

Chapter 7: Schedule of Events

MLTPA worked with the consultants and the Town of Mammoth Lakes to organize a variety of different sessions, both public and private, during which the consultants would have the opportunity to collect information from the community as well as from local agencies. The public schedule—available on the CAMP: SUMMER mini-site (a featured component of the MLTPA website) as well as in takeaway form at the Exhibit Hall/Base CAMP—was designed to achieve optimal participation from the community, considering the typical work hours of a mountain resort town. Private sessions were noted on a separate grid shared only with CAMP Partners, and invitees were notified only of the date, time, and location of the session(s) to which they were invited. Please see the next section, “Session Information,” for details on participation, structure, results, and other information.

CAMP: SUMMER Session Detail

EVENT	Date/Time	Location	# PPI	Invitation	Room Set Up	Room Requirements	Programming	Takeaways	F&B	Documentation	Staffing/Volunteers	Other Supplies	Notes
MLTPA ODEC	11/1 12:00-1:00	MLTPA Annex or Tallus	3 or 4	Phone - John	Dana	Dana screen projector - MLTPA laptop - Ken	Ken Olson Presentation	N/A	Lunch Troy Pihlo	N/A	MLTPA: Kim John	N/A	
MLTPA BOD	11/1 1:00-2:00	MLTPA Annex or Tallus	8	Phone - John	Dana	3 computers/survey w/ internet access 2 lamps - MLTPA (w/ electrical) 2 extension cord 2 phones? Internet access to reg table	Ken Olson Presentation	N/A	Schedules (75) AOC (25) Agenda Scan Desc. (35) MLTPA Business Cards	N/A	MLTPA: BOD	Pens, highlighters, Sharpies, tape, stapler, paper, clipboards (4), badge holders, preprinted badges, business cards, reg forms, blank reg forms, wait list form, reg binder, volunteer packets, water, radios (talkabouts), batteries (for Fund raising "kits")	
Base CAMP Registration & Information	11/1 7-8:30 11/2 8:30-5 11/3 8:30- 9:30 11/4 9:30-12	Canyon Lodge	Varies	Open	2 tables for Trucks - 2 exhibits tables behind for survey computers	computer (TOML) - Consultant presentation loop Monitor	MLTPA	N/A	N/A	N/A	See Registration/volunteer schedule		Dana to pick up pins, tags and binder for interactive comment exhibit
Exhibit Hall	S/A	Canyon Lodge	Varies	Open	Custom	projector (MLTPA) screen (Memmoth Mountaineering) Laptop - TOML (Mark to pick up on Tues.) User printer Microphone	All		Water	On-Site Computers will be available for VOL: 2-3	(host/program), Kim (host) OM: Kristy (reg), Jen (misc.) TS: Cimarron & Pete (attend) ALTA: Matt & Jeff (attend) TOML: Dana & Steve (attend)	See exhibit plan Ipad - John	
VIP Cocktail Reception	11/1 6:00-7:00	Canyon Lodge		BOD Phone Calls VIP List	Grizzly Theater No seating	projector (MLTPA) screen (Memmoth Mountaineering) Laptop - TOML (Mark to pick up on Tues.) User printer Microphone	Sideshow Exhibits Introductions - John		wine & appetizers & water (non- bottled) MMSA	On-Site Computers will be available for VOL: 2-3	(host/program), Kim (host) OM: Kristy (reg), Jen (misc.) TS: Cimarron & Pete (attend) ALTA: Matt & Jeff (attend) TOML: Dana & Steve (attend)		
Opening Reception Hidden Lake/Mammoth Meadow Restoration Project Tour	11/1 7:00-8:30	Canyon Lodge		Open	Grizzly Theater No seating	projector (MLTPA) screen (Memmoth Mountaineering) Laptop - TOML (Mark to pick up on Tues.) User printer Microphone	Sideshow Exhibits Introductions - John		Cocoa & Cookies Water (non- bottled)	On-Site Computers will be available for VOL: 2-3	(host/program), Kim (host) OM: Kristy (reg), Jen (misc.) TS: Cimarron & Pete (attend) ALTA: Matt & Jeff (attend) TOML: Dana & Steve (attend)		
Existing Facilities Trolley Tour (Paved) Trolley/On Foot Beginner ROUTE 1	11/2 9:00-12:00	Meet at Canyon Lodge Transportation via Trolley	20	Open	N/A	N/A	USFS	N/A	N/A	Notes: USFS	USFS: Mike S, Todd Elsworth TOML: Trolley Driver Ken Olson	Window sign for trolley	TOML to provide Trolley service
Existing Facilities BIKE Tour (Paved) Bus/On Bike Advanced ROUTE 2	11/2 9:00-12:00	Meet at Canyon Lodge Transportation via Trolley	20	Open	Plan B only	N/A	Alta	N/A	N/A	Notes: Alta Photos: John Attendance: John	ALTA: Jeff MLTPA: John TOML: Trolley Driver	Window sign for trolley	TOML to provide Trolley service
Existing Facilities Trolley Tour (Natural Surface) Trolley/On Foot Beginner ROUTE 1	11/2 9:00-12:00	Meet at Canyon Lodge Transportation via Trolley	20	Open	Plan B only	N/A	Alta	N/A	N/A	Notes: Alta Photos: Jay Attendance: Jay	ALTA: Matt MLTPA: Jay TOML: Steve MMSA: Bus Driver	Bike/helmet for Jeff Olson & Matt Benjamin of Alta - Footloose to provide Window sign for bus	MMSA to provide bus service Alta group to leave after bus drops TS group off at Main Lodge (9-30ish)
Existing Facilities BIKE Tour (Natural Surface) Bus/On Bike Advanced ROUTE 2	11/2 9:00-12:00	Meet at Canyon Lodge Transportation via Trolley	20	Open	Plan B only	N/A	Trails Solutions	N/A	N/A	Notes: TS Photos: Jo Attendance: Jo	TS: Pete MLTPA: Jo TOML: Trolley Driver	Bike for Pete Webber of TS - Footloose to provide Window sign for trolley	TOML to provide Trolley service
CAMP: SUMMER Focus Groups Track 1 - TS	11/2 2:00-5:00	Canyon Lodge	5 to 6	Phone calls/Kim: Mountain Bikers Equestrian Hikers	Roundtable - 2 tables	Exhibit Hall/Grizzly Essel - MLTPA's	Lead Focus Groups - TS	N/A	Water (non- bottled)	Notes: TS Photos: Reg Attendance: Reg	TS: Cimarron MLTPA: Kim to greet people	MMSA to provide bus service - drop of TS group at Main Lodge only KS confirmed ok to be on MMSA trails w/o ticket & anticipate conflicts with snowmaking Mark to help load bikes Reg to expedite this group	Reg (Kristy/Dana) to help clean tables, etc. between sessions
CAMP: SUMMER Focus Groups Track 2 - Alta	11/2 2:00-5:00	Canyon Lodge	5 to 6	Phone calls/Kim: Seniors/Disabled Retail Merchants & Athletes Road Bikers	Roundtable - 2 tables	Cloverleaf Room Essel - MLTPA's	Lead Focus Groups - Alta	N/A	Water (non- bottled)	Notes: Alta Photos: Reg Attendance: Reg	ALTA: Matt, Peter Axelston MLTPA: Kim to greet people	1 flip chart markers (1 set)	Reg (Kristy/Dana) to help clean tables, etc. between sessions
CAMP: SUMMER Focus Groups Track 3 - TS & Alta	11/2 2:00-5:00	School (which one?) Suite Z	5 to 6	Phone calls/Steve S: Schools (Danna) Local Officials	Roundtable	Lead Focus Groups - TS & Alta	Lead Focus Groups - TS & Alta	N/A	N/A	Notes: Alta & TS Photos: Alta & TS Attendance: Alta & TS	ALTA: Jeff TOML: Steve	1 flip chart markers (1 set)	Reg (Kristy/Dana) to help clean tables, etc. between sessions
Working Dinner	11/2 5:00-7:30	Tallus	5	N/A	Dana	Dana	Alta & TS	N/A	Dinner Troy Pihlo	N/A			

CAMP: SUMMER Session Detail

EVENT	Date/Time	Location	# PPI	Invitation	Room Set Up	Room Requirements	Programming	Takeaways	F&B	Documentation	Staffing/Volunteers	Other Supplies	Notes
Developers Forum Reception	11/2 6:00-7:30	Canyon Lodge	257	Email invites Key phone follow up	Reception - same as during the day		MLTPA - John iPod & music - John	N/A	wine & appetizers MMSA & water (non-bottled)	On-Site Computers will be available for guests to access survey Photos: Jen (6:30) Attendance: All	MLTPA: All (host)		
CAMP: SUMMER Missing Links Tour (Paved)	11/3 9:00-12:00	Meet at Canyon Lodge Transportation via Trolley	20	Open	Plan B only		Tour routes & program - Alta	N/A	N/A	Notes: Alta Photos: Jay Attendance: Jay	ALTA: Jeff & Matt MLTPA: Jay TOML: Trolley Driver	Window sign for trolley	service MLTPA to gather photos to use in case of poor weather
CAMP: SUMMER Missing Links Tour (Natural Surface)	11/3 9:00-12:00	Meet at Canyon Lodge Transportation via Trolley	20	Open	Plan B only		Tour routes & program - TS	N/A	N/A	Notes: TS Photos: Alex Attendance: Alex	TS: Cismarron & Pete MLTPA: Alex TOML: Trolley Driver		service MLTPA to gather photos to use in case of poor weather
"Mammoth Trails"	11/3 9:00-12:00	Canyon Lodge	TBD	Open Key phone follow up	Exhibit Hall/Grizzly Theater: 4 round tables of 5	screen projector - MLTPA laptop - Jeff or John	MLTPA - John & Will Facilitator: Jeff Olson	N/A	Water (non-bottled)	Information gathered on trip Photos: Kim Photos: Reg Attendance: Reg	MLTPA: John, Will, Kim ALTA: Jeff	Flip chart markers (set) pens paper	
CAMP: SUMMER Trails Network Workshop (Paved)	11/3 2:00-4:00	Canyon Lodge	20	Open Key phone follow up	Cloverleaf 5 round tables of 8	projector screen laptop (Alta to bring)	Alta	N/A	Water (non-bottled)	Photos: Kim/Reg Attendance: Kim/Reg	ALTA: Matt, Jeff MLTPA: Kim (will float) TOML: Steve (will float)	Clips set of colored markers/pens 4 black Sharpies 2 essels with foam boards 5 b/w 24x36 prints of UGB Alta & extended planning area	
CAMP: SUMMER Trails Network Workshop (Natural Surface)	11/3 2:00-4:00	Canyon Lodge	20	Open Key phone follow up	Exhibit Hall/Grizzly Theater: 5 round tables of 8	projector screen laptop (Alta to bring)	Trails Solutions	N/A	Water (non-bottled)	Photos: Kim/Reg Attendance: Kim/Reg	TS: Cismarron & Pete MLTPA: Kim (will float) TOML: Steve (will float)	set of colored markers/pens 4 black Sharpies 2 essels with foam boards use b/w 24x36 prints of UGB area & extended planning area (rolled above)	
Consultant Working Dinner	11/3 5:00-7:30	Tallus	5	N/A					Dinner Troy Piro	N/A			
Signage & Wayfinding	11/3 7:30-9:30	Canyon Lodge	100	Open	theater - 75 chairs set; 75 on standby	projector screen (Mammoth Mountaineering) laptop (MLTPA to bring)	Corbin Design	N/A	Cocoa & Cookies MMSA	Video: Dan McConnell Photos: All Attendance: All	CORBIN: Jeff MLTPA: All TOML: Steve	Extra projector bulbs (Mark)	Tech/Av check approx. 4:30 w/ Jeff
Next Steps Presentation	11/4 10:00-12:00	Canyon Lodge	75	Open	roundtable - 5 tables (bring in chairs theater style if need more seats)	2 projectors 2 screens 2 laptops (consultants to bring) 2 laser pointers 2 laptops	Wrap Up/Next Steps - Alta & TS		Coffee, tea, water (non-bottled)	Kim Stravers - minutes Video: Mark Photos: Reg Attendance: Reg	ALTA: Matt & Jeff TS: Cismarron & Pete MLTPA: All TOML: Steve	boards Winters: CAMP Posters Disks (to burn presentation on)	9:30 set up for all consultants
MLTPA ODEC	11/4 2:00-4:00	TOML T&R Conf Room	TBF							Kim Stravers - minutes	MLTPA:		

MLTPA Foundation Presents CAMP SUMMER
Schedule of Events

	THURSDAY NOV. 1	FRIDAY NOV. 2	SATURDAY NOV. 3	SUNDAY NOV. 4
8:00-9:00				
9:00-10:00				
10:00-11:00				
11:00-12:00				
12:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:30	<p>7:00 - 8:30 Open Registration Canyon Lodge Introductions, review weekend's events, on-site session sign-up/registration</p>			
8:00-9:00	<p>8:30 Exhibit Hall & Registration Information Open Canyon Lodge</p>			
9:00-10:00				

Events, speakers, and times are subject to change.
*All bike-tour participants are required to bring their own bicycles and helmets—no gear will be available on-site.
*Riders without helmets will NOT be permitted to participate in bike tours.

