammoth Road and what caused potential users to not walk or bike along this section of path. Approximately 43% of low income housing residents walked or biked along this stretch of road daily to multiple times a week. Others stated safety concerns about car speeds, refusing to travel along Old Mammoth Road during the day or at night.

This project will encourage pedestrians, skaters, and bicyclists to use the path rather than the road due to the increase in safety. Currently, the general consensus of those surveyed stated that they do not walk because they feel it is unsafe but would use the path if the improvements were done.



The number of students traveling along Old Mammoth Road was estimated at 39%, seen Attachment K surveys. For example, two students riding their bikes home from school said that “it is scary to ride on the road in the afternoon when everyone is leaving work” and “there are crazy drivers coming out onto Old Mammoth Road (from Minaret Road).” The proposed multi-use path will eradicate students feeling unsafe and provide comfort for drivers by eliminating the pedestrians and bicyclists from using the roadway.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The limits of the proposed project is within a 900 foot corridor between a high impacted intersection of Minaret Road and Old Mammoth Road (ADT: 3,400 vehicles; 390 pedestrians/bicyclists) toward the commercial areas of Old Mammoth Road. The speed limit is 40 mph, has shoulders ranging from three to four feet in width, and nears a blind curve. Children are seen walking or biking along this segment of road either going to the park to play or to go to school. During the winter months, large snow berms along the shoulder push pedestrian and bicyclists into the roadway, with drivers reaching speeds of 50 mph and reported close calls by in-field surveys of cars swerving to avoid non-motorized users. To better illustrate the perceived safety issues, the Town performed two surveys. One survey was along the existing roadway and near Mammoth Creek Park, where Town staff stopped users to ask if they felt safe travelling along this unimproved traffic corridor. Results proved over 68% of users did not feel safe and would avoid the roadway because of vehicular driver speeds, 39% of these responses were from children. In another attempt to review safety concerns, the Town went door to door at a nearby low income housing complex, asking residents if they or their children felt safe travelling along the unimproved corridor. Over 64% of these residents reported not feeling safe, some stating that they drive their children to the park or to school to



ensure their children's safety. The local property owner also provided a letter of support detailing his concerns and heard concerns from parents.

The Town pursued data collected from the Statewide Integrated Traffic Records System (SWITRS) and the local hospital EMT Records. SWITRS data collected from May 1, 2009 to December 31, 2014 consisted of seven vehicular accidents and one vehicular/bicycle accident. Due to the issues with staff shortages in the Police Department, many of the reports are not uploaded or recorded in police reports; therefore, the Town pursued EMT data from the Mono County Paramedics/Rescue. Records were collected from January 1, 2013 to May 15, 2015 consisted of two vehicular accidents (seen in SWITRS data) and one bicycle/vehicular accident (only in EMT Records). Hospital data was not available prior to 2013 because of the upgrades in the hospital recording system in 2013. The collision data from both sources is provided in the "Accidents within Project Limits" map (Attachment I-2) and table below:

Date	Collision Type	Severity	Data Source
7/6/2009	Bike	Injury (Severe)	SWITRS
11/20/2010	Sideswipe	PDO	SWITRS
5/16/2010	Sideswipe	Injury (Other Visible)	SWITRS
10/23/2010	Hit Object	PDO	SWITRS
12/21/2010	Broadside	Injury (Complaint of Pain)	SWITRS
3/6/2013	Overtaken	Injury (Complaint of Pain)	SWITRS
12/3/2013	Head-on	Injury (Complaint and Other Visible)	SWITRS
6/30/2014	Hit Object	Injury (Complaint of Pain)	SWITRS
Jul-14	Vehicle/Bicycle	Injury (Complaint of Pain)	EMT



B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:

(15 points max.)

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**
- **Improves sight distance and visibility between motorized and non-motorized users.**
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**
- **Improves compliance with local traffic laws for both motorized and non-motorized users.**
- **Addresses inadequate traffic control devices.**
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**
- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.**

The major safety hazards identified were:

- 1) Speed of vehicles travelling along this section of road being shared by pedestrians and bicycles and the lack of a shoulder in winter seasons. Vehicular speeds near this unimproved corridor are between 35 mph to 50 mph, speeds of which may result in fatalities if accidents were to occur. This segment of road is shared by students and recreational users within a shoulder area of three to four feet in width. Students are seen close to traffic lanes traveling to the park or to school. During the winter months, a large snow berm is plowed into the road shoulder for snow storage and non-vehicular users struggle to stay out of the traffic lanes. Both issues may be remedied by separating vehicular and non-vehicular users through the installation of a multi-use path that would avoid vehicular traffic and would be plowed during the winter



months. The construction of the multi-use path most likely would have eliminated the bicycle accident reported in 2009.

- 2) Lack of pedestrian crossing on Minaret Road near Old Mammoth Road. Vehicles travel down Minaret Road to Old Mammoth Road at high speeds, often unaware of pedestrian traffic crossing Minaret Road to the nearby bus stop or travelling into the commercial areas at upper Old Mammoth Road. This project would install a pedestrian crossing to enhance pedestrian safety and address the inadequate traffic control devices at this intersection. The installation of a crosswalk beacon may have remedied the bicycle accident in 2014.
- 3) Lack of pedestrian lighting along the existing path. The existing path going from Mammoth Creek Park to south of the Minaret Road intersection lacks pedestrian lighting. Of surveys taken in the disadvantaged communities, 35% of residents specifically requested lighting and 82% felt unsafe walking along Old Mammoth Road and through Mammoth Creek Park at night. This project would install pedestrian lighting from Mammoth Creek Park to just south of the Old Mammoth Road/Minaret Road intersection, update existing facilities, and improve visibility for pedestrians/bicyclists at night.



Part B: Narrative Questions **Detailed Instructions for: Question #3**

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The Town of Mammoth Lakes is a small town limited to 8,100 permanent residents, with 72 participants in past outreaches and 72 participants in recent outreaches for the Mammoth Creek Gap Closure Project.

The Town underwent a public outreach for the Mobility Element for feedback on possible projects and criteria for prioritizing projects with the town limits. The Town engaged stakeholders including the Public Works Department, Planning Department, Parks Department, Mammoth Lakes Tourism, Mammoth Lakes-Yosemite Airport, Mammoth Lakes Trails and Public Access Foundation, XTC Tours, Planning Commission, and Mono County. The Town sought public input from the general public through two workshops and an open house presentation (totaling 72 participants) and an on-line survey (totaling of 144 participants).

In continuation of public participation, the Town sought public opinion for those who would directly use the proposed path. First, Town staff intercepted various users walking and biking around the Old Mammoth traffic corridor including students, adults with children, and recreational users. Second, staff went door to door visiting the nearby low income housing residents using the path to get to the Mammoth schools. Third, the staff reached out to parents with students in the



local school system through phone blasts and newspaper advertisements. These outreaches focused on the general public using the path in their daily or weekly activities, totaling 72 responses.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Stakeholders were reached in two waves of public outreaches, during the development of the Mobility Element and public support of Mammoth Creek Gap Closure Project. The Mobility Element sought stakeholder input through two workshops, an open house tour on a trolley, and an internet based survey. The two workshops focused on multimodal mobility and safety with opportunities to prioritize project areas and user types, offered in the evening at the Mammoth Lakes Community Center. The open house provided trolley tours around the major traffic corridors and possible projects areas. The tour was offered in the morning and afternoon, provided by Eastern Sierra Transit Authority trolleys. The internet survey provided the general public an opportunity to solicit their opinions during a 30 day comment period in July 2010. The survey included a total of 47 questions; however, because the survey was logic-based (questions would change depending on how the previous question was answered), no individual participant was given all 47 questions.

The outreach effort to inform stakeholders and the general public included:

- TV Advertisements: A 30-second television commercial was developed and run on Mammoth Channel 72 and Sierra Wave/Channel 33 between July 8 and July 18, 2009.
- Radio Advertisements: A 30-second radio commercial was developed and run on three local radio stations between July 8 and July 18, 2009. Additionally, a radio interview with the Chair of the Mobility Commission occurred on July 10, 2009.
- Newspaper Advertisements: A series of print advertisements were included in the Sheet and the Mammoth Times between the week of June 22 and the week of July 13, 2009.



- Flyers: An 11x17 color flyer was designed and posted throughout the community, including at local businesses, transit stops, and other public spaces.
- Town Manger's Friday Update: An announcement was included in the "Friday Update" between June 5 and July 17, 2009.
- Stu's News: A brief announcement was included in Stu's News between June 11 and July 17, 2009.
- Calendar Postings: The events were posted on the Events Calendar on the Town of Mammoth Lakes' website and Visitmammoth.com website.
- Email Distribution: Flyers and other event details were distributed out via email. Emails were distributed to Town staff, Commissions, and other stakeholders, including MLTPA's email lists.
- Town Council and Commission Attendance: Brief announcements were made at meetings of the Town Council, Planning Commission, Mobility Commission, Airport Commission, and Tourism and Recreation Commission leading up to the events.
- Community Meeting Attendance: Brief announcements were made at local community organization meetings such as the Lion's Club, Rotary, Chamber of Commerce, and other organization deemed appropriate.
- Postcard Mailings: Postcards advertising the internet survey were mailed to all property owners within the Main Street District. Postcards were also distributed to businesses on Main Street and Old Mammoth Road.

