

SUMMER NARRATIVE (rev. 08/27/09)

Map ID #	Group 1 Narrative	Group 2 Narrative	Differences?	Field Trip Notes: Western, 08/16/09 [W] & Eastern, 08/25/09 [E]
1	<p>(3) Non-motorized staging area at borrow pit: A formal staging area should be constructed at the borrow pit, as described in the winter proposal. Non-motorized parking should follow the winter configuration and be sited at the southern end of the borrow pit. Such an arrangement could allow the other half of the trailhead parking area to be designated for OHV users and include a turnaround or other OHV-specific parking features. Facilities to be installed at the borrow pit trailhead include bathrooms and an interpretive area.</p>	<p>(1) Non-motorized staging area at the borrow pit: Develop a major trailhead at the borrow pit. Facilities will include parking, bathrooms, signage, and an education/interpretive space. Motorized parking would stage farther up Sherwin Creek Road in the same area as for OSV users in winter. This trailhead acts as the main staging area for the Sherwins, offering the fullest array of facilities. The proposed all-season surfacing on Sherwin Creek Road for the Turner Propane Tank Farm makes this a logical site for development; also, since the area is already disturbed, construction and use impact would be minimal. (Same as winter.)</p>	None	<p>++ This will be the main trailhead for the study area, and therefore has the potential to become crowded. Be sure to safeguard against the public parking in the area designated for the Turner Propane trucks to service the tanks/turn around. [E]</p> <p>++ Winter-use note: If the snowplay area is situated on the southeast side of the Borrow Pit staging area, parking may need to be extended, or a turnaround that can be used by public transit constructed, so that users will walk from their cars to the toe of the hill; if the parking is too far north, this will discourage use by families with small children. [E]</p>

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2	<p>(4a) Alternative ADA access at Tamarack Street staging area: In addition to or in place of an ADA-accessible trail from the borrow pit staging area, an ADA-accessible experience could be developed at the Tamarack Street staging area described in the winter proposal. The group noted that this scenario is dependent on Terry Plum’s development plans and needs further discussion. TRAIL TYPE: TBD; partial paving possible.</p>	<p>(3) Non-motorized staging area at end of Tamarack Street: Develop a secondary trailhead that facilitates current/neighborhood use. Facilities will be limited to parking (six to eight vehicles) and signage. Terry Plum’s development application will impact facilities but also will offer opportunities to develop features such as parking. The area currently experiences a high volume of use, which this trailhead would accommodate, and it would relieve some pressure on the staging area the borrow pit. (Same as winter.)</p>	<p>G2 did not address ADA accessibility at trailhead</p>	
3	<p>Included in winter proposal; mentioned access in Map ID #7 (Group 1 Recommendation (5))</p>	<p>(2) Access/egress point from Snowcreek VIII: Formalize access/egress point proposed near the flagship hotel as identified in the Snowcreek VIII Master Plan by placing signage, as there are 20 public parking spots planned for the site as well as a public transit stop. (Same as winter.)</p>	<p>G2 proposal is more specific</p>	<p>This access/egress point will allow users to exit Snowcreek VIII and connect directly into the MUP/ADA-accessible backbone trail, which acts as a thoroughfare to other destinations such as the Borrow Pit staging area, Cerro Coso Community College, and the ice rink/library. [E]</p>

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4	Included in winter proposal	<p>(4) Non-motorized staging area at Old Mammoth Road winter closure: Develop a staging area that will be secondary to the major trailhead at the borrow pit. The area is smaller, but it will take pressure off of existing parking at the Lakes Basin and at Mammoth Rock Trail's western end/Panorama Vista Trail's eastern end. Facilities will include signage, parking, and bathrooms. (Same as winter.)</p>	G1 did not discuss summer use	<p>General Comment from Western Field Trip re: Map ID #4: Reaffirm Group #2's narrative comment and emphasize that several of the comments developed by the western field-trip team identify the need for a robust year-round trailhead at Map ID #4. The opportunity for a public-transit turnaround should be emphasized as well. [W]</p>