SESSION TITLE	DATE/TIME	LOCATION	SESSION LEADER(S)	ADDITIONAL STAFF	ALTA	TOML	USFS
VIP Cocktail Reception	11/1 6:00 p.m. to 7:00	Canyon Lodge		Cimarron & Pete (attend); Kim (host) Mark Sheip (host) Dana (registration); Matt & Jeff (attend); Danna & Steve (attend); Mike Schlafmann (speaker); Peter Axelson (speaker)			
Focus Groups Track 1 to TS	11/2 2:00 p.m. to 5:00 p.m.	Canyon Lodge	Trail Solutions: Cimarron C	MLTPA: Kim Stravers			
Focus Groups Track 2 to Alta	11/2 2:00 p.m. to 5:00 p.m.	Canyon Lodge	Matt Peter Axelson	MLTPA: Kim Stravers			
Focus Groups Track 3 to TS & Alta	11/2 2:00 p.m. to 5:00 p.m.	School (which one?) Suite Z	Pet,	Pete	Jeff	Steve	
Developers' Forum Reception	11/2 6:00 p.m. to 7:30 p.m.	Canyon Lodge	John (host, program) Kim (host) Mark Sheip (host) Dana (registration)				

MLTPA CAMP: SUMMER Staffing Overview

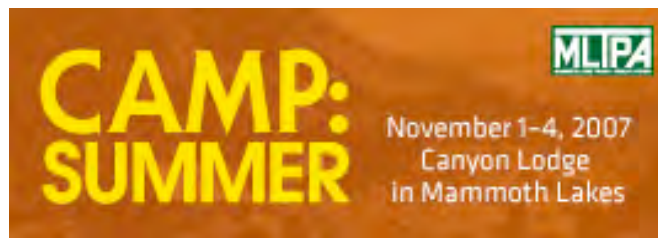
EVENT	Date/Time	Location	MLTPA	TRAIL SOLUTIONS	ALTA	TOML	USFS	OTHER
Base CAMP Registration & Information	11/2 8:30 a.m. to 5 p.m.							
	11/3 8:30 a.m. to 9:30 p.m.	Canyon Lodge	Registration Staff Volunteers					
	11/4 9:30 a.m. to 12		John (host, program) Kim (host) Mark Shelp (host) Dana (registration)	Cimarron & Pete (attend)	Matt & Jeff (attend)	Danna & Steve (attend)		
	11/1 6:00 p.m. to 7:00	Canyon Lodge	John (host, program) Kim (host) Mark Shelp (host) Dana (registration)	Cimarron & Pete (attend)	Matt & Jeff (attend)	Danna & Steve (attend)	Mike Schlafmann (attendi; short speaking presentation)	
Opening Reception (Public)	11/1 7:00 p.m. to 8:30 p.m.	Canyon Lodge	John (host, program) Kim (host) Mark Shelp (host) Dana (registration)	Cimarron & Pete (attend)	Matt & Jeff (attend)	Danna & Steve (attend)	Mike Schlafmann Todd Ellsworth	Ken Olson (attend)
	11/2 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via Trolley						
Hidden Meadow Restoration Project Tour	11/2 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via Trolley	John		Jeff	Trolley Driver		
	11/2 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via MMSA Bus	Jay Deinken		Matt	Steve		MMSA Bus Driver
Existing Facilities BIKE Tour (Paved) Bus/On Bike Advanced ROUTE 2	11/2 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via Trolley	Jo Bacon	Pete		Trolley Driver		
	11/2 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via MMSA Bus (drop-off only)	Alex Fabbro Mark Shelp	Cimarron				MMSA Bus Driver
Existing Facilities TROLLEY Tour (Natural Surface) Trolley/On Foot Beginner ROUTE 1	11/2 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via Trolley	Kim (greet people)	Cimarron	Matt Peter Axelson			
	11/2 2:00 p.m. to 5:00 p.m.	Canyon Lodge	Kim (greet people)	Cimarron				
Existing Facilities BIKE Tour (Natural Surface) Bus/On Bike Advanced ROUTE 2	11/2 2:00 p.m. to 5:00 p.m.	Meet at Canyon Lodge Transportation via MMSA Bus (drop-off only)	Kim (greet people)	Cimarron				
	11/2 2:00 p.m. to 5:00 p.m.	Canyon Lodge	Kim (greet people)	Cimarron				
Focus Groups Track 1 to TS	11/2 2:00 p.m. to 5:00 p.m.	School (which one?) Suite Z		Pete	Jeff	Steve		
	11/2 2:00 p.m. to 5:00 p.m.	Tallus	John (host, program) Kim (host) Mark Shelp (host) Dana (registration)					
Focus Groups Track 2 to Alta	11/2 2:00 p.m. to 5:00 p.m.	Canyon Lodge						
	11/2 2:00 p.m. to 5:00 p.m.	Canyon Lodge						
Focus Groups Track 3 to TS & Alta	11/2 2:00 p.m. to 5:00 p.m.	Tallus						
	11/2 5:00 p.m. to 7:30 p.m.	Canyon Lodge						
Consultant Working Dinner	11/2 5:00 p.m. to 7:30 p.m.							
Developers' Forum Reception	11/2 6:00 p.m. to 7:30 p.m.							

MLTPA CAMP: SUMMER Staffing Overview

Missing Links Tour (Paved)	11/3 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via Trolley	Jay Deinken		Jeff Matt	Trolley Driver	
Missing Links Tour (Natural Surface)	11/3 9:00 a.m. to 12:00 p.m.	Meet at Canyon Lodge Transportation via Trolley	Alex Fabbro	Cimarron Pete		Trolley Driver	
Mammoth Trails	11/3 9:00 a.m. to 12:00 p.m.	Canyon Lodge	John Will Aldrich Kim		Jeff		
Trails Network Workshop (Paved)	11/3 2:00 p.m. to 4:00 p.m.	Canyon Lodge	Kim (will float)		Matt Jeff	Steve (will float)	
Trails Network Workshop (Natural Surface)	11/3 2:00 p.m. to 4:00 p.m.	Canyon Lodge	Kim (will float)	Cimarron Pete		Steve (will float)	
Consultant Working Dinner	11/3 5:00 p.m. to 7:30 p.m.	Tallus					
Signage & Wayfinding	11/3 7:30 p.m. to 9:30 p.m.	Canyon Lodge	John Kim Mark Shelp Dana			Steve	Jeff Corbin
Next Steps Presentation	11/4 10:00 a.m. to 12:00 p.m.	Canyon Lodge	John Kim Mark Shelp Dana (registration)	Cimarron Pete	Matt Jeff	Steve	

Chapter 8: Session Information

The consultants developed each session's goal and structure, with MLTPA and the Town of Mammoth Lakes providing local knowledge, facility information, and descriptions of potential participants.



CAMP: SUMMER Event Information

THURSDAY, NOV. 1st, THROUGH SUNDAY, NOV. 4th

Exhibit Hall/Base CAMP

Canyon Lodge (see Event Schedule for times)

Informational and interactive exhibits will be on display throughout the event in the CAMP: Summer Exhibit Hall at Canyon Lodge, and MLTPA staff will be on hand all weekend to field questions and receive feedback while you register for events and take the CAMP: Summer survey. Among the many displays will be a special “Walk the Lake Mary Road Bike Path” exhibit, produced in partnership with the Town of Mammoth Lakes, where you can get a detailed look at this important trails project as an overlay on a large-scale aerial map of the town and view the final construction drawings mounted as one continuous exhibit.

THURSDAY, NOV. 1st

Opening Reception

7 p.m. to 8:30 p.m., Canyon Lodge

Join us for cocoa and cookies while you check out the Exhibit Hall and familiarize yourself with the weekend’s many activities. Meet planning consultant team members from Alta Planning + Design (paved surfaces) and Trail Solutions (natural surfaces), MLTPA staff and Board members, and the CAMP Jurisdictional, Funding, and Planning Partners. Take the CAMP: Summer survey, register for tours and workshops, and more!

FRIDAY, NOV. 2nd

Hidden Lake/Mammoth Meadows Restoration Tour

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: U.S. Forest Service

The U.S. Forest Service will lead a special hike through the Hidden Lake/Mammoth Meadows area at the base of the Sherwins as part of their Mammoth Meadows Restoration Project. Staff will be assessing hiking trails as part of this endeavor and is seeking public input during this special tour. Transportation will be provided by Town Trolley.

Existing Facilities Trolley Tour (Paved)

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: Alta Planning + Design

An introductory tour to orient participants with existing sections of Mammoth Lakes' paved pathways and dedicated bike lanes, with a focus on key community locations. This tour will be led by Town Trolley and on foot. ***LIMIT 20**

PARTICIPANTS

Existing Facilities Bike Tour (Paved)

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: Alta Planning + Design

An advanced tour of the existing sections of pathways and bikeways that loop Mammoth Lakes, with a focus on understanding the experience, safety, and practicability of various types of system infrastructure. This tour will be led by Mammoth Mountain bus and on bikes. ***LIMIT 20 PARTICIPANTS**

****Participants must supply their own bikes and helmets; no gear will be available on site. Riders MUST have helmets to take part in this tour.**

Existing Facilities Trolley Tour (Natural Surface)

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: Trail Solutions

An introductory tour to orient participants with existing Mammoth-area soft-surface trail opportunities. This tour, guided by Town Trolley and on foot, will look at many different use areas and will discuss sustainability, soil conditions, connectivity, and use. ***LIMIT 20 PARTICIPANTS**

Existing Facilities Bike Tour (Natural Surface)

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: Trail Solutions

An advanced tour of select existing Mammoth-area trail segments. This tour will be led by Mammoth Mountain bus and on bikes. The group will ride several pieces of Mammoth's trails to get an understanding of various conditions, flow, safety, and sustainability issues. ***LIMIT 12 PARTICIPANTS**

****Participants must supply their own bikes and helmets; no gear will be available on site. Riders MUST have helmets to take part in this tour.**

SATURDAY, NOV. 3rd

Missing Links Tour (Paved)

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: Alta Planning + Design

This tour will build upon the previous day's Existing Facilities tours by focusing on missing connections between community nodes and neighborhoods. The discussion will be about moving people around town safely and efficiently without

the use of cars, and enhancing the leisure-recreation experience. This tour will be led by Town Trolley, with some short walks. ***LIMIT 20 PARTICIPANTS**

Missing Links Tour (Natural Surface)

9 a.m. to 12 p.m., meet at Canyon Lodge

Tour Guide: Trail Solutions

This tour will build upon the previous day's Existing Facilities tours by focusing on missing connections between community nodes and neighborhoods, as well as on areas where use is currently occurring, but access is threatened or use is unsustainable to the environment. The tour also will explore possible connections to popular locations. This tour will be led by Town Trolley, with some short walks.

***LIMIT 20 PARTICIPANTS**

Mammoth Trails

9 a.m. to 12 p.m., Canyon Lodge

Session Leader: MLTPA

This workshop will focus on how the Mammoth recreation community can come together through a central website (www.mammothtrails.org) to provide activity and conditions information to our visitors and to each other. We also will discuss how current and developing digital technology can benefit local clubs and organizations, and how MLTPA, via Mammoth Trails, can work with local clubs and groups to mitigate user conflict, find solutions to trails and public access issues, and help everyone work together toward common goals.

Trails Network Workshop (Paved)

2 p.m. to 4 p.m., Canyon Lodge

Session Leader: Alta Planning + Design

Building upon the previous days' Existing Facilities and Missing Links tours, and using base maps and electronic media, participants will begin to identify missing links and potential future connections. Working closely with the planning consultants, participants will provide input on potential links to key services and neighborhoods, to favorite recreation and leisure areas, and for safe routes to school and work. They also will provide input on possible improvements to amenities such as signage and wayfinding, bike racks, bus stops, and other safety enhancements. ***LIMIT 20 PARTICIPANTS**

Trails Network Workshop (Natural Surface)

2 p.m. to 4 p.m., Canyon Lodge

Session Leader: Trail Solutions

Building upon the previous days' Existing Facilities and Missing Links tours, and using aerial photography, base maps of existing trails, and electronic media, participants will work closely with planning consultants to envision potential new trail connections and improvements to the current system, as well as brainstorm about trail amenities such as trailheads and signage within the frontcountry area

adjacent to the community. The focus will be on connections to community nodes and neighborhoods. ***LIMIT 20 PARTICIPANTS**

Signage & Wayfinding in Mammoth Lakes: Essential Steps to a Successful Program

7:30 p.m. to 9:30 p.m., Canyon Lodge

Presenter: Jeff Corbin, Founder, Corbin Design

Enjoy cocoa and cookies as you listen to Jeff Corbin, founder of award-winning and nationally recognized design firm Corbin Design, give a special presentation focusing on the critical steps in developing a successful signage and wayfinding system, whether it's for a trail system, a hospital, or a community. Corbin Design has completed successful projects for such clients as downtown Los Angeles, Purdue University, and Crystal Mountain Resort.

SUNDAY, NOV. 4th

Next Steps Presentation

10 a.m. to 12 p.m., Canyon Lodge

Presenters: Alta Planning + Design and Trail Solutions

Wrap up your weekend by listening to the planning consultants' presentation on the lessons and information learned from the CAMP: Summer workshops and listening sessions, and participate in a question-and-answer session. You'll receive information about how you can stay informed and involved in the planning process, which planning steps are still to come—including CAMP: Winter, which is scheduled for the first weekend of February 2008—and when the Mammoth Lakes community can expect a draft trails plan.

CAMP: SUMMER Opening Reception



(L to R) John Wentworth (Acting Executive Director, MLTPA Foundation), Skip Harvey (Mayor, TOML), Peter Axelson (Beneficial Designs), and Terry Smutney (Disabled Sports Eastern Sierra) at the CAMP: SUMMER Opening Reception



CAMP: SUMMER Exhibit Hall during the Opening Reception

Existing Facilities Trolley Tour (Paved)



Tour participants



Tour participants

Existing Facilities Bike Tour (Paved)



Tour participants



Portion of tour route

Existing Facilities Tours (Natural Surface)



Trolley Tour participants



Bike Tour participants

CAMP: SUMMER Agency Listening Sessions



CAMP consultants work with TOML agency representatives at a listening session.

