

Town of Mammoth Lakes Trail System Master Plan, Final Draft



COMMUNITY DEVELOPMENT
 P.O. Box 1609
 Mammoth Lakes, CA 93546
 (760) 934-8989
 fax (760) 934-8608

February 10, 2009

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
18	1	395 Fat Tire Council	General	Please improve proofreading! The document is rather large as is, and typos and misstatements make the reading more difficult. Examples include trail name confusion ("Mountain Vista" versus "Mountain View"); incorrect word usage ("course" when "course" is appropriate); and funky font changes.	2 Consultant will correct.	corrected	corrected
21	1	395 Fat Tire Council	General	Ensure tables are stand-alone by defining acronyms and super- or sub-scripts (Table 7-1 and others).	2 A Glossary will be created by the consultant to address the issue.	List of Acronyms added to beginning of document	corrected
22	1	395 Fat Tire Council	General	Define acronyms on first use ("USFS").	2 A Glossary will be created by the consultant to address the issue.	List of Acronyms added to beginning of document	corrected
65	1	395 Fat Tire Council	General	Ensure map accuracy, especially with respect to showing existing trails (it doesn't appear that all the MMSA trails are shown).	1 See note bottom left on maps.	No action taken	No action taken.
142	4	395 Fat Tire Council	Table E-1	A. "M1" versus "MUP1"; B. B3 is incomplete; C. INT4 should suggest added connectivity from bottom of Juniper Trail to Village hub; D. P1 states "major roadway" but then includes collector streets in calculation; E. SS3 is missing; F.A1 & A2 - assessments don't do anything...what is the purpose and action?	2 Consultant to correct: A. typo to read MUP1, B. complete B3, C. add "The Village" to INT4 and on page 127, D. Arterials and collector streets are considered Major Roadways in Mammoth, E. Correct typo, F. consultant to add for the purpose of ADA compliance to the text.	A. corrected B. corrected C. need further clarification D. no action taken E. all recommendations will be added F. corrected	
795	Appendix A	395 Fat Tire Council		Agree with prioritizing the 1991 Plan trail projects.	1 Thank you	No action taken	No action taken.
813	Appendix A12	395 Fat Tire Council	Table 3-3 - 12	Shady Rest XC Ski Trail distance does not appear accurate.	3 TOML will check & correct if needed. TOML believes that Map 2-3 depicts Mammoth Nordic grooming of +/- 2.57 miles of trails at Shady Rest. OSV mileage verified at 4.2 miles.	No action taken	TOML Corrected text.
821	Appendix A19	395 Fat Tire Council	Table 5-1	It appears there may be a few more compatible uses than shown.	3 Consultant will check & correct if needed. The list is general in nature, what additional items would the commenter suggest?	No action taken	TOML checked. No correction needed.
836	Appendix A32	395 Fat Tire Council		395 FTC believes that after connectivity in town/UGB and 1991 Plan projects are addressed, a terrain/skills/challenge park should be emphasized.	1 Thank you	No action taken	No action taken.
83	1	Alana Levin	Event sections	*support events in a cohesive marketing, implementation strategy	1 Thank you	No action taken	No action taken.
84	1	Alana Levin	General	General comments: Interpretive systems - shady rest Recreational bicycle program *Distance of trails *Maps at trails/intersections - you are here Intersections signage	1 Thank you	No action taken	No action taken.
143	4	Alana Levin	Pedestrian mobility	*CLEAR on difference between mobility plan and recreation plan - where do funds come from like the shortcuts!	3 The Mobility Plan has yet to be developed, the Park and Recreation Plan is in pre-CEQA draft form, do not understand your funding comment.	No action taken	No action taken.
159	5	Alana Levin	SS3	Nothing under that?	2 Consultant will correct.	corrected	corrected
180	6	Alana Levin	Bicycle lanes adjacent to right hand only turning lanes	Definitely need (i.e. old mammoth and minaret)	1 Thank you	No action taken	No action taken.
183	6	Alana Levin	M7, M9	*M7 - 72 hours is too long to go out and have fun after a storm - again 4 Hours *M9 - keep using what we use for roads - no salt... We maintain our cars well here because we don't use salt watch the use of those de-icing materials if we are recreating in it - skiing, snow play, etc	3 The consultant will take your comment under consideration. Due to limited resources 72 hours is the minimum now.	Comment and TOML response noted.	No action taken.
191	7	Alana Levin	M1, M2, M3, M6	*M1, M2, M3: what is priority 1,2 for snow removal *M6 - 48 hours is too long for transportation - less than 24 hours - during storm - constant clearing, like roads	1 Refer to page 214 for existing snow removal priorities.	No action taken	No action taken.
238	16	Alana Levin	and 55 Nordic Skiing, Appendix A	*add interpretive or signed winter trail to minaret vista *More public places to xc ski * uptown/downtown?	3 The consultant will take your comment under consideration. This is not the interpretive signage plan. Your comment will be passed on for later inclusion in future studies. As work with the USFS expands, there may be more opportunities explored.	Interpretive signage addressed only conceptually	No action taken
389	93	Alana Levin	Maps 2-4 and 4-3	General comment: bike lanes and mup's: please be conscientious that cyclists benefit from certain width and paint to mark the bicycle lane on streets with vehicular traffic (bumps, including those for slowing speed, noting cross walks, changing lanes are hard on us) - also drains, underground access caps/devices are difficult to maneuver in the bike lane and seem dangerous. Also pleas allow for adequate space to place snow stakes that are outside the bike lane (ie old mammoth road). In MUP's paint works better than poles in the middle of the road to keep cars from going there - when building entrances and exits, please keep in mind how a cyclist would enter and please add signage to show where these lanes start (ie: old mammoth road and meridian - the new snowcreek bike path is beautiful - but who would be able to find it - and the entrance is awkward on the street - perhaps the street should be marked with bike/mup designation warning cars and letting pedestrians and cyclists know where it is.	2 Consultant will attempt to work into the Design Guideline section. TOML is exploring the painting of bike lanes (test sample in place on Minaret at Old Mammoth Road). See Figure 6-10 for bike lane & drainage grates. The post are intended to slow the bike rider down prior to entering an intersection and to prevent motorists from entering the multi-use path.	Comment received. Addresses through design guidelines	No action taken
434	102	Alana Levin	Fig 4-2	Nice figure - like it	1 Thank you	No action taken	No action taken.
438	103	Alana Levin	Ch 4	should have map up and perhaps maps to take/sell	1 Thank you	No action taken	No action taken.
448	103	Alana Levin	Public transportation to trailheads	agree with public transportation access to trailheads/recreation nodes	1 Thank you	No action taken	No action taken.
480	110	Alana Levin	Ski back trail	can ski back trail be Nordic friendly? Uphill and downhill?	5 This is a question for the USFS, the slope is minimal. This plan will not address the Ski back Trail Project as far as any recommendations.	No action taken	No action taken.
502	115	Alana Levin	Fig 4-3 and caption	lake mary path - need downhill bike lane for cyclists - they will not use bike paths and are they left in the same lane as cars with no bike lane/shoulder? Just like old mammoth road - thru the business section	1 Yes, the cyclists can use the downhill traffic lane.	No action taken	No action taken.
503	116	Alana Levin	MUP example photos	*like our new bike paths on old mammoth road near snowcreek - but like pg. 116 Bogota - no poles in path - always think I'm going to crash into it if I'm not paying attention - is there really a need to prevent cars from going there?	1 Autos have driven up onto our paths.	No action taken	No action taken.
519	119	Alana Levin	MUP	* developer impact/needs to be included in developer's plan (compatibility)/meridian and school/vons - 4-way stop sign - mess - and bike path continuation is not clear; Meridian and Sierra Park Road - need signs to show continuation of MUP from Giovanni's side to school side - or need to have MUP on right side of road... *Add MUP from old mammoth (where it ends - Waterford?) up to bluffs and to lake mary road - pg. 119 - need to add that to description	1-5-3 * Thank you..... * Thank you.... * There may not be enough room within the Right of Way for a Class I MUP.	No action taken	No action taken.
528	121	Alana Levin	Section 4.4	Usage comments - definitions (need glossary) Definition of near term bike lanes (would like to see glossary vs. just trying to go Back in document to find where it is described (i.e. pg 121 section 4.4) Typos and spelling *pg 4 - bottom line of page - cuts off - incomplete sentence *Pg 4 - SS3: - nothing under that? *pg 107 map 4-1 - need key code for white and black line - lake mary road to minaret road (also on map 4-3) *also where are those GIC numbers marked - pg 106 doesn't list those numbers... need a place where you look for #36 to see its location. Oh, it's on page 110 - need to define that a little better. - table 4-2 and table 4-3 both have GIC's (summer vs. winter), but do they both refer to map 4-1 - not clear.... (maybe summer should be in one color and winter in another)	2 A Glossary will be created by the consultant to address the issue and consultant will make needed changes.	Glossary added	corrected
534	123	Alana Levin	Map 4-3	what are the recommended bike routes/lanes? Bike paths bridges connect over creek - MUP1?	1 See the near & long term bike lanes, legend & map.	No action taken	No action taken.
537	125	Alana Levin	Map 4-4	would like to see more in the meadow under the sherwins around the Snowcreek golf course and leading out to Sherwin creek road	1 There is a Sherwin Area Special Study that is looking into activities in the area.	No action taken	No action taken.
705	195	Alana Levin		Bicycle racks should be mandatory	3 The consultant can make that recommendation for all new projects over a certain size.	Sample bike parking requirement language added. Existing businesses generally can't be legally forced to add bike racks unless applying for a permit to remodel. Recommendations BP1&3 deal with this.	No action taken

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
94	1	Alex Fabbro	General	The newly-formed local mountain biking club 395 Fat Tire Council (FTC) thanks you for the opportunity to comment on the draft Trail System Master Plan. Countless hours were spent by locals and consultants to develop a plan that will fill in the many gaps in the current trail system plus enhance the trail experience by adding to the system. As a new area club (formed in just the last few weeks, as a matter of fact), we in the 395 FTC hope to participate more fully in this master planning process in the future. When we formally establish our Board, we will be sure to let you know so that a relationship between the TOML and 395 FTC can be formed to work together to maintain and improve our local trail system.	1 Thank you! We look forward to your active participation. Please contact MLTPA directly.	No action taken	No action taken.
95	1	Amy Cutter	Overall Document	This document / plan is very comprehensive and provides almost any and all option to enhance trails within the city limits and outside. As a result, my overall feedback is that the plan is comprehensive and includes features to enhance the mobility within and outside the city limits. My comments are targeted toward priorities.	1 Thank you.	No action taken	No action taken.
116	2	Amy Cutter	2.2.3 California Dept of Transportation (CalTrans)	City of Mammoth Lakes should not take over maintenance of 203 unless it is willing to maintain the same level of service. Today Caltrans places staff on standby by in a running truck before each storm in critical locations throughout the sierras. From what we have observed TOML doesn't have staff on standby before a large storm on or off holiday periods. If TOML wants to be a world class resort then TOML needs to provide world class service and that includes world class snow removal. This means having staff on standby and continuously running the equipment to clear snow from the streets so the visitors do not get stuck on the road ways due to extensive delays in snow removal. This was observed 3 years in a row.	1 Thank you for your comment. This is an issue for the Mobility Commission and the Mobility Plan which is being developed.	No action taken	No action taken.
117	10	Amy Cutter	1.2 Goals and Objectives 1.2.1 Trails Network	This section provides a pretty thorough list of objectives. In these sorts of projects there would be opposing priorities on which project to perform first or which to do and which not to do. My recommendation is to perform the activities that provide the biggest benefit for the most folks for the smallest dollars. In my mind this would be objective 1.2 - close gaps in the existing network. CONCLUSION: By closing the gaps in the trails, would immediately extend the continuity in the trails without a lot of disruption or dollars or time.	4 The funding priorities will come from the Measure R funding process and the T&R Commission priority listings and finally as approved by the Town Council.	Comment noted	No action taken
118	10	Amy Cutter	1.2 Goals and Objectives 1.2.1 Trails Network	Objective 1.4: identify Locations for potential recreational nodes and public access easements. No monies or projects should be used to imminent domain property held by private individuals for pocket parks or the public benefit. If this was the plan, then this language should have been included in the proposition on the ballot. NO MONIES should be used for imminent domains.	5 This is an issue for the Town Council and the plan does not and will not address the subject.	No action taken.	No action taken.
147	4	Amy Cutter	Mobility – In Town Transportation	Emphasize feet first. I would add 365 days of the year. Meaning, the sidewalks need to be cleared in some fashion during the winter to continue the promotion of feet first. In addition, the priority of sidewalks and bike paths need to be on the major streets first side streets later.	1 See M1 recommendations on page 217	No action taken	No action taken.
172	5	Amy Cutter	2.3 Major activity centers...	Portals – need to have adequate parking to support the facility. There may be a desire to have folks travel via public transportation, walk or bike. The reality is people drive to portals. Today, the Village is sited as a portal and does not have adequate parking. And, it appears, TOML known about the inadequate parking since the Village was built and seems to allow the condition to continue today.	1 Thank you for your comment.	No action taken	No action taken.
193	7	Amy Cutter	Recommendation N4: Public Transportation	Please make sure all signage for public transportation posts the current / correct schedule. If there are different schedules throughout the year, post the months of the year for each relevant schedule. Also, clearly indicate the different types of public transportation i.e. Red line, Trolley, The Lift, Dial-a-Ride etc.	1 Thank you for your comment.	No action taken	No action taken.
577	136	Andrea Lawrence		So over time we have eliminated all the random trails, put up signage saying and welcoming people to enjoy the meadow, respect the meadow, its wildlife and growth, but not bikes, etc. This has mostly been respected. This also means that 'restoration' is not at all required. I, personally, would be offended to have anyone tell me/us, that 'restoration' is necessary. One or town of the professional biologists have pointed out that it is a meadow that is undergoing a natural evolution. All meadows change over time and this one is no different. We just need to keep paths clear, willow trimmed, bridges repaired and sign posts with their arrows clearly visible. Which we do. Annually. Additionally, the paved bike path that Chadmar put in this year is very well done and takes care of walkers, bikers and hikers. In closing I reiterate my strong opposition to the notion of a boardwalk/restoration.	1 See #589	No action taken	No action taken.
589	136	Andrea Lawrence	Boardwalk	It has come to my attention that the Town is proposing to recommend to the P/C that a board walk be put in along side Old Mammoth Creek from Minaret Road to Waterford Street and where paved the bike path goes. I also share the point of view that strongly opposes such an action, as well as the 'restoration'. The Snowcreek home owners, I, II, III, IV have had the Meadow Preserve Committee in place for the better part of 12 years. It has its own budget and happy volunteers. All four boards have put their representatives on the committee. Their mission is and has been to be sure the meadow is protected and to set a day a year when we all go out and have a cleanup and repair what ever needs to be repaired. It has worked well. When we started out their were paths all over the place and nothing to encourage the more thoughtful involvement with such a natural areas, which is unique here in Mammoth. Further more all the biologists, botanists, all professionals in the fields, have come away surprised at what they have seen and, in fact that it is here at all.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and its own drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
20	1	Bill Sauser	General	A. A lot of time is spent talking about winter maintenance and grooming but the idea of the Town purchasing a groomer is not explored. Why not? I am very disappointed in the lack of representation for motorized sports. B. The issues of access for motorized winter and summer are not addressed. The suggested solution for congestion at Shady in the winter is to the detriment of snowmobilers. The possible affects of some suggestions for non motorized trails on motorized recreation are not dealt with. C. At best the plan show a lack of knowledge of motorized recreation or of wanting to deal positively with motorized recreation. At worst it shows a contempt for motorized recreation. The trails plan and Appendix A were supposed to be an all inclusive (all user types) trails plan for the Town of Mammoth and the surrounding area. IT IS NOT!!	4 A. May be a lack of funding, consultant to check with Public Works and Parks. B. A Motorized discussion will be included by the consultant. C. The consultant shall assure that the Plan will not leave this perception and will include summer & winter motorized uses, needs and recommendations. Existing policies for motorized use inside the UGB need to be reviewed. This draft plan has brought forward overarching issues (snowmobile access, Nordic system development, experience enhancement, pedestrian and dog accommodations, TOML development of soft-surface trails, summertime motorized access, equestrian system development, and hiking trails) in the area outside the UGB that need further discussion, concept development, recommendation and decisions by both the TOML and the USFS. There is a need to create a combined public process with the Town and the USFS to discuss the matter of winter uses. The suggestion is to convene a winter and a summer Summit for this process.	TOML purchase of groomer will be made outside of this TSM. Shady Rest option modified. Efforts have been made to better deal with motorized recreation as much as possible given the in-town focus of the plan.	addressed
189	7	Bill Sauser	MI	maybe we should look at sidewalks to see if any could be better used if groomed rather than plowed. This could allow some sidewalks to be used as access for X-C skiers, snowshoers, ect and still be used by pedestrians	2 The consultant shall respond to your comment in the plan.	Recommendation M6 expanded to include sidewalks	corrected
254	22	Bill Sauser	Industrial Park	Many different users also use this area as an access point as it has many storage units that people use to store their equipment. It should probably be listed as a recreation node (summer and winter) for this reason as well. It already has trail access. When people go to get their equipment they should not have to drive further to recreate whether they are motorized or not.	4 The consultant will include a discussion of the Summit process in the plan. See #20.	awaiting guidance on exact summit language and appropriate location(s) within the document from TOML	addressed
335	63	Bill Sauser	Needs & Benefits	Once again no mention of the need to expand tourism (Needs) and provide economic stability for the Town. (benefits)	4 The consultant will include in the plan.	See "Improved Local Economies" subsection at end of 3.2. Also see 1.1 Vision "Sustainable Economies"	addressed
337	63	Bill Sauser	Chapter 3	Based on the number of respondents and the answers on several questions it appears to me that somehow we did not capture the opinions or needs of our visitors, this may well be the most important group to our long term sustainability so we need to be careful how much importance we give to these surveys in planning for the future. Figure 3-1. These are statewide numbers and probably does not represent what our figures would be due to our unique circumstances.	4 Thank you, the consultant will review the results with caution. Figure 3-1 will be removed from the plan.	The numbers in Figure 3-1 were for TOML only as described in text, NOT statewide. Figure removed nonetheless at request of TOML.	corrected
338	63	Bill Sauser	Needs Assessment	Identifies the need and benefit as environmental or green, to use and list only these benefits we leave out motorized recreation from the plan. I would rather use the term sustainable to refer to the local recreation based economy which includes all forms of recreation not just those that don't use fossil fuels or that would reduce the use of fossil fuels.	4 The consultant shall better address the Motorized uses in both the summer and winter. See #20.	additional motorized language added. Also see summit language and revised Shady Rest options.	addressed
450	106	Bill Sauser	GIC 67	Should say possible or proposed. Also need to show need or benefit of moving motorized further out of town. GIC 67 is not shown on map	2 *The term "potential" will be used....* The correction will be made.	asterisk added to provide additional qualifying language	corrected
479	110	Bill Sauser	GIC 67	Why when looking to reduce congestion at Shady Rest do we look to move winter motorized to an area that is currently closed to snowmobile use. Shouldn't we look to move non-motorized to that location where they would not have any issues with conflicting uses?	2 The consultant will address a third Option, to provide restrooms, information, cleaning & grooming).	Shady Rest winter options modified	corrected
516	118	Bill Sauser	GIC 67	Refers to the new trailhead at GIC 67, not possible or proposed	2 *The term "potential" will be used.	asterisk added to provide additional qualifying language.	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
523	120	Bill Sauser	MUP 7	I don't think we need to say Nordic grooming equipment it should just say grooming equipment. It would seem to me that building new tunnels just to separate user groups makes no economical sense until the numbers of users justify it.	2-1 * The consultant shall make the change.... "Thank you."	"Nordic" removed	corrected
576	136	Bill Sauser	Shady Rest Winter	Options to mitigate congestion and user conflict. The conflict at Shady Rest would appear to be more of an ideological conflict than a real conflict among actual users based on user surveys done in the past. I know there are a multitude of possible solutions but none other than moving motorized out of town is listed. The current trailhead has real potential for enlargement and could be designed to separate user types without moving anyone out of town or the expense of a new lot and possible new tunnels. The possibility of moving Nordic to GIC 67 is also not considered. WHY? GIC 67 is already closed to snowmobile use and therefore would eliminate the perceived conflict. It would appear that this idea has more to do with getting motorized out of town than solving any "conflict"	4 See #20. Both Summit plans intend to address interface issues and existing conditions, potential policies and opportunities for improved experiences or optimize the user experience. They will explore perceived conflicts by evaluating the "reality" of the conflict and determining resolutions as required. The Trails plan will discuss the opportunity to stage Nordic from the Welcome center.	awaiting summit language from TOML	addressed
728	205	Bill Sauser	USFS	The Forest Service and Mammoth Nordic are given credit for grooming trails however no credit is given to the State of California who pays for all of the Forest service grooming and actually owns the groomer that the Forest Service uses. These are paid for out of the great sticker funds (registration and gas tax receipts from off road use in California). The grooming of non motorized use is prohibited but the local Snowmobile association helped the Forest Service get permission to use the groomer on some of these trails and they are also not given any credit.	2 The consultant shall correct the text after confirmation with USFS.	Discussion of green sticker and gas tax funding added to maintenance section. Also mention opportunities to collaborate with a wider range of local orgs for maintenance	corrected
590	136	Bill Wilson	Boardwalk	Terrible idea to install such a walk. There are paths now people just need to stay on the paths. The construction to install the boardwalk destroys the meadow view. Man and the city should leave some things alone, money is spent better on other projects. Not every idea is an improvement to nature and this one misses the boat, landing, dock, etc....	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40' foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
606	137	Cammilee Miller	Recommended Trail System	I also have concerns about the loss of privacy and safety to neighboring private parcels, including my own. First: I would encourage your planners to place the majority of the path heading roughly through the center of the town's parcel so as to maximize the space between the public path and the private land abutting the corridor for the following reasons: A: Many of the path's users walk their dogs through this section. Since dogs are naturally curious about other dogs and may pull or come off leash in order to check out a fellow canine sitting quietly on an adjacent private parcel, it is in the best interest of the neighbors and the path users alike to put as much space between the path and the backyards of the neighbors as possible. B: Just as dogs enjoy learning about their fellow canines, humans too are curious individuals and for the enjoyment and privacy of both path users attempting to have a natural experience and back yard users attempting to have a private experience, it is in everyone's best interest to buffer the space between public and private use as much as possible.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken
607	137	Cammilee Miller	Recommended Trail System	Visual, sound and spatial barriers are natural ways to discourage vandalism/theft/destruction of private property, and help to keep pets and people safe on both Town and private property. C: There are mature trees on either side of the Town's open space parcel and orienting the path down the center will prevent the removal of these mature aspens and willows and instead concentrate the vegetation removal down the center of the parcel where the vegetation is more sparse. It would be a shame to lose the tall trees if it can be avoided. Second: I would encourage your planners to place the entrance of the path slightly over to the East side of Waterford and then weave the path toward the center of the parcel rather than entering right away from the center of the town's parcel for the following reasons: A: The existing path that travels down the North side of Old Mammoth Road subsequently comes out onto Waterford on the East side. It is intuitive that bikes and pedestrians would naturally follow Waterford down the East side of the road until they get to the path.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken
608	137	Cammilee Miller	Recommended Trail System	It is logical that those path users would continue on the same trajectory by entering the Town's parcel on the East side as well. Once on the Town's land, the path can then meander toward the center of the Town's parcel thus maximizing the open space on either side of the path. If the path were to enter the Town's parcel from the center, however, it would unnaturally force the path users to prematurely enter the road in order to cross over to the center entrance. This would be unsafe. B: The Town currently uses this land as snow storage in the winter and an enormous snow storage hill consequently ensues. It would be impossible to enter the parcel anywhere but the East side during the winter. This and lastly: I would ask that in adopting this as an official path and in inviting an enormous influx of foot and bike traffic that you would consider the safety and quiet enjoyment of the neighboring parcels by erecting some type of noise and physical barrier between the path and the adjacent property owners.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken
609	137	Cammilee Miller	Recommended Trail System	I would also ask that you would permit private property owners to build a 6' fence on the property line. In order to keep the path users out of the private yards where pets and small children have safely enjoyed their yards historically, a physical separation from potentially unwanted interactions with strangers and quick moving and potentially hazardous bikes is necessary. The area is currently very quiet and very private and the additional noise and the activity of the path should be mitigated in a way that is acceptable to both the Town and the private property owners. Thank you for taking the time to consider my input.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken
612	137	Cammilee Miller	Recommended Trail System	With regards to the location of the new path that will begin at the termination of Waterford and then bridge Mammoth Creek, and with respect to the privacy and safety and quiet enjoyment of the adjacent private property owners, I would like to offer the following input whom it may concern: I am the adjacent property owner to the proposed trail that would extend from the end of Waterford and continue across Mammoth Creek to ultimately adjoin with the existing path that meanders all the way to Eagle Lodge. I am very much looking forward to using this path myself and to seeing others make use of this path so as to fully enjoy the beauty of this open space. Mammoth is a fantastic town and paths like these improve the quality of life of its residents and visitors alike. With that in mind, I do have some suggestions as to the location and development of the path itself as it crosses the Town's parcel so as to construct this path in a way that is positive for all involved.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken
146	4	Chadmar/Snowcreek	Paved Multi-Use (MUP): MUP1:	Snowcreek requests that the locations and details of all Multi-use paths located on Snowcreek property will be designed and processed by Snowcreek Investment Company LP through the TOML	1 Request noted. Adopted Town Plans & Standard shall apply.	No action taken	No action taken.
243	18	Chadmar/Snowcreek	2.2.1 Town of Mammoth Lakes:	Both the UGS and the land use restrictions placed on the 94 acre exchange parcel are issues that will be properly addressed as part of the Snowcreek Master Plan approval process and decided upon by the TOML, ESLT, and Snowcreek Investment Company LP.	1 Comments noted.	No action taken	No action taken.
264	Appendix - A24	Chadmar/Snowcreek		Snowcreek Investment Company LP does not have an opinion either in support or opposition as to design of the Sherwin Trail as it is not located on Snowcreek Property and will be designed, processed, and constructed by another entity	1 Thank you	No action taken	No action taken.
265	Appendix - A24	Chadmar/Snowcreek		Additional trails that connect Snowcreek to adjacent properties are proposed within the Snowcreek Neighborhood District Plan and will be further refined during the Snowcreek Master Plan approval process	1 Thank you	No action taken	No action taken.
277	29	Chadmar/Snowcreek	Map 2.3	The TOML 2007 General Plan does not include a Sherwin Ski Bowl. To be consistent with the GP, this Master Plan should not include a reference to the Sherwin Ski Bowl being abandoned as it is not existing or proposed	2 The existing condition maps will not change the reference, however all recommended maps will indicate the area as "Back Country Ski Zone".	Maps corrected	corrected
287	Appendix - A35	Chadmar/Snowcreek		Access/egress points to/from the Sherwins are addressed in the Snowcreek District Planning Process	1 Thank you	No action taken	No action taken.
299	44	Chadmar/Snowcreek	2.7.1 Summer Trails:	Snowcreek Investment Company LP does not support the idea of constructing a wooden boardwalk across the creek through the meadow. Snowcreek believes that the integrity of the natural environment in the proposed open space should be maintained in perpetuity and the current natural pathway should remain. Please note that Snowcreek Investment Company LP has not agreed to and does not plan to either process the necessary approvals for the wooden boardwalk pathway or construct the pathway as Snowcreek has already dedicated an easement in that area to the TOML	1 Comments noted. The SS1 recommendation is a suggestion to evaluate.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
347	66	Chadmar/Snowcreek	3.3.2 Main Path Missing Links Tour:	Snowcreek Investment Company LP does not support the idea of constructing a wooden boardwalk across the creek through the meadow. Snowcreek believes that the integrity of the natural environment in the proposed open space should be maintained in perpetuity and the current natural pathway should remain. Please note that Snowcreek Investment Company LP has not agreed to and does not plan to either process the necessary approvals for the wooden boardwalk pathway or construct the pathway as Snowcreek has already dedicated an easement in that area to the TOML	1 Comments noted. The SS1 recommendation is a suggestion to evaluate.	No action taken	No action taken.
348	66	Chadmar/Snowcreek	3.3.3 Agency Listening Session:	Snowcreek Investment Company LP does not support the idea of constructing a wooden boardwalk across the creek through the meadow. Snowcreek believes that the integrity of the natural environment in the proposed open space should be maintained in perpetuity and the current natural pathway should remain. Please note that Snowcreek Investment Company LP has not agreed to and does not plan to either process the necessary approvals for the wooden boardwalk pathway or construct the pathway as Snowcreek has already dedicated an easement in that area to the TOML	1 Comments noted. The SS1 recommendation is a suggestion to evaluate.	No action taken	No action taken.
350	67	Chadmar/Snowcreek	3.3.4 Seniors/ADA Listening Session	Snowcreek Investment Company LP does not support the idea of constructing a wooden boardwalk across the creek through the meadow. Snowcreek believes that the integrity of the natural environment in the proposed open space should be maintained in perpetuity and the current natural pathway should remain. Please note that Snowcreek Investment Company LP has not agreed to and does not plan to either process the necessary approvals for the wooden boardwalk pathway or construct the pathway as Snowcreek has already dedicated an easement in that area to the TOML	1 Comments noted. The SS1 recommendation is a suggestion to evaluate.	No action taken	No action taken.
378	82	Chadmar/Snowcreek	3.5.5 Non-Motorized Listening Session	Access/egress points to/from the Sherwins are addressed through the Snowcreek District Planning Process. Snowcreek Investment Company LP agrees that noise associated with motorized users is not appropriate adjacent to residential and hotel structures	1 Comment noted	No action taken	No action taken.
423	101	Chadmar/Snowcreek	4.1 General Recommendations <u>Recommendation G3: Trail-Oriented Development (TrOD)</u>	Snowcreek Investment Company LP does not either approve or disapprove of this comment. However, the orientation of buildings and design of multi-use paths, and sidewalks located on Snowcreek property should be designed and processed by Snowcreek Investment Company LP through the TOML in way that takes into account every component of the Master Plan	1 Comment noted	No action taken	No action taken.
435	103	Chadmar/Snowcreek	Recommendation N1: Nodal Typing Figure 4-1. Recommended Nodal Typing	Snowcreek Investment Company LP supports the general intent of Nodal Typing. The details of all facilities and infrastructure located within Snowcreek property should be designed by Snowcreek Investment Company LP and processed by the TOML.	1 Comment noted	No action taken	No action taken.
449	105	Chadmar/Snowcreek	Recommendation N4: Public Transit Access to Recreation Nodes	No Comment	1 Thank you	No action taken	No action taken.
463	107	Chadmar/Snowcreek	6.1 Multi-Use Paths	Snowcreek Investment Company LP does not have any specific comments as to the multi-use path recommendations. Snowcreek is a Master Planned community that has numerous design characteristics that need to be taken into account when planning all infrastructure and facilities located within the project. All multi-use paths located on Snowcreek property should be designed and maintained by Snowcreek Investment Company LP and processed through the TOML.	1 Comment noted	No action taken	No action taken.
509	117	Chadmar/Snowcreek	4.3 Paved Multi-Use Paths <u>Recommendation MUP4: Multi-Use Paths Outside the UGB</u>	Snowcreek Investment Company LP does not have an opinion either in support or opposition as to the design of the Mammoth Creek or Sherwin Creek Road multi use paths as they are not located on Snowcreek Property and will be designed, processed, and constructed by another entity, -- and not as part of the Snowcreek VIII project. Snowcreek Investment Company LP agrees that appropriate non-motorized public access should be designed within Snowcreek. All non-motorized public access facilities and infrastructure located within Snowcreek property should be designed by Snowcreek Investment Company LP and processed by the TOML. Please note that pedestrian and bicycle pathways should not be located within or directly adjacent to the golf course from a public safety and health perspective as errant golf balls pose a potential safety threat to both pedestrians and cyclists.	2 The wording on the maps shall be changed to eliminate the term "perimeter". The term "to be determined" shall be added.	Paragraph in question removed. SATSS will determine recommended alignments.	corrected
510	117	Chadmar/Snowcreek	4.3 Paved Multi-Use Paths <u>Recommendation MUP4: Multi-Use Paths Outside the UGB</u>	The appropriate minimum distance should be used from fairways to pathways in order to maintain the safety of cyclists and pedestrians. A "Snowcreek Perimeter Path" should not be located within Snowcreek Investment Company LP's property line for the health and Safety reasons stated above as the entire perimeter of the project is adjacent to golf fairways.	2 The wording on the maps shall be changed to eliminate the term "perimeter". The term "to be determined" shall be added.	Paragraph in question removed. SATSS will determine recommended alignments.	corrected
550	128	Chadmar/Snowcreek	4.6.1 Sidewalks <u>Recommendation P1: Sidewalk to Major Roadway Ratio</u> <u>Recommendation P2: Sidewalks along Major Roads</u> <u>Recommendation P3: Sidewalks along Collector or Local Streets</u> <u>Recommendation P4: Mid-Block Pedestrian Connectors</u> Maps 4-5 and 4-6	Snowcreek Investment Company LP does not have any specific comments as to the sidewalk recommendations. Snowcreek is a Master Planned community that has numerous design characteristics that need to be taken into account when planning all infrastructure and facilities located within the project. All sidewalks located on Snowcreek property should be designed and maintained by Snowcreek Investment Company LP and processed through the TOML.	1 Thank you	No action taken	No action taken.
566	135	Chadmar/Snowcreek	4.7 Bicycle Parking <u>Recommendation BP1: Bicycle Parking Requirements</u>	No comment	1 Thank you	No action taken	No action taken.
574	136	Chadmar/Snowcreek	4.8 Soft-Surface Trails	Snowcreek Investment Company LP does not support the idea of constructing a wooden boardwalk across the creek through the meadow. Snowcreek believes that the integrity of the natural environment in the proposed open space should be maintained in perpetuity and the current natural pathway should remain. Please note that Snowcreek Investment Company LP has not agreed to and does not plan to either process the necessary approvals for the wooden boardwalk pathway or construct the pathway as Snowcreek has already dedicated an easement in that area to the TOML With regard to the planned dirt trail on map 4-7 running through the future Snowcreek golf course that use is not appropriate in that area. Pedestrian and bicycle pathways should not be located within or directly adjacent to the golf course from a public safety and health perspective as errant golf balls pose a potential safety threat to both pedestrians and cyclists. The appropriate minimum distance should be used from fairways to pathways in order to maintain the safety of cyclists and pedestrians.	3 Comments noted. The SS1 recommendation is a suggestion to evaluate. You appear to be referencing the 1991 "Future/Alternative Trail" which is only shown on Map 4-7 as a reference not a recommendation.	No action taken.	No action taken
630	141	Chadmar/Snowcreek	4.10 Accessibility Issues	Snowcreek Investment Company LP does not support the idea of constructing a wooden boardwalk across the creek through the meadow. Snowcreek believes that the integrity of the natural environment in the proposed open space should be maintained in perpetuity and the current natural pathway should remain. Please note that Snowcreek Investment Company LP has not agreed to and does not plan to either process the necessary approvals for the wooden boardwalk pathway or construct the pathway as Snowcreek has already dedicated an easement in that area to the TOML	1 Comments noted. The SS1 recommendation is a suggestion to evaluate.	No action taken	No action taken.
641	142	Chadmar/Snowcreek	4.11 Long-Term Vision	Please refer to specific comments to sections 4.11.3 and 4.11.4	1 Thank you	No action taken	No action taken.
650	147	Chadmar/Snowcreek	4.11.3 Sherwin Creek Road Bike Lanes	Snowcreek Investment Company LP does not have an opinion either in support or opposition as to the design of the Sherwin Creek Road bike lanes as it is not located on Snowcreek Property and will be designed, processed, and constructed by another entity	1 Comment noted	No action taken	No action taken.
