

APPENDIX A

Trail Solutions - Site Visit Notes

EXISTING CONDITIONS - Trail Solutions Notes

This appendix contains notes prepared by Trail Solutions on the existing soft-surface trails within the planning area - and the key summer and winter nodes used to access these trails as determined during summer and winter CAMP. These notes reflect the opinions and experience of Trail Solutions and do not express opinions or identify opportunities reflective of Town of Mammoth Lakes or USFS views.

1. Summer Nodes

Summer nodes were identified during the CAMP: Summer process. Each of the nodes was evaluated by Trails Solutions staff during the weekend of 9/9/07-9/13/07. The evaluators looked at the presence and clarity of signage, experiences available, potential for conflict, and connectivity to nearby soft surface trails. The evaluator's impressions and field notes are listed below.

SHADY REST PARK

Description: Town park with parking and facilities

Signage: Increased information signage will be needed as the system expands. Directional signage off Main Street in town does not exist. The existing Class 1 bike path crosses a parking area and is difficult to follow without appropriate assurance markers and signage.

User Conflict: Over-crowding at this node is a high possibility because of the large number of activities occurring simultaneously.

Experience/Rating: This location attracts recreation users and families in a social setting from beginner to expert. As a node it serves participants in organized sports (softball, soccer etc.) as well as dispersed recreation, primarily running and mountain biking.

Connectivity: Summer non-motorized connectivity back to town and to outlying destinations can be accommodated on the existing paved trail. Connectivity between the class 1 bike path and recreation soft surface trails could be improved. In addition, bus service to this location could make it more accessible for kids.

MAMMOTH COMMUNITY CENTER

Description: Town park and parking near the Village

Signage: recreation informational signage is not present.

User Conflict: None anticipated for trail users. Parking could be difficult as the lot may be used by

visitors to the North Village.

Experience/Rating: This location could serve as an in-town connection for a variety of soft-surface trail users.

Connectivity: There is potential for new trail opportunities from this location and to encourage more bus use to this established site. Trails could connect with the Knolls, as well as traveling along the south side of 203 toward the Main Lodge.

SHERWIN CREEK ROAD GRAVEL PIT

Description: Disturbed land off Sherwin Creek Rd.

Signage: No recreational signage currently exists.

User Conflict: Consideration should be given to separate parking areas for motorized and non-motorized uses if a formal trailhead is developed.

Experience/Rating: This area has potential for more formalized use. There is currently no formal node for public access in the Sherwin area. Use is relatively low at the moment, and the available terrain and trails opportunities may be underutilized.

Connectivity: Potential exists to have staging closer to the Sherwin foothills which could increase opportunities for a wide variety of users to stage for the Mammoth Rock trail, the Hidden Lake meadow, the motocross race track and other potential recreation activities.

SIERRA @ FOREST TRAIL

Description: Neighborhood Access

Signage: Regulatory USFS Signage present.

User Conflict: During peak seasons conflict may arise between hikers and mountain bikers.

Experience/Rating: This location generally attracts users from adjacent neighborhoods.

Connectivity: This access node provides a direct connection to the Knolls and could be formalized through the addition of appropriate wayfinding signage, and connection to the recommended Mammoth Loop Trail.

MAMMOTH CREEK PARK

Description: Town park with parking and facilities

Signage: Additional signage providing information about adjacent trails would enhance access to trails opportunities.

User Conflict: No potential conflicts noted.

Experience/Rating: This location attracts recreation users and families seeking to access soft surface trails and the paved path along Mammoth Creek.

Connectivity: Any access to soft surface trail opportunities would be via the paved pathway system. Trail users could connect to trails along Mammoth Creek.

HORSESHOE LAKE

Description: Existing USFS Trailhead

Signage: USFS signage is in place for this trailhead.

User Conflict: Horseshoe Lake Trail is shared by bicyclists, hikers and dog walkers.

Experience/Rating: This location attracts skilled hikers as well as dog walkers, bicyclists and hikers using the relatively flat trail around the lake.

Connectivity: This trailhead connects to USFS trails.

TWIN LAKES PARKING LOT

Description: USFS Trailhead

Signage: There is a large USFS kiosk at this trailhead. Additional information regarding nearby trails would be useful for the general public.

User Conflict: There is a potential for conflict between cars (both moving and parked) and bicyclists. The Twin Lakes Parking Lot was not designed, nor intended to function as a trailhead.

Experience/Rating: This parking area is used by users with a variety of recreational interests and experiences. The trailhead provides access to Twin Lakes for fishing, Upper Mammoth Creek, interpretive information, as well as trail access.

Connectivity: The only formal trail directly connected to this trailhead is the Lakes trail. However, the trailhead is in close proximity to the Panorama trail, the Lake Mary Bike Path and several user created trails for water access.

TAMARACK LODGE

Description: Mammoth Mountain Facility

Signage: Signage exists relevant to Tamarack Lodge and the Nordic Resort facilities.

User Conflict: Competition for parking typically does not occur as guests at Tamarack Lodge are provided with parking at the lodging facility. Visitors to the Tamarack Lodge Restaurant do compete with the general public for trailhead parking.

Experience/Rating: This location attracts mainly tourists during the summer season seeking a variety of outdoor experiences.

Connectivity: The USFS Panorama Dome and Panorama Vista trails can be accessed indirectly from this parking lot. The Lake Mary Bike Path will connect to this location. Additional Lakes Basin trails in the future may also connect here.