CAMP: SUMMER Listening Sessions



Mountain bikers work with Pete Webber of Trail Solutions.



Disabled users work with Matt Benjamin of Alta Planning + Design.



Hikers work with Pete Webber of Trail Solutions.



Equestrians work with Pete Webber of Trail Solutions.



Retailers work with Matt Benjamin of Alta Planning + Design.

Developers' Forum Reception



Mammoth Crossing Development joins the Developers' Forum at the Developers' Forum Reception.



(L to R) Eric Wasserman (Mammoth Lakes Chamber of Commerce), John Wentworth (MLTPA Foundation), and Mark Deeds (Mammoth Crossing Development) shake hands.

Missing Links Tour (Paved)



Tour participants



Tour participants

Missing Links Tour (Natural Surface)



Tour participants

Mammoth Trails Session



MLTPA Foundation Communications Manager Kim Stravers greets a participant.



Session participants

Trails Network Workshops



Trails Network Workshop (Natural Surface), led by Cimarron Chacon and Pete Webber of Trail Solutions



Trails Network Workshop (Paved), led by Matt Benjamin and Jeff Olson of Alta Planning + Design



Participants discuss trail opportunities in the CAMP: SUMMER Trails Network Workshop (Natural Surface).



Participants discuss opportunities for trail system expansion in the CAMP: SUMMER Trails Network Workshop (Paved).

Jeff Corbin Signage and Wayfinding Presentation



John Wentworth (MLTPA Foundation, R) introduces CAMP: SUMMER keynote speaker Jeff Corbin (Corbin Design, L).



Jeff Corbin giving his signage and wayfinding presentation

Next Steps Presentation



Jeff Olson (Alta Planning + Design) wraps up CAMP: SUMMER at the Next Steps presentation.



Pete Webber (Trail Solutions) speaks during the Next Steps presentation.

CAMP: SUMMER TOUR ROUTES

FRIDAY: NOV. 2ND, 9 a.m. to 12 p.m.

EXISTING FACILITIES TROLLEY TOUR: ALTA (Route 1)

Group meets at Canyon Lodge, boards the Trolley, and then takes the following route:

- 1. Stop at intersection of Mammoth Lakes Trail System (MLTS) bike path and Main Street near Joaquin Road.**
 - *Show northwestern terminus of bike path*
- 2. Drive down Minaret Road to Meridian Boulevard.**
 - *Observe Class 2 bike lanes on Minaret Road*
- 3. Take Meridian to Eagle Lodge.**
 - *Observe how we reconnect to the Bike Path at Meridian/Minaret.*
 - *Class 3 bike route on Meridian*
- 4. Stop at Eagle Lodge.**
 - *Discuss interface with MLTS paved path at Eagle Lodge*
- 5. Take Meridian to Minaret to Old Mammoth Road to Mammoth Creek Park.**
 - *Observe bike lanes on Minaret and Old Mammoth Road*
 - *Discuss problems with bike lane narrowing on Old Mammoth Road*
- 6. Stop at Mammoth Creek Park.**
 - *Observe bike path crossings at Mammoth Creek (bridge) and Old Mammoth Road (undercrossing)*
 - *Observe existing signage*
- 7. Proceed north on Old Mammoth Road to Meridian.**
 - *Mention Summer Trolley stop at this intersection and potential destinations*
 - *Observe existing conditions on Old Mammoth Road*
- 8. Turn right on Meridian toward schools.**
 - *Discuss Safe Routes to School programs*
- 9. Stop at Volcom Brothers Skate Park.**
 - *Discuss access to skate park and potential for bicycle commuting to adjacent Business Park*
- 10. Drive to Visitors' Center via Meridian and Main Street.**

- *Notice conditions along Main Street/Hwy. 203 and Class 3 bike route*

11. Stop at Visitors' Center/Shady Rest Campground

- *Observe undercrossing at Main Street, signage*
- *Discuss summertime visitor experience*

12. Drive to Shady Rest Park (time/weather permitting)

- *Observe bike path connection to park*

13. Return to Canyon Lodge.

- *Observe existing bike path segments along Main Street*
- *Wrap-up, follow-up questions, discussion (en route)*

EXISTING FACILITIES TROLLEY TOUR: TS (Route 1)

1. **Start** this tour by examining the Canyon Lodge/trails interface. **Load** the Trolley and proceed across the parking lot to Austria Hof. **Stop**, get out, examine trails interface.

- *Talk about how the trails come into the parking area.*
- *Look at the feeder trail; as you drive down the road toward the North Village, note that bikes are riding very fast in the middle of the road to catch the bus at the North Village.*

2. **Reload** the Trolley and proceed to the North Village. **Stop** at North Village at the gondola. **Stop**, get out, and walk around the lodge.

- *Notice connection to the parking lot and gondola area*
- *Look for signage*

3. **Reload** the Trolley and proceed up Minaret Road toward Main Lodge. **Stop** at Point #43 bus stop (the entrance to the Earthquake Fault). **Get out**, examine access to Downtown trail and the Forest Service trail.

- *Note unsafe connection to FS road*
- *Note trail construction of Uptown and Downtown*
- *Look across street and see unsustainable FS trail*
- *Note inconsistent signage*

4. **TURN TROLLEY AROUND.** **Reload** the Trolley and return back down Minaret toward Town. **Pause** at the intersection with the Scenic Loop (Point #71) to look at access to the Knolls.

- *Note user-created trails, widened by motorized use*

5. **Stop** at intersection of Hwy. 203 and Forest Trail at the Downtown trail/North Village connection.

- *Notice connection that dumps you off at corner of major intersection, lack of signage or direction.*
- *See if you can figure out how to go back up*

6. **Reload** the Trolley and proceed to Lake Mary Road. Proceed up to Twin Lakes parking lot (Point #34). **Stop** and unload in parking lot.

- *Look at Lakes trail: notice what went wrong with this contour trail design during construction by a SWECO.*
- *Look at connection to trailhead.*

7. **Reload** and proceed to Point #119 (Panorama Dome). **Stop, unload, and walk** on Panorama Vista/Panorama Dome loop.

- *Walk part of trail as an out-and-back, note good layout and construction*
- *Note problem areas*
- *Talk about trail features*
- *Note random access point to trail*

8. **Reload** and proceed up to intersection with Old Mammoth Road. **Stop** and **walk** the Forest Service interpretive trail to Mammoth Rock Trail and Panorama Dome connections.

- *Note bench cut constructions and other trail features on Mammoth Rock Trail.*
- *Note contour design.*
- *Walk about ¼ mile to view the unsustainable trail below that travels through a wetland meadow.*
- *Walk back to waiting trolley.*

9 . **TURN TROLLEY AROUND. Reload** trolley and return to Canyon Lodge.

EXISTING FACILITIES BIKE TOUR: ALTA (Route 2)

Meet at Canyon Lodge. Load bicycles on bike trailer. Depart and follow this route:

1. **Stop at intersection of Mammoth Lakes Trail System bike path and Main Street near Joaquin Road.**

- *Show northwestern terminus of bike path*
- *Unload bikes and ride to Eagle Lodge (bus drives to Eagle Lodge)*

2. **Stop at Eagle Lodge.**

- *Discuss interface with paved path at Eagle Lodge*
- *Load bikes on trailer and depart*

3. **Take Meridian to Minaret Road to Old Mammoth Road to Mammoth Creek Park.**
 - *Observe bike lanes on Minaret Road and Old Mammoth Road*
 - *Discuss problems with bike lane narrowing on Old Mammoth Road*
4. **Stop at Mammoth Creek Park.**
 - *Unload bicycles and ride path (bus drives to Visitors' Center parking lot)*
 - *Observe bike path crossings at Mammoth Creek (bridge) and Old Mammoth Road (undercrossing)*
 - *Observe existing signage*
5. **Ride to schools.**
 - *Mention potential Safe Routes to School programs*
6. **Continue riding to Volcom Brothers Skate Park.**
 - *Discuss access to skate park and potential for bicycle commuting to adjacent Business Park*
7. **Continue riding to Visitors' Center/Shady Rest Campground.**
 - *Observe undercrossing at Main Street, signage*
 - *Discuss summertime visitor experience*
8. **Ride to Shady Rest Park (time/weather permitting).**
 - *Observe bike path connection to park*
 - *Return to Visitors' Center and load bikes*
9. **Return to Canyon Lodge**
 - *Observe existing bike path segments along Main Street*
 - *Wrap-up, follow-up questions, discussion (en route)*

EXISTING FACILITIES BIKE TOUR: TS (Route 2)

1. **Take MMSA bus from Canyon Lodge to Main Lodge.**
2. **Ride Downtown trail from Main Lodge to Paper Route.**
3. **Ride Paper Route to Lakes trail via Juniper trail.**
4. **Ride Lakes trail to Panorama Vista.**
5. **Ride Panorama Vista to Mammoth Rock Trail.**
6. **Group will stop and observe Mammoth Rock Trail, but will not ride it.**
7. **Ride Mammoth Lakes Trail System and Town streets from Panorama Vista area back to Canyon Lodge.**

SATURDAY: Nov. 3rd, 9 a.m. to 12 p.m.

Missing Links Trolley Tour: ALTA

Group meets at Canyon Lodge, boards the Trolley, and then takes the following route:

- 1. Stop at proposed terminus of Lake Mary Road Bike Path.**
 - *Discuss connection into town*
- 2. Drive up to the North Village.**
 - *Stop and discuss connections to existing bike path*
- 3. Take Forest Trail Road to Main Street and Fire Station**
 - *Discuss potential for a bike path connection on this corridor*
- 4. Drive west on Main Street to Minaret Road and back to Gateway Center**
 - *Discuss bike path connection along this corridor between Shady Rest, existing bike path terminus at Joaquin, and Lake Mary Road Bike Path*
- 5. Drive down Old Mammoth Road and stop at Mammoth Creek Park.**
 - *Discuss need for bicycle facilities along this major commercial corridor*
- 6. Continue down Old Mammoth Road.**
 - *Discuss bike path connection around Snowcreek project to access potential backcountry options in Sherwins*
 - *Discuss continuation of bike path along Old Mammoth Road to Waterford*
- 7. Drive to dead-end at Waterford.**
 - *Stop and discuss future bridge connections across creek. Participants may choose to walk across creek to connection with existing bike path and back.*
- 8. Return to Canyon Lodge.**
 - *Observe existing bike path segments along Main Street*
 - *Wrap-up, follow-up questions, discussion (en route)*

Missing Links Trolley Tour: TS

1. **Start** the tour at Canyon Lodge. Proceed to Hwy. 203 and up toward Main Lodge. At Point #42 (Earthquake Fault parking lot), **stop** and examine possible connections between Mountain View trail and The Fault interpretive areas.
2. **Reload** the Trolley and head back down Minaret toward town. Take a left onto the Scenic Loop and **pause** at several key locations (Points #70, #69). **Turn trolley around** at or before Point #73.
3. **Return** to Minaret (Hwy. 203) and travel to Shady Rest via Forest Trail. **Pause** at Point #64 (Forest Trail at Sierra Blvd.) and Point #15 Forest Trail near Pinecrest). **Stop** and unload at Shady Rest Park (Point #23); option to stay on Trolley or walk pathway back to Forest Service campground.
4. **Trolley to travel** from Shady Rest to FS campground/Visitors' Center. **Stop** and pick up passengers.
5. **Reload** the Trolley and proceed to Cerro Coso Community College parking lot (Point #6). **Stop**, get out, and walk to end of path at Point #169. Look at potential connections with Mammoth Rock Trail. Return to waiting Trolley.
6. **Reload** the Trolley and proceed to Tamarack Street and Hidden Lake area (Point #27). **Stop** and get out. **Walk** to Points #137 and #136. Discuss connection to Mammoth Rock and more sustainable alignments of trail. Return to waiting Trolley.
7. **Load** the Trolley and, time permitting, proceed to Wave Rave. **Stop**, get out, and examine Diaper Park area.
8. Return to Canyon Lodge.



Thank you for helping with the CAMP: SUMMER tours! At the end of your tour, please return this form to the Registration Table.

Name: *Jo Bacon*

Tour Name: *Paved Trolley & Walk*

Number of people who participated in tour: *16 + 2 Consultants + me*

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Good participation, good overview of existing trails & some of the signage problems. If there's lots of discussion on the bus, Commentator should use the microphone.

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to kimstravers@mltpa.org.

11/21/07



Thank you for helping with the CAMP: SUMMER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jay Deinken

Tour Name: Existing Facilities BIKE Tour (Paved) Bus/On Bike Advanced ROUTE 2

Number of people who participated in tour: 3

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Excellent tour. Should have had more participants (it was Jeff Olson, Steve Speidel & me), but because there were just the 3 of us, we had lots of opportunities to stop & discuss observations at many locations along the route.

Jeff seemed to feel he ~~was~~ got a lot of good info from what he observed.

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to kimstravers@mltpa.org.

11/2/07



Thank you for helping with the CAMP: SUMMER tours! At the end of your tour, please return this form to the Registration Table.

Name: *ALEX FABBRO*

Tour Name: *EXISTING FACILITIES BIKE TOUR*

Number of people who participated in tour: *5*

*Cimarron Chacon
Heidi Kanayan
Mark Dallis
Mark Schelp
Alex Fabbro*

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

*Good information exchange between participants + tour leader.
Nice instruction from Cimarron on poor and good practices used in trail construction.
Maybe have maps in the future so it'd be clear where the existing trails are and where the missing links are (which would help explain why some poor practices were implemented, as well).*

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to kimstravers@mltpa.org.



Thank you for helping with the CAMP: SUMMER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jay Deinken

Tour Name: 11/03/07 Missing Links Trolley Tour: ALTA (Paved)

Number of people who participated in tour: 8

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Great tour. Having Peter Bernasconi and Steve Speidel along really added a lot--they gave Matt a bunch of good information that nobody else could have. Lara Kirkner participated as well, and it looked like we might get a story out of her observations.

