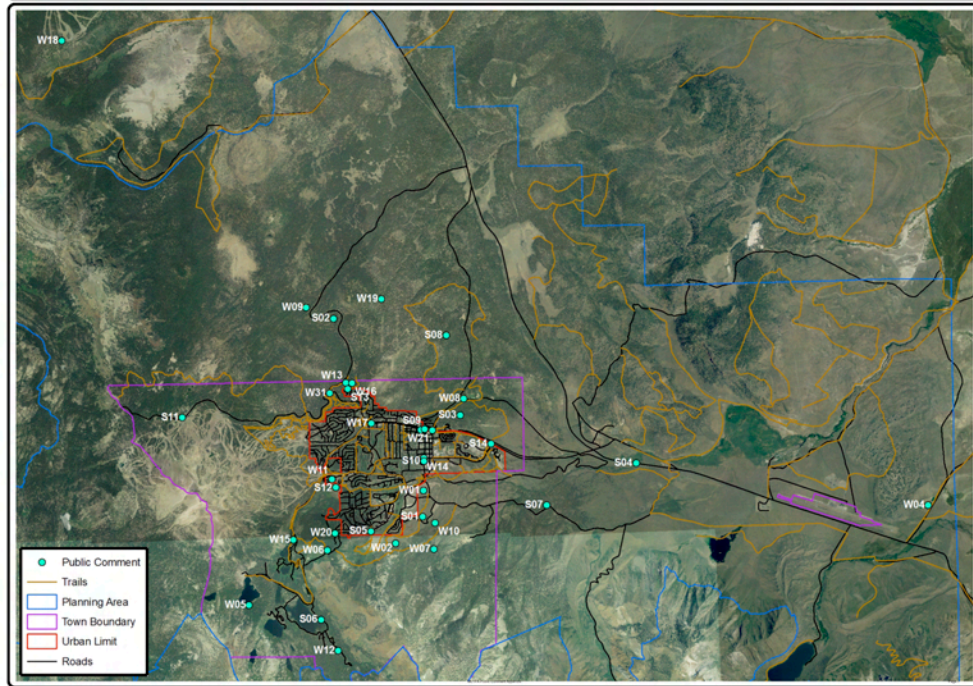


## A Pin Marks The Spot!



# Mammoth Lakes Trails and Public Access Foundation

CAMP: Public Comment Documentation

**Draft**  
**August 5, 2008**



PO Box 100 PMB# 432  
Mammoth Lakes, CA 93546  
760 934 3154  
mltpa.org

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## **Public Comment**

MLTPA was the repository for all public comment related to the CAMP: SUMMER and CAMP: WINTER events save for data and information provided directly to the consultants during scheduled sessions and through the Online Trail Surveys. MLTPA Board and staff members took notes during sessions at each event, which can be found in the “Session Descriptions” chapters of the “CAMP: SUMMER” and “CAMP: WINTER” reports.

- **Public Comment Table: “A Pin Marks the Spot”:** CAMP: SUMMER and CAMP: WINTER attendees were presented with a map of the Mammoth Lakes area as defined by the Planning Area Boundary. If they wished to make a comment about a particular spot or area on the map, they were instructed to select a numbered pushpin, insert it into the spot in question, and then record their comment in the corresponding numbered ledger space. Ledger information was then sorted by MLTPA by various attributes. The sorted data is available in the attached A PIN MARKS THE SPOT COMMENTS TABLE, while the original transcribed comments are available in the “Data Collection” section following the map.
- **Public Comment Transcript:** All comments received via post, e-mail, or other means of communication were compiled by MLTPA and sorted by the same set of attributes as used in the A PIN MARKS THE SPOT COMMENTS TABLE. The sorted comments are available in the PUBLIC COMMENT TABLE, which is followed by copies of the original e-mails and letters.

## A Pin Marks the Spot Comments Table

Pin #	Date	First Name	Last Name	Comment Summary (Full Comment Transcribed in Pin Marks pdf)	Means by Which Addressed in Plan	Winter	Summer	User Group	Means by Which Received
W01	2/7/08	Jane	Kenyon	Keep Kerry Meadow Trail and Sherwin Creek Rd. open for Nordic		Yes		Nordic, ungroomed, public	Public Participation Display
W01	2/7/08	Dave	Neal	Keep Kerry Meadow Trail and Sherwin Creek Rd. open for Nordic		Yes		Nordic, ungroomed, public	Public Participation Display
W02	2/7/08	Mary K.	Prentice	Kerry Meadow to Lost Lake for non-motorized Nordic use. Suggested user-group dividing line.		Yes		Nordic, ungroomed, public	Public Participation Display
W03	2/7/08	Dean	F.	Need for sidewalk along Main Street from downtown to The Village		Yes	Yes	Hiking/Walking, 4-Season	Public Participation Display
W04	2/7/08	Brian	Picken	Suggested perimeter track around Shady Rest		Yes		Nordic, groomed, public	Public Participation Display
W05	2/7/08	Matt	Picken	Suggested trail in Lakes Basin. Too many use trails.		Yes	Yes	Nordic, groomed, fee area; Hiking/Walking 4-Season	Public Participation Display
W06	2/7/08	Jim	Kellett	Improved staging area/portal at Mill City		Yes		Snowplay, public	Public Participation Display
W07	2/7/08	Jim	Barnes	Preserve access to the Sherwins and Punta Bardini		Yes		Backcountry ski/snowboard access/egress	Public Participation Display



## A Pin Marks the Spot Comments Table

W08	2/7/08	Alana	Levin	Need for cohesive trail markers and maps in Inyo Craters		Yes	Yes	Hiking/Walking, 4-season; Biking, paved; Biking, unpaved; Running, Trail; Running, Cross-Country	Public Participation Display
W09	2/7/08	Alana	Levin	Need for cohesive trail markers and maps		Yes	Yes	Hiking/Walking, 4-season; Biking, paved; Biking, unpaved; Running, Trail; Running, cross-country	Public Participation Display
W10	2/7/08	Dave	Neal	Preserve direct access to Punta Bardini		Yes		Backcountry ski/snowboard access/egress	Public Participation Display
W11	2/7/08			Connect the Lake Mary Road Bike Path to the rest of the Mammoth Lakes bike trail			Yes	Biking, paved	Public Participation Display
W12	2/7/08	Gene	Zeiner	Open access point at south end of Lake Mary for climbing on east face of Crystal Crag			Yes	Climbing	Public Participation Display
W13	2/7/08	Brian	Wilson	Staging area problems in The Knolls (GIC Point #11)			Yes	Biking, unpaved; Running, trail; Running, cross-country; Nordic, ungroomed, public; Hiking/Walking, 4-season	Public Participation Display

## A Pin Marks the Spot Comments Table

W14	2/7/08			Need for multi-use path through Meridian and Laurel Mountain Rd		Yes	Yes	Hiking/Walking 4-season; Biking, paved	Public Participation Display
W15	2/7/08	John	Walter	Open Lake Mary Rd. as soon as plowed in spring for backcountry access		Yes		Backcountry ski/snowboard access/egress	Public Participation Display
W16	2/7/08	John	Walter	Need XC portal near The Knolls		Yes		Nordic, ungroomed, public	Public Participation Display
W17	2/7/08	John		Need multi-use path from downtown to The Village		Yes	Yes	Hiking/Walking 4-season, paved; Biking, paved	Public Participation Display
W18	2/7/08			Bike path from Mammoth Mountain to June Mountain			Yes	Biking, unpaved; Biking, paved	Public Participation Display
W19	2/7/08	J.	Parsons	Suggestion to improve existing roads and trails on USFS land			Yes	Hiking/Walking, unpaved; Hiking/Walking 4-season	Public Participation Display
W20	2/7/08	Jen	Heintzelman	Historical/ Interpretive path from Hayden Cabin to Coldwater Creek		Yes	Yes	Hiking/Walking 4-season	Public Participation Display
W21	2/7/08	Greg	G.	"Split" Sawmill Cutoff Rd. to separate motorized and non-motorized users		Yes		Nordic, groomed, public; Snowmachine, trail; Snowmachine open area	Public Participation Display