651	147	Chadmar/Snowcreek	4.11.4 Mammoth Creek Path	Snowcreek Investment Company LP does not have an opinion either in support or opposition as to the design of the Mammoth Creek Path as it is not located on Snowcreek Property and will be designed, processed, and constructed by another entity	1 Comment noted	No action taken	No action taken.
690	174	Chadmar/Snowcreek	6.1.2 Figure 6.3 MUP At Grade Crossings	Snowcreek Investment Company LP does not have any specific comments as to the At Grade Crossings recommendations. Snowcreek is a Master Planned community that has numerous design characteristics that need to be taken into account when planning all infrastructure and facilities located within the project. All At Grade Crossings located on Snowcreek property should be designed and maintained by Snowcreek Investment Company LP and processed through the TOML	1 Thank you	Requested change unclear. Clarification needed.	No Action Needed.
696	182	Chadmar/Snowcreek	6.2 Bike Lanes Width:	Snowcreek Investment Company LP does not have any specific comments as to the Bike Lane recommendations. Snowcreek is a Master Planned community that has numerous design characteristics that need to be taken into account when planning all infrastructure and facilities located within the project. All Bike Lanes located on Snowcreek property should be designed and maintained by Snowcreek Investment Company LP and processed through the TOML.	1 Comment noted	No action taken	No action taken.
708	198	Chadmar/Snowcreek	Category Minimum Required Bicycle Spaces	Snowcreek Investment Company LP does not have any specific comments as to the Required Bicycle Spaces recommendations. Snowcreek is a Master Planned community that has numerous design characteristics that need to be taken into account when planning all infrastructure and facilities located within the project. All Required Bicycle Spaces located on Snowcreek property should be designed and maintained by Snowcreek Investment Company LP and processed through the TOML.	1 Comment noted	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
96	1	Chamber of Commerce	General	We applaud the new Trail System Master Plan. This is something that has been long overdue in our community. Data has shown that communities with a comprehensive trail system, had a higher guest satisfaction rate in addition to increased real estate values. We are anxious to see the implementation of this plan, and eagerly await the positive experience we believe it will bring to both our guests and local residents. Our only negative comment is that we were instrumental in creating the Developers Forum along side of MLTPA and in helping to pass Measure R (that will ensure funding for these projects) and didn't see one single acknowledgement.	2 Thank you. The Chamber will be acknowledge within the plan (MLTPA will provide text to Alta)	Language added	corrected
53	1	Chris Fiore	General	I can't make it for the meetings but wanted to let everyone know that Mammoth Lakes has the only snowmobile trail system with no access to fuel. The June Lakes shell is in the system, but not in town. It also only offers one option for food-The main lodge. This system needs an over haul, not excuses. With the 203 tunnel and a willing Town of Mammoth Lakes, we could get to fuel in the industrial park.	4 Consultant to include Summit discussions regarding motorized use both summer and winter.	Summit language.	addressed
62	1	Chris Fiore	General	That should also be used to connect the North trails to the Southern area (Sherwins and Lakes Basin). If we can plow trees and build golf courses and houses and schools and hospitals and... surely we can allow snowmobiles to ride on a corridor that is already paved through the woods. Please, no more excuses. I was charged this winter with the task of writing a cover story and pictorial on Mammoth Lakes for a snowmobile magazine.	4 See#20.	Summit language added	addressed
63	1	Chris Fiore	General	It was to focus on the RV aspect of snowmobiling, centering on the RV Park and the tunnel access to our beautiful trail system. I have decided to hold the article, after having the editor of the magazine come out for a week last February. The fear and indecision of Mammoth Lakes in creating a world class trail system is annoying and amazing. I cannot, in good faith, promote Mammoth Lakes as a snowmobile Mecca of the West. Until someone in town puts their foot down and makes the changes needed to revise our trail access, it is quite hypocritical to put snowmobiles on the Town brochure. I will not be part of luring millions of dollars of snowmobile tourism to a place that doesn't support the needs of snowmobilers. Your group should take a look at other trail systems that welcome snowmobilers in the winter. You can not go to breakfast in Mammoth on a snowmobile, I don't know any other trail system that can I can say that about. Please understand that I am sincere about the minor changes needed that will dramatically improve the current trail system in Mammoth Lakes.	4 See #20.	Summit language added	addressed
78	1	Chris Fiore	General	ALL OF THIS ON AN ALREADY PAVED AND BUILT BICYCLE TRAIL AND TUNNEL THAT IS MOSTLY VACANT DURING SNOW MONTHS. Don't tell me why it won't or can't work when Mammoth and the Forest Service constantly trade and alter arbitrary borders. you can allow a 65' tower to be built in town to appear in every future postcard of the mountain, and allow Snow Creek developers to fill a mountain meadow with town homes and hotels, then you can pull the strings to get as YES vote on OSV use through the tunnel and on the bike path east of McDonalds. The changes proposed in OPTION 1 For Shady Rest Winter Use is entirely biased towards non-motorized users. Shady Rest should be SNOWMOBILE ONLY, and should include the use of the 203 tunnel for accessing the rest of the system and additional conveniences. The non-motorized users who have never contributed to the grooming or snow-removal costs should move east on 203 to the new area. Snowmobiles need more snow than dog-walkers or joggers and Shady Rest receives and retains much more snow than even 1/4 mile east on 203.	2 Consultant to provide an Option C for Shady Rest to move Nordic staging to the Welcome Center parking lot and restrooms. The USFS Shady Rest Study will also look into these issues of winter use and access.	Mapping and textual change.	Mapping
79	1	Chris Fiore	General	We need that snow. It is not fair to trade a deep snow trailhead that has been maintained with Green Sticker money for years for an area that is burned off and dirt a few days after a storm (I have video of the two areas). All the parking spots at trail heads should be Pay-Based. Don't tell me it can't work when every trailhead in Utah does it and fee based Snow-Parks are all over California. Los Angeles probably has 20,000 parking meters and they obviously work. Truck and trailers cost more than a car due to the spaces they take up, but ALL USERS PAY! Dog walkers and skiers and joggers and snowmobilers and campers and photographers and snowshoers all put money in if they park a car. We had a volunteer trail money donation bucket in Afton Wyoming that had \$231 in it on a weekday after New Years. It works.	3 See #78	No action taken	No action taken
80	1	Chris Fiore	General	If people want to use the system they have to put in their share. If you go ahead with Option 1 and I find out that Green Sticker funds are being used in a non-motorized use area, by the TOML or Forest Service, I will find a way to stop it. I own over ten vehicles with Green Stickers, I pay over \$500 annually to the Green Sticker program and should get to enjoy that money and have a say in its use. In closing, I urge you to take a trip this winter to West Yellowstone, Montana or Afton, Wyoming or Conway, New Hampshire, or Fryeburg, Maine to see how a Snowmobile Trail System should work and then try to incorporate some of the good points into our Multi-use Trail. Take a nice snowmobile ride on a Saturday night up to Mammoth Main Lodge for Filet Mignon with some good friends and you may understand more of where I am coming from.	3 #78	additional options included in Shady Rest discussion	corrected
91	1	Chris Fiore	General	I commend you on your hard work for the future of Mammoth Lakes. I am Chris Fiore and the most unique opportunity I find in Mammoth Lakes is Snowmobiling. From my cabin at Twin Lakes, I enjoy most of the recreation opportunities discussed in the trail plan. But most can be done almost anywhere 9biking, dog-walking, running, walking, skiing, but Snowmobiling is unique in So Cal to Mammoth Lakes. After reading the Draft Plan and options, I noticed a huge omission in the needs of OSV (snowmobiling) in Mammoth Lakes. It seems like a cruel joke to promote motorized use without access to fuel. In fact, I have been many places to snowmobile and Mammoth is the worst for on-trail amenities. No Fuel.No Service. No Parts. One Food opportunity- Main Lodge/Yodler. One Rental opportunity- Snowmobile Adventures Main Lodge. Motorized use is based on fuel consumption and by not having fuel on-trail, it forces trucks and trailers to be used for refueling. Food is a necessity of snowmobilers, and besides 5 star dining at the main lodge, we are stranded. We again need to drive trucks to get food.	4 Thank you for your thoughtful comments and expressing your concerns. The consultant will propose an opportunity for a parallel motorized over the snow trail from the Shady Rest.	Summit language	addressed
92	1	Chris Fiore	General	On the snowmobile I must pack three meals- two to eat and one in case of emergency. Parking lots/ trailheads are another scarce item in Mammoth Lakes. The main lodge lies to snowmobilers, telling them that unloading and parking is not permitted. It is in fact permitted as part of their rental use package. The Forest Service has chosen to lie to snowmobilers about the legality of using the 203 tunnel, and by doing so has eliminated the simplest and most non-intrusive way to accomplish many goals. With a trail system that is totally divide (north of 203 and southern Sherwins area), the tunnel is the missing link. It could provide access to food- McDonalds and The Breakfast Club. It could provide access to fuel- Fuel card dock at the industrial park. It could provide access to parking and lodging- the RV park. It could provide access to service and parts- Mammoth Powersports. It could provide access to the Sherwins and Lakes Basin later in the year.	4 Thank you for your thoughtful comments and expressing your concerns. The consultant will propose an opportunity for a parallel motorized over the snow trail from the Shady Rest.	Summit language	addressed
93	1	Chris Fiore	General	Please don't treat OSV users as the minority or the bad guys. We are the ones who save the others users, when they get lost or hurt in the woods. We are the ones who spend tens of thousands every year on our spots in stores and restaurants in Mammoth Lakes. Dog walkers buy leashes (I have 2 dogs), Runners buy sneakers (I run 10 K races). Dog Snowshoers buy snow shoes (I have 3 pairs), Mountain Bikers buy bikes (I have 2). Cross-country skiers buy passes and skies (Leg injury has stopped me for a while). All of that equipment combined doesn't cost as much as one of my snowmobilers. Snowmobilers love their sport and are willing to fight for it. We love to spend money on it. We want to spend money in Mammoth Lakes. Don't ostracize us. Make a fair and proper decision.	4 Thank you for your thoughtful comments and expressing your concerns. The consultant will propose an opportunity for a parallel motorized over the snow trail from the Shady Rest.	We hope that a combination of (1) the revised Shady Rest winter options; (2) the SATYS winter alternatives; (3) the forthcoming summit process; and (4) additional acknowledgements of OSV contributions to trail maintenance help to satisfy these concerns and minimize any unintended sense of ostracization.	Addressed
610	137	Dearing English	Recommended Trail System	However, I have observed the Town stores snow at the Waterford Avenue cul de sac, creating an impassable barrier. In addition to optimizing the natural beauty and safety of a public path between Waterford Avenue and Mammoth Creek, and East side entrance/exits on that street would also maximize the Town's snow storage efficiency and area. Thank you taking the time to consider these comments.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. After construction the snow storage area would change to accommodate the path and the winter uses. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
611	137	Dearing English	Recommended Trail System	I am familiar with the Town's vacant parcel between Mammoth Creek and Waterford Avenue, across which the Town proposed to build a public path. Based on my familiarity with that area, I offer the following comments. I look forward to using the proposed path to enhance my enjoyment, and that of other users. I cannot urge the Town strongly enough to configure the path so as to preserve the existing mature foliage. Not only will preserving that foliage provide the experience of traveling through a beautiful wilderness corridor, it will create a thoroughfare roughly through the center of the Town's parcel, diminishing users' awareness of the surrounding residential structures. The alternative, a straight path through a denuded lot with intrusion of nearby houses and condominiums, is not an inviting prospect. As I will be accompanied by young users and leashed dogs, I would very much appreciate entering/exiting the path on the East side of Waterford Avenue. This will avoid the danger of crossing the adjoining cul de sac and dealing with vehicular traffic. I also look forward to using the path in the winter.	4 The general location and route has been adopted from the 1991 Trail System Plan and the construction of the bridges is a development condition of Juniper Ridge. The exact location of the path and bridges is part of the design phase. The details of the alignment will be addressed at a later date. After construction the snow storage area would change to accommodate the path and the winter uses. We look forward to receiving further comments from you during the design phase. Please keep in touch.	Comment noted	No action taken
248	21	Dennis Rottner		Whitmore Park is operated by TOML.	2 Consultant shall correct as needed.	Text is consistent with comment. "currently" added for additional clarification.	corrected
271	27	Dennis Rottner	Winter Rec. Nodes	Shady Rest Park has no winter restrooms open	2 Consultant shall correct as needed.	Corrected	corrected
724	205	Dennis Rottner	Caltrans	TOML Parks and TOML Public Works maintains Bus Stops	2 Consultant shall correct as needed.	See section 7.3	corrected
725	205	Dennis Rottner	Maint. roles	TOML Parks maintains sidewalks	2 Consultant shall correct as needed.	See section 7.3	corrected
733	206	Dennis Rottner	Mammoth Nordic	Due to lack of staff this season, do not know if TOML can pre-groom any cross country trails.	2 To be acknowledged within the plan	No appropriate place to discuss a temporary staffing issue or a local non-profit.	No action taken.
755	217	Dennis Rottner	Snow Removal	Use the term "snowblower" not the term "trackless"™	2 Consultant shall correct as needed.	Term "trackless" not found in document	corrected
767	219	Dennis Rottner	Cost estimates	Note the process with the Master Facility Plan leading to the Capital Improvement Plan (CIP)	The Master Facility Plan (MFP) establishes capital projects that the Town desires to implement in the future (to "build-out"). The MFP contains a schedule of Project Cost Estimates that cover a five year projection of financing and a needs list that allocates what funding comes from Developer Impact Fees (new development) as well as what is needed from other sources (existing development). The Capital Improvement Projects list is informed by the MFP XXXXXXXXXXXXXXXXXXXXXXXXXXXX	Exact language needed from TOML	corrected
873	Cover	Dennis Rottner	Title	Ensure that the date and the title of the Trails Master Plan are correct on both the title page and the cover.	2 Consultant shall correct as needed.	corrected	corrected
111	2	Dieter Fiebigger	Existing trails, para 3	Also add that the Town serves as an access to the Pacific Crest Trail (Canada to Mexico)	The Pacific Crest Trail and the John Muir Trail are both within the TOML Planning Area as defined in the General Plan. Access to both is through the Lakes Basin or via Reds Meadow.	Is the PCT located within the Town Sphere of Influence? Need to know how to discuss w/o losing context/consistency. Access VIA John Muir Trail?	corrected
115	2	Dieter Fiebigger	Main path loop	Finish all gaps / including bridges in Old Mammoth	1 Thank you	No action taken	No action taken.
140	4	Dieter Fiebigger	G3 & G4: trail signage	Multi-use path: separate lanes and colors for uses, red for bikes & gray for pedestrians, use pavers or concrete.	3 Consultant shall explore the idea. The application of paint may be considered for future high use areas if recommended by the consultant. Even if not recommended by the consultant, TOML may do some sample applications.	Successful use would require additional width to separate users.	No action taken
169	5	Dieter Fiebigger	E2	Events and activities: construct a BMX-track at Shady Park or Gravel Pit. Now an Olympic event.	1 See Soft-Surface Concept attachment document.	No action taken	No action taken.
224	11	Dieter Fiebigger	Objective 2.2	For on street bikeways, reduce traffic speed limit.	5 Not a Part of this plan, future Mobility Plan item.	No action taken	No action taken.
360	71	Dieter Fiebigger	3.4.2	Improve signage – color coded- include information about difficulty and loop opportunities for both bicycling and hiking.	1 See Chapter 5 for the beginning steps for wayfinding and signage.	No action taken	No action taken.
379	82	Dieter Fiebigger	3.5.5	Shady Rest Park as a winter recreation staging area for both motorized and non motorized users	2 Consultant shall include as winter option.	Shady Rest winter options modified	corrected
387	92	Dieter Fiebigger	3.6.2	Winter activities: cover the ice rink (roof), also for use in summer: rollerblading.	1 See Park and Recreation Master Plan -Draft also.	No action taken	No action taken.
444	104	Dieter Fiebigger	N3	Figure 4-2: incorporate all "entrance" signs into one large sign outside of the Welcome Center show trails colors.	5 To be considered during the design phase of the signage program.	No action taken	No action taken.
769	220	Dieter Fiebigger	estimates	See separate submittals on costs for Tables.	2 See SS comments for pages 220-223	corrected	corrected
26	1	Elizabeth Tenney	General	A map designating interpretive stops on the trail and giving further interpretation and background could be available at the Visitors Center and at information kiosks around town. I don't know why this aspect wasn't given more weight in the draft. As it stands, it's a lost opportunity.	3 Comment will be passed on to the consultant. This is not the interpretive plan, the interpretive plan will be following this effort.	No action taken	No action taken.
66	1	Elizabeth Tenney	General	As the HAWK option outlines, a red light has to be incorporated in the sequence of flashing light warnings that there are pedestrians and bicyclists in the crosswalk. 2) Rest room facilities are listed in various places in the draft but there is no map showing the distribution of public rest rooms. A map would show if the distribution is fairly uniform and comprehensive or if there are areas that need them. Readily available public rest rooms are of particular importance to coffee drinkers, children and women! 3) Interpretive signage is mentioned, but only in passing, in two places. I didn't see a mock-up of an interpretive sign included in the Trail Guide Signs figures either. This is surprising because in-town trails with interpretive signage would be an enjoyable recreation opportunity for many visitors, especially families and older visitors.	2 Tables 4-2 & 4-3 indicate locations of existing and proposed restrooms. A future trail user map could include location of restrooms. The consultant will be asked to list potential locations of major interpretive opportunities. However it is not the intent of this plan to be the final interpretive signage plan, which will be forthcoming.	Interpretive signage recommendation added to General Recommendations	corrected
106	1	Elizabeth Tenney	General	I've only scanned it, but this draft is an excellent and most impressive document. Can't wait for it to be realized! I have three areas of concern: tunnels, rest rooms and interpretive signage. 1) Are tunnels really the best solution rather than at-grade crossings with lights? Tunnels in snow country are expensive to build and maintain plus they're magnets for graffiti, mischief and weirdos who prey on children. Maintaining a groomed x-country ski trail through them is no small accomplishment either. The HAWK crossing (p. 177) looks like a very promising option. As a bicyclist I can tell you I've had numerous close calls crossing over to the PO this summer. The crosswalks with flashing yellow lights on Main St. are ignored by many drivers.	1 Tunnels do appear to be a safe alternative to on grade crossings.	No action taken	No action taken.
99	1	ESNSA	Goal 1	Specifically mentioning MMSA Mountain Bike Park is too exclusive and it can give the impression that the Town is somehow in cahoots with MMSA.	1 The MMSA Bike Park has an impact on the TOML trail system, intersects with the TOML system and as such has been indicated.	No action taken	No action taken.
100	1	ESNSA	Meridian Blvd	No page reference. If Meridian Blvd is turned into a two-lane road, there will be a lot of congestion when ski vehicles trying to park block the only traffic lane. Now, the high-speed lane offers an opportunity to go around.	5 The Mobility Commission's Mobility Study will be addressing this prior to Town Council approval.	No action taken	No action taken.
190	7	ESNSA	M9	ABSOLUTELY NO SALT!	2 Consultant to correct. The Public Works crews do not use "ice melt" of any kind. The Park and Recreation staff use magnesium chloride to melt ice on sidewalks.	Language modified in Ex. Summ and Ch 7	corrected
194	7	ESNSA	M1	24 hours doesn't help during a blizzard. During a blizzard, the Town wants to encourage people to stay out of their cars and off the roads. Giving a higher priority to clearing of sidewalks will help.	5 The Mobility Commission's Mobility Study will be addressing this prior to Town Council approval.	No action taken	No action taken.
195	7	ESNSA	M7	72 hours is unsatisfactory. Give people an earlier opportunity so they will stay out of their cars.	5 The Mobility Commission's Mobility Study will be addressing this prior to Town Council approval.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
279	33	ESNSA	2.4.1	The Town needs to come to grips with the interaction between bicyclists, walkers, skaters, skateboarders, and vehicles. Are bicyclists or vehicles when they are on a bike path (MUP)? When they are on a MUP and cross a road are they supposed to act as vehicles or pedestrians? When they are on a road, they should follow the rules of the road, but often they don't. Skate boarders seem to do whatever they want and violate just about every possible rule. Walkers are often frightened and intimidated by bicyclists, skaters, and skateboarders.	2 The consultant shall respond by way of calling out "yielding" procedures.	Yielding procedures discussion added to design guidelines	corrected
355	68	ESNSA	3.3.6	Do not pave Sherwin Creek Road. Paving will reduce the wilderness ambience. Paving will turn it into a speedway for Crowley commuters and LA skiers. An alternative is to pave a bike path parallel to but away from the road.	5 The Mobility Commission's Mobility Study will be addressing this prior to Town Council approval. The SATSS study will also be reviewing the options and making a recommendation.	No action taken.	No action taken.
365	74	ESNSA	Potential road bike ...	Add Provide better education of rules, rights, and responsibilities for cyclists. Add Increase enforcement of hazardous bicycling activities.	1 Thank you	No action taken	No action taken.
374	80	ESNSA	3.5.3	Absolutely no snowmobiles beyond the tunnel. The increase in noise and pollution and the loss of a wonderful winter path for cross country skiing, snowshoeing, and walking would be a pity and create a negative image for the Town.	4 See #20.	Summit language.	addressed
375	81	ESNSA	3.5.4	The suggestion to clear or groom the Lake Mary Bike Path just won't work. In the areas where it is immediately next to the road there will be cinders and sand on the path to make it hospitable for cross country skiers. Beyond Chair 15 winds will make it impossible to maintain.	2 Will pass comments on to the consultant to incorporate into page 218 M7, in areas where MUPs are immediately next to roads there will be cinders and sand on the path, other considerations include wind drift which make it difficult to maintain".	This section is merely reporting comments from public and stakeholder meetings, not making formal recommendations, "where feasible" added to recommendation M7.	corrected
382	83	ESNSA	3.5.6	Biathlon is misplaced under Backcountry. Biathlon is not backcountry—it requires groomed trails, a shooting range, and easy access for non-skiing spectators.	2 Consultant shall change descriptor to "frontcountry".	corrected	corrected
819	Appendix A16	ESNSA	Nordic Skiing	The definitions here are not correct. The words "Nordic Skiing" should be replaced by "Classic Cross Country Skiing (Diagonal Stride)."	2 Consultant will add diagonal and paraell stride to glossary of terms.	ALTA to add terms to glossary.	corrected
501	136	Gloria Fowler	4.8	As one of the private owners of the Snowcreek Meadow, I strongly question the legality and advisability of installing a boardwalk through the meadow. Though there seems to be a drainage easement, the Meadow is private property surrounded by resident owners whose privacy and views would be impacted by a boardwalk and increased foot traffic in the meadow. The Meadow is a fragile environment which has been successfully maintained by the Snowcreek Meadow Committee under the supervision of the Snowcreek condominium boards. Under this arrangement, the Meadow has been accessible to the entire Mammoth community with minimum impact on this natural habitat. I believe the best way to keep this resource available to all is to leave the Meadow trails as they are and to continue the successful maintenance and supervision now provided by the Snowcreek owners.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
818	Appendix A16	Gloria Fowler	Skate Skiing	"Skate Skiing" should be replaced by "Skate Cross Country Skiing." "... usually organized over roads" gives the wrong impression. Skate skiing trails are on roads both paved and dirt, on wide trails, and wide open areas. Best would be to end the sentence after "... achieve fast speeds."	2 Consultant will add to glossary of terms and TOML will change as needed..	ALTA to add term to glossary.	corrected
54	1	Greg Meade	General	Please maintain access for dirt only Motorcycles to ride the trails leading into town so we still can ride from our back door within the wonderful network of trails in the Inyo national forest. Also, once away from Mammoth Mountain's network of trails, all trails need to be shared by motorcycles and mountain bikes and hikers, especially the single tracks that I have enjoyed riding in and out of Town for decades. Thank You for attention to this extremely important issue.	2 Consultant to address: Motorized winter and summer use will be addressed by the consultant in a recommendation to the continuation of the discussion and for the preparation by the TOML & USFS of a determination regarding motorized and non-motorized access and use. The future discussion and public process will be entered into and referred to as a Summer Summit and a Winter Summit for issues and use resolution.	Consultant awaiting "Summit Language"	addressed
108	1	Hans Ludwig	Goals	No mountain biking trails in the goals. The CAMP survey work shows that this is the most under-served group and sport. The UCSB White Paper note that it is a completely unexploited resource for the town. It's part of our local culture, as it should be in a mountain town. Let's catch up to every other mountain resort town.	4 The Summer Summit planning process will focus directly on this issue and provide resolution.	Summit Language	No action taken
152	4	Hans Ludwig	Soft Surface Trails Recs.	We need to make a new mtb trail an explicit goal.	4 The Summer Summit planning process will focus directly on this issue and provide resolution.	comment noted	No action taken
210	9	Hans Ludwig	Guiding Principles	In terms of Community Character, our trails should maintain the character of Mammoth Lakes- that means they should be trails that service the kind of activities that are synonymous with a ski town or mountain portal: mountain biking and backcountry skiing come to mind. Paved and walking paths do not.	4 In order for Mountain Bike trails to be proposed inside the UGB by the Town, the ability to maintain the trail with Town staff by way of hand equipment would need to be explored. See #20.	comment noted	No action taken
213	9	Hans Ludwig	Guiding Principles	There is no mention of fun! These trails are recreation in and of themselves—it should be our goal to make trails that are more than functional transportation. They should be so unique and fun that they are attraction, not just infrastructure. More than anything we need destination mountain bike trail on public land, like the one in Rock Creek. With more indigenous traiside attractions (like the skatepark, or bouldering areas, playgrounds, parks, public art zones, etc.) the trails could be the place to be for visitors and locals.	1 Thank you for your comment.	No action taken	No action taken.
217	10	Hans Ludwig	Trail Network Goals	Even though we can't implement a mtb trail on FS lands unilaterally, we need to plan a new local mtb-prioritized trail, and work with the Forest Service to make it happen. It's the most glaring hole in local recreation.	4 The Soft-Surface Concept study is the first step in that direction. Note the Sherwin Area Trail Special Study as a joint effort with the Town & USFS in planning trails and activities. The Summer Summit will further explore the possibilities.	comment noted	No action taken
646	142	Hans Ludwig	Main Street Parkway	I'd rather have cheap and effective sooner, than expensive and fancy later- if some point on the road does the job just as well as landscaping, let's do that.	2 This option will be included in the text.	Bike lane striping option is already included in project recommendations	No action taken.
745	213	Hans Ludwig	Maintenance Costs	The town should be budgeting enough to build and maintain soft-surface trails, even if they are on FS land. The Town of Whistler spends more than twice our total soft-surface budget on mountain bike trail building alone- despite the presence of the world's best mtb park in town.	1 Thank you. The Summer Summit process will look into the opportunities.	No action taken	No action taken.
820	Appendix A16	Hans Ludwig	Mtn Bike User Categories	This categorizes mtn biker as either XC riders who want long trails or downhill riders who want technical features. In fact, most cyclists fall between the two--above all the want their rides to be fun- a fun trail doesn't need to have drops or boulder fields, but it does need some exciting trail features like bermed corners, rolling terrain, etc. A trail can easily serve wide spectrum of riders if you include alternate routes around obstacles, or design features so they offer and easy/smooth way around.	1 Thank you for the design related comment.	No action taken	No action taken.
831	Appendix A27	Hans Ludwig	New Soft Surface Trails	I support the recommendations, but this should include a destination mountain bike trail near town- it really needs to have as a goal the building of at least a few continuous miles modern high-quality mtb-prioritized trail that will serve local users and guests who don't have to pay MMSA to ride, but want more than the tiny patches of trail that currently exist.. In the long run, we need to plan and build enough miles of trail around town that Mammoth Lakes is a true mountain bike destination, like every other ski town. It doesn't have to be the best, or world-class, just worthwhile.	4 The Soft-Surface Concept study is the first step in that direction. Note the Sherwin Area Trail Special Study as a joint effort with the Town & USFS in planning trails and activities.	comment noted	No action taken.
844	Appendix A52	Hans Ludwig	Stabilizing Techniques page 52	This is crucial for MTB-able trails where the soil is pumice--we need to invest in learning the latest and most cost effective techniques from the cutting edge trail builders in Whistler. We can see it as a handicap, or make hay with it- turning stabilizing features into aesthetic and fun riding features (log bridges etc)	1 The Design Guidelines mention the use of local materials.	No action taken.	No action taken.
74	1	J. Parsons	General	So -- (?) ... just how much info can be afforded, how much cool and interesting facts and trivia is allowed for ... and how many languages (The Ladies Professional Golf Association just got their butts kicked, badly, by requiring a "test" and an English only requirement, huh! go figure). Ummm, my best-est-es suggestion(-s) are to allow for German and Japanese, as well as En-grish, and I'm not sure you can fit "topo" lines, but elevations would be nice. And Maybe some local "fair" history about gold geology and mining, and maybe nice party spots. errr I don't know, fishing locals and (fish) stocking info. It's obvious that I've never created a tourist/visitor map, that would be provided for free.	1 A North arrow is provided on every map in the lower right hand corner with a bar scale. Your comments about map making should be considered when the trail maps are produced, which is outside the scope of this plan. These maps are intended to aid in the planning process not in the field as a public use map.	No action taken	No action taken.
75	1	J. Parsons	General	This is the best I can do. I've looked over the document, and read most of it, especially the parts that apply to me. It seems very thorough, and found it interesting. I kept reading references to "maps". Some document, provided, to show routes. And there in lies my issue. Map, sometimes defined a vague "picture" w/o a grid, or providing no "N" north arrow (it's simply assumed), and most locals use them with ease. However ... as a part-time resident, I go the Forest Service Visitors Center, and ask about elevations, and lake depths, and miles either one way, or round trip so I can figure out how long it'll take me (and my limited lung capacity, with the smoke from local or distant fires, etc. ...)	1 A North arrow is provided on every map in the lower right hand corner with a bar scale. Your comments about map making should be considered when the trail maps are produced, which is outside the scope of this plan. These maps are intended to aid in the planning process not in the field as a public use map.	No action taken	No action taken.
464	107	Jay Dienken	Map 4-1: Recommended Summer Recreation Nodes and Facilities	Hard to tell from the map--do the recommendations include providing a connection between the bike path that ends at the NE terminus of Majestic Pines Drive and Hidden Valley Road? If not, it should be included--this link would greatly enhance the "Feet First" connection between the Majestic Pines neighborhood and the Village area.	1 Please see Map 4-7 & 4-5	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
677	169	Jay Dienken	& 217 MUP Design Guidelines/ Recommended maintenance policies (snow removal)	Recommended maintenance policies / recommendation M1, calls for clearing snow from sidewalks. The design guidelines for sidewalks/multiuse paths should include installing tubing underneath all new/repaired/remodeled MUPs, so that when geothermal heating resources are available in town, these paths can be cleared cheaply, without the issue of prioritization of snow removal resources.	1 Tubing may be appropriate for concrete sidewalks but not for asphalt path system that covers many miles, very high cost.	No action taken	No action taken.
69	1	Jefferson Lanz	General	My main comment however is more tourism based. Simply, a brochure or map, or trail guide should echo the trail markings and "trail key" explanations, and should be found both at major trail heads, and places indoors where brochures are often distributed. Let's pretend that tourists are stupid, (stupid American tourist "SAT") and don't know that a symbol showing a guy, with a back pack, and walking stick means that it is a trail for walking. These guides to the Mammoth trails system should be updated, every time something changes. We need to build that cost for the actual guide, along with a plastic/metal holder on the trails into someone's budget. While I was reading the plan, I kept thinking "...how a SAT is going to figure the trails out. For locals, everything is instinctive, but we have to remember that our guest is a SAT. PS - SAT is a common tourism term amongst those who know! :-) usually refers to someone traveling abroad. Gets lost in foreign countries, and when they try to ask for instructions in the native language, end up in the bathroom instead of at a landmark.	3 Will pass your concern on to the consultant for consideration. Add to #442 correction that maps and guides are to be "user friendly".	"User-friendly" added to Recommendation G2	Corrected
125	4	Jen Daugherty	B3	Incomplete sentence.	2 Consultant to correct	corrected	corrected
149	4	Jen Daugherty	Table E-1	Not all recommendations are included, which is identified; however, I think it would be helpful to have a complete summary with all recommendations. By only including a partial list it appears that some recommendations are more important than others.	2 Consultant to add page numbers to the list of ALL recommendations in the Executive Summary. Include ALL recommendations in the Executive Summary for clarity.	All recommendations added to Executive Summary	corrected
153	5	Jen Daugherty	A2	Replace "city" with "town"	2 Consultant to correct	corrected	corrected
154	5	Jen Daugherty	SS3	Text is missing.	2 Consultant to correct	corrected	corrected
218	11	Jen Daugherty	1.3.1	Do you mean Figures 1 and 2 from the 2007 General Plan? It is not clear how these View Corridors/Vistas Figure and Vistas/Landmarks Figure "shows the General Plan goals that are most directly linked to this effort."	2 Consultant to change dereference to "Figure 1-1"	corrected	corrected
226	12	Jen Daugherty	1.3.2	The 1992 Vision Statement is discussed; wasn't this replaced by the Vision in the 2007 General Plan? So isn't this Vision Statement irrelevant?	2 Consultant shall replace text with the "Community Vision" from the 2007 General Plan.	corrected	corrected
233	15	Jen Daugherty	1.3.5, 1.3.8 and throughout	Justify all text consistently.	2 Consultant to correct	corrected	corrected
245	20	Jen Daugherty	2.3	Terms are defined here: should a glossary be added for ease of use?	2 Consultant to correct	glossary of terms added	corrected
253	22	Jen Daugherty	Table 2-2	Why aren't similar malls identified as major activity centers? Such as Main Street Center, Mammoth Mall, Sierra Center Mall, Luxury Outlet Mall, Sherwin Plazas I and II, Snowcreek Athletic Club, etc?	2 Consultant will adjust text to reflect that the listing are major activity centers.	Title of Table is "Major Activity Centers"; "Main Street Retail Area" added to list.	corrected
255	23	Jen Daugherty	Table 2-3, 2-4, G1, Table 4-2 (see 24, 99, 106 also)	Typo – replace "barrow pit" with "barrow pit"	2 Consultant to correct	corrected	corrected
275	29	Jen Daugherty	Map 2-3 and other maps	What is the difference between "Key GIC Points" and "GIC Numbers"? I cannot tell from map. Also, don't the Bluffs and Old Mammoth Road have benefit assessment districts?	2 Consultant to correct	Updated assessment district layer added.	corrected
309	50	Jen Daugherty	Table 2-11	For consistency do not capitalize "NONE." Also footnotes are not included.	2 Consultant to correct	corrected	corrected
465	110	Jen Daugherty	Table 4-3	Footnotes are not included.	2 Consultant to correct	corrected	corrected
494	114	Jen Daugherty	Table 4-4	Footnotes are not included.	2 Consultant to correct	corrected	corrected
613	139	Jen Daugherty	Map 4-8	Difficult to read.	2 Consultant to correct	Maps corrected	corrected
67	1	Jen Heitzelmen	General	There is no list of projects noting progress. I wanted to see what projects were "near term" and the progress, cost to finish etc. It does say that the order of completion will be based on public comment starting with near term projects. Anyways I am an action person and want to know when things will get started and in what order.	2 The consultant shall provide a better description of "near term"	Definition added at first mention of "near-term" projects in Ch 2 (2.4) and Ch 4 (4.3).	corrected
68	1	Jen Heitzelmen	General	There is also a mention of interpretive signage...I want to make sure that stewardship would also refer to historical information mines, native American history, wildlife etc) along the trail system	3 Will pass comment on to consultant for consideration. The interpretive plan will address these issues.	Comment noted.	No action taken.
