

Lakes Basin Special Study Preliminary Management Concepts



1. Do the permissible actions listed for "Frontcountry Zone" in the table on pages 8-11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Frontcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

		Response Percent	Response Count
Yes		77.0%	47
No		23.0%	14
	Comment		15

answered question	61
skipped question	0

Page 1, Q1. Do the permissible actions listed for "Frontcountry Zone" in the table on pages 8-11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Frontcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove.

1	Extending or making a new zone should not be done. no new or greater access should be permitted. It is already to crowded on busy days	Aug 15, 2011 6:20 PM
2	I do not want an increase to the front country zone based on what exists today.	Aug 15, 2011 9:32 PM
3	A few concerns I have for the Lakes Basin frontcountry zone. 1) There is no non-motorized water access in the frontcountry zone and primary lakes of the lakes basin. At least one of these lakes, preferably Horseshoe, should be restricted to non-motorized use. 2) I am concerned about the impact of additional parking and auto touring in this zone. A very undesirable outcome would be increased appearance of tour buses and groups in this zone. 3) Hopefully, high density lodging is not in the picture here. This would be very damaging to the character of the basin.	Aug 11, 2011 9:47 PM
4	I disagree with the phrase, "high levels of interaction with other visitors..." . I visit the Lake Basin, NOT for interaction, but I seek a natural, quiet experience that the natural beauty of the Lake Basin provides. I DO NOT want to see so many "improvements" that we lose sight of why we visit the Lake Basin. Visitors should be enjoying the Lake Basin for its natural and scenic resources, and NOT to bring intrusive uses into this peaceful area. Therefore, I oppose increased signage, promenades (really?) added lodging, and outfitter guides. These	Aug 10, 2011 8:37 AM

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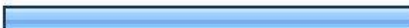

	elements belong in the town of Mammoth Lakes, not in the Lake Basin. Please don't turn the "Frontcountry" into a mini-Disneyland or another Yosemite Valley.	
5	I can't reference these pages while doing this survey.	Jul 26, 2011 5:11 PM
6	The Zones do not include winter use	Jul 26, 2011 8:51 AM
7	I wish there was a "for the most part" button. I think the Mammoth frontcountry can use some clarity, defining, structure and, basically, a facelift. That being said, I fear a bit of "Disney-fication" of the frontcountry. Some people will never make it past this zone so preserving what is truly special (quiet, space, beauty) is important. A light touch is required. I would hope that the local residents are also being considered in these plans. I think there are many sub-zones of this category (Horseshoe is the off-leash dog lake, Mamie is about fishing, etc) that need to be defined and designed to accommodate it appropriately.	Jul 17, 2011 3:03 PM
8	Truly sounds like a "zoo" the way it's listed on page 5 - Why would "Forest Service staff" be in this zone? Could not the education and interpretive opportunities be limited to signs? Provide the signage if you must, but do not make this area a congregation point where tourist go to get info. There are many great books at the Visitor/Welcome Center at the entrance to town that allows tourist to "discover" the Lakes Basin on their own - in addition to discovering the entire East Side. The Lakes Basin should not become Disneyland in that it should not become a "formal" education/information area - doing so is against the natural essence of the area.	Jul 10, 2011 9:41 AM
9	I have no expectations for a "Frontcountry Zone" because I think the delineation and division of the lakes basin into "zones" is frivolous, artificial and counter to the idea of getting away from the pressures of the city. People don't come up here to be funneled and marched through a wilderness museum and that's what you are trying to turn the lakes basin into with all of your management concepts except for A. STOP MEDDLING!	Jul 9, 2011 4:41 PM
10	There is no mention of equine activity and this concerns me as a horse woman.	Jun 1, 2011 12:54 PM
11	Bus shelters would have to be massive to withstand the large snow loads in the winter. This would be extremely expensive to build especially since they are only used for at most 16 weeks each year.	Jun 13, 2011 9:34 PM
12	There could be more camping areas developed to accommodate more campers, especially on the west side of the road between Lake Mamie and Horseshoe Lake. The roads, water systems, sewage systems are basically already there.	Aug 14, 2011 8:30 AM
13	This is all smoke and mirrors	Aug 13, 2011 8:42 AM
14	I do not see a clear direction for connective trails systems. I am fearful, in all scenarios, that Bike trails in particular will lack any element of connectivity. The 8 million dollar paved multi use path does not provide a useful recreational experience to Mountain Bikers who desire, need, want trails that go somewhere. It is not clear if the Transitional Back country is will allow bikes. Existing trails are oriented toward Wilderness use. These may be intended, but a lack of some longer loop trails open to mountain bikes is my greatest concern. The increased motorized use on water seems poorly thought out. HORSESHOE LAKE should never be made motorized! It seems the non-motorized lakes will be some distance from the road, a real problem. I feel the greatest unique asset other than the dramatic scenery, is the historic homes and resorts of the Lakes Basin. This is better addressed, but I AM CONCERNED, we might loose somewhat of the charm if we do much expansion of facilities.	Jul 26, 2011 10:18 AM
15	How do I see the pages I'm commenting on at the same time as I'm looking at the survey?	Jun 1, 2011 4:55 PM

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2. Do the permissible actions listed for "Transitional Backcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Transitional Backcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

		Response Percent	Response Count
Yes		75.9%	41
No		24.1%	13

Comment 12

answered question		54
skipped question		7
1	Extending or making a new zone should not be done. no new or greater access should be permitted. It is already to crowded on busy days	Aug 15, 2011 6:20 PM
2	Read previous comment and interpret. "I have no expectations for a "Frontcountry Zone" because I think the delineation and division of the lakes basin into "zones" is frivolous, artificial and counter to the idea of getting away from the pressures of the city. People don't come up here to be funneled and marched through a wilderness museum and that's what you are trying to turn the lakes basin into with all of your management concepts except for A. STOP MEDDLING!"	Jul 9, 2011 4:40 PM
3	same comment. "I can't reference these pages while doing this survey."	Jul 26, 2011 5:11 PM
4	The existing Transitional Backcountry Zone is perfectly acceptable as is. Enhancements would destroy the beauty that exists today.	Aug 15, 2011 9:32 PM
5	I certainly agree with the language of "preserving the natural resources" and "primitive recreation: of the Transitional Backcountry. However, I disagree with this language: "sights and sounds of people will be evident in most places." If this is transitional, meaning adjacent to backcountry, there should be a minimum of sights and sounds, to preserve the quality of the backcountry experience. Again, please don't compromise the existng wildness of the Lake Basin.	Aug 10, 2011 8:37 PM
6	Semi-primitive camping is unclear and perhaps unnecessary, and could pose fire hazards and deplete downed wood necessary for ecosystem health--front-country campgrounds and wilderness area primitive camping should suffice.	Aug 8, 2011 4:31 PM
7	The transitional backcountry zone should be just that - transitional backcountry. This should mean visitors are being slowly weaned off of methods of conveyance suitable for frontcountry travel and towards more primitive means. As a result, road access of any kind - even if it is meant to receive limited use - should NOT be approved. This is meant to be a wilder area than the campgrounds and trailheads. The prohibition on road access described above should include both public and administrative roads; there is nothing more disconcerting to a family of four with young, whiny children than walking a mile or two uphill only to find a ranger's pick-up truck parked on a dirt road at a destination that is otherwise closed to public vehicular use. If this mean	Jul 28, 2011 11:17 AM

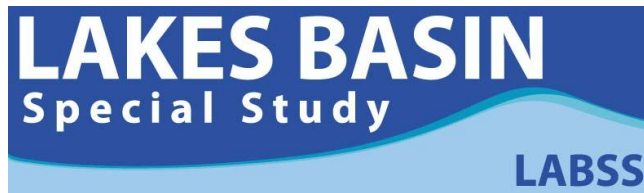
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primitive restroom facilities cannot be maintained, then primitive restroom facilities that do not currently exist should not be constructed. There is currently little need for them. The other activities permitted in this zone, including mountain bike usage in certain areas, is more palatable. Decent public mountain bike trails akin to the Mammoth Rock Trail are in short supply in the Mammoth area and a few new and improved trails that dip into the transitional backcountry area should be accommodated. However, careful study should be taken into account before allowing access to bikers; for example, a bike trail down from Crystal Lake is not a good idea for obvious reasons.