## A Pin Marks the Spot Comments Table

W31	2/7/08	Brian	Wilson	Suggested parking by Scenic Loop rather than expanding staging area in The Knolls		Yes	Yes	Biking, unpaved; Running, trail; Running, cross-country; Nordic, ungroomed, public; Hiking/Walking, 4-season	Public Participation Display
S01	11/1/07	Patty	Schwartzkopf	Need for access to east end of Sherwin Meadow (Near GIC Points #163 & #19)			Yes	Nordic, ungroomed, public; Snowshoe; Hiking? Walking, 4-season	Public Participation Display
S02	11/1/07	Patty	Schwartzkopf	User conflict at meadow along Scenic Loop (GIC Points #163, #19)		Yes		Nordic, ungroomed, public	Public Participation Display
S03	11/1/07	Brian	Knox	Recreation area improvement with better trailhead and possibly 400m track (GIC Points #3, #124, #67)		Yes	Yes	Nordic skiing, groomed, public; Running, trail	Public Participation Display
S04	11/1/07			Connection of northern and southern sides of Hwy. 395 (GIC Points #102, #189, #61)		Yes	Yes	Biking, paved; Biking, road; Hiking/Walking, 4-season	Public Participation Display
S05	11/1/07	Terry	P.	Working to provide pedestrian access across private property (GIC Points #27, #137)		Yes	Yes	Walking/Hiking, 4-season; Walking/Hiking, paved	Public Participation Display
S06	11/1/07	John	Armstrong	Make Lake Mary Rd. one-way and define a bike lane (GIC Point #165)			Yes	Biking, road	Public Participation Display

### A Pin Marks the Spot Comments Table

S07	11/1/07	Lynette	Armstrong	Suggested bike, equestrian, Nordic trail from Sherwin Creek Rd. to Crowley or McGee Creek (GIC 56)		Yes	Yes	Biking, road; Equestrian, trail riding; Equestrian, commercial trail riding; Nordic, ungroomed, public	Public Participation Display
S08	11/1/07	Dori	Leyen	Clear signage for usage distinctions on trails (GIC Points #3, #188)		Yes	Yes	Hiking/Walking, unpaved; Biking, unpaved; OHV	Public Participation Display
S09	11/1/07	Steve	Speidel	Suggested bike rental locations (GIC Point #131)			Yes	Biking, paved; Biking, unpaved; Biking, road	Public Participation Display
S10	11/1/07	Steve	Speidel	Suggested bike rental locations (GIC Point #122)			Yes	Biking, paved; Biking, unpaved; Biking, road	Public Participation Display



# A Pin Marks The Spot!





## **MLTPA's "A Pin Marks the Spot" Data Collection from CAMP: WINTER**

CAMP: WINTER attendees were presented with a map of the area defined by the Urban Growth Boundary. If they wished to make a comment about a particular spot or area on the map, they were instructed to select a numbered pushpin, insert it into the spot in question, and then record their comment in the corresponding numbered ledger space. Below are the transcribed comments. Winter points have been mapped as W01, W02, and so on.

*Disclaimer: This document is a true transcription. All comments have been copied exactly as submitted. MLTPA has made no corrections or adjustments to any content within this compilation.*

<b>Name</b>	<b>Comments</b>
1. Jane Kenyon Dave Neal	Keep the Kerry Meadow Trail open, and Sherwin Creek Rd open for Nordic! <i>I second this comment! (for Nordic)</i>
2. Mary K Prentice	Kerry meadow to Lost Lake non-motorized Nordic use. Everything West of stable and possibly as far as Motocross as dividing line between non-motorized and motorized.
3. Dean F_____	With all this there is no proposal for a sidewalk/path along Main Street connecting downtown to the new village. We are in desperate need here!
4. Brian Picken	Could we have a perimeter track around the 40 acres that the park is located in. This would be about a 1.5 mile loop.
5. Matt Picken	Can we have a "real" trail that connects Horseshoe lake and Lake George? Too many use trails.
6. Jim Kellett	Great snow play area! End of Old Mammoth Rd (Rd closure in winter). Lots of use by snowmobilers, snow play, dog-walkers kids – needs <u>parking</u> area, signage and portapotties
7. Jim Barnes	The area between Mammoth Rock and the pin, known as the Sherwins and Punta Bardini, is one of our most precious winter resources. We

are so fortunate to have this in our backyard, and I want access to be preserved.

8. Alana Levin

Would like cohesive trail markers, maps showing big picture of area, where you are, which trails are designated use for whom (summer/winter) on posts, trail loops, how it connects with scenic loop, inyo craters.

9. Alana Levin

Same as above for Inyo Craters as well as how trails connect well outside of the immediate – there seems to be so much linkage but no signage.

10. Dave Neal

I believe it has been stated already... but, to re-iterate please work to keep access to “Punta Bardini/Tele Bowls” open to direct access – NOT some round-about non-direct egress point.

11. #11

Connect Lake Mary Trail to rest of ML bike trail.

12. Gene Zeiner

“Open” up access trail at south end of Lake Mary to rock climbing off east face of Crystal Crag

13. Brian Wilson

GIC Point 11 – Trailhead but no parking leads to people parking in private driveways. Refer to comment 16, “portal” in residential area is not the best idea. Also see comment 31.

14.

Multi-use paths through the area of Meridian/Laurel Mountain Rd

15. John Walter

Open Lake Mary Road gate as soon as plowed in spring to allow access to backcountry above coldwater (& Mammoth Pass)

16. John Walter

Need XC portal near or in Knolls

17. John \_\_\_\_

Need multi-use path from Downtown to Village

18. Clay Pieper

Wow a bike path from Mammoth Mt to June Mt. How cool would that be?

19. J. Parsons                      At the “for fee” satellite site(s) I’ve been all over these mountains most have existing roads/trails. Can these be improved? 2.8.2008 ad
20. Jen Heintzelman              Historical Interpretive path from Haydem Cabin to Coldwater Creek
21. Greg G.                         “Split” Sawmill Cutoff to have groomed tracks all the way out to a loop with separation between XC and Snowmobiles
31. Brian Wilson                  Parking on either side of scenic loop/203 intersection. Further parking just off of Scenic Loop as you head up (North) from GIC pt 71. Better to have parking by 203 because it’s more obvious. Good for both winter and summer  
Are you allowed to park along the scenic loop in winter because it’s out of the town boundary?



## **MLTPA's "A Pin Marks the Spot" Data Collection from CAMP: SUMMER**

CAMP: SUMMER attendees were presented with a map of the area defined by the Urban Growth Boundary. If they wished to make a comment about a particular spot or area on the map, they were instructed to select a numbered pushpin, insert it into the spot in question, and then record their comment in the corresponding numbered ledger space. Below are the transcribed comments. Summer points have been mapped as S01, S02, and so on.

*Disclaimer: This document is a true transcription. All comments have been copied exactly as submitted. MLTPA has made no corrections or adjustments to any content within this compilation.*

<b>Name</b>	<b>Comments</b>
1. Patty Schwartzkopf <i>Location</i> – GIC btwn 163 & 19	Need access to east end of Sherwin Meadow – a MUST
2. Patty Schwartzkopf <i>Location</i> - GIC 70	Separate motorized uses of the meadow from skiers and snowshoers (provide different trails)
* Mark Davis	<i>Inyo Crater Trail is missing from this map*</i>
3. Brian Knox, Mammoth Nordic <i>Location</i> - GIC 3, 124, 67	This area could be better utilized year-round if planning leads to the creation of a trailhead area serving xc skiing snowshoeing, mtn biking, trail running and possibly a 400 meter track, geothermally heated to make it accessible in winter.
4. <i>Location</i> - on 395 – GIC 102 189, 61	To be able to connect the Northern side of 395 access to the Southern side of 395 access to the town and outside wilderness
5. Terry P----- <i>Location</i> - GIC 27, 137	Points 27 & 137: I'm working with the Town of Mammoth Lakes and MLTPA to provide pedestrian access across my property.
6. John Armstrong <i>Location</i> - GIC 165	Make Lake Mary Road one way. Use the existing space to define a bike lane and a car lane.
7. Lynette Armstrong <i>Location</i> - GIC 56	Establish bike trail (mtn & road) from Sherwin Creek Rd all the way to Crowley or McGee Creek area. Still leave equestrian space for horses. Possible x-country potential in winter.