4	1	Jessica Morris	Par 4	"be at" – missing space	2 Consultant to correct	corrected	corrected
36	1	Jessica Morris	All Maps	Can't see the points labeled "Key GIC Points" on map clearly	2 Consultant to correct	Maps corrected	corrected
119	3	Jessica Morris	Par 2	"...depend on having a system of trails..."	2 Consultant to correct	corrected	corrected
126	4	Jessica Morris	Par 2	"...a more detailed listing..."	2 Consultant to correct	corrected	corrected
141	4	Jessica Morris	Table E-1; MUP2	Refers to M1, shouldn't this be MUP1?	2 Consultant to correct	corrected	corrected
155	5	Jessica Morris	Table E-1; SS3	No description included	2 Consultant to correct	corrected	corrected
198	8	Jessica Morris	Last Par	"...and as well as..." remove "and"	2 Consultant to correct	corrected	corrected
201	9	Jessica Morris	Par 2	"...residents and visitors..."	2 Consultant to correct	corrected	corrected
235	15	Jessica Morris	Draft Parks & Rec MP	Recreation and contemplation? Consider rewording.	2 Consultant to change to "passive use".	corrected	corrected
262	24	Jessica Morris	Table 2-4	Consider putting in numerical order rather than by node type	2 Consultant to correct	corrected	corrected
269	25	Jessica Morris	Map 2-2;2-3;2-4	Title of map suggests that only trails w/ the UGB are shown, but there are many shown outside the UGB	1 The focus is within the UGB, others are for reference.	No action taken	No action taken.
270	25	Jessica Morris	Map 2-2; and 2-4	Is it appropriate to include "1991 TOML Future/Alternative maps if they are not existing? If they are to be shown on these maps, then the last paragraph on page 44 should be moved ahead of these maps to explain them.	1 Yes, they are used as references.	No action taken	No action taken.
278	33	Jessica Morris	Fig 2.2	Top-right picture the word "stop" is misspelled	2 Consultant to correct	corrected	corrected
280	34	Jessica Morris	Par 1	"need for taller and wider tunnels"	2 Consultant to correct	corrected	corrected
282	34	Jessica Morris	Fig 2.3	May want to consider the thickness of the snowpack necessary for Nordic skiing and add that to the height necessary for grooming equipment	2 Will pass comment on to consultant for inclusion and revise to include taller and wider.	This is simply an analysis of existing conditions, not a design guideline.	No action taken.
286	35	Jessica Morris	Table 2-8	Is it appropriate to include XC trails @ tamarack as part of the town's MUP's as intimated in Paragraph 1 of this page?	2 Consultant to remove Tamarack from table.	Tamarack and Shady Rest removed from table since they are not paved MUPs.	corrected
288	36	Jessica Morris	Par 1	"...shorter segments..."	2 Consultant to correct	done	corrected
295	43	Jessica Morris	Par 2	Consider putting quotes around "Uptown/Downtown" to denote it as a trail name(s). Also, consider describing the location or intersection where this MTB trail meets Town/Caltrans streets	2 Will pass comment on to consultant for revision.	Making this change would be impractical or inconsistent. All trail names in document would need to be identified and inserted in quotes.	No action taken.
297	43	Jessica Morris	Par 2	Consider describing the disconnect between the end of "Uptown/Downtown" trail and the bike shuttle pick-up on Canyon, no signage, etc. Also, describe bikers having to cross forest trail rd. at end of trail.	2 Will pass comment on to consultant for revision.	language added	corrected
303	47	Jessica Morris	Par 1	Should the discussion regarding tamarack resort x country be provided near the paved MUP section if it remains in table 2-8?	2 Will pass comment on to consultant for correction of Table 2.8 remove Shady Rest and remove Tamarack from MUP list.	corrected	corrected
305	47	Jessica Morris	Table 2-10	Why is the 14.5 miles of tamarack xcountry included in table 2-8 and 2-10? Also see above comment regarding table 2.8.	1 It is included to provide background regarding opportunity.	No action taken	No action taken.
323	61	Jessica Morris	Par 1	YARTS stands for Yosemite Area Regional Transportation System – not rapid transit service...	2 Consultant to correct	corrected	corrected
324	61	Jessica Morris	Par 2	"...bus systems operated by ESTA within the TOMLand Mammoth Mountain..."	2 Consultant to correct	corrected	corrected
325	61	Jessica Morris	Par 2	Last sentence refers to table 2-16, should say 2-17.	2 Consultant to correct	corrected	corrected
326	61	Jessica Morris	Table 2-17	The purple line provides winter transit service to the Hospital/Medical Center	2 Consultant to correct	corrected	corrected
327	61	Jessica Morris	Table 2-17, note 3	"...all bus lines are free" – that start and end within TOML. YARTS is not free and regional ESTA service is not free.	2 Consultant to correct	corrected	corrected
331	61	Jessica Morris	Last Par	Should there be a statement regarding the current/existing use of bike racks on trolleys? I think they have bike racks now...	2 Consultant to correct	language added	corrected
332	61	Jessica Morris		Should winter and summer transit be included in a GIS map so that the reader can see how public transit access relates to public trail access?	1 No, due the changing nature of the various routes.	No action taken	No action taken.
343	66	Jessica Morris	Par 3	"While a paved bikeway..."	2 Consultant to correct	corrected	corrected
345	66	Jessica Morris	Par 3	Please clarify the meaning of "jump park"	2 Consultant to correct	clarification added	corrected
346	66	Jessica Morris	Par 3	The quotes around trail braiding are not correct. Also, trail braiding was mentioned previously in the text and there were no quotes around it.	2 Consultant to correct	corrected	corrected
352	68	Jessica Morris	Par 1	"...many people commute by bicycle from Crowley to..."	2 Consultant to correct	corrected	corrected
370	78	Jessica Morris	Last Par	Punctuation missing between "f" and "z" sentence	2 Consultant to correct	corrected	corrected
394	99	Jessica Morris	Par 2	"Some of the recommendations from the above plans..."	2 Consultant to correct	corrected	corrected
414	100	Jessica Morris	Par 1 & Table 4-1	The terms "bike lanes" and "bike routes" are described here and are in Table 4-1. However the term "bikeways" has also been used in the text, but is not described here. Please clarify.	2 Consultant to correct	corrected	corrected
426	102	Jessica Morris	Par 1, last sent.	"others"	2 Consultant to correct	corrected	corrected
439	104	Jessica Morris	Fig 4-2	Label "Portal Identification Marker" & "Trail Information Kiosk" in figure	2 Consultant to correct	corrected	corrected
440	104	Jessica Morris	Par 1	This paragraph is confusing b/c it doesn't explain the difference between a Trailhead (capitalized), a trailhead (uncapitalized), and a "trail beginning". Use of capitalization implies a difference in treatment.	2 Consultant to correct	unnecessary capitalization removed.	corrected
445	105	Jessica Morris	Rec N4	Consider putting this recommendation after Rec N5&N6 since it discusses recommended nodes prior to listing them as recommendations	2 Consultant to correct	all recommendations in this section refer to nodes	No action taken.
451	106	Jessica Morris	Table 4-2	The note #s have been dropped from the text. There is also a "2" on column heading "signage" that doesn't look like it should be there	2 Consultant to correct	corrected	corrected
466	110	Jessica Morris	Table 4-3	See above comment (Page 106 Morris)	2 Consultant to correct	corrected	corrected
495	114	Jessica Morris	Table 4-4	Reference to note 3 after Old Mammoth Road 4b, but the note is not included below the table	2 Consultant to correct	corrected	corrected
496	114	Jessica Morris	Table 4-4, note 1	"General Bikeway Plan"	2 Consultant to correct	corrected	corrected
501	114	Jessica Morris	Par 1	Refers to the 2008 General Bikeway Plan as though it is complete. It was referred to in Section 1.3.4 as being currently updated	1 It will be by the time this document is adopted.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
504	117	Jessica Morris	1 st sentence	This sentence does not make sense and needs to be revised	2 Consultant to correct	corrected	corrected
505	117	Jessica Morris	Table 4-6	Total length in feet is missing	2 Consultant to correct	corrected	corrected
511	118	Jessica Morris	Par 3, last sentence	Should this state that it must conform to the Master Plan rather than the DP?	2 Consultant to correct	corrected	corrected
517	119	Jessica Morris	Table 4-8	Some are referred to as intersections and some are not	2 Consultant to correct	Title of Table is Intersections and Crossing Improvements. Some are intersections, others are simply mid-block crossings	No action taken.
521	120	Jessica Morris	Rec MUP7	Remove 1 of the 2 sentences re: upgrading of existing tunnels for Nordic grooming equipment	2 Consultant to correct	corrected	corrected
530	122	Jessica Morris	Rec B4	Reference to Bear Ct. I think this should be Bear Lake Dr.	2 Consultant to correct	corrected	corrected
533	123	Jessica Morris	Map 4-3 & 4-5	Maps show "types" of dirt trails. However, I don't see any discussion in the text explaining what these types are	1 Refer to Soft-Surface Concept.	No action taken	No action taken.
540	127	Jessica Morris	Section 4.5	There is no discussion of any other MTB interfaces except those at mountain portals. Is there no other MTB areas that should be discussed? Shady Rest area?	2 Consultant to correct	Expand the text of INT 1 to include a discussion of the non-portal sites, see MLTPA comment #541 also.	corrected
546	128	Jessica Morris	Rec P4	"...where existing streets and..."	2 Consultant to correct	corrected	corrected
554	129	Jessica Morris	Par 2	Multiple typos and punctuation errors	2 Consultant to correct	corrected	corrected
560	131	Jessica Morris	Map 4-5	Why is there no recommendation to complete the sidewalk on the east side of Laurel Mountain Road?	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
561	131	Jessica Morris	Map 4-5	Why is there no recommendation to complete the sidewalk on the west side of Sierra Manor Road between Tavern and Sierra Nevada Road?	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
563	133	Jessica Morris	Map 4-6	Says to refer to map 4-7 for shady rest detail – should be 4-8	2 Consultant to correct	Maps corrected	corrected
638	142	Jessica Morris	Main St. Parkway - Section 4.11.1	What is the reason that the Parkway ends @ OMR? Is it feasible to consider continuing it east to possibly connect with the existing median east of the welcome center? This seems like a more reasonable "gateway" beginning.	2 Consultant to correct	Concept only. Exact design and limits of project to be determined when/if the project moves forward.	No action taken.
642	142	Jessica Morris	Main St. Parkway - Section 4.11.1	Consider adding potential traffic calming to advantages Consider adding that access to local businesses would be altered to disadvantages. The frontage roads do not serve the entire recommended length of the parkway.	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
643	142	Jessica Morris	Main St. Parkway, both options Section 4.11.1	Consider adding potential traffic calming to advantages	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
644	142	Jessica Morris	Main St. Parkway, both options Section 4.11.1	Consider adding that access to local businesses would be altered to disadvantages. The frontage roads do not serve the entire recommended length of the parkway.	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
645	142	Jessica Morris	Main St. Parkway, Option 2 - Section 4.11.1	Wouldn't this option result in a median that is too narrow for an adequate Parkway? If lanes are maintained as suggested, this would result in an approximately 12' wide median (where the existing TWLTL is provided), where as Option 1 would provide approximately 36' of median for a parkway...	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
652	149	Jessica Morris	Par 4	Should Trails and Public Access Master Plan be Trails System Master Plan?	2 Consultant to correct	corrected	corrected
654	149	Jessica Morris	- Signage/Wayfinding	All images are blurry in this section. Try getting original image files to insert	2 Consultant to correct	Higher resolution images added where available	corrected
672	169	Jessica Morris	Chapter 6	All figure #s do not correspond with text references or there are references to Figure XX. Same for Table #s. Please revise throughout chapter	2 Consultant to correct	corrected	corrected
700	193	Jessica Morris	Par 1	Punctuation missing	2 Consultant to correct	corrected	corrected
710	199	Jessica Morris		"The preceding guidelines..."	2 Consultant to correct	corrected	corrected
	52	Jessica Morris	Table 2-12 & 2-13	The sums of the sidewalks don't match. The promenade noted in 2-12 doesn't appear to be included in the calculation in table 2-13	2 Consultant to correct	promenade length added to snow-covered category	corrected
76	1	Jewell Little	Snowmobile/Winter Recreation Activities	I have not involved myself in the Trans Mammoth Trail System since 1991. At that time I was the state representative for snowmobiling. We marked the trails, established trailheads, and resolved conflicts through the publication of the Winter Recreation Map. However, the map did my company a great disservice by showing all of our trails as "unsigned and un-groomed" routes. We have not been able to get this corrected since the map was first published due to political issues. In 1989 the forest service contacted our company to provide a groomed trail for public use for which we would be paid for that public use. When the grant funds come in from OSV/OHV in 1990, the USFS kept the funds.....	3 NOT ALL OF THE COMMENT IS SHOWN..... Will pass comment on to consultant and the USFS for consideration. Your Special Use Permit area is beyond the scope of this effort. Using the tunnel to OSV will be explored by the consultant. Options for Shady Rest are being brought forward in the final draft plan. Motorized use will be reviewed in more detail by the TOML & USFS within the Shady Rest planning effort.	Recommendation G2 calls for updated trail maps, including OSV/OHV routes.	No action taken.
3	1	Jo Bacon	First Paragraph	Forest Service says elevation for Town is 7980 feet	2 Consultant to correct	corrected	corrected
14	1	Jo Bacon	Consistency throughout plan	Physical Development and Mobility Plan/Study/Diagram – titles are used interchangeably what's the correct title? Shady Rest, Shady Rest area and Shady Rest Park – all versions are used – should be one for consistency General Bikeway Plan has different dates in different places – I doubt it is 2008. Snowcreek Meadow is referred to as the responsibility of both the Town and the Snowcreek Meadow Committee (therefore private) – should be consistent, and recommendation should be reflect the responsible party. Apx A – Soft-Surface Trails – this section is referenced as Appendix A in the main document, but also has lettered appendices. Maybe these should be numbered so there's no confusion?	2 Consultant to correct	Terms for "Mobility" documents are not used interchangeably, but to describe distinct documents using the official terminology provided by TOML. General Bikeway Plan was readopted in 2008. Dates have been clarified throughout. Alta will not be making changes to the Soft Surface Trails document.	corrected
127	4	Jo Bacon	Table E-1	This is Titled as Summary of Recommendations, but not all recommendations are in the table?MUP4: Add Hwy in front of 203B3 seems to be missing some text in the Description column. INT 2: First use of MTB abbreviation without definition of what it is.SS3: Description missing?	2 Consultant to correct	corrected	corrected
220	11	Jo Bacon	2007 General Plan and Vision	Why isn't the Vision Statement from the new plan used? Why go back to 1992?	2 Consultant to correct	General Plan Community Vision added to Figure 1-1. Old vision statement removed.	corrected
258	23	Jo Bacon	Table 2-3	Why is there the designation (temp) after Eagle Lodge? Also why is GIC 158 not on the summer list?	2 The plan is referring to the now current tents as temporary, where as the proposed new lodge project will be different. Consultant shall include GIC 158 in Table 2-3	GIC 158 added	corrected
263	24	Jo Bacon	Table 2-4	Change description on line 97 to OHV Off-Highway Vehicle – this is the correct title. Off Road is outdated and is discouraged by USFS.	2 Consultant to correct	corrected	corrected
266	25	Jo Bacon	26 and 29 or 30	Numbering is wrong? My copy goes from pg 24 (Table 2-4) to Map 2-2 with no page number and then to pg 27 (2.3.3 section) also wrong numbering between Table 2-6, Map 2-3 and section 2.4?	2 Consultant to correct	Page numbering factors in both sides of each map as pages. Tables, Maps and Figures are sequential by Chapter, not by individual section.	No action taken.
268	25	Jo Bacon	Map 2.2	Lake George is to the west, not south – this basic map is used several times in the document	2 The consultant shall add an arrow to the west and remove the term "to the south" from the box.	Maps corrected	corrected
293	43	Jo Bacon	2.6.1	No mention of the traffic problem when bicyclists are picked up or dropped off by vehicles blocking the roadway	2 Consultant to correct	language added	corrected
296	43	Jo Bacon	2.6	Refers to an Appendix, but not which one?	2 The draft appendix A will be changed to "Attachment" to avoid confusion.	corrected	corrected
307	49	Jo Bacon	Before Figure 2-7	Transition appears to be missing – previous text on page 47 refers to Winter Trails, and all of sudden there are bike racks?	2 Consultant to correct	corrected	corrected
312	50	Jo Bacon	New Library	Bike racks exist (some good, some bad)	2 Consultant to correct	corrected	corrected
314	51	Jo Bacon	Section 2.9.1 through 2.11	References to Tables appear to be incorrect	2 Consultant to correct	corrected	corrected
319	59	Jo Bacon	Table 2-16	Under North Village, Unsignalized should be underlined	2 Consultant to correct	corrected	corrected
328	61	Jo Bacon	Section 2.10	Second paragraph indicates bus system is operated by TOML, prior paragraph says ESTA	2 Consultant to correct	corrected	corrected
330	61	Jo Bacon	Table 2-17	New Library is served by Winter lift stop near High School Parking Lot, I believe.	2 Consultant to replace "none" with a "Yes" at Library.	corrected	corrected
390	96	Jo Bacon	First bullet under Potential biathlon improvements	remove first "biathlon"	2 Consultant to correct	corrected	corrected
416	101	Jo Bacon	Rec. G4:	First occurrence is out of number order, and there are two recommendations with the same number.	2 Consultant to correct	corrected	corrected
452	106	Jo Bacon	Table 4-2	Footnotes are missing. Also, number 2 is used in the signage column and for number 86-8 Lake George	2 Consultant to correct	corrected	corrected
460	107	Jo Bacon	text following	The new Hwy 203 Access Trailhead (67?) is not on Map 4-1	2 Consultant to correct	GIC 67 removed from all maps	corrected
467	110	Jo Bacon	Table 4-3	Same as Table 4-2 – no footnotes	2 Consultant to correct	corrected	corrected
497	114	Jo Bacon	Table 4-4	Path 4b has extraneous characters, or a footnote is missing	2 Consultant to correct	corrected	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
520	119	Jo Bacon	Table 4-8	There is no listing for Main Street and Center Street. As part of the Hidden Crossings NDP primary access is being planned through this intersection. Mention is needed.	2 The reference will make clear that there are proposals to develop the site, however not approved at this time.	language added suggesting that additional crossing improvements should be evaluated as necessitated by new development.	corrected
524	121	Jo Bacon	Table 4-9	It's Sierra Park Road, not Boulevard.	2 Consultant to correct	corrected	corrected
531	122	Jo Bacon	Final Paragraph	Refers to Maps 4-3 and 4-4 with projects, but there is no text discussion? Also, several pages may be missing from my copy at this point, since after the two maps, the next page is 127?	2 The maps are counted as page numbers on both sides. Consultant shall add additional text to clarify.	Projects are discussed throughout section 4.3 and 4.4	No action taken
553	128	Jo Bacon	Section 4.6.1	Since these recommendations are P plus a number, I am presuming that refers to Pedestrian. Suggest you rename the section title - otherwise the Sidewalks title and P's don't make sense.	2 Consultant to correct by removing title "4.6.1 Sidewalk" and keep P for Pedestrian.	subheader 4.6.1 removed	corrected
568	135	Jo Bacon	Rec. BP3:	Paragraph does not explain why racks would be "subsidized" which infers TOML pays part of the cost. Bulk purchase reduces cost, not subsidizing.	2 The plan is to help promote standardization of the racks and make it easy for businesses to say "Yes" when asked to install them.	The intent is that the cost to local businesses is reduced by bulk purchase AND/OR subsidy. Clarifying language added.	corrected
619	139	Jo Bacon	Map 4-8	This map seems to be missing a callout to explain the non-motorized trail head at the Visitor Center	2 Yes. The Winter Use will include the use of the Welcome Center as a (Trailhead) staging area for non-motorized uses.	Sahdy Rest options modified. Maps corrected	corrected
709	198	Jo Bacon	Table 6-2	Multi-family bike parking requirements should be much higher. In my complex of 33 units, there are often more than fifteen bicycles here in the summertime. Also, there is no discussion of winter storage of bike racks.	3 The consultant shall be providing more information and a revised recommendation in this regard. Table 6-2.	adjusted to "1 per unit" rather "1 per 10 units".	corrected
793	Appendix A	Jo Bacon		Many typographical and formatting errors, I did not mark them all.	2 Consultant to correct	Alta cannot be responsible for revisions to Appendix A.	No action taken.
798	Appendix A02	Jo Bacon	Vision and Goals	Why are these different than those in the Executive Summary?	2 TOML to address and correct as needed. Coordination problem.	Alta cannot be responsible for revisions to Appendix A.	Text revised for consistency.
803	Appendix A03	Jo Bacon	First paragraph	Descriptions of planning boundary and Town limits, etc. are garbled. Simplify!	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
805	Appendix A04	Jo Bacon	Paragraph starting with The Inyo National Forest	The reference to the Road Inventory is confusing, since it refers to an inventory "in" the planning area leading to trail conversions "outside" the planning area?	2 TOML to change text. Assure that text describes the "process of completing a Travel Management process".	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
806	Appendix A06	Jo Bacon	Section 3	Uses different titles and numbering system, but appears to repeat information that is in the main document? Why not just skip to Section 4 or Section 5?	1 There is a need to "build the background" for this document so as to be able to provide data to the USFS in their planning efforts.	Alta cannot be responsible for revisions to Appendix A.	No action taken.
816	Appendix A14	Jo Bacon	A. CAMP page 14	Second paragraph references User Survey results in Appendix D - don't think they are there? Or, does it mean the maps with post-its?	2 The draft appendix A will be changed to "Attachment A" to avoid confusion and appendix D to Attachment A contains the maps referenced in the text. Yes they are the maps with the "post-its".	Alta cannot be responsible for revisions to Appendix A.	TOML adjusted the text.
824	Appendix A20	Jo Bacon	Table 5-2	Winter-Sherwin Creek should have an X for snowshoeing. Again, order is different from similar tables in main document which leads to confusion.	2 Consultant to correct	Alta cannot be responsible for revisions to Appendix A.	No action taken.
825	Appendix A20	Jo Bacon	Table 5-3	Welcome Center should have an X for Snow Play	3 Not sure I understand where. There does not appear to be a natural north facing slope to support a winter snow play activity area.	No action taken.	No Action needed.
827	Appendix A21	Jo Bacon	Table 6-1	Which map are these shown on?	2 The "Project" numbers shall be removed from the table. Map 4-7 is intended to show the routes indicated in the table.	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
828	Appendix A22	Jo Bacon	Map 4-7 and following text	There's no transition or correlation to the map?	2 TOML to correct the map to show segments listed in Figure 6-1.	TOML may request assistance from ALTA to revise Map 4-7.	corrected
829	Appendix A27	Jo Bacon	Table 6-2	Which map are these shown on?	2 TOML to indicate Table 6-2 projects on Map 4-7.	TOML may request assistance from ALTA to revise Map 4-7.	corrected
833	Appendix A28	Jo Bacon	Mammoth Rock Trail Section	Are there some word(s) missing in the first sentence?	2 TOML to correct text.	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
834	Appendix A29	Jo Bacon	Panorama Vista Trail	No mention made of intersecting hiking trail?	2 TOML to correct if required.	This trail segment can be used by hiker, bikers & horses.	TOML corrected text.
837	Appendix A33	Jo Bacon	Table 6-3	Which map are these shown on?	1 The intent is to show routes on Map 6-2.	No action taken	No action taken.
535	123	John Armstrong	Map 4-3, 117 MUP-3	We need a trail from the center of the ghetto running to the east to connect with Old Mammoth Road. There is a general lack of trails running east/west in the center of town. This would allow for transit and commuting to a key area of town.	2 Consultant shall add the need for this trail into text. There is an existing easement from Manzanita east to the Shady Rest Tract (Hidden Creek). Additional alignments will require the Town to purchase easements.	Text added to Recommendation MUP 3. Indicate the location of the existing easement on Map 4-7. (east of Manzanita). The recommendation could be to extend the MUP through the future proposed Hidden Creek project (area in brown) to connect to Old Mammoth Road and as properties redevelop along Tavern Road.	Corrected
592	136	John Handley	Boardwalk	I am another Snowcreek I Homeowner writing about the rumor a boardwalk may be conceived and delivered to the Meadow bordering Snowcreek I, II, & III. Hopefully the term Boardwalk is inappropriate for the project. Atlantic City in New Jersey has a Boardwalk, so does Conney Island in New York. These are ocean resorts. The Meadow does flood seasonally. Seasonal floods in a Meadow support the water fowl population and encourage young people to fish in the ponds. The ponds DWP complained should be filled in. Our hope for the Meadow is to leave it as the Creator fashioned it. Sort of a reminder what most of Mammoth Lakes use to be. Here is a suggestion. Support the Snowcreek Meadow committee efforts to preserve the Meadow, footpaths, and fishing spots along Mammoth Creeks several winding ways. Andrea Lawrence and Sherry Feister are Snowcreek I Meadow committee members. They would be pleased to introduce you to the Meadow committee and the volunteer work done to keep a Meadow, a Meadow. No Conney Island boardwalks to replace the paths and bridges there now.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
940	65	John Milne	3.2	Create some text that speaks to a larger need to link the trails system to the wider Mobility needs of the community. Follow with a recommendation for the Mobility Commission to review and address the need to link trails to the wider Town mobility system.	2 Consultant to add the requested text subject and create a recommendation to reflect the comment	Recommendation G8 added.	corrected
87	1	John Walter	General	Portions of it are extremely well done and the prepares should be congratulated for their hurchularian efforts, however the Town and MLTPA must along with the FS and user groups turn out a real plan that the whole town can get behind. Attached are the detailed comment sheets. Sorry they are hand written in pencil. I didn't figure out how to do them on line till late. They are far from a complete review because I was having a hard time figuring what the real plan behind the Document was. Feel free to call me at 934-1767 about the unintelligible parts.	1 Thank you for your comments on this plan.	No action taken	No action taken.
88	1	John Walter	General	I have been struggling with the Draft of the TML trail System Master Plan for several weeks now trying to organize my comments into something coherent. I just today realized that the problem is that I am trying to comment on a plan that is not a plan. The Document is a wonderful collection of history, current conditions, data on how to do trails, bike paths, signage etc; sprinkled with recommendations and maps purported to show a plan that Mammoth can undertake. I found the detail and insight in the summer and winter camp description particularly well done and fascinating. This is further complicated by the stuff inside the urban growth boundary being recommended as a plan ready to go while that outside the urban growth boundary is a work in progress. Yet in the text and figures the inside and outside the boundary stuff is all intertwined and independent. I could not sort out the hard recommendations that would provide the basis for a plan from the- it might be nice to do, its interesting, and it would be nice to study minutia.	4 Thank you for your concerns and comments on the general intent and direction for this plan. Please refer to the August 7, 2008 letter from Dana Stroud at the beginning of the plan for an overview and directional explanation. This process has been very thorough in its outreach to the public and to Town Commissions. The USFS is now engaged and we are moving forward with joint trails & recreation planning via SATSS and the potential Summit winter & summer processes.	No action taken.	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
89	1	John Walter	General	The second plan would be a plan to develop the outside the urban growth boundary plan. This plan for a plan would of course involve the other entities that must be a part of the planning, principally the USFS. I would hope the plan would strongly involve all user groups and stakeholders. I would hope that MLTPA on their consultants would continue to have beginning of the plan for an overview and directional roles. There are many detailed controversial features that need to be hopeful resolved, but if not resolved at least highlighted so the decision makers have clear choices to make. Example of things to resolved (These are some of my pet peeves but I am sure there are many more) are as follows: Why is the existence of Nordic ski touring around the local area essentially ignored? In the local Sierra Club alone where I am winter outing coordinator we lead close to 500 person days of this type of recreation that usually attempts to use the remains of what was once a great blue diamond trail system.	4 Thank you for your concerns and comments on the general intent and direction for this plan. Please refer to the August 7, 2008 letter from Danna Stroud at the beginning of the plan for an overview and directional explanation. This process has been very thorough in its outreach to the public and to Town Commissions. The USFS is now engaged and we are moving forward with joint trails & recreation planning via SATSS and the potential Summit winter & summer processes.	No action taken	No action taken
90	1	John Walter	Vision par 1	I recommend that his whole report be considered back up material and that several real plans be written, circulated, vetted and final approved first by the commission and then by the Town Council. The Planning commission should also be involved in both design details circulation and mobility. The first plan would be the inside the urban growth boundary (UGB), we're ready to adopt this and proceed building and spending construction dollars plan. I believe this is the appropriate maps, given a final vetting, and appropriately approved. As I understand the roots of this plan from the document I would strongly support it with the reservation I would like to see the final details on some of the controversial aspects like a boardwalk in the snow creek meadow. Or better yet leave some of these details for design reviews. I would also like to see the within the UGB details of how we accommodate Nordic Skiing inside the Town. I couldn't figure out whether it was there and I couldn't figure it or if it was mostly left out.	1 Thank you for your concerns and comments on the general intent and direction for this plan. The majority of the plan covers the area inside the UGB. See "Response - Staff" for page 136 regarding the evaluation of the potential for the Snowcreek Meadow boardwalk. This process has been very thorough in its outreach to the public and to Town Commissions. The USFS is now engaged and we are moving forward with joint trails & recreation planning.	No action taken	No action taken.
102	1	John Walter	General	Draft Parks & Rec Master Plan not fully vetted. No response to comment received.	1 The plan is awaiting environmental review and has been fully exposed to the public for review and comment up to this point in time.	No action taken	No action taken.
104	1	John Walter	General	Plan for the proposed Sherwin Road winter activities portal. The road to this area is not paved and therefore probably can't be plowed. The local residents of Snow Creek and other residential areas on that side of Town would undoubtedly strongly object if the portal resulted in an increase of OSV usage with its attendant noise and avalanche danger in the western area of the Sherwin's. The Current quiet sport users would also strongly object unless a way of segregating to prevent user conflicts could be devised (Reference the 1988 FS Plan that identifies the area around Mammoth Lakes for passive recreation) The winter portal at the substation of 203. Expansion of this portal would undoubtedly lead to intrusions into the adjacent no snowmobile areas much of which is currently before Congress for designation as Wilderness. While I strongly believe that the above idiosyncrasies must be resolved, I believe just as strongly that they are all solvable and the draft under review is a tremendously import body of work.	4 The USFS is now engaged and we are moving forward with joint trails & recreation planning effort known as SATSS.	SATSS will address these issues.	No action taken
124	3	John Walter	Analysis of Needs etc	Other surveys such as FS Winter Need Assessment should be recognized & used.	3 The consultant has access to it and used it in their work.	Comment noted. Will be provided available as Reference Document.	No action taken.
134	4	John Walter	B3	Finish sentence	2 Consultant to correct	corrected	corrected
148	4	John Walter	MUP4	Must be nonmotorized - why paved?	1 Thank you	No action taken	No action taken.
151	4	John Walter		All recommendation should be in table	2 Consultant to correct, see #149	All recommendations added to Executive Summary	corrected
160	5	John Walter	SS3	Important but must!!! Be vetted	2 Text Missing, Consultant to correct.	corrected	corrected
167	5	John Walter	Ped Facilities	This program may be inconsistent with Urban character Where possible substitute of road paths	3 Comment not clear	No action taken	No action taken
168	5	John Walter		This should be included in IUT	3 Comment not clear	No action taken	No action taken
181	6	John Walter	Design Guidelines	PC should be review and hold hearing on the signage details	1 Thank you	No action taken	No action taken.
182	6	John Walter	Signage	PC should be review and hold hearing on the signage details	1 Thank you	No action taken	No action taken.
192	7	John Walter	Snow Removal	Some path must not be cleared but should be groomed for x-country ski & snow shoe	1 Thank you	No action taken	No action taken.
200	8	John Walter	Table E-4	Include Winter stuff Nordic, Snow shoe, etc	1 Thank you	No action taken	No action taken.
211	9	John Walter	Community Eng	Community involvement has been spotty at best. Important	1 Thank you	No action taken	No action taken.
227	12	John Walter	1.3.2.1	Use latest vision statement	2 Consultant to correct	corrected	corrected
252	22	John Walter	Table 2.2	Should include Snowcreek A C & Eagle lodge	2 Consultant shall add the snowcreek Athletic Club as an activity center. See Table 2-3 for Eagle Lodge.	corrected	corrected
261	23	John Walter	Table 2-2	No trail yet at community center	1 The Community Center is used as a parking area for Uptown/Downtown and other trails.	No action taken	No action taken.
301	45	John Walter	Map 2.-6	Many user created & MABO bike trail not shown	1 Yes, no data exists for all the various trails, legend indicates trail types shown.	No action taken	No action taken.
304	47	John Walter	Winter Trails	Many Mile (est 50k) of blue diamond Nordic Trails	2 Consultant to define table as "Groomed" winter trails Data on location is being gathered now, but may not be included in this plan.	corrected	corrected
318	55	John Walter	Map 2-8	Note sorry state of side walks for school kids summer & winter	1 Thank you	No action taken	No action taken.
368	76	John Walter	OHV inp	Illegal to have roads locally just need better map	1 Thank you	No action taken	No action taken.
386	88	John Walter	Backcountry Ski	Open Lake Mary Road as soon as plowed to access backcountry. Discussed at workshop	1 Thank you	No action taken	No action taken.
486	113	John Walter	Sherwin Creek	Requires paving no use conflicts resolved. Absolutely unintelligible. Please provide clear maps on what is being proposed.	3 The SATSS process will address the issue.	SATSS will address these issues.	No action taken
487	113	John Walter	Power Plan T.H	No! Will encourage access to closed areas	1 Thank you	No action taken	No action taken.
536	125	John Walter	Winter Trails	Absolutely unintelligible. Please provide clear maps on what is being proposed.	1 Thank you	No action taken	No action taken.
564	133	John Walter	Winter Fac.	Absolutely unintelligible. Please provide clear maps on what is being proposed.	1 Thank you	No action taken	No action taken.
618	139	John Walter	Shady Rest	Good Map -- Plan for rest should be like this one understandable	1 Thank you	No action taken	No action taken.
694	179	John Walter	x-entry crossing	Has anyone tried this	2 Consultant to answer question.	This treatment is described as conceptual and would require a pilot study.	corrected
747	214	John Walter	Snow Removal	Getting kids safely to & from school should be first priority.	1 Thank you	No action taken	No action taken.