8	restrooms, lake access, day-use area's	Jul 12, 2011 8:18 AM
9	fine the way this proposed area already is w/o any changes - maybe just primitive signs and maps along the way so hikers/runners/etc know where they going.	Jul 10, 2011 9:41 AM
10	Again, no mention of equine activity.	Jun 1, 2011 12:54 PM
11	I consider the proposition to allow mechanized vehicles in the "Transitional Backcountry Zone" must be strictly limited to existing trails where biking is permitted in whatever area this zone eventually becomes. Expanding access for bikes in this region poses a danger to equestrian and pedestrian users who utilize the same paths. Transitional Backcountry should evoke the essence of "backcountry" and "wilderness" - weaning the visitor away from man-made transportation except in those instances where vehicular access is especially required.	Jun 9, 2011 5:37 PM
12	The descriptions are OK, but when they are applied in the various concepts it appears that the amount of hiking traffic is underestimated. Arrowhead and Skelton Lakes, for example, experience pretty high levels of foot traffic.	Jun 6, 2011 7:18 AM



3. Do the permissible actions listed for "Backcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Backcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

		Response Percent	Response Count
Yes	<div><div></div></div>	92.3%	48
No	<div><div></div></div>	7.7%	4

Comment 5

answered question		52
skipped question		9
1	Read first comment and interpret. "I have no expectations for a "Frontcountry Zone" because I think the delineation and division of the lakes basin into "zones" is frivolous, artificial and counter to the idea of getting away from the pressures of the city. People don't come up here to be funneled and marched through a wilderness museum and that's what you are trying to turn the lakes basin into with all of your management concepts except for A. STOP MEDDLING!"	Jul 9, 2011 4:40 PM
2	i can't reference back to those pages on this computer. Choice B is best.	Jul 26, 2011 5:11 PM
3	Primarily, the back country should remain untouched.	Aug 15, 2011 9:32 PM
4	I agree with the language "outstanding opportunities for solitude, primitive recreation, and exploration." Also, I agree with limited signage. I come to the woods to experience the qualities of wildness, NOT civilization. We already have too much of that, and people are getting more and more distanced from the NATURAL WORLD because we make so many "improvements."	Aug 10, 2011 8:37 AM
5	Again, no mention of equine activity.	Jun 1, 2011 12:54 PM

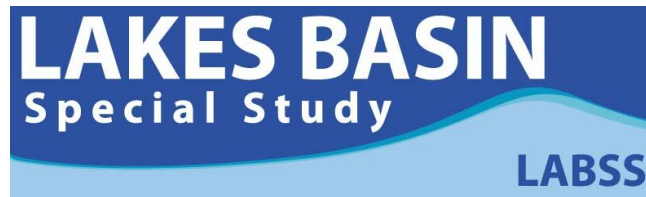


4. Do the permissible actions listed for "Mixed-Use Water Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Mixed-Use Water Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

		Response Percent	Response Count
Yes		82.0%	41
No		18.0%	9

Comment 12

		answered question	50
		skipped question	11
1	no new motorized areas should be permitted	Aug 15, 2011 6:20 PM	
2	Same answer. "I have no expectations for a "Frontcountry Zone" because I think the delineation and division of the lakes basin into "zones" is frivolous, artificial and counter to the idea of getting away from the pressures of the city. People don't come up here to be funneled and marched through a wilderness museum and that's what you are trying to turn the lakes basin into with all of your management concepts except for A. STOP MEDDLING!"	Jul 9, 2011 4:40 PM	
3	Same comment. The survey needs to place the relatedf material next to the question. Mammoth Library's one hour won't allow this.	Jul 26, 2011 5:11 PM	
4	There is no indication of the size of boats or horsepower of engines that would be allowed in the mixed-use water zone. This would seem to be as important as motorized vs. non-motorized boats, i.e. a small (5 hp or electric) outboard on a canoe or rowboat is very unobtrusive and could mix with non-motorized boats.	Aug 15, 2011 11:38 PM	
5	One of the beauties of the lakes basin is the quiet and solitude experienced. By adding motorized boats would reduce the experience at the lakes basin.	Aug 15, 2011 9:32 PM	
6	Agencies need to make clear as to what activities are permissible and in which bodies of water	Aug 14, 2011 9:34 PM	
7	I would like to see the motorized use restricted to low horsepower and low decibel motors (e.g. electric).	Aug 11, 2011 9:47 PM	
8	Please define "educational and interpretive opportunities." Aslo, when swimming is allowed, what "improvements" or supportive facilities would be added, such as, diving boards, life guards, etc. I want to express my absolute opposition to the use of jet skis on any lake basin waterway. I support motorized use only in Lake Mary and Lake George, as is allowed now.	Aug 10, 2011 8:37 AM	
9	I think motorized boats should be limited to certain areas.	Jul 27, 2011 1:47 PM	
10	motorized boats only in Mary and George. Swimming only in Horseshoe	Jul 10, 2011 9:41 AM	



11	All water areas except Lake Mary and Lake George should be nonmotorized only, which is pretty much the way it exists now. However it would be best if this was established as the official policy.	Jun 23, 2011 8:54 PM
12	Again, no mention of equine activity.	Jun 1, 2011 12:54 PM

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5. Do the permissible actions listed for "Non-Motorized Water Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Non-Motorized Water Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

		Response Percent	Response Count
Yes	<div></div>	86.0%	43
No	<div></div>	14.0%	7

Comment 9




answered question		50
skipped question		11
1	no new docks or ramps let it be the way it	Aug 15, 2011 6:20 PM
2	I would make all the lakes non motorized all the time except for emergency or necessary transport of people or supplies.	Jul 9, 2011 4:40 PM
3	Prefer Option B	Jul 26, 2011 11:38 PM
4	Leave the current amenities as is that surround the lakes. The boat launches and current boat services are satisfactory.	Aug 15, 2011 9:32 PM
5	Agencies need to provide clear direction as to what activities are permissible and in which bodies of water	Aug 14, 2011 9:34 PM
6	Page 7 notes the concept of "fishing areas." In a non-motorized lake, the concept of a "fishing area" implies a restricted area to where fishing can be practiced and thus places a restriction on access and visitor enjoyment. There should be no defined "fishing areas" on any lake in the basin because, as any fisherman will tell you, the effectiveness of certain areas of the lake changes depending on stocking and reproductive patterns, time of year, and sheer luck. Suggestions for good fishing spots can be posted at information kiosks but restricting fishing access to certain areas, if this is indeed what page 7 intends (it doesn't define fishing area), should be curtailed now. Anything that limits the recreational options for lakes basin visitors should be shot down now.	Jul 28, 2011 11:17 AM
7	motorized boats only in Mary and George. Swimming only in Horseshoe	Jul 10, 2011 9:41 AM
8	Only Lakes Mary and George should have motorized vessels. In the nonmotorized waters small areas to launch canoes, kayaks, float tubes etc should be set aside to help avoid conflict with shore fisherman and other users.	Jun 23, 2011 8:54 PM
9	Again, no mention of equine activity.	Jun 1, 2011 12:54 PM