Three outreach efforts were conducted for public comment. First, Town staff asked users along Old Mammoth Road and near Mammoth Creek to answer four questions about safety and their opinion about a multi-use path during four outreach attempts conducted in the morning and afternoon of May 13, 2015 and May 20, 2015. Second, Town staff visited 48 units in low-income housing and asked residents to take a short survey with ten questions about children within the household, safety, and their opinion on the construction of the multi-use path. The outreach was conducted four times in May 2015 and was provided in English and Spanish, with a translator present. Lastly,



the Town contacted the local school district to provide the publicity for a parent/community meeting about the proposed project. The Town received a couple of phone calls, an email, and four attendees at the meeting to discuss this path, conducted on May 18, 2015, at the Mammoth High School Multipurpose Room. English and Spanish was provided. The meeting was advertised for one week in the local newspaper and phone blasts were sent to all the parents.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The outreaches sought during the Mobility Element align with the goals for the ATP grant. Workshop 1 focused on multimodal mobility with an interactive discussion of multimodal principles and practices that are applicable in Mammoth Lakes. Participants discussed pedestrian, bicycle, transit, and parking issues, concerns, ideas, and needs. The public requested that safe routes to school projects would be the highest priority and connectivity between sidewalks, trails, and transit stops was the second highest priority. Workshop 2 focused on community safety and mobility with topics on emergency response, snow management, and accident prevention. Participants asked the Town to focus on projects within the North Village, Main Street, Old Mammoth Road, and Sierra Park Road. Since the Mammoth Creek Gap closure would be a safe routes to school project, complete connectivity among existing trails, and focused in the Old Mammoth Road corridor, the project was listed as the #1 project in the Pedestrian Master Plan and General Bikeway Plan. These workshops are in accordance with ATP goals by improving the safety of children (Mammoth Lakes #1 priority in public outreach), creating a recreational link to a nearby park (Mammoth Creek Park), and is within two bus stop locations.

The outreaches conducted for public support of the Mammoth Creek Gap Closure provided the Town with additional features asked by users, including lighting and a crosswalk beacon along Minaret Road. The closest communities to the project are Snowcreek, Aspen Village and Star Apartments, two of which are low income housing complexes. The pedestrian lighting and



crosswalk beacons further assist in increasing safety and mobility of non-motorized users and ensure those qualifying under disadvantaged communities would be benefited.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The Town will provide a 30 day comment period at the conclusion of the environmental studies. The final alignment would be provided at its completion. In addition, the Town will continue to annually distribute and collect safe routes to schools surveys about the safety concerns of parents and implementing these concerns into the project scope.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Unfortunately, data is limited for studies performed in Mammoth Lakes due to the lack of population size or data offered is for Mono County or lumped into values other counties. The Town sought out health data from the Mono County Health Department, Mammoth Hospital, and the Station Captain at Station 7 Paramedics in Bridgeport, CA. Sandra Pearce, a Health Program Manager for the Mono County Health Department, was contacted regarding health data and offered data collected from the California Health Interview Survey (CHIS) and from. She explained the CHIS data was poor, especially in regards to adult obesity rate since Mono County is grouped with Mariposa, Tuolumne, Alpine, Amador, Calaveras and Inyo County. Therefore, the Town pursued other data with the Health Department to find the Simple Steps to Better Health Campaign. Data from Simple Steps was collected during 2013 to 2014, focusing on children's health. Data collected included the percentage of students with Body Mass Indexes (BMI) of 85% or higher (overweight and obesity rates together) and is detailed in the table below. The study concluded that student overweight/obesity increased by more than 4% for two of three grades tested over the past five years: 5th graders increased by 6.5%, 7th graders increased by 4%, and 9th graders increased by 1%. Overweight/obesity rates for 5th graders increased by 7% in 2012-2013 over the previous school year to the highest rate on record, while 7th and 9th grade students have only decreased slightly year over year.



Mammoth Unified School District	Overweight or Obese Percent
Grade 5	38.1%
Grade 7	38.1%
Grade 9	34.2%

Town staff contacted Mammoth Hospital staff including Slavka Crouthamel, Chafik Azerki, and Eriko Suzuki. Information was limited to accident data and relatively general data. The Station 7 Paramedics was able to provide accident data within the Old Mammoth Road corridor, finding an additional vehicle/bicycle accident not recorded in SWITRS.

Additional data was retrieved by the County Health Ranking and Roadmaps for Mono County, ranking 15 out of 57. Results remained comparative to those throughout the state California, with the exception of excessive drinking at 26% to the California average of 17%. Adult obesity was 22% and physical inactivity at 13%, compared to 23% and 17% for California. Due to the lack of specificity of the data set, the Town focused on the Simple Steps data to better illustrate the health issues of our targeted audience of children.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

Implementing the proposed improvements would increase physical activity by allowing people to travel around the Town by foot or bicycle on the Town Loop, which is the last remaining gap in the Town Loop. Closing the gap between Minaret Road and Mammoth Creek Park would allow users to access the park, schools, commercial areas, and the Snowcreek Athletic Club gym without vehicular conflicts and increase get physical activity at the park. This project aligns with the Mono County Nutrition and Physical Activity Taskforce (NPAT) to provide educational opportunities about healthy lifestyle choices with regular exercise, eating nutritious food and limiting time in front of the TV.



NPAT has partnered with the Town's Recreation Department to increase opportunities for the local youth to recreate, of which Mammoth Creek Park provides opportunities to play soccer and will be the location of the future ice rink.

The path and all of its features will be built to be ADA compliant, allowing people with disabilities can access the new MUP to travel to Snowcreek Athletic Club. The local athletic club has a physical therapy center and rehab facilities for people with disabilities. With the improvements they would be able to access Mammoth Creek Park. The locations of the park, streets, and gym are shown in Attachment I-5.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project: \$_____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed



Option 2: California Communities Environmental Health Screening Tool 2.0

(CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:

_____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

Option 1: Median household income, by census tract for the community(ies) benefited by the project: \$ 48,720

The proposed project is not located within a disadvantaged community, but it serves two low income housing apartments within one mile of the proposed multi-use path. The two communities are Aspen Village with 48 units and Star Apartments with four apartments, located across the street from one another and shown in Attachment I-5. Both communities qualify under the disadvantaged guidelines with a maximum household income of \$48,720 per unit, approximately 80% below the statewide median household income. The statewide median household income in



\$61,094 and 80% of the median household income is \$48,875.20, \$155 more than the low income housing maximum. In Aspen Village there are 181 adults and 203 children. There are 45 children ages 0-4, 77 ages 5-10, 45 ages 11-14, and 26 ages 15-18. In Star Apartments there are 3 adults and 2 children between 15-18 years old. Therefore, there are roughly 150 children in the disadvantaged community, located near the path and attending school. There are 1193 children in school; therefore, 12.6% of the children in school are in the disadvantaged community near the proposed multi-use path.

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 0 % Explain how this percent was calculated.

Although the project does not expend funds within the disadvantaged community, it potentially serves 12.6% of the student population within two complexes satisfying the disadvantaged community requirement.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The improvements benefit the disadvantaged communities, Aspen Village and Star Apartments. The proposed project serves 12.6% of students living within communities qualifying as a disadvantaged community, with over 25% of students walking/biking to school. By separating the non-vehicular traffic from the cars travelling over 40 mph, these families will be provided a safe alternative to either recreate at the park or travel to school. Other concerns noted in public outreach included not feeling safe travelling at night near Old Mammoth Road. Parents stated their concerns about safety resulted in not let their children walk or bike along Old Mammoth Road or through Mammoth Creek Park at night. The path will close a critical gap in the Town Loop and



provide safe access for the low income housing residents from their homes to the one grocery store in Mammoth, Mono County's social services, Library, High School, Middle School, Elementary School, and Cerro Coso Community College. The path also provides access to recreational destinations such as Mammoth Creek Park, Mammoth Rock N Bowl, and various restaurants.

The path benefits these communities by providing lighting from Mammoth Creek Park to their apartments and would be plowed during snow storms. The path may be used 24/7, accessed by people walking, jogging, skate boarding, and biking. Comments from the low income housing residents included their safety concerns along Old Mammoth Road with vehicle speeds and the lack of pedestrian path lighting, but stated that they would allow their children to travel in this traffic corridor when the path was completed. 95% surveys filled out by the low income housing residents showed that they were in full support of the path being built.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”.**
- (3 points max.)**

Four design alternatives were considered consisting of a path (1) crossing Minaret Road prior to the existing bridge, (2) a new culvert and bike path tunnel, (3) a creek/bike path undercrossing, and (4) a new bridge (seen in Attachment E).

- 1) An at grade path crossing Minaret Road would align easily with the existing trail system and follow the existing braided trail. Environmental impacts would be minimal, avoiding a streambed modification and reducing permitting cost. This option provides the least in construction costs and path maintenance. However, the existing flooding caused by the existing culvert would not be remedied and this option provides the lowest aesthetic appeal.
- 2) The new culvert and bike path option consists of two separate culverts crossing under Minaret Road. One culvert provided a crossing for Mammoth Creek (replacing the existing culvert) and the second crossing for the proposed multi-use path. This would avoid altering the streambed, reduce possible permitting consists, and offers low aesthetic appeal. This option would increase safety of pedestrian and bicycle users, avoiding all possible contact with automobiles.
- 3) The creek/bike undercrossing provides a high profile arch culvert, allowing the pedestrians to ride/walk along the multi-use path. This option provided greater aesthetic appeal and



enhances the pedestrian experience, yet it may provide difficult access to the path during storm conditions and would provide a lower disturbance than a new bridge.

- 4) A new bridge provides easier access to maintain the creek and path, with the greatest aesthetic appeal. However, this alternative was the largest construction cost, largest disturbance area, and required additional bridge maintenance.

The first option of a path crossing Minaret Road was chosen for its low construction and maintenance costs, while satisfying the safety need of a pedestrian/bikeway path separated from vehicular traffic.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The Town calculated a B/C Ratio of 7.04. The tool was relatively straight forward; however, some of the instruction regarding step counts and existing miles walked needed more explanation and the excel sheet would not allow the input of data in these four cells. Other concerns included the number of students living along to the proposed path and not those who would be directly affected by the improvements a short distance away.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project:
(5 points max.)**

The Town received both federal and local funding to assist in the Mammoth Creek Gap Closure Project. The Town was awarded a STIP TE funds (Project Number: RPSTPLE 5439(030)) in the amount of \$69,000 to complete preliminary environmental and preliminary path alignments (PA&ED). The Mono County Local Transportation Commission (LTC) provided \$10,000 to utilize in the preliminary environmental studies or engineering drawings. The two funding accounts compose of 8.5% of the total project cost.