808	Appendix A1	John Walter	Winter Trails page 1	Blue Diamond Trails usually ungroomed or occasionally groomed out MARKED very imp. Need classification touring, Nordic. I personally lead 300-500 personal days of this type of trail	2 TOML to revise text to reflect existing blue diamond sign inventory.	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text
593	136	Julie & Rick Kulis	Boardwalk	As a long time Snowcreek II homeowner I am strongly against the city's proposed boardwalk through out meadow. This would drive increased traffic to our area, ruin the natural beauty of our meadow and negatively impact our property values. We urge the city of Mammoth to abandon this proposal which would negatively impact so many homeowners.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
594	136	King/Holloway	Boardwalk	Please count us as Snowcreek homeowners opposed to the plan to build a boardwalk through Snowcreek Meadow. The meadow was one of the principal reasons we bought at Snowcreek. We were told at the time we purchased that the meadow was protected. We are very disappointed to learn that it is not.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
595	136	Laurence Cohan	Boardwalk	We are home owners in Snowcreek 1 and have been for 12 years. We love the natural unobstructed beauty of our meadow and firmly oppose any boardwalk running through it. Please don't do this.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
596	136	Linda Wilson	Boardwalk	I am a full time resident in Snowcreek 1. I am very much against the proposed boardwalk through the meadow. The meadow is a wonderful, natural preserve and we need to keep that way. There are plenty of other areas where you can develop and encourage human ravage. Why do you have to do it right in the middle of town in an area that is so nicely nestled and protected. We have deer, bear, coyote, ducks, geese, and a multitude of wildlife that enjoy the meadow daily. Please do not ruin their habitat any more than has already been done. I would like to know what is wrong with the natural trail that already exists. People can enjoy the meadow in its natural state and feel the earth under their feet. For many urban residents of Southern California, this is a very rare feeling. The natural trail discourages bikers and other illegal traffic from entering the meadow. A boardwalk would only serve to encourage them and destroy the natural peace that exists between man and nature. Please, please, please, think about the destruction you will be doing to create such a man made intrusion. Search your heart and you will know that a boardwalk is the wrong	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
25	1	Malcolm "Warren" Clark		Thank you for the opportunity to comment on the plan. I strongly support the report in general and hope the town council will approve it and that ML will move forward as speedily as possible as is consistent with good planning and financial prudence to accomplish its goals. Any specific questions and criticisms I have do not mean I do not strongly endorse the overall report/plan. In addition to the appendix, I find that a number of sites outside the UGB are referenced with recommendations in the body of the main report (e.g., gravel pit, etc). While the report indicates the consideration of these outside of the UGB is only a start to the process for that area, their inclusion in the main report can make them sound more definitive than they should be. I would like stronger language indicating that comments on areas outside of the UGB whether in the body or appendix of the report are initial observations and possibilities, and not the result of extensive consideration by all concerned parties and therefore are not yet formal recommendations.	3 Comment will be passed on to the consultant. The consultant shall include your comment regarding stronger language indicating that comments on all areas outside of the UGB whether in the body or appendix of the report are initial observations and possibilities, and not the result of extensive consideration by all concerned parties and therefore are not yet formal recommendations."	Language added at end of first paragraph in Chapter 1. DS memo incorporated into Executive Summary also addresses this.	Corrected
60	1	Malcolm "Warren" Clark		Probably this is somewhere in the report but if not I would like to see something more on what is (or is recommended to be) the formal status of the report if approved by town council – is it similar to a general or district plan or a more general recommendation with less binding power. In addition to scattered comments about the need for further user and stakeholder input on specific matters, I think the report might usefully include (perhaps it does), a procedure for regular review of both progress made, where to go next, needed changes if any to original recommendations etc – a process which would involve serious participation by all interested parties – not just a couple of open meetings by some town board, council, or commission. This might include a specific recommendation for the first reassessment (e.g., two years after approval by Town Council). The annual report mentioned on p. 238 under implementation is important but not sufficient by itself. Similarly it might be wise to call for supplemental input before implementing major or potentially controversial recommendations.	2 Consultant to add a diagram similar to page 9 of the Draft Park and Recreation Plan. TOML TO DRAFT ADDITIONAL RESPONSE BY DANNA STROUD.	Org Chart added to section 1.3 Existing Plans, Policies and Data Sources.	Partially complete
61	1	Malcolm "Warren" Clark		Are fees appropriate for some facilities as obviously funding is a problem for implementation and maintenance – e.g., for toilet facilities at major portals (but not at places with lots of kids such as Mammoth Creek Park). Even a fee for parking might be worth considering in portals where access by transit is available.	3 TOML looks forward to volunteer efforts within the UGB & Measure R monies.	No action taken	No action taken
196	7	Malcolm "Warren" Clark	Sidewalk maintenance (also see 129, 211)	Ill think the Ft. Collins ordinance is generally excellent. We should avoid the situation that we have with some current regulations that cannot be adequately enforced due to lack of personal, inability to enforce without long legal procedures, etc. Probably the "owners or occupants" phrase of the Ft. Collins ordinance needs expanding or clarification. We don't want a situation where nothing happens because of a dispute as to whom is responsible for snow clearing. Also perhaps it should be explicit that "owners" include any mortgage company, bank, etc. holding deed to a foreclosed or abandoned property.	4 Thank you for your comment.	No action taken	No action taken.
373	80	Malcolm "Warren" Clark	Snowmobile access	I do not agree that motorized users should have in town access from their homes (e.g., in the Knolls) or other locations unless they are fortunate enough to border on legal snowmobile land. Mammoth is not like West Yellowstone where snowmobiles are an expected in town manner of transportation. We also don't in general have provisions for horse rider in town, for example. It is important to keep noise pollution and air pollution to a minimum within the town. The donut around town's UGB should apply equally to snowmobile usage. Similarly I would hate to have snowmobiles driving down main street (since that's where all gas stations are). At the same time, there should be adequate snowmobile staging facilities within a short distance of the town center. Any chance of a station that could serve both the main mountain lodge area and the snowmobilers in that direction?	4 See #20. Page 139, Map 4-8 should be revised to list opportunity for Saw Mill Cutoff Road parking lot staging via signage and education: Dogs to the west, Motorized central and Nordic & pedestrians at the Welcome Center. A USFS' Special Use Permit holder's snow removal allows for staging opportunities at Shady Rest Park (motorized to the west - Nordic and pedestrian uses to the east). Consultant to remove the GIC 67 idea.	Shady Rest options modified per TOML instructions	corrected
429	102	Malcolm "Warren" Clark	4.2.1	Including X-country skiing along with access by walking, bicycling, and transit. Also while transit is mentioned in a number of discreet places in the report, it seems clear that a full review of transit as it relates to the implementation of the trails system needs to be undertaken. This includes not only delivering people to the portal/trailhead, but also ensuring all areas of town are within reasonable walking distance of a bus stop from their home or lodging facility. The more this is done, the less parking at the trailhead is needed.	3 Comment will be passed on to the consultant. Transit system will respond to user demands over time.	xc skiing added	Corrected
620	140	Malcolm "Warren" Clark	Trail guide	Or better trail guides – but very important either way & as said a lot of bang for the buck, along with most important basic signage to enable person with the map to recognize the trail when she/he goes to the location.	3 Comment will be passed on to the consultant.	comment noted	No action taken
631	141	Malcolm "Warren" Clark	Trail patrol	Another great idea that should be pushed sooner rather than later along with revitalization the adopt a trail plan. Many people are already involved with this from highway cleaning.	4 Thank you	No action taken	No action taken.
648	144	Malcolm "Warren" Clark	Main Street	I definitely favor the 2 lane (1 each way) option 1, with central median. We need to get rid of the appearance of a highway going through the center of town. I think also that in general speed limits (throughout the main town roads) should be lowered to 30mph, although option 1 of itself would probably cause average speed to drop. Option 1 would require strict enforcement of no temporary stopping by vehicles in the 2 traffic lanes and might require some pullouts (as for present bus) for picking up and discharging passengers.	1 Thank you	No action taken	No action taken.
661	154	Malcolm "Warren" Clark	Trail signage	Very important and well done. Need available information consistently presented. If not clearly stated, signage should also include prominent displays of rules for trail usage – especially on multi-use trails – e.g., that as on road traffic, the faster and more dangerous user (in cash of "crash" – e.g., skier, snowmobiler, biker) must yield and exercise prudence when encountering a slower moving user (hiker, snowshoe user, etc). A simple shouted "coming through" or similar is not sufficient.	3 Comment will be passed on to the consultant. No action needed.	Comment noted	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
756	217	Malcolm "Warren" Clark	Snow priority	I feel uncomfortable about the moving of sidewalks from 7' to 3" priority. In my initial reading of the report on line I did see a listing of the current priority. However I cannot find that now in the written version (probably is there somewhere). My general concern is that it is probably not reasonable to expect the town to first clear streets and sidewalks in some areas while leaving other areas with no sidewalks potentially "marooned" with neither street or sidewalk egress for a longer period than at present. Also not good for the ski business!	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
281	34	Mammoth Nordic, Knox		I would first like to thank you for including our Memorandum to Town staff and INF staff on page 34, section 2.4.2 Grade Separated MUP Crossings, identifying several of the existing trail tunnels on the Mammoth Lakes Trail System as too small to accommodate full-size grooming equipment. Retrofitting these tunnels will be necessary to professional maintain groomed cross-country skiing conditions that meet the expectation of our locals and visitors. All future tunnels will need to be designed with these specifications in mind.	1 Thank you	No action taken	No action taken.
597	136	Marilyn Powers	Boardwalk	I do NOT want a 5 ft. wide wooden board walk through the meadow by Snowcreek 1-2-3.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
24	1	Mark Davis	General	This document is mostly a step forward, yet is lacking in a comprehensive Mountain Biking Trails System. The Paved Trails planning is the best part of the new Trails Plan. The Bicycle opportunities on soft trails is not a trails system. The few trails recommended are helpful. But a broader planning effort is needed specifically for mountain biking opportunities. It seemed to be during this process that the broader Town Planning Area would be the state that we could write on. The planning area utilized in this study is much smaller. This inherently limits what is possible. The lack of area and variety of terrain precludes a useful and comprehensive Mountain Bike Trails system. We need to develop a trails system for mountain bikers. Hikers and equestrian have nearly unlimited trails in the wilderness trails system. This relatively new user group has access to less than 2% of the trails in the Inyo National Forest We need an organized trails system. I mean a free trails system.	2 Consultant to move to Chapter 6 and create section 6.6 with the caveat that these guidelines would be used if the Town were to develop and maintain soft-surface trails.	Alta is awaiting Word version of TS design guidelines for inclusion in Ch. 6.	corrected - guidelines and caveat added as Section 6.6
35	1	Mark Davis	Executive summary	The recommendations to connect the Flume trail (confusingly called the Panorama Vista Trail) to the new Lakes Basin Bike Path and Mammoth Rock Trail is an excellent example. This is wonderful. But, the lack of other trails development in the Lakes Basin is a missed opportunity. We should consider a soft trail connecting the upper and lower lakes basin. There is also a real need to have a loop in the lower lakes basin. This is an ideal place to develop mountain bike trails. This would eliminate equestrian conflicts in the upper lakes basin. There is a need to develop formal trail in the lost lake area. This is a great user created trails system. Trail, not bike lanes are needed around as well as through the proposed Snowcreek Development. A class one paved trail from Old Mammoth Road to at least Mammoth Rock Trail is much needed. Paving Sherwin Creek Road with bike lanes will not add a strong connectivity to the Meadow Trails and Mammoth Rock Trail.	4 Comment will be passed on to the consultant. The USFS is now engaged with the Town and is moving forward on trail and recreation planning for select areas outside the UGB. Consultant to recommend that the Lake Mary Bike Path should connect to adjacent trailheads. The general Bikeway Plan indicates that Old Mammoth Road is a bike route. See #20	no action taken	No action taken.
56	1	Mark Davis	Executive summary	A. Connections of Mammoth Rock Trail to the Towns Paved Trails system are well developed. Yet, perhaps a stronger connection would be to add more paved trails. This class one trail would be ideal to for a loop of paved trail out Sherwin creek road and back into town along Mammoth Creek Road. This loop would provide the best connection to these existing trails. B. There is an access node on lower Forest Trail that has been left out of this report. This defacto access point is much used. There is an informal dirt trail out of this parking area. There is a proposed paved trail from this location. We need to recognize and develop this staging area. We need to keep the existing dirt trail as well as adding the paved trail. C. The paved loop proposed in Shady Rest is very good. But I would really like to see a stacked loop of dirt trails in the area. A clover leaf of dirt trails would be a natural extension of the paved loop. The proposed paved trail parallel and above Forest Trail need some more thought.	2 A. The SATSS process will evaluate Class I vs Soft-Surface Type 4. B. The segment on the map will be moved south to show alignment. The area is an "access point" not a staging area or trailhead. MLTPA should assign it a GIC point number. C. The consultant is proposing stacked loops on sustainable grades. D. Consultant to change GIC point 64 to a recommended summer Trailhead with parking and a restroom.	See SATSS. Attachment B. Corrections made per TOML instructions	Corrected
57	1	Mark Davis	Executive summary	This will be too steep unless the trail is made longer. We should design this trail to initiate at the outer loop of the proposed trail in Shady Rest and gain altitude more gradually. This is very steep terrain. The outer Loop in the Knolls area also seems unrealistically steep. Like the previous trail, a longer more gradual design is necessary. The real missing opportunity is a set of 3-4 concentric loops in the area bounded by the Scenic Loop, Highway 395, and Highway 203. A small stacked loop system in Shady Rest and a larger stacked loop system in this triangle of roads would be a more fulfilling mountain bike trails plan. The extension of Mountain view to the Scenic Loop is a good but incomplete aspect. There is a segment of abandoned road which would make about half of this proposed trail. The weakness is the lack of connection to town. Maybe a paved trail is proposed here. But this connection needs to be specific, not implied. Maybe the ideal is to develop a dirt alternative to Uptown/Downtown in the short run and a separate paved trail in the future.	3 See #56. This part of the USFS planning area and is beyond the scope of this trails plan. There is a suggestion within this plan to help inform the future USFS use planning, the comment will be passed on for consideration during the Summit planning work.	Comment noted.	No action taken.
58	1	Mark Davis	Executive summary	Perhaps a separate Soft Trails Master Plan is really needed. We certainly need a trails system. This Mammoth Lakes Trail System Master Plan fulfills an urban trails system. For Mountain Bikers, it is mostly a status quo. That Status Quo is inadequate.	3 See #57. TOML will continue to engage the USFS in these efforts.	Comment noted.	No action taken.
59	1	Mark Davis	General	The new Mammoth Lakes Trail System Master Plan is a good urban trails development concept. There are but a few minor flaws. The plan by design of lack of scope is not the fulfillment of a great Mountain Bike Trails Plan. This user group has long awaited a comprehensive trails system. The Town's Master Plan has only limited elements of such a trails system. The limitation of area considered in this plan precludes such a dirt trails system for this large yet underprivileged user group.	3 See #57. TOML will continue to engage the USFS in these efforts.	Comment noted.	No action taken.
197	7	Martin Epstein	4.8	I wish to voice my opposition to the proposal that the town of Mammoth Lakes build a boardwalk over the central part of the Snow Creek Meadow. Most of the area that this proposed boardwalk would impact is private property owned jointly as part of the common areas of the condominium associations of SnowCreeks I, II, III, and IV. This meadow has been successfully protected and maintained for many years now primarily by the joint Meadow Committee of the condominium boards of these associations. As a result of the careful planning and hard work of this committee this meadow has been kept in a relatively undisturbed state while at the same time been kept open to public use to residents and visitors of the Mammoth area as well as to the owners of condominium units in SnowCreeks I, II, III, and IV. The proposed boardwalk is unnecessary, expensive and of very questionable legality. Why attempt to interfere with the successful stewardship of this meadow? Or to put it another way, "if ain't broke don't fix it".	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
240	18	Martin Kleinbard	2.2.3 caltrans	Town of Mammoth Lakes should not take over maintenance of 203 unless it is willing to maintain the same level of service. Today Caltrans places staff on Standby in a running truck before a storm. From what we have observed	3 Comment will be passed on to the consultant. This is a Mobility Plan issue and this is a general statement not a recommendation	Language mentions relinquishment of 203 to TOML only as a "possibility".	No action taken
290	41	Martin Kleinbard	Winter bikeways map2-5	ok	1 Thank you	No action taken	No action taken.
539	127	Martin Kleinbard	4.5 interface w soft surface	North village ski back trail. Winter ski back trail has by admission of the USFS report limited use in winter at a great expense. Consideration for this trail should include absolute minimum tree clearance and damage to existing vegetation. Spring summer / Fall usage exceeds the winter use.	3 Comment will be passed on to the consultant. This trails plan does not evaluate the Ski Back Trail, only refer to it. This comment should be directed at the USFS during the Ski Back Trail Comment Period.	No action taken.	No action taken.
547	128	Martin Kleinbard	4.6.1	Feet first sidewalks should go around trees as much as possible. Minimal impact on residential property	3 Comment will be passed on to the consultant. No action needed.	No action taken.	No action taken
551	128	Martin Kleinbard	Winter PED Fac	The basic design is ok. Feet first shall be a primary goal We need winter ped access. I have concern over who is to pay for the new sidewalks. If the sidewalk is on one side of the street then which owner pays. If the sidewalk is in a neighborhood does the entire area pay or only the property owner that it is affected. What if the current property owner is currently using that area for parking because of original lot improvements. Placing a sidewalk may impact this	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
556	129	Martin Kleinbard	Winter Ped snow removal	How will this be implemented as currently no snow is removed from Main street?	5 The Mobility Commission's Mobility Study will address such issues.	No action taken.	No action taken.
567	135	Martin Kleinbard	4.7.bicycle parking	Ok great	1 Thank you	No action taken	No action taken.
617	139	Martin Kleinbard	Winter motorized trail head. Map 4-8	Should be as close to town as possible ample parking. Maybe a collector trail from other parts of town to reduce the need for parking , snowmobile could gain access from other areas of town. Kind of like a 5 MPH area in a boat harbor	2 Consultant to include the 3 options at Shady Rest.	Sahdy Rest options modified. Maps corrected	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
634	142	Martin Kleinbard	4.11.1	Main street parkway . We were hoping that the consultants had given a better suggestion don't see how a center median will work given the current traffic conditions. Maybe if we had the whole 200 for cartrains easement. The solution would work most of the time in the off weeks and summer but I see no accounting for the level of vehicles at peak times	3 Comment will be passed on to the consultant. This is an aspirational concept.	Discussion notes that traffic studies would be required. Many options are available to manage peak demand. This concept is recommended for further exploration in the Mobility Plan.	No action taken.
635	142	Martin Kleinbard	4.11.	Meridian : a surface gondola would be nice , who will pay. Then we need a good collector area for mass transit at the end.	3 Comment will be passed on to the consultant. This is an aspirational concept.	Full feasibility and cost analysis would have to be conducted.	No action taken.
655	149	Martin Kleinbard		Yes to better signage	1 Thank you	No action taken	No action taken.
2	1	Mary K Prentice	Executive summary	7920 ft. There are many elevations within the town. Shouldn't an average be used? Say 8000?	2 - 7980 ft has been suggested .	corrected	corrected
5	1	Mary K Prentice	Vision	Typo 3 rd line "public access could be at (not beat) risk."	2 Consultant to correct	corrected	corrected
23	1	Mary K Prentice	Danna's comments	A very good beginning. The draft plan within the UGB is well developed. Generally, it has a good evaluation of existing trails & routes. It recommends good connectivity, necessary access from town to forest service lands, good principles of route design, signage, operation & maintenance. I strongly agree that soft surface trails outside the UGB, Appendix A, is very young in evaluation and that it has not been publicly vetted. Any recommendation should be considered only as a catalyst for discussion and no more. This includes any recommendation about a staging area at the gravel pit on Sherwin Rd. I strongly urge the formation of user group reps, USFS & the town to evaluate the needs of the public, the conflicts, and the appropriate uses in specific areas. If MLTPA is the umbrella group orchestrating this, it must involve all major user groups at the onset. The documentation & evaluation of existing routes & trails should include: Shady Rest, Sherwin Slopes & meadow, the Lakes Basin, Mammoth Knolls, and other areas where both Blue Diamond and Orange Diamond routes exist.	3 Comment will be passed on to the consultant. No action needed.	No action taken	No action taken.
55	1	Mary K Prentice	General	I have a few comments to incorporate with your summary. My comments of yesterday were directed mainly on recreational opportunities outside the urban growth boundary along Sherwin Creek Rd. I objected to the statement, "Recommended amenities for this area include parking, restrooms, bus stop, and signage (NS). Potential trails for connection to and a sidewalk along Sherwin Creek Rd on USFS land are identified. This is also a popular staging area for snowmobiles. Sherwin Area Trails Special Study (SATSS) is being prepared for this area." I was told that N5 was the reference in the Trails Master Plan. There is no N5 recommendation in the index. I assume it means Node 5 which must be on one of the maps. Is there any text? How did I miss it? I did find in Appendix A - Trail Solutions - Site Visit Notes, under Sherwin Creek Road Gravel Pit, a user conflict statement & a connectivity statement for a wide variety of users to stage for Mammoth Rock Trail & the Meadow. Is that where the Recommendation comes from?	2 N5 is located on page 106. The consultant will improve indexing for ease of document use.	Section numbers added before each list of recommendations in the Executive Summary	corrected
77	1	Mary K Prentice	General	I was not aware of the Sherwin Trails Special Study (SATSS) until I saw your notes yesterday. That seems like far too important a subject not to have the public involved at this initial stage. Please count me in.	1 (SATSS) The process will have public input as part of the review of the draft study report.	No action taken	No action taken.
81	1	Mary K Prentice	Danna's comments	This involves long range but very essential planning if the Mammoth Region is to be truly extemporary.	1 Thank you	No action taken	No action taken.
82	1	Mary K Prentice	Cover	Given the clear first preference for Nordic skiing among winter sports users in both MLTPA's and 2005 Inyo Forest needs assessment, there should be a stronger emphasis by the Trails System Master Plan to accommodate these users. At least a prominent photo of a Nordic skier on the front cover.	1 Thank you	No action taken	No action taken.
97	1	Mary K Prentice		Data summary & Relevant Plans & Policies should include 2005 Winter Recreation Needs Assessment by the Inyo Forest, ToM, and State Parks. I gave a copy to Steve Speidel for reference	1 The consultant has access to it and used it in their work.	No action taken	No action taken.
103	1	Mary K Prentice	General	Danna's introductory comments clearly state that everything outside of the Urban Growth Boundary, "The soft surface trails", Appendix A, are "very young" in concept and has not been publicly vetted and should be viewed as catalysts for necessary in-depth analysis and discussion. It is in this spirit that I think it is very important not to represent any "recommendation" outside the urban growth boundary as a "real" recommendation by someone or some group. A possible idea, yes! The site observations by Trails Solutions did not report that the gravel pit is also a very popular x-c skier beginning point, as well as summer hiker beginning point. This is why lots of public vetting still needs to be done before anything like a recommendation can be made. There are lots of other ideas out there that have not been expressed about how to plan a staging area at the Gravel pit as well as how to accommodate the variety user groups without conflict and with appropriate uses for specific areas.	4 The Soft-Surface Concept study is the first step in that direction. Note the Sherwin Area Trail Special Study as a joint effort with the Town & USFS in planning trails and activities.	comment noted	No action taken
138	4	Mary K Prentice	MUP4	This is outside the UGB, so needs public input. Generally good, except where the extended Multiple Use path might intersect with an existing non motorized use.	3 Comment will be passed on to the consultant. No action needed.	Comment noted	No action taken.
139	4	Mary K Prentice	Recommendation G2 updated trail maps	Update, but reference existing older maps for historic usage. Example 2003, 4 winter rec maps show historic routes left out of maps after that date.	3 Comment will be passed on to the consultant.	Project partners may choose to maintain database of historic alignments for reference. This may also be covered by Recommendation G6: Data Management.	No action taken.
145	4	Mary K Prentice	Nodal typing	COMMENT LEFT BLANK	3 Not clear as to comment		No action taken.
161	5	Mary K Prentice	A1	Good. Refer to historic routes on old maps.	3 Comment will be passed on to the consultant.	Data management issue (See new recommendation G6)	No action taken
162	5	Mary K Prentice	E1	Good. Make sure old user maps are referenced for historic routes.	3 Comment will be passed on to the consultant.	Data management issue (See new recommendation G6)	No action taken
170	5	Mary K Prentice	SS2	This is outside the UGB so needs public input about appropriate user groups & routes. Generally a good idea.	1 Thank you	No action taken	No action taken.
171	5	Mary K Prentice	SS3	This is outside the UGB.	1 Thank you	No action taken	No action taken.
202	9	Mary K Prentice	Community engagement	"community members have had (add- "and must continue to have") access to the planning process..."	2 Consultant to correct	corrected	corrected
260	23	Mary K Prentice	Summer rec. nodes	USFS gravel pit - outside UGB -- needs vetting before recommendation about user group facilities & areas for appropriate user groups.	1 Thank you	No action taken	No action taken.
272	27	Mary K Prentice	Winter rec. nodes	. Shady rest/ saw mill cutoff outside UGB need vetting before any recommendation.	1 Thank you	No action taken	No action taken.
273	27	Mary K Prentice	Winter rec. nodes	Tamarack St. Great! Get that easement! Some Parking needed.	1 Thank you	No action taken	No action taken.
274	27	Mary K Prentice	Winter rec. nodes	Future plans- USFS gravel pit. Possible winter staging area. Public vetting about appropriate user areas.	1 Thank you	No action taken	No action taken.
336	63	Mary K Prentice	Needs analysis	Good summer camp & winter camp & user surveys. Other existing recent surveys need to be included for a broader basis of recommendations about routes & trails outside the UGB. The 2005 Inyo Forest Winter Rec. Needs Assessment Survey prepared by Inyo National Forest, Town of Mammoth & Calif. State Parks assisted by Center for Collaborative Policy, Cal St. University. Sacto should be included in its entirety as Appendix H. This robust survey had 691 respondents compared to the 316 respondents to the MLTPA winter survey. It also had a much larger outreach capacity. See places of distribution.	3 Comment will be passed on to the consultant. No action needed. Consultant has the data for use.	No action taken.	No action taken
371	79	Mary K Prentice	USFS Listening session	USFS said they would consider recommendations from Town regarding Shady Rest. Let's step to the plate & forge a consensus. User Groups need to be directly involved in this process. Together they will have to forge a consensus. Not all trails need or should be Multiple use trails. Historic use is one criterion, appropriate use is another & everyone gets something & compromises something is another principle in this consensus building.	3 Comment will be passed on to the consultant. The process is beginning. No action needed.	No action taken.	No action taken
372	80	Mary K Prentice	Motorized listening session	Snowmobilers want access through the Knolls. There are historic blue diamond (X-C ski) access points through the knolls which should not be usurped by the Orange Diamonds. The quiet sports are more appropriate to a residential enclave.	3 Comment will be passed on to the consultant. Listening Sessions comments will not be modified.	Comment noted.	No action taken
377	81	Mary K Prentice	Non-Motorized listening session	Access to the Knolls by skiers is an historical precedent. A small parking area was there & needs to be restored.	1 Thank you	No action taken	No action taken.
380	82	Mary K Prentice	Non-motorized Listening Session	Strongly agree with all statements on this page especially enforcement & motorized restrictions around residential areas.	1 Thank you	No action taken	No action taken.
381	82	Mary K Prentice		I strongly concur with the remaining comments in the listening session.	1 Thank you	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
383	84	Mary K Prentice	Winter Trail Survey	This survey while good (316 respondents) is not as robust a survey as the 2005 winter survey (691 respondents) by Inyo Forest, the Town & State Parks which should be included as appendix H. Add 2005 winter use survey (see above) as one of the documents on which to base recommendations.	2 All surveys help to inform the process, to be included as a reference document.	No action taken	No action taken
411	99	Mary K Prentice	Recommendations		1 The consultant has access to it and used it in their work.	No action taken	No action taken.
422	101	Mary K Prentice	Trail Maps G2	Updated annually. These maps should include both trails & routes within the UGB and outside of the UGB. Most Nordic skiing takes place outside the UGB. USFS maps up to 2004 where very good route finding guides for Nordic skiing & Snowmobiling. These historic routes should always be referenced & incorporated in new maps.	2 Will pass comments on to the consultant to revise to include "verified for completeness and accuracy" in the first sentence.	Requested language makes sentence unnecessarily complicated and confusing. "Update" is generally understood to include a check for completeness and accuracy.	No action taken.
433	102	Mary K Prentice	4.2.1	Add X-C skiing after accessibility via walking, bicycling	2 Will pass comments on to the consultant to add "and/or cross-country skiing"	corrected	corrected
473	110	Mary K Prentice	N6 GIC 163	Outside of UGB. Needs vetting before recommendations.	1 Thank you	No action taken	No action taken.
474	110	Mary K Prentice	N6 GIC 163	Outside UGB needs vetting & coordination with ideas about the gravel pit.	1 Thank you	No action taken	No action taken.
475	110	Mary K Prentice	N6 Gic 186	Outside of UGB Needs vetting before recommendations	1 Thank you	No action taken	No action taken.
476	110	Mary K Prentice	N6 Gic 27	Within UGB Very important access point. Town should accept offered easement. A small parking area is needed.	1 Thank you	No action taken	No action taken.
477	110	Mary K Prentice	N6 GIC 64	A small parking area is needed.	2 Consultant to recommend GIC #64 as a Trailhead.	No action taken	
478	110	Mary K Prentice	N6 GIC 42	There is existing parking & restrooms & trail head and blue diamond marked routes at the Earthquake fault. It should be marked "X" not "P" All need updating and winter plowing a very short distance from 203.	1 The area is not currently open or maintained in the winter, but is recommended to be.	No action taken	No action taken.
481	110	Mary K Prentice	N6 GIC 67	This is out of the UGB falling into Appendix A which must have more vetting before recommendations are made. Motorized access would cut the designated non-motorized area in half. There may be a possible trade off for this concession to motorized access for more non motorized areas above the Knolls.	2 Will pass comments on to the consultant to change footnote 5 from Table 4-3 to concept not recommendation..	Corrected	corrected
488	113	Mary K Prentice	Rec. N7	Citizen's committee must be added to the coordinated town & USFS future planning effort.	1 Thank you	No action taken	No action taken.
489	113	Mary K Prentice	Sherwin Creek Road	Needs vetting before recommendation outside of UGB	1 Thank you	No action taken	No action taken.
493	113	Mary K Prentice	Power Plant Trailhead	Add staging area for X-C skiers This route intersects a Blue Diamond route.	2 Will pass comments on to the consultant to change 4.3 footnote 4 to provide winter access for cross country skiers.	Corrected	corrected
581	136	Mary K Prentice	4.8	ToM's concept trail plan is outside the UGB. It will need public vetting before any recommendation. I don't believe anyone has seen this yet.	1 Thank you	No action taken	No action taken.
582	136	Mary K Prentice	SS3	Shady Rest winter trails alignment need vetting before recommendations.	1 Thank you	No action taken	No action taken.
583	136	Mary K Prentice	4.8.1	Add 2005 Winter Survey upon which to base recommendations after public vetting.	1 The consultant has access to it and used it in their work.	No action taken	No action taken.
624	140	Mary K Prentice	Rec. E1	Excellent. Separate use routes & areas must be clearly marked.	1 Thank you	No action taken	No action taken.
632	141	Mary K Prentice	Rec. E6	Excellent. Add Patrol & Education by snowmobile rental groups including Mammoth Mt at the Mammoth Mt Inn Trail entry point.	1 Thank you	No action taken	No action taken.
823	Appendix A2	Mary K Prentice	Vision & Goals, Scope	Good. The donut idea is a good & realistic planning area.	1 Thank you	No action taken	No action taken.
841	Appendix A4	Mary K Prentice		The Inyo Forest Resource Management Plan of 1988 in the Mammoth section p.194 states "Maintain open space areas adjacent to the town of Mammoth Lakes for passive recreation use." We strongly agree that this is still as appropriate 20 year later. The town should have a donut noise & pollution buffer from motorized usage especially where residential areas & luxury hotels are coterminous with the UGB.	1 Thank you	No action taken	No action taken.
845	Appendix A55	Mary K Prentice		This may not adequately represent either public survey for Nordic use. Type 1 comes the closest to Nordic Touring with designated route markers (Blue Diamonds) non groomed with large adjacent areas designated non-motorized.	1 As per the text they were developed in cooperation with Mammoth Nordic. Please provide specific text changes for consideration.	ALTA cannot be responsible for revisions to Appendix A.	No action taken.
552	128	MLH	Sidewalks	Safe pedestrian paths should be included as a priority for our residential neighborhoods as well. While it is important for our visitor to get around, we need to provide sidewalks for our residents.	5 The Mobility Commission's Mobility Study will address such issues.		No action taken.
647	144	MLH	Main Street Parkway Concept	Should better describe the width of the parkway, as the irrigation and maintenance of mow strips or planting strips will be a long term maintenance issue as we have seen on Old Mammoth Road.	3 Comment will be passed on to the consultant.	This is conceptual and requires further study as noted. Detailed issues such as final design width and irrigation would be undertaken in subsequent feasibility and design stages.	No action taken.
682	170	MLH	MUP	The recommended width of those paths seems too wide. With 10' and 2' shoulders on each side the path loses the intimacy that the existing paths currently have.	1 The width is needed for maintenance equipment and future increase in users.	No action taken	No action taken.
757	217	MLH	Priority of Snow Removal	Priority of snow removal of sidewalks should be increased but only to 5, as it is important to serve the needs of our residents who need to get out of their homes to work or school.	5 The Mobility Commission's Mobility Study will address such issues.		No action taken.
6	1	MLTPA	Ack	Correct "Mammoth Crossings" to "Mammoth Crossing" and "Virginia Cabot Wellington Foundation" to "Virginia Wellington Cabot Foundation."	2 Consultant to correct	corrected	corrected
7	1	MLTPA	TOC	Add page numbers in Roman numerals to all TOC sections: Table of Contents, Table of Figures, List of Tables, List of Maps, Appendices	2 Consultant to correct	corrected	corrected
8	1	MLTPA	Visions, Goals, and Objectives	Please add after the first sentence of paragraph three: "The relationship between the TOML and the USFS is critical to the success of the Trails Master Plan, as are the various means used to coordinate their efforts, including special use permits and MOUs."	2 Consultant to correct	corrected	corrected
15	1	MLTPA	The following terms be included in a Glossary of Terms to be appended to the final version of the Trail System Master Plan:	Access/egress point. ADA accessible. Arterial roadway. Assessment district. Assurance marker. At-grade crossing. Bicycle "scramble" signal. Bike box. Bike lane. Bike path. Bike route. Bikeway. Blue Diamond System. Bollard. Capital Improvements Program (CIP). Chicane. Collector street. Cross Alert. Curb extension. Dark time. Directional sign. Distance marker. Drainage gate. Facility. GIC point. Grade-separated crossing. Greenway. HAWK crossing. Interpretive sign. Loop detector. Major street. Median. Mid-block connector. Multi-use path (MUP). Node. Nordic grooming. Open space. Park. Parking tic. Parking stall. Portal. Promenade. Refuge island. Rumble strip. Secondary trail identification marker. Shared-lane marking. Sinusoidal speed hump. Snow clearing. Snow grooming. Snow removal. Soft-surface trail. Stacked-loop system. Staging area. Toucan crossing. Trail. Trail braiding. Trail identification marker. Trailhead. Trailhead kiosk.	2 Consultant to correct	ALTA will provide available definitions. Explanations of relevant design terms are provided in the design guidelines section.	corrected
27	1	MLTPA	General comment	The information in Chapter 3 is very important because it shows the public that their voices were heard: their input should receive minimal modification. MLTPA supports the obvious effort and quality of reporting contained in this chapter.	3 Comment will be passed on to the consultant. No action needed.	No action taken	No action taken.
28	1	MLTPA	General comment	A design guideline should be included for trails and public access easements, with a recommended minimum width of 20 feet.	2 Consultant to add the recommended 20 foot width.	Easement width added to Design Guidelines	corrected
29	1	MLTPA	Visions, Goals, and Objectives	The Executive Summary should include a clear description of the scope of the Trails Master Plan: what is included, what is not, and why, as well as that the scope has actively considered both summer and winter articulations.	2 Consultant to integrate the Danna Stroud cover memo into the Exec. Summary.	Integrated with minor revisions to reflect finality of plan.	Corrected
30	1	MLTPA	Visions, Goals, and Objectives	The Executive Summary should clearly state that this is only the first phase of what will be an ongoing, multi-phase planning effort for the Trails Master Plan.	2 Consultant to integrate the Danna Stroud cover memo into the Exec. Summary.	Done	Corrected
31	1	MLTPA	Visions, Goals, and Objectives	The Executive Summary should emphasize that in order to realize the full potential of a trail system in Mammoth Lakes, a funded, engaged, and fully functional non-governmental organization (NGO) will be necessary to engage the signatories of the MLTPA MOU. It should be emphasized that the trail system is a multi-jurisdictional effort and will require a high level of interagency cooperation to succeed.	3 Comment will be passed on to the consultant. No action needed.	No action taken	No action taken.