8. Dori Leyen <i>Location-</i> GIC 3 &188	Where possible, distinguish motorized vs. non-motorized. In summer, mt bike vs. motorbike, in winter- x-country ski vs. sno-mo. Improved signage – some trails are multi-use – clarify.
9. S. Spiedel <i>Location-</i> GIC 131, 122	Bike Rental Locations
10. S. Spiedel <i>Location-</i> GIC 152, 129	Bike Rental Locations (Also Added P3 and the Ski Surgeon)
11- <i>Location-</i> GIC 46	No Comment
12- <i>Location-</i> GIC 29, 111, 159	No Comment
13- <i>Location-</i> GIC 11, 12	No Comment
14- <i>Location-</i> GIC 132	No Comment

## Public Comment Table

CAMP Public Comment Page #s	Date	First Name	Last Name	Comment Summary	Means by Which Addressed in Plan	Winter	Summer	User Group	Means by Which Received
1	3/9/08	Jane	Kenyon	Against the proposal for placing the Turner Tank Farm Project in the recreational viewshed at Sherwin Creek Rd.		Yes	Yes	Vistas	E-mail
2	2/22/08	Ruth	Gerson	Concern for recreational horseback riders			Yes	Equestrian, trail riding	E-mail
3	2/22/08	Chris	Fiore	OSV access to tunnel under SR 203, direct access to fuel in town		Yes		Snowmachine, trail; Snowmachine, open area	E-mail
4	2/19/08	Martin	Kleinbard	Concern over a lack of an implementation and maintenance section of a sidewalk master plan		Yes		Winter Hiking/Walking, 4-season	E-mail
5	2/16/08	Martin	Kleinbard	Sidewalk and trail issues in central Mammoth Lakes. Construction and maintenance costs? Conflict with private driveways? More concentration on main and collector streets.		Yes	Yes	Winter Hiking/Walking, 4-season; Hiking/Walking, paved	E-mail
6	2/12/08	Martin	Kleinbard	Sidewalk and trail issues in central Mammoth Lakes. Concern over lack implementation plan.		Yes		Winter Hiking/Walking, 4-season	E-mail

## Public Comment Table

7-11	2/12/08	Multiple signatories		Comments on non-motorized winter recreation. Groomed: Need for use enforcement and a master plan. Non-groomed: need for use enforcement and a master plan. Shared areas: need for speed limit and right-of-way enforcement		Yes		Nordic, groomed, public; Nordic, ungroomed, public	Letter to consultants
12-13	2/12/08	Mary K.	Prentice	Comments on non-motorized portals, staging areas, and entry points in reference to: Shady Rest, The Knolls; Town Bike and Skiing Path; The Sherwins and Snowcreek Meadow		Yes		Nordic, groomed, public; Nordic, ungroomed, public; Winter Walking/Hiking, groomed, 4-season; Snowshoe, trail; Snowshoe,	Letter to consultants
14-21	2/11/08	Brian	Knox	User conflict, violation in Shady Rest. See attached document and pictures.		Yes		Nordic, groomed, public; Snowmachine	E-mail
22	2/10/08	Ruth	Gerson	Lack of equestrian trails, multi-use trail conflict with equestrians and mountain bikers		Yes	Yes	Equestrian, trail riding; Biking, unpaved	E-mail
23	2/10/08	Peggy	Chew	Comment on the issue of dogs off leashes at Shady Rest Park		Yes		Nordic, groomed, public; Pets, walking; Pets,	Letter to MLTPA

## Public Comment Table

24-25	2/6/08	Jewel	Little	No additional trailheads at Shady Rest or Cinder Shed; these trails are already overused. Additional trailheads needed to access areas south of Mammoth. Town and state funding needed to help maintain OSV trails. Error on TOML Winter Map. Dog walking must stay off of OSV trails in Shady Rest. The key is to disperse all recreation, not concentrate it.		Yes		Snowmachine, trail; Pets, walking; Pets, area	E-mail
26	2/4/08	Chris	Fiore	Need for OSV access to the tunnel under 203		Yes		Snowmachine, trail; Snowmachine, open area	E-mail
27	1/3/08	Kimberly	Harris	Night sledding at Main and Canyon; keep gondola running later; Canyon as an entertainment venue		Yes		Snowplay, fee area	E-mail
28	11/13/07	Sally	Miller	Cyclist needs: bike lanes and signs; widen and sign Mammoth Scenic Loop; goal to widen SR 203 from The Village up to Main Lodge; commuter lanes along Hwy. 395 to Mammoth Lakes; commuter lane from June to Mammoth via Deadman			Yes	Biking, road	E-mail

## Public Comment Table

29	11/3/07	Lisa	Patrie	Feedback on CAMP: Summer. Suggested resurfacing and wider shoulders/bike lanes on the Scenic Loop, road to Reds Meadow, SR 203 past Hwy. 395, Old Mammoth past Mill City, Green Church road and June Lake Loop. Need for intersection care, bridges and tunnels across Town roads.			Yes	Hiking/Walking, paved; Biking, road; Biking, paved	E-mail
30	11/1/07	Randy	Gillespie	OHV access to public lands from the Town of Mammoth Lakes			Yes	OHV, ATV	E-mail
31	10/31/07	Mark	Evans	Feedback on trail usage by trail runners: Shady Rest, Mammoth Rock, Inyo Craters			Yes	Running, trail	E-mail
32	10/29/07	Sally	Miller	Promoting the connection of Crowley, June, etc., to Mammoth by road bike. Promoting road biking in Mammoth.			Yes	Biking, road	E-mail
33	10/29/07	Peter	Maw	Support of a paved trail system in the town. Suggested connection through trails following all of Mammoth's main roads. Trails wide enough for two bikes; signage and mapping a must.			Yes	Hiking/Walking, paved; Biking, paved	E-mail
34	9/12/07	Fred	Beck	Comment on bridge along Main Path missing on Tallus property			Yes	Hiking/Walking, paved; Biking, paved	E-mail

## Public Comment Table

35	9/12/07	Peter	Maw	Comment on paved trail system. Suggested sidewalks: down Meridian; from Whiskey Creek to Uptown/Downtown; in and around the Village			Yes	Hiking/Walking, paved; Biking, paved	E-mail
36-42	8/28/07	Brian	Knox	Mammoth Nordic partnership with MLTPA to collect data on the "effectively abandoned" blue diamond trail system		Yes		Nordic, ungroomed, public	E-mail
43-45	8/2/07	Hans Mark	Ludwig Shelp	Open Mammoth cross-country mountain bike trails to the public to increase connectivity. See attached document.			Yes	Biking, unpaved	Conversation with MLTPA staff
46-47	6/13/07	Jim	Temple	Provided map of unofficial course at Shady Rest			Yes	Frisbee Golf	E-mail
48	1/18/07	Mark	Davis	Suggested mountain bike trails: connecting Mammoth and June; down Dry Creek; through Mammoth Meadow; through Lakes Basin			Yes	Biking, unpaved	E-mail
49	12/27/06	Ruth	Gerson	Concern over equestrian and mountain bike user conflict on Mammoth Rock Trail. Need for more parking at Agnew Meadows. Need for expanded parking at Horseshoe Lake. Need for campsites at Agnew Meadows -- space enough for 10 trailers to pull in and camp.			Yes	Equestrian, trail riding; Biking, unpaved	E-mail

## Public Comment Table

50-52	12/21/06	Sandy	Hogan	Feedback on MLTPA Draft Action Plan, raising jurisdictional issues with trails plans on USFS land, specifically in reference to motorized issues.				—	E-mail
53	11/6/06	Sandra	DiDomizio	Suggested involvement of all TOML commissions. Benefits of a trail system that connects special events venues in town.			Yes	Hiking/Walking, paved	E-mail
54	10/31/06	Rob	Neithart	Concern over the defense and incorporation of OHV usage in the proposed trail plan.			Yes	OHV, ATV; Hiking/Walking, unpaved; Biking, unpaved	E-mail
55	9/29/06	Jim	Temple	Lack of an official Disc Golf Course in Mammoth Lakes.			Yes	Frisbee Golf	E-mail
56	9/7/06	Janine	Butler	A Mammoth Knolls resident, I believe there is already a problem here because traffic is so great behind my house that "I cannot even take a walk with my dogs for fear of being run over sometimes."		Yes	Yes	Pets, walking; Hiking/Walking, 4-season	E-mail



From: "Jane K" <[harmonyshaboo@gmail.com](mailto:harmonyshaboo@gmail.com)>

Date: March 9, 2008 5:47:47 PM PDT

To: [johnwentworth@mltpa.org](mailto:johnwentworth@mltpa.org)

Subject: jane kenyon/Kerry Meadow Trail

**John, Please help us keep the Kerry Meadow Trail, and the winter 'over the snow' access on Sherwin Creek Road. The TOML does not seem to recognize the meadow side of town viewshed, and winter recreation access that Sherwin Creek Rd and the Kerry Meadow Trail provides. Enclosed my letter about this. Jane**