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY

CONSERVATION CORPS (*0 or -5 points*)

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Community Conservation Corps

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org



Phone: (916) 341-3154

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Please see Attachment I-8 for email correspondence.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The Town of Mammoth Lakes has successfully completed and delivered numerous SRTS, SR2S, BTA, EEMP, HSIP, STIP grants. Recent projects include Lower Canyon Boulevard Rehabilitation Project (#RPL 5439(020)), Meridian Boulevard Rehabilitation Project (# SRTSL 5439(028)), Waterford Gap Closure BTA Project (BTA 12/13-09-MONO-01), College Connector Path (BTA #1011-09-MNO-01, EEM-2011(029)), and Lakeview Road Ice Melt Project (HSISPL-5439(021)). The Town has satisfied all the grant requirements on previous projects.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Attachment A
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Attachment B
Required for all applications

Engineer's Checklist Attachment C
Required for Infrastructure Projects

Project Location Map Attachment D
Required for all applications

Project Map/Plans showing existing and proposed conditions Attachment E
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions Attachment F
Required for all applications

Project Estimate Attachment G
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) Attachment H
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information Attachment I
Required for all applications
Label attachments separately with "I-#" based on the # of the Narrative Question

Letters of Support Attachment J
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments Attachment K
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Attachment A
Application Signature Page



Part C: Attachments **Attachment A: Signature Page**

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____	Date: <u>5/26/15</u>
Name: <u>Grady D. Dutton</u>	Phone: <u>(760) 934-8989 x257</u>
Title: <u>Public Works Director</u>	e-mail: <u>gdutton@townofmammothlakes.ca.gov</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____	Date: <u>5/26/2015</u>
Name: <u>Robin Davis</u>	Phone: <u>760-934-6802 x507</u>
Title: <u>Director of Operations</u>	e-mail: <u>RDavis@mammothusd.org</u>

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Attachment B
ATP–Project Programming Request (ATP-PPR)

ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

Project Information:					
Project Title: Mammoth Creek Gap Closure					
District	County	Route	EA	Project ID	PPNO
09	Mono	Old Mammoth Rd			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)	69		10					79
PS&E				50				50
R/W				250				250
CON					547			547
TOTAL	69		10	300	547			926

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E				50				50	Notes:
R/W				250				250	
CON					547			547	
TOTAL				300	547			847	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

Project Information:					
Project Title: Mammoth Creek Gap Closure					
District	County	Route	EA	Project ID	PPNO
09	Mono	Old Mammoth Rd			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 3:	TE Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	69							69	
PS&E									Notes:
R/W									Environmental Studies
CON									
TOTAL	69							69	

Fund No. 4:	Mono County Local Transportation Commission								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				10				10	Mono County LTC
PS&E									Notes:
R/W									Environmental Studies and Preliminary Engineering Alignments
CON									
TOTAL				10				10	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Attachment C

Engineer's Checklist

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC’s requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

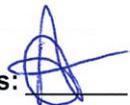
Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in “responsible charge” of defining the projects Scope, Cost, and Schedule per the expectations of the CTC’s PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map**

Engineer’s Initials: 

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must:

Engineer’s Initials: 

- a. Be to a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency’s right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans’, Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions.

Engineer’s Initials: 

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate**

Engineer’s Initials: 

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials:

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials:

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials:

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials:

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

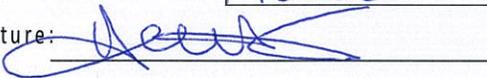
Licensed Engineer:

Engineer's Stamp:

Name (Last, First): Hayes, Haislip

Title: Associate Civil Engineer

Engineer License Number 78268

Signature: 

Date: 5.28.15

Email: whayes@townofmammothlake.ca.gov

Phone: 760-934-8989

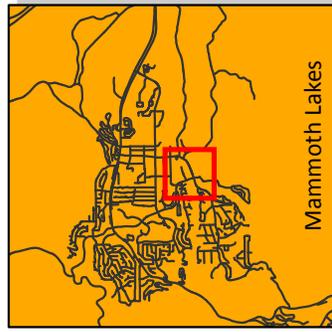
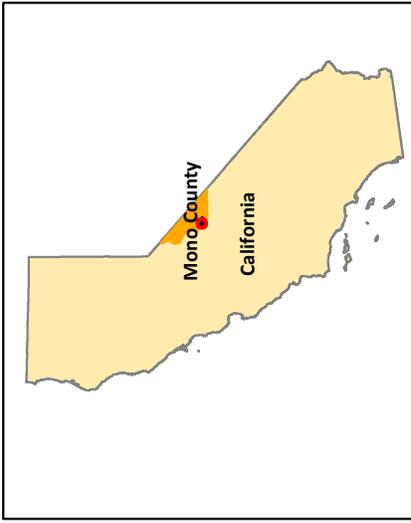


Attachment D

Project Location Map

MAMMOTH CREEK GAP CLOSURE

Project Map



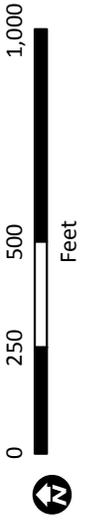
Town of Mammoth Lakes
 PO Box 16009
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EXISTING MULTI-USE PATH
 Existing asphalt multi-use path.

PROPOSED MULTI-USE PATH
 Proposed multi-use path alignment

PROPOSED PEDESTRIAN BEACON
 Proposed location of rapid flash pedestrian activated crosswalk



Attachment E

Plans of Existing and Proposed Conditions

MAMMOTH CREEK GAP CLOSURE

ROW Conditions

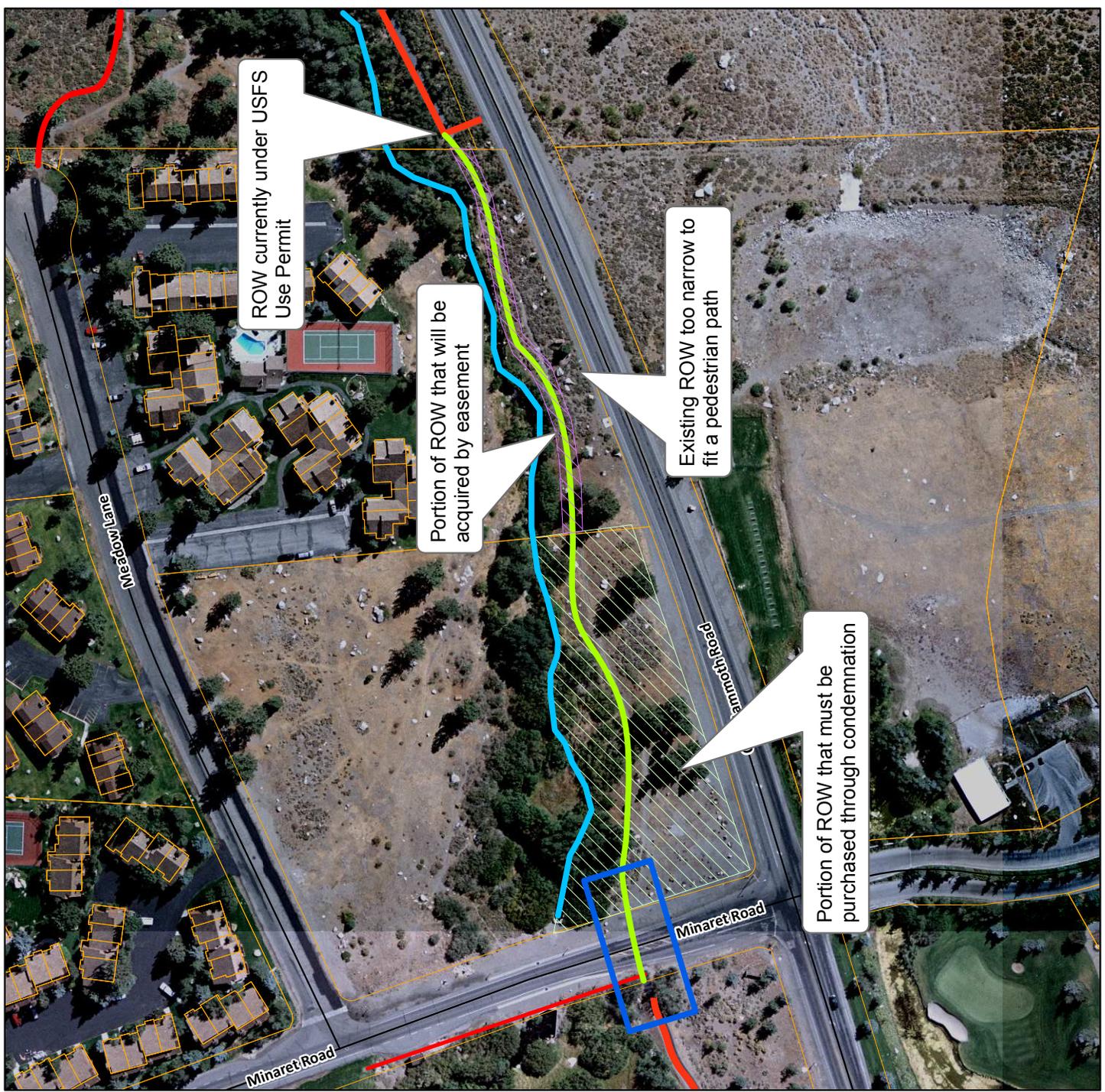
EXISTING MULTI-USE PATH
Existing asphalt multi-use path.

PROPOSED MULTI-USE PATH
Proposed multi-use path alignment

STREAM ALIGNMENT

ROW ACQUISITION
This section of ROW will need to be purchased through the condemnation process.

ROW ACQUISITION
This portion of ROW will be acquired by easement



Attachment F

Photos of Existing Conditions

Project Photos

Existing conditions on Old Mammoth Road



Figure 1. Looking west on Old Mammoth Road where path ends.