2. Summer Trails

Trails in this section were identified using the MLTPA GIC, the 1991 Town of Mammoth Lakes Trail System Plan, and available maps and publications from the Mammoth Welcome Center. Only those trails within the planning “donut” are discussed in this section.

Many of the trails and routes currently used and promoted along the urban interface of the Town of Mammoth Lakes are not USFS designated system trails. Connectivity between node and trail is a consistent problem in the current system. Some trail segments do not connect to one another, to the town’s pathway system, or to a major node or portal. This evaluation discusses each trail’s current jurisdictional status, environmental sustainability, user satisfaction, potential for user conflict, hazards, and connectivity.

SHADY REST

Description: The mix of user-created soft-surface trails and utility roads are not formalized.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Soft surface trails are not designated USFS trails.
 - Several additional trails in this area are recommended as paved pathways in the “Future/Alternative” section in the 1991 Mammoth Lakes Trail System Plan; however there is no mention of natural soft-surface trails that connect between the campground, Welcome Center and Shady Rest Park.
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Sustainability: The soils and terrain allow for development of a variety of trails in different classes, providing a range of trail experiences.

User Conflict: There were no summer time conflicts observed.

Experience/Rating: There is an opportunity in this area for a more formalized set of looped trails. Users are exploring on their own.

Hazards: None observed on existing soft-surface trails.

Connectivity: This system connects to the Town’s paved class I Main Path. It could connect to outlying hiking and biking trails.

MAMMOTH CREEK ROAD

Description: This route travels from Old Mammoth Road and Mammoth Creek Park east along the north side of Mammoth Creek. (USFS Forest Road 3S09)

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Not a designated USFS on road trail.
 - Uses an existing open USFS road.
 - Trail area was conceptually discussed as a “Future/ Alternative” in the 1991 Mammoth Lakes Trail System Plan.
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Sustainability: The Forest Service road begins at a somewhat gentle grade through relatively stable soils and gets steeper to the east.

User Conflict: Potential for conflict exists between motorized and non-motorized users.

Experience/Rating: This route accesses less populated sections of Mammoth Creek, which are available for summer time leisure activities.

Hazards: None observed other than those associated with an on road trail.

Connectivity: This area is informally connected with designated trails or to Mammoth Creek. A collection of user-created spur trails connect the road to the creek and to the main Class 1 paved path.

MAMMOTH MEADOW TRAILS

Description: This area is a series of user-created trails that are located around Hidden Lake in the meadow southwest of Snowcreek V.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Not a designated USFS trail system
 - Trail area was recommended as a “Future/ Alternative” in the 1991 Mammoth Lakes Trail System Plan as the Sherwin Trail, however, the recommended alignment does not relate to existing conditions.
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Sustainability: Evidence suggests that the existing trails are user created, either by foot or by motorized vehicle. The majority of the existing network travels through a wet meadow. . Trails are damaging the meadow and adjacent riparian vegetation.

User Conflict: The open terrain has fostered the large number of user-created spur and parallel trails. No conflict has been identified.

Experience/Rating: This area is popular primarily for short walks and dog walking. The number of informal trails and spurs demonstrate a need for a formal trail system in this area.

Hazards: None observed.

Connectivity: The area connects to adjacent designated trails, the local neighborhood and Snowcreek V

through user created routes. The area is connected to Old Mammoth via Tamarack Street.

MAMMOTH ROCK TRAIL

Description: This trail extends from Old Mammoth Road to Sherwin Creek Road.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Designated non-motorized USFS “System” trail open to equestrians, bikers and hikers.
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Sustainability: Generally this is a well-designed bench-cut trail that follows the natural contours of the land through sustainable soils. However, lower portions are routed through steeper sections and through less stable soil. Multiple user-created trails have developed near the terminus of the system that may not be sustainable or desirable.

User Conflict: This trail may require additional work to enhance its use as a shared-use two-way trail. The trail is narrow in places, with blind corners that make announcing an approach difficult.

Experience/Rating: This trail can be moderate to difficult to navigate for some mountain bikers because of its narrow width and rock obstacles.

Hazards: The trail corridor at the upper portion of the trail is very narrow and could be potentially hazardous if a bike had to pass a horse or if two horses were traveling in opposite directions.

Connectivity: This trail does not connect directly to any identified major nodes or access points in the urban interface. Connectivity is provided through secondary roads.

SHERWIN CREEK ROAD

Description: This route extends from Old Mammoth Road southeast toward Sherwin Creek Campground and beyond to Highway 395.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Not a designated USFS trail
 - Uses an existing open USFS road.
 - Trail area was conceptually discussed as a “Future/Alternative” in the 1991 Mammoth Lakes Trail System Plan.
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Sustainability: Generally the road travels at a gentle to medium steep grade through apparently stable soils.

User Conflict: Potential for conflict exists between motorized and non-motorized users.

Experience/Rating: The road travels through open sagebrush and wooded Jeffrey pine forest landscapes

with rolling hills. The road is rolling and narrows in sections, with blind corners. Unpaved sections may be dusty in summer during periods of heavy vehicle traffic. The route serves as a connection to other trail and leisure activities, but may not provide a good trail experience in and of itself.

Hazards: None observed, however there is vehicle traffic and blind corners.

Connectivity: This route connects to the Sherwin Creek Campground, Sherwin Creek Trailhead, Valentine Lake Trailhead, Mammoth Motocross Racetrack, Laurel Lake Road and the Mammoth Rock Trail. This route also connects via secondary roads and user trails with Mammoth Creek.

