

Map ID #	Group 1 Narrative	Group 2 Narrative	Field Trips – Western Only
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>	<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.</p>
26	New Idea	<p>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.</p>	

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(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.

(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. 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.

(20) Non-motorized connector from Old Mammoth Rd. crossing (Rec. 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).

5a. Connecting the meadow to the Old Mammoth Road staging area, Mammoth Rock Trail, Panorama Dome, and the Lakes Basin

- 1) 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.
- 2) 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.
- 3) Rationale for routing:
 - a. The trail’s aspect provides the most comprehensive and spectacular views of the Sherwins.
 - b. 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.
 - c. The trail would mostly be hidden by manzanita (less visual impact).
- 4) Connects to Tamarack Street and potential staging and facilities
- 5) This trail would relieve congestion on the Mammoth Rock Trail by creating connections and a loop option for users on the Mammoth Rock Trail.

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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:

- 1) Quick snowmelt due to aspect
- 2) Trail would be hidden by manzanita
- 3) Easier to develop/less resource-intensive due to topography and vegetation
- 4) MUCH better viewshed
- 5) Avoids very boggy and wet area and dense aspen and lodgepole vegetation
- 6) Connects to safe crossing at Panorama Vista/Flume Trail and Old Mammoth Road intersection
- 7) Could incorporate historical/interpretive opportunities as the trail passes though the Mammoth City site

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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.

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(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.)

12 - Staging area at Lake Mary Road winter closure

- 1) 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.
 - 2) The Panorama Vista Trail would also be rerouted to start from this staging area. This eliminates pull-out parking that is happening now along Lake Mary Road—a high-traffic, high-speed road.
 - 3) 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.
 - 4) Diagonal parking was further discussed, as it would coordinate well with winter use and therefore would be much less intensive and costly to build.
 - 5) Creation of this staging area would minimize the use of unsafe roadside pullouts along Lake Mary Road.
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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

- 1) 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.
- 2) 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.
- 3) 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.

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Additional thoughts on both 12 + 12a

- 1) 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.
- 2) This also provides safe and accessible connectivity between the Lakes Basin, MMSA Bike Park, Panorama Dome, and lower areas including the meadow.
- 3) Creates a single, safer crossing point for MMSA Bike Park users, Lake Mary Road Bike Path users, and Panorama Vista/Dome Trail users.

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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.

Develop a trail connecting Mill City and Old Mammoth Road staging area to the end of the Panorama Vista Trail

- 1) 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.
 - 2) Disperse mountain bike activities and take pressure off of Mammoth Rock Trail.
 - 3) Creates the opportunity for a firebreak on Panorama Dome
 - 4) Connection to and interpretive opportunities at Mill City historical site
 - 5) Connection of trails to staging area, town, potential public transportation, and town MUPs
 - 6) Creates an option for trail users to stay off of Old Mammoth Road and also eliminates some road crossings
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(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.

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.

- 1) This area is hazardous because of the blind corners.
- 2) 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).
- 3) 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.
- 4) Minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road.

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(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.

Connection of #5 to Old Mammoth Road staging area

- 1) Spur off of #5 to proposed Mill City staging area and potential public transportation
- 2) This spur could also be created as an ADA trail and provide access to the unique views from The Bluffs.
- 3) Mill City staging area has connections to other trail areas and is a historic site.
- 4) This alignment is primarily on existing/abandoned old roads.
- 5) This alignment will take pedestrian/bike non-vehicular traffic off of Old Mammoth Road.
- 6) Minimize use of unsafe roadside turnouts along Old Mammoth Road.

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(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.

17a: Sherwin Ridge access from Mill City, Mammoth Rock Trail, and the Sherwin Meadow

- 1) Makes it possible for safe access to the existing Sherwin Ridge use trail during summer months
- 2) Would eliminate the need for parking/turnout along Lake Mary Road
- 3) 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.
- 4) Opportunity for interpretive trail and experience at the Mammoth City historic site
- 5) Eliminates need for unsafe turnouts along Lake Mary Road and Old Mammoth Road

17b: Soft-surface trail to Pyramid Peak, located near main avalanche path and Mammoth Rock

- 1) This trail starts on the Mammoth Rock Trail and switchbacks up the avalanche path to the top of the Sherwins.
- 2) 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.
- 3) This trail would be mostly concealed by the aspen growth and would gain the ridge and continue to Pyramid Peak.
- 4) What impact will this trail have on the Mammoth Rock Trail?