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6. Having considered Draft Management Concepts B, C, and D, please choose the concept you most prefer:

		Response Percent	Response Count
Alternative B: Preserve and Enhance Existing Facilities		46.8%	22
Alternative C: Sustainable Access and Natural-Resource Protection		40.4%	19
Alternative D: Expanded Public Access and Amenities		12.8%	6
answered question			47
skipped question			14

7. Please explain why you have chosen this specific concept.

		Response Count
		47
	answered question	47
	skipped question	14
1	Choice-Alternative B: Preserve and Enhance Existing Facilities. This is a trick I want "a" none leave as is , and maintain present level. Keep the existing bike trails at panarama dome, and the new bike paths as designed no MORE	Aug 15, 2011 6:20 PM
2	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Concept B does not address the increased vehicle traffic and overall increased use of Lakes Basin (LB). At the very least, there needs to be designated parking and eliminate the renegade parking which is rampant in the basin, and is greatly contributing to erosion and poorer lake water quality/clarity. Public transit must be enhanced as part of this solution. As the useage of the basin continues to grow, it is most likely to be thru vehicle access, not pedestrians. More biking trails could be added which would greatly enhance recreation opportunities up there and alleviate congeston on the 1 MUP that will be seeing tremendous useage. Plan B does not call for any new trails to be created, therefore another strike against it. Concept D designates too much frontcountry and potentially creates too many new parking lots and pavement for parking spaces. I don't believe creating more spaces for existing vehicles will solve any problems that we are now seeing. Instead, i think this concept will further increase vehicle	Aug 10, 2011 11:41 AM

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	usage and add to further problems associated with vehicles and traffic. A solution would be to enhance public transport, create some designated parking, remove all renegade parking that is not acceptable, create a one way traffic pattern with a portion of the road designated as another MUP, and get people out of their cars, which i'm not entirely sure how to do unless you create some kind of concession up there that used mopeds, bikes and maybe horse drawn carriages. Somehow, limit the # of vehicles entering this area!	
3	Choice-Alternative B: Preserve and Enhance Existing Facilities. Your questionnaire becomes invalid at this point because it forces a false choice of three options none of which I like. I choose A --- don't do anything.	Jul 9, 2011 4:40 PM
4	Choice-Alternative B: Preserve and Enhance Existing Facilities. If it ain't broke don't fix it. The basin has problems only a few hours of a few days a week. And that for only ABOUT 6-8 WEEKS OF THE SUMMER. Minor CHANGES and common sense adjustments can enhance everyone's experience. Definitely do not one way Lake Mary road with its resulting increase in car pollution and Do Not close the basin to cars on weekends or establish a fee. To do so will kill MAMMOTH LAKES BASIN AS A FAMILY AND RECREATIONAL FISHING AREA WHICH WILL HARM THE MAMMOTH LAKES TOWN ECONOMY.	Jul 26, 2011 5:11 PM
5	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Of all factors--and there are many---vehicular traffic management in the basin is the #1 issue today. Concept "C" addresses viable ways to restrict vehicular traffic, especially day-trips, without restricting access to the basin. And at the same time will enhance the visiting experience for almost all. Anyone with a reservation in the basin, or with a disability, should be allowed to access the basin with a vehicle. Others would have the option of paying a reasonable fee to access the basin by car, or parking their car and accessing the basin by alternative transit (trolleys/shuttles, horse, bike, foot etc.). A visitor center and kiosk somewhere along the Lake Mary Road would go a long way to implementing concept "C" transit restrictions. Aside from traffic, formalizing "use" trails, reducing motorized water use on some lakes, and enhancing natural resource protection are all key. There is a precedent here---the Devil's Postpile/Red Meadow shuttle concept has really worked and has enhanced the quality of visitation for most (I believe). Although closing the Lakes Basin to most traffic is not really plausible (eg. Devil's Postpile plan), Concept "C" at least heads us in the right direction. It can work, it will enhance the experience for most visitors, and it should not negatively impact the commercial interests in the basin. Finally: Concept "B" is OK (better than "D"), but is really not that much different from "A". Concept "D" would lead to more commercialization and traffic, and would degrade the Lakes Basin significantly.	Aug 9, 2011 4:19 PM
6	Choice-Alternative B: Preserve and Enhance Existing Facilities. I actually prefer alternative A and B is closest to this choice. I believe that things in the lakes basin area are just fine with the possible exception of increasing parking around Lake George. I spend considerable time at the lakes basin area in Mammoth each summer and my experience this summer and in the past few years has been very good with conditions as is.	Jul 31, 2011 11:49 AM
7	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Plan "C" has a number of features that I think would promote long-term enjoyment of the basin for the maximum no. of people, which seems to grow every year. Walk-in campgrounds would be great, or even just more tent-only campsites; as a tent camper (not here, but in other places) they make a huge difference to the enjoyment of a campground. Similarly lowering the nos. of cars	Aug 15, 2011 11:38 PM

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	on the road would go a very long way to increasing one's enjoyment. Walking along the Lake Mary road now is not pleasant during weekends and some busy week days, because of the high no. and speed of vehicles, but in a no. of parts of the basin this is the only way to travel to a trailhead (other than in your car) (the new bike path will be a great help with this problem, but there will still be sites in the upper basin, such as from Coldwater trailhead down toward Lake Mary, where there are no hiking trails).	
8	Choice-Alternative B: Preserve and Enhance Existing Facilities. I do not choose concepts B,C, nor D. I choose concept A. The fact that one of the radio buttons in item # 1 didn't include Alternative A reveals your true agenda with this survey. In the research field, we would consider this a biased study intended for a preferred outcome. Clearly, those organizations funding and executing the study want to make changes to the Lakes Basin. Doing nothing is not an option. There is no need to increase the volume of traffic (walking or driving), increased facilities, and increased roads. For that matter, if you are pushing to have increased access and increased roads, why not build a ski resort. I am outraged that you require an answer to # 1 (which forces me to choose) Concept B that I completely disagree with. Again, if I am a free agent and you really want to know my opinion, I would choose Concept / Alternative A.	Aug 15, 2011 9:32 PM
9	Choice-Alternative B: Preserve and Enhance Existing Facilities. C and D are too extreme in most cases.	Aug 14, 2011 9:21 PM
10	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Actually I prefer a blend of Concept C and D, as there are some things listed in C that are not in D, and vice-versa. See below.	Aug 15, 2011 12:02 PM
11	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. It provides the most protection for the area, yet sustains reasonable access. Having participated on two of this summer's trail maintenance days I can see a dire need for more protection given the intense use the Lakes Basin gets.	Aug 15, 2011 11:58 AM
12	Choice-Alternative D: Expanded Public Access and Amenities. Alt D seemed to prepare for increased use with less perceived restrictions than Alt C, which was too extreme in it's natural-resource protection efforts. By implementing improved infrastructure projects, wouldn't natural-resource protection occur - removing negative impacts and providing resource-sensitive access to facilities.	Aug 15, 2011 11:42 AM
13	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. More lakes with no motors. More transitional zone land.	Aug 15, 2011 9:15 AM
14	Choice-Alternative D: Expanded Public Access and Amenities. I believe that Concept D offers a realistic planning framework for opportunities to be developed in the Lakes Basin as it considers scenarios that I believe are likely to occur. While all of the opportunities may never be fully implemented, I believe it is important to consider the fullest range of opportunities - as present in Concept D - when planning for the future and to be realistic about the range of opportunities and impacts that are likely to occur,	Aug 14, 2011 9:34 PM
15	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. gdfgaf	Aug 13, 2011 7:51 AM
16	Choice-Alternative B: Preserve and Enhance Existing Facilities. At present, I guess I prefer small changes and enhancements to the management of the lakes basin rather than expansion (D) or what I perceive as	Aug 11, 2011 9:47 PM