34	1	MLTPA	General comment	Copies of all design and engineering documents referenced throughout the chapter should be provided by the consultants and included as appendices.	2 Comment will be passed on to the consultant. The documents shall be referred to as reference and not included in the plan.	ALTA CANNOT PROVIDE COPIES OF THESE DOCUMENTS. SOME DOCUMENTS PUBLIC DOMAIN AND ARE READILY AVAILABLE ON LINE. OTHERS (AASHTO, ITE) ARE PROTECTED BY COPYRIGHT.	No action taken.
37	1	MLTPA	---	Please bring forward Section 2.11 of Chapter 2 to address accessibility issues throughout the Trails Master Plan.	2 Consultant to correct. See other comments related to page 62, #333 & #334.	Some additional language added. ADA discussion was limited due to budget issues.	corrected
70	Appendix A01	MLTPA	50-53	Add the "Trail Construction Guidelines and Standards" from pp. 50-53 of Appendix A.	3 Need clarification as to where to add.	SS trail design guidelines added to TSMP	corrected
71	Appendix A01	MLTPA	Visions, Goals, and Objectives	In Goal 1, delete the reference to "Mammoth Mountain Ski Area Bike Park"; "Town of Mammoth Lakes and the surrounding federal lands" is a sufficient description.	3 Will pass your concern on, however not sure why the request the MMSA Bike Park is a large part of the system.	TOML item. No action needed by ALTA	No change to text.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
73	1	MLTPA	Ack	The Acknowledgements page must be re-circulated to all partners for final approval prior to the release of the final version of the Trails Master Plan.	2 Your request will be passed on to the consultant.	TOML/MLTPA will re-circulate	Addressed
98	1	MLTPA	Visions, Goals, and Objectives	Please add the MLTPA Sphere Map (attached), as it is useful in discussions of project scope and phasing.	1 The Map is not a TOML map and was requested earlier to be eliminated.	No action taken	No action taken.
105	1	MLTPA	Ack	Remove Beneficial Designs from the Consultant Team section. They should be listed as a consultant only if the firm was an official, contracted, and paid member of the consultant team. If not, the firm's contributions should be viewed as equivalent to those made by any member of the public.	1 They were a sub-consultant to ALTA and were identified in the scope of work to assist in the plan.	No action taken	No action taken.
112	2	MLTPA	Existing Trail System	Clarifying language should be included as to the relationship of sidewalks and other municipal facilities to the Trails Master Plan. Sidewalks are not trails, but their role in a trail system should be defined.	3 Comment will be passed on to the consultant. No action needed.	Comment noted.	No action taken.
113	2	MLTPA	Recreation Nodes	The idea of a system of nodes is an excellent one, but it must be emphasized that the current system is not formally recognized. The adoption, by all of the CAMP Partners, of this nodal system will be a key step forward.	3 Comment will be passed on to the consultant. No action needed.	Comment noted.	No action taken.
121	3	MLTPA	Analysis of Needs and Benefits	The Neighborhood District Planning (NDP) process should be specifically called out, with emphasis on the fact that the Trails Master Plan will not address issues within districts, but rather will provide the tools necessary to address those efforts.	2 Consultant to correct	comment withdrawn by MLTPA	No action taken.
123	3	MLTPA	Shady Rest	Please delete the paragraph at the top of the page—it is too specific.	2 Will pass your comment on to the consultant for consideration for revising sentence structure.	Language modified.	corrected.
128	4	MLTPA	Table E-1	B3, at the bottom of the table, is cut off.	2 Consultant to correct	corrected	corrected
137	4	MLTPA	Recommendations	All of the recommendations highlighted in the Executive Summary are for winter issues. Summer issues should be included as well.	2 Consultant to correct	All recommendations added to Executive Summary	
175	6	MLTPA	Design Guidelines	All of the recommendations highlighted in the Executive Summary are for winter issues. Summer issues should be included as well.	2 Consultant to correct	All recommendations added to Executive Summary	corrected
178	6	MLTPA	Signage and Wayfinding	It should be noted that trail system signage and wayfinding implementation will need to occur with recognition of a variety of jurisdictions and of other signage systems already in place, including MMSA, USFS, and TOML Municipal.	2 Consultant to correct within the body of Chapter 5.	language added to Executive Summary and Ch 5 intro.	corrected
187	7	MLTPA	Operations and Maintenance	All of the recommendations highlighted in this section are for winter issues. Summer issues should be included as well.	2 Consultant to correct	New recommendation M1 added to Exec Summary and Chapter 7.	corrected
188	7	MLTPA	Costs and Funding	Measure R and its history should be acknowledged as a significant local funding opportunity.	2 Consultant to correct within the body of Chapter 7. MLTPA to provide.	Exact language and insert location required.	corrected
199	8	MLTPA	---	The Executive Summary needs a "Conclusions" section; it currently ends abruptly without making any closing comments.	2 Consultant to correct	Conclusion action added	corrected
203	9	MLTPA	Section 1	In the sentence that reads, "This chapter provides guiding principles, vision, goals and objectives that are the foundation for the Town of Mammoth Lakes Trail System Master Plan (Trails Master Plan)", please change the parenthetical text to read: ("Trails Master Plan," for the purposes of this document). Please also ensure that "Trails Master Plan" is the only abbreviation for this plan in all references throughout the document.	2 Consultant to correct	corrected	corrected
207	9	MLTPA	Section 1	The Executive Summary should include a clear description of the scope of the Trails Master Plan: what is included, what is not, and why, as well as that the scope has actively considered both summer and winter articulations.	2 Consultant to correct by integration of Danna's memo.	memo integrated	corrected
208	9	MLTPA	Section 1	The Executive Summary should clearly state that this is only the first phase of what will be an ongoing, multi-phase planning effort for the Trails Master Plan.	2 Consultant to correct	language added to executive summary under Vision, Goals and Objectives, last paragraph	corrected
212	9	MLTPA	Table 1-1	References to users should place locals as first priority and visitors second, and should remain consistent throughout this table and this document.	1 Thank you	No action taken	No action taken.
214	9	MLTPA	Section 1, 2nd sentence	This indicates that the Trails Master Plan "replaces and updates the 2008 General Bikeway Plan." Section 1.3.4: General Bikeway Plan (p. 15) says this document will NOT replace the bikeway plan. Please provide the correct information in both places.	2 This plan WILL NOT replace the General Bikeway Plan.	corrected	corrected
215	10	MLTPA	Section 1.2.1	Goal 1 should focus not only on MMSA Bike Park connectivity, but also on all private and public interface with public lands.	2 Consultant to correct	"from both public and private property" added to objective 1.3.	corrected
221	11	MLTPA	Section 1.3	Please include a discussion of the TOML Neighborhood District Planning (NDP) process and its relationship to the Trails Master Plan.	2 Consultant shall include NDP in text and relationship to General Plan and trails planning.	NDP language added	corrected
222	11	MLTPA	Section 1.3	Please include the "Mammoth Lakes Trails and Public Access Trails Commission MOU" (attached) here.	2 Consultant to reference as a Reference Document, not to be included in the body of the plan.	TOML/MLTPA to provide list of reference documents	corrected
223	11	MLTPA	Section 1.3	Appendix A, Section 2, should be included here in its entirety.	3 "Appendix A" is not fully developed enough to be included in this section.	No action taken	No action taken.
225	11	MLTPA	Section 1.3	The "TOML Snow Management Policy" needs to be developed as an operational public document so that the community can understand the opportunities and constraints for the trails system and its winter maintenance well in advance of the winter season. It should be included in this section.	5 This is a Mobility Commission & Mobility Plan issue.	See new recommendation M1	Corrected
229	12	MLTPA	Figure 1-1	This should include additional citations from the TOML General Plan with regard to trails (there are many). Please refer to the "2007 MLTPA General Plan Checklist (attached), which is recommended as an appendix in MLTPA's public comment document.	1 Reference to the document should be sufficient.	No action taken	No action taken.
237	15	MLTPA	Section 1.3.5	Please provide specific qualifying language that will clarify the relationship of the "TOML Sidewalk Master Plan" to the Trails Master Plan in a manner similar to language found in Section 1.3.4, which clarifies the relationship of the "TOML General Bikeway Plan" to the Trails Master Plan.	2 Consultant to correct	Language added	
241	18	MLTPA	Section 2.2.1	Please expand the second paragraph to more fully illustrate the nature of the working relationship between the TOML and the USFS as regards lands within the Town Boundary but outside the UGB, taking special care to identify and explain tools such as special use permits and MOUs.	2 Consultant to correct with assistance from TOML staff & Danna.	Language added	corrected
242	18	MLTPA	Section 2.2.3	The last sentence should not underestimate the magnitude of the effort required to theoretically acquire Main Street and its responsibilities from Caltrans.	1 Comment shall be noted.	No action taken	No action taken.
244	20	MLTPA	Table 2-1	Remove the asterisk from "Less directly impacted by recreational activity," as it is unrelated to the footnote.	2 Consultant to correct	corrected	corrected
249	21	MLTPA	---	These definitions should be part of the Glossary of Terms.	2 Consultant to correct	glossary of terms added	corrected
250	21	MLTPA	GIC points	Add text that reads, "All GIC points are expected to eventually have recreation node attribution or be retired."	1 It is not the intention to retire any GIC points, however their attributes may change over time.	No action taken	No action taken.
257	23	MLTPA	Table 2-3	Please correct the name of point #163 to "USFS Gravel Burrow Pit,"(sic) both here and throughout the document.	2 The correct spelling and name will be used (borrow).	corrected	corrected
259	23	MLTPA	Table 2-3	Transportation modes need clarification: Is "Lift" a reference to the TOML public transit service, or to a chairlift? Is "Bus" a TOML vehicle or an MMSA vehicle? Why isn't the Trolley mentioned?	2 Glossary - "Lift" refers to chair lifts & gondolas; "Bus" refers to transit vehicles.	glossary of terms added	corrected
284	35	MLTPA	Section 2.4.3	Mention that even with cleared paths, winter bicycling still may not be feasible or safe due to ice.	2 Consultant to correct by including text indicating that bike do use the roads in the winter.	corrected	corrected
289	38	MLTPA	Last paragraph, last sentence	Please change "hazardous" to "dangerous" to avoid repetition of "hazard." Please note also that bike lane and bike route clearing are not always achieved as described, as evidenced by conditions on Main Street in the winter of 2007/2008, for example.	1 It is a matter of liability and use of terms. The use of "hazard" will continue to be used.	No action taken	No action taken.
291	43	MLTPA	First paragraph, last sentence	The proper name of the referenced document is the "Town of Mammoth Lakes Soft Surface Trails Concept." Please correct this throughout the Trails Master Plan and mention its place in the document as Appendix A.	2 Consultant to correct	corrected	corrected
292	43	MLTPA	Section 2.6	Change the title of this section to "Interface Between Mountain Bike Trails and Paved Facilities," as it does not discuss all soft-surface trail types or users.	2 Consultant to correct	corrected	corrected
306	49	MLTPA	Figure 2-7	This figure seems to come out of nowhere. The document currently goes from Section 2.7.2 to Section 2.9; it appears that a page containing Section 2.8 is missing.	2 Consultant to correct	corrected	corrected
316	52	MLTPA	Tables 2-12, 2-13, and 2-14	Discussion of and reference to sidewalks as part of the Trails Master Plan is appropriate only with proper qualifying language; they are a component of the Mobility Plan.	2 Consultant to correct	language added	corrected
320	59	MLTPA	Table 2-15	Discussion of and reference to sidewalks as part of the Trails Master Plan is appropriate only with proper qualifying language; they are a component of the Mobility Plan.	2 Consultant to correct	language added	corrected
321	59	MLTPA	Table 2-16	Stairs leading to the entrance of the Westin hotel should not be considered a MUP. Characterization as such also may encourage uses of stairs other than walking, such as skateboarding or bicycling.	2 Consultant to correct	Column header changed to read: Multi-Use Paths or Other Pedestrian Facilities	corrected
329	61	MLTPA	Footnote #3	This footnote does not refer back to any identified text. Perhaps it should be connected to the name of table.	2 Consultant to correct	corrected	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
333	62	MLTPA	Section 2.11	This paragraph should be in the Executive Summary so that people know immediately that ADA issues are not fully addressed in this document.	2 Consultant to correct	Many issues are not fully addressed in this document, but recommendations are made to explore them further. New "Conclusion" paragraph in the Exec Summary addresses this generally. Also expect "Summit Language" to be provided by TOML to address the need for further study on various issues.	No action taken.
339	64	MLTPA	Top sentence	Change the final phrase of this sentence to "if they wish to exercise."	2 Consultant to correct	corrected	corrected
340	64	MLTPA	Access to the natural environment	This paragraph is a good argument for why the TOML should be planning for and implementing soft-surface trails, and why sidewalks should not be a major component of the Trails Master Plan. MLTPA supports the general tone of this section.	1 Thank you	No action taken	No action taken.
341	65	MLTPA	Improved local economies	The citation in the final paragraph regarding an increase in local spending has direct relevance to Mammoth with the passage of Measure R, and is an important point.	1 Thank you	No action taken	No action taken.
342	65	MLTPA	Section 3.3	Descriptions of soft-surface trails network workshops, tours, and listening sessions (led by Trail Solutions) must be included in this section in the same manner and depth as the Altered sessions are presented.	3 The data is available from that consultant, however it was requested by the USFS to be removed from an earlier draft (July 2008). See "Attachment A" Section 4A for a recap of CAMP.		No action taken
351	67	MLTPA	Section 3.3.5	MLTPA supports the example projects in the last few sentences of this section.	1 Thank you	No action taken	No action taken.
353	68	MLTPA	Section 3.3.6	When discussing the Scenic Loop, the status of the Town road-widening project out there should be mentioned.	2 Consultant to correct	language reflects the discussion at listening session.	No action taken
354	68	MLTPA	Section 3.3.7, last sentence	Point readers to Chapter 8 to review funding options.	2 Consultant to correct	line added	corrected
358	69	MLTPA	Section 3.4.1	Please note that low participation rates for the online trail surveys do not necessarily reflect actual participation in each activity.	2 Consultant to correct	note added	corrected
359	70	MLTPA	Section 3.4.2	The analysis of these activities should be cross-referenced with Appendix A text recommending users for different trails, as well as with the MLTPA GIC attribute table.	2 Consultant to correct	language added	need clarification from TOML
362	72	MLTPA	Potential dog walking improvements	Acknowledge the Town's current leash laws when considering more off-leash travel.	2 Consultant to correct	language modified	corrected
363	72	MLTPA	Potential recreation walking improvements	Discussion of and reference to sidewalks as part of the Trails Master Plan is appropriate only with proper qualifying language; they are a component of the Mobility Plan.	3 Your comment is noted and will be passed on to the consultant.	Qualifying language has been added throughout.	corrected
364	73	MLTPA	Potential walking (work/errand) improvements	Discussion of and reference to sidewalks as part of the Trails Master Plan is appropriate only with proper qualifying language; they are a component of the Mobility Plan.	3 Your comment is noted and will be passed on to the consultant. See #363	Qualifying language has been added throughout.	corrected
369	77	MLTPA	Potential rock climbing improvements	Many shops in Mammoth Lakes sell climbing gear; "encourage retailers to carry rock climbing equipment" as a possible improvement seems inappropriate. "Lack of equipment" as a deciding factor for survey participants may be a case of financial concern, not availability of gear.	3 Your comment is noted and will be passed on to the consultant.	language removed	corrected
376	81	MLTPA	Last paragraph, last sentence of Section 3.5.4	Discussion of and reference to sidewalks as part of the Trails Master Plan is appropriate only with proper qualifying language; they are a component of the Mobility Plan.	3 Your comment is noted and will be passed on to the consultant.	language added throughout	corrected
384	86	MLTPA	Section 3.6.2	The analysis of these activities should be cross-referenced with Appendix A text recommending users for different trails, as well as with the MLTPA GIC attribute table.	2 Consultant to correct	language added	need clarification from TOML
397	99	MLTPA	Section 4.1, Recommendation G1	Despite the language of the recommendation, the terms "path" and "trail" are in fact used interchangeably throughout the document. This MUST be fixed.	2 Consultant to correct	Document reviewed for consistency of terminology per definitions established therein	Corrected
398	99	MLTPA	Intro paragraph	Please describe how potential improvements as identified by activity in Chapter 3 have been brought forward in Chapter 4 recommendations.	2 Consultant to correct	line added to opening paragraph	corrected
399	99	MLTPA	Section 4.1	The Trails Master Plan needs to make clear and explicit current TOML policy regarding motorized usage (or any other type of restricted activity) on the trail system, as well as on TOML city streets and facilities.	2 Consultant to correct	Summit language	addressed
400	99	MLTPA	Section 4.1	The engagement and funding of an existing or to-be-established non-governmental organization (NGO) whose mission is specific to trails, public access, and recreation in Mammoth Lakes needs to be a specific recommendation of the Trails Master Plan. It is clear that without an engaged NGO, a trail system as defined in this Trails Master Plan and in the General Plan will never be effectively realized.	2 Consultant to review with TOML staff.	Recommendation E8 added.	correc
401	99	MLTPA	Section 4.1, Recommendation G1	The recommended naming conventions should include a nomenclature for soft-surface trail types; "all types" is insufficient. Terms should be taken from Appendix A and included in the Design Guidelines of Chapter 6.	2 Consultant to correct	Consultant disagrees with this comment. Naming convention of Short Descriptor + "Trail" is adequate for all soft surface trail types. Adding additional information through naming would lead to confusion especially in areas where trail types and appropriate activities change from one season to another. Additional trail typing and activity information should be conveyed through seasonal maps and brochures.	No action taken
403	99	MLTPA	4.1 General Recommendations	Once completed, there will be numerous opportunities for trail construction projects, both Multi Use Paths and soft surface trails, from the Lake Mary Path. Language should be included as a general recommendation that connection opportunities both to and from the Lake Mary Path, should be developed and implemented as opportunities become available. Existing examples include connecting the Lake Mary Path to Camp High Sierra access, to the Mammoth Rock Trail via Old Mammoth Road and to the Panorama dome trails over routes that will need to be determined. These are important opportunities that should not be missed.	2 Consultant to include and correct	Combinations of SATSS, Summit Language and TSMF SS Interface discussion cover this.	corrected
404	99	MLTPA	Section 4.1	Design guidelines for trail types need to be specifically delineated in a table or as a standalone document; currently, their best articulation is in Section 4.1.G.1, Table 4-1: "Naming Conventions." The design guidelines should be flexible by nature, and the various trail types should be listed.	3 ADDITIONAL TIME NEEDED TO EVALUATE COMMENT.	Design guidelines are addressed in Chapter 6. Ch 4 is not intended to provide specifics on Design guidelines. DG are complex and sensitive to context. A matrix would be deceptive in its oversimplification of DG, especially for hard surface facilities.	No action taken
405	99	MLTPA	Section 4.1	The MLTPA MOU should serve as the baseline agreement between the various partners in the trail system and should be updated and developed as necessary. All partners in the CAMP process should be signatories of the MLTPA MOU.	1 Comment noted	No action taken	No action taken.
406	99	MLTPA	Section 4.1	The TOML Neighborhood District Planning (NDP) process—and the public's opportunity to participate in it—should be noted as a recommendation, with the repeated statement that the Trails Master Plan will not be addressing specific opportunities within NDPs.	2 Consultant to make statement regarding Trail System Master Plan as not planning trails in NDPs.	Language added to Ch 4 intro. The recommendations in this plan do not address opportunities that may arise within new developments and Neighborhood District Plans. TOML should aggressively pursue additional opportunities for the further development of multi-use paths, bikeway, trails and trail access easements as they arise.	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
407	99	MLTPA	Section 4.1	It should be recommended that the identified partners in a future trails system be specifically engaged to ascertain their anticipated degree of buy-in and anticipated degree of participation in a strategic implementation planning effort for the Trails Master Plan.	1 Comment noted and not to be included.	No action taken	No action taken.
408	99	MLTPA	Section 4.1	The TOML should assign a Trails Coordinator position to existing or new staff.	2 Consultant to add the Town of Mammoth Lakes should evaluate the need for a Trails Coordinator position.	recommendation added	corrected
409	99	MLTPA	Section 4.1	Mammoth Trails, as developed during the CAMP process, should be maintained and ensured operational resources, and should be looked to as the source for expert information and resources with respect to the trail system, during both subsequent planning phases and implementation. Stewardship opportunities for the trail system should be developed through Mammoth Trails.	2 Consultant to add a general recommendation regarding the Town being receptive to outside sources and groups assisting with implementation and maintenance of trails and paths.	Recommendation G12 added.	corrected
410	99	MLTPA	Section 4.1	Analysis of all GIC points on the Urban Growth Boundary (UGB) should be undertaken to identify opportunities for easements and their inclusion in the system of nodes as described in this chapter.	4 Policy statement w/ Mobility Commission. 2 Consultant to provide a general statement regarding the Town pursuit of such opportunities.	Recommendation G10 added	corrected
412	99	MLTPA	Section 4.1	The TOML Snow Management Policy needs to be developed as an operational public document so that the community can understand the opportunities and constraints for the trails system and its winter maintenance well in advance of the winter season.	5 The Mobility Commission will be addressing this prior to Town Council approval		No action taken.
413	99	MLTPA	Section 4.1	It should be recommended that a trans-jurisdictional and trans-agency data resource be maintained, both in digital and analog formats. This "Data Library" should be the repository for all data that will be required for the trail system, including historic documents, operative GIS data, and any other resources for use as references and for future mapping and information-dissemination resources.	2 Consultant to recommend that TOML update GIS data library on a regular basis. The Town/County GIS data base and CDD library will serve the function. NGO's can develop a list of documents at their location.	Recommendation G5 added.	corrected
415	100	MLTPA	Table 4-1	The second asterisk'd item in Table 4-1: "Naming Conventions" should be promoted and listed as its own discrete recommendation.	2 Consultant to correct	General recommendation added	corrected
417	101	MLTPA	Sections 4.1, Recommendation G3, and 4.1, Recommendation G4	Note that G3 and G4 are out of order.	2 Consultant to correct	corrected	corrected
420	101	MLTPA	Section 4.2	An identified set of "destinations" should be added to the MLTPA GIC.	2 Consultant to correct	Recommendation N8 added	corrected
421	101	MLTPA	Section 4.2.1	The identified "activity centers" should be added to the MLTPA GIC.	2 Consultant to correct	Recommendation N8 added	corrected
424	101	MLTPA	Section 4.1, Recommendation G2	The maintenance of the trans-jurisdictional "Data Library" (see recommendation above) should be included as part of this recommendation to ensure that opportunities for electronic mapping and trans-jurisdictional information dissemination can be fully engaged and realized.	5 Your comment shall be noted.	See new recommendation G5	Corrected
425	101	MLTPA	Section 4.1, Recommendation G3	This recommendation should specifically mention the Community Development Department for inclusion in their operations as well as to re-emphasize the importance of the NDPs.	2 Consultant to make a change to the recommendation to include a reference to the Community Development Department and the Neighborhood District Plans.	Language added to Recommendation G4	corrected
427	102	MLTPA	Section 4.1, Recommendation G4	Section 4.1.G4 is a repeated number; it should be Section 4.1.G5.	2 Consultant to correct	corrected	corrected
430	102	MLTPA	Section 4.1, Recommendation G4	It should be noted and recommended that signage and wayfinding programming will be taking place in a multi-jurisdictional environment and that specific and documented buy-in by the various partners will be necessary in advance of an engaged effort for developing and implementing a system.	2 Consultant to correct	language added	corrected
431	102	MLTPA	Section 4.2	A process for formal adoption of the nodal system by the partners needs to be identified in advance of implementation.	2 Consultant to correct	language added	corrected
432	102	MLTPA	Section 4.2.2	The existing informal system of recreation nodes needs to be formally developed and adopted by the jurisdictional and signatory partners of the MLTPA MOU.	2 Consultant to correct	Recommendation N1 modified	corrected
436	103	MLTPA	Section 4.2.2, Recommendation N2	Two 8.5"x11" maps should be created to identify the proposed summer and winter recreation nodes.	1 Comment noted	No action taken	No action taken.
437	103	MLTPA	Section 4.2.2, Recommendation N2	A list of the proposed nodes, and indications of whether they are being recommended for summer or winter use, should be provided with this recommendation.	1 Comment noted	No action taken	No action taken.
441	104	MLTPA	Section 4.2.2, Recommendation N3	An inventory of existing trail signage should be conducted in advance of implementation of any new system.	2 Consultant to correct	language added	corrected
442	104	MLTPA	Section 4.2.2, Recommendation N3	It should be recognized that the system will be cooperative and multi-jurisdictional in nature and will need sufficient buy-in before it can proceed.	1 Comment noted	No action taken	No action taken.
443	104	MLTPA	Section 4.2.2, Recommendation N3	It should be recommended that there be wayfinding signs within the municipal and federal jurisdictions directing people to portals, trailheads, destinations, and other nodes.	1 Comment noted	No action taken	No action taken.
446	105	MLTPA	Section 4.2.2, Recommendation N4	A table citing the various public transit options should be included (Lift, Trolley, MMSA bus, etc.).	2 Consultant to add text discussing transit schedule changes that reflect the needs and opportunities. A table would not help due to future changes.	language added	corrected
447	105	MLTPA	Section 4.2.2, Recommendation N4	Analysis and design guidelines should be undertaken for all of the various types of recreation equipment that could possibly be accommodated by the transit system. Specific recommendations can be made to transit operators for racks, trailers, etc.	1 Comment noted. This is a Transit System responsibility.	No action taken	No action taken.
458	106	MLTPA	Section 4.2.2, Recommendation N5	It should be noted that the recommended enhancements to facilities will take place in a number of different jurisdictions, and that provisions should be made for that type of activity well in advance through the MLTPA MOU or special use permits between the TOML and the USFS.	1 Comment noted. Acknowledged, not needed to be stated.	No action taken	No action taken.
472	110	MLTPA	Section 4.2.2, Recommendation N6	Recommended node #163 is listed twice.	2 GIC #163 is the Borrow Pit, Gic # 151 is the Winter Terminus of Sherwin Creek Road. Consultant shall make needed changes to maps, tables & text.	#151 (current winter terminus of Sherwin Creek Road) removed b/c development of #163 as Trailhead precludes its existence.	corrected
485	111	MLTPA	Maps 4-2, 4-4, and 4-6	Please remove reference to "Sherwin Ski Area: Proposed/Abandoned" in these recommendations maps. The title is appropriate only in describing Existing Conditions.	1 See previous comments on the matter.	No action taken	No action taken.
490	113	MLTPA	Section 4.2.2, Recommendation N7	See earlier comments regarding a process for formally adopting nodes.	1 Thank you	No action taken	No action taken.
491	113	MLTPA	Section 4.2.2, Recommendation N7	See earlier comments regarding adoption of a process for future planning phases.	1 Thank you	No action taken	No action taken.
492	113	MLTPA	Section 4.2.2, Recommendation N7	See earlier comments regarding inter-jurisdictional understandings and agreements for implementation.	1 Thank you	No action taken	No action taken.
500	114	MLTPA	Section 4.3	Modify the description to emphasize that MUPs in Mammoth Lakes are truly multi-use paths, especially given the dramatic seasonal differences. Deemphasize their identification as bicycle-only or predominantly bicycle-oriented facilities.	2 Consultant to correct. MLTPA to provide.	language added	corrected
506	117	MLTPA	Table 4-6	The footnote under Table 4-6 should be a discrete recommendation of its own, not simply footnote to a table.	2 Consultant to correct	corrected	corrected
508	117	MLTPA	Section 4.3, Recommendation MUP4	There is no narrative describing the proposed MUP that runs west to east, north of the Knolls neighborhood and outside of the UGB.	2 Consultant to correct	Language added	corrected
514	118	MLTPA	Section 4.3, Recommendation MUP4	The final paragraph of this section should be removed and replaced with language discussing SATSS if appropriate.	2 Consultant to correct	language removed	corrected
515	118	MLTPA	Section 4.3, Recommendation MUP6	This recommendation should identify a variety of recreation types consistent with Mammoth Lakes whose users may be crossing the intersections, including a variety of winter uses (Nordic, backcountry, fishing, hiking, etc.).	2 Consultant to correct. MLTPA to provide.	language added	corrected
522	120	MLTPA	Section 4.3, Recommendation MUP7	Recommendation should be for "snow grooming" as opposed to "Nordic grooming."	2 Consultant to correct	corrected	corrected
525	121	MLTPA	Section 4.4	Lane painting, stenciling, and aggressive striping should be part of the on-street bikeways facilities.	2 Consultant to correct	corrected	corrected
529	121	MLTPA	Section 4.4	A "Recreation Bike Plan" should be created with input from Mammoth Trails members and other users to identify needed connections and bike lane classifications missing from the current program. TOML Staff should actively work with the community to generate recommendations for future on-street bikeway projects.	1 Comment noted. See General Bikeway Plan which is updated every 2-3 years.	No action taken	No action taken.
541	127	MLTPA	Section 4.5	Recommendations for other soft-surface trail interfaces with the TOML and the UGB should be developed for the following: Mammoth Rock Trail, Lake Mary Road Bike Path and Mammoth Rock Trail, and the Hidden Lake/Sherwins area.	2 Consultant to correct. See #540	Exact language needed	corrected
542	127	MLTPA	Section 4.5, Recommendation INT1	This recommendation should include all types of soft-surface recreation—hiking, equestrian, etc.—not just mountain biking. If the intent is to call out mountain biking specifically, then the other uses should be covered in a subsequent recommendation and the title of this section should be changed to reflect this. These recommendations should be specific to summer and winter systems.	2 Consultant to correct	Language added	corrected
543	127	MLTPA	Section 4.5, Recommendation INT1	A map created by Trail Solutions identifying points of transect between the MMSA Bike Park and the TOML should be included and referenced.	1 Comment noted	No action taken	No action taken.
544	127	MLTPA	Section 4.5, Recommendation INT1	MLTPA MOU signatories should be brought together to address these issues.	1 Comment noted	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
545	127	MLTPA	Section 4.5	Analysis of all GIC points on the Urban Growth Boundary (UGB) should be undertaken to identify opportunities for easements and their inclusion in the system of nodes as described in other parts of the Trails Master Plan. This is especially important as regards connections to soft-surface facilities.	2 Consultant can make the recommendation for the Town to do an analysis of the GIC points. Use the body of the language in the comment as needed to convey the point.	Exact language needed	corrected
549	128	MLTPA	Section 4.6	A clear and unambiguous statement needs to be made regarding the Trails Master Plan and the sidewalk system in Mammoth Lakes. It is expected that issues of urban mobility will be covered in a Mobility Plan to be undertaken by the Mobility Commission and the Department of Public Works. Sidewalks are discussed in the Trails Master Plan, but it is understood that sidewalks are a different facility system, and their opportunities will need to be discussed in a separate planning effort.	2 Consultant to correct	Language added	corrected
565	135	MLTPA	Section 4.7	Bicycle parking issues should be mindful of both summer and winter uses.	1 Comment noted	No action taken	No action taken.
571	136	MLTPA	Section 4.8.1, Recommendation SS3	The "status quo," or further development of the "status quo," should be analyzed. Any analysis or further discussion should make clear the existing and operative regulations concerning motorized activities in the study area.	2 Consultant to correct	Maps and text modified	corrected
572	136	MLTPA	Section 4.8.1, Recommendation SS3	Regulations and operative agreements concerning motorized and non-motorized uses in the study area should be documented.	4 The consultant will include a discussion of the Summit process in the plan. See # 20.	Submit text to be provided by TOML. Info will also be included in Reference Documents.	corrected
573	136	MLTPA	Section 4.8.1, Recommendation SS2	The process whereby the TOML will engage the USFS for construction and maintenance soft-surface trails outside the UGB should be documented in this section, whether through special use permit or other means.	2 A discussion of non-Town parties providing maintenance can be included, and can be discussed in the "Summit" process.	Submit language	addressed
575	136	MLTPA	Section 4.8, Recommendation SS1	The precise alignment for the Snowcreek Meadow trail needs to be incorporated into the maps.	2 Consultant to correct to be aligned with the Town easement.	Proposed boardwalk added along TOML easement. Existing path shown as private.	corrected
584	136	MLTPA	Section 4.8	The design guidelines for soft-surface trail types should be included as part of the TOML Design Guidelines. Upon verification of their content, pages 21-27 of Appendix A should be brought forward here.	2 Consultant shall include as suggested, guidelines only.	SS Design guidelines added	corrected
585	136	MLTPA	Section 4.8	The projects listed in Appendix A, Table 6-2: "New Soft Surface Trails" should be individually considered; those projects with sufficient merit or potential should be brought forward here. A new chapter section could be created should additional qualifying language be deemed necessary.	3 The division is by purpose, Your comment will be passed on to the consultant. TOML needs to determine if it is prepared for soft-surface trail development before specific projects are referenced. The design guidelines will be included, however actual projects will need further discussions. See #20 also.	comment noted	No action taken
586	136	MLTPA	Section 4.8	After confirmation that the names and facts in Appendix A, Table 6-1: "Soft Surface Trail Segments Brought Forward from 1991 Plan," and the information that follows it, are correct, this entire section should be brought forward here.	3 The division is by purpose, Your comment will be passed on to the consultant. See #585.	comment noted	No action taken
587	Appendix A35	MLTPA	Section 6.8	Appendix A, Section 6.B: "Sherwin's Backcountry System" should be brought forward into a subsection titled "Winter." Also, please remove the apostrophe in "Sherwin's."	2 TOML to remove apostrophe from Sherwin's. The division is by purpose, Your comment will be passed on to the consultant. The issue will be addressed through the SATSS recommendation process.	Alta's document does not contain the word "Sherwin's". Alta is unable to make edits to the TS document.	TOML corrected text.
588	136	MLTPA	Section 4.8	The three park types described in Appendix A, Section 6.D: "Special Systems Parks" should be brought forward here or in an appropriate sub-chapter.	2 Consultant to add Concrete as a surface type. These types of facilities are best expressed in the Park and Recreation Plan. The division is by purpose, Your comment will be passed on to the consultant.	Need clarification. Not sure where to add "concrete" as a trail type in this section.	No action taken.
603	136	MLTPA	Section 4.8.1	A clear policy statement that the TOML has every intention of including the construction and maintenance of soft-surface trails within its system where appropriate should be included here.	4 This comment cannot be accommodated.	comment noted	No action taken
621	140	MLTPA	Section 4.9, Recommendation E2	Specific recommendations should be made as to how the Web-based articulation of trails and recreation amenities can be brought forward.	2 Consultant to correct. MLTPA to provide.	language added	corrected
622	140	MLTPA	Section 4.9, Recommendation E4	Please specify which of "California's new state programs" are being referenced and how they might be accessed on behalf of Mammoth Lakes.	2 Consultant to correct	reference removed. Relevant state program is SR2S, discussed in previous recommendation.	corrected
623	140	MLTPA	Section 4.9, Recommendation E1	The recommendation should not characterize trail maps, etc., as "early wins."	1 Comment noted	No action taken	No action taken.