The couple who were along and who are not full time Mammoth residents appeared to enjoy the tour, and I believe they got a lot of educational value out of--they asked a lot of questions and seemed to be getting some good information to bring them up to speed on the issues involving our trails system.

We made a couple of changes in the route on the fly. It might be a good idea, for future tours, to let the facilitators know that they can be flexible in picking the route. Indeed, if there is an opportunity for the consultant, the MLTPA member, and any other knowledgeable participants (e.g., town or USFS employees) to get together beforehand for a brief review of the plan, that might help add to the value of the tour.

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to kimstravers@mltpa.org.



Thank you for helping with the CAMP: SUMMER tours! At the end of your tour, please return this form to the Registration Table.

Name: Alex Faddaro

Tour Name: Missing Links (Natural Surface)

Number of people who participated in tour: 15 including Cimarron, Pete, Ken, & me

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Diverse group of mt bikers, Sierra Clubbers, & hikers new to the area.

Cimarron did well keeping the group focused on Summer CAMP, as some participants tended to go off on winter use tangents.

Generational thing: younger participants appear more tolerant of multiple or shared use trails than the older ones.

There seemed to be consensus among participants about missing link trail priorities — if not a particular rank order, at least the recognition of the need for each missing link visited.

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to kimstravers@mltpa.org.

CAMP: SUMMER Mammoth Trails Session

November 3, 2007

9 a.m. to 12 p.m.

Facilitators: Will Aldrich (MLTPA), John Wentworth (MLTPA),

Jeff Olson (Alta Planning + Design)

Recorded by Kim Stravers (MLTPA)

In attendance: Stan Bluhm, Silver Chesak (Footloose Sports/mountain bike community), Tony Colosardo (Footloose Sports), Julie Jones (trail user), Rebecca Paranick (MMSA seat on MLTPA Board), Mark Shelp (MLTPA), and Danna Stroud (TOML). (Mr. Bluhm attended to learn how he can enhance his efforts in June Lake to start a similar trails committee/movement.)

Mr. Wentworth presented a brief introduction of the session and facilitators. Mr. Olson pointed out that in the CAMP process, the user group relationship has yet to be fully formed, and that Mammoth Trails aims to encourage just that. Mr. Wentworth explained that the purpose of Mammoth Trails is to provide a source of conflict resolution and issue mitigation, as well as to create a digital presence for this recreation community. The 2006 Mammoth Trails Ad Hoc Committee Report was distributed for reference.

Mr. Aldrich introduced the first topic of discussion: How can we leverage Mammoth on the web and strengthen our current branding? In response to Mr. Wentworth's question—"Do we start with the user groups and work up to the digital world, or do we want to get the digital system up and running and bring the user groups in later?"—the group agreed that building user group relationships and assisting clubs with operations and new formation is the first priority.

Mr. Aldrich also raised the following points:

- Nearly 80% of the U.S. population has access to the web, and nearly two-thirds have access to broadband. Travel planning has become visible and lucrative: think Trip Advisor, Expedia. As they think about "Who is the key persona?" at Yahoo!, they think of the Chief Household Officer (a "wired mom"). Similarly, how do we make a niche experience relevant to the casual user?
Ms. Stroud responded that we do this through branding: What we do in town matters to people here in their businesses and way of life.
- The proliferation of social media sites (MySpace, Facebook, etc.): People are turning to interest groups, such as Trip Advisor, to get the lowdown on a possible vacation place, which has spawned new technologies represented by Quick Maps and MTB Guru. The threshold for entering this technology has become so low that it is über-accessible. The promise of Mammoth Trails is to be able to put this technology to use and combine it

with our unique community assets, such as our users. We can start even with a simple blog—no financial investment—and see what works and what doesn't. There are a number of small, tactical things we can do in the next couple of weeks to begin giving Mammoth Trails some life.

Mr. Olson then addressed the topic of user groups and clubs, stating that the public/private/nonprofit partnership triangle model has to be in place for Mammoth Trails to be successful. User-based knowledge ties into physical knowledge and feeds ideas for improvement via instant digital feedback: conditions reports linked to a maintenance system, for example. The challenge here is the diversity of user groups coming together under Mammoth Trails' "big tent." But some groups don't yet exist, and it's another challenge to get them started. We currently have a combination of things maturing and things yet to come.

Mr. Aldrich added that when you think about web communities such as Wikipedia, whose image is "millions of people collaborating," the reality is that it's actually a small number of people, a nucleus, who keeps it going. We have the same deal here in Mammoth.

Mr. Colosardo raised the following question, with starting a mountain bike club in mind: "How have the High Sierra Striders and East Side Velo become so successful?" The following traits were identified in response:

- Leadership
- Critical mass of passionate people
- Strong organization
- Core group of leaders
- Commitment, which leads to sustainability
- Sense of mission, and skill set to put it together
- Project collaboration: "Share the Road" signs
- It's natural for them to want to ride together
- Public participation
- Local sponsorship
- Nesting into a bigger thing with the Century ride/tapping the larger-scale resource
- Culture of the activity

The following items were identified as things Mammoth Trails could offer to a strong club such as East Side Velo:

- Good exposure helps them to gain members to handle operational tasks/administration
- Shared resources
- Central event operations: one coordinator, shared office space, etc.
 - Businesses want to support events, but in partnerships; no one wants to shoulder the burden alone. Mammoth Trails can help coordinate partnered events to streamline the approach to and

maximize sponsorship opportunities with the local business community.

Using mountain biking as an example of an activity lacking a club, the group brainstormed on the following topics:

- Clubs can trade credible information for resources/enter into a social contract, and help deal with conflict resolution. A central collection of geo-referenced data (GIS) will drive mitigation plans because everyone will be working with the same data set.
- Clubs need mission statements, long-term goals, and organizational development help.
- A group needs immediate benefits to organize; if there is no perceived threat of losing access, for example, it may seem that there is no reason to rally together.
- Clubs and other efforts that have failed in the past put a damper on new ideas.
- Lack of quality outdoor experiences can lessen the desire to form a club; no one wants to group-ride less-than-optimal trails.
- Mammoth Trails can bring to clubs a basic means of digital communications, and partnering strength with agencies.
- Holding a Mammoth Trails charter gives a group credibility, as does successful self-regulation on the part of the recreation community. Instituting a chapter of the National Mountain Bike Patrol, for example, will serve other users and increase positive opinions.
- Each group has its own special strength to offer a community benefit.
- We need to institute a “Where are we five years from now?” kind of thinking; what kinds of problems might we be trying to solve as this community grows?
- Clubs can use Mammoth Trails as a means to interface with developers and others in planning processes, etc.
- Newcomers and visitors need resources to help them stay out of harm’s way, such as maps, etc.
- Mammoth Trails affiliates will have confidence that they can effectively reach agencies, etc., not only for conflict resolution, but also for stewardship opportunities, etc.

So, what next?

- All of our activities are being addressed physically through the planning process.
- Technically, we can pull off the digital side of Mammoth Trails (small investment, huge return).
- We need to engage individuals for each activity lacking a club to ensure that they have voices. The MLTPA activities list is a good start. People have yet to discover the strength in their numbers, and they have been traditionally regionally focused as opposed to locally focused.

- American Trails has done this type of thing under a huge national tent. They hold a symposium every two years, their website is a gateway to all kinds of activity information, and they are active in lobbying, so they may be a good model for Mammoth Trails to pursue.

The following items were identified as necessary for a subsequent Mammoth Trails session at CAMP: WINTER:

- Articles of Confederation
- Social contract description
- Model club
- Benefits package for affiliates
- Digital capabilities report
- Reconvene Ad-Hoc committee
- Mock-up of website

The meeting closed with a unanimous vote of participation by all present to continue working to develop Mammoth Trails. **May 1st** was set as a tentative launch date for this project. A follow-up meeting is to be scheduled.

All About Bike Terrain Parks

By Pete Webber, International Mountain Bicycling Association

In just a few decades, mountain bikes have progressed from clunkers to hardtails to big-travel freeride rigs, while our most heralded places to ride have changed from Marin to Moab to Whistler and Glentress. So what's next? Bike parks may be the hot ticket.

Also known as bike skills parks, freeride parks, or challenge parks, these playgrounds are popping up all over—and riders are loving them. There are, as of 2007, more than 30 purpose-built public bike skills parks in the U.S. and Canada, and many more in the U.K., Australia, and beyond. Most of them have been built since 2005, and this figure doesn't include the hundreds of ski areas who've been offering mountain biking since the 1980s, nor privately owned bike parks such as the innovative converted warehouse known as Ray's Indoor in Cleveland, Ohio.

So, what's a bike park? While there doesn't seem to be a set recipe, the ingredients usually include a variety of natural obstacles such as rocks and logs, imaginative constructed features like teeter-totters and ladder bridges, along with pump tracks and dirt jumps—all collected in a compact setting. Picture a skateboard park or snowboard park designed specifically for mountain bikes.

The emergence of bike parks has been fueled both by riders and public land managers. Riders seek more challenging terrain, jumps, constructed obstacles, and a place to hone their skills. Managers want to reign in unauthorized trailbuilding and provide new recreation options in a central, easily managed location.

While these parks come in different shapes and sizes, they all make technically challenging mountain biking more readily available to the public—especially to kids—and do so in a controlled environment. They usually accommodate a wide range of abilities, with opportunities for skill building and progressively difficult challenges. Riders return to these parks again and again to session the obstacles and improve their riding.

Bike parks do much more than mimic terrain found in nature. They also offer unique obstacles that stretch the imagination. They're typically not a replacement for traditional trails. Rather, they serve as an additional place to ride that is more convenient and controlled.

Bike parks promise to expand and evolve, to keep our sport fresh and fun.

MORE INFO

For an ever-growing list of freeriding areas and bike parks, visit www.imba.com/resources.

For design, construction and management assistance, contact IMBA Trail Solutions.

SUCCESS STORIES

South Surrey Bike Park

The South Surrey Bike Park, established in 1998, was the first municipally sanctioned and funded off-road cycling facility in the greater Vancouver, British Columbia, area. The park lies on a relatively small site located between a wildlife refuge and a heavily used athletic park. The land was previously home to unsanctioned singletrack, abandoned access roads, and unauthorized use.

Today the park features a 4.5-mile forested trail network of beginner and intermediate singletrack, along with a skills area that includes dirt jumps, natural obstacles, and a drop zone. The city of South Surrey has provided over \$70,000 for planning and materials, while cycling advocates have contributed \$10,000 and volunteer labor. The park has been so successful that the city is now planning several similar projects elsewhere.

The city of Surrey embraced the facility in order to combat the problem of unauthorized trails, which were expanding throughout the region. Because the city was spending thousands of dollars decommissioning the unsanctioned trails, a financial commitment to funding a legit park seemed a worthwhile investment.

The project got off to a shaky start, however, when initial trail plans encroached on the nearby urban forest, running afoul of a local advisory committee dominated by forest preservationists who were very much opposed to mountain biking. But in 2000, Parks Manager Greg Ward spearheaded meetings between the groups, and ultimately, the two sides reached a compromise. The park developed a master plan for a variety of trails, ranging from broad beginner boulevards to advanced singletrack to technical features.

In November 2000, the Surrey Off-Road Cycling Enthusiasts Society was formed to assist with the development and maintenance of the revived park. The city provided tools, staff, and material for the project, and also worked to get the local cycling club off the ground, helping it incorporate as a nonprofit society and assisting volunteer recruitment by posting ads and providing work-day lunches, tents, generators, promotion, and grants for club events. The club now has 250 members.

Volunteers worked closely with city staff and local land advocates, who reviewed all volunteer trailwork. A city employee also attended monthly trailwork days to provide assistance. The combination of volunteer trailwork, a commitment to adequate funding, and excellent communication and cooperation on all sides helped the project race to successful completion and create a fabulous community venue for off-road cycling. The city has seen immediate benefits: With increased users on the established trail system, vandalism has decreased and rogue trail development has ceased.

Vancouver Riders Soar at Gleneagles

Gleneagles Adventure Park is a mountain bike skills park located on municipal land near Horseshoe Bay in West Vancouver, British Columbia. The park first opened in 2004, and was relocated next to a new skateboard park in 2005.

Gleneagles features a dirt-jumping area and a variety of technical features. The jumps—all tabletops—are designed for a wide range of abilities. The technical area includes bridges, ramps, drops, teeters, and skinnies. Each feature is rated by difficulty, from green circle to black diamond. The features and jumps are progressive—riders can start on smaller stuff and work up as they get more skilled.

But the park offers more than extreme thrills. It also provides a safe place for kids and families to play together, be active, and connect with their community. "The kids didn't want another playing field—they wanted a mountain biking park," says Christi O'Krainetz, Youth Advocate for the District of West Vancouver. "And by combining the bike park with a skate park, all located next to the fire hall and police office, we've created an ideal community gathering spot."

O'Krainetz says that the park has been a success because it offers a skills progression so riders can work towards riding more difficult features. While safety is always a concern, the district's risk management team assessed the issues and developed signage, difficulty ratings, rules and a maintenance checklist to manage safety issues. "From a liability point of view, we treat it like any other public playground," she says.

O'Krainetz offers this piece of advice for other communities looking to build a bike park: "Partnerships are the key—volunteers must shoulder some of the burden. It also helps to find a champion inside the halls of government who can take on the new challenge and push it through the bureaucracy."

Several professionals were brought in to design and construct Gleneagles. Team NORCO pro rider and park builder Jay Hoots led the design process; skilled carpenters from Whistler helped with the stunt construction; and professional landscape architects provided architect services. The result was an immediate success: "More and more people are talking about it," says O'Krainetz. "It's exploding and we love it."