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	controls/impediments to access (C). My concern over D is the impact of additional visitors and loss of the natural character of the area. Option C has a lot of appeal; however, I don't currently see the need to enact access restrictions. Yes, the basin is quite busy at times; however, the impact does not appear to be overwhelming. Alternative B seems like a good plan for the near future until such a time that the impact of visitors because unsustainable. Alternative B provides the opportunity to largely maintain the existing character and facilities footprint which with recent additions like the bike path and improved parking seem properly balanced between concerns.	
17	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. good compromise	Aug 11, 2011 6:48 PM
18	Choice-Alternative B: Preserve and Enhance Existing Facilities. What happened to Alternative A? The existing use patterns seem to satisfy a lot of visitors each year. Dealing with specific shortcomings makes more sense than reinventing the Lakes Basin, particularly in light of probable reductions in funding to implement major changes.	Aug 11, 2011 3:30 PM
19	Choice-Alternative B: Preserve and Enhance Existing Facilities. I agree with the concept of providing the visitor with a more natural experience in the lake basin. While I agree with enhancing existing facilities, i do not agree with adding new ones. I support bear boxes and more waste receptacles (bear-proof only).	Aug 10, 2011 8:37 AM
20	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. The Mammoth Lakes Basin is a popular recreation area but also the top of an important watershed. We need to balance access and sustainability, which is what this alternative proposes.	Aug 8, 2011 4:31 PM
21	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Our Lakes Basin is already well traveled and busy. We need to be more sustainable and natural because the area will start to deteriorate if we keep doing what we are currently doing	Aug 4, 2011 9:54 AM
22	Choice-Alternative D: Expanded Public Access and Amenities. I chose Concept D because it best suits the needs of the greatest number of people. The basin is public land, and, as such, people should not be prohibited from its use by such restrictions as "entrance fees" and road closures - even in the name of environmental management. Technology and management techniques are such today that there is no need to lock up a resource through restrictive managements as suggested by Concept C. Concept D provides the groundwork for a management concept that meshes well with the goal of all of us who desire to see a bright economic future for the Mammoth community. By facilitating access and expanding the range of activities offered by the basin, the basin can be marketed and presented as a self-contained attraction for summer tourists similar to Devils' Postpile and Mammoth Mountain. If we limit people's activity options and access to the basin through such measures as eliminating parking and adding fees to restrict entrance as in Concept C, we will lose visitor ship to areas that have better access (ie Rock Creek, Virginia Lakes, Bishop Creek). The Mammoth Lakes Basin is a natural treasure, but not one that will keep people coming in spite of an entrance fee; we don't have the kind of unique scenery that Devils' postpile or Denali National Park have. There are other places in the High Sierra to fish and boat that are bigger, higher, and arguably better. The recent addition of the Lake Mary bike path is a great development to the basin and similar paths would greatly enable more visitors to discover the natural beauty of the basin on foot or on bike. The extent to where these paths	Jul 28, 2011 11:17 AM

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	should be constructed, however, should be carefully studied. Concept D offers the most potential for similar paths and, as a result, it is a very attractive one.	
23	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Protecting the environment should be the first commitment and then making it safe and accessible should be second.	Jul 27, 2011 1:47 PM
24	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. The Lakes Basin is a valuable natural resource and asset to the City of Mammoth Lakes. Alternative C will best preserve the solitude and beauty that are inherent to these natural resources for generations to come.	Jul 26, 2011 8:51 AM
25	Choice-Alternative B: Preserve and Enhance Existing Facilities. Alternative A (do nothing) is my preference, but B is closest to that. I think things are just fine as they are.	Jul 25, 2011 2:50 PM
26	Choice-Alternative B: Preserve and Enhance Existing Facilities. I see no problem with the existing use and facilities of the Lakes Basin area and therefore see no reason to alter these facilities or further regulate their use. In fact the current somewhat informal nature of this area makes it particularly appealing to me. Furthermore, as a vacation home owner in Mammoth who has visited the Lake Basin area for over 30 years I see no indication of persistent overuse or crowding of this area including the period spanning the last few years.	Jul 24, 2011 10:33 PM
27	Choice-Alternative B: Preserve and Enhance Existing Facilities. There are aspects of both C and D that I like but I did not chose C because of the part about paying for parking. I did not pick D because it is too much. It would, to my mind, make too much of the Lakes Basin 'frontcountry'. I chose B. It is by no means the ideal solution. My idea of an ideal solution is below.	Jul 21, 2011 11:47 AM
28	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. I greatly prefer the zone definitions in this plan. I also like how it considers what is already here and makes it the best it can be. It like the lack of impact as well. I very much like that the existing trails will be reimagined and built. There are trails that kind of disappear under your feet. I am highly AGAINST parking or entry fees. I would rather see an enticing way to encourage people to use public transit or jump on the AWESOME bike path on a rental bike. As a resident, Red's is off my radar and rarely enjoyed because of the overly structured nature of it. The Lakes Basin is a part of the town and should be allowed to be enjoyed freely and inclusively. I also question why Lake Mary Road is being proposed to be one-way.	Jul 17, 2011 3:03 PM
29	Choice-Alternative D: Expanded Public Access and Amenities. The Lakes Basin is already a heavily used amenity by many user groups. I would like to see summer and winter recreational opportunities expanded in this area. Summer: Additional mountain bike trails would be a welcome development. Outside of Mammoth Mountain, there is little mountain biking in the area, and few areas have good soil. The Lakes Basin has some of the best mountain biking soil in the area and has tremendous potential for development. These additional trails should be constructed sustainably and avoid current equestrian use. These trails could provide connectivity between the following areas: The Lakes Basin, Sherwin Ridge, Mammoth Rock Trail, Panorama Dome, Mammoth Mountain, and the Reds Meadow area. Some of these trails could compliment and double as winter nordic ski trails. Winter Additional nordic ski trails could be built. A permanent bi-athlon range should be developed. These trails could double as mountain mike trails in the summer. Snowmobile access should be kept the way	Jul 15, 2011 1:51 PM