SCENIC LOOP ROAD TO SHADY REST (via the Knolls)

Description: This trail(s) uses existing Forest Service System Roads to connect from the Scenic Loop Road to Shady Rest Park and the Knolls overlook.

Jurisdictional Affiliation:

- Area located on lands administered by the USFS.
 - Existing soft surface trails are located on USFS System Roads.
 - Routes are not designated trails by the USFS.
 - The 1991 Mammoth Lakes Trails System Plan selected four routes in this area for “Future/Alternative” trails. The South Route and the Mid-Route were to be newly designed trails that would travel behind the Knolls neighborhood. The South Route was deleted from consideration in the final plan but was still discussed in the text. The North Route and the Overlook trail were recommended as paved trails over USFS roads.
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Sustainability: Portions of the existing roads are steep. Deep, friable pumice soils can result in difficult travel for mountain bikes as use increases. Pumice soils on steeper slopes are not stable.

User Conflict: There is potential for user conflict between motorized and non-motorized users.

Experience/Rating: This trail/road is being used and advertised in guidebooks but is difficult to follow because of lack of signage. The highlights of this trail are access to the Knolls - which has a spectacular view of the town - and access back to Shady Rest Park from the Mountain Vista trail.

Hazards: Lack of signage may result in trail users getting lost.

Connectivity: The trail connects back to Shady Rest Park and town. The connection to the Scenic Loop Road is arbitrary and hard to find. The trail does not connect to the Mountain View trail directly, but uses the Scenic Loop Road and Highway 203 to make the connection.

PANORAMA TRAIL

Description: This trail begins at Lake Mary Road and Tamarack Lodge and connects to Old Mammoth Road near the historic site of Old Mammoth.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Designated non-motorized USFS “System” trail open to equestrians, mountain bikers and hikers.
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Sustainability: This trail appears well routed, containing proper control points and grade reversals to shed water. Small sections may exceed the average recommended grade, but the distances appear short enough that they could be within acceptable limits.

User Conflict: This trail works well as a shared-use trail. There are ample locations for passing and good sightlines in both directions.

Experience/Rating: This trail can be moderately difficult to navigate for mountain bikes because of the varying grades and frequent turns. The route kept the interest of the users and offered a typical Type 3 trail experience.

Hazards: Hazards exist with vehicles at the eastern terminus of the trail as it connects to a steep, curvy, and narrow section of Old Mammoth Road.

Connectivity: This trail uses Old Mammoth road to connect to Mammoth Rock Trail and Lake Mary Road to connect to the Twin Lakes parking lot.

MOUNTAIN VIEW TRAIL

Description: The trail extends from the Minaret Summit east to connect with the Earthquake Fault access road, just south of the parking area.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Trail combines designated USFS mountain bike trails in a roadless zone with open USFS roads.
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Sustainability: Most of the singletrack portions of this trail appear well contoured and sustainable. Some sections appear steep and sandy

User Conflict: There is potential for user conflict between motorized and non-motorized users on the road sections of the trail.

Experience/Rating: This trail offers a mixed experience that combines singletrack with two-track road. It begins with flowing singletrack, and a variety of views and terrain.

Hazards: Signage is present on this trail, but inconsistent at intersections. Current egress onto the road and highway is potentially dangerous.

Connectivity: This trail does not connect to an identified major node or access point in the urban interface. It relies on connections with paved roads. The route connects to the road that leads to the Earthquake Fault just south of the interpretive area. Signage is not present to direct trail users to the near-by amenity.

UPTOWN AND DOWNTOWN TRAILS (Mammoth Mountain)

Description: These are two one-way parallel trails that travel between The Village portal and the Mammoth Mountain fee area. The trails continue to the Main Lodge as part of the Mammoth Mountain summer trails system. Traveling to the Lodge requires a MMSA pass.

Jurisdictional Affiliation:

- Located on lands administered by the USFS.
 - Administered by Mammoth Mountain as part of their summer trail operation.
 - Included in concept as part of the Mammoth Mountain trail in the “Future/ Alternatives” section of the 1991 Mammoth Lakes Trails System Plan.
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Sustainability: Most of the singletrack portions of this trail are well contoured and sustainable. However, several portions of Uptown trail are routed in small drainages or on the fall line necessitating the need for additional armoring or other erosion prevention techniques. The Downtown trail is routed on higher ground on the side-slopes of the terrain, and therefore may be a more sustainable route.

User Conflict: There may be an occasional potential conflict on Downtown between downhill mountain biker riders traveling at fast speeds and cross-country novice riders traveling at slower speeds and with less bike handling skills.

Experience/Rating: These trails offer a moderate flowing cross-country style mountain bike experience.

Hazards: Intersections between trails can present a hazard. The bottom trail terminus is located on a Forest Trail Road at a busy intersection.

Connectivity: These trails offer a connection for the fee-paying mountain bikers.

3. Winter Nodes

Winter nodes were identified during the CAMP: Winter process. Trails Solutions field staff evaluated each node during the weekend of 2/2/08 – 2/10/08. The evaluators looked at the presence and availability of facilities/access, signage, experiences available, connectivity and potential for conflict from that node and provided the opinions as listed below.

THE MAIN LODGE

Description: Mammoth Mountain fee-based facility and lodge.

Facilities/Access: This is a winter portal, with a large lot for Mammoth Mountain customers, access to food, lodging and services. Some non-fee paying users can park here as well; however, on heavy weekends parking meets or exceeds capacity.

Signage: All signage is geared toward fee-paying users. Very little information on how to access other backcountry areas exists.