Corral Center Mountain Bike Park, Fort Collins, Colorado

At Lory State Park near Fort Collins, Colorado, gate fees were static and the decades-old horse concession was depositing more poop than profit. Park manager Kathy Seiple looked at the corral area and wondered, "Can we do something for mountain bikers?"

The answer was YES! Formal planning began in July, 2006, and the Corral Center Mountain Bike Park officially opened just four months later—a very quick turnaround

thanks to Seiple, project manager Greg Mazu, and pro builders Lee McCormack and Steve Wentz.

The Corral Center Mountain Bike Park includes dirt jumps, a pump track, and a skills area. Visitors pay \$5 per vehicle to enter Lory State Park, and the Corral Center is increasing the park's gate revenue by more than 10%. Park manager Kathy Seiple says that's astounding, especially for a project that cost less than \$10,000 and took only a few months from proposal to completion. Other park managers in the district have been inspired to try similar ideas.

How Sherwood Forest Coaxed the Dirt Jumpers Out of Hiding

England's Sherwood Forest no longer echoes with the rustle of Robin Hood's longbow.

Instead, these days, you're more likely to hear the sounds of wheels, horse hooves, and several million walking feet per year.

Located in the center of England, the park lies within an hour's drive of over 25 million people, including large numbers of bikers. In the park, which is just over 14,000 hectares (54 square miles), numerous woodlands adjoin villages and towns, all linked with connecting trails. This provided fertile ground for Robin Hood and his Messy Men—dirt jumpers, in other words—to create unauthorized jumping spots by the dozen.

Many of these jumps were well built and well used but tended to be in badly chosen locations where environmental impacts couldn't be managed, and land managers, leery of injuries and lawsuits, didn't want them around. It was clear, however, that there was a need for recreational facilities that satisfied the managers' environmental and safety concerns—these areas had important social significance to local young people.

To solve the problem, IMBA U.K. representatives worked with U.K. Forestry Commission staff to locate potential bike-park sites within the forest area. They then initiated a poster campaign to raise awareness of the problems with unauthorized jumps, encouraging riders to contact local land managers so they could have their say in the designing and building of a new dedicated jump park which had better emergency access and wasn't going to get bulldozed.

The campaign was a difficult one to start: Dirt jumpers are anarchists by nature and when words such as "insurance" and "risk assessment" creep into the conversation the riders tended to recoil and disappear back into the undergrowth. Authority—in the form of land managers—was also often a real impediment to bringing the dirt jumpers out of hiding. In order to break the impasse, a local cycle club stepped up to provide a friendly interface between the authorities and the renegade jump-builders.

The strategy succeeded. The riders and managers worked together to choose a new site and collaborated on the design to ensure that the park served all levels of ability—from basic jumps to huge doubles. They also agreed that the jumps would evolve and change with time, depending on weather and the changes in the sport.

When it was time to begin construction, the local club organized a series of "dig days" to get the work started and ensure that people were creating good quality jumps. All of the jumps were then integrated into an inspection regime to ensure that the area was being used and maintained properly.

It quickly became apparent that the park provided an important social resource for local young people. Instead of being considered a nuisance or an eyesore, dirt jumps were now a valid pursuit that could be zoned and managed well. In fact, the park provided a gateway to one of the most difficult segments of society to engage with: the teenage male!

Robin Hood and his team of renegade jump-builders finally joined forces with the rest of the forest. A jump park, it turns out, can be about much more than airtime and getting dirty.

Pete's Notes from Summer CAMP

Soft Surface Trail Tour

User conflict is a concern shared by all trail users. Conflict can arise in part from trail crowding, poor trail design, poor management, or lack of respectful visitors; however in most cases it can be reduced with proper planning.

Trail users seek a wide variety of experiences, from solitude and escape to exercise and camaraderie. Balancing these various needs can be best accomplished through diligent planning.

Due to the Lake Mary Bike Path, we anticipate an increase in the number of mountain bikers in the lakes basin, yet there currently is not a high quality natural surface trail system up there to meet their needs.

Areas near town that offer most potential for new trails are Shady Rest/the Knolls, Lakes Basin, Panorama Dome/Mammoth Rock.

The "warming Wall" rock climbing area near the Austria Hof and Canyon Lodge needs a better access trail that doesn't conflict with bike trails. Point on map #38

Focus Groups

Mountain Bike

There is a pent-up yearning for more mountain biking trails near town. (Trails at ski area do not meet their desire for cross-country singletrack.)

The loose soils in the area seem to easily churned up by horses and motorized vehicles, making the trails used by those visitors less enjoyable for mountain biking.

Mountain bikers are seeking to develop a closer working partnership with the Forest Service that can lead to new trails. They have little faith, little hope due to longterm lack of progress.

Developing an official mountain bike/BMX terrain park in town is very high on the wish list.

Dirt roads are not appealing. Beginner/Intermediate singletrack most underserved.

Previous effort to get a skills park led by Mammoth Freeriders United. They circulated a petition in 06 or 07.

Hiking Focus Group

A concern that hiking has been displaced on some trails by an increase in mountain biking.

Hikers would like some hiking-only trails to provide a less-crowded experience.

The trail planning process might benefit from input from other organizations such as Friends of Inyo, Mono Lake Committee, and Sierra Club.

The trail damage caused by horses is a concern.

Mammoth Rock Trail is less enjoyable, dangerous due to downhill mountain bikers.

Panorama Dome area is less enjoyable due to mountain bikers.

Equestrians Focus Group

Homeowner has closed historic access to the National Forest. Re-establishing access from the end of Mill Street point is a priority.

Mammoth Rock Trail is less enjoyable, dangerous due to downhill mountain bikers.

More trail loops needed near Mill City.

Not many equestrians are engaged in trail planning process, and there is no local equestrian organization.

Trails near Sierra Meadow Equestrian Center are very important to local horseback riders and visitors alike.

About 35 private horses are boarded at Sierra Meadow Equestrian Center. Additional horses are kept there during summer vacations by visitors. A handful of private equestrians keep their horses at their home, but this is few. All other horses use is by concession with USFS.



MEMO:

TO: CAMP PLANNING TEAM
FROM: Cimarron Chacon – Trails Solutions

RE: Mammoth Lakes Summer Camp
Notes: Public Officials Meeting 11/02/07



→ **Hidden Crossing Development**

- . 5 acres of wet land
- . Potential for BMX Park (linear)?

→ **Golf Courses**

- . Access potential for winter/Nordic access. Particularly Snow Creek.

→ **Complete Streets**

- . TOML Staff want to see complete treatment ideas (bike, ped, auto, etc) “community theory about ALL of the rights-of –way, and consistency throughout.

→ **Development Concept Plans**

- . Mark Wardlaw has a need for conceptual plans to accompany the general plan words when dealing with new developments and trails. Would like these ideas in Weeks not months.

→ **LAKE MARY BIKE PATH**

Q: Will there be a barrier on the down-slope side?

A: Yes, the barrier will have a series of wire cables ¼” thick. The fence is 54” high

Q: Why is the path on the outside vs inside of road

A: Expense, crossing at Eagle overpass, and height of retaining wall needed for inside trail

Q: What happens at Tamarack?

A: Path changes to a class 3 and moves on to road. There is potential for phasing to class 1 later.

Q: Why does the path follow the road instead of the creek?

A: Valentine reserve resisted any trail through their property

Q: What about other access to Mammoth Creek

A: There exists a public-owned easement through Snow Creek

- . Snow creek owners have resisted trail connections though their neighborhoods

- . Master facility plan calls for 2 bridges and street crossing and Waterford and bike lane with underground utilities.

- . Nature trail/demonstration project?

→ **Potential Trail to the Knolls**

Q: Why has this concept not moved forward in the past

A: Larry Johnston -1. The concept was beat down by residents of the area. 2. Routing difficulties due to excessive grades

A: MS- Knolls homeowners are most vocal about trails/THs in neighborhood

A: LJ – A much bigger loop concept was envisioned on earlier plans (before 91 plan) but it was reduced.

A: MS- Potential to locate trail higher on the hill, out of the homeowner view

A: USFS. Two access points exist coming out of knolls to be referenced as non-motorized in new draft motorized plan. FS open to development for non-motorized access once motorized access is removed.

→ Challenges to moving forward

A: USFS.- Issues around agency planning process – lack of capacity/staff to put towards efforts

A: USFS- Time is right ; USFS hasn't been asked previously for new trails, now the opportunity is emerging.

A. USFS – FS trail heads and access points need to be secured before new trail systems

A. TOML- No maintenance budget (\$30,000 annual for trails) looking for political will to support recreation and training for trails maintenance.

A. TOML- Need to market new trails and attract and cater to events. Trail-running is one event that gained momentum.

Runmammoth.com website

A: Need for Trails Coordinator on Staff – benches, signs, etc. Mangle the system

A. Mono County- Need to complete in town loops before looking to county. Need connections through Snow Creek, Need Improvements on Main Street

→ TOWN ISSUES

- Center of Town – Sierra Star Golf Course is a big hole with potential for connections. Right now citizens can't get through it.
- Snow removal along mainstreet by Cal Trans is a major safety issue. TOML is addressing.
- Winter Staging areas don't exist. There needs to be thought into winter staging
- Snow creek VIII is a high priority right now.
- Locals and visitors have a need for park and play, especially in winter when it is harder to use alt transportation
- Key components are needed and need system to tie to
 - Outdoor theater
 - Bike Skills/terrain park
 - Ice rink/Roller hockey
 - Interpretive centers(SC VIII)
 - Mammoth Creek East
 - Ski Museum

**NEED TO HAVE SAME MEETING ROUND WINTER ISSUES DURING
CAMP: WINTER**

Mammoth Lakes Trails Master Plan

CAMP Summer - Jeff Olson's notes

Thursday Tour: Existing Facilities

Participants: Jay Deineker, Steve Speidel, Matt Benjamin

- need identity for each path
- color keyed 'dots' as trail centerline
- TOML is developing GPS of trail markers, benches, etc.
- need consistent path/driveway Xing details
- 8' vs 10' widths in some sections – Town will provide data
- need consistent pavement quality, cross section, shoulder (2 -10 -2)
- 10' snow storage easements on most roads = opportunity for bikeways
- Sierra Star development / Crooked Pines – Magestic link
- need maintenance schedule for crack seal, patching, sweeping, etc
- define key destinations like an 18 hole golf course: M.Rock, Skate Park, Wood Products overlook, etc...
- path sections change materials at bus stops (concrete to asphalt)– need consistent look
- numerous grade / ADA / speed issues – 5mph limit posted is not realistic on hills
- need better access treatments at schools and library

...

AGENCY FOCUS GROUP Meeting, Friday Afternoon

Note: School group did not participate – may need to reschedule for Winter session

Urgent New Development Issues: Mark Wardlaw – SnowCreek perimeter trail, HiddenCreek Crossings – need response from MLTPA in 2 weeks. Follow-up note: MLTPA provided detailed comments with a concept plan. Hidden Creek has an existing 'jump park' and drainage easement across the property.

Key resources: Physical Development Diagram, New General Plan and New Mobility Plan produced by TOML.

Pete – SnowCreek Meadow includes a drainage easement along its length...possible 'environmental trail' but not likely as a paved bikeway. Could be made accessible with new trail surface technology, reduce environmental impact / braiding of creek corridor. Interim solution: Waterford Rd, underground utilities to get class 1 path – applied for grant funding but unsuccessful...

Opportunity: combine fire management with trail access

Knolls Neighborhood ; opposition to direct trail access – need bypass or move trail further uphill from residents...could be part of perimeter loop concept; 2 access points on USFS land

Issue: motorized access; see CD provided by USFS re: new motorized plan;
Enforcement is understaffed; deferred maintenance is \$4m for USFS. Mike: “The stage needs to be set for new uses and new dialogue.”

Pete: the big issue is \$. Currently only doing 1 mile of seal coating per year; just started process 5 years ago. Budge is only \$30k / year. It takes one full day to sweep the existing system. New Park and Rec Plan is available.

Dana: this is a recreation economy! Issue is recognition of this and political support.

Schools are using trail loop for xc running; more than 800 runners last summer; but not a coordinated event – just word of mouth... 5k and 10k in August, current elite level marathon training (Olympic trials champion); High Sierra Stryders Club.. Need coordinated event management and scheduling. Need staging access at trailheads, especially Shady Rest.

Link trails effort to TOML Brand Strategy
(J.Olson provided concept: “*Mammoth – Because its’s HERE!*”)

Adopt a trail program needs re-organization.

Tony: “my goal is to have bike rental customers not get lost”...this town is growing through recreation...FEET FIRST policy, need more bike lanes, sidewalks, transit access

Trail markers: can include miles, steps, calories, etc.

County staff: complete the paved Town Loop = top priority

Pete: crash data is available...big issue is winter slip/fall conditions; Caltrans blows snow onto path; Town is working on resolution...Main Street: both missing links are under development.

Parks Director: “this conversation would not have happened 5 years ago”

Potential new destinations along the Main Path: outdoor music stage, movies, farmers market, bike rodeo, equestrian center, nature center (Snow Creek 8 – Cardinal Development project with Cousteau), Ski Museum, USFS experimental forest, overlook at lumberyard...

...

Next steps / to do list:

- TOML to provide path widths and GIS data on existing path features / conditions
- JSO to provide American Trails bylaws / contact info for MLTPA
- TOML to provide graphic files (pdf) of proposed Developments
- MLTPA will provide photolog of trail/roadway xings along Main Path
- JSO to provide bikestation info to Starwood for base area redevelopment



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MEMORANDUM

TO: John Wentworth, Kim Stravers – MLTPA

CC: Steve Speidel – Town of Mammoth Lakes

FROM: Matt Benjamin

DATE: April 22, 2008

RE: Summer CAMP Activities

The following is a description of our approach and plans for public and stakeholder outreach at Summer CAMP in early November. Plans and materials will be refined over the next month through regular coordination with project partners.