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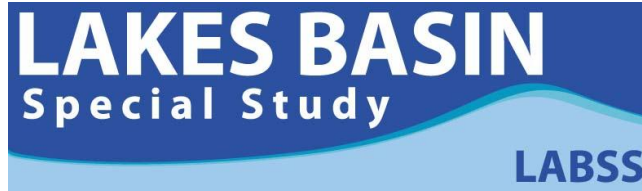
	it is.	
30	Choice-Alternative B: Preserve and Enhance Existing Facilities. I have spent more than 50 summers in Mammoth. None of the choice is ideal. I chose B because it is the least damage. While C provided for better water quality by leaving the lakes mostly non motorized, it chose to kill renegade parking and include more 'fees' and transportation issues. We hardly ever go down to Red's Med anymore because of the hassle of the shuttle bus. I don't want to see 'formalized' lake entries. People have been enjoying Mammoth Lks Basin for generations without government red tape...I am going to support keeping the government out. We live by a National Park, and the usage since the government started making it substainable access - well the fish are gone, the dogs are off the trails, and volume of tourists is way down, duh.	Jul 15, 2011 12:02 PM
31	Choice-Alternative B: Preserve and Enhance Existing Facilities. I favor a balance between protection of natural resources and low-impact recreation, and I think the way to achieve this balance is with the largest amount of Transitional Backcountry. For this reason I most prefer Alternative B, even though Alternative C seems like it's intended to be the compromise concept between preserving and expanding,	Jul 13, 2011 11:19 AM
32	Choice-Alternative B: Preserve and Enhance Existing Facilities. the lakes basin is excellent how it is now. it is essential to maintain freedom of movement for all user groups. we do not need more bureaucratic red tape encumbering the use of our land.	Jul 13, 2011 7:44 AM
33	Choice-Alternative B: Preserve and Enhance Existing Facilities. I like a combo of B and C. and would pick C over B if a few things were adjusted. I like the increased shuttle in C but do not like the reduces parking. I love the reduced motorized watercraft use of C, but do not want camp sites removed or lake access restricted. So as presented I have to pick B over C	Jul 12, 2011 8:18 AM
34	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Concept C would actually move existing uses to more suitable locations in the Lakes Basin (removing existing campgrounds and constructing new campgrounds on lower-impact sites or for low-impact camping, for instance). Both concept B and concept D would leave all current uses in place. Current uses are crowded around the lakes because that's how they were first introduced, when the total number of visitors was much lower. The parking provisions are especially attractive, as the current assortment of random wide spots on the roadside are in many instances neither protective of resources nor convenient for recreation users. Better transit service specifically to trailheads will allow (I hope) less parking at trailheads. The less space in the Lakes Basin that is occupied by parking, the more there will be for recreation. I'm not enthusiastic about parking lots, but if, for instance, the west-side Lake Mary road became one-way, it would be possible to build new parking spaces all along the west side of the road, paved, completely out of the traffic lane. (And with meters if you liked.)	Jul 11, 2011 1:06 PM
35	Choice-Alternative D: Expanded Public Access and Amenities. I think that the twin lakes should remain non moterized. I think that you could add more camping between lake Maime and Horseshoe Lake. I also don't want to see parking to be really restrictive. I like that the camping sites have space between them and you don't feel like you are in a parking lot.	Jul 11, 2011 10:03 AM
36	Choice-Alternative B: Preserve and Enhance Existing Facilities. -allows for	Jul 10, 2011 9:41 AM

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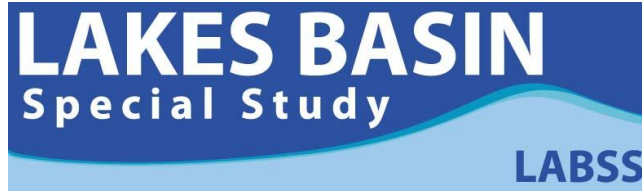
continued access to the lakes for all forms of transportation - including private vehicles. Our locals and visitors should be the ones to determine when and how they can experience the Lakes Basin. Concepts B and A basically preserves the beauty and experience of the Lakes Basin and does take alot of money to implement - which should be an important consideration in the current and future economy. This concept (B) does provide concepts C's claim of "sustainable access and natural-resource protection" - simply use concept B's plan and add trail connection and either pave roadsides or lay lumber/downed tree to control renegade parking. LIMITING vehilces (concept C idea) to the Lakes Basin is the wrong approach to tourism success in the Lakes Basins. Enforcement and education is key - spend your time there NOT in taking away peoples cars! - Successful local, state and federal parks ALLOW people to drive into them - not force them onto trolleys - you stand to really lose tourist to JUNE lake and other east side communities if you force them to trolley-up to the lakes! Do NOT do that! Stay flexible to the needs of locals and tourists in your thinking and actions - be open to the fact that your ideas are off track and out of sinc with local and tourist desires.

37	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Leave the lakes that are now non-motorized as they are.	Jul 8, 2011 9:49 AM
38	Choice-Alternative B: Preserve and Enhance Existing Facilities. I do not like the idea of parking fees to get to this area. I go up there occasionally during the summer and have not had issues with parking (I only park at Horseshoe). The bus runs up there and people can bike up there. I think there should maybe be a park and ride spot in town if the parking situation is that bad up there. I know funds are limited so I think trying to do anything drastic right now is foolish. We'll just find ourselves in the same predicament as the ice rink-things can get built but not maintained or run. Let's have a nice savings account in the fund before we try to do anything major.	Jul 7, 2011 11:18 AM
39	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. I believe protecting the environment and it's natural resources is more important than creating more space for people to take over.	Jul 6, 2011 11:55 AM
40	Choice-Alternative B: Preserve and Enhance Existing Facilities. I like things the way they are now. Alt. C doesn't meet with my needs and Alt. D will bring too many people to the basin area. We are already a bit crowded now and Alt. B seems to keep the area like I would like to see it.	Jun 28, 2011 2:02 PM
41	Choice-Alternative B: Preserve and Enhance Existing Facilities. works perfectly as is.	Jun 25, 2011 9:24 AM
42	Choice-Alternative B: Preserve and Enhance Existing Facilities. Although none of the concepts do I fully agree with, B is the closest. Concept C seems to be contradictory with itself with over the top protection of natural resources yet pushing increased transit capacity. Increase transit capacity when the existing transit capacity is filled, the Lakes Basin is not Yosemite or the Grand Canyon. Fee parking would restrict access to only those that can afford it. Concept D should not allow motorized vessels on Twin, Mamie or Horseshoe Lakes. I don't think any new marinas are needed. I think the density of campsites should be reduced in the Lakes Basin campgrounds, the most over used worn out looking areas in the basin are the campgrounds. Make up the lost campsites closer to town (Shady Rest area or Sherwin Creek area?).	Jun 23, 2011 8:54 PM
43	Choice-Alternative B: Preserve and Enhance Existing Facilities. Again, no	Jun 1, 2011 12:54 PM



mention of equine activity. It appears that equestrians (equally taxpayers) who wish to enjoy the areas mentioned are being pushed out and ignored. My taxpaying dollars are paying for this too and I should be allowed to enjoy the area on my horse's back. Horses and mules formed these trails many years ago. This needs to be remembered and appreciated. Please do not take away my rights as a citizen and taxpayer.

44	Choice-Alternative D: Expanded Public Access and Amenities. The Mammoth Lakes Basin has always been and always will be our town's paramount summer recreation node. Bearing in mind that the land is public, it should be assured that the opportunity exists for anyone who desires to use the land may in fact do so. Restricting access in the name of environmental protection ignores the central justification for the existence of public lands. The Mammoth Lakes Basin should indeed be managed sustainably, but in such a way that anyone who desires to visit may do so and not feel constrained.	Jun 9, 2011 5:37 PM
45	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. I am greatly concerned with the overuse of roads, trails, etc. in the Lakes Basin. Using more transit is important. So is making Lake Mary Road one-way, so that there is enough room for walking, biking, etc. without having to constantly interact with motorized traffic.	Jun 6, 2011 7:18 AM
46	Choice-Alternative C: Sustainable Access and Natural-Resource Protection. Even though many users of the Lakes Basin try to drag in their 5th wheels to "camp," I still believe that the Lakes Basin experience should be more "natural" while enhancing opportunities for perhaps less mobile visitors by improving trails and trailhead access.	Jun 19, 2011 9:20 PM
47	Choice-Alternative C: Sustainable Access and Natural Resource Protection. This is what the lakes basin should look like.	Jun 20, 2011 9:49 AM