User Conflict: Crowding can be high but meets user expectations for this location

Experience: This is a highly social node centered on multiple winter activities.

Connectivity: Because of the lift and bus access users can access virtually any on or off mountain location.

SCE SUB-STATION ON SR 203

Description: Informal parking area for snowmobile staging.

Facilities/Access: This is a parking area only. Size and availability vary based on snow levels and plowing.

Signage: No signs or maps were observed. This portal is used by those in the know and is also depicted on OSV facilities maps. .

User Conflict: Conflict can occur when parking capacity is exceeded and users park on SR 203 and interact with ski area traffic.

Experience: Primary use is early season for access to snow, before the valley floor is covered. When the road is not plowed, users park on the shoulder of SR 203.

Connectivity: This site connects users to the USFS snowmobile trail system.

SLEDZ

Description: Fee-based facility. (Additional analysis required)

Facilities/Access: Parking lot for Sledz customers.

Signage: There is highway signage on 203.

User Conflict: Conflict can occur between paying customers and those using this lot to access to sledding on public lands.

Experience: This parking area is well maintained and large enough to meet current user demand.

Connectivity: There is no connectivity between the SLEDZ staging area and OSV or other winter trails.

EARTHQUAKE FAULT

Description: Summer interpretive area

Facilities/Access: This is a large parking lot with restroom currently not being plowed for winter use.

Signage: No winter signage is present.

User Conflict: None currently.

Experience: This is a potential node for winter opportunities.

Connectivity: Access to OSV and other opportunities could be considered.

MAMMOTH COMMUNITY CENTER PARK

Description: Town Park facility with restrooms and parking

Facilities/Access: This facility has a parking lot and restrooms that could be utilized in the winter.

Signage: None

User Conflict: None

Experience: This lot does not provide direct access to any open OSV areas or winter trails. .

Connectivity: Location is close to the village and adjacent to USFS lands near the Knolls.

SIERRA @ FOREST TRAIL

Description: Neighborhood access

Facilities/Access: There is no parking or formal access designated here. Access can be difficult when

snow levels are high.

Signage: USFS signs are present.

User Conflict: There is conflict between neighborhood residents and motorized vehicles originating in the neighborhood.

Experience: This node provides access to the Knolls area.

Connectivity: This access point connects to open USFS lands.

SHADY REST PARKING

Description: Parking area at Saw Mill Cutoff Road winter closure

Facilities/Access: This facility contains a looping parking lot with limited capacity.

Signage: USFS trail system signage exists.

User Conflict: A high potential for user conflict exists during peak periods of use. Of particular note is conflict between non-motorized users with dogs and motorized users.

Experience: Because this access is easy to locate, close to town, and provides access to popular routes, it is heavily used.

Connectivity: This accesses the Shady Rest Nordic System, the USFS OSV trail system, and the Town Path Nordic system when it is open.

MAMMOTH LAKES WELCOME CENTER

Description: Mammoth Lakes Welcome Center facility parking lot

Facilities/Access: This is a large parking area that is cleared for winter use, but is currently under-utilized. The Welcome Center has public restrooms in addition to the visitor services.

Signage: Directional signage exists.

User Conflict: There is currently no user conflict.

Experience: This is a easy to find parking facility where visitors can get trail information

Connectivity: The parking area connects to the Shady Rest Nordic system and groomed paved pathways.

TOWN OF MAMMOTH LAKES SNOW STORAGE AREA ACCESS

Description: Road access off Highway 203 (Additional analysis required)

Facilities/Access: No turn lanes or signage are provided at the intersection with SR 203. The existing road is paved, but not designed for two way winter use. No parking or other facilities are located at the site. Access is limited to SR 203 West Bound.

Signage: None

User Conflict: The site is actively used for snow storage throughout the winter. Both snow storage vehicles and snow storage itself present opportunities for conflict with public uses.

Experience: Currently no public use.

Connectivity: Could connect to the OSV system in the future with substantial improvements.

SHERWIN CREEK ROAD WINTER CLOSURE

Description: Cleared end of Sherwin Creek Road

Facilities/Access: The road closure allows for very limited parking. The Sierra Meadows Resort parking lot provides additional parking.

Signage: None observed.

User Conflict: Conflicts could occur between motorized and non- motorized users.

Experience: The area provides a very informal setting to access open USFS lands.

Connectivity: Connects to USFS lands open to motorized and non-motorized travel as well as one possible egress from the Sherwin's backcountry ski area.

RANCH ROAD GATE

Description: Private development access

Facilities/Access: Access through private land, serving primarily as an egress from the Sherwin's backcountry area. There is a public access easement in place for access adjacent to the gate, but not through the Snowcreek V development.

Signage: None.

User Conflict: Potential for conflict with private land uses and interests exists.

Experience: Users are crossing private property to access areas open to the public. Lack of appropriate

signing may mean they are not aware they are on private land.

Connectivity: Connects to the Sherwin's backcountry ski area.

TAMARACK STREET

Description: Neighborhood access

Facilities/Access: Access only through the Old Mammoth neighborhood via Tamarack Street.

Signage: None

User Conflict: None observed. Could be conflict with neighbors if street parking becomes excessive.

Experience: Casual neighborhood access.

Connectivity: Connects to the Sherwin's backcountry area via a public street. However, the public access route crosses an avalanche path. Note: Sherwin's backcountry routes include several avalanche paths.

OLD MAMMOTH ROAD WINTER CLOSURE

Description: Small parking and turn-around

Facilities/Access: Small parking area at the Mill site winter closure of Old Mammoth road. Parking area also serves as vehicle turn-around.