Event Philosophy

We believe that Summer CAMP should be a microcosm of what we are trying to accomplish for the town as a whole with the Trails Plan. Activity options should be plentiful and diverse, but not overwhelming. As such, participants should be able to (1) easily locate the event headquarters, (2) identify all of the activities available to them throughout the weekend, (3) quickly find their way to the locations of different activities, (4) have an enlightening and inspiring experience, and (5) be offered a comfortable, user-friendly means of providing input on how to make Mammoth a world-class destination.

Pre-Summit Activities

Alta will develop an on-line survey (with input from TS) for review by TOML and other Project Partners.

Alta will develop a web page with project information to be hosted by MLTPA.

The survey will be available before the summit, but we would also like to have computer workstations (1-3) available for participants to complete the survey on-site during Summer CAMP.

Workshop Materials

Introductory Slideshow Presentation (for Opening Receptions)

Existing Conditions Map (Facilities)

Existing Conditions Map (Facilities + Access Points)

Bikeway Types Board

Trail Types Board
Additional Context Boards from Previous Alta Workshop

Summer Camp Activities

Alta and TS plan to host or contribute to the following activities. Tours should accommodate 8 - 12 participants. The workshop should accommodate up to 32 participants total (8 per breakout group). At least four tables will be needed at the workshop to accommodate maps/materials and participants.

Thursday, November 1

5:00 to 8:00 PM

Prepare Slideshow Presentation (Continuous Loop) to be shown during VIP and Opening
Brief Consultant Introductions
Receptions – Need Screen and Projector

Friday, November 2

10:00 AM – Noon

Existing Facilities Tour (Paved Trails) – Alta
Existing Facilities Tour (Dirt Trails) – TS

2:00 – 5:00 PM

Focus Groups/Listening Sessions:

- Schools (Teachers/Students) – TS & Alta
- Mtn bike, hiking, and equestrian groups (separate – 45 min each) Key representatives - TS
- Local Officials and Agency Staff (Anyone with a role in implementation, maintenance, or enforcement) – Alta

5:00 pm – 7:30

Consultant working dinner

Saturday, November 3

8:00 – 10:00 AM

Missing Links Tour (Paved Trails) – Alta
Missing Links Tour (Dirt Trails) – TS

2:00 – 4:00 PM

Trails Network Workshop

- On-Street Bikeway Network (Bike Lanes, Bike Routes, Bike Boulevards)
- Paved Trails Network
- Dirt Trails Network
- Enhancements (Public Art, Educational/Interpretive Opportunities, Trailheads, Rest Areas, Support Facilities, Signage and Wayfinding)

5:00 – 7:00 PM

Consultant Dinner/De-Briefing

Sunday, November 4

9:00 – 11:00 AM

Presentation of Findings & Next Steps (Alta & TS)

Chapter 9: Takeaways

MLTPA, with participation by the consultants, created and assembled a number of documents intended as takeaway information for CAMP: SUMMER guests and the general public. Each piece, excluding “CAMP: Terms and Definitions: Summer,” was available on the CAMP: SUMMER mini-site and at the Registration Table. A copy of each document follows.

- CAMP FAQs (MLTPA)
- CAMP FAQs in Spanish (MLTPA)
- CAMP: SUMMER Event Information (MLTPA) (See Chapter 8, “Session Information.”)
- CAMP: SUMMER Schedule of Events (MLTPA) (See Chapter 7, “Schedule of Events.”)
- “CAMP: Terms and Definitions: Summer” (Trail Solutions and MLTPA)
- Consultant bios, grouped by firm (Alta Planning + Design, Beneficial Designs, Corbin Design, and Trail Solutions)
- Firm bio, Alta Planning + Design
- Firm bio, Beneficial Designs
- Firm bio, Corbin Design
- Firm bio, Trail Solutions
- MLTPA history (MLTPA)



MLTPA CAMP: Concept and Master Planning FAQs

What is MLTPA? MLTPA—the Mammoth Lakes Trails and Public Access Foundation—is a 501(c)(3) nonprofit organization that was founded in 2006 to advocate for a comprehensive system of trails and public access in Mammoth Lakes.

What is CAMP? CAMP, which stands for Concept and Master Planning, is the partnered process by which the Town of Mammoth Lakes, Mammoth Mountain Ski Area, the USFS, and the community of Mammoth Lakes work together to plan a comprehensive trails and public access system. There are three types of partners in this effort: Jurisdictional Partners (Town, USFS), Funding Partners (Town, Mammoth Mountain Ski Area, and the Developers' Forum), and Planning Partners (MLTPA, Town, USFS, Mammoth Mountain Ski Area). Why has MLTPA become involved in Town master planning? The group was formed after a successful campaign during the winter of 2005-2006, led by MLTPA Foundation President/Acting Executive Director John Wentworth, to protect backcountry skier and snowboarder egress from the Sherwins range back to town through Ranch Road. Having brought to light issues of public access and trail connectivity, MLTPA was awarded a contract from the Town of Mammoth Lakes in August 2006 to conduct a thorough inventory of points of public access to trails and outdoor recreation amenities within the Town's Planning Area (about 125 square miles), which now serves as a planning resource for the Town; the completed project was accepted by Town Council at their March 21, 2007, meeting. Today, our staff and seven-member Board of Directors are tasked with several important components of CAMP, including maintaining ongoing data collection coordination services and executing the public outreach. CAMP is the kind of project MLTPA looks forward to initiating and developing as we grow in our role as advocates and stewards for our community and the surrounding public lands.

What are the basic geographic parameters of CAMP? Which areas of Mammoth Lakes does CAMP affect? Land contained within the Town of Mammoth Lakes Urban Growth Boundary (UGB)—basically, where all the concrete is—will get an update to an adopted trails plan from 1991. Land outside

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the UGB but within the Town Boundary, which is public land owned and managed by the USFS, will be considered conceptually, exploring the opportunities for connectivity between the town and the surrounding public lands. The end result of this will be something like a blueprint that will set the stage for future planning efforts and strategies for implementation.

Is this just for hikers and bikers? Nope! The planning effort is a “big tent” venture that seeks to engage and accommodate the recreation needs of everyone in the community, whether your chosen activity is human-powered or runs on gas. MLTPA has identified more than 40 recreation activities in our area, and the planning process is open to each and every one of them. A key goal of this planning process is to improve the recreation experience for everyone.

Why are there two CAMPS (Summer and Winter)? Because Mammoth changes so significantly between seasons, CAMP: Summer will focus on summer recreation and trails. CAMP: Winter will take place in February 2008 and will address winter recreation and trails.

Why does anything have to be planned at all? If no adopted planning document that addresses multi-jurisdictional trails planning exists, the opportunity to build and experience a comprehensive, fully linked system of trails and public access is not guaranteed. CAMP’s goal is to ensure that no matter who owns or manages the lands that make up this community, not only will the public be able to reach public lands from town, but that connections will be efficient, safe, and enjoyable. And it goes without saying that you need a good plan to ensure at least the possibility of good implementation.

Why do we have to do it now? What’s the urgency? According to a recent memorandum from Town Manager Robert F. Clark (March 7, 2007), “... the ability to address environmental, economic, and social impacts and obtain a fair share contribution towards community benefits is a one time opportunity. If this opportunity is not attained now, it will be lost forever. “ The Town of Mammoth Lakes has processed a total of 11 Environmental Impact Reports (EIRs)—a necessary procedure in the process of approving any major development project—in the last 23 years. Today the TOML is potentially tasked with processing that same number of EIRs in the next 12 months. If a planning effort



is not in process during this approval period, there is no guarantee that existing points of public access to and from Inyo National Forest through the Urban Growth Boundary will be protected or ensured...meaning that the trail you take to get out there today might be lost to private real estate development tomorrow.

Who's going to do all the work? The CAMP process will function via Jurisdictional, Funding, and Planning Partnerships between the Town of Mammoth Lakes MLTPA, Mammoth Mountain Ski Area, and the USFS. Consultants have been engaged for trails master planning (Alta Planning + Design and Trail Solutions). Your participation in public meetings and in the entire CAMP process—giving suggestions, ideas, and feedback—is a major component of CAMP and an extremely important part of the project's workflow. At the end of the day, the consultants will provide recommendations in terms of a draft master plan that will need to be adopted by the individual jurisdictions through their own public processes.

What's in it for me? A thorough planning process benefits you by engaging individuals and groups in the development of a trails and public access plan that will update the existing Mammoth Lakes trails plan from 1991. Extensive community outreach will be conducted to ensure that the proposed plans and end products reflect the recreational needs and desires of the community.

Once the planning process is complete, the drafted planning documents have been adopted by relevant jurisdictional agencies, and implementation has begun, you—as a resident, second homeowner, or visitor—will be able to look forward to a well-planned, efficient, well-signed, and fun trails and public access system, no matter what your skill level or activity of choice.

How is this going to benefit the community of Mammoth Lakes? The benefits to the Mammoth Lakes community of a comprehensive system of trails and public access are threefold: recreational, economic, and environmental. A trails system that is efficient, integrative, easy to use and navigate, and, above all, fun, will serve the outdoor recreation needs of both residents and visitors, increasing Mammoth's draw as a year-round destination resort. Increased visitors to the area will not only supplement the bottom line of the town's business sector in the winter and summer, but also will help to fill in the gaps created by the current "shoulder seasons." For year-round residents, access to



Inyo National Forest for everything from birding to snowmobiling can be protected and stewarded—encouraging our community to freely experience the abundant beauty and resources of our public lands. Finally, the “feet first” vision that anchors the recently adopted Town of Mammoth Lakes 2007 General Plan will begin to be realized with safe connections that encourage alternative mobility. With a comprehensive system in place, our community literally can be linked, from the South Gateway to MMSA and beyond. It’s good for our health—financially, physically, and mentally!

How much is it going to cost? MLTPA estimated an initial cost for just the planning effort at about \$485,000. All the Partners have worked together to refine the scope and needs of the project, and the current estimated cost of the planning effort is about \$350,000. The Funding Partners have \$225,000 committed to the planning process so far.

Who’s going to pay for it? Currently, the Town of Mammoth Lakes has committed \$100,000, an amount that Mammoth Mountain Ski Area is matching. An additional \$25,000 has been committed by Cardinal Investments via the Developers’ Forum, bringing total committed funds to \$225,000. MLTPA is actively pursuing grants and conducting other fundraising efforts to produce the project balance.

When will we get an actual plan out of this? The Planning Partners have structured the planning effort on a 12-month timeline, though the process may extend beyond this window. Consultants have been engaged and are gathering facts and making observations as you read this.

When will we see these improvements? After the planning process has been completed and the final trails plan for the area has been adopted by the Town and other necessary jurisdictional agencies, the establishment of implementation priorities can begin. It will be up to the Jurisdictional Partners to begin the implementation process based on their priorities and available funding. MLTPA will certainly look to play a helpful role at this stage.



What can I do to get involved? You'll have the chance to provide input as well as feedback on everything from the routes you travel by foot or bike to get to work, to the trailhead from which you stage your backpacking trip into the backcountry. No matter which activities you enjoy on our public lands—walking your dog, ripping around on your motorcycle, or heading out for a backcountry ski tour—your opinions are not only relevant, but *critical*. To make your voice heard, be on the lookout for announcements of public meetings and other events, and be part of the turnout! **CAMP:** Summer is set for November 1–4, 2007, at Canyon Lodge. If you'd rather not express your opinion in public, you'll have plenty of opportunities to complete surveys, post messages on our website forums, send MLTPA e-mails, or simply call us on the phone.

If you'd like to pitch in on a volunteer basis, send an e-mail to Communications Manager Kim Stravers at kimstravers@mltpa.org, or talk to her on the phone at (760) 934-3154. She'll add your name to the list and will send you more information about which tasks we currently need a hand with.

How can I get more information? Log on to MLTPA's website, www.mltpa.org, for timely reports on the status and progress of **CAMP** and to find out when and how you can get involved. Better yet, sign up for our e-newsletter by contacting MLTPA or looking for the orange sign-up box on www.mltpa.org.

Who is the MLTPA contact for CAMP? Kim Stravers is the communications manager of MLTPA and can be reached at (760) 934-3154 or kimstravers@mltpa.org. John Wentworth is the president of the MLTPA Foundation Board of Directors and the acting executive director of MLTPA; he can be reached at (760) 934-3154 or johnwentworth@mltpa.org. We look forward to hearing from you!



MLTPA CAMP: Preguntas de Alta Frecuencia Sobre los Conceptos y el Planeamiento Principal

¿Que es MLTPA? MLTPA, conocido también The Mammoth Lakes Trails and Public Access Foundation, es un fundación no-por-beneficio reconocido por el gobierno del estado de California. Era fundado en 2006 para apoyar el desarrollo de un sistema de senderos y acceso publico en Mammoth Lakes.

¿Que es CAMP? CAMP, que significa Concepts and Master Planning (Conceptos y Planeamiento Principal), es un proceso acompañado que va a seguir la ciudad de Mammoth Lakes, Mammoth Mountain Ski Area, The United States Forest Service, y la comunidad de Mammoth Lakes. Estos grupos van a unirse para hacer un plan comprehensivo que trata del sistema de los senderos y acceso publico a ellos. Para llegar a la meta, hay tres tipos de compañeros trabajando juntos: Compañeros jurisdiccionales (La Ciudad de Mammoth Lakes, USFS), compañeros que dan asistencia financiero (La Ciudad de Mammoth Lakes, Mammoth Mountain Ski Area y el Developer's Forum), y compañeros en planear (MLTPA, la ciudad de Mammoth Lakes, USFS, Mammoth Mountain Ski Area).