**Turner Tank Farm Project  
Comment from Jane Kenyon**

**Att: Jen Daugherty**

**PLEASE:**

**Don't put the Turner Tank Farm Project out in the popular Recreational Viewshed on Sherwin Creek Road.**

**Please use the other alternative locations that wouldn't impact the viewshed. Even people who ride the MMSA scenic gondola are complaining now about the unsightly urban sprawl in Mammoth. Industrial propane tanks out in the meadow would further decrease the magnificent view from Mammoth Mountain.**

**Mammoth is known for its views.**

**The General Plan spells out the significance of Mammoth and how the Turner Tank Farm Project would not be compatible.**

**Sherwin Creek Road is an excellent escape from the intown congestion, and immediately provides the magnificent viewshed in the meadow side of town. It's always been a great 'over the snow' trail in the winter and highly popular walking and biking trail in the summer. The famous KERRY MEADOW TRAIL is accessed from the gravel pit going southwest to Kerry Meadows at the base of the Sherwin Mountains. That is a very popular intown trail. Please don't have the Turner Tanks installed in the gravel pit and block our access to the Kerry Meadow Trail.**

**The cement plant was removed from the gravel pit because of its incompatibility with the viewshed.**

**The Turner Tank Farm does not belong out on Sherwin Creek Road.**

**Thank you,**

**Jane Kenyon**

**PO Box 814**

**Mammoth Lakes, CA**

**934-0372**

**From:** Ruthgerson@aol.com  
**Subject:** **Re: Tax measure on the ballot for June '08!**  
**Date:** February 22, 2008 8:24:46 am PST  
**To:** news@mltpa.org

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Hello Kim

How is the tax measure worded or where can I find it?

Is anyone speaking up for the equestrians? I know the pack stations have an important concern about trails. However, the recreational horseback rider is concerned also. Those people are usually day riders that like to enjoy the trails with safety in mind of not meeting a silent, adrenaline-charged mountain biker pushing his personal envelope on a narrow trail with blind curves. In that regard, multi-use trails need to be developed with criteria so that everyone has a safe and enjoyable experience.

Thank you for noting this. If I lived closer all the time, I would come to the meetings. Now, I only come up in the summer. In my 33 years of riding horses in Mammoth I have seen the landscape and trails change dramatically.

thanks  
*Ruth*

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Delicious ideas to please the pickiest eaters. [Watch the video on AOL Living.](#)

**From:** Chris Fiore <snowmobile@hotmail.com>  
**Subject:** RE: Tax measure on the ballot for June '08!  
**Date:** February 22, 2008 7:58:02 am PST  
**To:** MLTPA <news@mltpa.org>

we snowmobilers wonder why you would promote snowmobiling to the point that it is on the cover of our town map, but has a system that is incomplete and interrupted and the town could care less.

The tunnel under 203 should be open to all users, motorized and non-motorized and should link to the southern riding areas. We should have direct access to fuel in town.

Why aren't we considered in the master plan?  
chris fiore  
So Cal Highmarkers.

---

To: [snowmobile@hotmail.com](mailto:snowmobile@hotmail.com)  
From: [news@mltpa.org](mailto:news@mltpa.org)  
Subject: Tax measure on the ballot for June '08!  
Date: Thu, 21 Feb 2008 18:27:04 -0600

If you're having trouble viewing this email, you may [see it online](#).

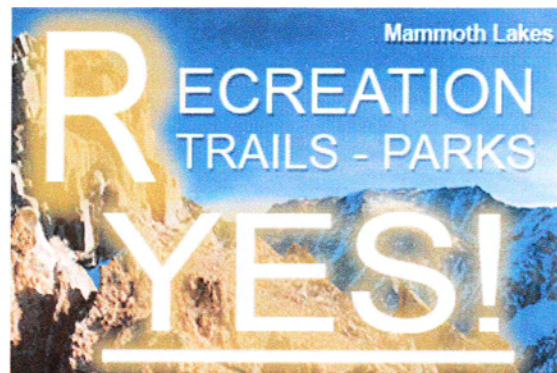
 [send this to a friend](#)

Greetings and salutations!

Thanks to the efforts of a broad coalition of citizens and passionate outdoor enthusiasts such as yourself, **Town Council voted unanimously last night to place a 0.5% special sales-tax increase measure on the June 2008 ballot!** The measure, which will require 2/3 voter approval to pass, will create a **new and committed income stream specifically dedicated to recreation, trails, and parks.**

Elected officials have given this community the opportunity to invest in its economic future and to directly participate in the enhancement of our recreation amenities. MLTPA is looking forward to playing a role in the campaign process -- stay tuned for updates on how you can get involved! Sign up for the campaign e-newsletter at [campaign@mltpa.org](mailto:campaign@mltpa.org).

Ready to rally!  
Kim Stravers  
Communications Manager, MLTPA





**From:** "Martin Kleinbard" <martin@mammothsierraelectric.com>  
**Subject:** **Re: trails master plan**  
**Date:** February 19, 2008 1:10:02 pm PST  
**To:** "MLTPA News" <news@mltpa.org>  
▶ 1 Attachment, 50.5 KB

Kim,  
Thanks for getting back to me. I have asked Mark Wardlaw but he has yet to respond in an manner.  
From your response if true it seems to create a similar problem that has come to bear on past projects in the past.  
Implementation without a complete end to end, reasonable, structured plan.  
If I am correct in understanding ,in the weeks to come the town is planning to adopt a parks and rec master plan. In this the sidewalk master plan seems to be part of it. If they adopt a plan to put a sidewalk on my street without a plan on how to implement I can easily see a direct charge to the homeowner if things are not carefully thought out.  
Take my property for instance.It was built in the late 50's and surely as many a older home do not meet current lot design.  
example:  
Front yard setback in portions are less than 20' than currently allowed. If the sidewalk goes in or the road gets widened to the proposed there will be no place to park. I have no garage. I have no place to put a garage in front of the house. There is plenty of room for a driveway and a garage in the back but the roof will slide on the driveway creating a hazard. I cannot put snow restraints on the roof to prevent snow from shedding onto a person or car because the roof would need to be reinforced to handle the static load.  
I like many others in town will have similar issues. The town needs to adopt a policy on how these things are handled before the approve such a plan.

I am all for these things as long as they are done thoughtfully and responsibly.

Please add me to the list  
Martin

----- Original Message -----

**From:** [MLTPA News](#)  
**To:** [Martin Kleinbard](#)  
**Sent:** Tuesday, February 19, 2008 12:41 PM  
**Subject:** Re: trails master plan

Hi, Martin!

Thank you for your comments! Glad you got something valuable from CAMP: WINTER.

As to your questions...well, we're not sure yet! This is the kind of info the consultants will mull over as they are putting together the draft trails master plan update, which should be available in early summer. If you're not yet on our e-newsletter list, please let me know and I will sign you up so you are in the loop!

In the meantime, rest assured that your comments will go directly to the consultants for consideration.

Thanks again for sharing!

Best,  
Kim Stravers  
Communications Manager  
Mammoth Lakes Trails & Public Access  
[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)  
(760) 934-3154 [o]  
(866) 760-0285 [f]

**From:** "Martin Kleinbard" <martin@mammothsierraelectric.com>  
**Subject:** trails master plan  
**Date:** February 16, 2008 1:33:06 pm PST  
**To:** <news@mltpa.org>

Great camp,,, informative

I was looking over the trails master plan and was wondering how the sidewalks and trails in the residential areas of the getto were going to be implemented.  
I have several concens over:

- 1) who will bear the costs of construction and seasonal maintenance.
- 2) how is the design going to work with existing roadway and private driveways. Many a home in the old area don't have proper parking and my not have room nor can afford to alter the current parking area. This is very prominent in the Residential areas.
- 3) I feel that the sidewalks although useful are a luxury in these porions of town. If we have the money for this type of use it ( which I doubt) it should be spent on other more pressing things and uses that a mojority can use.

We need to concentrate on more trails or sidewalks in the main and collector streets. We need to make sure they are usable in the winter.

Martin Kleinbard  
Mammoth Sierra Electric  
Lic # 783049  
visit us on the web  
[www.mammothsierraelectric.com](http://www.mammothsierraelectric.com)  
mail to [martin@mammothsierraelectric.com](mailto:martin@mammothsierraelectric.com)

From: [KleinbardM@aol.com](mailto:KleinbardM@aol.com)

Date: February 12, 2008 7:03:41 PM PST

To: [johnwentworth@mltpa.org](mailto:johnwentworth@mltpa.org)

Subject: re :MLTPA

John,

Thank you for a well done seminar.