Signage: None observed.

User Conflict: Moderate potential conflicts between motorized and non-motorized users could occur.

Experience: Very small local access to backcountry areas.

Connectivity: This is an alternate access to the Sherwin's backcountry area and to the Lakes Basin trails.

TWIN LAKES PARKING LOT

Description: Parking Lot

Facilities/Access: USFS turnout

Signage: Signage is covered by winter snow.

User Conflict: None

Experience: Although cleared during winter, this turnout appears to not be used to access any of the

Lakes Basin Nordic trails, with the exception of busy weekends.

Connectivity: Connects via a short section of Lake Mary Road to the Lakes Basin Nordic public and fee-based trails.

LAKE MARY ROAD WINTER CLOSURE GATE

Description: Access

Facilities/Access: This is a road closure designated as a parking area for fee based and public Nordic and backcountry skiers. Cars are parked on both sides of the cleared road immediately north of the gate.

Signage: Signs do not make it clear which areas are fee-based and which are public.

User Conflict: Conflict can occur between different uses, especially on the public trail (i.e. dog walkers and skiers).

Experience: This access can be very crowded on weekends, and can have a mix of non-motorized trail users and dogs.

Connectivity: Visitors connect directly to the public Lakes Basin trails and Sherwin backcountry access. Visitors also connect to the fee based Tamarack Nordic system and snowshoe trails.

TAMARACK LODGE

Description: Mammoth Mountain cross-country fee based facility and lodge

Facilities/Access: This node has a public parking lot and restroom and dining facilities provided by the Lodge. Access from this node is limited to the fee based Tamarack Nordic Trail System. Skiers and boarders, however, do utilize the node as a terminus for ski routes from the south side of Mammoth Mountain.

Signage: Directional signage exists.

User Conflict: Conflict could occur between paying Tamarack Lodge customers and public lands customers seeking use of the parking lot.

Experience: The parking lot loses capacity during winter because of snow removal and can get crowded.

Connectivity: Visitors can connect to the fee based Tamarack Nordic ski system and snowshoe trails. The public USFS shared-use trail on Lake Mary road and Sherwin backcountry routes can also be accessed from this parking area.

4. Winter Trails

Because winter activities center around access to terrain as much as developed systems, this evaluation discusses both popular crosscountry activities and the existing developed trails for each of the major systems.

TRAIL SYSTEM: LAKE MARY ROAD SYSTEM

This system serves both public users and private paying customers. The Tamarack Nordic Resort trail system is a fee based progressive leveled system of groomed and marked trails that serves a variety of users and meets their expectations and needs.

The public system utilizes the main Lake Mary Road loop. The public system requires all levels of users to share one primary trail. Everyone from dog walkers to backcountry skiers share the same path. Lack of adequate signage means that it is sometimes not clear to the visiting public where the fee area and non-fee areas are. However, compliance with restrictions is high.

Backcountry skiers and boarders also share the same access to reach their desired path to the top of the Sherwin's

The best improvement to this system would be from improved signage that better informs the public of available opportunities, safety, user etiquette and regulations.

TRAIL SYSTEM: SHERWIN CREEK SYSTEM.

Visitors currently use this area as an open play area. There is an authorized, formal nordic trail system that is not currently utilized.

There is great potential to improve access and opportunities in this area for all users.

TRAIL SYSTEM: SHADY REST NON-MOTORIZED SYSTEM

This is a multi-use public system of groomed Nordic and walking trails. The system utilizes various paved roads and dirt utility routes as the backbone. The system is on lands administered by the USFS and maintained by Mammoth Nordic, a local non-profit.

The system is laid out along Sawmill Cut-Off Road, a multi-use road corridor, which is also used as ingress and egress to the extensive State funded OSV system (see below). This road travels out to the Shady Rest Park and beyond bisecting the system. To the west is a large loop that uses the Old Shady Rest Campground loop roads and offers the gentlest terrain in the system. To the east are several additional trails that can be added together to make a looped experience. These trails have slightly steeper terrain and can take longer to travel. Trails in this system trails were modified to maximum groomer/tiller width of 22 feet. The existing Class 1 paved trail to Shady Rest Park has not been widened through removal of vegetation to accommodate a maximum groomer width.

This system could be improved with better signage and better separation of uses at the trailhead. The system could also be expanded to provide more non-motorized winter opportunities close to town.

TRAIL SYSTEM: OSV TRAIL SYSTEM

There is one formal OSV staging area and a few miles of trail within the town boundary. One other informal OSV access points within the planning is discussed. These The USFS has provided multiple staging areas and trailheads throughout the Inyo Forest in addition to the ones in the planning area.

OPEN SYSTEM: THE SHERWINS

The Sherwin Range is recognized for backcountry skiing and boarding opportunities. The main facilities for this area are access and information Access relies on having a familiarity with the local terrain, and information provided in backcountry skiing and boarding guide books.

The majority of ingress to the Sherwin Range takes place through the Lake Mary Road winter closure. Skiers and boarders use the public winter trail to gain access to locally created routes which they then “skin” or “boot” up to their selected descent. Other access locations include the Old Mammoth Road Closure at the Mill Site.

The majority of the descents end in the meadows behind Snowcreek V. Travel across the development and through the gate at Ranch Road is the shortest route to complete a run and return to a vehicle parked at the Catholic Church. Some people also choose to egress via Sherwin Creek road. However this requires skiing or walking a longer distance to gain access to the roadway.