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5	<p>(6) Connector to Lakes Basin: Develop a non-motorized connector trail from the west end of the meadow to Old Mammoth Road at the end of Mammoth Rock Trail and continuing to Panorama Dome and the Lakes Basin.</p>	<p>(13) Non-motorized connector from meadow to staging area at Old Mammoth Rd.: Type 2 (pref. hiking) non-mechanized connector trail to connect the western end of the meadow to the staging area at Old Mammoth Road. As the terrain is steep and rough, switchbacks will likely be necessary, which has the benefit of discouraging poaching by downhill mountain bikers. The trail is intended primarily for foot traffic, but equestrian use will be permitted, in order to preserve the character and “quiet nature” of that corner of the meadow. The trail should be routed over existing use trails if possible.</p> <p>(20) Non-motorized connector from Old Mammoth Rd. crossing to intersection of Lake Mary Rd. and Old Mammoth Rd.: Non-motorized connector trail that links safe crossing on Old Mammoth Rd. to the road’s intersection with Lake Mary Rd. Provides continuity for bicyclists and other users.</p> <p>TRAIL TYPE: 2 (pref. MTB or pref. equestrian).</p>	<p>G1 did not specify trail type</p>	<p>5a. Connecting the meadow to the Old Mammoth Road staging area, Mammoth Rock Trail, Panorama Dome, and the Lakes Basin</p> <p>++ Route Description: The route heads up the south side of The Bluffs through the manzanita, gains the ridge along the firebreak, has a spur to the proposed Mill City staging area, and continues to the west end of the Mammoth Rock Trail.</p> <p>++ This would connect to the trail for a safe crossing of Old Mammoth Road (Map ID #15, described above) and also to a spur trail connecting to the Old Mammoth Road staging area (Map ID#16), as well as the Mammoth Rock Trail.</p> <p>++ Rationale for routing:</p> <ul style="list-style-type: none"> - The trail’s aspect provides the most comprehensive and spectacular views of the Sherwins. - Trail can gain the Bluffs ridge with only three or four long switchbacks, which makes it easier to build and creates a more user-friendly grade. - The trail would mostly be hidden by manzanita (less visual impact). <p>++ Connects to Tamarack Street and potential staging and facilities [W]</p> <p>++ This trail would relieve congestion on the Mammoth Rock Trail by creating connections and a loop option for users on the Mammoth Rock Trail. [W]</p>

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5	(cont'd)			<p>5b. Connection from Old Mammoth Road safe crossing (Map ID #15) to intersection of Old Mammoth Road and Lake Mary Road: Several opportunities would be available on this side of the road as opposed to how it is currently represented on the maps:</p> <ul style="list-style-type: none">++ Quick snowmelt due to aspect++ Trail would be hidden by manzanita++ Easier to develop/less resource-intensive due to topography and vegetation++ MUCH better view shed++ Avoids very boggy and wet area and dense aspen and lodgepole vegetation++ Connects to safe crossing at Panorama Vista/Flume Trail and Old Mammoth Road intersection++ Could incorporate historical/interpretive opportunities as the trail passes though the Mammoth City site [W] <p>5c. Pedestrian and bike connections from the intersection at Old Mammoth Road and Lake Mary Road to the Lake Mary Road Bike Path need to be established to provide safe connectivity from the Sherwins region to the Lake Mary Road Bike Path: Existing conditions do not establish a single opportunity for a safe connection between these two points. [W]</p>