Although I had not had the time this summer to participate I am glad that I did so this week even though I only was able to attend a few meetings.

I hope that we will have the finances, commitment from the town to complete the goals when the report comes out. Commit seems to be the big link missing from what has been learned before.

I have a current issue that is festering since last summer. Since attending the meetings it got irritated a bit more.

This is the problem:

As you know there are several existing completed sidewalk projects on main street. At this time none of those have winter access. After several attempts over the years nothing has been resolved. In the Mobility workshop we were told by one of the persons there that they were told that snow could not be removed from Main street sidewalks due to debris in the walk way. When I was getting the runaround from Staff (Jarvis) and both Mayor Harvey and Mayor Pro Tem Siguimora I took it upon myself to contact CALTRANS. I spoke with the Director and Was told that they had no problem if the town wished to due the snow removal. He told me that there would be two general conditions off the top of his head:

- 1) the town would have some kind of approved procedure for use and safety during snow removal from Main street.
- 2) Caltrans at this time will not pay any money for the snow removal from the walk.

We now have a project to add more sidewalk along main street. I along with my girlfriend Amy were the only ones that seemed to oppose the project in it's design. The reasons were as follows:

- 1) the sidewalk is on the opposite side of the street from local business
- 2) the sidewalk will not be available to winter use.
- 3) the Sidewalk will be buried under the deepest amount of snow event though it has more sun exposure.
- 4) it will cost more than 300k for snow melt system that the town does not have and that may never get implemented.

I feel " here we go again great ideas and no poor implementation"  
I'd like to talk about this with you sometime if possible

Thanks Again  
Martin



## COMMENTS TO MLTPA LISTENING SESSION

### NON-MOTORIZED WINTER RECREATION

#### A. GROOMED TRAILS: Shady Rest, Obsidian Dome, Town Bike path

- I. ENFORCEMENT of non-motorized use
- II. MASTER PLAN for new and extended trail systems

Extend Shady Rest Grooming to 395.

Extend non motorized use from 203 along Sawmill Cutoff Rd. North 2 to 3 miles.

#### B. NON GROOMED AREAS: Area North of Mammoth Mt. to Inyo Craters, Obsidian Dome Area, Minaret Summit Area

- I. ENFORCEMENT of non-motorized use and confine motorized use to corridors through non motorized areas.
- II. MASTER PLAN for new and extended areas.

MINARET AREA connection to AREA NORTH OF MAMMOTH MT..  
Confine motorized use to marked corridor only. Extend non-motorized Area North of Mammoth Mt. to INYO CRATERS AREA & OBSIDIAN DOME.

SHERWIN/SNOWCREEK AREA (Kerry Meadow to Mammoth Rock):  
West of a point to be negotiated along Mammoth Creek projected South to Moto-Cross. Non motorized use only. East of that point Motorized use OK

MAMMOTH KNOLLS AREA: Non-motorized only from Blue Diamond Trail (Shady Rest to Scenic Loop Rd) South to edge of Knolls bluff.

#### C. SHARED AREAS BY NON-MOTORIZED & MOTORIZED

ENFORCEMENT of SPEED LIMITS & RIGHTS OF WAY to Snowshoers & Skiers.

*Keith Bernham*      *Maggie Wap*  
*Phyllis Bernham* - *MMH Lakes*  
*Denise McCrory Riley* - *Part-time resident Mammoth Lakes*

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ENFORCEMENT of SPEED LIMITS & RIGHTS OF WAY to Snowshoers & Skiers.

Mary K Prentice  
Brett H. Duncan  
Whistle Greville  
Jean Dillingham  
Wanda Wheeler  
By a A Wheel  
By Walker  
HALEY WALKER  
John Walker



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Warren Malcolm Clark  
Sharon R. Clark

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ENFORCEMENT of SPEED LIMITS & RIGHTS OF WAY to Snowshoers & Skiers.

Signatures:

*Carol Utter*

*Mammoth Lakes*

*Deane Shoman*

*Crowley Lake*

*Thomas Higley*

*Bill McBride*

*Mammoth Lakes, CA*



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Signatures:

*[Handwritten signatures and names in blue ink:]*

<i>[Signature]</i>	Roger Rilling	- Mammoth Lakes
<i>[Signature]</i>	Didi Jeyn	- June Lakes
<i>[Signature]</i>	Sandy Acunagot	- Mammoth Lakes
<i>[Signature]</i>	John Farnell	- Mammoth Lakes
<i>[Signature]</i>	Christie Caldwell	- Mammoth Lakes
<i>[Signature]</i>	<i>[Signature]</i>	- JUNE LAKE

## ADDENDUM to MLTPA WINTER CAMP COMMENTS

At the Listening session on Non-motorized Recreation, "The quiet sports", it was clear that the most helpful comments would be about Access Portals to trails & recreation areas immediately surrounding town. Master Planning the Trails & Recreation Areas seemed to be less important at this time and more in the jurisdiction of the USFS.

We presented to you comments with about 30 signatures of people who could not attend this listening session but agreed with the future master planning of trail and areas for non motorized sports and we will be taking these comments to the Forest Service as well.

This is an addendum to our comment specifically addressing portals, staging areas & entry points:

1. SHADY REST PARK: ( change present staging area to 1 mile No. of 203 on Sawmill Cut off Rd.) Staging area for both motorized (to the North) & non-motorized (to the South & West of the Park) With a Snow Play area at the Park This is Brian Knox's plan.

2. THE KNOLLS: 3-4 access points: a. Shady Rest, b. Scenic loop access, c. Forest Trail access 4. End of Knolls Dr.

**( Non-motorized & motorized need to be separated both at the access and on the trails & in the areas)**

3. TOWN BIKE & SKI PATH : There should be many entry points with limited parking. 1. SCE station at end of Chateau Rd., 2. Waterford St. end, 3. Water dist parking area, or Industrial Park. These are only a few.

4. THE SHERWINS & SNOWCREEK MEADOW: **This is a critical access area. Non- motorized access to the West of a North South negotiated line. Motorized access to the East of the N.S. negotiated line. (Somewhere near motocross)**

Access point approximately at the USFS stable. Motorized would have a corridor only to the east through a non-motorized area.

Tamarack St. access for **non-motorized only**.

Ranch Rd. or Snow Creek 8 area access **for non-motorized only**.

As was stated clearly at the Listening session, motorized has no place in the Meadow or up the Sherwins. The noise echo is well beyond what is allow by town code. Residents & second home owners are mobilizing to take this issue to the USFS.

Finally, THE FUTURE DREAM was espoused by a number of us. Hank Garretson talked about having a non-motorized route from Shady Rest to Mammoth Creek to Snowcreek Meadow up, Mammoth Rock trail, Old Mammoth Rd and Mike Karch. completed the loop all the way around town including to the Scenic Loop Rd and up over the Knolls. & back to Shady rest.

There needs to be a non-motorized buffer zone around the Mammoth Lakes Urban Limits, if we are talking about a quality quiet winter experience for town residents & guests. For motorized enthusiasts there needs to be a specific parking area, possibly somewhere close to the intersection of 393 & 203, so they can easily access all the open range East of 395.

This is visionary folks! So we must now Master Plan access areas that will not preclude the future dream.

Mary K Prentice, local quiet winter sports enthusiast.

Phyllis Benham, local quiet winter sports enthusiast

cc. Diane Eagle, Mammoth Times.  
Brian Knox, Mammoth Nordic  
Hank Garretson, Eastern Sierra Nordic  
Mike Karch, Biathlon project  
Mike Schlafmann, USFS  
Chuck Lande, Snowcreek 8  
John Walter, Sierra Club



From: "Brian Knox" <access@qnet.com>  
Subject: **FW: Snowmobile chained to Tree on Mammoth Nordic Trail System**  
Date: February 11, 2008 12:29:36 pm PST  
To: "'Steve Speidel'" <sspeidel@ci.mammoth-lakes.ca.us>  
Cc: "'Kim Stravers'" <kimstravers@mltpa.org>  
▶ 2 Attachments, 301 KB

Hi Steve & Kim:

February 11, 2008

Please read our letter to the Inyo National Forest regarding a serious violation of the non-motorized area we are grooming in.

- I would appreciate you both forwarding this to all the consultants that were involved in CAMP:Winter. I only have one email, from Cimarron Chicon from IMBA Trails Solutions.