Figure 2. Looking west on Old Mammoth Road where path will connect.



Figure 3. Looking west on Old Mammoth Road at the halfway mark for the proposed path.



Figure 4. Looking east on Old Mammoth Road at the halfway mark for the proposed path.



Figure 5. Looking west on Old Mammoth Road at the Old Mammoth Road and Minaret Road intersection.



Figure 6. Looking north on Minaret Road at the Old Mammoth Road and Minaret Road intersection. Car is located at the proposed location of pedestrian crossing improvements.



Figure 7. Looking west across Minaret Road to the existing MUP on Minaret Road.

Existing Site Conditions – Examples of Current Conditions



Figure 8. Moms with strollers along Old Mammoth Rd



Figure 9. Pedestrian walking along Old Mammoth Rd



Figure 10. Pedestrians on Old Mammoth Rd, crossing Minaret Rd.



Figure 11. Bicyclist traveling in the shoulder of Old Mammoth Rd



Figure 12: Example of snow berms in the winter

Travelling from Old Mammoth Road to Mammoth Creek Park (Visibility during Storm Events)



Figure 13. Looking east near Old Mammoth Road/Minaret Road.



Figure 14. Looking east after Old Mammoth Road/Minaret Road.



Figure 15. Looking east on Old Mammoth Road.



Figure 16. Looking east on Old Mammoth Road near the end of the proposed path alignment.



Figure 17. Looking east on Old Mammoth Road near Mammoth Creek Park.

Attachment G

Project Estimate

Detailed Engineers Estimate

Schedule A - Pre-Construction Items

Item No.	Description	ATP Funded	Unit	QTY	Unit Price	Total Amount
A-1	Environmental / CEQA and NEPA	N	LS	1		Under Contract
A-2	PS&E	Y	LS	1	\$50,000.00	\$50,000.00
A-3	ROW - Condemnation	Y	Acres	0.25	\$500,000.00	\$125,000.00
A-4	ROW - Condemnation Legal Fees	Y	LS	1	\$25,000.00	\$25,000.00
A-5	ROW - Purchase Easement	Y	Acres	0.2	\$500,000.00	\$100,000.00
Schedule A General Project Items Subtotal:						\$300,000.00

Schedule B - General Project Items

Mammoth Creek Gap Closure

Item No.	Description	ATP Funded	Unit	QTY	Unit Price	Total Amount
A-1	Survey, construction staking, and document submittals in accordance with the plans and specifications for the lump sum price of	Y	LS	1	\$12,000.00	\$12,000.00
A-2	Mobilization, demobilization, and clean-up	Y	LS	1	\$10,000.00	\$10,000.00
A-3	QC program	Y	LS	1	\$15,000.00	\$15,000.00
A-4	Provide the traffic control plan and implementation in accordance with the plans and specifications for the lump sum price of	Y	LS	1	\$6,000.00	\$6,000.00
A-5	SWPPP - Including Temporary Erosion Control during construction	Y	LS	1	\$15,000.00	\$15,000.00
A-6	Furnish Record/As-Built Drawings in accordance with the plans and specifications for the lump sum price of	Y	LS	1	\$2,500.00	\$2,500.00
A-8	Furnish Operation and Maintenance Manuals (O&M Manuals) in accordance with the plans and specifications for the lump sum price of	Y	LS	1	\$1,000.00	\$1,000.00
Schedule B General Project Items Subtotal:						\$61,500.00

Schedule C - Improvements

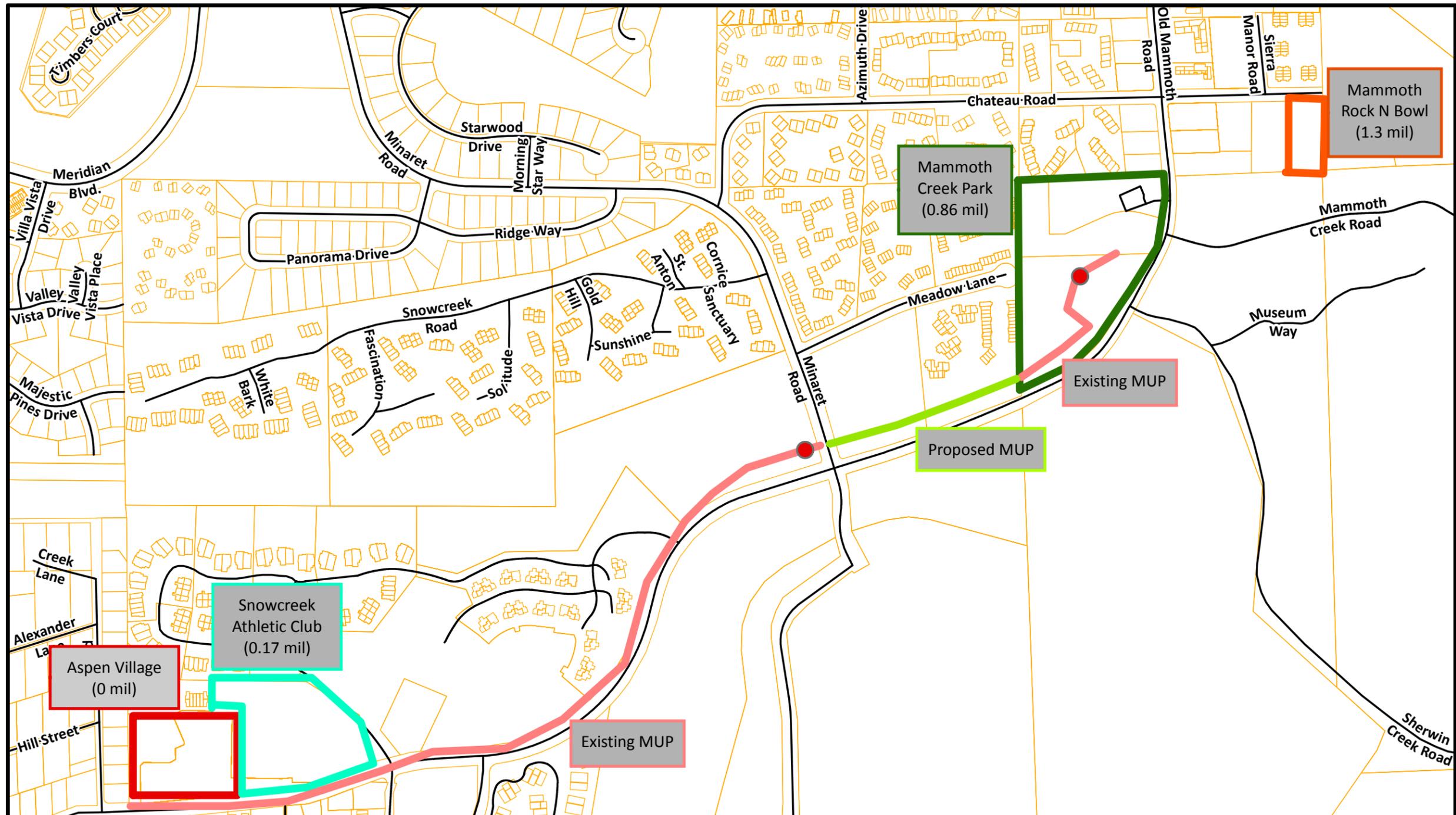
Mammoth Creek Gap Closure

Item No.	Description	ATP Funded	Unit	QTY	Unit Price	Total Amount
B-1	Potholing	Y	LS	1	\$2,000.00	\$2,000.00
B-2	Clearing and Grubbing (Demolition, clearing, grubbing, sawcut and pavement removal)	Y	LS	1	\$50,000.00	\$50,000.00
B-3	Bike Path - including all work for full width construction per specifications, including earthwork, subgrade prep, 4" aggregate base, 3" Asphaltic Concrete pavement and fog seal	Y	LF	975	\$185.00	\$180,375.00
B-4	RAMP 1 -ADA compliant transition ramp	Y	EA	1	\$4,500.00	\$4,500.00
B-5	Hydroseeding	Y	SF	9750	\$0.50	\$4,875.00
B-6	Match Center Stripe and Fog Lines	Y	LF	975	\$1.00	\$975.00
B-7	Stop Bars and Crosswalk Striping	Y	EA	1	\$500.00	\$500.00
B-8	Wayfinding Sign - Type 4	Y	EA	2	\$2,700.00	\$5,400.00
B-9	Advanced Warning Signs	Y	EA	4	\$500.00	\$2,000.00
B-10	Rapid Flash Crosswalk Beacon	Y	EA	1	\$15,000.00	\$15,000.00
B-11	Solar Lights	Y	EA	26	\$6,550.00	\$170,300.00
Schedule C - Improvements Subtotal:						\$435,925.00

SCHEDULE SUMMARY

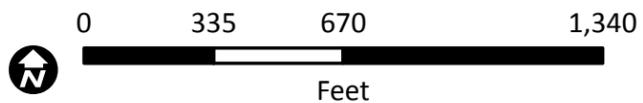
Schedule A - Pre-Construction Items	BID TOTAL Schedule A	\$300,000.00
Schedule B - General Project Items	BID TOTAL Schedule B	\$61,500.00
Schedule C - Improvements	BID TOTAL Schedule C	\$435,925.00
	10% Construction Contingency	\$49,742.50
	TOTAL BASE ESTIMATE	\$847,167.50

Attachment I
Narrative Questions Back-Up Information



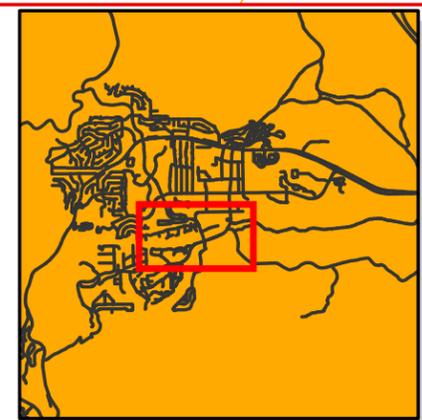
MAMMOTH CREEK CONNECTOR PATH

- TRAFX TRAIL COUNTERS
Located along the existing MUP.
- PROPOSED MULTI-USE PATH
Proposed asphalt multi-use path location.
- EXISTING MULTI-USE PATH
Existing asphalt multi-use path location.