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6	<p>(8) Connector to Mammoth Creek Park: Develop a non-motorized trail connecting the borrow pit staging area to Mammoth Creek Park by way of a Class 1 bike path or other paved ADA-approved trail. The alignment would follow Sherwin Creek Road (side to be determined) to the bridge at Old Mammoth Road, then use the sidewalk to cloverleaf around to the Old Mammoth Road tunnel to access the park. This provides opportunity for disabled users as well as connectivity to the existing Town paved trail system. The group did not complete discussion on this item.</p>	<p>(7) Non-motorized connector from borrow pit staging area to Mammoth Creek Park: Develop a paved multi-use path (MUP) from the staging area at the borrow pit to the bridge at Mammoth Creek Park. The alignment will run either along Sherwin Creek Road or around the USFS stables. This provides connectivity to the existing Town paved trail system at Mammoth Creek Park.</p> <p>(8) Mammoth Creek Park bridge improvement: Improve the existing bridge at Mammoth Creek Park or build a new bridge to accommodate the MUP connector described above.</p>	<p>++ Trail type designations are different ++ G2 proposes two possible trail locations ++ G2 proposes bridge improvements</p>	<p>++ Though Snowcreek VIII is planning a MUP along Old Mammoth Road from the development to the intersection with Sherwin Creek Road, which this trail could connect to, routing the trail to the park from the Borrow Pit staging area northwest along Sherwin Creek Road is less desirable due to high traffic volume and vehicle speeds (40 mph) on Old Mammoth Road and because the cloverleaf connection under the tunnel is not obvious to new users. [E] ++ Despite the public easement on the Snowcreek VIII side and the option of cutting switchbacks into the hillsides on the east side of the road, there is not a lot of room to run a MUP parallel to Sherwin Creek Road, which would force users to travel close to vehicular traffic into/out of the Borrow Pit. [E] ++ Routing the trail away from Sherwin Creek Road and around the USFS stables allows for a more enjoyable user experience, as there will be no traffic or street noise, and a better view. This also will be safer than traveling next to vehicles. [E] ++ Routing away from Sherwin Creek Road will lead users into the existing MUP at Mammoth Creek instead of having them cross under (or over, if they don't see the tunnel) Old Mammoth Road. This MUP connects to the library and Cerro Coso Community College, should users choose to continue east. [E]</p>

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7	<p>(4) ADA-accessible backbone trail: A soft-surface “backbone” trail that is ADA-accessible should be constructed to depart from an appropriately designed access point at the borrow pit staging area. The trail will either mimic the alignment of the “stacked-loop system” described in the winter proposal, or simply connect the east end of the meadow to the west. More discussion is needed. TRAIL TYPE: TBD; partial paving possible.</p>	<p>(6) Non-motorized connector from borrow pit staging area to Tamarack Street staging area: This trail would serve as the summertime version of the “groomed half-loop” idea presented in the winter proposal (Winter Map ID # 9: Group 2 Recommendation 14). The trail is intended for non-motorized use and to be ADA accessible; to best accommodate this, the preferred trail type is a Class 1 bike lane, which is a paved 8- to 12-foot-wide path. Use will increase dramatically with Snowcreek VIII; paving formalizes the trail and helps to prevent “social trail” proliferation; ties directly into the existing Town paved-trail system (Main Path), both from the staging area at the borrow pit and at Tamarack Street.</p>	<p>++ G1 proposal is a loop; G2 is just one way from borrow pit to Tamarack St. staging area (uses Mammoth Rock Trail for loop possibilities) ++ G1 trail type not specified; G2 proposes a paved trail ++ G2 did not include Ranch Road as access point in summer</p>	<p>++ The group supported the option of connecting this backbone trail directly to the Tamarack Street staging area while keeping it as the groomed (in winter) part of a “stacked loop” system. [E] ++ The trail should be ADA-accessible, but the surface (improved soft-surface or paved) is TBD. [E] ++ Alignment over the existing road makes sense, as the area is already disturbed and borders Snowcreek VIII. [E] ++ The path should be built to withstand the weight of maintenance vehicles needed to service the “doggie stations” and trash bins along the pathway, as well as allow for at least golf-cart access to Kerry Meadow for special events; if the road, currently open to vehicles, becomes a MUP, Kerry Meadow will be inaccessible for weddings, etc. [E]</p>