OPEN SYSTEM: SHERWIN CREEK OSV AREA

The area south of the UGB on USFS lands is open to cross-country OSV travel. The Mammoth Lakes Basin, however, is subject to a winter OSV closure through mid-April. The main access for snow machines is at the Sherwin Creek winter road closure, but some riders access the area via the Old Mammoth Road winter closure area.

APPENDIX B

Soft Surface Trail Terms and Definitions

These terms and definitions are taken from the CAMP Terms and Definitions handout. Some updates and modifications have been made for clarity or consistency with this document.

A. PLANNING TERMS

Trails Planning

Trails planning is a comprehensive decision-making process that analyzes user characteristics and landscape characteristics using an existing framework of constraints to meet the expectations of a variety of users through a system of trails that link activity to place.

User Characteristics

Those characteristics that aid in understanding who the users are and what experiences and benefits they will derive from a trail system.

Landscape Characteristics

Characteristics that shape the landscape and affect personal experience. They include land form, unique features, environmental factors, development patterns, and resource characteristics.

Existing Framework

The laws, plans, guidance, standards, and other conditions, including resource conditions, that are in place prior to the commencement of the planning process.

Node

An area of convergence or special interest, such as a landmark, activity center, special place, portal, major intersection, trailhead, or access point.

Edge

A clearly defined break between regions or areas of a larger planning area. Edges can be natural or manmade; examples include ridgelines, waterways, canyons, and major roadways.

Region

A large area defined by natural characteristics such as geology, soils, vegetation, and access.

B. SOFT-SURFACE TRAIL TERMS

Soft-surface trail definitions can be found in the design guidelines appendix.

Sustainable Trails

A sustainable trail balances many elements. It has a low impact on the environment, resists erosion through proper design, construction, and maintenance, and blends visually with the surrounding area.

A sustainable trail also appeals to and serves a variety of users, adding an important element of recreation to the community. It is designed to provide enjoyable and challenging experiences for visitors by managing their expectations and their use effectively.

C. PATHWAY AND BIKE FACILITY TERMS

Bicycle Facilities

A general term for improvements and provisions made by public agencies to accommodate or encourage bicycling, including bike racks and lockers, bikeways, and can include showers at employment destinations.

Bike Lane

A striped lane for one-way bike travel on a street or highway.

Bike Path

A paved path for bicycle travel, separate from a street or highway.

Bike Route

A travelway for bicycles through a community, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only.

Bikeway

A generic term for any road, street, path, or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. (MUTCD 2000, part 9)

Multi-Use Trail or Shared-Use Path

A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths might also be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. (MUTCD 2000, part 9)

D. SIGNAGE TERMS

Assurance Markers

Assurance markers assure users they are going in the right direction. They should be used in conjunction with directional signs and place markers to assure a person reaches his or her

desired destination or achieves a desired experience. These markers should also be distinct enough to distinguish them from other markers of similar purpose.

Directional Signs

Directional signs indicate the direction of travel toward a destination or experience. They should be placed at road and trail junctions. These signs often double as information signs by indicating when route conditions are changing.

Regulatory Signs

Regulatory signs provide for public safety or inform the public of key rules. Signs that provide for public safety should be brightly colored. The greatest amount of “sign pollution” comes from regulatory signs, so whenever possible, consolidate rules and regulations into one sign or integrate with an information sign.

Information Signs

Information signs provide information about the distance, conditions, and experiences of a place or trail. These signs may be a small post or a large, integrated kiosk.

Information signs often include a map or other reference key. When using a map it is important to identify where the viewer is in relation to the other information.

Interpretive Signs

Interpretation is an educational activity that aims to reveal meanings and relationships by the use of original objects, by firsthand experiences, and by illustrative media, rather than simply to communicate factual information. Interpretive signs seek to assist the visitor in developing a keener awareness, appreciation, and understanding of an area, to accomplish management goals, and to promote public understanding of an agency’s goals and objectives.

Place Markers

Place markers tell a person that he or she has arrived at his or her destination. In addition, the sign itself should reflect the personality of the destination, management agency, or community it represents. These signs should be large and visible. Smaller versions of place markers are often used on directional and assurance signs for consistency.

E. WINTER RECREATION TERMS

Skijoring

Skijor (ski-jur) is a Norwegian word that means “ski-driving”. It is a winter sport that involves cross-country skiing while in tow with a dog leading the path. It is enjoyed on many levels, from jaunts with the family dog, to noncompetitive fun runs, to all-out racing. All that is needed is a good, strong dog and a pair of cross-country skis. The skier is tethered to the dog and must work in cooperation to keep a steady pace with the animal.

Skate Skiing

This Nordic technique uses diagonal skating strides. The skier steps out of the ski track with his or her dominant leg and ski, kicking diagonally for propulsion. The other ski is simply used to glide on. Skate skis are shorter, narrower, and do not have a scaled finish on the base for traction like classic “no-wax”

skis. In skating, the inside edge of the ski is used for traction while pushing off. Also, the poles are longer than any other type of ski pole, in some cases as long as the ski. Skate skiing requires a wide, groomed surface.

Telemark Skiing

Telemark skiing, also called free-heel skiing, is a ski technique focused around the telemark turn. Telemark skiing is often incorporated into cross-country skiing, because the telemark turn allows skiers greater control over their movements. The telemark turn is a skiing technique for making smooth, fast, stable turns on a variety of surfaces.