Thank you,

Brian  
[brian@mammothnordic.com](mailto:brian@mammothnordic.com)  
760.914.2637 cel

-----Original Message-----

**From:** Brian Knox [<mailto:access@qnet.com>]  
**Sent:** Monday, February 11, 2008 11:16 AM  
**To:** '[jcfisher@fs.fed.us](mailto:jcfisher@fs.fed.us)'  
**Cc:** Michael Schlafmann ([mschlafmann@fs.fed.us](mailto:mschlafmann@fs.fed.us)); John Regelbrugge ([jregelbrugge@fs.fed.us](mailto:jregelbrugge@fs.fed.us))  
**Subject:** Snowmobile chained to Tree on Mammoth Nordic Trail System



Jonathan Cook-Fisher  
Winter Sports Specialist  
Inyo National Forest  
Mammoth Ranger District  
P.O. Box 148  
Mammoth Lakes, CA 93546  
760.924.5503  
[jcfisher@fs.fed.us](mailto:jcfisher@fs.fed.us)

re: snowmobile chained to tree in Old Shady Rest Campground Nordic area

Good morning Jonathan:

February 11, 2008

It was good to see you at the CAMP: Winter events last week and I am very happy that you are the new Winter Sports Specialist. Having worked with you on the Special Use Permit issued to Mammoth Nordic Foundation (MNF) in the fall of 2006, I know you are keenly aware of our Mission and long-term interest in improving Nordic recreation in and around Mammoth.

Unfortunately, I am writing here to identify a serious matter. MNF has been grooming within the designated closed area

to snowmobiles identified in our Special Use Permit five to six times a week since December 14, 2007. The response from local and visiting Nordic trail users has been incredibly supportive and use of the area for Nordic pursuits has increased significantly.

- On the evening of February 5, 2008, Keith Dawley, one of our volunteer groomers, came across snowmobile tracks ruining the groomed Nordic trails in the Old Shady Rest campground area. He followed the snowmobile tracks and discovered a green Artic Cat snowmobile chained to a tree adjacent to the Nordic trail. Apparently, the owner is storing his snowmobile here.
- Mr. Dawley called Inyo National Forest Service Dispatch at 760.873.2405 on February 6, 2008 at 8:00 am to report this violation as specified in our Special Use Permit and Operating Plan for the 2007/2008 winter season. He also followed up by contacting Rick LaBorde, Inyo National Forest groomer operator for the 120 mile snowmobile trail system. As of Saturday evening, February 9, 2008, the snowmobile is still chained to the tree.

The number of violations by snowmobiles into the designated closed areas being groomed by MNF has increased significantly this winter, destroying the groomed trails our Non-Profit 501©3 foundation has invested over \$60,000 in equipment, administration and other resources in order to provide. Our Board of Directors is adamant that this example of clear disregard for our investment needs to be addressed immediately, with the snowmobile being impounded and the snowmobile owner being cited and fined to the fullest extent of the law. I have attached photo documentation of the incident, showing the Nordic Trail damage, the snowmobile chained to the tree and the Green Sticker with registration number Q89G26 that can be used to identify the owner.

Your reply identifying the steps being taken by the Inyo National Forest to immediately address this matter is greatly appreciated.

Thank you, and sincerely,

Brian Knox  
President, Mammoth Nordic Foundation  
P.O. Box 70  
Mammoth Lakes, CA 93546  
760.914.2637 cel  
[brian@mammothnordic.com](mailto:brian@mammothnordic.com)



[Snowmo cha.....zip \(263 KB\)](#)

























**From:** Ruthgerson@aol.com  
**Subject:** Mammoth Trails  
**Date:** February 10, 2008 7:24:11 pm PST  
**To:** news@mltpa.org

I can't make the meeting but I want to give you some thoughts.

Trail access for horseback riders and pack horses is important. I have watched the trails disappear over the last 30+ years. When Snowcreek developed through the meadow, it ruined the trail access from the stables, and that was the beginning of the loss. No way to connect and access to the trails to the lakes. Forcing all trail users to go under Mammoth Rock is the same as telling equestrians you just lost that trail. It is narrow and not safe for passing; and it is difficult to see approaching trail bikes from in front or to hear them from behind. Bikes are silent and fast, and the bikers are not always civil when they have to slow or move aside for a horse. That trail does not give users much room for passing safely. Safety is just not there. Multi-use trails should have safe criteria.

I do a lot of work with various government agencies, trails and public access, and the multi-use trail criteria is an issue that is always important. The CET&LC - California Trails & Lands Coalition - has formulated criteria on the website - [www.calequestriancoalition.com](http://www.calequestriancoalition.com)

Please keep me informed of the meetings and any results and information. I appreciate everyone's efforts to work together.

thanks

*Ruth Gerson*

---

Who's never won? [Biggest Grammy Award surprises of all time on AOL Music.](#)





Peggie Chew, D.V.M.

MOUNTAIN BLVD., P.O. BOX 73  
MAMMOTH LAKES, CA 93546

TELEPHONE: (619) 934-3275  
760 934 9819

Dear MLTPA

As a long time (31 years+) resident of Mammoth Lakes,  
I have a comment for the great Ski trail you have been putting  
in in Shady Rest. Too MANY LOOSE DOGS.

As a dog owner, I do know how people want their  
dogs to have "freedom". However, it is so irresponsible  
not "picking up" the dog waste and the lack of control  
Verbally while the dogs run loose.

Are you aware that our nice area has been nick  
named "SHITTY REST"? (Sorry, I didn't make that up).  
I realize this problem is on-going year around and that  
signs and Bag Stations are not the answer.

So perhaps:

- 1) Volunteer Patrol Persons?
- 2) Specific trails exclusive for dog  
walking-?

I have no solution but maybe you can come up with  
something - I won't use Shady rest anymore.

Sincerely  
Peggie Chew.



**From:** "DJ's Snowmobile Adventures" <[snowmobiles@qnet.com](mailto:snowmobiles@qnet.com)>

**Date:** February 6, 2008 6:10:39 pm PST

**To:** "Kim Stravers" <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>

**Subject:** Re: WINTER

First, we wish to be kept informed via e-mail or mail us a copy of your minutes. We cannot attend your meetings because our time is devoted to the safety of our guests 24/7.

What are your goals? Are you utilizing the TMT (Trans Mammoth Trail) info that was prepared 10 years (?) ago. Their goal was a trail which surrounded Mammoth with access for diversified recreation to amenities such as fuel and food, and lodging. A trail system around Mammoth will most certainly affect us and all trails nearby. A trail system that accesses facilities that can rent a snowmobile directly from that facility to trails groomed by the two permit holders would most certainly be opposed to the point of legal action. So we want to be informed.

Additional trailheads or increase in the size of trailheads at Shady Rest or the Cinder Shed would be a disaster. The A,B,K trails and C trails are already practically impossible to ride at the beginning and end of the season because of the pits and rises caused by summer users. The USFS does not groom until there is a minimum of 18" but early riders follow the summer contours. As the season progresses the West Hwy. 395 trails are so overused that the pits and rises will high center a 9 ft. long snowmobile. Worse, you need a kidney belt to absorb the bumps. A beginner would never be able to successfully ride these trails. The grooming cannot keep up with the use now. If we promote them or increase their size, how will we keep up with the grooming? Hence, more trailheads in Mammoth that lead to these areas would again be a disaster for a quality winter trail system.

Additional trailheads are sorely needed to access the areas south of Mammoth. They are also needed at the Bald Mtn/Glass Flow Roads, and US 120 to access advanced ride areas. The Crestview Rest Area needs to be opened in winter. Dispersed recreation is the key today, just as it was 20 years ago when we helped write the USFS Land Management Plan (LMP).

The two snowmobile permit holders are first to open trails on a regular basis. The groomed trails are freely utilized by the public. In Yellowstone and other towns, all businesses contribute to the winter trail system. All users as well as businesses should contribute to the snowmobile permit holders for the trails they groom. Further, state funding should go towards opening snowmobile trails first. In Mammoth the USFS opens Nordic trails utilized with OHV funds well before they complete the grooming of snowmobile trails. The Nordic skiers pay nothing. The snowmobile users pay through OSV fees.

The Mammoth Winter Map is incorrect. It designates a large portion of DJ'S groomed and marked trails as "unsigned routes". It has been incorrect since it's first printing about 15 years ago.

Dog walking in the Shady Rest area leaves feces that are splattered on visitors and/or anyone nearby when a snowmobile utilizes this trail. This trail is marked specifically for snowmobiling. Dog walking should be on a leash since it is a motorized trail. There have been numerous incidents throughout the forest with injured snowmobilers and their vehicles due to unleashed dogs and owners walking in the backcountry. Direct the dog walkers to the Nordic trail which is non-motorized.