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7 (cont'd)	<p>(5) Non-motorized “stacked-loop system”: The group agreed on a system with multiple connections to identified access points: Tamarack Street; Ranch Road public easement; Snowcreek VIII. The main trail follows the path identified in the winter proposal: from the borrow pit trailhead along existing summertime roads; a small connector brings you to the ditch; follow the perimeter of the meadow to the private property line (Snowcreek) and follow this boundary back to the trailhead. There are several opportunities to bridge over and create a series of smaller loops. The system will be open to non-motorized use. TRAIL TYPE: 3 (shared non-motorized)</p>	<p>The trail will hug the golf course closely and, as a paved amenity, can act as a transition from the Town’s urban setting to the meadow’s natural environment. Additionally, paving will facilitate grooming in the winter. To formalize this trail, surrounding existing roads such as 4S100 will need to be closed or converted into the new route. The existing road alignment may be ideal from the hill at the corner of Snowcreek V toward Tamarack St. If a paved option is not available/too costly, Trail Type 4 is an acceptable second choice.</p>		<p>++ Converting the road to a MUP will assist with the wetland restoration of Kerry Meadow. [E] ++ Pathway allows for interpretive opportunities near points of interest such as Kerry Meadow. [E]</p>

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8	<p>(5) Non-motorized “stacked-loop system”: The group agreed on a system with multiple connections to identified access points: Tamarack Street; Ranch Road public easement; Snowcreek VIII. The main trail follows the path identified in the winter proposal: from the borrow pit trailhead along existing summertime roads; a small connector brings you to the ditch; follow the perimeter of the meadow to the private property line (Snowcreek) and follow this boundary back to the trailhead. There are several opportunities to bridge over and create a series of smaller loops. The system will be open to non-motorized use. TRAIL TYPE: 3 (shared non-motorized)</p>	<p>(14) Formalize existing loop trail around meadow: The current social trail that loops around the perimeter of the Hidden Lake meadow should be formalized, as it is extremely popular for all uses. The group recognized the environmentally sensitive nature of this area and noted that boardwalks or other features should be installed to make the trail sustainable. The trail will be Type 2 (preferred hiking) with horses and bikes allowed.</p> <p>(15) Direct non-motorized trail to Hidden Lake from Tamarack Street staging area: As the lake is a big attraction of the meadow and is very popular with all users, not to mention a draw for tourists, formalizing a direct route from the staging area at Tamarack Street to the lake will facilitate use and discourage social trails. The trail will be Type 2 (preferred hiking) and should be coordinated with Mammoth Community Water District Access to the adjacent well.</p>	<p>++ G2 relies on Mammoth Rock Trail to complete the loop. ++ G2 proposes a separate and distinct trail that runs directly to Hidden Lake; whereas G1 proposes a loop system only, with yet-to-be-determined secondary loops.</p>	

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8 (cont'd)	(5a) Loop to the south of the sensitive birding area: A possible feature of the stacked-loop system would be a separate, non-mechanized loop south of the recognized birding area. This would preserve birding activity and wildlife. TRAIL TYPE 3 (non-mechanized)			

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9	<p>(7) Convert existing road to Summer Trail Type 2 (preferred equestrian/preferred hiker): Convert existing road (4S104 and 4S110) at the eastern end of the study area that runs from Sherwin Creek Road north to just short of Mammoth Creek. The road is currently open to motorized use but lacks connectivity (“dead-ends”) and experiences minimal use. The conversion would help to protect the existing mule deer habitat, which is a tourism amenity (to see deer on the trail is a unique experience). Additionally, this road is part of the existing Sierra Meadows Ranch lease area trail inventory.</p>	<p>(12) Non-mechanized zone: Designate the area east of Sierra Meadows Ranch, with the exception of the trail and crossing identified in Map ID #10 (Group 2 Recommendations 10 and 11), as non-mechanized (non-motorized where bikes are prohibited). Currently the area is primarily used by equestrians and the group recognized the need for equestrians to have a dedicated place to ride without interference with bikes.</p>	<p>G2 designates area as non-mechanized and primarily for equestrian, except for singletrack trail, whereas G1 prefers equestrian but still allows MTB use</p>	