625	140	MLTPA	Section 4.9, Recommendation E5	There are no in-town mountain bike trails to support such a program, which provides a good case for including soft-surface trails as part of the suggested network.	4 The Town does not currently have the ability to maintain this type of system, NGO's will need to be incentivized to do the maintenance.	comment noted	No action taken
626	140	MLTPA	Section 4.9 E.2	Mammoth Trails should be recommended as a source of expert local knowledge, event coordination, and stewardship resources for the trails system.	2 Consultant to adjust: the wording may be revised to mention groups such as Mammoth Trails for expert knowledge, event coordination and stewardship. MLTPA to provide.	language added	corrected
627	141	MLTPA	Section 4.9, Recommendation E7	The Wilderness Society should be specifically identified as one of the partners to engage in the educational programs.	2 Consultant to correct	corrected	corrected
629	141	MLTPA	Section 4.10	ADA issues and engagement with Disabled Sports Eastern Sierra need to be much more specifically identified in the Trails Master Plan. This should take the form of significantly more robust recommendations in the "General Recommendations" section of this chapter.	2 Consultant to correct. MLTPA to provide.	additional language added	corrected
633	141	MLTPA	Section 4.9, Recommendation E6	Stewardship capacity for the trails and public access system must be specifically developed.	4 The Town does not currently have the ability to maintain this type of system, NGO's will need to be incentivized to do the maintenance.	comment noted	No action taken
636	142	MLTPA	Section 4.11	The Hidden Lake/Sherwin's area should identified as one of the "additional projects" that are part of the long-term vision.	3 Comment will be passed on to the consultant. The SATSS process will address project listing.	SATSS will be referenced as Attachment B	corrected
639	142	MLTPA	Section 4.11	The long-term vision should address the fact that the ultimate success of the system will be due to a multi-partnered and multi-jurisdictional effort.	2 Consultant to correct	language added	corrected
640	142	MLTPA	Section 4.11	The long-term vision should identify connection of the Town of Mammoth Lakes with surrounding federal lands as being the most significant priority of the trail system in the short term.	2 Consultant to correct	language added	corrected
653	149	MLTPA	General comment	Graphics must be of print-resolution quality; some are fuzzy.	2 Consultant to correct	corrected	corrected
656	149	MLTPA	General comment	A system of interpretive signage for the trail system should be recommended for development (cultural, historical, environmental, etc.).	3 The consultant will be asked to identify major locations for interpretive signage opportunities as a sample/example list prior to an Interpretive Signage Program development.	General recommendation on interpretive signage added	corrected
657	151	MLTPA	Commuters	Seasonal closures and/or maintenance should be signed.	3 Comment will be passed on to the consultant.	Comment noted.	No action taken
658	152	MLTPA	Section 5.2.2, paragraph 2	Reference to Caltrans clearing limitations on roadways with sidewalks should be discussed in Chapter 7. Also, the tunnel is not closed for public safety; it's not maintained due to a variety of issues.	2 Consultant to remove last sentence (5.2.2) and expand 7.1.2 to include Caltrans reference	Last sentence removed from 5.2.2. 7.1.2 already includes Caltrans discussion.	corrected
659	153	MLTPA	Philosophy of Positive Signing	This subhead should be italicized.	2 Consultant to correct	corrected	corrected
660	153	MLTPA	Ensure User Participation	GIS should be reliably maintained and frequently updated, perhaps by a non-governmental organization (NGO).	1 Thank you for the process related comment.	No action taken	No action taken.
662	154	MLTPA	Section 5.2.4, Paragraph 2	MLTPA supports the excellent point about wayfinding being apparent when needed and transparent when not.	1 Thank you	No action taken	No action taken.
663	155	MLTPA	Category 4, last bullet	Add "or desired" to the of this statement.	2 Consultant to correct	corrected	corrected
664	157	MLTPA	Section 5.2.13	This should be expanded so that data can be repurposed in other directions, and not be exclusive to handheld devices. Examples include data for sports shops, hotels, and concierge services.	3 Comment will be passed on to the consultant. No action needed.	Comment noted	No action taken.
665	157	MLTPA	Section 5.2.13	Data should be made available to nationwide Web-based search engines and applications such as Google Maps.	3 Comment will be passed on to the consultant. No action needed.	Comment noted	No action taken.
666	158	MLTPA	Section 5.2.15	Add bullet that an inventory of existing signage needs to be completed.	2 Consultant to correct	corrected	corrected
667	158	MLTPA	Section 5.2.15	Add bullet that these steps should be discussed in the context of strategic implementation planning for the entire system, with all jurisdictions and agencies participating.	2 Consultant to correct	corrected	corrected
668	158	MLTPA	Section 5.2.15	Identify legacy systems and evaluate the desirability of their inclusion, i.e. the Blue Diamond System and MMSA's system.	2 Consultant to correct. MLTPA to provide.	Exact language required.	corrected
669	161	MLTPA	Section 5.5	These definitions should be included in the Glossary of Terms.	2 Consultant to correct	Glossary added	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
670	163	MLTPA	---	Naming of figures should match the signage vocabulary on p. 161 (i.e., "Trailhead Kiosk" and "Trail Information Kiosk" should be the same term).	2 Consultant to correct	Partially corrected. Alta cannot edit graphics files of other consultants. Inconsistencies between content provided by Corbin and TS cannot be reconciled without major changes or deletions.	partially corrected
671	167	MLTPA	Conclusion	"Core Working Team" should refer to MLTPA MOU signatories and tie back into a strategic process.	1 Thank you for the process related comment.	No action taken	No action taken.
674	169	MLTPA	Table 6-1	Please demote "Paved Median Paths" to the bottom of the MUP list, as it has the least potential for implementation in this category.	1 The list is not by priority.	No action taken	No action taken.
675	169	MLTPA	---	Design guidelines for all soft-surface trail types as detailed in Appendix A should be included (Appendix A, Section 7, pp. 38-56).	1 Comment noted	No action taken	No action taken.
676	169	MLTPA	Table 6-1	Promenades should be moved into the multi-use paths section of this table, as well as retained in "Pedestrian Facilities," as the in-town trail system as proposed will rely on promenades for key MUP connections.	1 Promenades are "sidewalks" not Class I MUPs.	No action taken	No action taken.
678	170	MLTPA	Section 6.1	Consideration for the desired width of MUPs in Mammoth Lakes should be informed by the requirements of snow grooming and maintenance equipment. These requirements should be cited in the analysis and represented graphically.	2 Consultant to correct	language added	corrected
679	170	MLTPA	Section 6.1	Typical MUP usage should be specific to Mammoth Lakes and should list winter usage along with the summer usages already identified.	2 Consultant to correct. MLTPA to provide.	Exact language needed.	corrected
680	170	MLTPA	Section 6.1	Clearly describe the makeup of a MUP: What is the footprint? What are the surface options (asphalt, decomposed granite, etc.)?	2 Consultant to correct	Comment has been addressed.	corrected
681	170	MLTPA	Section 6.1	Discussion of winter maintenance issues and winter use of the MUP system needs to be included in the design guidelines section.	2 Consultant to correct	language added	corrected
683	171	MLTPA	Other design considerations...	The requirements for winter travel and maintenance should be listed and described. The infrastructure requirements should be informing, if not driving, the design guidelines for MUPs. (See above comment.)	2 Consultant to correct. MLTPA to provide.	Exact language needed.	corrected
684	171	MLTPA	Other design considerations...	The explanation of "side paths" should include an informed discussion of the realities of snow maintenance and storage in Mammoth Lakes, given the proximity of any MUP to a winter-maintained road.	2 Consultant to correct. MLTPA to provide.	Exact language needed.	corrected
685	171	MLTPA	Other design considerations...	The end of the "side path" discussion paragraph is cut off in mid-sentence.	2 Consultant to correct	corrected	corrected
686	172	MLTPA	Other design considerations...	Reference is made to a "bikeway network" in the first line of the paragraph, but the nature of this network is not defined or explained. This section is a discussion of multi-use paths, not bicycle systems specifically.	2 Consultant to correct	Surrounding bicycle, pedestrian and roadway networks must be considered in the design of multi-use paths.	No action taken.
687	172	MLTPA	Surfacing	There should be discussion/mention of alternatives to asphalt, including decomposed granite, crushed stone, and native gravels.	2 Consultant to correct	language added	corrected
688	172	MLTPA	Multi-Use Path Amenities	Lighting of MUPs needs further discussion, as any lighting infrastructure must be considered in the design phase.	1 Comment noted	No action taken	No action taken.
689	173	MLTPA	Section 6.1.1	The placement of "Paved Median Paths" as the first item for discussion seems disproportionate to on-the-ground realities. Design guidelines for this facility should be demoted. Also, there is no discussion of the functionality of this facility during winter months.	2 Consultant to correct	Order of design guidelines is based on broad categorization by facility type, not it's potential for implementation.	No action taken.
691	174	MLTPA	Section 6.1.2	Discussion and analysis of at-grade MUP crossings during the winter months is essential and should be provided as part of the design guidelines. For example, the placement of no removable bollards at key intersections and their effect on efficient snow removal should be analyzed and discussed, and alternative solutions suggested.	2 Consultant to correct. MLTPA to provide.	Exact language needed.	corrected
692	176	MLTPA	Section 6.1.3	There is no discussion of HAWK or Toucan crossings in the context of a typical Mammoth winter.	2 Consultant to correct	Further clarification/guidance needed from TOML.	corrected
693	178	MLTPA	Section 6.1.4	The matching of the Cross Alert system to "minor" roads seems incorrect. The utility of such a crossing device could play an important role in several major street crossings, including Lake Mary Road, Old Mammoth Road, Meridian Boulevard, and Minaret Boulevard. The seasonal advantages of this system (i.e., that equipment can be removed during winter months) should be noted and discussed as well.	2 Consultant to correct	TOML indicated that grade separated crossings are the appropriate treatment for major roadways. Reference added to include at-grade crossings of roadways with "moderate" in addition to "light" traffic volumes. Reference to seasonal use also added.	corrected
695	182	MLTPA	Section 6.2	Drains in use on recently re-paved portions of Lake Mary Road should be cited as positive examples of good drains.	2 Consultant to correct	corrected	corrected
697	182	MLTPA	Section 6.2	Photographs and discussion of painted bike lanes should be included. Winter snow removal strategies on Town streets and their effects on bike lane painting should be discussed. Testing of paint and stencil materials should be recommended given the realities of TOML snow removal practices on Town streets.	2 Consultant to correct. ALTA to make a recommendation that Bike Lane paint testing be done to assess how the paint holds up to snow removal and make a recommendation as to how much of the lane should receive paint. IE first 100' from a major intersection, first 50' from a minor one, etc. There is a current test at the corner of Old Mammoth Road & Minaret Road.	specific guidance and language needed	corrected
698	185	MLTPA	Figure 6-12	The "Existing Design" photo in Figure 6-12 is not a local condition.	2 Consultant to correct	note added	corrected
699	189	MLTPA	Section 6.3.3	The negative experience with rumble striping in June Lake should be cited.	1 Comment noted	No action taken	No action taken.
701	193	MLTPA	Section 6.3.6	Analysis of these facilities in difficult winter conditions should be conducted, especially for unintended consequences and cost-effectiveness of what appears to be relatively impact infrastructure.	1 Comment noted	No action taken	No action taken.
702	194	MLTPA	Section 6.3.6	Illustrations of the complete set of discussed bicycle loop detectors should be included. Also, the use of the term "figure-8" may be confusing, as "figure" in the Trails Master Plan typically alludes to a table or diagram.	1 Comment noted	No action taken	No action taken.
703	195	MLTPA	Section 6.4	Bicycle parking facilities should be recommended for both public and private ventures, the goal being to establish uniform facilities throughout town.	2 Consultant to correct	Language added under Recommended Bicycle Parking Requirements	corrected
704	195	MLTPA	Section 6.4	Confirm that the citation of "Town of Mammoth Lakes Design Guidelines - 5.3.9" is correct.	2 Consultant to correct	Unnecessary detail. Reference removed.	corrected
706	196	MLTPA	Section 6.4	Additional guidance for bicycle parking locations should include language that such facilities should not hamper snow removal.	2 Consultant to correct and indicate possible winter removal.	language added to section 6.4	corrected
707	197	MLTPA	Figure 6-23	The photograph in Figure 6-23 is of a failed rack type. It is difficult to imagine the practical reality of combined ski and bicycle racks.	1 Comment noted	No action taken	No action taken.
711	199	MLTPA	Section 6.5	This entire section should be qualified by language indicating that the operative plan for pedestrian facilities will be the anticipated Mobility Plan and that the discussion of pedestrian facilities is included as illustrative of overlapping concerns between the Trails Master Plan and the Mobility Plan.	2 Consultant to correct	language added to section 6.5	corrected
712	200	MLTPA	Section 6.5.1	The discussion of promenades should be included with MUPs (see above), as they are identified as key connectors in the Main Path loop.	1 See above related to sidewalk and MUPs.	No action taken	No action taken.
713	201	MLTPA	Section 6.5.2	These facilities seem better suited for the Mobility Plan. 20	1 Comment noted, no action needed.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
714	202	MLTPA	Section 6.5.3	These facilities seem better suited for the Mobility Plan.	1 Comment noted, no action needed.	No action taken	No action taken.
715	203	MLTPA	Section 6.5.4	These facilities seem better suited for the Mobility Plan.	1 Comment noted, no action needed.	No action taken	No action taken.
716	205	MLTPA	Section 7.1.3	Mammoth Mountain Ski Area manages the Tamarack Cross-Country Ski Center and should be properly cited in this section.	2 Consultant to correct	corrected	corrected
719	205	MLTPA	Section 7	Maintenance schedules, including the change-over between seasonal facilities and amenities, should be coordinated with identified patterns of tourist visitation and, to whatever degree possible, with MMSA operations.	1 Comment noted	No action taken	No action taken.
720	205	MLTPA	Section 7	Maps should be produced prior to the winter season that will give the public advance notice of which routes will be maintained during the winter and to what level of service. This will be helpful to residents as they anticipate their transportation needs, and to visitors so they can get around town effectively and safely during the winter months.	1 Comment noted. Can't do this due to changing conditions.	No action taken	No action taken.
721	205	MLTPA	Section 7.1	Mammoth Mountain Ski Area should be included in the "Maintenance Roles and Responsibilities" section.	1 Comment noted	No action taken	No action taken.
722	205	MLTPA	Section 7.1	Mammoth Trails should be identified as a resource for specialized information for operations and maintenance, especially stewardship opportunities and expert technical and local knowledge.	1 Comment noted	No action taken	No action taken.
723	205	MLTPA	Section 7.1.1	A map should be produced that graphically represents maintenance and operation responsibilities as described in 7.1.1.	1 Comment noted	No action taken	No action taken.
726	205	MLTPA	Section 7	The CAMP: WINTER exhibit illustrating winter maintenance equipment should be included in this chapter.	2 Consultant shall correct as needed.	figure included	corrected
727	205	MLTPA	Section 7.1.1	The representation of maintenance responsibilities does not appear to be consistent with current practices.	2 Consultant to correct, to reflect that Park & Rec. staff maintain sidewalks in the winter. MLTPA to provide.	Exact language needed	corrected
729	206	MLTPA	Section 7.1.3	The observation at the top of page 206 should be deleted.	2 Consultant to correct	corrected	corrected
730	206	MLTPA	Section 7.2	Maintenance schedules should be designed to take advantage of shoulder seasons and the transition between summer and winter visitation patterns.	1 Comment noted	No action taken	No action taken.
731	206	MLTPA	Section 7.2	Maintenance schedules and programs for summer and winter should be publicly available and distributed, either by department or through cooperating agencies.	1 Comment noted	No action taken	No action taken.
732	206	MLTPA	Section 7.2	The order of identified facilities is problematic. A suggested order would have the MUP maintenance discussion first, followed by "On-Street Bikeways," followed by "Nodal Maintenance," and then finally "Soft-Surface Trails."	3 The list does not indicate a priority	MUP discussed before on-street for consistency with other chapters.	corrected
734	207	MLTPA	Section 7.2.1	The seasonal definitions should be modified to include "May" as a snow or winter month. Discussion should be had to determine which months are snow months, which are non-snow months, and which are transitional for maintenance purposes.	2 Consultant to correct	More detailed seasonal definitions are not required in this section. The decision to shift from one seasonal maintenance mode to another should be made based on actual conditions each season.	No action taken
735	207	MLTPA	Section 7.2.2	In addition to a public decision-making process to determine winter maintenance priorities, the resulting decisions should be published as a map in advance of the winter season, on an annual basis, to provide information as to which MUPs will receive which level of winter maintenance.	1 Comment noted. There are winter maintenance priorities, safety, and capacity issues that dictate and assessment districts play apart also.	No action taken	No action taken.
736	207	MLTPA	Section 7.2	Discussion of sidewalk maintenance is problematic without qualifying language that indicates unambiguously that sidewalk maintenance is not part of the Trails Master Plan and will be more specifically addressed in the anticipated Mobility Plan. There could be unanticipated problems with Measure R funding should sidewalk maintenance discussion be included in the Trails Master Plan.	2 Consultant to assure understanding in text.	clarification added: Recreational trails funding should not be used for sidewalk maintenance purposes.	corrected
737	209	MLTPA	No Snow Maintenance	This is an excellent discussion, but it should be noted that the "no-snow maintenance options" in this section are specific to paved surfaces.	2 Consultant to correct	removed reference to asphalt paths	corrected
738	209	MLTPA	Grooming	The grooming discussion should not be exclusive to Nordic skiing, but should include winter walking, snowshoeing, OSV, and other similar activities.	2 Consultant to correct	Section already mentions motorized and non-motorized grooming. Motorized grooming discussion also added to CH7 intro.	corrected
739	210	MLTPA	Spring Maintenance	It should be suggested that a standardized "Spring Maintenance Program" be developed that can be instituted across jurisdictional lines by all the partner agencies in the Trails Master Plan, and that a similar "Fall Maintenance Program" could be developed in advance of the winter season.	1 Comment noted	No action taken	No action taken.
740	211	MLTPA	Section 7.2.3	This is a very interesting and worthwhile discussion, but it must be qualified by language that will unambiguously indicate that sidewalk maintenance is not within the specific scope of the Trails Master Plan, and that these issues will be more appropriately addressed in the anticipated Mobility Plan. This is especially true in light of the passage of Measure R.	1 Comment noted	No action taken	No action taken.
742	212	MLTPA	Section 7.2.4	The recommendations seem outside of the scope of the Trails Master Plan. This should be re-identified as a section in "Summer Stewardship Opportunities."	3 Consultant to check into comment and respond.	language added	corrected
743	213	MLTPA	Section 7.3	The opening paragraph is confusing. What is the operative name of the department? If it is important to note that the department has changed names, the significance and the date should be noted.	2 Consultant to correct	parenthetical reference to previous name removed.	corrected
744	213	MLTPA	Figures 7-4 and 7-5	Figure 7-4 and the parent document of Figure 7-5 should be merged into a maintenance plan that is coordinated between the two departments. This would be consistent with other recommendations in these comments that clear lines of responsibilities be established between departments for facilities and maintenance. Further, maintenance activities should be coordinated with other entities, including the USFS, MMSA, and local NGOs.	2 Consultant to create section 7-5, renumber existing 5 to 7-6. New 7-5 to indicate that Park & Rec staff provide winter snow management of sidewalks and summer sweeping per the following: 1. Old Mammoth Road both sides (assessment dist.). 2. East side of Sierra Park Road from Meridian to the Hospital (general fund). 3. North Village (assessment dist.). 4. Canyon Blvd. (assessment dist.). 5. Welcome Center from the parking lot to the T&R office (cleared) and from T&R office to Saw Mill Cutoff Road (groomed). 6. At Aspen Village to access bust stop. 7. Main Path segment from Chateau to Library (cleared as safe route to school).	Table 7-1 added	corrected
748	215	MLTPA	Section 7.4.1	The following language should be modified to delete the reference to sidewalk maintenance: "Activities directly related to this plan include snow removal on paved trails and year-round maintenance of all sidewalks..."	2 Consultant to correct	corrected	corrected
749	215	MLTPA	Section 7.4.2	The identified budgeted number of \$35,000 for trail maintenance should be clarified: Is this only in the Tourism and Recreation Department, or is this the total amount of money spent between the Tourism and Recreation and Public Works departments?	2 Consultant to correct. Only T&R budget monies are spent on trail maintenance.	column heading changed	corrected
750	215	MLTPA	Section 7.4.2	Examples of peer communities' budgets for trail maintenance should be provided. This will make for useful comparisons to the \$35,000 figure cited.	2 Consultant to correct	Study of peer communities maintenance budgets not possible at this time.	No action taken.
751	216	MLTPA	Section 7.4.2	Estimated costs for soft-surface trail types should be included in Table 7-3.	1 Thank you. Soft-surface cost estimates were not part of the scope of work for the concept soft-surface trail work at this time, and will not be a part of this plan	Maintenance cost info not provided by Trail Solutions. Alta does not have info readily available. Need localized cost estimates.	No Action Needed.
752	216	MLTPA	Table 7-3	Estimates for sidewalk costs in Table 7-3 should be deleted and replaced with soft-surface trail type costs.	1 Sidewalk costs can be used as a comparative measure.	No action taken	No action taken.
754	217	MLTPA	Section 7.5	Recommendations M1 through M4 should be deleted unless definitive and qualifying language is inserted that will address the fact that this is not a sidewalk plan, but the Trails Master Plan, and that the Trails Master Plan is not the operative document for recommendations for sidewalk maintenance.	2 Consultant to clarify and make a statement that sidewalk implementation and sidewalk maintenance be determined through the Sidewalk Master Plan, Mobility Plan, and overall TOML snow management policies. Do not delete recommendations.	language added at end of first paragraph in Section 7.5	corrected
760	218	MLTPA	Section 7.5	Recommendations M5 through M9 can stand on their own without the sidewalk recommendations.	3 Consultant shall consider the suggestion for correction.	Order changed to deemphasize sidewalk recommendations.	corrected
761	219	MLTPA	Intro	Chapter 8, not Chapter 6.	2 Consultant to correct	corrected	corrected
763	219	MLTPA	Intro	Measure R should be mentioned, as should the fact that the Tourism and Recreation Commission will be making project and funding recommendations to Town Council.	2 Consultant to correct. MLTPA to provide.	language added	corrected
764	219	MLTPA	Section 8.2	A separate sheet with reliable unit-cost estimates should be provided, and should be in line/cross-referenced with the design guidelines in Chapter 6.	1 Thank you. Soft-surface cost estimates were not part of the scope of work for the concept soft-surface trail work at this time, and will not be a part of this plan	Need further clarification from TOML to move forward.	No Action Needed.
766	219	MLTPA	Intro	The strategic implementation conference, as previously noted in MLTPA's public comment document, will need to address funding as a key track.	1 Comment noted	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
770	221	MLTPA	Table 8.2	There is insufficient space to display the full names of the GIC points. Proper GIC names should be used in all references.	2 Consultant to correct	Names used in this table are consistent with other tables in the report. Names were provided and/or vetted by TOML.	No action taken.
771	221	MLTPA	Table 8.2	Is this a complete list of all recommended recreation nodes? Please cross-reference this table with information in Chapter 4.	2 Consultant to correct	corrected, all are included with the exception of Sledz. An extra GIC 163 reference was removed from Table 4-3.	corrected
773	221	MLTPA	Table 8.2	Add pricing for easement acquisitions.	1 These costs are variable and unknown.	No action taken	No action taken.
774	222	MLTPA	Table 8.3	Superscript on "Main Path" has no referring text.	2 Consultant to correct	corrected	corrected
775	222	MLTPA	Table 8.3	Project numbers should be operational and should be represented on maps.	2 Consultant to correct	Project numbers were removed at the request of TOML because they caused clutter and confusion.	No action taken.
776	222	MLTPA	Table 8.3	Add the surface types of the MUPs.	2 Consultant to correct	Surface types should be determined as part of the design process. Surface type is generally asphalt, but could potentially be DG in some areas.	No action taken on this particular comment. A discussion of DG option was added to surfacing section of MUP design guidelines.
778	224	MLTPA	Section 8.3	Add an opening paragraph on Measure R. Move the discussion of local funding sources to the front of the chapter.		Need exact language	corrected
779	224	MLTPA	Section 8.3	A Measure R discussion should occur here.	1 Comment noted	No action taken	No action taken.
780	224	MLTPA	Section 8.3.1	Note that these three funding sources expire in 2009.	3 Consultant to check and correct as needed.	This is noted in text.	No action taken.
781	224	MLTPA	Section 8.3.1	Make note of any funding opportunities available from the USFS.	3 Consultant to check and correct as needed. Consultant to contact J Cook-Fisher at the USFS for a list of opportunities.	contacted USFS. No additional relevant funding sources available	no action taken
782	227	MLTPA	Section 8.3.2	Change "Proposition 84" to "Sierra Nevada Conservancy: Proposition 84."	2 Consultant to correct	corrected	corrected
783	232	MLTPA	Section 8.3.3	Add the TOML General Fund to the discussion of local funding sources.	2 Consultant to correct. However the General Fund monies are used for Operation & Maintenance not Capital project. The discussion should take place on page 215 not 232. ALTA shall add to 7.4.2. (page 215) a revised discussion regarding the General Fund. The Town of Mammoth Lakes General Fund ('08-'09 budget) allocates monies for the operation and maintenance of Parks, Recreation & Trails (\$1,294,230). The trail system maintenance portion (\$51,001) of the allocated monies is currently only 4% of the total parks, recreation & trails maintenance and operations budget. Page 232 section 8.3.3. Tax Measure R, revise 4th sentence to indicate that the first partial year of funding "could be available sometime after January 2009" and the first full year "could be available after January 2010". The T&R Commission will be making recommendations as to timing and funding.	Text to be provided by Town.	corrected
784	235	MLTPA	Benchmarking	Establish a strategic multi-jurisdictional five-year implementation plan and baseline data set against which benchmarks may be measured.	3 Comment will be passed on to the consultant. SIP will inform funding via Master Facility Plan, CIP, and Measure R funding.	Discussion of implementation process via a vis MFP and CIP added to Ch 8. Need for baseline data articulated in Ch 9 intro paragraph.	corrected
785	235	MLTPA	Benchmarking	Tools for benchmarking need to be established and available to the process (i.e., staff capacity to execute projects, equipment, etc.).	3 Comment will be passed on to the consultant. SIP will inform funding via Master Facility Plan, CIP, and Measure R funding.	Discussion of implementation process via a vis MFP and CIP added to Ch 8. Need for baseline data articulated in Ch 9 intro paragraph.	corrected
786	236	MLTPA	Section 9.2.1	Benchmarks lack context in the absence of an implementation plan with stated goals.	1 Comment noted	No action taken	No action taken.
787	237	MLTPA	Section 9.2.6	Add "and other information sources, such as the Internet" to end of the second bullet.	2 Consultant to correct	corrected	corrected
788	238	MLTPA	Section 9.4.1	Remove bullet from the first line—the text introduces the section.	2 Consultant to correct	corrected	corrected
789	238	MLTPA	Section 9.4.1	Implementation should not include sidewalks.	2 Consultant to correct	corrected	corrected
790	238	MLTPA	Section 9.4.3, last bullet	Bicycle safety benchmarks seem more appropriate as system benchmarks rather than pedestrian benchmarks.	3 Consultant to check and correct as needed.	inconsistencies corrected	corrected
792	Appendix A	MLTPA	A-D	Use of "Appendix A," etc., is confusing, as this section of the plan itself is named "Appendix A." Please consider renaming these appendices in one of the following ways: "Appendix 1," "Exhibit A," or "Exhibit 1."	2 Appendix A will become "Attachment A" .	Need definitive list and order of Resource Documents "Attachments"	corrected
794	Appendix A	MLTPA	—	Please retain this as an appendix to the final Trails Master Plan.	2 Appendix A will become "Attachment A" .	Alta cannot be responsible for revisions to Appendix A.	No action taken.
797	1	MLTPA	General comment	Provide a map that illustrates the physical scope of the project, for inclusion in the main document as well as in Appendix A.	2 Consultant to provide scope map.	Alta provided a jurisdictional map in chapter 2. Physical scope of project is undefined.	No action taken
799	Appendix A02	MLTPA	Section 1.A	Remove errant punctuation from beginning of first sentence.	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	Text corrected.
800	Appendix A02	MLTPA	Section 1.B	The Vision has not been pulled from the Vision section of Chapter 1. Please use the appropriate vision reference, and cite the source if it is not the same as for the Goals and Objectives (the source being Chapter 1).	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
801	Appendix A02	MLTPA	Section 1.C	The referenced project scope or "planning boundary" should be consistent with the main body text. MLTPA has commented on the need to address this scope question in the body of the main document, and the language in Appendix A should be consistent with that language. NB: The term "planning boundary" was not used in the main document, and can be confused by readers with the Planning Area boundary identified in the Jurisdictional Map and other resources. Please consider alternative wording.	2 TOML to correct and coordinate.	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
802	Appendix A03	MLTPA	Section 2.A	Provide maps for the cited USFS management areas, for inclusion in the main document as well as in Appendix A.	1 Comment noted	No action taken	No action taken.
804	Appendix A03	MLTPA	Section 2	This section in its entirety should be included in Chapter 1, Section 1.3: "Existing Plans, Policies, and Data Sources" in the main document.	2 There is a specific need and logic to keep documents separated (interface w/ UGB). Consultant to add to page 11, 1.3 refer to the relevant plans and policies from Attachment A (appendix A) page 3 and refer to the SATSS process in the text.	Alta cannot be responsible for revisions to Appendix A.	Text revisions in the main body as directed in "Response".
807	Appendix A06	MLTPA	Table 3-1	Table 3.1 should be consistent with summer recreation nodes as identified in Table 2-3 in Chapter 2, Section 2.3.2 (p. 23) of the main document.	2 TOML to correct, ALTA to provide final version for inclusion.	Alta to provide revisions to TOML for Attachment A.	TOML corrected text.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
809	Appendix A10	MLTPA	Table 3-2	The font of the table does not match the font of the other tables in the Trails Master Plan.	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
810	Appendix A10	MLTPA	Table 3-2	The table needs to be consistent with the analogous Table 2-5 (Chapter 2, Section 2.3.3, 'Existing Amenities at Winter Recreation Nodes') on page 27 of the main document.	2 TOML to correct as needed. The Amenities within the UGB may be included because they are out of the Soft-Surface Trail area scope.	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
811	Appendix A12	MLTPA	Table 3-3	Please provide the data source for "OSV Trails (In Town Boundary) 4.64 miles."	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
814	Appendix A14	MLTPA	page 14-17	Add user profiles as listed on pp. 14-17 of Appendix A after they have been cross-referenced with and verified by the MLTPA GIC attribute table.	1 Comment noted	No action taken	No action taken.
815	Appendix A14	MLTPA	Section 5	Please clarify this statement: "The information was derived both from recent social science and IMBA Trail Solutions staff professional expertise."	1 Comment noted	No action taken	No action taken.
817	Appendix A14	MLTPA	Section 5.A	The user profiles in this section should be analyzed and compared with the existing MLTPA GIC attribute table, and adjusted so as to present profiles of users that are consistent with amenities and recreationists in the Mammoth Lakes region. Definitions should be included in the Glossary of Terms.	1 Comment noted. GIC point use activities are not fully vetted.	No action taken	No action taken.
822	Appendix A19	MLTPA	Tables 5-1, 5-2, and 5-3	The tables are inconsistent with the identified nodal system as recommended in the body of the main document. The tables are difficult to comprehend and appear to be based on questionable data. Perhaps they should not be included.	2 Consultant to correct	Alta cannot be responsible for revisions to Appendix A.	No action taken.
826	Appendix A20	MLTPA	Section 6.A.1	A. After confirmation that names and facts in Table 6-1, and the information that follows it are correct, B. this entire section should be brought forward into the body of the Trails Master Plan in Chapter 4, Section 4.8: "Soft Surface Trails" on page 136. This data represents the "Future Alternative Segments" of the 1991 Trails Master Plan.	2 All winter recommendations maps will identify the Sherwin Ski Area as "Winter Recreation Area". 3. The TOML & USFS shall confirm during Attachment A future process. B. No the section will not be moved. There is a specific need to keep documents separated.	Appendix A issues Addressed by TOML	corrected
830	Appendix A27	MLTPA	Section 6.A.1	The project numbers should be clarified (how do they fit in with the main body of the Trails Master Plan?), listed in a table, and represented on a map.	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	Project numbers removed for clarity.
832	Appendix A27	MLTPA	Section 6.A.2	The projects listed in Table 6-2 should be individually considered; those projects with sufficient merit or potential should be brought forward into the main body of the Trails Master Plan in Chapter 4, Section 4.8: "Soft Surface Trails." A new chapter section could be created should additional qualifying language be deemed necessary.	1 There is a specific need to keep documents separated. Not jurisdictionally appropriate at this date. 2 The USFS is engaged in the SATSS, Shady Rest, and Lakes Basin studies	No action taken	No action taken.
835	Appendix A32	MLTPA	Section 6.B - page 32 & 35	The options and discussion for the "Shady Rest System" should be revised based on public comment and then included in the final draft of the Trails Master Plan. If that is deemed inappropriate, it should be included as either a special study or a potential special study.	3 Consultant to consider suggestion, however there are ongoing discussions between the TOML & USFS regarding the options listed in "Attachment A" which are a starting point for discussions amongst the parties for options in the Shady Rest Area.	Shady Rest option modified, but remain options for consideration, not recommended projects.	corrected
839	Appendix A37	MLTPA	Special System Parks - page 37 & 38	The three park types should be brought forward into the main body of the Trails Master Plan in Chapter 4, Section 4.8: "Soft-Surface Trails," or in an appropriate sub-chapter.	1 Comment noted	No action taken	No action taken.
840	Appendix A38	MLTPA	Section 7	After analysis by CAMP partners and Alta Planning + Design, this entire section should be brought forward into the main body of the Trails Master Plan, in Chapter 6.	2 Consultant to move to Chapter 6 and create section 6.6 with the caveat that these guidelines would be used if the Town were to develop and maintain soft-surface trails.	SS trail design guidelines added to TSMP	corrected
842	Appendix A44	MLTPA	Map 7-1	A print-resolution version of this map should be used in the plan.	2 Consultant to correct. ALTA has access to this map via the SATSS process.	Print resolution map version provided to TOML	corrected
843	Appendix A50	MLTPA	Trail Construction Guidelines and Standards	These definitions should be included in the Glossary of Terms.	2 Consultant to correct	Glossary added	corrected
847	Appendix B	MLTPA	---	This appendix should be folded into the Glossary of Terms.	2 Consultant to correct	Glossary added	corrected
848	Appendix C	MLTPA	---	Please retain this as an appendix to the final Trails Master Plan.	1 Thank you.		No Action Needed.
851	Appendix	MLTPA	---	Please include the "TOML Physical Development and Mobility Study (2006)" as an appendix.	1 The Mobility Study was not adopted.	No action taken	No action taken.
852	Appendix	MLTPA	---	Please include working documents for the Scenic Loop road-widening project.	1 Not available at this time.	No action taken	No action taken.
853	Appendix	MLTPA	---	Please include the "MLTPA MOU" as an appendix (attached).	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
854	Appendix	MLTPA	---	Please include the "CAMP Data Collection and Development Report" as an appendix (forthcoming from MLTPA).	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
855	Appendix	MLTPA	---	Please include the "Mammoth Trails Charter" as an appendix (attached).	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
856	Appendix	MLTPA	---	The Appendices page will need to be re-drafted to include updates and additions.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
857	Appendix	MLTPA	---	Please include the "1991 TOML Trail System Master Plan" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
858	Appndx	MLTPA	---	Please include the current "TOML Sidewalk Plan" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
859	Appndx	MLTPA	---	Please include the current "TOML General Bikeway Plan" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
860	Appndx	MLTPA	---	Please include as appendices the TOML operative policies for motorized activities both on the TOML trail system as well as on the urban infrastructure of the Town of Mammoth Lakes (roads, etc.).	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML/MLTPA to provide as reference document	Not addressed
861	Appndx	MLTPA	---	Please include USFS maps and regulations describing where OHV and OSV activities are allowed to take place.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	Appendix changes made by TOML	No action taken
862	Appndx	MLTPA	---	Please include the "Inyo National Forest Environmental Impact Statement and Resource Management Plan (1988)" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
863	Appndx	MLTPA	---	Please include the "Safe Routes to School Program" document as an appendix.	1 Neither the TOML nor the school district have a "Safe Routes to School Program".		No Action Needed.