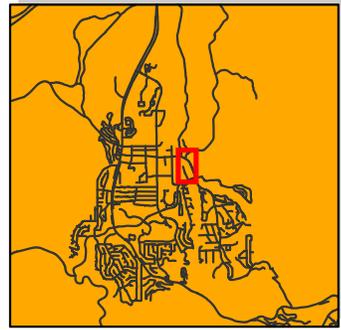
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#	Date	Data From	Type	Severity
1	7/6/2009	SWITRS	Vehicle/Bicycle	Injury (Severe)
2	11/20/2010	SWITRS	Vehicle/Vehicle	PDO
3	5/16/2010	SWITRS	Vehicle/Vehicle	Injury (Other Visible)
4	10/23/2010	SWITRS	Vehicle/Vehicle	PDO
5	12/21/2010	SWITRS	Vehicle/Vehicle	Injury (Complaint of Pain)
6	3/6/2013	SWITRS	Vehicle/Vehicle	Injury (Complaint of Pain)
7	12/3/2013	SWITRS	Vehicle/Vehicle	Injury (Complaint, Visible)
8	6/30/2014	SWITRS	Vehicle/Vehicle	Injury (Complaint of Pain)
9	Jul-14	EMT	Vehicle/Bicycle	Injury (Complaint of Pain)

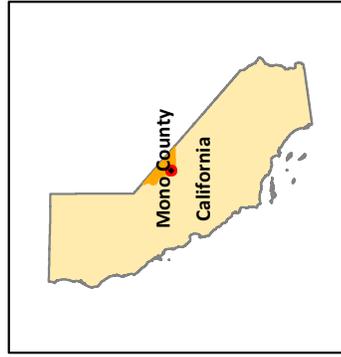


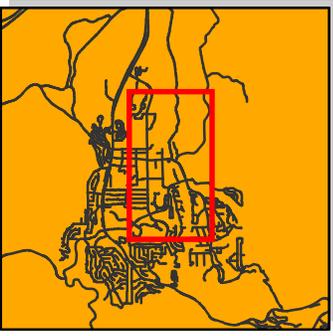
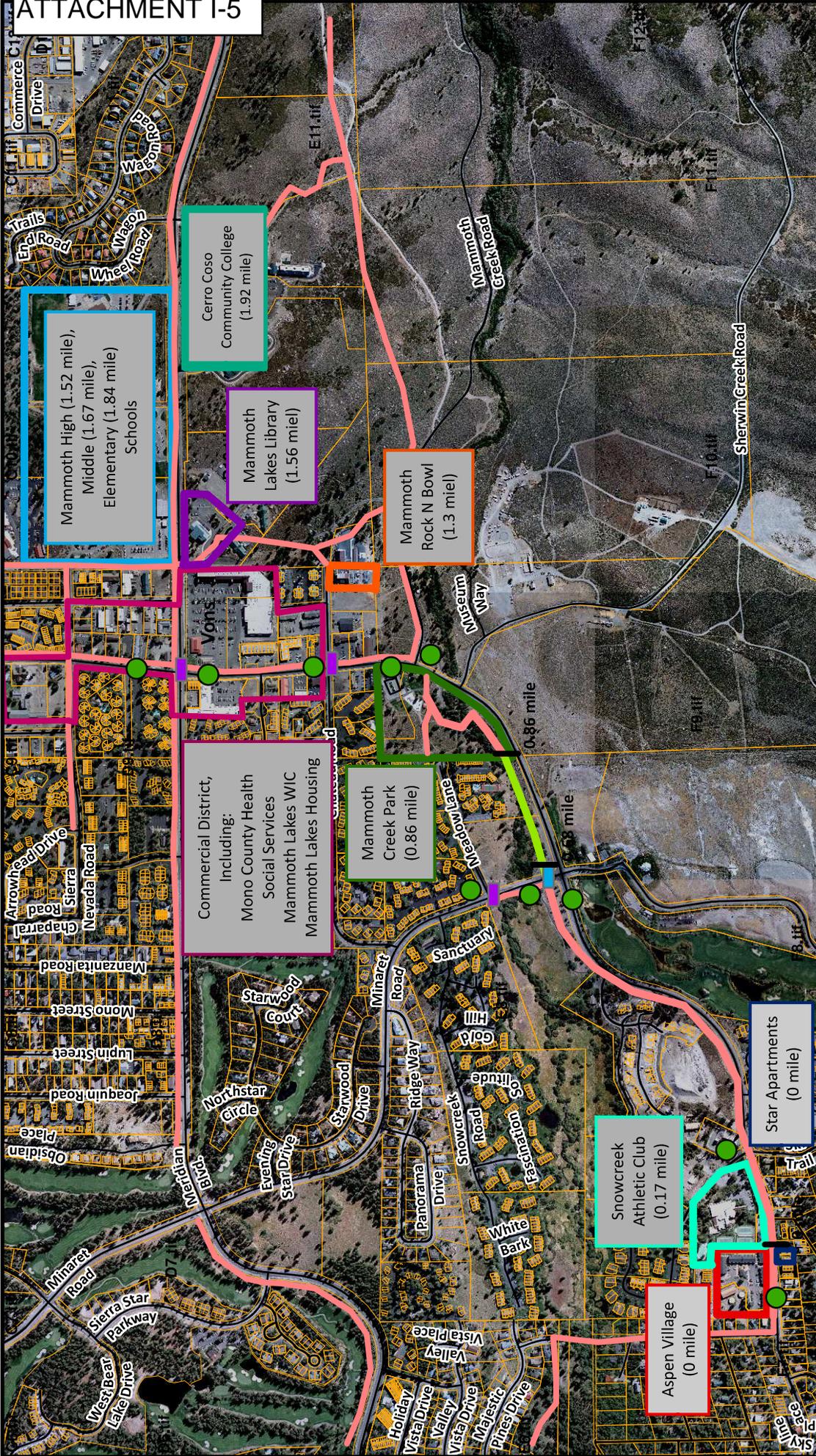
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ACCIDENTS WITHIN PROJECT LIMITS

- BICYCLE ACCIDENTS
Accidents Recorded By SWITRS (Orange) or EMT (Blue) Records
- VEHICULAR ACCIDENTS
Accidents Recorded
- PROPOSED LOCATION OF MULTI-USE PATH
- LOCATION OF EXISTING MULTI-USE PATH
- LOCATION OF EXISTING SIDEWALK
- LOCATION OF PROPOSED CROSSWALK BEACON



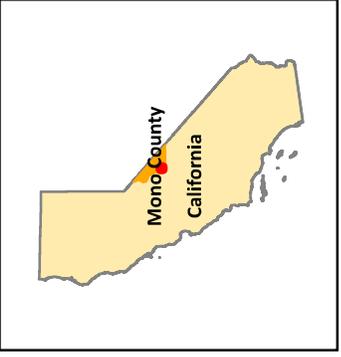
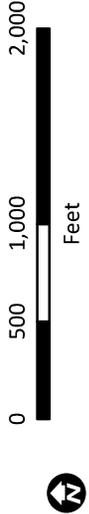


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MAMMOTH CREEK CONNECTOR PATH

- PROPOSED PEDESTRIAN AND BICYCLE ACCESS
- EXISTING PEDESTRIAN AND BICYCLE ACCESS
- TRANSIT STOPS
- EXISTING CROSSWALKS
- PROPOSED CROSSWALKS Including crossing beacons.



INFRASTRUCTURE

Project Name: Mammoth Creek Gap Closure
Project Location: Mammoth Lakes, CA

Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	270	317
Forecast (1 Yr after completion)	270	317
Commuters		
Existing Trips	30	89
New Daily Trips (estimate)	14.85	44.55
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class I
Average Annual Daily Traffic (AADT)	3,400

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$0
SR2S Infrastructure Project Cost	\$847,168

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$0
SR2S Infrastructure	\$847,168

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	7	1.4
PDO	2	0.4

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	270	317
Forecast (1 YR after project completion)	270	317
Without Project		
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)

	Y or N (Capitalized)
Signalized Intersection	N
Unsignalized Intersection	N
Unsignalized Intersection (new signs and markings only)	N
Unsignalized Intersection (safety features/curb extensions)	N
Pedestrian signal heads	N
Pedestrian crossing	N
Advance stop bar before crosswalk	N
Install overpass/underpass	N
Raised medians/refuge islands	N
Pedestrian crossing (new signs and markings only)	N
Pedestrian crossing (safety features/curb extensions)	N
Pedestrian signals	N
Bike lanes	N
Sidewalk/pathway (to avoid walking along roadway)	Y
Pedestrian crossing (with enhanced safety features)	Y
Pedestrian crossing	N
Other reduction factor countermeasures	

Safe Routes to School (SR2S) (Box 1C)

Number of student enrollment	1,190
Approximate no. of students living along school route proposed for improvement	20
Percentage of students that currently walk or bike to school	5.00%
Projected percentage of students that will walk or bike to school after the project	5.00%

ATTACHMENT I-6.2

20 Year Invest Summary Analysis

Attachment Pg-1

Total Costs	\$847,167.50
Net Present Cost	\$814,584.13
Total Benefits	\$8,664,826.98
Net Present Benefit	\$5,738,537.41
Benefit-Cost Ratio	7.04

20 Year Itemized Savings

Mobility	\$2,662,245.19
Health	\$167,132.72
Recreational	\$3,717,820.13
Gas & Emissions	\$32,914.61
Safety	\$2,084,714.33

Funds Requested	\$847,167.50
Net Present Cost of Funds Requested	\$814,584.13
Benefit Cost Ratio	7.04

Jamie Robertson

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Wednesday, May 20, 2015 7:35 PM
To: Jamie Robertson; atp@ccc.ca.gov
Cc: Sierra Shultz
Subject: Re: Town of Mammoth Lakes ATP Grant: Mammoth Creek Gap Closure

Hi Jamie,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Thu, May 14, 2015 at 9:21 AM, Jamie Robertson <jrobertson@townofmammothlakes.ca.gov> wrote:

Dear Danielle Lynch,

The Town of Mammoth Lakes is proposing asphalt work, concrete work, and additional work with other durable surface materials for their 2015/2016 grants. The proposed project consists of the 10' asphalt path parallel to Old Mammoth Road from Minaret Road to Mammoth Creek Park. The Town attached the project materials including a project description, preliminary plan, project schedule, project map, and a detailed estimate for your review. The Town of Mammoth Lakes would like to request partnership with the California Conservation Corps for this project. The Town would appreciate your possible participation and consideration.