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10	<p>(2) Non-motorized connector to Shady Rest: A non-motorized trail connector should be developed from the borrow pit staging area to Shady Rest. It would run adjacent to Sherwin Creek Road down to Sherwin Creek Campground, then east to the footbridge and northwest toward Mammoth Community Water District and Shady Rest. Both the crossing at Highway 203 and the side of Sherwin Creek Road on which the trail will be aligned have yet to be determined. This trail achieves connectivity between two heavily used recreation areas without forcing users onto Old Mammoth Road. Summer Trail Type 3 (shared non-motorized)</p>	<p>(10) Non-motorized singletrack connector from Mammoth Rock Trail to Mammoth Creek: Develop a Type 2 (preferred MTB) trail connector from the eastern end of Mammoth Rock Trail to Mammoth Creek. The group noted the need to discuss the exact alignment with equestrian users since this area is mainly used by horse riders and there is a desire to avoid conflict.</p> <p>(11) Crossing at Mammoth Creek: Develop a minimal, narrow crossing of Mammoth Creek for trail described above. A flat log is a desirable feature; a more structured or expensive bridge is unnecessary for bikers. This crossing creates connectivity to the Town’s Main Path.</p>	<p>++ Trail type designations are different ++ G1 proposes connector to Shady Rest ++ G2 proposes new crossing at Mammoth Creek</p>	<p>++ This connector could fit nicely into the Town’s future plans for expansion of Mammoth Creek Park and its urban recreation facilities. [E] ++ Crossing of the creek would be simple and minimal; potential conflict with equestrian use in this area could be avoided with signage indicating a multi-use crossing, “slow zone,” etc. [E] ++ Wide-open sight lines in this area mitigate conflicts between mountain bikes and equestrians—users can see one another from some distance and prepare for crossing paths. [E]</p>

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11	<p>(1) Non-motorized trail along Mammoth Creek: Consolidate multiple use trails/rehabilitate existing informal trails into one system trail to create one multi-use non-motorized opportunity (fishermen, walkers, etc.) along Mammoth Creek. The trail, which should be native-surface, will begin from the south side of Mammoth Creek Park, heading east toward Sierra Meadows Ranch and beyond. It was not determined along which bank of the creek the trail should run. The trail should accommodate non-mechanized use only, with the exception of bicycle access from Mammoth Creek Park to the Hayden Cabin. This trail mitigates existing trail proliferation and environmental impact and provides connectivity for bicycles from the park to a point of historical interest. TRAIL TYPE: 2 (preferred equestrian/ preferred hiking)</p>		<p>G2 did not discuss directly, although did indicate interest in an east-west mountain bike connector near Mammoth Creek</p>	

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12	<p>(5) Non-motorized staging area at Lake Mary Road winter closure: Develop a secondary staging area east of Lake Mary Road, above the bridge, that will relieve existing pressure on Lake Mary Road parking for Sherwins, Lakes Basin, Tamarack, and Mammoth Rock Trail/Panorama Vista Trail access. Facilities will be limited to signage. (Same as winter.)</p>	G1 did not discuss	<p>12 - Staging area at Lake Mary Road winter closure ++ Develop a secondary staging area east of Lake Mary Road, above the bridge, that will relieve existing pressure on Lake Mary Rd., and parking for the Sherwins, Lakes Basin, Tamarack XC Ski Center, and Mammoth Rock Trail/Panorama Vista Trail access. ++ The Panorama Vista Trail would also be rerouted to start from this staging area. This eliminates pullout parking that is happening now along Lake Mary Road—a high-traffic, high-speed road. ++ The group discussed the need to create a safe crossing at this location, including use of a four-way stop at the intersection, speed bumps, and diagonal parking along the staging area, which could slow traffic. ++ Diagonal parking was further discussed, as it would coordinate well with winter use and therefore would be much less intensive and costly to build. [W] ++ Creation of this staging area would minimize the use of unsafe roadside pullouts along Lake Mary Road. [W] 12a – Develop soft-surface multi-user trail connecting Lake Mary Road staging area to Panorama Vista Trail, Panorama Dome Trail, and the Lake Mary Road Bike Path ++ This would be a soft-surface trail that connects from the end of the Lake Mary Road Bike Path (at bridge) and continues on the east side of the road to connect to Panorama Dome Trail.</p>	