8. If you could craft your own concept, which components would you choose to combine, and why?

			Response Count
			47
answered question			47
skipped question			14
1	stated above. "This is a trick I want "a" none leave as is , and maintain present level. Keep the existing bike trails at panarama dome, and the new bike paths as designed no MORE."	Aug 15, 2011 6:20 PM	
2	see above answer. "Concept B does not address the increased vehicle traffic and overall increased use of Lakes Basin (LB). At the very least, there needs to be designated parking and eliminate the renegade parking which is rampant in the basin, and is greatly contributing to erosion and poorer lake water quality/clarity. Public transit must be enhanced as part of this solution. As the usage of the basin continues to grow, it is most likely to be thru vehicle access, not pedestrians. More biking trails could be added which would greatly enhance recreation opportunities up there and alleviate congeston on the 1 MUP that will be seeing tremendous useage. Plan B does not call for any new trails to be created, therefore another strike against it. Concept D designates too much frontcountry and potentially creates too many new parking lots and pavement for parking spaces. I don't believe creating more spaces for existing vehicles will solve any problems that we are now seeing. Instead, i think this concept will further increase vehicle useage and add to further problems associated with vehicles and traffic. A solution would be to enhance public transport, create some designated parking, remove all renegade parking that is not acceptable, create a one way traffic pattern with a portion of the road designated as another MUP, and get people out of their cars, which i'm not entirely sure how to do unless you create some kind of concession up there that used mopeds, bikes and maybe horse drawn carriages. Somehow, limit the # of vehicles entering this area!"	Aug 11, 2011 11:41 AM	
3	I would not craft a concept. I would deal with problems as they emerge with common sense solutions and not try for a "Grand Vision" of a "Nature Experience"	Jul 9, 2011 4:40 PM	
4	SLIGHT ENHANCEMENTS in parking to make up for the many spaces lost to the Lake Mary road widening and the bicycle trail construction. Some additional access for cartop boat and paddleboard access. Extend shuttle to Lake George. But don't do any more construction for at least two years after the bicycle trail is finished. Basin construction has created more problems over the last 4-5 years than anything else discussed at the meetings last fall.	Jul 26, 2011 5:11 PM	

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5	<p>See answer #2 above. .Of all factors--and there are many--vehicular traffic management in the basin is the #1 issue today. Concept "C" addresses viable ways to restrict vehicular traffic, especially day-trips, without restricting access to the basin. And at the same time will enhance the visiting experience for almost all. Anyone with a reservation in the basin, or with a disability, should be allowed to access the basin with a vehicle. Others would have the option of paying a reasonable fee to access the basin by car, or parking their car and accessing the basin by alternative transit (trolleys/shuttles, horse, bike, foot etc.). A visitor center and kiosk somewhere along the Lake Mary Road would go a long way to implementing concept "C" transit restrictions. Aside from traffic, formalizing "use" trails, reducing motorized water use on some lakes, and enhancing natural resource protection are all key. There is a precedent here---the Devil's Postpile/Red Meadow shuttle concept has really worked and has enhanced the quality of visitation for most (I believe). Although closing the Lakes Basin to most traffic is not really plausible (eg. Devil's Postpile plan), Concept "C" at least heads us in the right direction. It can work, it will enhance the experience for most visitors, and it should not negatively impact the commercial interests in the basin. Finally: Concept "B" is OK (better than "D"), but is really not that much different from "A". Concept "D" would lead to more commercialization and traffic, and would degrade the Lakes Basin significantly.</p>	Aug 9, 2011 4:19 PM
6	<p>See comments in item 2 above, i.e. I prefer Alternative A. It is important for me and many others like me who have small water craft and hike on the trails in the lakes basin area to maintain the current level of car and boad access. (I actually prefer alternative A and B is closest to this choice. I believe that things in the lakes basin area are just fine with the possible exception of increasing parking around Lake George. I spend considerable time at the lakes basin area in Mammoth each summer and my experience this summer and in the past few years has been very good with conditions as is.)</p>	Jul 31, 2011 11:49 AM
7	<p>I think plan C comes close to what I would like to see. Anything that encourages people to get out of their cars, and to move at a slower pace when in their car, would be great. The public transit offered so far seems to be very popular, so I think this could work. More signage will help greatly for people who are not familiar with the basin, so I would make that a major priority for any plan.</p>	Aug 15, 2011 11:38 PM
8	<p>If I could craft my own concept it would look like concept A.</p>	Aug 15, 2011 9:32 PM
9	<p>Within the basic framework of Concept B I would like to see expanded public transport provided as well as a 'clean-up' of parking around Lake Mary but not an elimination of parking. Historically Lake Mary had some access for those who had some physical limitations but the lake edge near George Creek was changed when work was done approx 8 years ago and parking was added within 7 to 10 feet of the water's edge. Instead of a gradual slope from road to water parking was added by bringing in fill. This is now eroding and cars are forced to park part way on the road. This should be removed and the gradual slope restored with a couple of strategically placed boulders to keep cars from pulling up to the water's edge. Any consideration to making Lake Mary Loop Road one-way is un-desireable. A walking/biking path around the lake would be a wonderful extension to the existing bike paths in the basin. The one-way option was studied extensively by the Lake's Basin Transportation Committee under then Special Project Coordinator, Sandy Hogan, in 2000. Some of the considerations found at that time include:</p> <ul style="list-style-type: none"> •Fire and Police response time would be impaired. •Crystal Crag Lodge needs two-way access for lodge service and maintenance. •Increased traffic and noise impair quality of visit at Lodge as well as safety of guests crossing road to and from Lake. •Increased traffic and noise in from of Lake Mary Tract. •Access roads to Lake Mary Tract were not designed for turns in two directions - widening road or reconfiguring entrances would be needed. •Confusion entering road from campgrounds, cabins, lodge, or marina. 	Aug 15, 2011 9:21 PM

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	<p>•Increase in traffic pollution. •Increase in signage would be extensive around the lake and not esthetically pleasing. In addition some type of continuous trail system with the basic from trailhead to trailhead would be advantageous for hikers. A loop road for Lake George would help traffic flow considerably and is something that has come up in discussions for years and years but never seems to reach the planning stage.</p>	
10	<p>I would combine C and D. Concept C: OK with Picnic Areas, Trailheads, MUPs, Use Trails, Universal Access, Roadways, Vehicular Signage, Wayfinding & Interpretive Messaging Concept D: OK with Campgrounds, Marinas/Boat Launches, Restrooms, Trails, Lake Access, Transit, Parking, Signage and Wayfinding My main priority is to have Lake Mary Loop Road a one way road, with a bike/pedestrian lane and to have the Lake Mary-to-Lake George loop road constructed. Traffic flow would be to enter the loop at Pokonobe Lodge, have the option to travel up to Lake George and then to continue around Lake Mary on the loop road, exiting back to Lake Mary Road. Speed limit should be posted 15 mph, and the pedestrian/bike lane (paved) should be removed from the vehicle lane as much as possible without disturbance of natural resources. Even if they just need to be constructed together in the same footprint of the existing roadway, that would at least give people and bikes a safe place to walk and ride. Visit up there on a busy weekend and you will see how dangerous and unpleasant the current situation is, and how much more appealing it would be for people to exercise if the situation is corrected. The Lake Mary-to-Lake George loop road would certainly go a long way to eliminate the problems getting up to Lake George on a busy summer weekend. Regarding motorized boats on the lakes, this should not be eliminated. My family and I have recreated in the Lakes Basin for over 50 years and know the fun and the memories of motoring around in a little fishing boat trolling for trout on Lake Mary or Lake George, or having a family picnic on board a pontoon boat. Additionally, the resorts up there rely on people coming to fish using motorized boats. Maybe some phased in restrictions on the type of motors that can be used that are more environmentally sensitive can be considered. I can't locate again in the study document where I saw this, but definitely monofilament recycling needs to be provided and promoted at all of the lakes. By the way - LOVE, LOVE, LOVE the paved bike trail. Can hardly wait for it to be completed!</p>	Aug 15, 2011 12:02 PM
11	I like Alternative C quite a lot.	Aug 15, 2011 11:58 AM
12	<p>Would focus on most of Alt D - infrastructure improvements, but integrate elements of Alt C such as: - Marinas - existing marinas may be redeveloped/relocated to minimize impacts (as opposed to maintaining existing marinas) - Trails - new trails would emphasize access to long-distance trails as well as loop ops - Trailheads - existing trailheads may be modified to reduce resource impacts (couldn't this apply if trailheads are modified to accommodate increased use which is Alt D) - Transit - would have transit serving trailheads and other facilities along with intra-Basin connections - Parking - park & ride ops, permitted lots or fee parking could be integrated into designated parking in Alt D - Roadways - Lake Mary Road conversion to one-way circulation - Wayfinding/Signage - interpretative messaging should emphasize BOTH protection of natural resources/watershed management AND access to recreation opportunities</p>	Aug 15, 2011 11:42 AM
13	Mainly Alternative B	Aug 15, 2011 9:15 AM
14	I believe that Concept D is a sufficiently robust point of departure.	Aug 14, 2011 9:34 PM
15	hysthsfh	Aug 13, 2011 7:51 AM