If you have any additional questions, please contact Jamie Robertson. Have a wonderful day!

Jamie Robertson

Assistant Engineer

Town of Mammoth Lakes

PO Box 1609, Mammoth Lakes, CA 93546

Jamie Robertson

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Tuesday, May 26, 2015 11:00 AM
To: Jamie Robertson
Cc: Sierra Shultz; ATP@CCC; Hsieh, Wei@CCC; inquiry@atpcommunitycorps.org; Schmier, Scot@CCC; Martinez, John@CCC
Subject: RE: Town of Mammoth Lakes ATP Grant: Mammoth Creek Gap Closure

Hi Jamie,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Jamie Robertson [<mailto:jrobertson@townofmammothlakes.ca.gov>]
Sent: Thursday, May 14, 2015 9:22 AM
To: ATP@CCC
Cc: Sierra Shultz
Subject: Town of Mammoth Lakes ATP Grant: Mammoth Creek Gap Closure

Wei Hsieh,

The Town of Mammoth Lakes is proposing asphalt work, concrete work, and additional work with other durable surface materials for their 2015/2016 grants. The proposed project consists of the 10' asphalt path parallel to Old Mammoth Road from Minaret Road to Mammoth Creek Park. The Town attached the project materials including a project description, preliminary plan, project schedule, project map, and a detailed estimate for your review. The Town of Mammoth Lakes would like to request partnership with the California Conservation Corps for this project. The Town would appreciate your possible participation and consideration.

If you have any additional questions, please contact Jamie Robertson. Have a wonderful day!

Jamie Robertson
Assistant Engineer
Town of Mammoth Lakes
PO Box 1609, Mammoth Lakes, CA 93546
(760)934-8989, Ext. 283
Cell: (760)914-3133

Attachment J

Letters of Support



MAMMOTH UNIFIED SCHOOL DISTRICT

Superintendent
Lois Klein

Board of Education
Jack Farrell
Deanna Campbell
Shana Stapp
John Stavlo
Yvon Guzman Rangel

As director of Operations and Transportation for Mammoth Unified School District, I am in favor of the construction of a bike /pedestrian pathway in the area that is being proposed, specifically, from Minaret rd to the Mammoth Creek Park which is on Old Mammoth rd. We have a large number of students that live in proximity to the proposed path that are not serviced by any school buses, that would benefit from a walkway that cuts across that block. Especially during the winter season when It is unsafe for these students to attempt to walk on the roadway to get to their school site.

I am requesting that this grant be approved for this project, our goal is to get the students to school safely and on time.

If I can be of additional help, I can be reached at 760-934-6802 ext.507.

Sincerely,

Robin Davis
Director of Operations and Transportation
Mammoth Unified School District

Aspen Village

1700 Old Mammoth Road, P O Box 9004, Mammoth Lakes, CA 93546 Phone: (760) 924-7516 Fax: (760) 924-7519

Date: May 20, 2015

Subject: Town of Mammoth Lakes ATP Grant Application, Mammoth Creek Gap Closure

To: Grant Administrator,

As the manager of Aspen Village, I would like to express my support and encouragement for the Town of Mammoth Lake's application to the Active Transportation Program for the construction of a multi-use path known as the Mammoth Creek Gap Closure Project. Aspen Village houses approximately 300 individuals. The multi-use path that is being proposed would positively affect a large number of my tenants, both adults as well as our children.

Aspen Village has a parking space shortage, which prevents half of our apartments from having a second parking space. Consequently, a number of adults take public transportation or walk to get to Mammoth Creek Park, Vons, or even the schools. The lack of a viable path from Aspen Village to Mammoth Creek Park creates a dangerous situation for tenants who choose to walk to and from Aspen Village.

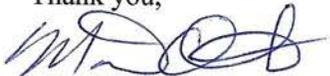
The children of Aspen Village have a very small playground, which is primarily for the younger children. Further, a lot of our children try and play soccer on the property, which is prohibited. Consequently, our children try and commute back and forth up/down Old Mammoth Road to go to the closest park (i.e. Mammoth Creek Park) to play. The lack of a multi-use path actually prevents some parents from allowing their children to go the park because of the dangers of walking up and down Old Mammoth Road. The installation of a multi-use path would allow our children a safe route to the park, or just to go "down town".

Lastly, a multi-use path would benefit the Town, as our residents and guests would be able to walk or ride a bike on a safe, out of traffic path to and from town on Old Mammoth Road.

In closing, I am in full support of the Town's Active Transportation Program application to construct the multi-use path.

If you have any questions or comments, please feel free to contact me at the number provided above.

Thank you,



Marvin Orrick
Manager



Mammoth Lakes Fire Protection District
Post Office Box 5, 3150 Main Street
Mammoth Lakes, CA 93546
760-934-2300 Fax- 760-934-9210
thom@mlfd.ca.gov

May 27, 2015

Mr. Grady Dutton, Public Works Director
Town of Mammoth Lakes
PO Box 1609
Mammoth Lakes, CA 93546

Re: Mammoth Creek Trail System ATP Grant Application

Dear Grant Administrator:

The Mammoth Lakes Fire Protection District would like to express our strong support for the Town of Mammoth Lakes' application to the Active Transportation Program for the construction of a multi-use path known as the Mammoth Creek Gap Closure Project.

This section of multi-use path will close a critical gap in the Town's path network, which parallels Old Mammoth Road from Minaret Road to Mammoth Creek Park. The current path being used is an improvised, braided dirt trail that crosses private property and has been the source of a few off-road bike related accidents. Because the path runs immediately adjacent to the creek for segments, at least two of the accidents resulted in injured parties landing in the water. The project includes acquisition of right-of-way to facilitate the path construction and eliminating private property trespassing.

The construction of the proposed multi-use path would move portions of the trail away from the creek, separate vehicular and non-vehicular parties as well as connect resort and residential communities to the commercial districts and schools. The newly located path would also result in less siltation in Mammoth Creek. The path would promote users to get further away from the creek, off of the street, onto a safe paved trail and would provide connectivity for walkers and bicyclists.

Therefore, the Mammoth Lakes Fire Protection District is in full support of the Town's Active Transportation Program application to construct the aforementioned improvements.

A handwritten signature in blue ink, appearing to read "Thom Heller".

THOM HELLER
Fire Marshal



Police Department

P.O. Box 2799, Mammoth Lakes, CA, 93546

Ph: (760) 934-2011 Fax: (760) 934-2490

www.mammothlakespd.org

MAMMOTH CREEK GAP CLOSURE

RE: Town of Mammoth Lakes ATP Grant Application

Dear Grant Administrator:

The Mammoth Lakes Police Department would like to express its strong support for the Town of Mammoth Lake's application to the Active Transportation Program for the construction of a multi-use path known as the Mammoth Creek Gap Closure Project.

This section of multi-use path will close a critical gap in the Town's path network, which parallels Old Mammoth Road from Minaret Road to Mammoth Creek Park. The current path being used is an improvised, braided dirt trail that crosses private property. Therefore, users are forced to trespass onto private property. The project includes acquisition of right-of-way to facilitate the path construction and eliminating trespassing.

The braided trail area is used for snow storage during the winter months and forces the pedestrians and bicyclists onto Old Mammoth Road. This poses a great hazard to both non-vehicular and vehicular parties with icy roads, bad visibility, and decreased shoulder widths. Pedestrians have been seen walking in the street lanes, which cause traffic to change lanes or swerve, therefore increase the risk of accidents. The construction of the proposed multi-use path would separate vehicular and non-vehicular parties as well as connect resort and residential communities to the commercial districts and schools. The path would promote users to get off of the street and onto a safe paved trail and would provide connectivity for walkers and bicyclists.

Attachment Pg-1

Therefore, the Mammoth Lakes Police Department is in full support of the Town's Active Transportation Program application to construct the aforementioned improvements.

Chief Al Davis

Mammoth Lakes Police Department



May 18, 2015

MAMMOTH CREEK GAP CLOSURE

RE: Town of Mammoth Lakes ATP Grant Application

Dear Grant Administrator:

The Mammoth Lakes Tourism would like to express its strong support for the Town of Mammoth Lake's application to the Active Transportation Program for the construction of a multi-use path known as the Mammoth Creek Gap Closure Project.

This section of multi-use path will close a critical gap in the Town's path network, which parallels Old Mammoth Road from Minaret Road to Mammoth Creek Park. The current path being used is an improvised, braided dirt trail that crosses private property. Therefore, users are forced to trespass onto private property. The project includes acquisition of right-of-way to facilitate the path construction and eliminating trespassing.

The braided trail area is used for snow storage during the winter months and forces the pedestrians and bicyclists onto Old Mammoth Road. This poses a great hazard to both non-vehicular and vehicular parties with icy roads, bad visibility, and decreased shoulder widths. Pedestrians have been seen walking in the street lanes, which cause traffic to change lanes or swerve, therefore increase the risk of accidents. The construction of the proposed multi-use path would separate vehicular and non-vehicular parties as well as connect resort and residential communities to the commercial districts and schools. The path would promote users to get off of the street and onto a safe paved trail and would provide connectivity for walkers and bicyclists.