APPENDIX C

Soft Surface Trail Construction References

Recommended Sources

Trail Solutions: IMBA's Guide to Building Sweet Singletrack. IMBA, 2004 (www.imba.com)

Managing Mountain Biking: IMBA's Guide to Providing Great Riding. IMBA, 2007

Building Mountain Bike Trails: Sustainable Singletrack. (DVD) U.S. Forest Service, 2006
(www.fhwa.dot.gov/environment/rectrails/trailpub.htm)

Lightly on the Land: The Student Conservation Association Trail-Building and Maintenance Manual. Robert Birkby, SCA, 2005 (www.mountaineersbooks.org)

Trail Planning, Design, and Development Guidelines. Minnesota Department of Natural Resources, Trails and Waterways Division, 2007 (www.comm.media.state.mn.us/bookstore)

U.S. Forest Service Standard Specifications for Construction and Maintenance of Trails. 1996
(www.fs.fed.us/.ftproot/pub/acad/dev/trails/trails.htm)

Trail Construction and Maintenance Notebook. Woody Hesselbarth and Brian Vachowski. U.S. Forest Service, 2004 (www.fhwa.dot.gov/environment/rectrails/trailpub.htm)

Natural Surface Trails by Design: Physical and Human Design Essentials of Sustainable, Enjoyable Trails. Troy Scott Parker, 2004 (www.natureshape.com)

Whistler Trail Standards: Environment and Technical Trail Features. Resort Municipality of Whistler, 2001 (www.ownthetrail.com/TrailStandards_Whistler.pdf)

Recreation Trails Strategy for British Columbia (in development) and Sea to Sky Corridor Recreation Trail Strategy (in development). British Columbia, Ministry of Tourism, Sport and the Arts, 2007
(www.tsa.gov.bc.ca/publicrec)

Fromme Mountain Sustainable Trail Use and Classification Plan. District of North Vancouver, 2007
(<http://www.dnv.org/article.asp?c=988>)

Websites

IMBA Website Resources (www.imba.com/resources)

Professional Trailbuilders Association, Resources (www.trailbuilders.org/resources)

American Trails and the National Trails Training Partnership, Resources (www.americantrails.org and www.nttp.net)

U.S. Federal Highway Administration Recreational Trails Program, Publications
(www.fhwa.dot.gov/environment/rectrails/publications.htm)

U.S. Forest Service Pacific Southwest Research Station, Recreation
(www.fs.fed.us/psw/topics/recreation)

U.S. Forest Service Technology and Development Program (www.fs.fed.us/t-d/)

U.S. National Park Service, Partnerships (www.nps.gov/partnerships)

Recreation Ecology Research Network (www4.ncsu.edu/~leung/rem)

Forestry Commission Great Britain, Mountain Bike Portals for Scotland, Wales and England
(www.forestry.gov.uk)