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12				
(cont'd)				<p>++ Realign northern end of Panorama Vista Trail to parallel the road, with a connection to the staging area and south end of trail. This eliminates the use of a dangerous end of the trail at the Lake Mary Road intersection.</p> <p>++ Build a bridge that connects the Lake Mary Road Bike Path to the soft-surface trail described here. This would be constructed on the east side of the existing bridge where the Lake Mary Road Bike Path currently ends. This will allow bike-path users to use the safe crossing discussed in Map ID #12. [W]</p> <p>Additional thoughts on both 12 + 12a</p> <p>++ This staging area and connector trail also is a way to get users from the lower Sherwins area and Panorama Dome onto the Lake Mary Road Bike Path.</p> <p>++ This also provides safe and accessible connectivity between the Lakes Basin, MMSA Bike Park, Panorama Dome, and lower areas including the meadow.</p> <p>++ Creates a single, safer crossing point for MMSA Bike Park users, Lake Mary Road Bike Path users, and Panorama Vista/Dome Trail users. [W]</p>

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13		<p>(9) Non-motorized connector from borrow pit staging area to Mammoth Rock Trail: Develop a Type 2 (preferred MTB) connector trail from the Mammoth Rock Trail midpoint to the south side of the staging area at the borrow pit. This will necessitate rehabilitation of the two existing use trails into one system trail that connects to the existing road on the south side of the borrow pit. This connection will enable users, particularly mountain bikers, to exit the Mammoth Rock Trail before its pumice-y eastern end and make a direct connection onto the trail in Map ID #6 (Group 2 Recommendation 7) and to the larger Town trail system, or to the MUP connecting to the Tamarack Street staging area.</p>	G1 did not discuss	<p>Pros: ++ Follows alignment of existing road, which currently is a dead-end and appears as a “scar” ++ A connection from Mammoth Rock Trail to the Borrow Pit staging area makes sense, as it feeds the users directly into a node with facilities [E]</p>

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14	OI (outstanding issue): Connection from meadow to Panorama Dome	(16) Non-motorized connector from Mill City to end of Panorama Vista Trail: Improve and formalize the existing use trail or build a new trail [Type 2 (preferred MTB)] to connect the system trail at Mill City to the end of the Panorama Vista Trail at the Old Mammoth Road staging area.	G1 identified this as an issue needing to be addressed but did not have time to discuss	Develop a trail connecting Mill City and Old Mammoth Road staging area to the end of the Panorama Vista Trail ++ This trail connects the MMSA Bike Park, Lake Mary Road Bike Path, and Panorama Dome Trail back to town without going to Mammoth Rock Trail or creating downhill traffic on the Lake Mary Road Bike Path. ++ Disperse mountain bike activities and take pressure off of Mammoth Rock Trail. ++ Creates the opportunity for a firebreak on Panorama Dome Connection to and interpretive opportunities at Mill City historical site ++ Connection of trails to staging area, town, potential public transportation, and town MUPs [W] ++ Creates an option for trail users to stay off of Old Mammoth Road and also eliminates some road crossings [W]

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15		<p>(17) Old Mammoth Road crossing: Develop a safe crossing of Old Mammoth Road from the eastern end of Panorama Vista Trail to Mammoth Rock Trail. This provides continuity of the system described in Map ID #14 and others and avoids having bikers cross the road in a blind hairpin, as is the current configuration. The trail will be Type 2 (preferred MTB); the exact alignment is to be determined but could include an under-crossing.</p>	G1 did not discuss	<p>Develop a safe crossing of Old Mammoth Road: The group discussed the need for users to be able to connect from the trails on Panorama Dome to the Mammoth Rock Trail.</p> <p>++ This area is hazardous because of the blind corners.</p> <p>++ A trail would be built from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of existing use trail/mine road, then turn parallel to the road to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill of the turn (west).</p> <p>++ This is a safe crossing point because uphill traffic has a 180-degree turn to negotiate; therefore, traffic is slow and downhill traffic has a long straightaway in which to see oncoming cars or pedestrians. Cars are naturally slowing here in anticipation of the hairpin turn.</p> <p>++ Minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road. [W]</p>