Therefore, the Mammoth Lakes Tourism is in full support of the Town's Active Transportation Program application to construct the aforementioned improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Urdi III", with a long, sweeping flourish extending to the right.

John J. Urdi III
Executive Director
Mammoth Lakes Tourism

MAMMOTH CREEK GAP CLOSURE

RE: Town of Mammoth Lakes ATP Grant Application

Dear Grant Administrator:

Eastside Velo Cycling Club is a USA Cycling registered bike club comprised of some 200 current members in Mono and Inyo Counties. Eastside Velo communicates on a weekly basis with more than 400 cyclists in its newsletter and is in contact with many more visitors to the Mammoth Lakes area by way of its web site. We are concerned with the safety and ease of mobility for cyclists for sport, recreation, social connections and commuting.

Eastside Velo Cycling Club would like to express its strong support for the Town of Mammoth Lake's application to the Active Transportation Program for the construction of a multi-use path known as the Mammoth Creek Gap Closure Project.

This section of multi-use path will close a critical gap in the Town's path network, which parallels Old Mammoth Road from Minaret Road to Mammoth Creek Park. The current path being used is an improvised, braided dirt trail that crosses private property. Therefore, users are forced to trespass onto private property. The project includes acquisition of right-of-way to facilitate the path construction and eliminating trespassing.

The braided trail area is used for snow storage during the winter months and forces the pedestrians and bicyclists onto Old Mammoth Road. This poses a great hazard to both non-vehicular and vehicular parties with icy roads, bad visibility, and decreased shoulder widths. Pedestrians have been seen walking in the street lanes, which cause traffic to change lanes or swerve, therefore increase the risk of accidents. The construction of the proposed multi-use path would separate vehicular and non-vehicular parties as well as connect resort and residential communities to the commercial districts and schools. The path would promote users to get off of the street and onto a safe paved trail and would provide connectivity for walkers and bicyclists.

Therefore, Eastside Velo Cycling Club is in full support of the Town's Active Transportation Program application to construct the aforementioned improvements.

Submitted on behalf of Eastside Velo Cycling Club and its Board of Directors,



Randy Fendon
Board Member

EASTSIDE VELO CYCLING CLUB
PO BOX 2752
MAMMOTH LAKES, CA 93546

Attachment K

Additional Attachments: Surveys Completed

Mobility Element
In-Field Outreach
Low Income Housing Outreach
School Outreach
Schools Involved in Project

MOBILITY ELEMENT COMMUNITY ENGAGEMENT OVERVIEW

Public participation played an important role in the development of the Mobility Element. Broad-based public outreach and community engagement was conducted to solicit feedback and input from the public about mobility issues and needs and to discuss potential solutions and priorities. The Town encouraged participation from all sectors of the community, including permanent residents, visitors, second home-owners, and other agencies and organizations.

A variety of methods to garner input were used. In addition to the Neighborhood District Planning (NDP) processes, in which a substantial amount of transportation related public input was received and analyzed, there were also many additional opportunities for the public to provide input on transportation and mobility specifically related to the preparation of the Mobility Element. These opportunities included two workshops, one all day open house, two “roadshow” trolley tours of the major transportation corridors, and an internet-based survey. Community members were also invited to provide comments to Town staff through email.

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

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

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



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

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

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



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



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

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



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

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

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

Internet-Based Transportation Survey

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

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

Promotion and Advertising

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

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

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



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

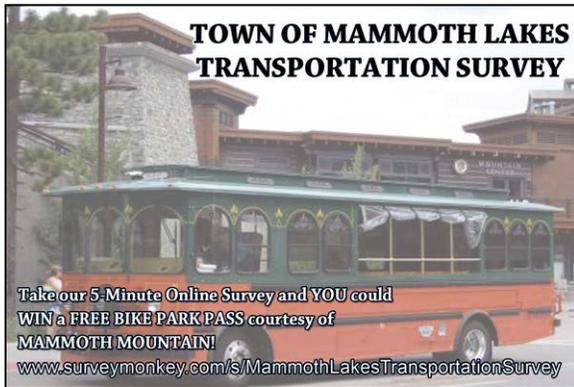
Public Meeting Announcement Schedule

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

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

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

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



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

*For meeting notes, sign-in sheets, and the data collected from the outreach, there is an electronic folder titled Attachment K included in the ATP Grant.

In-Field Survey 2015

In-Field Survey Results				
1. Do you feel safe traveling adjacent to the road?				
Completely Safe 3	Kind of Safe 4	Not Really Safe 3	Not Safe at All 16	No Comment 2
2. How often do you take trip by foot, bike, or transit to this area?				
Every Day 11	Few Times per Week 12	Few Times per Month 2	Few Times per Year 3	
3. Will you use new path?				
Yes 27		No 1		
4. Would you like a path closing the gap in the two segments?				
Yes 28		No		

Comments:

Pretty safe but not at night
 People go way to fast
 Crazy drivers make them feel unsafe
 Do not feel safe at all on the road (5 people said this)
 Does not feel safe in afternoon when people leaving work
 Too much traffic, does not feel safe

**All surveys are attached in Attachment K on the electronic drive under "In-Field Outreach".

EXAMPLE OF SURVEY INFORMATION COLLECTED (ENGLISH VERSION)

COMMUNITY SURVEY: MAMMOTH CREEK PROJECT

Summary of Study: The Town of Mammoth Lakes is applying for grant funding. The project consists of a multi-use path (or trail) on Old Mammoth Road from Minaret Road to Mammoth Creek Park. The main purpose of this path would be to improve the safety of users, especially children, and provide a better experience for people in the Town. All your responses will be anonymous but are used for research purposes. We thank you for your help and cooperation.

Date Surveyed:

5/22/15

English/Spanish:

1. How many children do you have attending school (from Kindergarten to Twelfth Grade)?

- One Two Three Four Five or more

2. Are you eligible or do you use reduced or free lunches from the school?

- Yes No Decline to Answer

3. How often do you or your children walk along Old Mammoth Road, between Minaret Road to Mammoth Creek Park?

- Extremely Often Very Often Moderately Often Slightly Often Not at all

4. Overall, how safe do you feel (or how safe do you feel your children are) when walking or biking along Old Mammoth Road from Minaret Road to Mammoth Creek Park?

- Extremely safe Very safe Moderately safe Slightly safe Not at all safe

5. How safe do you feel walking or having your children walk along Old Mammoth Road from Waterford Avenue to Mammoth Creek Park after dark?

- Extremely safe Very safe Moderately safe Slightly safe Not at all safe

6. How many children do you see travelling along Old Mammoth Road?

- A great many A lot A moderate amount A few None

7. If the Town were to construct this multi-use path, how often would you or your children use it?

- Extremely Often Very Often Moderately Often Slightly Often Not at all

8. Would you feel safer if a path was built?

- Yes No No opinion

9. Would you like a multi-use path at this location?

- Yes No No opinion

10. Is there any other comments you would like to add?

more single track infrastructure.

EXAMPLE OF SURVEY INFORMATION COLLECTED (SPANISH VERSION)

ENCUESTA COMUNITARIA: EL PROYECTO DE MAMMOTH CREEK

El Resumen del Estudio: El Ayuntamiento de Mammoth Lakes está aplicando por financiación de la subvención. El proyecto consiste en una senda multiusuario en la Calle Old Mammoth desde la Calle Minaret al Parque de Mammoth Creek. El propósito principal de esta senda sería mejorar la seguridad de los usuarios, especialmente niños, y proveer una experiencia mejor para la gente de la comunidad. Todas sus respuestas serán anónimas pero los usamos para investigaciones. Le agradecemos su ayuda y cooperación.

Fecha 5/26/15 Inglés/Español:

1. ¿Cuántos hijos tiene usted que asistir a la escuela (de kindergarten al grado duodécimo)?
 Uno Dos Tres Cuatro Cinco o más

2. ¿Está eligible o recibe usted almuerzos rebajados o gratis de la escuela?
 Sí No Negarse a responder

3. ¿Con qué frecuencia camina usted o sus hijos caminan al lado de la Calle Old Mammoth, entre la Calle Minaret al Parque de Mammoth Creek?
 Muchísimas veces Muy a menudo A menudo De vez en cuando Nunca

4. ¿En general, se siente seguro (o se siente que sus hijos están seguros) cuando caminando o montando la bicicleta al lado de la Calle Old Mammoth de la Calle Minaret al Parque de Mammoth Creek?
 Extremadamente seguro Muy seguro Moderadamente seguro Poco seguro Ningún seguridad seguro

5. ¿Se siente seguro caminando o cuando sus hijos están caminando al lado de la Calle Old Mammoth de la Avenida Waterford al Parque de Mammoth Creek después del atardecer?
 Extremadamente seguro Muy seguro Moderadamente seguro Poco seguro Ningún seguridad seguro

6. ¿Cuántos ^{hijos} ve usted viajando al lado de la Calle Old Mammoth?
 Muchísimos Muchos Una cantidad moderada Pocos Nada

7. ¿Si el Ayuntamiento construye esta senda multiusuario, con qué frecuencia se utilizaría o sus hijos utilizarían?
 Muchísimas veces Muy a menudo A menudo De vez en cuando Nunca

8. ¿Se sentiría más seguro si construyéramos una senda?
 Sí No No opinión

9. ¿Le gustaría una senda multiusuario en esta localidad?
 Sí No No opinión

10. ¿Tiene usted otros comentarios que le gustaría contribuir?
more lights would help to use the walkway at night