¿Porque MLTPA se juntó en planeamiento principal de la ciudad? Lo formó en el invierno 2005-2006 por John Wentworth después de una campaña afortunada para proteger acceso a un sendero de vuelta a la ciudad desde un lugar de esquiar y snowboard en el campo. El sendero, cerca de la calle Ranch Road en Old Mammoth, estaba en peligro de cerrar, y la campaña de John Wentworth sucedió en mantener abierto el sendero por los que esquiar y snowboard en el campo allí. En punto, el tema de acceso al campo por los senderos públicos estaba enfrente del público y la ciudad le dio a MLTPA un contrato para hacer un inventario de los puntos de acceso al campo y lugares de recrear dentro de la ciudad (aproximadamente 25 millas cuadradas). El inventario completo estaba aceptado por el consejo de la ciudad en el reunión del día 21 de Marzo, 2007. Ahora, los empleos y los siete consejeros de MLTPA tienen que hacer muchas componentes de CAMP como mantener servicios del colección de data en curso y ejecútese el comunicación con el público. CAMP es el tipo de proyecto que MLTPA quiere iniciar y desarrollar en nuestro lugar de abogado y patrón por la comunidad y la tierra publica de Mammoth Lakes.

¿Cuáles son los parámetros geográficos de CAMP? ¿En cuales partes de Mammoth Lakes puede funcionar CAMP? La tierra contenido dentro del Town of Mammoth Lakes Urban Growth Boundary (límite de crecimiento urbano de Mammoth Lakes) —esencialmente, donde esta todo el concreto —va a estar actualizado desde el plan del senderos hecho en 1991. Tierras afuera del Urban Growth Boundary (UGB), pero dentro del límite de Mammoth Lakes (poseído por el público, manejado por el USFS) será

considerado para explorar oportunidades a conectar la ciudad y las tierras públicas alrededor de Mammoth Lakes. El resultado estará como un modelo por planes y estrategias en el futuro.

¿Este plan se trata solo de los que caminan y ciclan en el campo?
¡No! El plan es como una “carpa larga” que cubre todos tipos de recreación y todo el mundo en la comunidad de Mammoth Lakes. No le importa si le gusta recrear con motor o a pie. MLTPA ya identificó mas que 40 actividades en nuestro lugar, y el proceso de hacer el plan esta abierta a cada un. Una meta muy grave es para aprovecharse las oportunidades de recrear por todos aquí.

¿Por qué CAMP ocurre dos veces (Verano y Invierno)? Es porque Mammoth cambia tanto entre las estaciones. CAMP: Verano enfocará en recreación del verano y de los senderos. CAMP: Winter va a pasar en Febrero 2008 y el tema estará recreación del invierno y los senderos.

¿Por qué un plan tiene que existir? Si un plan dirigido a los senderos de varias jurisdicciones no existe, no esta garantizada la oportunidad de construir y usar un sistema de senderos con acceso publico. La meta de CAMP es asegurarse que el publico puede llegar al campo desde la ciudad y que los caminos hasta allí son eficientes, seguros y agradable. La meta es que esta pasa, no importa quien es el dueño de la tierra, o quien la cuida oficialmente. Por lo menos, necesita un buen plan para asegurar la implementación.

¿Por qué tenemos que hacerlo ahora? ¿Por qué la urgencia? De acuerdo con un memorandum por Robert F. Clark, el encargado de la ciudad (7 de Marzo, 2007), “La capacidad a dirigir nuestra atención a los impactos ambientales, económicos y sociales cuando obtengamos un buen contribución a ventajas de la comunidad es un oportunidad raro. Si esta oportunidad no este realizada ahora mismo, estará perdido por siempre.” La ciudad de Mammoth Lakes ya procesó 11 Resúmenes del Impacto Ambiental (EIRs)—un parte necesario del proceso de aprobar cualquier proyectó de construcción larga—en las ultimas 23 años. Ahora, la ciudad de Mammoth podría tener tantos en las 12 meses que vienen. Si un plan no este en el proceso durante esta época, no haya una garantía que los puntos del acceso publico al Inyo National Forest por los limites del crecimiento urbano estarán protegidos ni asegurados. Esta significa que, tal vez, el camino que usted usa para llegar al campo hoy no existirá mañana debido a la construcción privada.

¿Quién va a hacer todo el trabajo? El proceso de CAMP va a funcionar por sociedades jurisdiccionales, financiamiento y planeamiento entre la ciudad de Mammoth Lakes, MLTPA, Mammoth Mountain Ski Area y el USFS. También, consultores terceros nos ensamblaron para apoyar en hacer el plan de los senderos (Alta Planning + Design and Trail Solutions). Su participación en reuniones públicos y en todos partes del proceso del CAMP—dar sugerencias, ideas y opiniones— es un gran componente de CAMP y un parte muy importante

del proceso. Al final del día, los consultores nos darán recomendaciones en la forma de un plan primaria que tendrá que estar aceptado por los jurisdicciones individuales por sus propios procesos públicos

¿Cuáles son los beneficios nuestros? El proceso de planear le da a usted beneficios por estimular participación de los individuales y grupos en el desarrollo del plan actualizado de senderos y acceso publico. Va a actualizar el plan hecho en 1991. Mucha comunicación y exámenes estarán conducidos para asegurar que los planes y el producto final refleja las necesidades de recrear y los deseos de la comunidad.

Cuando esta terminado el proceso de planear, los documentos de planear están aceptados por los agencias jurisdiccionales, y empezó la implementación de todo, usted—como residente, dueño de una casa, o visitante—va a tener el poder de mirar en el futuro a una sistema de senderos y acceso publico que esta bien planeado, eficiente, bien marcado y divertido. Y, también, no importa que sea su habilidad ni opción de actividad.

¿Cuáles son los beneficios por la comunidad de Mammoth Lakes? Un sistema comprensivo de senderos y acceso público tiene tres beneficios por la comunidad: la recreación, la economía, y la media ambiente. Un sistema de senderos que es eficiente, integrado, fácil usar y encontrar, y, sobretodo, divertido, va a estar utilizado por los residentes y visitantes. También, puede establecer Mammoth como un buen destino para recrear todo el año. El efecto de más visitantes puede ayudar negocio local por todo el año, especiadamente en las temporadas bajas que tienen mal efecto por negocios en esta época. Por los residentes a lo largo de todo el año acceso al Inyo National Forest es por todo el mundo, desde mirando los pájaros hasta snowmobiling, y puede estar protegido y administrado—y puede animar los residentes a salir y lograr la experiencia de la belleza y recursos de nuestra tierra publica. Finalmente, el Plan General de 2007 (Town of Mammoth Lakes 2007 General Plan), que pone énfasis en transportes a pie, estará alcanzado con conexiones seguros que apoyan métodos de movilidad alternativa. Con esta sistema comprensivo realizado, nuestra comunidad puede estar conectada desde el South Gateway, hasta Mammoth Mountain Ski Area y más allá. ¡Esta bien por el salud de todos—financieramente, físicamente, y mentalmente!

¿Cuánto costará? Inicialmente, MLTPA estimó que la cuesta por el proceso de hacer un plan seria aproximadamente \$485,000. Todos los Compañeros han trabajado juntos para decidir de qué se trata, exactamente, este proyecto, y que son las necesidades. Decidieron que la cuesta seria aproximadamente \$350,000. Los Socios de Financiamiento ya han decidió que pueden dar \$225,000 al proceso de planeamiento.

¿Quién tiene que pagar? En este momento, la ciudad de Mammoth Lakes ya ha donado \$100,000 y Mammoth Mountain Ski Area va a contribuir lo mismo. Cardinal Investments, por el Developer's Forum, garantizó un donación

de \$25,000. MLTPA está buscando concesiones y haciendo otras fundraisers para ganar el dinero que falta.

¿Cuándo vamos a alcanzar un plan actual? Los Compañeros en Planeamiento decidieron que el proceso de hacer un plan debe durar 12 meses, pero la oportunidad de hacerlo con más tiempo existe. Consultores están trabajando y buscando información y haciendo observaciones ahora mismo.

¿Cuándo veremos las mejoras? Después del proceso del planeamiento ha terminado, y el plan final está aceptado por las agencias jurisdiccionales, la implementación empezará. Entonces, toca a los compañeros jurisdiccionales para empezar la implementación, y esto se depende en las prioridades y financiamiento disponible. MLTPA les va a ayudar mucha en esta etapa.

¿Cómo puedo ayudar yo? Usted tiene oportunidad a dar sugerencia y opinión de todos, desde las rutas que usa usted por pie o bici en camino a trabajo, o donde se encuentra el sendero para hacer excursiones en el campo o bosque. No importa cuales actividades en que participa y disfrute usted—dar un paseo con el perro, montar la motocicleta, o esquiar en el campo—su opinión es mas que relevante, es *critico*. Para estar segura que su opinión está oído, buscase avisos de las reuniones públicas y otros eventos y ¡sea parte de un buen cambio! CAMP: Summer va a ocurrir los días 1-4 de Noviembre, a Canyon Lodge. Si usted no desea dar su opinión en publico, tendrá muchas mas oportunidades en la forma de exámenes, escribir mensajes en un forum en nuestro sitio de Web, mandarnos correos electrónicos, o, simplemente llamarnos por teléfono.

Si desea usted ser voluntario, que le manda un mensaje de correo electrónico a Kim Stravers, la encargada de las comunicaciones. Su dirección es kimstravers@mltpa.org. También, usted la puede llamar por teléfono a (760) 934-3154. Si quería usted, su nombre estará añadido a la lista de ayudantes, y le vamos a mandar información sobre la ayuda que necesitamos.

¿Cómo puedo encontrar más información? Vaya al sitio de Web de MLTPA a www.mltpa.org por informes del estado y progreso de CAMP, y para encontrar cuando y como usted puede ayudar. Mejor, suscriba a nuestra e-newsletter para gratis por contactar MLTPA, o buscar la caja anaranjada de ensamble a www.mltpa.org.

¿Quién es el contacto del MLTPA por CAMP? La encargada de las comunicaciones, Kim Stravers, es el contacto. Usted la puede llamar a (760) 934-3154 o a kimstravers@mltpa.org. También, usted puede contactar el presidente del Junta Directiva de MLTPA, John Wentworth, por llamar (760) 934-3154 o a johnwentworth@mltpa.org. ¡Que nos seguimos en contacto!

CAMP

Concept and Master Planning

TERMS AND DEFINITIONS



THE TOWN OF MAMMOTH LAKES



Takeaways



PLANNING TERMS

Trails Planning

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

--Cimarron Chacon

User Characteristics

Those characteristics that help us understand who the users are and what experiences and benefits they will derive from a trail system.

Landscape Characteristics

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

Existing Framework

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

Node

An area of convergence or special interest such as a landmark, business district, special place, or major intersection.

Edge

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

Region

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

SOFT-SURFACE TRAIL TERMS

Sustainable Trails

A sustainable trail balances many elements. It has very little impact on the environment, resists erosion through proper design, construction, and maintenance, and blends with the surrounding area. A sustainable trail also appeals to and serves a variety of users, adding an important element of recreation to the community. It is designed to provide enjoyable and challenging experiences for visitors by managing their expectations and their use effectively.

Natural-Surface Trail

A tread made by clearing, grading, and compacting the native soil with no outside foreign material imported for stabilization.

Tread

The actual surface portion of a trail upon which users travel.

SOFT-SURFACE TRAIL TERMS -- CONT.

Trail Corridor

The area that is maintained clear of obstacles and debris to allow users to travel freely. Dimensions vary based on the anticipated user. The width includes the tread, the out-slope, the back-slope, and any additional clearance requirements. The height dimension is measured from the ground surface from the edges of the clearance width to create the full corridor.

Grade

The steepness of a trail, measured by rise-over-run.

Contour Trail

A trail constructed such that it follows a contour, with its elevation remaining constant.

Fall-Line Trail

A trail that is constructed perpendicular to the contours of a slope so that water travels the length of the trail instead of over the tread. Fall-line trails accelerate erosion.

Technical Trail Feature (TTF)

An obstacle placed on the trail specifically to enhance technical challenge. The feature can be either built or natural, such as an elevated bridge or a rock face.

Erosion Control

Water Bar: A structure built to divert water from a trail, constructed from logs or stone. These are most often used to prevent erosion on a fall-line trail. They are often hazardous to bikers and horses and require replacement every few years.

Rolling Grade Dip: The preferred method to shed water from a trail. This is an undulation in the tread that traps water and diverts it off the trail. These require little maintenance once installed.

Elevation Gain Techniques

Switchback: A grade reversal technique for moving a trail up steep side-slopes. The transition is made by way of a flat landing or pad. A correct switchback will shed water off the back of the landing, and there is an immediate separation of trail segments.

Climbing Turn: A turn used to change direction that does not have a constructed platform or landing. The upper and lower legs of a climbing turn are joined by a short section of trail (the apex) that lies in the fall line. Water is shed to the inside of the trail turn. Climbing turns may be used where side slopes are moderate and foot traffic will be minimal.

Stairs: Stairs built out of rock or wood are used to gain elevation quickly or where a contour trail is not possible because of environmental constraints. Stairs should be used only when all users are expected to travel by foot.

PATHWAY AND BIKE FACILITY TERMS

Bicycle Facilities

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

Bike Lane

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

Bike Path

A right-of-way for bicycle travel, separate from a street or highway, typically along rail, water, or utility corridors.

Bike Route

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

Bikeway

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

Multi-Use Trail or Shared-Use Path

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

Grade Separation

Vertical isolation of travelways through use of a bridge or tunnel so that traffic conflicts are minimized.