We have tried to get winter/summer signage coordinated. Winter signage is removed at the end of each season so summer visitors do not benefit.

We believe that Mammoth has a small, but wonderful trail system with breathtaking scenery. A visitor might never know there are issues. But there are problems which we will no longer lead in resolving at the pace we have in the past. Some things will never change, Some will for better or



worse. Again, the key is to disperse all recreation, not concentrate it.

Jewel Little, President  
DJ'S Snowmobile Adventures, Inc.  
HCR 79 Box 76  
Crowley Lake, CA 93546

Begin forwarded message:

**From:** "[snowmobile@hotmail.com](mailto:snowmobile@hotmail.com)" <[snowmobile@hotmail.com](mailto:snowmobile@hotmail.com)>

**Date:** February 4, 2008 9:48:34 pm PST

**To:** "[camp@mltpa.org](mailto:camp@mltpa.org)" <[camp@mltpa.org](mailto:camp@mltpa.org)>

**Subject:** Question about The MLTPA Foundation Presents CAMP: WINTER from chris fiore

**Reply-To:** "[snowmobile@hotmail.com](mailto:snowmobile@hotmail.com)" <[snowmobile@hotmail.com](mailto:snowmobile@hotmail.com)>

hard to make it to mammoth for the trail access meetings, but we snowmobilers need the tunnel to the RV Park to remain as it was established as multi acces. there are 20 families from so cal that use RVs in the winter and snowmobile Mammoth Lakes

**From:** "Kimberly Harris" <[kharris@buffalobros.com](mailto:kharris@buffalobros.com)>

**Date:** January 3, 2008 9:12:05 pm PST

**To:** <[CAMP@mltpa.org](mailto:CAMP@mltpa.org)>

**Subject:** Winter Recreation

Add more activities:

- after skiing, get some lighting and make Main and Canyon a sled area .
- Keep canyon gondola running until 10:00 or 11:00 p.m. for locals/visitors to take to/from the village
- Special dinners and/or Entertainment at Canyon, especially on weekends, provide various events to get people to stay after skiing or come up on the Gondola

Just a couple of thoughts from locals

**From:** "Sally Miller" <[sallym@gnet.com](mailto:sallym@gnet.com)>

**Date:** November 13, 2007 5:59:33 pm PST

**To:** "Kim Stravers" <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>, "John Wentworth" <[johnwentworth@mltpa.org](mailto:johnwentworth@mltpa.org)>

**Subject:** **CAMP input**

**Reply-To:** <[sallym@gnet.com](mailto:sallym@gnet.com)>

Kim/John –

It sounds like your event was a success – Congrats! Sorry I missed it but that's the breaks (am still recovering from this cold which knocked me flat that Friday).

Since we are all so crazed, I realize I should just email you this cyclist input because I expect we'll never have time to meet/talk. This is from talking to other cyclists so not just my input. You probably have heard it all but just in case not...it's pretty basic!

1. Safety. #1 concern! Need bike lanes and/or wide shoulders. SIGNS indicating bikers.
2. Mammoth Scenic Loop. Not safe, drive too fast. Need to widen shoulder (next time there is roadwork scheduled there), place signs indicating cyclists.
3. People would love to be able to ride up to MMSA (and thence down to Red's). Problem is 203 from North Village to main lodge is again, not safe. People drive too fast on those curves. Goal should be to widen shoulders, make real bike lanes on 203. At minimum = signage for cyclists.
4. Bike lanes 203 in town or at minimum from NV to Main Lodge as per above. In town, at a minimum need signs for cyclists.
5. Commuter lanes from Crowley/Swall/Sunny Slopes/Tom's Place to Mammoth. Promote cyclist transit! Once again, increase safety for cyclists - 395 is plenty wide, signage indicating cyclists and/or establish bike lanes. Also suggested commuter from June to Mammoth via Deadman – lots of cyclists use this route.
6. Mammoth should do things to encourage cyclists to come to and use the area, just like they are doing for running. We are world-class road biking territory (esp. regionally, with Inyo Co. and greater Mono Co.).

Some of these changes may require going to LTC to advocate for safety and increased accommodations for bikers.

Thanks for the opportunity to provide input.

Sally

---

Sally Miller  
The Wilderness Society  
100 College Parkway  
Mammoth Lakes, CA 93546  
(760) 934-4473  
FAX (760) 934-4476

Mailing Address (USPS):



Lisa & Greg Patrie <[lisaandchop@hotmail.com](mailto:lisaandchop@hotmail.com)>

**Date:** November 3, 2007 6:01:31 pm PDT

**To:** <[camp@mltpa.org](mailto:camp@mltpa.org)>

**Subject:** trail system

Hi -

I have a few comments that I would like to share. First I like the direction that the bike trails have taken over the last few years. I am looking forward to the trail to the lakes basin as I ride up there all the time, and the road is narrow and bumpy!

I came on Thursday nite and would have liked to see a take away map of all the trails in the vicinity. It seems like forest service has their map, 4wd club has their map, mtn has their map, town has their map and it is difficult to assimilate them all together.

Also, there are alot of existing roads that need resurfacing - the scenic loop, the road to reds meadow, the road under 395 towards the power plant, old mammoth road past the bluffs to the lakes basin. These roads also need a better shoulder to buffer from the cars. I think we need to ensure that our existing infrastructure doesnt fall apart while we try and build new trails. The Green Church road and June Lake Loop could use shoulders as well - I'm not sure what your jurisdiction is.

I would have liked to see what projects are in the works and especially their planned completion dates - all the dotted lines were a little ambivalent. Also, I was asking if the trail from old mammoth was going to connect to the existing trail from Little Eagle, and noone knew the answer. There is a trail that starts at the bottom of Majestic Pines, and it did not appear that there was a plan to connect that thru to Minaret thru the new condo complex - I was hoping that this would connect to Minaret and then to the Village to link into the trail to the Lakes Basin and the road to the mtn.

As always, intersections seem to be the biggest issue. Is there a plan to put a bridge or tunnel across main street by the post office to connect the two existing trails? Are there any more plans for bridges or tunnels across town roads?

Is there any plans for trails thru the center of town or thru the Shady Rest Tract?

You guys are doing a great job with the trails I was just hoping for more information on Thursday nite.

Thanks again for all your progress!

Lisa Patrie  
760-924-3956  
[lisaandchop@hotmail.com](mailto:lisaandchop@hotmail.com)  
pob 7008  
ml,ca 93546

---

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**From:** "Randy Gillespie" <[randy@goldenstatecycle.com](mailto:randy@goldenstatecycle.com)>

**Date:** November 1, 2007 11:03:49 pm PDT

**To:** <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>

**Subject:** access

Hi Kim,

Thanks for inviting Steve and I to your meeting. I would like to get a map that we talked about sent to my shop. Also I am especially interested in your views on OHV access to public lands from the Mammoth Lakes town area. I really thing you need to think this one out as well as Mammoth is an outdoor community and these users should also be considered for access to the public lands. This will be as big and as important for the town. Also will have a huge economic impact on the area.hope to talk with you soon.

Randy Gillespie  
Golden State Cycle  
174 South Main St  
Bishop, Ca. 93514



**From:** [mklnevans@aol.com](mailto:mklnevans@aol.com)

**Date:** October 31, 2007 7:55:15 pm PDT

**To:** [kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)

**Subject: Re: MLTPA CAMP: Summer Special Invitation!**

Kim,

Thanks for the invitation but will be unable to attend. I did go on the website and filled out the questionnaire. Just to let you know what we do with our team. We have a group of 40 student athletes. We stay in Mammoth Mountain RV Park and run mostly on the trails in the Shady Rest area. I do not attempt to go on the trails in the wilderness areas. We can get most of what we want to do out of Shady Rest. We do run on the Mammoth Rock Trail and we run Inyo Craters. We stay off the hiking trails as it is too difficult to supervise the athletes when they are spread out in groups. We no longer go to Devils Postpile as it is just too expensive for us and too difficult to organize a big group to go down there. We did enjoy the clinic that was put on by the recreation dept. in Shady Rest.

Hope this helps with some anecdotal info you cannot get from a survey.

Mark Evans  
Crescenta Valley High School

**From:** "Sally Miller" <[sallym@qnet.com](mailto:sallym@qnet.com)>  
**Date:** October 29, 2007 11:18:56 am PDT  
**To:** "Kim Stravers" <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>  
**Subject:** RE: Event Registration (Confirm)  
**Reply-To:** <[sallym@qnet.com](mailto:sallym@qnet.com)>

Yup. Sorry I can't make any of the events. But I'll take the survey.