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16		<p>(18) Non-motorized connector from Old Mammoth Road trailhead to Map ID #5 (trail from meadow to Old Mammoth Road trailhead) and Mammoth Rock Trail: Develop a Type 2 connector trail that will link into Mammoth Rock Trail and into the meadow via Map ID #5. The trail should be aligned with the identified existing use trail if possible.</p>	G1 did not discuss	<p>Connection of #5 to Old Mammoth Road staging area ++ Spur off of #5 to proposed Mill City staging area and potential public transportation ++ This spur could also be created as an ADA trail and provide access to the unique views from The Bluffs. ++ Mill City staging area has connections to other trail areas and is a historic site. ++ This alignment is primarily on existing/abandoned old roads. ++ This alignment will take pedestrian/bike non-vehicular traffic off of Old Mammoth Road. [W] ++ Minimize use of unsafe roadside turnouts along Old Mammoth Road. [W]</p>

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17	(OI) Development of mountain bike trails to and from Sherwin Ridge	(19) Formalize and improve access to Sherwins: As identified in the winter proposal, formalize and improve the use trail from Lake Mary Road to the Sherwins. Minimal amenities are needed (likely to be just signage). The trail will be Type 1 (non-motorized footpath) and designed for year-round use; it should follow the existing use trail out to Rock Chute, as that is a scenic overlook for summer hikers. Due to the sensitive nature of the environment on top of the ridge, a trail is needed to prevent further damage from users. The group recognized the need for focus on sustainability with this trail, as erosion is a problem on the slope.	G1 recommended MTB trails to/from Sherwins; G2 recommended a trail to top of Sherwins (not likely to be used by MTBs)	<p>17a: Sherwin Ridge access from Mill City, Mammoth Rock Trail, and the Sherwin Meadow</p> <p>++ Makes it possible for safe access to the existing Sherwin Ridge use trail during summer months</p> <p>++ Would eliminate the need for parking/turnout along Lake Mary Road</p> <p>++ Allows pedestrian access to the Sherwin Ridge from a variety of proposed facilities and opportunities, including Mill City, the Mammoth Rock Trail, and from the Sherwin Meadow and the borrow pit.</p> <p>++ Opportunity for interpretive trail and experience at the Mammoth City historic site</p> <p>++ Eliminates need for unsafe turnouts along Lake Mary Road and Old Mammoth Road [W]</p> <p>17b: Soft-surface trail to Pyramid Peak, located near main avalanche path and Mammoth Rock</p> <p>++ This trail starts on the Mammoth Rock Trail and switchbacks up the avalanche path to the top of the Sherwins.</p> <p>++ This would offer an excellent opportunity for hikers, runners, and mountain bikers to access Sherwin Ridge, great views, and relieve pressure on the Mammoth Rock Trail.</p> <p>++ This trail would be mostly concealed by the aspen growth and would gain the ridge and continue to Pyramid Peak.</p> <p>++ What impact will this trail have on the Mammoth Rock Trail? [W]</p>

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18		<p>(21) Improve connector from Mammoth Rock Trail to proposed meadow loop trail (Map ID #8): Improve the existing trail connection that links the eastern section of Mammoth Rock Trail to the loop trail around the meadow. The trail will be Type 2 (preferred MTB) and will utilize the existing use trail, which is currently in good shape except for the top, which is eroded. This connector will allow mountain bikers to exit the Mammoth Rock Trail before reaching the sandy eastern end and can connect them via the loop trail to the staging area at Tamarack Street.</p>	G1 did not discuss	<p>This trail will allow the user to connect directly to the Tamarack Street staging area/Old Mammoth Road neighborhood via the backbone trail, or across the meadow and up to the western end of Mammoth Rock Trail, which enhances the user experience by creating loop opportunities. [E]</p>

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19	(OI) Wildlife preservation in Solitude Canyon	(22) Recommendation for further study/assessment: While the group did not wish to make any specific recommendations, they agreed that further study should be done in the Solitude Canyon area relative to potential for new mountain biking and hiking trails in that area. Possibilities exist for connectivity to Mammoth Rock Trail, the Lakes Basin, and the motocross course area/Sherwin Crest. The group noted that the motocross track area could function well as a mountain bike race staging area, which would offer an alternative to races at the MMSA Bike Park.	Potential conflict between wildlife preservation goal identified by G1 and additional trails in Solitude Canyon as recommended for study by G2	