Paved Shoulder

The outer edge of the roadway beyond the outer stripe edge that provides a good place for cyclists when it is wide enough (4 to 5 feet), free of debris, and does not contain rumble strips or other obstructions.

Traffic Calming

Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of street safety, livability, and other public purposes.

Traffic Control Devices

Signs, signals, or other fixtures, whether permanent or temporary, placed on or adjacent to a travelway by authority of a public body having jurisdiction to regulate, warn, or guide traffic.



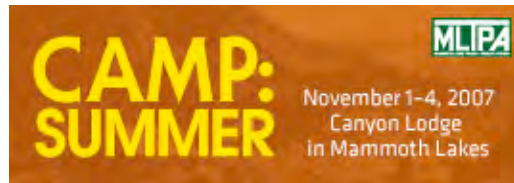
Meet the representatives from Alta Planning + Design!

Jeff Olson, Principal

Jeff is a registered architect who has been involved in greenways, open space, and alternative transportation projects for more than 20 years. Jeff's work includes the award-winning Grand Canyon Greenway, the 1,000-mile New York State Bicycle Route System, and numerous bicycle, pedestrian, and trail plans that he participated in from positions in both the private and public sectors. His diverse career experience provides him with unique and valued vision and leadership abilities.

Matt Benjamin, Planner

Through his work with the Los Angeles County Bicycle Coalition and the Los Angeles County Metropolitan Transportation Authority, Matt has accrued extensive experience in leading public outreach and planning efforts. Matt specializes in developing strategies to ensure that the needs and desires of both the public and the contracting organization are met.

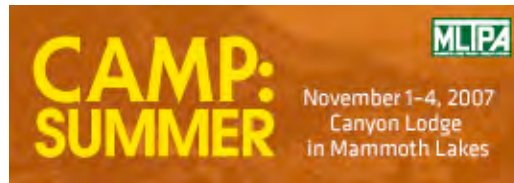


Meet Peter Axelson, Founder and Director of Research and Development at Beneficial Designs!



As Founder and Director of Research and Development, Peter leads Beneficial Designs and spends much of his time traveling throughout the world to attend meetings and present the firm's work. After sustaining a spinal cord injury, Peter founded Beneficial Designs in 1981 to manufacture his Arroya Sit-Ski design. Many Beneficial Designs devices, including hand controls for manual transmission vehicles and a piano pedal pusher operated by the abdominal muscles, have been inspired by Peter's desire to reestablish the physical, intellectual, and spiritual balance in his own life.

Peter is an avid monoskier, and his zest for outdoor recreation has led Beneficial Designs to specialize in the development of a variety of adaptive recreation equipment, including monoskis, cross-country snow skis, a wave ski for surf kayaking, and ultra-light-aircraft modifications.



Meet Jeff Corbin, Founder of Corbin Design!

Jeff Corbin founded Corbin Design in 1975 and has turned the firm into a national leader in the fields of wayfinding and environmental graphic design. In 2003 Jeff took the title of Founder and Chairman as part of the firm's transition to an employee-owned company. He continues to serve as an advisor on select client projects, and enjoys facilitating client and stakeholder meetings in the early stages of a wayfinding project when its logic is being developed.

Jeff's wayfinding and information design expertise has made him a popular public speaker before a wide range of organizations, including the American Hospital Association, American Institute of Architects, International Downtown Association, Society for College and University Planning, and Symposium on Healthcare Design.

Jeff's views on the subject of wayfinding are frequently published in books and magazines. He was a contributing author on the books *Wayfinding: Designing and Implementing Graphic Navigational Systems* and *Community Design Management*, which won a Professional Award from the American Society of Landscape Architects. He also contributed an expert essay to the book *Environmental Graphics: Projects & Process*, published by Harper Design International, and an interview to *Design and Cultural Responsibility: Ideas for Decision Makers in Communities, Business and Government*, published by the Cranbrook Academy of Art.



Meet the representatives from Trail Solutions!

Cimarron Chacon, ASLA

Cimarron is a renowned trail planner and designer. Prior to her time with Trail Solutions she developed multiple trail systems throughout the West as the Landscape Architect Over Trails Policy for the Bureau of Land Management, influencing public policy and design criteria for recreation sites on public lands. She has dealt with design and development on lands in the urban interface of several rapidly growing communities in the West, and her most prized trail system, Utah's Gooseberry Mesa, was recently designated as a National Recreation Trail by the Secretary of the Interior.

Cimarron was a contributing author to IMBA's *Managing Mountain Biking* and other outdoor and professional publications. In addition, she developed and taught courses on trail management and visual resource management for the Bureau of Land Management, United States Forest Service, National Park Service, and Federal Highway Administration.

Pete Webber, Trail Specialist

An expert in many aspects of mountain biking, Pete has worked with IMBA and Trail Solutions since 1998. He is best known as the principal author and editor of IMBA's two best-selling books on sustainable trail building and mountain biking management. The 2004 book *Trail Solutions* is recognized around the world as an indispensable source of trail building information. Pete has extensive experience conducting public workshops and user listening sessions. His 20 years of mountain biking experience include six years as a professional racer.

Alta Planning + Design, Inc.

Alta Planning + Design is one of North America's leading firms specializing in progressive transportation planning, design, and implementation. We focus on multi-modal solutions, particularly bicycle, pedestrian, and trail corridors and systems.



Alta provides a full range of services including:

- master plans
- project design
- sign plans
- public involvement
- environmental review and documentation
- bicycle/pedestrian integration with transit
- corridor plans
- bicycle parking design
- plan updates
- school safety studies
- technical assistance and trainings
- construction documents and observation

We are at the forefront of the progressive transportation movement. Alta staff is active in the Association of Pedestrian and Bicycle Professionals, Institute of Transportation Engineers, Transportation Research Board, Women in Transportation Seminar, and is conducting national studies for the U.S. Department of Transportation. We conduct pedestrian and bicycle trainings nationwide, and have been involved in award-winning plans and projects.

Alta Planning + Design offers a full range of design services, from site analysis and design to bid documents and contract administration. As alternative transportation specialists, we are able to meet the technical requirements of projects while simultaneously providing a high level of design creativity. We excel in identifying design solutions presented by the unique challenges found on trail, bikeway, and pedestrian projects. Our experience ranges from urban redevelopment projects, streetscapes, and multi-use paved trails to hiking and seasonal-use trails in environmentally sensitive areas. We strive to enrich the trail user experience through a design identity that responds to the particular needs and opportunities of the project environment.

We have experience working in all size communities, from a few hundred to millions, from towns to cities to counties, regions, and states, from rural to mountain to desert to suburban and urbanized areas. We strive to tailor each project to the community's unique setting, history, and culture through an active public participation process. Alta staff are proud to have designed and implemented over 3,500 miles of bikeways, walkways, and trails.





Our Mission

Beneficial Designs works towards universal access through research, design, and education. We believe all individuals should have access to the physical, intellectual, and spiritual aspects of life. We seek to enhance the quality of life for people of all abilities, and work to achieve this aim by developing and marketing technology for daily living, vocational, and leisure activities.

Our Work

Beneficial Designs develops assistive and adaptive technology, performs rehabilitation research, contract design, legal consultation, standards development, and serves as a rehabilitation information resource.

FIRM PROFILE

CORBIN DESIGN

People get lost. We fix that.



Jeffrey Corbin established Corbin Design in Traverse City, Michigan in 1976. Since its formation, the firm has earned a reputation as a national leader in wayfinding and environmental graphic design. The firm employs 20 people, including 14 designers. In 2002, Corbin Design became an employee-owned company, giving its employees an increased stake in the success of the firm and its clients.

The firm has completed hundreds of projects across the nation in the design of wayfinding and signage systems, and the development of corporate identities, promotional materials, interactive media and websites. Our clients include over 40 cities and towns, over 65 medical centers, 25 colleges and universities, 10 resorts and entertainment venues, corporate campuses and facilities, and retail outlets. Through this experience, the firm has pioneered new concepts for wayfinding in the built environment and on the Web.

The firm is highly automated, and its staff is adept at using the latest in equipment and techniques for electronic design and production.

Corbin Design has won numerous awards for its work, including an SEGJ Jury Award for the "Downtown LA Walks" wayfinding program in Los Angeles; an SEGJ Merit Award for the "Direction Downtown" wayfinding program in Indianapolis; VM&SD's Store of the Year designation for the REI Flagship Store in Seattle; and Identity magazine Awards of Honor for the design of healthcare facility wayfinding systems.

The firm's work has been published in magazines including Architectural Record, Communication Arts, Design Management Journal, Graphic Design:USA, HOW Magazine, Identity, American City & County, Nation's Cities Weekly, Step-By-Step Graphics and VM&SD.

corbindesign

Takeaways



Trail Solutions is North America's premier natural-surface trail consulting program offering flexible, fee-based trail services that range from trail planning, design, and construction to environmental services and dispute resolution. Our mission mirrors that of our parent organization, the International Mountain Bicycling Association (IMBA) - to create and enhance trail opportunities and access around the world.

Staff

Trail Solutions has over 10 project staff available with skills including landscape architecture, trail design, and environmental evaluations. Trail Solutions professionals have worked in all 50 states, 10 provinces, and a dozen other countries including Scotland, Italy, Israel, Mexico, Singapore, New Zealand, Tasmania, Wales, Australia, Greece, Costa Rica, and Thailand.

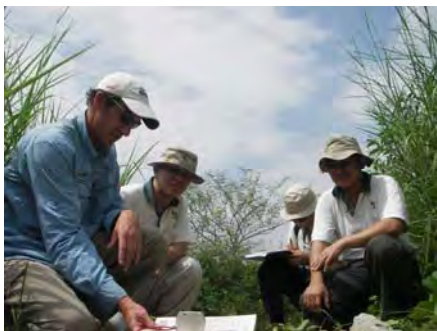
Services

Trail Planning

Using community-based planning techniques Trail Solutions provides a vision for the public and land management agencies to get started with their own world-class system. The process begins and ends with the users, the unique terrain and characteristics of the landscape, and the desired outcome of the system. Through the planning process Trail Solutions can provide guidance on system management, development standards, project costs, and signage and branding.

Trail Assessment

Most trails and trail systems have developed socially. Beyond getting from here to there, little thought was given to the potential long-term effects of the chosen route or the experience provided along the way. Trail Solutions provides guidance on retrofitting haphazardly developed trail systems into networks that efficiently disperse trail users, provide the experience they are seeking, and do so with minimal long-term environmental impact.



Trail Design

Trail Solutions believes that the success of a trail is highly dependent on both the environmental and social sustainability of the trail. A well-designed trail should cause minimal damage to the surrounding landscape and require minimal maintenance over time. That same trail should also provide the trail user with the experience they are seeking. Melding these design parameters is a great challenge. Whether the challenge means designing a shared-use trail that minimizes potential user conflicts or a low impact downhill mountain biking trail, Trail Solutions is up to the task.



Trail Construction

With over 100 miles constructed in the past five years, Trail Solutions takes great pride in staying on the cutting edge of innovative trail construction techniques. Providing turn-key construction with a mechanized crew, tackling a hybrid contracting project with local volunteers, or working cooperatively with other professional trailbuilders - Trail Solutions is flexible and seeks to put the best trail product on the ground.



Trail Education

The foundation of a successful trail system is a high level of knowledge regarding sustainable trail design, construction, and maintenance. Trail Solutions provides custom-designed trail training seminars covering topics ranging from economic/social development through trails, design and construction of advanced-level mountain biking trails, trail system design, volunteer management, crew leader training, and mechanized trailbuilding.



Boulder, Colorado – Hood River, Oregon – Harrisonburg, Virginia – Collingwood, Ontario

www.imba.com 720/308-2777

The Mammoth Lakes Trails and Public Access Foundation (MLTPA): A History

In the less than two years since its inception, the Mammoth Lakes Trails and Public Access Foundation (MLTPA) has grown from a small, informal group of concerned citizens to a fully functional 501(c)(3) nonprofit corporation with a seven-member Board of Directors—an organization that has delivered on its promise to bring to the community a proposal for a trails and public access master planning process by bringing together the Town of Mammoth Lakes, the United States Forest Service, Mammoth Mountain Ski Area, and this community in the form of CAMP (Concept and Master Planning). The following is an outline of some of the events that have brought us to this point.

- MLTPA was informally initiated in December, 2005 by John Wentworth, a member of the Mammoth Lakes community, in response to concerns regarding skier/snowboarder egress from the Sherwin Range back to town.
- In the summer of 2006, John and current Communications Manager Kim Stravers compiled the “Mobility Plan Resources Report” (MPRR), and the Town of Mammoth Lakes awarded MLTPA a contract (the GIC) to survey an approximately 125-square-mile area in the immediate region and produce an inventory that the Town could incorporate into its existing Geographic Information Systems (GIS) database.
- MLTPA held a Public Meeting and Strategic Conference November 3-5, 2006, with the support of MMSA and TOML, and the twenty-five invitees were introduced to the value of trails master planning in a presentation by Jeff Olson of Alta Planning + Design.
- During the winter of 2006-2007, MLTPA became a public benefit corporation and applied for 501(c)(3) status. MLTPA also produced several reports during this time, including the completion of the GIC as well as a comprehensive Action Plan, written with the help of Jeff Olson.
- In May of 2007, MLTPA submitted the “MLTPA Planning Proposal” to the Tourism and Recreation Commission, which was received with a \$100,000 commitment from the Town Council towards MLTPA Concept and Master Planning, triggering a matching \$100,000 commitment from Mammoth Mountain Ski Area, and \$25,000 from Cardinal Investments via the Developer’s Forum.

Chapter 10: Videography

In partnership with the Town of Mammoth Lakes, MLTPA helped to arrange the services of Roscoe Cummins to videotape the Opening Reception. Raw footage was provided to MLTPA in NTSC and QuickTime formats, and is available upon request.