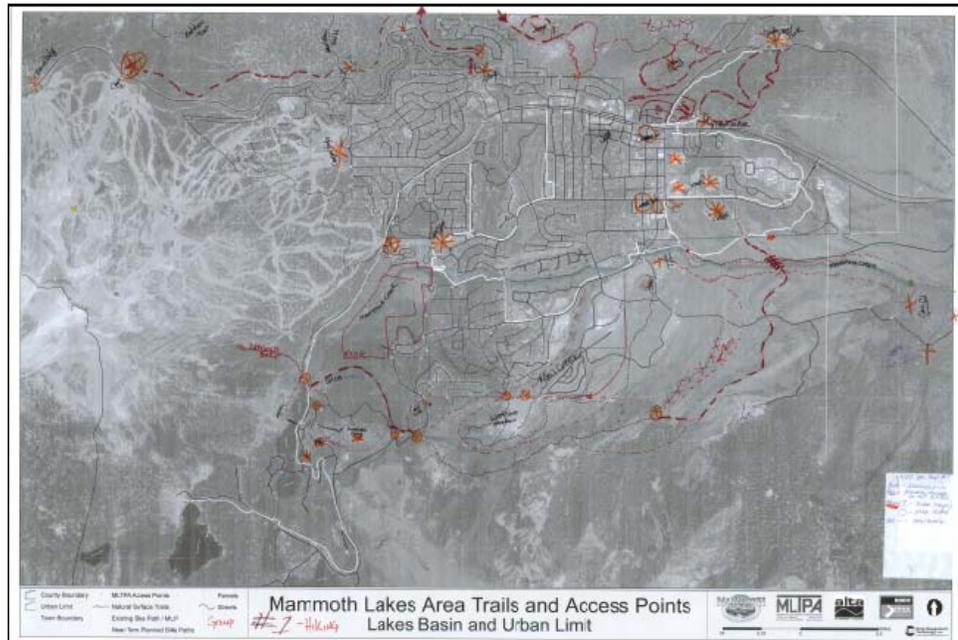
APPENDIX D

CAMP: Summer and Winter Workshop Maps

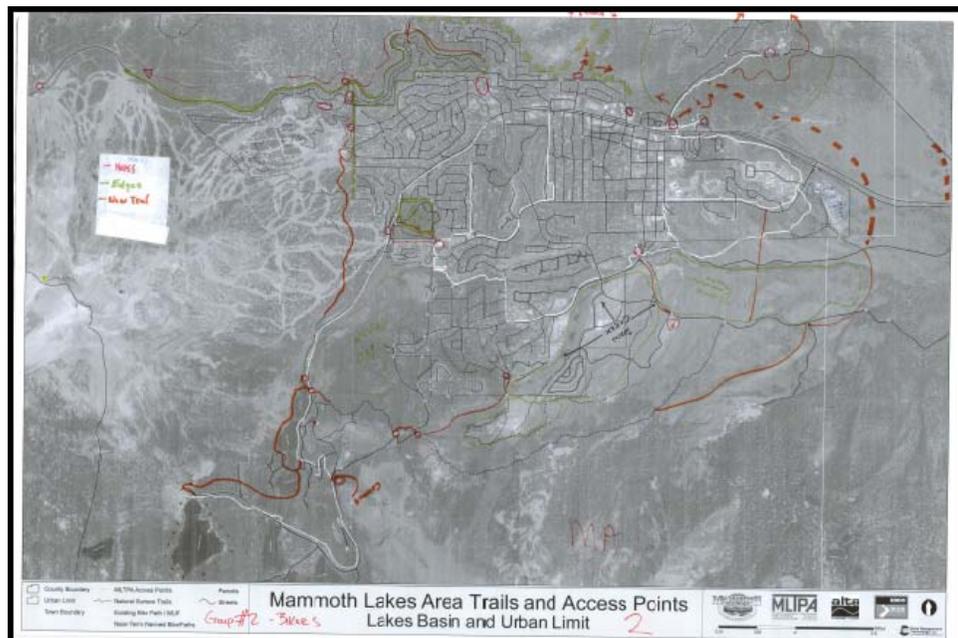
Participants in both the Summer and Winter CAMP sessions were divided by interest and provided existing conditions comments and brainstormed suggested possible improvements to the soft-surface trail system. The following are “take-a-ways” from the sessions that the consultant used to help frame the issues.

A. SUMMER CAMP WORKSHOP MAPS

Group 1 Equestrians And Hikers

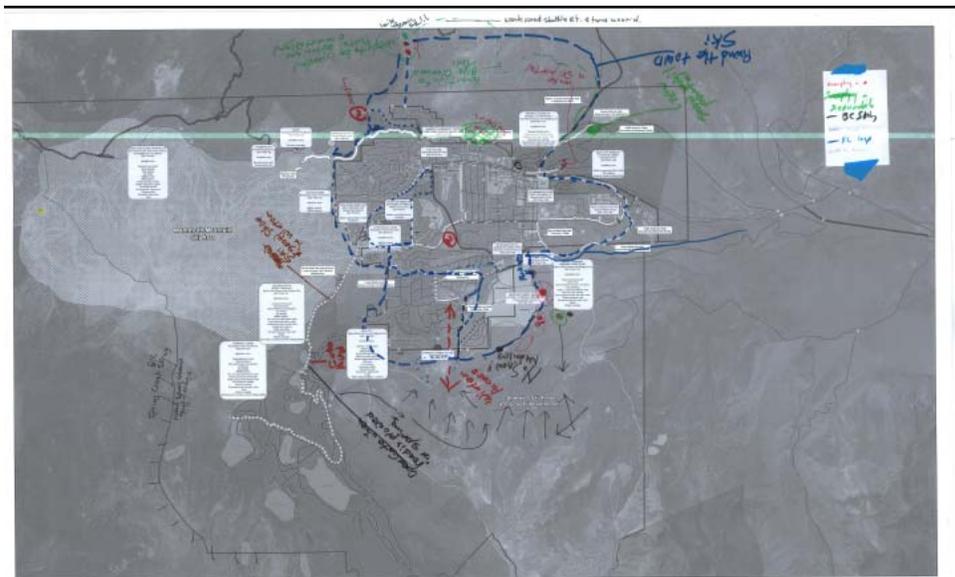


Group 2 Mountain Bikers

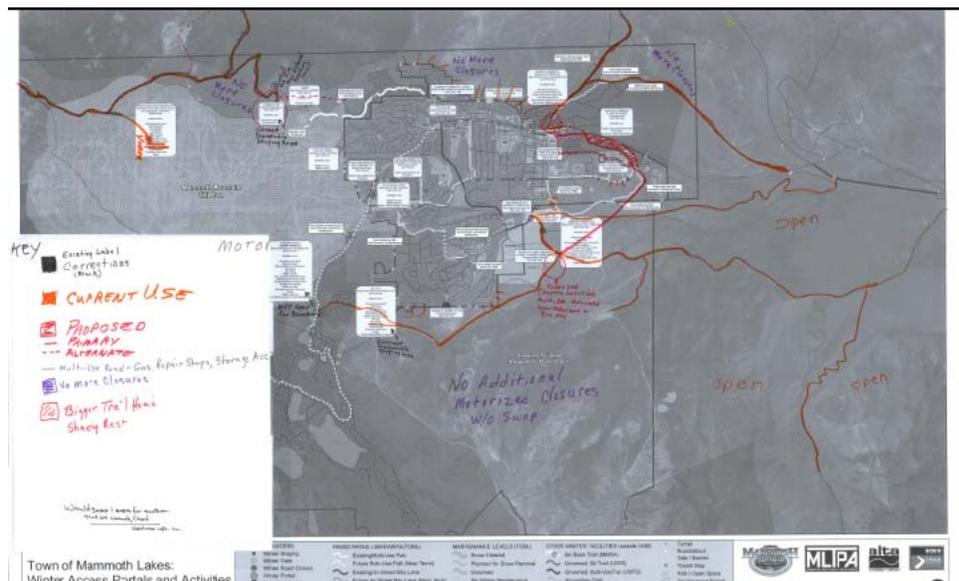


B. WINTER CAMP WORKSHOP MAPS

Group 1
Non-Motorized
Backcountry



Group 2
Motorized
OSV



Group 3 Non-Motorized Groomed Trails