864	Appndx	MLTPA	---	Please include the complete "TOML Snow Management Policy" as an appendix.	1 The Snow Removal Policies are included in Figure 7-4 and Figure 7-5 of the draft plan.		No Action Needed.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
865	Appendix	MLTPA	---	Please include the "AASHTO Guide for the Development of Bicycle Facilities" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
866	Appendix	MLTPA	---	Please include relevant sections of the "Caltrans Highway Design Manual" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
867	Appendix	MLTPA	---	Please include the "TOML Public Works Standards" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed
868	Appendix	MLTPA	---	Please include the "ITE - Alternative Treatments for At-Grade Pedestrian Crossings" document as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan Alta cannot be responsible for the compiling of these documents.	Not addressed

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
869	Appendix	MLTPA	---	Please include the "California Manual of Uniform Traffic Control Devices" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan. Alta cannot be responsible for the compiling of these documents.	Not addressed
870	Appendix	MLTPA	---	Please include the "TOML Roadway Cross-Sections" document as an appendix.	1 The cross sections are in the Standard Plans for Public Works.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan. Alta cannot be responsible for the compiling of these documents.	No Action Needed.
871	Appendix	MLTPA	---	Please include the "2007 MLTPA General Plan Checklist" as an appendix (attached), as it highlights trails and public access aspects of the TOML General Plan.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan. Alta cannot be responsible for the compiling of these documents.	Not addressed
872	Appendix	MLTPA	---	Please include the "2008 Parks, Open Space & Recreation Master Plan - DRAFT" as an appendix.	2 Will be a reference document when provided. MLTPA do you have staff capacity to provide the needed list of Reference Documents in a proper bibliography format? Cover comments #848,853,854,855,857,858,859,862,865,866,867,868,869,871,872.	TOML and MLTPA need to provide definitive list and order of required reference documents. Alta will paste into the list of "Appendices" or "Attachments" at the beginning of the trails plan. Alta cannot be responsible for the compiling of these documents.	Not addressed
943	99	MLTPA	Chapter 4	Prepare a map with specific trails implementation projects identified with balloons. The balloon numbers should be listed in the table along with the identified projects.	2 Consultant to provide a final map of recommended trail projects with numbers as requested. For clarity the map was not produced for this draft.	Will provide	corrected
944	169	MLTPA	Chapter 6	Copies of all design and engineering documents referenced throughout the chapter should be provided by the consultants and included as appendices.	2 Consultant to list all the design and engineering documents referenced, but will not be providing each document in an appendix.	Reference list added to end of chapter.	corrected
945	Appendix D	MLTPA	Appendix D	Original documents should be located. Similar documents from both consultant teams should be scanned as well, and all should be presented in this appendix with the final version of the Trails Master Plan.	2 Consultant to list all the design and engineering documents referenced, but will not be providing each document in an appendix.	List of resource documents will be provided. Some are proprietary.	Not addressed
19	1	MMSA	General	A. Please minimize and rename B. Maps should be cited - and cited often - by their "Map" whenever it is appropriate. C. The ordering of maps in the document in relation to text should be considered and reviewed. D. The MMSA Bike Park Data has been updated and should be included in all pertinent maps. E. The proposed ski back trail should be removed from all maps in the trails plan. F. Overall the entire plan is summer centric. All of the winter trails and access points need to be analyzed and considered for winter clearing and their importance for pedestrian transport in the winter. This is especially true for all areas that connect into the 4 portals of the ski area. MMSA has alone accommodates over 1.5 million visitors a year in the winter.	2 Consultant to: A, minimize Sherwin Ski Area graphic (reduce the contrast w/ background). Remove name "Sherwin Ski Area (Proposed/Abandoned)" and replace with "Winter Recreation Area" on the recommendation maps. B, no action needed. C, no action needed. D, MMSA Bike Park data is constantly changing and due to updates on bike park text shall remain unchanged. E, XXXXXX. F, the plan is intended to be for both summer and winter uses, thank you for the comment.	Maps corrected per TOML instructions	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
846		MMSA	General	The status of "Appendix A" should be addressed. Danna Stroud's opening letter did this effectively in the draft plan. Footers at the bottom of pages should include the operative chapter number and title A glossary of terms needs to be developed and included as part of the document Terms defined in the glossary must be consistently used per their definition throughout the document. All references within the table of contents to items within the plan need to be verified and they need to be accurate. All references to charts, tables and maps need to be verified and need to be accurate. Buy-in as general term, adoption is official The data for the "Sherwin Ski Area/Proposed/Abandoned" is OK for use in Existing Conditions maps but should not be used in Maps for Recommendations. The title should be changed to Sherwin Back Country Ski Zone. In addition, the way that the area is cross hatched makes it appear that it is equal to MMSA. MMSA is an active ski area accommodating over 1.5 million visitors a year.	2 TOML to address and correct as needed. The intent of Danna's letter is provided as background. The final document will have consistent headers and footers. A glossary will be added. The consultant shall change the Sherwin name on the recommended maps. The updated bike park mapping may be ready for use. The Ski Back trail removal needs to be discussed further. Thank you for all your comments.	TOML to provide revised Attachment A text.	corrected
876	Acknowledgments	MMSA		As requested previously, put LLC After MMSA	2 Consultant to correct	corrected	corrected
877		MMSA	ExSum	Intro paragraph should include the scope, intent and integration of this plan into others.	2 Consultant to add to Intro paragraph the scope, intent and integration of this plan into other plans and documents.	The scope/intent is defined in opening paragraphs provided by TOML. More detailed discussion of integration with other plans has been added to Ch 1. See Fig 1-1.	corrected
878		MMSA	Visions, Goals and Objectives	Accurately refer to the proper titles of other studies	2 Consultant to vary proper use of titles.	Report names and titles have been reviewed by TOML and partners.	corrected
879		MMSA	Visions, Goals and Objectives	Goal 1: references the Mammoth Ski Area Mountain Bike Park. MMSA is open year round and access and trails need to be addressed the same not just from a mountain bike summer centric focus	3 Consultant to note that MMSA provides summer hiking trails out of Main Lodge through the Bike Park.	Reference to "Mountain Bike Park" removed so that reference applies to all MMSA recreational opportunities.	corrected
880		MMSA	Visions/Goals/Objectives, Goal 1	Level of detail not needed: just TOML and federal lands	3 We believe that the MMSA Bike Park has a major positive impact on the system.	Mention of MMSA maintained per TOML direction.	No action taken.
881		MMSA	Visions, Goals and Objectives, Goal 2:	This is a year round connection to side walks and access for pedestrians not just summer	2 Consultant to add "year round" prior to Mobility.	"year-round" added	corrected
882		MMSA	Existing Trail System	It should be emphasized that the trail system is a multi jurisdictional effort and will require high level of interagency cooperation to succeed. The retreat of jurisdictions and agencies into their defined physical boundaries and narrowly defined missions is predictable and understandable, especially in the face of limited jurisdictional funding resources. Whatever the reasons, these responses will ensure that the full promise of trails and recreation in Mammoth Lakes will never be fully realized.	2 Consultant to add to Goal 3. "A complete trail system is a multi jurisdictional effort and will require a high level of interagency cooperation to succeed."	The goal of interagency cooperation cannot be achieved through this plan per se, but strong language to this effect was added. See paragraph 2 under "Recommendations" section of the Executive summary.	corrected
883		MMSA	Exist Trail System/Recreation Nodes	This is a high level reference to existing trails, why is there a specify reference to a not yet proposed or vetted trail through the snowcreek meadow	1 The reference is to an existing private dirt trail as an example of the limited soft-surface trails w/in the UGB.	No action taken.	No action taken.
884		MMSA	Exist Trail System/Recreation Nodes	Reference to Shady Rest as dominant recreation outside UGB is incorrect. Yes it has a set of trails and conflict, but Tamarack has a x-country ski center and snowshoe area and MMSA has an entire system of ski trails and activities	2 Tamarack is mostly a fee based area. Shady Rest is approximate to the UGB. The text is correct in the existing context. (See #123).	No action taken	No action taken.
885		MMSA	Recommendations	All of these references should be cross checked against their order later in their specific chapters	2 Consultant to verify.	Cross checked.	corrected
886		MMSA	Recommendations	B3: finish the sentence	2 Consultant to correct.	corrected	corrected
887		MMSA	Recommendations	int 1-3: all of these are MMSA specific initiatives and are not within the town limits and require coordination with MMSA and it should be made clear	2 Consultant to make clear also use page 127 text.	INT1 makes this clear by recommending partnership between TOML, MMSA and USFS.	No action taken.
888		MMSA	Recommendations	ss3: blank please finish	2 Consultant to correct.	corrected	corrected
889		MMSA	Signage and Wayfinding	It should be noted that the trail system signage and wayfinding implementation will need to take place within the context of a variety of other signage systems already in place, including MMSA, USFS, and TOML Municipal.	3 Comment will be passed on to the consultant.	language added	Corrected
890		MMSA	Design Guidelines	what about mobility? Missing reference to soft-surface and recreation	2 Consultant to move soft-surface design guidelines into this section.	SS trails added to table E-2	corrected
891		MMSA	Ops and Maint	M2: there is no reference or appendix to know that is coming from 7-3 or otherwise	2 Consultant to make reference to the section 7.3	Chapter references added throughout Executive Summary	corrected
892		MMSA	Costs/Funding	Measure R should be discussed	1 See Section 8.3.3 for discussion.	No action taken	No action taken.
893		MMSA	Benchmarking and Evaluation	should include stewardship as a benchmark	3 Will pass on the consultant for consideration.	bullet added to 9.2.1	corrected
894		MMSA		first paragraph states that in updates and replaces the 2008 general bikeway plan etc. this sentence is not accurate and needs to be changed to reference all plans accurately	2 Consultant to correct.	corrected	corrected
895		MMSA	1.1	refers to visitors, this is for visitors, locals and disabled etc	3 Text appears to be inclusive.	Comment and TOML response noted.	No action taken.
896		MMSA	1.2.1	MMSA is year round, bike park is not, all seasonal access issues need to be addressed	2 Consultant to revise text to make it clear that the Bike Park is not open in the winter. Also that hiking trials are provided at Main Lodge for summer use.	summer and winter recreation emphasized	corrected
897		MMSA	1.3.1	reference district planning	2 Consultant shall include NDP in text and relationship to General Plan and trails planning.	NDP language added	corrected
898		MMSA	1.3.2	vision statement was updated as part of the 2007 General Plan the reference to the 1992 outdated	2 Consultant shall replace text with the "Community Vision" from the 2007 General Plan.	corrected	corrected
899		MMSA	map 1-1:	shows trail on MMSA this is not accurate and was never proposed or agreed to by MMSA	1 This map is a depiction of the 1991 adopted Trail System Master Plan and shows what is on the adopted map from page 4.	No action taken	No action taken.
900		MMSA	2.2.2	either enter a new section on the fact that MMSA is the use permit holder for MMSA and Tamarack or enter the information in this section that all proposals in or connecting to MMSA permit lands must be coordinated as such	2 Consultant shall add language indicating the MMSA and Tamarack use permits on USFS administered lands.	Language added to 2.2.2	corrected
901		MMSA	table 2-2	ID north village also as an MMSA portal in description	1 The (P) next to North Village in the table is referenced in the text as a Portal.	No action taken	No action taken.
902		MMSA	table 2-3	consistently reference all MMSA portals and permit areas as such. They are Main lodge, Eagle Lodge, Canyon Lodge, Village, and Tamarack	2 Will pass on the consultant.	"MMSA" added parenthetically to all tabular references to MMSA portals.	corrected
903		MMSA	table 2-3	Eagle Lodge is not temporary	1 The structure that are in place now are temporary, the proposed lodge will not be in place when this document is adopted. We want future readers to understand the difference.	No action taken	No action taken.
904		MMSA	table 2-3	Canyon Lodge has trail access	1 Canyon Lodge has egress from mountain bike trails and no "up" trails nor lift operations in the summer at this time.	No action taken	No action taken.
905		MMSA	table 2-4	consistently reference all MMSA portals and permit areas as such. They are Main lodge, Eagle Lodge, Canyon Lodge, Village, and Tamarack	2 Will pass on the consultant.	"MMSA" added parenthetically to all tabular references to MMSA portals.	corrected
906		MMSA	table 2-4	All reference to bike park should be MMSA fee bike park	2 Will pass on the consultant.	corrected	corrected
907		MMSA	table 2-4	Eagle Lodge is not temporary	1 The structure that are in place now are temporary, the proposed lodge will not be in place when this document is adopted. We want future readers to understand the difference.	No action taken	No action taken.
908		MMSA	table 2-4	Canyon Lodge has trail access, and is also an event site	2 Consultant shall note Canyon Lodge has the potential to be an event site in the summer.	Tables 2-3 and 2-4 updated to reflect comment	corrected
909		MMSA	table 2-5	consistently reference all MMSA portals and permit areas as such. They are Main lodge, Eagle Lodge, Canyon Lodge, Village, and Tamarack	2 Will pass on the consultant.	"MMSA" added parenthetically to all tabular references to MMSA portals.	corrected
910		MMSA	table 2-5	Canyon Lodge does have lodging	2 Consultant shall add an "X" for lodging at Canyon Lodge to indicate lodging is available near by.	done	corrected
911		MMSA	table 2-6	consistently reference all MMSA portals and permit areas as such. They are Main lodge, Eagle Lodge, Canyon Lodge, Village, and Tamarack	2 Will pass on the consultant.	"MMSA" added parenthetically to all tabular references to MMSA portals.	corrected
912		MMSA	table 2-6	Eagle Lodge is not temporary	1 The structure that are in place now are temporary, the proposed lodge will not be in place when this document is adopted. We want future readers to understand the difference.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
913	28	MMSA	table 2-6	46- Snowmachine is Fee based run by MMSA	2 Consultant to move "snowmachine trail" to fee based activities.	done	corrected
914	28	MMSA	table 2-6	191- North Village is MMSA Access	2 Consultant to add "MMSA access & egress" to the description column.	done	corrected
915	28	MMSA	table 2-6	36- Tamarack is not egress for MMSA, MMSA does not promote any skiing outside of its permit area and boundary	1 It is our understanding that some skier/boarders go from MMSA to USFS lands and finish at Tamarack.	No action taken	No action taken.
916	28	MMSA	table 2-6	35-Lake Mary Road terminus in not egress for MMSA, MMSA does not promote any skiing outside of its permit area and boundary	1 It is our understanding that some skier/boarders go from MMSA to USFS lands and finish at Tamarack.	No action taken	No action taken.
917	28	MMSA	table 2-6	28.151 & 158- All backcountry skiing and snowboarding should be referenced as such.	2 Consultant to add the term "backcountry" as a special modifier to differentiate from fee based activities.	done	corrected
918	43	MMSA	2.6	The entry paragraph states that interfaces are hazards but only analyzes and states those between MMSA mountain bike area. There are many other trails that should be discussed and the MMSA ones should just be a section of this. In addition, it needs to state that all of these are in reference to the prelim study being performed by MMSA and it also needs to be stated that these suggestions/ issues are not within the town boundary but as they are interfaces communications between MMSA and TOML should be engaged for the benefit of the public but that TOML has not jurisdiction.	2 Consultant to add text to address: There are other trail interface issues that should be discussed and the MMSA trails should just be a section. In addition, it needs to state that all of these are in reference to a preliminary study being performed by MMSA and it also needs to be stated that these suggestions/ issues are not within the town authority, but as they are interfaces, communications between MMSA and TOML should be engaged in for the benefit of the public but that TOML has not direct jurisdiction.	Text was added to INT1 to further emphasize that MMSA portals are not the only locations where interface improvements are needed. Other locations such as Mammoth Rock Trail were cited. The language states that interjurisdictional cooperation would be required. In some cases, a specific improvement may be within TOML jurisdictions (such as on street facilities or signage in public right-of-way near uptown/downtown terminus).	corrected
919	47	MMSA	2.7.2	Winter trails. This paragraph states that winter trails are only used outside of the area. This is not necessarily true there are many trails especially those connecting the sierra valley sites that are used as pedestrian access, dog walking etc.	2 Consultant to make it clear the reference is to public trails and not trails on private property.	"public" and "generally" added to first sentence.	corrected
920	48	MMSA	figure 2-7	there is no write up to accompany this figure or to associate it to the rest of the section	2 Consultant to provide text related to existing bike racks in Mammoth Lakes.	reference added	corrected
921	101	MMSA	4.1.G3/G4	If this goal is going to mention specific areas it should also reference the connections between all of the MMSA portals as well as the redevelopment of main street/ old mammoth area to improve access for locals and children's access to school	3 Comment will be passed on to the consultant. The intent is to give samples and examples. The Main Street planning effort may well benefit from these types of development options.		No action taken
922	106	MMSA	4.2.N5	bottom section references new plans, but there is not discussion of what these are, who is initiating them, if they have been vetted by the public, if they are recommended etc.		Clarification provided.	corrected
923	106	MMSA	Table 4-2	see notes above for same table edits, also needs map reference	2 Consultant to check that all GIC points in table 4-2 are depicted on Map 4-1.	Cross checked.	corrected
924	110	MMSA	Table 4-3	same see notes above	2 Consultant to check that all GIC points in table 4-3 are depicted on Map 4-2.	mapping cross-reference. Will check once revised draft is complete.	Cross-checked and corrected
925	110	MMSA	N6	the write up under the table says trail access from Village, The Village has lift access to MMSA and proposed ski back trail return access	2 Consultant shall correct. These are footnotes that support the text.	Clarification provided.	corrected
926	110	MMSA	N6	don't agree with Community Park, this area has all of the amenities right across the street in the Village.	1 Thank you for your comment.	No action taken	No action taken.
927	111	MMSA		Map 4-2: this map does not show any trails, sidewalks or pedestrian connections that are groomed or proposed to be cleared. Is this accurate? Perhaps this should be reconsidered safe winter access and accessibility is just as important as summer	1 The intent (and title) of this map is to focus on Recommended Winter Recreation Nodes and Facilities not grooming. Please see map 4-4 (final version).	No action taken	No action taken.
928	99	MMSA	General	Prepare a map with specific trails implementation projects identified with balloons. The balloon numbers should be listed in the table along with the identified projects	2 Consultant to provide Final Maps to show project implementation as part of the final document.	Will provide	corrected
929	114	MMSA	4.3 MUP 1	update footnote 1 as it is outdated now, seems random to have the amount the Town spent on this trail when this type of information is not in any other proposed or in process project	2 Consultant to remove "Total cost is estimated at \$13 million," from footnote #1 and from caption @ Figure 4.3.	corrected	corrected
930	114	MMSA	4.3 MUP 1	Insert comment that this trail also helps to connect people to the Village and connection to Reds Meadow and to the Mountain Bike Park	3 Comment will be passed on to the consultant for consideration.		No action taken
931	115	MMSA	4.2 MUP 2	MMSA does not agree that a center median path is necessarily the best option. All options should be presented and analyzed including the reduction in traffic lanes on Main Street	2 Consultant to create a separate recommendation for the Main Street Meridian Path. The inclusion in MUP2 is confusing, also the recommendation for a median path must acknowledge a future public process and coordination to Main Street redevelopment.	Bike lanes are described as the near-term recommendation. Promenades are described as a medium-term solution. The Median Path is described as "Potential" long-term solution requiring further analysis and public process (see section 4.11.1). It is necessary to discuss these options in this section as part of the completion of the Main Path loop. Clarifying language added.	corrected
932	116	MMSA	figure 4-4	Mammoth is not an urbanized city. All of the pictures of are large urban cities that do not have the same constraints (or benefits) of being a small town in the mountains that gets 35 feet of snow in a season	1 The photos are examples only and are intended to express the concept not the exact application.	No action taken	No action taken.
933	117	MMSA	table 4-6	cross reference with project map. Id the rest of the projects	2 Consultant to provide Final Maps to show project implementation as part of the final document.	Large scale map developed showing project numbers will be available as a final product, but will not fit into document itself.	corrected
934	117	MMSA	4.3.MUP4	this should read, with partner to implement, as it is outside of the Town's (UGB) boundary	2 Consultant to indicate in the first sentence that "The Town with it's partner implement the following..."	language added	corrected
935	119	MMSA	table 4-8	it is not clear what the priority of this list is, there should be more consideration of roundabouts not just stop lights, there should be consideration of road traffic lane reduction rather than signals, should reference the issue of golf cart crossing at meridian and minor roads	2 Consultant to make clear the ranking or listing of intersections in Table 4-8, include future proposed roundabouts in the list, (road lane reductions will be addressed more fully in the Mobility Plan), and include golf cart crossings of public ROWs.	Listing of intersections is geographical N-S and E-W (roughly). Recommendations for roundabouts and golf cart crossings are beyond the scope of this plan.	No action taken.
936	120	MMSA	4.3.MUP7	Not clear where this tunnel is identified, not clear why in all other recommendations there are crossing and in this one there is a tunnel and it isn't even on HWY 203 which is the busiest street.	2 Consultant to remove reference to "additional tunnel under Hwy 203 east of the Welcome center..". This option should not be moved forward. The Minaret north of Old Mammoth Road tunnel is for the Main Path and part of the round-about project for that location.	203 tunnel reference removed.	corrected
946	1	MMSA	General	Footers at the bottom of pages should include the operative chapter number and title. A glossary of terms needs to be developed and included as part of the document. Terms defined in the glossary must be consistently used per their definition-throughout the document. All references within the table of contents to items within the plan need to be verified and they need to be accurate. All references to charts, tables and maps need to be verified and need to be accurate. Buy-in as general term, adoption is official. The data for the "Sherwin Ski Area/Proposed/Abandoned" is OK for use in Existing Conditions maps but should not be used in Maps for Recommendations. The title should be changed to Sherwin Back Country Ski Zone. In addition, the way that the area is cross hatched makes it appear that it is equal to MMSA. MMSA is an active ski area accommodating over 1.5 million visitors a year.	2 Consultant to correct as needed.	Chapter names added	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
109	1	Mobility Commission	General	Would like to see a statement regarding providing some means of public access/egress from public rights of way through private projects to public lands.	4 Policy statement to emphasize future sub-divisions & existing opportunities for purchasing easements.	minimum easement width added to design guidelines. Easement recommendation added to general recommendations	corrected
557	129	Mobility Commission	Sidewalk Maintenance Discussion	3rd sentence; craft as a should not as a requirement. Make a soft suggestion.	2 Consultant to correct	language added	corrected
562	131	Mobility Commission	Map 4-5	The sidewalk on Forest Trail should be shown as "Long Term" not short term.	2 Consultant to correct.	Maps corrected	corrected
758	217	Mobility Commission	7.5	Revise language to reflect suggested not recommended maintenance policies, the final recommendations will be from the Mobility Study at a later date.	2 Consultant to correct	corrected	corrected
759	217	Mobility Commission	M-1	Use softer language; "ideally to be cleared". These are Mobility Commission items for the Mobility Study.	2 Consultant to correct	Language added to M1	corrected
838	Appendix A34	ORMAT	GIC 67	Mammoth Pacific, L.P. (MPLP) supports Option 1: OSV Staging at G1C #67, the Preferred Alternative in the Soft-Surface Trails Concept. MPLP is interested in this alternative as it could provide the opportunity to partnership with The Town to cost share in the plowing of Shady Rest Park to provide winter access to geothermal wells in the area known as Upper Basalt Canyon and to address safety concerns the USFS and The Town have with non-motorized versus motorized staging during the winter. MPLP operates the only geothermal power plant in Mono County and is a neighbor to The Town of Mammoth Lakes. We currently have two geothermal wells located just east of Shady Rest Park located in the Inyo National Forest. Winter access to these wells has been facilitated by MPLP plowing Sawmill Cut-off Road which runs along the pipeline that brings the geothermal brine from these wells to the power plant. However, it would be more efficient and safer to access through Shady Rest Park and plow out to the wells too. We look forward to working with The Town and the USFS on this project!	3 Comment will be passed on to the consultant. To be reflected in the Shady Rest Options discussion.	Options included in Shady Rest discussion	corrected
598	136	Pam Basso	Boardwalk	I am a full time resident in Snowcreek. I brought my condo in 1996 as I so loved the Meadow, as does everyone that uses it daily. The Meadow is a unique part of Mammoth. There is no piece of land like it anywhere in this town. It is a place where people can go to get away and enjoy what the Mountains are all about. And you want to destroy it by putting in a boardwalk! Have you thought about what will happen to the wildlife that live in the Meadow, the wildflowers that bloom every spring? The Meadow is a natural preserve and should remain that way. Too much of Mammoth has already been destroyed with huge hotels being developed without any thought as to the long term effects. We need to keep what precious land we have left not alter it to make it more appealing to city folk. This is our Meadow, our mountains and our wildlife. Don't destroy it. I am strongly against your boardwalk plans! Absolutely not!	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40 - foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
85	1	Paul Jurewitz	General	I really have no comments on the trails plan -- keep doing a bang up job as always and make sure there are spots for public art and interpretive signage/opportunities.	1 Thank you	No action taken	No action taken.
1	1	Planning Staff Comments	Executive Summary	Change to: 7,920 incorporated-- economy,	2 - 7,980 may be the number.	corrected	corrected
17	1	Planning Staff Comments	Vision, Goals...	Change to: maintenance Study, Stewardship, be at include the following Be consistent. Either always include before last item in a list or don't. Please check throughout doc. Need to have a complete sentence before :	2 Consultant to include and correct	Comment unclear. Insufficient detail.	No action taken.
114	2	Planning Staff Comments	The Existing Trail System	Growth Boundary, the Town Boundary, and the Planning Area is there a fig. that shows these? If so, please reference. Change to: trails, Shady Rest,	2 Consultant to include and correct	reference added	corrected
120	3	Planning Staff Comments	1 st par	Change to: focus of	2 Consultant to correct	corrected	corrected
129	4	Planning Staff Comments	Paved Multi Use Paths	MUP4 Change to: Center.	2 Consultant to correct	corrected	corrected
130	4	Planning Staff Comments	Table E-1	G1: Change to: trails. --Consistent throughout	2 Consultant to correct	corrected	corrected
135	4	Planning Staff Comments		G4?	2 Consultant to correct	All recommendations added to Executive Summary	corrected
136	4	Planning Staff Comments		MUP5, 6, & 7	2 Consultant to correct	All recommendations added to Executive Summary	corrected
144	4	Planning Staff Comments	Recreation Nodes	N2, N3, N4, N5, N6, & N7	2 Consultant to correct	All recommendations added to Executive Summary	need clarification from TOML
150	4	Planning Staff Comments	Recommendations 1 par	Should have complete list	2 See # 149	All recommendations added to Executive Summary	corrected
156	5	Planning Staff Comments	Accessibility Issues	A3? Change to: town	2 Consultant to correct	corrected	corrected
157	5	Planning Staff Comments	Soft Surface Trails	SS3 text missing	2 Consultant to correct	corrected	corrected
163	5	Planning Staff Comments	Education...	E3-??	2 Consultant to correct	All recommendations added to Executive Summary	corrected
164	5	Planning Staff Comments	Bicycle Parking	BP3	2 Consultant to correct	All recommendations added to Executive Summary	corrected
165	5	Planning Staff Comments	Interface between...	INT4	2 Consultant to correct	All recommendations added to Executive Summary	corrected
176	6	Planning Staff Comments	Bicycle Parking	Elaborate? Rate of pkg. space provision?	2 Consultant to correct	Details are provided in Ch. 4	No action taken.
177	6	Planning Staff Comments	Signage and Wayfinding	separate chapter --what chapter?	2 Consultant to correct	corrected	corrected
179	6	Planning Staff Comments	Table E-2		3 Comment not clear		No action taken
184	7	Planning Staff Comments	Cost and Funding	Change to: improvements,	2 Consultant to correct	corrected	corrected
185	7	Planning Staff Comments	Table E-3, M4	Change to: walkways.	2 Consultant to correct	corrected	corrected
204	9	Planning Staff Comments	1.1. Vision	Change to: Town	2 Consultant to correct	corrected	corrected
205	9	Planning Staff Comments	Table 1.1 --Accessibility	Cooperation--bold Change to: visitors	2 Consultant to correct	corrected	corrected
209	9	Planning Staff Comments	Visions, Goals...	2008 General Bikeway Plan.--is this right? Change to: goals, Town	2 Consultant to correct	corrected	corrected
216	10	Planning Staff Comments	1.2. Goals and Objectives	Do the ? ? to the 2007 GP goals & objectives? Should we include relevant GP goals & policies?	2 Consultant to correct	GP goals and policies are summarized in Ch 1	No action taken
219	11	Planning Staff Comments	1.3.1 TOML Gen. Plan	Figure 1-2 --Figures 1&2 ?	2 Consultant to correct	corrected	corrected
228	12	Planning Staff Comments	1.3.2 Vision Statement	Why is this here? Isn't replaced by 2007 GP?	2 Consultant to correct	corrected	corrected
234	15	Planning Staff Comments	1.3.5 Sidewalk MP	Justify throughout	2 Consultant to correct	corrected	corrected
236	15	Planning Staff Comments	1.3.8 MLTPA	?	2 Consultant to correct	Formatting updated.	Corrected
239	18	Planning Staff Comments	2.2.3 Caltrans	Highway--State Route?	2 Consultant to correct	corrected	corrected
246	20	Planning Staff Comments	2.3 Major Activity...	Add a glossary?	2 Consultant to correct	glossary of terms added	corrected
251	22	Planning Staff Comments	Table 2-2 Major Activity...	Main St center, Mammoth Mall Sierra Center Mall, Outlet Mall Sherwin Plazas I & II SA Club	2 Consultant to add "Main Street Retail Area" "shopping," dining, "general services.	corrected	corrected
256	23	Planning Staff Comments	Table 2-3 Existing...	163 USFS gravel borrow--o typo & next page Change to: borrow	2 Consultant to correct	corrected	corrected
276	29	Planning Staff Comments	Map	GIC Numbers--delete? Throughout Town Assessment Districts--Also Bluffs and OMR?	2 Consultant to correct	New AD info added to maps	corrected
283	34	Planning Staff Comments	2.4.2 Grade Separated...	Will this document require larger tunnels?	1 yes	No action taken	No action taken.
285	35	Planning Staff Comments	2.4.3 Winter Conditions...	People bike on the roads, in traffic		Comment noted.	No action taken.
298	44	Planning Staff Comments	2.7. Soft Surface Trails	Soft-surface bike? Trail	2 Consultant to correct	corrected	corrected
302	47	Planning Staff Comments	2.7.2 Winter Trails	Justify Paragraph	2 Consultant to correct	corrected	corrected
308	49	Planning Staff Comments	Figure 2-7 Existing...	This seems out of place move to 2.3.1.?	2 Consultant to correct	corrected	corrected
310	50	Planning Staff Comments	Hospital and Medical...	NONE--why caps?	2 Consultant to correct	corrected	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
311	50	Planning Staff Comments	New Library/Sierra High	NONE—why caps?	2 Consultant to correct	corrected	corrected
313	50	Planning Staff Comments	Table 2-11 Bicycle...	Out of place... move to 2.3.1	2 Consultant to correct	corrected	corrected
317	53	Planning Staff Comments	After Table 2-14	Move next paragraph up to follow Table 2.14	2 Consultant to correct	done	corrected
322	59	Planning Staff Comments	Before Table 2-15	More to prev page for continuity	2 Consultant to correct	text moved	corrected
344	66	Planning Staff Comments	3.3.3 Agency...	Jump park—what's that? Bikes? Change to: were	2 Consultant to correct	clarification added	corrected
349	67	Planning Staff Comments	3.3.5 Businesses...	These are great ideas.	2 Consultant to correct	comment noted. Thank you.	need clarification from TOML
361	72	Planning Staff Comments	Potential dog walking...	Add dog bag stations to all trailhead used frequently for dog walking.	2 Consultant to correct	corrected	corrected
385	88	Planning Staff Comments	Potential dog walking...	Change to: location. (Delete extra period)	2 Consultant to correct	corrected	corrected
388	93	Planning Staff Comments	First paragraph	flipped the important—?	2 Consultant to correct	Activities are listed based on the number of survey respondents participating in that activity. The ordering is not intended to indicate importance.	No action taken
395	99	Planning Staff Comments	Recommendation G1...	Change to: "Borrow	2 Consultant to correct	corrected	corrected
453	106	Planning Staff Comments	Table 4-2	163 USFS gravel barrow—Change to: borrow	2 Consultant to correct	corrected	corrected
455	106	Planning Staff Comments	After Table 4-2	Footnotes 1-5?	2 Consultant to correct	corrected	corrected
468	110	Planning Staff Comments	After Table 4-3	Footnotes 1-10	2 Consultant to correct	corrected	corrected
498	114	Planning Staff Comments	After Table 4-4	#3 Footnote?	2 Consultant to correct	corrected	corrected
614	139	Planning Staff Comments	Map	Mistake in Copy Size for map 11x17?	2 Consultant to correct	Maps corrected	corrected
38	1	Rob Clark	General	John Eastman saw Steve's presentation to Caltrans, which he thought was very well done, and that our commitment to trails through measure R should open the doors to opportunities to leverage grant opportunities. He did have a concern that we make sure that the plan strikes an appropriate balance between motorized and non-motorized uses. He was concerned, based on the presentation, that motorized needs near Town should be carefully reviewed in response to comments that we receive on the draft.	2 Consultant to add text discussing the need to a balanced approach and future a Town identified need to conduct a "Summit" process for winter and summer uses.	Need to work with TOML to develop exact "Summit" language before including in the plan.	addressed
72	1	Robin Schmidt	General	I am the manager at Forest Meadows Condominiums which is located right in front of the bike trail that connects Meridian Blvd and Sierra Park Road to Mammoth Creek. I recently read in the Mammoth Times (Sept. 4-10 page 2 & 12) that Thom Heller and has recommended that this stretch of bike trail be turned into a road to relieve future congestion on Old Mammoth Road that would result from development in the Snowcreek area. If this segment of the was used for trail emergency vehicles access only it might not ruin the trail but we cannot afford to lose this leg of the trail to a street with traffic. This trail is popular with bike riders and pedestrians to access Mammoth Creek. It is also used by kids going to school the ice rink and the library. Before the water department project we would see at least 100 people a day on this part of the trail. Please contact me on our best course of action to protect our trail. This part of the trail is well loved and well used.	4 Your comment will be passed on to the consultant. This plan does not recommend elimination of this trail segment, however if in the future it were to be re-aligned there would be an opportunity to make your comments known.	comment noted	No action taken
32	1	Ron Malm		Clarification of snowmobile staging area options including current use.	2 Consultant shall articulate Options 1, 2, & 3 for winter uses @ Shady Rest	Map and discussion of Shady Rest winter use updated.	corrected
122	3	Ron Malm		Include year-round motorized use in needs.	2 Consultant to correct	Summit language.	addressed
367	76	Ron Malm		Potential OHV improvements to include dedicated OHV staging areas / nodes and possible OHV connector from the south side of the UGB to the north side.	2 Consultant to add this winter segment recommendation. Comment will be passed on to the consultant.	Addressed through summit and SATSS	addressed
874	Cover	Ron Malm		It would seem appropriate to include a photo of some type of summer OHV as well as the multiple bike/hike photos.	1 The photos are not intended to cover all uses, just a sample.	No action taken	No action taken.