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20	<p>BMX park: After discussion, the group agreed that this experience would be better served at Shady Rest, as the area offers easier access by way of the Town's paved trail system as well as better soils for feature creation and maintenance. The park would be inappropriate in the Sherwins area because it lacks access to the water needed to work with the sandy soils and is too far from the staging area to encourage use by teens without vehicles.</p>	<p>(23) BMX/bike skills zone: Create a BMX park/bike skills zone near the staging area at the borrow pit. Though the soils are less than ideal, the water available for the tank farm could be used to improve the conditions. The area provides connectivity to mountain bike trails and the Town's paved trail system and is ideal for park construction because it is an already-disturbed zone. The park could overlap or adjoin the snowplay area suggested in the winter proposal. Proximity to the staging area and trail system will encourage use by teens and children who cannot drive to a location.</p>	<p>G1 does not think a BMX park is best placed in study area; G2 proposes BMX park next to borrow pit</p>	<p>Borrow Pit pros: ++ Parking will already exist for the staging area ++ If a MUP connection is built between the Borrow Pit staging area and Mammoth Creek Park, non-vehicular access will be easier, which will allow kids who don't/can't drive cars to use the facility (they can ride their bikes right to the BMX park) ++ A public transit stop is being considered at the Borrow Pit staging area, which also will encourage younger teens and kids to use the facility (bike racks will facilitate use) [E]</p> <p>Borrow Pit cons: ++ This is one of the windiest spots in town, which will cause the dirt to blow away if it's not constantly maintained and which might compromise the quality of experience for users, since the features will include jumps that will be affected by winds ++ Some water may be available at this site, but, due to our native soils being unsustainable as building material, it will require an enormous amount of water to keep the park in acceptable operating condition.</p>

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20	(cont'd)			<p>++ The soils are not desirable or sustainable as building material for a BMX park, which would need to be addressed either with an abundance of water (see previous comment) or by importing foreign soils or materials, such as clay, which may be prohibitively expensive [E]</p> <p>Shady Rest pros:</p> <p>++ Parking and other facilities already exist</p> <p>++ The area is protected from wind</p> <p>++ Area soils are more desirable and sustainable than those found at the Borrow Pit</p> <p>++ The area is already “conditioned” for a high level of use [E]</p> <p>Shady Rest cons:</p> <p>++ The area is already experiencing a high volume of use [E]</p>
21	(OI) Accommodation of summer biathlon	<p>(24) Summer biathlon course: Develop a summer biathlon course in the motocross track area. The site is far enough away from the staging area to avoid heavy use conflict; potential conflict with mountain bike races or the motocross annual event can be resolved with advance notice and scheduling.</p>	<p>G1 identified this as an issue needing to be addressed but did not have time to discuss</p>	

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22	(OI) Off-leash/on-leash dog areas	Dogs: The group agreed that currently there are no major conflicts between off-leash dogs and other users and makes no recommendation to leash pets at this time. The group did suggest that the option to require leashes in certain areas be kept open to address possible future issues related to increased use of the area.	G1 identified this as an issue needing to be addressed but did not have time to discuss	
23	The summertime definition of “motorized” is “restricted to existing roads and trails.”	Separation of motorized and non-motorized use should follow the winter suggestion (north-south line located just west of the borrow pit staging area). Restricted to existing roads.	G2 more specific with recommendation	
24	(OI) Preservation of Old Mill site with a walking/interpretive trail		G2 did not discuss	
25	(OI) Historic elements/Hayden Cabin		G2 did not discuss	++ A connector trail built between the Borrow Pit staging area and Mammoth Creek Park could include the Hayden Cabin, which may improve tourism at this historic site. [E] ++ The road that currently runs in to Hayden Cabin from Sherwin Creek Road is not intuitive, despite signage, as there is more than one route. The connection from the Borrow Pit can allow for closure/re-routing of these roads for ease of use. [E]

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26				NEW: Create a Soft-Surface Trail to Mammoth Rock: This area provides excellent views, and formalization of a trail will create a sustainable alignment where several use trails currently exist. [W]
27				NEW: Create a connection from the Borrow Pit staging area to the Sherwin Lakes trailhead in order to provide alternative experiences for hikers and to improve connectivity to other trailheads, resources, and opportunities nearby. [E]