Low Income Housing Surveys 2015

Attachment Pg-1

Low Income Housing Survey Results				
1. How many children do you have attending school (from Kindergarten to Twelfth Grade)?				
One 11	Two 17	Three 4	Four 3	Five or more 1
2. Are you eligible or do you use reduced or free lunches from the school?				
Yes 26	No 10	Decline to Answer 3		
3. How often do you or your children walk along Old Mammoth Road, between Minaret Road to Mammoth Creek Park?				
Extremely Often (Daily) 10	Very Often 7	Moderately Often 9	Slightly Often 12	Not at all 2
4. Overall, how safe do you feel (or how safe do you feel your children are) when walking or biking along Old Mammoth Road from Minaret Road to Mammoth Creek Park?				
Extremely safe	Very safe 3	Moderately safe 11	Slightly safe 7	Not at all safe 18
5. How safe do you feel walking or having your children walk along Old Mammoth Road from Waterford Avenue to Mammoth Creek Park after dark?				
Extremely safe	Very safe	Moderately safe 7	Slightly safe 5	Not at all safe 27
6. How many children do you see travelling along Old Mammoth Road?				
A great many 20	A lot 9	A moderate amount 4	A few 7	None
7. If the Town were to construct this multi-use path, how often would you or your children use it?				
Extremely Often 19	Very Often 11	Moderately Often 6	Slightly Often 4	Not at all
8. Would you feel safer if a path was built?				
Yes 40	No	No opinion		
9. Would you like a multi-use path at this location?				
Yes 38	No	No opinion 2		

Comments:

Wants lighting along path	Need lighting and feels unsafe at night
Wants the path near the road	Wants lighting
Feels unsafe crossing Minaret Road with drivers	Wants Lighting
Wants path placed away from road	Wants Lighting
Wants Lights	Does not want lighting
Wants safer street crossings	Wants Lights
Wants Lights	Wants all Town paths plowed
Doesn't see many people between Minaret and Park b/c so dangerous	Wants Lights
Would help having lights, her kid almost got hit by a car at night!	Sidewalk would encourage more users
More lights by walkways like the ones by the library	Want more single track infrastructure
Wants Lights	Would walk more at night with lights

***All surveys are attached in Attachment K on the electronic drive under "Low Income Housing Surveys"

EXAMPLE OF SURVEY INFORMATION COLLECTED

IN-PERSON SURVEY

Date: 5/13/15

Time Surveyed: 2:50pm

EXAMPLE OF WHAT TO SAY: Good morning, I'm with the Town of Mammoth Lakes. May I have a second of your time? The Town would like to construct a path from Minaret Road to Mammoth Creek. In order to gauge public interest, we have three questions:

Do you feel safe travelling adjacent to the road? What things make you feel unsafe? Ex. Fast speeds of cars, width of shoulder, site distance around the curve, winter weather	Feels unsafe on road.
How often do you take a trip by foot, bike, or transit to this area?	almost every day
Will you use a new path?	yes
Would you link a path closing the gap in the two segments?	yes

Do you feel safe travelling adjacent to the road? What things make you feel unsafe? Ex. Fast speeds of cars, width of shoulder, site distance around the curve, winter weather	Definitely not.
How often do you take a trip by foot, bike, or transit to this area?	Walks in this area most days
Will you use a new path?	yes
Would you link a path closing the gap in the two segments?	Yes, definitely

Do you feel safe travelling adjacent to the road? What things make you feel unsafe? Ex. Fast speeds of cars, width of shoulder, site distance around the curve, winter weather	Feels unsafe on Road
How often do you take a trip by foot, bike, or transit to this area?	About once a week bus usually take bus to school
Will you use a new path?	yes
Would you link a path closing the gap in the two segments?	yes

Do you feel safe travelling adjacent to the road? What things make you feel unsafe? Ex. Fast speeds of cars, width of shoulder, site distance around the curve, winter weather	Haven't felt unsafe on Road.
How often do you take a trip by foot, bike, or transit to this area?	2nd time, once a year visit mammoth
Will you use a new path?	yes
Would you link a path closing the gap in the two segments?	yes

child walking home from school

5

Location: standing at park

ASPEN VILLAGE OUTREACH SURVEY

Date: 5/15/15 & [5/18/15 @ 11:30am]

Time: 9:00am

Unit	Home (Y/N)	Took Survey (Y/N)
104	N, N, N	
204 204	Y	Y
103	Y	Y
203	N, N, N	Y
102	N, N, N, Y	Y
202	N, N, N, Y	Y
101	N, N, N, N	Y
201	N, N, N, Y	Y
104	N, N, N, Y	Y
204	N, N, N, Y	Y
103	Y	Y
203	N, N, N, Y	Y
102	N, N, N, Y	Y
202	N, N, N, Y	Y
101	Y, N, N, Y	left survey, asked to come back tomorrow, Y
201	N, Y, Y, Y	come back monday (Didn't give back or take new one on monday)
104	N, Y, Y, Y	Y
204	N, Y, Y, Y	Y
103	N, Y, Y, Y	Y
203	Y, Y, Y, Y	come back Monday (collected monday 5/15) Y
102	Y	Y
202	N, Y, Y, Y	Y
101	N, N, N, N	
201	N, N, N, N	Y
102	N, N, N, N	Y
202	Y, Y, Y, Y	Y
101	N, N, N, N	
201	N, N, N, N	Y
206	N	Y
206	N	Y
105	Y	Y
205	Y	Y
104	Y	Y
204	N, Y	Y
103	Y	Y
203	N, N, N, N	Y Y
102	N, N, N, N	Y
202	N, N, N, N	
101	N, N, N, N	
201	N, N, N, N	Y
101	N, N	
201	Y	Y

D

C

B

small corner ended 5/18/15

E

SIGN-IN SHEET

Event: Schools Outreach for Mammoth Creek Gap Date: 5/18/2015

#	Name	Phone Number	Email
1	JENNIFER CUTTENDEN	858.205.9530	jkcirl@gmail.com
2	JOHN WIMBORNTN	760 934 1279	JOHNWIMBORNTN@CMLTPTA.ORG
3	Brooke Bien	760.934.6802	bbien@mammothued.org
4	ALEX RAMOS	760.914-2256	aramos alexramos@taho0.com
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Mammoth Creek: School Agenda

Date: May 18, 2015 at 3:00PM

Location: Mammoth High School, Multipurpose Room (MPR)

TOML Staff Attendees:

- Ped plan / Bike Plan /
Mobility Element
- Last trail gap in the
Town.

Background:

The Town of Mammoth Lakes seeks funding through a series of state and federal grants for road rehabilitation, sidewalk construction and trail construction projects. Historically, the Town was able to build the following projects with these funds:

- Meridian Boulevard Sidewalks (Meridian Boulevard from Sierra Park to Minaret Road)
- Sierra Park Road Sidewalks and crosswalk features (from OMR to Meridian Boulevard)
- Tavern Road Sidewalks (Tavern from Laurel Mountain Road to Sierra Park Road)
- Sierra Nevada Road sidewalks (Sierra Nevada Road from arrowhead drive to Sierra Park Road)
- College Connector Path (travelling from Sierra Park Road, near the Cerro Coso campus to the Main Loop)

Most of these projects focused on student safety with sidewalk construction or crosswalk beacons to alert drivers of pedestrians/bicyclists/students. Furthering this desire, the Town has identified the Mammoth Creek Gap Closure as a potential project. The proposed project would be for a ten-foot multi-use path from Mammoth Creek Park to Minaret Road, with some safety lighting installed along the existing path and near the bus stop.

Overview of research collected:

The Town has worked with the Safe Routes to School Program over the last couple years. This purpose of this program is to incentivize students to walk or bike to school, helping train our kids/students for a healthier lifestyle. You may see sheets like this once or twice a year that the Town uses to collect information for research purposes.

Other outreaches have been some in-field questionnaires asked by Town staff stationed along Old Mammoth Road when schools get out. I want to make a quick note that every child we came in contact wanted for this project to be built, mentioning safety as many of their reasons.

What we want from you:

The Town wants the parents' responses.

- Do you feel comfortable having your child ride adjacent to the road?
- Would a path built along Old Mammoth Road make you as a parent more comfortable with them walking/biking to school?
- Have you seen close calls between cars and pedestrians, cars and bicyclists, cars and students?
- Is there other safety features you want, like lighting or crosswalk beacons?
- Do you want this project?

I also have a survey for anyone willing to participate. Thank you for your time. Questions?

3:00 on Monday 5/18/15 - Sierra Shultz

Jamie Robertson ~~gave~~^{lead} discussion

- Gave history of projects and stated that we're trying to provide a safe route for bikers.
- ~~was~~ stated that we need to get right of way leaseholds. b/c it's private property. Brooke asked if we've talked to owners which we haven't yet.
- Jennifer asked about location which will be on south side of Creek.
- Jennifer doesn't prefer lights, but we all understand it's good for safety.
- Everyone said they do support the path being built
- Jen said she took her electric bike through the dirt section and ended up crashing.
- Sun is very bad in afternoon, can't see at all. - Brooke
- Brooke - said a friend was turning from Minaret to Old Mammoth Rd to get to gym and ended up hitting someone crossing Minaret.
- Jamie - ~~if~~^{acquiring} right of way is an issue at all, we will just move path closer to roadway. or would result in imminent domain.

End 3:30

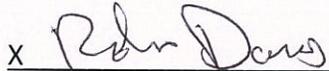
Schools Involved in Project Scope

(1) Mammoth High School

Address: 365 Sierra Park Rd
Mammoth Lakes, CA 93546

Contact Person: Robin Davis

Contact Information: (760) 934-6802 x507
rdavis@mammothusd.org

x 

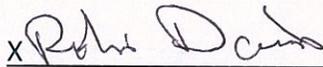
Signature of Official

(2) Mammoth Middle School

Address: 1600 Meridian Blvd
Mammoth Lakes, CA 93546

Contact Person: Robin Davis

Contact Information: (760) 934-6802 x507
rdavis@mammothusd.org

x 

Signature of Official

(3) Mammoth Elementary School

Address: 1500 Meridian Blvd
Mammoth Lakes, CA 93546

Contact Person: Robin Davis

Contact Information: (760) 934-6802 x507
rdavis@mammothusd.org

x 

Signature of Official