



**Sherwins Working Group Volunteer Work Group #2 Follow-Up Meeting
Wednesday, July 29, 2009
5 p.m. to 7:30 p.m.
Mammoth Ranger Station Conference Room**

USFS staff Matt Peterson (facilitator) and Jon Kazmierski (mapping/data support) led the meeting. Kim Stravers (MLTPA) recorded the following notes.

Participants:

- Henning Jensen
- Hans Ludwig
- Chuck Megivern
- Clayton Mendel
- Greg Norby

Mr. Peterson welcomed the group and distributed copies of the Trail System Master Plan Trail Types document. He stated that, as with the winter proposal, the intent of this meeting is to identify commonalities between the four Summer Opportunity Zone maps developed at the last full Sherwins Working Group (SWG) meeting and use that information to develop a combined summer proposal for presentation to the full group at the August 11 meeting. The group will use the Trail Types document to recommended specific facilities for each of their recommendations.

The group briefly reviewed notes from their last meeting, during which they'd developed the winter proposal, and focused on the trail types suggested by Mr. Peterson. Consensus was reached on all recommendations except for Recommendation 14; the group agreed that the trail type would be a hybrid of Types 2 and 3 to achieve a "Type 3 without a Nordic track." It was agreed that the trail must be wider than the 18 inches specified in Type 2.

Moving on to summer, the group split into the groups they'd formed at the last full group meeting, as they'd done for winter the previous week, and highlighted the recommendations from each map (see July 14 Summer Opportunity Zone map narratives for specific features).

Additionally, the group agreed to consider a new use, paintballing, at the motocross track. The also identified that a "quieter" or "gentler use" loop trail around the meadow had not been suggested on any of the summer maps, and that it should be considered at this time.

Mr. Peterson had the group begin discussion by incorporating features they group had identified for winter use that overlap with summertime, such as the staging area at the borrow pit.

Specific recommendations:





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 area, 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.)
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.)
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.)
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.)
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.)
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 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. The level of use of the meadow will increase dramatically with construction of Snowcreek VIII; paving formalizes the trail and helps to prevent natural-surface "social trail" proliferation. Also, a paved path will tie directly into the existing Town paved-trail system (Main Path), both from the staging area at the borrow pit and at Tamarack Street. 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, as not as much snow will be needed as would on a natural surface. 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. A paved trail in a flat area such as the meadow provides a great experience for tourists/families and allows them to connect easily into the larger existing system. The group noted that this could be a costly project and would like more information on construction and maintenance costs. If a paved option is not available, Trail Type 4 is an acceptable second choice.

- 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.
- 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 in Recommendation 7.
- 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 Recommendation 7 and to the larger Town trail system, or to the MUP connecting to Tamarack Street staging area.
- 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.
- 11. Crossing at Mammoth Creek:** Develop a minimal, narrow crossing of Mammoth Creek where it adjoins the trail in Recommendation 10. 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.
- 12. Non-mechanized zone:** Designate the area east of Sierra Meadows Ranch, with the exception of the trail and crossing identified in 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.
- 13. Non-motorized connector from the meadow to staging area at Old Mammoth Road:** Develop a Type 2 (preferred hiking) non-mechanized connector trail to connect the western end of the meadow to the staging area at Old Mammoth Road identified in Recommendation 4. 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.

- 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.
- 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.
- 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.
- 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 Recommendation 16 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.
- 18. Non-motorized connector from Old Mammoth Road trailhead to Recommendation 13 and Mammoth Rock Trail:** Develop a Type 2 connector trail that will link into Mammoth Rock Trail and into the meadow via Recommendation 13. The trail should be aligned with the identified existing use trail if possible.
- 19. Formalize and improve access to Sherwins:** As identified in 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.
- 20. Non-motorized connector from Recommendation 17 to intersection of Lake Mary Road and Old Mammoth Road:** Develop a non-motorized connector trail that will link the safe crossing on Old Mammoth Road to the road’s intersection with Lake Mary Road. This provides continuity for bicyclists and other users. The trail will be Type 2 (preferred MTB or preferred equestrian).





- 21. Improve connector from Mammoth Rock Trail to Recommendation 14:** 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.
- 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.
- 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.
- 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.

Additional notes:

- Separation of motorized and non-motorized use should follow the winter suggestion (north-south line located just west of the borrow pit staging area).
- Dogs: The group agreed that currently there is no conflict 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.