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16	I would like to see alternative B but with the change to non-motorized water use for horseshoe and perhaps twin lakes. Horseshoe is largely free of motorized use already, so the loss of recreation opportunities for motorized boaters would be minimal. Ensuring one or two lakes are restricted to kayaks, canoes, and swimming would be lovely.	Aug 11, 2011 9:47 PM
17	universal access no parking fees improved wayfinding	Aug 11, 2011 6:48 PM
18	I think that tweeking the traffic patterns and parking is the most crying need. It would be very expensive to widen the Lake Mary access road. Changing that to a one-way road with parking in the wide spots could alleviate a number of hazardous/overcrowded situations. We'd still need to widen the portion of the road along the North end of Lake Mary to accomodate 2-way traffic for visitors unused to driving on narrow roads.	Aug 11, 2011 3:30 PM
19	I tend to agree with a combination of both B and C concepts, as they would provide the greatest natural experience as well as protect the natural resources of the lake basin. I strongly oppose more and more man-made intrusions into a very scenic area. This summer, I was shocked by the overly "civilized" look of the Lake Mary Road. while i do support a bike path, the other "improvements are starting to make the lake basin look over-developed.	Aug 10, 2011 8:37 AM
20	I would combine B and C to focus less on the development of new infrastructure and more on resource protection.	Aug 8, 2011 4:31 PM
21	Expand the Transitional Backcountry a bit further	Aug 4, 2011 9:54 AM
22	I would choose to combine Concepts C and D. In terms of area designations, I would recommend shrinking the "frontcountry" boundary on Concept D away from Crystal and TJ lakes due to the wild nature of those areas and, instead, draw the line at Barrett Lake's inlet. This will expand the current area approved for "frountcountry" activities (such as new MUP construction) without disturbing	Jul 28, 2011 11:17 AM
<p>an area that is more wild in character. The rest of the area surrendered by Concept D's "frontcountry" would become "transitional backcountry." I would combine Concept C and D's campground plan to involve no new campgrounds, but enhancement and expansion of existing ones wherever possible. If new sites are needed, walk-in camping should be considered by either adding to existing campgrounds or converting certain low-capacity ones that would benefit from such a change, like Lake George. No new marinas should be added though current ones should be retrofitted and improved to accommodate more guests. Lake Mary has two marinas and Lake George and Mamie only need one. These are relatively small lakes. A marina on Horseshoe lake is probably not the best idea as the lake has a bad habit of constantly shrinking its shoreline depending on the snow-pack. As a result, Horseshoe Lake should be non-motorized, but the rest of the lakes listed as motorized on Concept D should remain so. The basin's curious lack of picnic areas should be remedied. Concept D's plan for new ones is therefore incorporated here. In terms of trails, the more loop paths the better. Dead ends are an exasperating element of today's town MUP system that is only slowly being remedied. Full MUP loops in the basin will prevent a similar thing from happening in the basin. Use trails that are not formalized should be considered for formalization or closed/replaced depending on the prevalence of trails in the area in which they exist. Trailhead capacity should be increased whenever possible. New trailheads for backcountry trails are not needed, as a glance at any topo makes clear. Concept C's one-way circulation on Lake Mary would help mitigate a rather dangerous drive. Concept D's new road from Lake George to Mary to facilitate a loop is advisable if it can be built without creating an eyesore. Otherwise, no road. Interpretive kiosks should focus on BOTH education and access to recreational resources. This should not be an either/or scenario. It is valuable</p>		

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	for people to learn a little about the landscape while also providing access. We should be careful not to hit visitors over the head with global warming/recycling/man-is-only-a-visitor-here messages, but instead focus on basic stewardship, history, and life sciences; the importance of staying on the trail, packing out trash, disposing of fishing line properly, endangered species, land formations, mining heritage, etc. Visitors should feel welcomed - not guilty for being alive and having arrived here.	
23	I'd add better signage for trails. More Rangers/ranger types available to help, give info and lead hikes and give talks. People need to be introduced to the wilds and educated about them.	Jul 27, 2011 1:47 PM
24	I would add a winter use component and exclude motorized off road vehicles including snow mobiles. This component would fit into Alternative C.	Jul 26, 2011 8:51 AM
25	I frequently use lakes and trails and have done so for over 30 years. I really have no complaints. There is always plenty of parking, and we are able to transport our boat and our dog without problems.	Jul 25, 2011 2:50 PM
26	I prefer Concept A since I believe there is no problem and therefore as the saying goes "If it ain't broke don't fix it". I would agree that some enhancements to parking access and small boat launching facilities might be desirable but I don't believe that they are necessary and therefore worth the cost, effort, and disruption that would be incurred if implemented.	Jul 24, 2011 10:33 PM
27	If I were in charge these are the things I would do in the Lakes Basin 1. No change to parking. 2. Put dog poop bags at Horseshoe and a trashcan. 3. Replace the ugly Horseshoe dumpster with a nicer can. 4. Get recycling receptacles at all lakes and campgrounds. 5. Increase the frequency of the trolley. 6. Non-motorized boats only, 7. Make Lake Mary one way. 8. Actually have bathrooms that were open and have signs on the closed ones letting people know where the closest open one was. 9. I am totally against charging for parking. 10. Improve trail and interpretive signage. 11. Connect the lakes with trails. 12. New trails would emphasize access to long-distance trails exiting the Lakes Basin as well as loop opportunities. 13. In most instances, new facilities and trail opportunities would be constructed to accommodate people with disabilities. 14. Lake access would remain informal. 15. A few use-trails may be formalized to enhance and direct existing access. 16. New trailheads may be constructed where they provide for recreation access and can be built with minimal resource impacts. 17. New campgrounds may be constructed to offset sites lost through closure or to provide for low-impact (i.e., walk-in tent camping) opportunities. 18. Existing marinas may be redeveloped or relocated to minimize impacts on aquatic resources. 19. Existing ad hoc picnic areas would be relocated and/or formalized with bear boxes, tables, recycling, etc.	Jul 21, 2011 11:47 AM
28	From Concept B: 1. Additional amenities for ease of disposing of trash, securing food, relieving oneself. This is an overdue update. 2. Fines. Visitors appear to think they have carte blanche and do not respect the place. Fishing hooks are everywhere, dirty diapers left lakeside (I've see it!), trash, etc. From Concept C: 1. The zone definition! All of the other concepts are too frontcountry heavy and it ruins the natural beauty and has too much impact. 2. Reimagining and building of new trails. I would like to see every lake (including George) to be accessed via foot on a soft trail, not unlike the x/c ski trails in the winter. The trails that are already there need to be maintained so they're visible.	Jul 17, 2011 3:03 PM
29	I am not sure what this question is asking.	Jul 15, 2011 1:51 PM