356	69	Ron Rodart	3.4.1	Trail runners, joggers and pedestrian walkers may benefit from a revamped system of "soft surface" trails using a mulch or wood chip product if available as the substrate, or another natural material affording a softer surface than asphalt and that may be maintained. As well, although all of the activities mentioned above are not currently in the top position of usage, it may be to the advantage of the city and businesses to increase the trail system in the town as stated above as well as the trail system out of the town boundaries by identifying various mileage markers at several trail alternative routes for the 5 and 10 kilometer lengths, half and full marathon lengths, and an ultra marathon length course to advertise the area as a runner friendly town. Training at altitude is a great bonus to athletes and the image of this town as a runner's training Mecca might bring in race sponsors during late spring to late summer and early fall seasons.	3 Comment will be passed on to the consultant. Look at the new Chapter 6.6. Consultant shall use these comments to help frame the 6.6 recommendations.	Soft surface trails design guidelines added. Long distance running loops can be created through combinations of proposed trails	Addressed
357	69	Ron Rodart	3.4.1	The high temperatures in the coastal areas so far being the host of many of the marathon and race competitions are making some race dates difficult to manage. The high altitude and cooler temps during some of the early and late spring until early fall seasons may bring added revenue of race participants to town for weekends and the resultant increase in summer hotel and lodging, restaurants and clothing and sports equipment shops revenue.	3 Comment will be passed on to the consultant. Look at the new Chapter 6.6. Consultant shall use these comments to help frame the 6.6 recommendations.	Soft surface trails design guidelines added. Events fall under recommendation E2.	Addressed
366	75	Ron Rodarte	3.4.2	Most of the above comment was posted on page 77, however my point will be that the town not only improve and maintain the town jogging trail system, but improve the trail system with a non-asphalt maintainable surface or material such as wood mill product of some sort if cost effective and tie the out of town system to the in-town system for a continuous loop for up to 26.1 miles or 52.2 miles for ultra competitors. Then the idea would be to plan and advertise several races during the spring, summer and fall seasons for the education of the runner participants to the trail system by actually running the trails in the distances newly marked and identified for each race distance. A two year race plan for the three seasons could bring awareness of the trails and counteract the time problem found in most respondents to the plan, in that if planned in advance the seasonal races could be planned for schedules of participants well ahead of the time of the race.	3 Comment will be passed on to the consultant. Look at the new Chapter 6.6. Consultant shall use these comments to help frame the 6.6 recommendations.	Consultant needs to discuss these recommendations with TOML.	Programming issue. SS trail design guidelines are provided in Attachment B.
101	1	Sharon Clark	Thru-out	Lower speed limits to 30 mph except on Minaret between Main St and Meridian – 40mph OK	5 The Mobility Commission's Mobility Study will be addressing this prior to Town Council approval.		No action taken.
484	111	Sharon Clark	Sherwin Ski Area	Closed (the Sherwin Ski Bowl)	2 Consultant to remove from recommended maps	Maps corrected	corrected
637	142	Sharon Clark	Main St. Design	Definitely prefer ONLY 2 travel lanes and 30 mph – Consider round-about at Main & Old Mammoth .Need median to support towers for future gondola to North Village from Old Mammoth	3 Comment will be passed on to the consultant.	Comment noted	No action taken
649	147	Sharon Clark	Meridian	2 travel lanes 30 mph with median to support gondola towers.	3 Comment will be passed on to the consultant.	Comment noted.	No action taken
741	211	Sharon Clark	Sidewalk Maintenance	Need New Sidewalk Ordinance just like figure 7-3 ASAP	5 The Mobility Commission's Mobility Study will address such issues.		No action taken.
599	136	Sherry Fiester	Boardwalk	Opposition to Proposed Boardwalk Mammoth Lakes is such a unique town having a natural, pristine meadow within its town boundaries. It supports beautiful wildflowers and flourishing vegetation. It is home to many different types of wildlife and birds. I walk in the meadow every day that I can. The existing trail system is perfect. It does not disturb the vegetation and all the people that I run into take care to stay on the pathway. They respect the meadow and enjoy the opportunity to be in nature. A man made structure built in the meadow would not only ruin the natural look, but disturb the plants and wildlife. It would have crews stepping all over the vegetation and destroying the plants. It would take time to build and be noisy disturbing the wildlife. The meadow is looked after and maintained by the Snowcreek Meadow Committee. They have had many studies done by experts who say that the meadow is in excellent shape. Please don't let man ruin a good thing!	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40' foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
33	1	Skip Harvey	Omitted Trail	With plans for extensive development at the Village and Main Lodge a well designed multi-use trail between these two areas is imperative to accomplish our "Feet First" goal. Future development at the Chair 4 parking area would also compliment this trail. Even as the Uptown trail exists today with little or no signage and a small dirt single track a substantial number of walkers and runners are using it. I know this as a regular user myself and can attest to never having any problems sharing the trail. It provides a very unique opportunity for people to experience the feeling of being in the forest just a few steps from their lodging complete with wildlife. The Uptown trail as designed (not with the changes made at the top the summer of 2008) provides the perfect location for a multi-use trail. Easy access at the top and bottom, a climbing trail for mountain bikes traveling at slow speeds, short sections of downhill that area in areas with enough room to separate users in those sections.	2 Consultant to include a discussion regarding the pros and cons of an option that would reflect MMSA providing a soft-surface multi-use trail and signage that would allow walkers (both directions) and bikers (uphill only) to use the Uptown trail from the Village to Main Lodge. The use may be restricted in the winter due to the MMSA fee area conflicts. MMSA to consider as part of the Main Lodge redevelopment and the revised operating plan with the USFS.	Language added to INT 2	corrected
64	1	Skip Harvey	Omitted Trail	Easy access to Minaret for possible emergency situations, limited possibilities for getting lost, the Earthquake Fault that is frequently visited by guests is a short walk from the Village and the forest canopy provides protection from wind and weather. While the Master Plan states that the average guest only walks a mile or two I believe many of our guests take their outdoor activities more serious and given the chance would enjoy a walk or jog from Main Lodge to the Village. With a solid public transportation system to get them back to their starting point we would be adding an amenity to our list of things-to-do in Mammoth, the summer the trail could support mountain biking, hiking and running without interfering with Bike Park operations. In the winter users could be cross-country skiers and snowshoeing. Most importantly this trail must be planned in conjunction with the Ski Back Trail. There is plenty of room on the south side of Minaret Rd. for both to exist and complement each other.	2 Consultant to include a discussion regarding the pros and cons of an option that would reflect MMSA providing a soft-surface multi-use trail and signage that would allow walkers (both directions) and bikers (uphill only) to use the Uptown trail from the Village to Main Lodge. The use may be restricted in the winter due to the MMSA fee area conflicts. MMSA to consider as part of the Main Lodge redevelopment and the revised operating plan with the USFS.	Language added to INT2	corrected
86	1	Skip Harvey	General	I know this is going to arrive over an hour after the deadline but hopefully my thoughts will be considered. Thanks for all your hard work. Skip Harvey	1 Thank you	No action taken	No action taken.
459	106	Skip Harvey	Amenities at Summer Recreation Nodes	Recreation Nodes; in discussing the various nodes we should, based on future development plans, consider the Little Eagle area to be a Portal with the same amenities Main Lodge and North Village for summer use. We should also consider include the development at Sierra Star on the lists for both summer and winter recreation nodes.	1 The plan considers Eagle Lodge (Temp) in its current condition. When it is developed it would be a summer portal based on uses offered. The same will be true for Sierra Star.	No action taken	No action taken.
548	128	Skip Harvey	Mid-block Connectors	Looking at the maps a person might get the idea that these should run perpendicular or parallel to street and cross at 90 degree angles. It should be suggested that mid-block connectors should try to establish the shortest distance between two points.	3 Comment will be passed on to the consultant. No action Needed		No action taken
107	1	Stacey Barfield	General	thnx for the new trails so far.....we would love to see the trail at the end of mammoth creek park connect to the new trail at snowcreek ending at the athletic club go all the way through and get plowed all winter so we can walk the entire loop.....it would be a place to walk as opposed to the trails behind vons and the water district plant that are sole designated to cross country skiing, precluding walking there during the winter.....that is another option to plow that all the way around for winter.....we have walked that route dai for 3 years and seen at most about 1 skier a month back there.....thank you again	4 Winter clearing of the Main Path is limited by budget funding from the Town Council. The missing segment west of Mammoth Creek Park is a recommendation of the plan. The Safe Routes to Schools segments are cleared in the winter.	Preferred winter maintenance for MUPs added	corrected
9	1	Steve Speidel	List of Maps	Map 2-7, place "Existing" prior to Shady Rest Winter Use	2 Consultant to correct	corrected	corrected
10	1	Steve Speidel	4 th para. 3 rd line	Change "beat" to be at.	2 Consultant to correct	corrected	corrected
11	1	Steve Speidel	General	Provide page numbers for the Table of contents, other tables and the Executive Summary	2 Consultant to correct	corrected	corrected
12	1	Steve Speidel	List of Maps	Map 4-8, place "Recommendation" prior to Shady Rest Winter Recreation Area.	2 Consultant to correct	corrected	corrected
13	1	Steve Speidel	Acknowledgements	Should read "The Virginia Wellington Cabot Foundation"	2 Consultant to correct	corrected	corrected
16	1	Steve Speidel	List of Maps	Move map 2-8 & 2-9, place after map 2-5	2 Consultant to correct	Map and text corrected	Corrected
39	1	Steve Speidel	Executive Summary	Discuss the contracted scope of work in the Executive Summary to "set the limits" of the work that follows.	2 Consultant to correct	covered by inclusion of DS memo in Executive Summary	corrected
40	1	Steve Speidel	Executive Summary	Discuss the need for inter-agency cooperation to continue and the NGO's, non-profits to continue and be engaged in the trails process.	2 Consultant to correct	Language added at the end of page 1.	corrected
41	1	Steve Speidel	Executive Summary	Discuss the jurisdictional linkages between the Town of Mammoth Lakes Main Path (MUP) with the need for USFS Special Use Permits.	2 Consultant to correct	Language added at the end of page 1.	corrected
42	1	Steve Speidel	Executive Summary	Please add text to describe the scope of the MOU w/ partners.	2 Consultant to correct. MLTPA to provide.	language added	corrected
43	1	Steve Speidel	General	Include a list of recommended key locations for interpretive signage for consideration.	2 Consultant to correct. There are places like GIC 128, Mammoth Creek bridge in Mammoth Creek park west, the new portion of Main Path at the Snowcreek Meadow, start of Lake Mary Bike Path that are within the UGB that would be good places to have some interpretive information. All we need is a brief comment about the potential and the types of places. There will be a larger process to explore a greater list and the information depicted.	Recommendation G4 added	corrected
44	1	Steve Speidel	General Recommendation	Encourage TOML & Planning Partners to continue to use GIS and electronic data collection for all planning, implementation work, & maint. Work.	2 Consultant to correct	Recommendation G5 added.	corrected
45	1	Steve Speidel	New Appendix	Add MOU as an appendix for reference. Also The USFS Special Use Permits for our existing trails. See scan w/in email from SS (verify receipt)	2 Consultant to correct	TOML/MLTPA will provide list of reference documents	No action taken
46	1	Steve Speidel	Executive Summary	Refer to specific maps in the text of the Executive Summary	2 Consultant to correct. Alta will consider adding Map and page number to indexing in Executive Summary. Such as see map 4-4, within the recommendation so the viewer can turn to the map and see the recommendation.	References to maps added.	Corrected
47	1	Steve Speidel	General from BS @ T&R	Not in favor of the Shady Rest winter staging area for OSV due to lack of snow cover. Expand existing Saw Mill Cutoff Road parking area to the east.	2 Consultant to correct	Shady Rest options modified per TOML instructions	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
48	1	Steve Speidel	General from BS @ T&R	Discuss a winter option to have a winter snowmobile track next to the XC groomed Main Path as a way to get from Saw Mill Cutoff Road to the southern areas.	4 Consultant to mention Winter Summit as the way to address the issue.	Summit language	addressed
49	1	Steve Speidel	General from DF @T&R	No mention of Off-Road vehicles, need a definition page or glossary of terms. Use color coding for MUP lanes for peds. Vs. bikes. Need BMX park like Carson City, pave ice rink for summer use, use color on signs to show difficulty rating. A discussion acknowledging that OHV can use USFS roads. Through the USFS travel management plan, the FS is evaluating whether to keep roads open. Section 2.7 For color coding, state in the design guide, discuss in Fig 6-1 that due to widths color coding for bike/ped is not recommended. Also remove sign from graphic in 6-1.	2 Consultant to correct. Discuss OHV and their use of USFS roads, include a glossary, discuss the use of color coding (only needed if higher user count), other items are in the Parks Plan.	Summit issue, USFS travel management issue	No action taken
50	1	Steve Speidel	General from Mono Co. mtg. LJ	The plan should recommend a "Trails Maintenance Person" as a single point of contact for repairs, fill the pot-hole, remove out of date signs, care taker, etc.	2 Consultant to correct. MLTPA to provide.	language added to Ch 4 General Recommendations	corrected
51	1	Steve Speidel	General from TS @ T&R	What about the use of lights for safety on MUP? Such as 3' high solar bollard lights? Is GIC #64 proposed to be trailhead? Indicated the future potential for a trailhead, winter play area, OSV, and OHV staging as part of the 2010 Mammoth Scenic Loop improvement project. Recommend that Mammoth Snowmobile Assoc. and Mammoth Nordic work together to share recourses.	2 Consultant to correct. The proposed MUP segment from the library to student housing will be lit with solar powered lights on +/-12' pole due to the night time safety concerns for students going back and forth. However the major intent of the MUP is for daytime use and the cost of lighting may not be justified. GIC #64 should be changed to a proposed "Trailhead" on table 4-2. Indicate the scenic loop potential.	Need more specific direction.	corrected. Tabel 4-2 modified and Recommendation MUPB added to discuss need for lighting on certain MUP segments based on demand.
52	1	Steve Speidel	General Recommendation	Encourage TOML to revise Public Works Standard Plans as needed to comply with Master Plan Design Guidelines.	2 Consultant to correct	Recommendation G6 added	corrected
110	2	Steve Speidel	3 rd para. Last line	"Mammoth Lakes Area", no capital A.	2 Consultant to correct	corrected	corrected
131	4	Steve Speidel	MUP2	Add "UP" to "M1" to read MUP1	2 Consultant to correct	corrected	corrected
132	4	Steve Speidel	B3	Text at end got cut off.	2 Consultant to correct	corrected	corrected
133	4	Steve Speidel	MUP4	Change Visitor Center to "Welcome Center" throughout entire document.	2 Consultant to correct	corrected	corrected
158	5	Steve Speidel	SS3	Text box missing text.	2 Consultant to correct	corrected	corrected
166	5	Steve Speidel	SS2	Provide a definition for "New Official Soft-Surface Trails".	2 Consultant to correct. Use the Glossary, outside the UGB the trails will be USFS System Trails.	Glossary added. "Official removed from reference" since TOML or USFS would not construct a "Non-Official" trail. Soft-surface trails defined. USFS System Trail definition added.	corrected
173	6	Steve Speidel	text	Add (Ch. 5) after chapter for consistency.	2 Consultant to correct	corrected	corrected
174	6	Steve Speidel	Signage & Wayfinding	Change to read: "...signage, development of wayfinding logic, and initial design concepts for future signage planning."	2 Consultant to correct	corrected	corrected
186	7	Steve Speidel	M5	Replace (agreement) with "Permit" .	2 Consultant to correct	corrected	corrected
206	9	Steve Speidel	All Chapter Headings	Adjust color to black or a readable blue.	2 Consultant to correct	corrected	corrected
230	13	Steve Speidel	Map 1-1	Show Camp High Sierra in brown (campground)	2 Consultant to correct	Map corrected	corrected
231	13	Steve Speidel	Map 1-1	Add the term " & Open Space" to "Parks" in legend. Parks & Open Space. Increase the green area at Mammoth Creek Park east on the south side to include all of the USFS Special Use Permit area, (typical for all maps).	2 Consultant to correct	Map corrected	corrected
232	13	Steve Speidel	Map title	Drop "Master" from title	2 Consultant to correct	Map corrected	corrected
247	21	Steve Speidel	Parks	Whitmore Park is used for road bike staging	2 Consultant to correct	text added	corrected
267	25	Steve Speidel	Map 2-2	"Parks prior to trailheads in legend , all maps. MMSA Note: replace "they" with the term "depictions". Also under soft-surface use the term "Existing USFS System Trail" not sanctioned (change on all maps).	2 Consultant to correct	Maps corrected	corrected
294	43	Steve Speidel	Map 2-5	The map contains repeated street names at Forest Trail & Old Mammoth Road.	2 Consultant to correct	Maps corrected	corrected
300	45	Steve Speidel	Map 2-6	In legend heading should read, "Summer Recreation Nodes" not winter.	2 Consultant to correct	Maps corrected	corrected
334	62	Steve Speidel	2.11	This section is not very descriptive, please have Peter add some more additional text to help guide us and provide for the disabled community. Without it they will feel shorted.	2 Consultant to correct	There is no budget to provide additional analysis. Peter's analysis was extremely limited commensurate with his budget.	No action taken.
391	97	Steve Speidel	3.7. Safety/Collision Analysis	Add to end of para: "The Mammoth Lakes Fire Department and the Mammoth Lakes Police Department were not available to participate due to previous commitments."	2 Consultant to correct	corrected	corrected
392	97	Steve Speidel	3.7.1	Change 1st sent. To read " ...Mark Mikulicich – Mono County Paramedic Fire Rescue Chief – was....."	2 Consultant to correct	corrected	corrected
393	98	Steve Speidel	Figure 3-1	Please remove this table from the report. Also remove the reference to Map 3-1 at the end of the page.	2 Consultant to correct	corrected	corrected
396	99	Steve Speidel	bullets	Use the term "Town of Mammoth Lakes Soft-Surface Trails Concept".	2 Consultant to correct	corrected	corrected
402	99	Steve Speidel	Chapter 4	Add a paragraph they provides the opportunity to add MUP and soft-surface trail segments to projects so as to connect to existing adjacent trails. These would be opportunities that are not now currently apparent, but this ability is needed to prevent a loss of future opportunity.	2 Consultant to correct	Language added to Ch 4 intro: The recommendations in this plan do not address opportunities that may arise within new developments and Neighborhood District Plans. TOML should aggressively pursue additional opportunities for the further development of multi-use paths, bikeway, trails and trail access easements as they arise.	corrected
418	101	Steve Speidel	G3	Add the term "or use permit requirements" after (overlay zoning).	2 Consultant to correct	corrected	corrected
419	101	Steve Speidel	G2	Add the word "phone" prior to (number).	2 Consultant to correct	corrected	corrected
428	102	Steve Speidel	G3	Last sentence, add a comma after (institutional).	2 Consultant to correct	corrected	corrected
454	106	Steve Speidel	Table 4-2	For Eagle Lodge (temp), add "F" to restaurant, restroom, and lift.	2 Consultant to correct	corrected	corrected
456	106	Steve Speidel	from TS @ T&R	Show GIC 67 as a summer trailhead if proposed for winter.	2 Consultant to correct	GIC 67 removed from all maps	corrected
457	106	Steve Speidel	Table 4-2	The footnotes are missing their numbers, and missing in text.	2 Consultant to correct	corrected	corrected
461	107	Steve Speidel	Map 4-1	Revise the Mammoth Creek Road main path segment to link with MCWD, Mammoth Creek Road, existing bridge, and Shenwin Creek Road. A soft-surface segment should continue east from the paved path that connects to MCWD.	2 Consultant to correct	connection to MCWD facility added. Western segment addressed in SATSS	corrected
462	107	Steve Speidel	Map 4-1	On all map legends, put "Parks" prior to "Trailheads".	2 Consultant to correct	Maps corrected	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
469	110	Steve Speidel	Table 4-3	There are two footnotes numbered "2" within the table itself. (signage & Community Center Park).	2 Consultant to correct	corrected	corrected
470	110	Steve Speidel	Table 4-3	Footnote 3 text is missing.	2 Consultant to correct	corrected	corrected
471	110	Steve Speidel	Table 4-3	Footnotes need numbers.	2 Consultant to correct	corrected	corrected
482	111	Steve Speidel	Map 4-2	Adjust legend, "Parks" prior to "Trailheads". Fix all map legends.	2 Consultant to correct	Maps corrected	corrected
483	111	Steve Speidel	Map 4-2	GIC # 27 missing from Tamarack Street, put on map.	2 Consultant to correct	Maps corrected	corrected
499	114	Steve Speidel	Section 4.3	Remove the date "2008" from General Bikeway Plan in text.	2 Consultant to correct	corrected	corrected
507	117	Steve Speidel	Table 4-6	Remove "s" from (Meadows Lane). Remove "E" from the table.	2 Consultant to correct	corrected	corrected
512	118	Steve Speidel	1 st sentence	Add "proposed to (new staging area), change (will) to "would", and add "proposed" to (modified OSV closure).	2 Consultant to correct	corrected	corrected
513	118	Steve Speidel	Mammoth Creek Road	Add "(and/or)" also replace "using" with adjacent to", also remove "right of way".	2 Consultant to correct	corrected	corrected
518	119	Steve Speidel	Table 4-8	Where is footnote #1 in the table?	2 Consultant to correct	corrected	corrected
526	121	Steve Speidel	Table 4-9	In footnote #1, remove "2008"	2 Consultant to correct	corrected	corrected
527	121	Steve Speidel	B2	Refer to the North Old Mammoth Road District Study road sections. See website for study & sections.	2 Consultant to correct	Language added	corrected
532	123	Steve Speidel	Map 4-3	Legend, move Parks above Trailheads (all maps); add "Old Mammoth road" text by Sierra Nevada, add GIC 67, add segment from MCWD to Sherwin Creek Road via existing bridge to MUP. Should Legend say "Bikeway" to match title? Add "potential" to Snowcreek VIII note box.	2 Consultant to correct	Maps corrected	corrected
538	127	Steve Speidel	heading 4.5	Within the title delete "MTB"	2 Consultant to correct	corrected	corrected
555	129	Steve Speidel	Sidewalk Maint.	Discuss the use of piping for future geothermal heating use.	2 Consultant to correct	language added	corrected
558	131	Steve Speidel	Map 4-5	Legend fix as above, (all maps)	2 Consultant to correct. ALTA to coordinate all legends on all maps for consistency.	Maps corrected	corrected
559	131	Steve Speidel	Map 4-5	The proposed wooden boardwalk should be shown within the 40 foot wide easement, per OSSC Study. There is an existing dirt path that is north of the easement. Refer to OSSC Study.	2 Consultant to correct. TOML &/or MLTPA will provide GIS layers.	Proposed boardwalk added along TOML easement. Existing path shown as private.	Corrected
569	136	Steve Speidel	4.8	Refer to Trail Solutions "Town of Mammoth Lakes Soft-Surface Trails Concept" which will be a reference document, not an appendix.	2 Consultant to correct	corrected	corrected
604	137	Steve Speidel	Map 4-7	Change title to read "Recommended Summer Trail System"; in legend replace "winter" w/ "Summer"; in legend remove "195" at Parks; Move parks ahead of trailhead per above comment (all maps). Show a segment from MCWD to Mammoth Creek Road to Existing bridge to Sherwin Creek Road.	2 Consultant to correct	Maps corrected	corrected
605	137	Steve Speidel	Map 4-7	Add a soft-surface segment to connect the Lake Mary Bike Path to the west end of Old Mammoth Road, to follow the alignment of an old dirt road (northeast orientation north of GIC 91). Also extend the soft-surface trail from GIC 35 to the northwest to tie into the Lake Mary Bike Path.	2 Consultant to correct	See SATSS. Maps corrected.	corrected
615	139	Steve Speidel	from BS @ T&R	Show the existing Saw Mill Cutoff Road parking area as an option for the Shady Rest Winter Use. Also show the use of the Welcome Center Parking lot as an option for XC skiing staging	2 Consultant to correct	Sahdy Rest options modified. Maps corrected	corrected
616	139	Steve Speidel	Map 4-8	Show an Option C, which is to stage non-motorized @ GIC 124 the Welcome Center/USFS parking lot. Existing, cleared, access to XC groomed trails. Legend: parks prior to trailhead.	2 Consultant to correct	Sahdy Rest options modified. Maps corrected	corrected
628	141	Steve Speidel	Rec. A2	Replace the word (city) with "town".	2 Consultant to correct	corrected	corrected
673	169	Steve Speidel	Chapter 6	Include a recommendation for a mid-block street crossing for the Main Path.	2 Consultant to correct. A detail is needed to show what a mid-block connection should look like. Several options are provided which could be applied mid-block See 6.1.2 - 6.1.4. Selection of a specific treatment depends on numerous factors and requires engineering judgement. "Mid block" added to Applicable Locations language for each.	Clarification and exact text needed.	corrected
717	205	Steve Speidel	7.1.1	Revise to read "... With Public Works maintaining streets and Parks and Recreation maintaining parks, sidewalks, and paths both in..."	2 Consultant to correct	corrected	corrected
718	205	Steve Speidel	7.1.2.	Add that the TOML maintains the Bus Stops w/in the CALTRANS right of way.	2 Consultant to correct	corrected	corrected
746	136	Steve Speidel	from TS @ T&R	Make a recommendation to create a link between the free "Downtown" mountain bike trail and the "Mountain View" trail.	2 Consultant to correct	to be addressed in Attachment A	addressed by TOML
753	217	Steve Speidel	Rec. M4	The term "trackless machines" shall not be used, use the term "snowblower".	2 Consultant to correct	corrected	corrected
762	219	Steve Speidel	8.2	2nd para, add "Master Facilities Plan and" prior to "...Capital Improvement Program..."	2 Consultant to correct	corrected	corrected
765	219	Steve Speidel	Chapter 8	Contact Danna and Ray for a description of how projects go from T&R to Public Works via the Master Plan, Master Facilities Plan to the CIP, budget and construction.	2 Consultant to correct and coordinate w/ TOML staff.	corrected	corrected
768	220	Steve Speidel	Table 8-1	Drop all decimal points or 00 after dollar number. Change the following costs from top down: \$2,040 to \$10,000; \$3,672 to \$13,500; \$150,000 to \$200,000; \$800 to \$ 5,000; ADA \$800 to \$2,500; \$16.75 to \$ 50; Add "Operations" to Annual Maint. And fill in the numbers \$500; \$102,000; \$58,000; \$44,000 & \$250 for the blank spots. At Drinking Fountain add "w/o piping"; at Paved Multi Use Paths - At Grade enhancements, change "LF" to EA.	2 Consultant to correct. The "At-Grade Crossing" cost should be Each @ \$5,000 (not LF @ \$8.00). Yes the summer costs are greater due to increased users.	changes made as requested. Need clarification on "\$800 to \$5,000" line item. Also, the requested changes suggest that it is cheaper to maintain a winter trailhead than a summer trailhead. Is this true?	corrected - ALTA IS STILL CONCERNED ABOUT SUMMER VS. WINTER MAINTENANCE COSTS. NEED TO ASSUME USE WILL INCREASE AS FACILITIES ARE MADE AVAILABLE IN WINTER.
772	221	Steve Speidel	Table 8-2	For TOML Maint. Costs, add the following per GIC: 195, \$200,000 at Restroom & \$102,000 maint.; 134, \$102,000 maint.; 152, \$50,000 additional maint.; 97, \$5,000 additional Maint.; 193 change to "Year-round", \$5,000 additional maint.; 67, \$200,000 at Restroom & \$102,000 maint.; 186 add Saw Mill Cutoff to Road; 44, \$75,000 maint.; 163, Borrow Pit (change a to o), \$102,000 maint.; 64, \$5,000 maint.; 27, \$5,000 maint.	2 Consultant to correct	corrected	corrected
777	222	Steve Speidel	Table 8-3	Change title to "Proposed Additions to Multi-Use Path, Cost Estimates"	2 Consultant to correct	Inconsistent with other table naming	No action taken.
791	Appendix 5	Steve Speidel		Revise to read, "Resource Documents", in this way the TC will not have to adopt each one	2 Consultant to correct	TOML/MLTPA will provide list of reference documents. Alta will include in Table of Contents.	corrected
796	Appendix A	Steve Speidel	All Maps	Change out all maps to reflect the latest revised ALTA final Maps.	2 Consultant to aid TOML in providing correct maps.	Alta cannot be responsible for revisions to Appendix A.	corrected
812	Appendix A1	Steve Speidel	Title - page	Change "Presented by..." to "With Support from Trails Solutions". Potentially add a TOML logo to the right of text to balance MBA logo.	2 TOML to correct	Alta cannot be responsible for revisions to Appendix A.	TOML corrected text.
849	Appendix C -2	Steve Speidel	Summer Survey	Page 2 is missing.	2 Consultant to correct. TOML &/or MLTPA to find page 2 of Appendix C.	Appendix materials were provided and printed by Town	No action taken

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
850	Appendix E	Steve Speidel	Map	Need to include a map of all GIC points	2 Consultant to correct. MLTPA to provide GIC map for the GIC reference book.	MLTPA will provide as resource document.	No action taken.
875	Table of Figures	Steve Speidel		2-8 & 5-1, Add a "." After the number to be consistent.	2 Consultant to correct	corrected	corrected
939	125	Steve Speidel	Map 4-4	The winter clearing and grooming needs to be more developed on this map. The CAMP map "TOML: Existing Winter Facilities & Near-Term Projects" is where the recommendation map should start from.	2 Consultant to revise map to reflect CAMP: Winter data and new recommendations for: grooming for Nordic, clearing of Main Path, sidewalks, bike lanes, and bike routes with the caveat that the Mobility Plan will make the final recommendation for sidewalks, bike lanes and routes.	Table added to maintenance section showing "preferred" maintenance levels for each segment of MUP.	corrected
941	All Maps	Steve Speidel	All Maps	List the GIC points that are used on the face of the map, on the back of the map for easy reference.	2 Consultant to include GIC points and description on the back of each map to clarify the GIC points shown on the front.	GIC information is provided in tables and in reference documents.	No action taken.
942	110	Steve Speidel	Table 4-3	Add Trails End Park to the list as: GIC 193, a "Park" with Parking, Restroom, Bus and Trail Access	2 Consultant to correct	Added	corrected
600	136	Susan Irons	Boardwalk	As a homeowner in Snowcreek I, I am shocked to learn today that there is a proposed boardwalk to run through the meadow...the meadow is a fragile place and cannot accommodate the imagined traffic that such a walkway would create...I would hope that there would be some smart decision making here as this end of Mammoth needs to remain serene and unspoiled (if Mammoth is to retain some of its original appeal). There is already a bike path that could be used by foot traffic as well...the current path through the meadow is limiting in size and scope which keeps the tourist population in the meadow at a minimum. The Forest Service and other such agencies do not build boardwalks through their lands...let the walkers and hikers use the meadow as it currently exists and the less hardy can stay on the bike path. In addition, I fear that you will be inviting much more traffic through the Snowcreek properties, and I for one would not be in favor of that.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40' foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
570	136	Tina Robinson	Boardwalk	Thank for your response. I am very concerned about overuse (exceeding carrying capacity) in this portion of the meadow, especially given the recent approval and construction of the Chadmar properties and the pending Sherwin project. I'm not sure where the Town's easement is but hopefully it is along the road or edge of the meadow in Snowcreek VIII - which would be more appropriate for a major, signed and mapped trail. I'm not opposed to partial boardwalks in wetland areas but don't think it makes sense to have a major linear feature along the creek, especially without a hydrology study. The Snowcreek I, II, & III and Mammoth Creek homeowners are the ones that clean up the trash out of the creek and riparian vegetation now. I would think that addressing carrying capacity and cumulative impacts would be especially important for both the East Open Space Stream Corridor Study and the Draft Trails Master Plan.	3 Comment will be passed on to the consultant. No action needed.	Comment noted.	No action taken.
578	136	Tina Robinson	Boardwalk	During the spring floods, a boardwalk is likely to be washed away leaving debris in both the meadow and downstream. I've been traveling through meadow since the early 1970's when I used to be able to ride a horse through it. Most of the bridges have been washed out at one point or another and the stream can change course from its present alignment. That is the hydrological nature of meandering streams in meadows. I believe that the construction of a boardwalk, along with the proposed and recent approvals of high density developments in the Meadow Corridor will create a significant adverse effect on the sensitive meadow environment and the adjoining residences. Wildlife will be frightened out of the meadow, more vegetation will be trampled by excessive numbers of people trying to access Mammoth Creek to fish, and the character of the meadow will be completely changed. The boardwalk would create a significant visual impact to the Snowcreek homeowners and existing users by altering the natural environment of the creek.	1 See #589	No action taken	No action taken.
579	136	Tina Robinson	Boardwalk	I also think that Steve Spiedel needs to work closely with the Meadow Committee from the Snowcreek I, II, & III homeowners associations and with Mammoth Creek Condos as the existing residences in this area. Clearly there is either miscommunication with and/or opposition from the Snowcreek Meadow committee at this time. Public planning with interested stakeholder groups is essential for projects of this nature. Also, legal notice should be provided to nearby homeowners for these projects. The only time that I've received legal notification for the projects near Snowcreek I was when Calfire did the timber removal for Chadmar's property. Legal notice could at least be sent to the Homeowners Associations' Board of Directors who could individually inform each condo owner in the monthly newsletter. This would require appropriate lead time and coordination but would be an efficient means of communication. Thanks again for your response and I hope that this will lead to better communications with adjoining property owners.	1 See above	No action taken	No action taken.
580	136	Tina Robinson		The trail along the creek already shows the wear of too many people. The Snowcreek homeowners have left the meadow open to the public but not encouraged it use by simply managing the use to reduce trampling. There are alternatives to a boardwalk that should be explored including the use of gravel or compatible fill to repair the existing single track trail. Until I see a document that fully addresses the following resources: wetland, hydrological, wildlife, habitat, community character, visual, noise, trash, cumulative impacts and carrying capacity, I adamantly oppose any approvals for a boardwalk in the meadow. You need to be responsible to the people that have cared for the meadow for the last 30 years and meet with the Snowcreek Homeowners from Phases I-III to address this issue. It is criminal that notification letters were not sent to each homeowner.	1 See above	No action taken	No action taken.
601	136	Tina Robinson	Boardwalk	I have just received information that the Town of Mammoth Lakes is planning the construction of a boardwalk along Mammoth Creek in the portion of the meadow at Snowcreek I, II & III. I am the long-time owner of a unit on the meadow at Snowcreek I and I have not received any notification about this project or its approval as required by law. The meadow is a precious resource and contains not only sensitive wetlands and habitat but supports a variety of rare wildlife including Prairie Falcon (frequent sightings), Bald Eagle (rare sightings), weasels (frequent sightings), and many migratory birds. Any construction a boardwalk project would require, at a minimum, an Environmental Impact Report, including the assessment of cumulative impacts and the carrying capacity of the meadow. Trash from frequent users will fill Mammoth Creek, the meadow and the riparian vegetation. Additionally, permitting from the USACE would be required for the wetland impacts, even if the boardwalk stays out of the streambed.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40' foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
602	136	Tina Robinson	Boardwalk	Since the Snowcreek homeowners have been the custodians of this area for 30 years, I TRULY don't understand how you could propose this without individual notification and working with us for concepts and ideas as the MAJOR STAKEHOLDER group. This is irresponsible civic government.	1 The recommendation is from the East OSSC District Study and would be implemented if the current access to the private property was eliminated. The Town of Mammoth Lakes has a 40' wide drainage and access easement that is adjacent to portions of the creek and drainage way (not over the existing dirt trail) that could be used to provide public access to the area if the current trail use were eliminated. The depiction on the maps will be adjusted to clearly show the alignment of the 40' wide access easement. There is NO CURRENT PROPOSAL TO BUILD A BOARDWALK! This is only a recommendation (The Town should evaluate the potential to use its 40' foot drainage easement to install six-foot-wide low-impact boardwalk through the Snowcreek Meadow.) not a proposal.	No action taken	No action taken.
937	127		4.5.INT2	This should read ski back trail bridge. And coordination with MMSA not USFS as MMSA is the permit holder and is responsible for submitting and proposed projects as such to USFS for approval.	2 Consultant to correct to read: "The ski back trail and bridge may provide an". The reference to USFS should remain as they issue the use permits.	Language added	corrected

ID#	Page	Contributor	Table/Paragraph	Comments on August 2008 Draft	Response - TOML Staff	Follow-up - ALTA	Disposition in Final Draft
938	128		4.6.1	Sidewalks need to be installed and cleared for Winter access use and need to reference the areas around the ski portals not just arterial roads	2 Consultant to acknowledge the role of the Mobility Commission and the Mobility Plan as where the final sidewalk recommendations will come from. It is not the intent of this document to direct that effort but merely to inform via "Recommendations for Consideration"	Language added	corrected