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30	B would include the non-motorized boats on the lakes that now do not allow them. Twin is a small lake and a canoe or rowboat has served it well for generations. In C, I worry you turning a wonderful area into an over regulated formal destination... kind of like taking the garden away from the gardeners and charging them for wanting to use it. While some handicap provisions could be added, in general nature looks best the way nature is...not with a corral parking lot to jam the tourist into. If you take away the trails from the dog owners like most national parks, maybe all, I can't tell you how disheartened I and many, many friends would be.	Jul 15, 2011 12:02 PM
31	I'd start with Concept B and make a few tweaks related to trails: Even in Backcountry, maintained (i.e., NOT use) trails should never be difficult to follow, which means better marking a trail somehow where it's faint and signing it clearly at trailheads and junctions (even junctions with use trails). I'm not opposed to formalizing those use trails that are worthy of being formalized. If they're not, allow them to persist. Unless they get so little use that they wouldn't eventually reappear, the funds required to remove or mitigate them could be better spent on almost anything else. Such as clear signing at junctions between maintained trails and use trails, whether the use trails are formalized or not. Even in Backcountry, creek crossings that require anything more than the simplest rock/log-hopping should be bridged. There's a reason I probably sound like a guy with lousy balance who gets lost easily -- I am one. But I don't think the couple suggestions I've made would result in a negative impact due to the Backcountry being suddenly overrun by a surge of additional hikers. The same factors that currently limit trail use -- distance, altitude, elevation gain, terrain (how far?, how high?, how steep?, how rough?) -- would continue to keep usage at current levels. P.S. Great job putting together the LABSS Preliminary Management Concepts document!	Jul 13, 2011 11:19 AM
32	b is good	Jul 13, 2011 7:44 AM
33	I like a combo of B and C. Things I feel are important are: access by car with options for shuttle, as in B and keeping parking areas available. Also am not in favor of removing Camp sites, so that is also B, I do like making Lake Mary road one way traffic as in C, great idea that will allow for a safer separate bike lane and a one way traffic lane. I like the transitional back-country zone layout of C and the motorized boating on only Mary and George, but would not like to see lake access limited by formal launch areas. I do not like Alternative D at all.	Jul 12, 2011 8:18 AM
34	I like Concept C as a whole, but in the absence of funding (and I expect an absence of funding), I would fall back to the provisions of B in the following order: Trails (least important, first to fall back to B) Trailheads MUPs Use Trails Picnic Areas Restrooms Marinas/Boat Launches Campgrounds Universal Access Lake Access Roadways Parking Transit (most important, last to fall back to B) That is, if funding cannot be obtained for the whole of Concept C, I would put the available funds towards the Transit provisions of C first, then the Parking provisions, then the Roadways provisions, etc, and where the funds ran out I would fall back to Concept B.	Jul 11, 2011 1:06 PM
35	Less restrictive parking, camp site have more parking. Twin Lakes and Lake Maime being non motorized. Ability to expand and upgrade facilities such as bathrooms. Some upgrades to campgrounds. - don't want cement ADA upgrades Like the backcountry info. Keep dirt roads in transitional backcountry areas.	Jul 11, 2011 10:03 AM
36	Concept B as the basis - with the addition of (1) connecting the trails (=looping if needed) and (2) signage. Additionally- either (3) pave the shoulders of the roads where people are already parking to deal with renegade parking or (4) place lumber/downed trees along roads to dis-allow renegade parking. Also (5) charge a user fee - daily and/or yearly pass options - to private vehicle users BUT do NOT limited private vehicle access to anyone who wants to drive to the Lakes Basin. And (6) charge a fee for the "trolley" - even 50 cents - to help pay for the operation of that huge thing! Add (7) the option of an "express" /small size van to take bikers and hiker and runners from the town's existing shuttle stops	Jul 10, 2011 9:41 AM

LAKES BASIN Special Study LABSS

	<p>DIRECTLY to Horseshoe Lake w/o the "trolley experience" that takes too long and is more like a Disneyland ride/tour than a dedicated activity minded vehicle for locals and tourists. Also (8) eliminating all the campsites from the entire Lakes Basin should be looked at as a way to protect the environment and would drastically reduce car traffic/issues in the Lakes Basin - it would also help the town by bring dollars into town. (9) if camping is continued to be allow, the town should be awarded the "reservation" contract for the campsites so we can at least make some money on the reservations. ***Adding these options to the basis of Concept B would be the most cost effective and provide the most immediate positive impact to the Lakes Basin experience. Concept A is also a good choice b/c the way things are is GREAT! Concept C is too limiting in access to the area and would cost too much money to implement in addition to just being a way to create unneed jobs at too little a payoff to locals or tourists and Concept D is too much growth and too many RVs and too much Disneyland thinking!</p>	
37	Concept "C" meets my expectations.	Jul 8, 2011 9:49 AM
38	<p>I do like the idea of offering a non motorized lake that is easily accessible (no hiking). Since Horseshoe is a popular off leash dog area, why not make an area there specifically for that? A large fenced in area where dog crap would be maintained. I also like the idea of preserving the land but if more parking is necessary then maybe we need to add some instead of letting people park offroad.</p>	Jul 7, 2011 11:18 AM
39	I suppose B and C, which would seem to please both the environment and the visitors.	Jul 6, 2011 11:55 AM
40	I would like to see no motorized boats on any lakes, I would like to see sufficient public restroom facilities so people don't use inappropriate places, I would like to see enforcement of parking areas, I would like to see rules posted which emphasize common courtesy.	Jun 28, 2011 2:02 PM
41	trails allow mountain biking, multi use, like every other well run forest besides the inyo.	Jun 25, 2011 9:24 AM
42	<p>When you try to craft your own concept you begin to understand the difficulty of the task, but here goes. I like the one way loop roads for both Lake George and Mary, I think that would increase safety, make room for a walking path (that is already used at great peril), it would make room for some additional parking, and if nothing else legitimize some of the renegade parking. I think some restrooms should be added even if they are only porta-potties, early and late in the season many of the regular bathrooms are closed because of freezing temperatures. I am against increased transit capacity until the present capacity is filled. Legitimize suitable renegade parking and user trails. Investigate the possibility of separate trails in some areas for hikers, horses, mountain bikers etc. Some increase in parking but not lots.</p>	Jun 23, 2011 8:54 PM
43	I would like to see camping and parking areas for equine. Overnight corrals, water troughs, horse trailer parking, equine trails, are just a few of the things I'd like to be considered. Ideally, an equine parking area with trailheads that venture off to an overnight horse camp that has water and corrals available for campers would be awesome.	Jun 1, 2011 12:54 PM
44	I would like to combine elements of Concept B and Concept D.	Jun 9, 2011 5:37 PM
45	I am fine with Alternative C in all areas.	Jun 6, 2011 7:18 AM
46	I think Alt C pretty much covers what I'd like to see.	Jun 19, 2011 9:20 PM
47	Alt c	Jun 20, 2011 9:49 AM