I am personally particularly interested in Mammoth doing more to promote road-biking (I believe I have expressed this interest to John). This is a regional issue, not just a Mammoth issue. The E. Sierra is a natural place for outdoor sports, including road biking and triathlon. For both visitors and residents. I would love to see a way that people could ride from their homes in Crowley, June, etc. to work in Mammoth. Not to mention making it easier/safer to ride in Mammoth. Besides being good for people, etc. it's also a way to promote global warming reduction!

Sally

---

Begin forwarded message:

**From:** "Peter Maw" <[peter@century21mammoth.com](mailto:peter@century21mammoth.com)>  
**Date:** October 29, 2007 4:52:04 pm PDT  
**To:** "MLTPA" <[news@mltpa.org](mailto:news@mltpa.org)>  
**Subject:** RE: Register for MLTPA CAMP: Summer today!

I am unable to attend this meeting as I have to leave town unexpectedly on Thursday.

I support a paved trail system throughout town (like a valley trail system), linking the Village, Juniper Springs, VONS, ties into existing trails and up to the Lakes basin so that people can safely travel around town and enjoy themselves...these paved trails would lead to trailheads to unpaved trails. The paved system could go from the Trails neighborhood all the way up Meridian to Juniper Springs and tie into the trail system beside Juniper Crest. Another paved trail would go from McDonalds all the way up to Main and Minaret. The other trail would go from Uptown/Downtown (Village) to Old Mammoth and Minaret (Snowcreek). The other arm would go from Mammoth Creek Park to the Snowcreek athletic club. The trail coming down from the Lakes basin would tie into the trail at Minaret and Main. The sections of trail that are currently complete would obviously tie into these new trails. I envision the trails being wide enough for two bikes traveling in opposite directions (about 7 feet?) with a yellow hashed line down the middle to separate the lanes.

Furthermore, a map would be published and good signage posted on all trails so the system is very user friendly. These maps would then be provided at as many locations as possible around town (gas stations, restaurants, retails, sporting goods stores, etc...). This would create a user friendly, state of the art foot and bike transportation system that is easy, fun and safe to use.

Good luck this weekend!

Regards,

Pete

Peter Maw  
 Realtor-Associate  
 Century 21 Mammoth Realty  
 Tel: (760) 934-2121 Ext. 222  
 Cell: (760) 914-2052  
 E-Mail: [peter@century21mammoth.com](mailto:peter@century21mammoth.com)  
 Web Site: [www.century21mammoth.com](http://www.century21mammoth.com)

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**From:** Fred Beck <[ffpbeck@yahoo.com](mailto:ffpbeck@yahoo.com)>

**Date:** September 12, 2007 9:58:04 am PDT

**To:** [kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)

**Subject:** Mammoth Main Trail

Kim:

There is a portion of the Main trail between Main Street and Meridian just north of Joaquin that used to be complete. Since the building of Talus, there is a gap over a dry creek just short of Meridian.

This missing bridge has been missing for nearly 2 years. I was under the impression that the Talus developers were responsible for rerouting the trail around the development. Do you know who is responsible for building the bridge to complete the link to Meridian and why it has still not been completed?

Thanks.

Fred Beck

---

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**From:** "Peter Maw" <[peter@century21mammoth.com](mailto:peter@century21mammoth.com)>

**Date:** September 12, 2007 1:55:58 pm PDT

**To:** "MLTPA" <[news@mltpa.org](mailto:news@mltpa.org)>

**Subject:** RE: Welcome, CAMPers!

Congratulations you guys...this is so great and I'm amazed at the progress you've made in such a short period of time. What you are doing for Mammoth is huge and I appreciate your hard work greatly...I know others do as well.

My wife, daughter and I walk around town a lot and here are some general thoughts, for whatever they are worth:

As I mentioned at one of your meetings about 6 months ago, I'm a big supporter of the paved trail system (my daughter is only 15 months so going for bike rides and walks in the stroller is what we do most...and from my experience growing up in Whistler with the Valley Trail system). About once a week, we do the loop from Mammoth Creek Park around to McDonald's. Here is what I think would benefit town greatly:

Continue the Trail system from Mammoth Creek Park along Old Mammoth Road to Snowcreek Athletic Club. At the corner of Old Mammoth and Minaret, continue the trail all the way up to the Village. Obviously a sidewalk/trail down Main is needed (and maybe another stop light or two in my opinion). Also, a proper trail / sidewalk down Meridian. The trail to the Lakes will be absolutely awesome. I think that, somehow, a trail or sidewalk is needed from the corner at Whiskey Creek up to the Village (ie. to the start/end of Uptown / Downtown)...pedestrians have to walk on the road which is extremely dangerous. Obviously the trail system in and around the Village, if that's even on your agenda, should be master planned with future development in this area. This would allow locals and visitors to really get all around town and reach the dirt trails in countless areas...I think my thoughts are pretty obvious but I just wanted to share them.

Thanks again for your updates and for all of your hard work!

Regards,

Pete

Peter Maw  
Realtor-Associate  
Century 21 Mammoth Realty  
Tel: (760) 934-2121 Ext. 222  
Cell: (760) 914-2052  
E-Mail: [peter@century21mammoth.com](mailto:peter@century21mammoth.com)  
Web Site: [www.century21mammoth.com](http://www.century21mammoth.com)

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**From:** "Brian Knox" <access@qnet.com>  
**Subject:** **BDTS archives from Mammoth Nordic:**  
**Date:** August 28, 2007 1:10:24 pm PDT  
**To:** "Kim Stravers" <kimstravers@mltpa.org>  
**Cc:** "Mary Prentice" <mkp@npgcable.com>  
3 Attachments, 3.1 MB

Hey Kim:

August 28, 2007

Here is MN's take on the Blue Diamond Trail System:

- Mammoth Nordic is partnering with MLTPA to conduct a GPS Survey of the Blue Diamond Trail System. This *existing and extensive* network of Nordic trails was administered by the Inyo National Forest during the 80's but was effectively abandoned due to budget shortfalls in the 90's. We believe these trails have significant recreational value, and will work to integrate these historic trails into the newly-christened **Mammoth Lakes Nordic Trail System**, further expanding conveniently accessible Nordic trail miles to the benefit of all Forest users.

Attached are a few old Sierra Meadows Winter brochures with trail maps I scanned a few years ago:

- The SM\_7879\_brochure.pdf
- The SM\_unknown\_brochure.pdf is probably 83/84 or 84/85.
- The SM\_83/84 skimap.pdf is not a brochure but shows Blue Diamond trails both in the Sierra Meadows area and traversing the Knolls.

If you can, please forward the draft of the Field Sheet when you get it together.

Thanks Kim,

Brian  
[brian@mammothnordic.com](mailto:brian@mammothnordic.com)  
760.934.4667  
760.914.2637 cel

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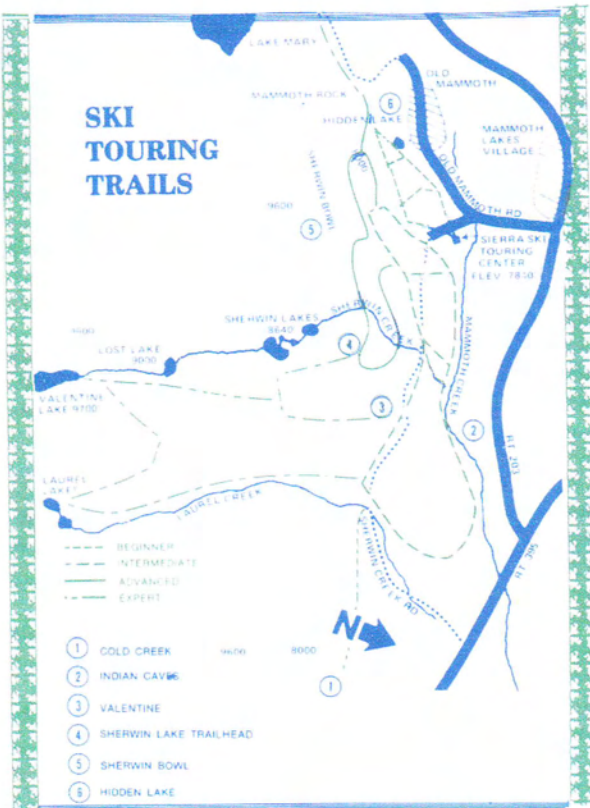
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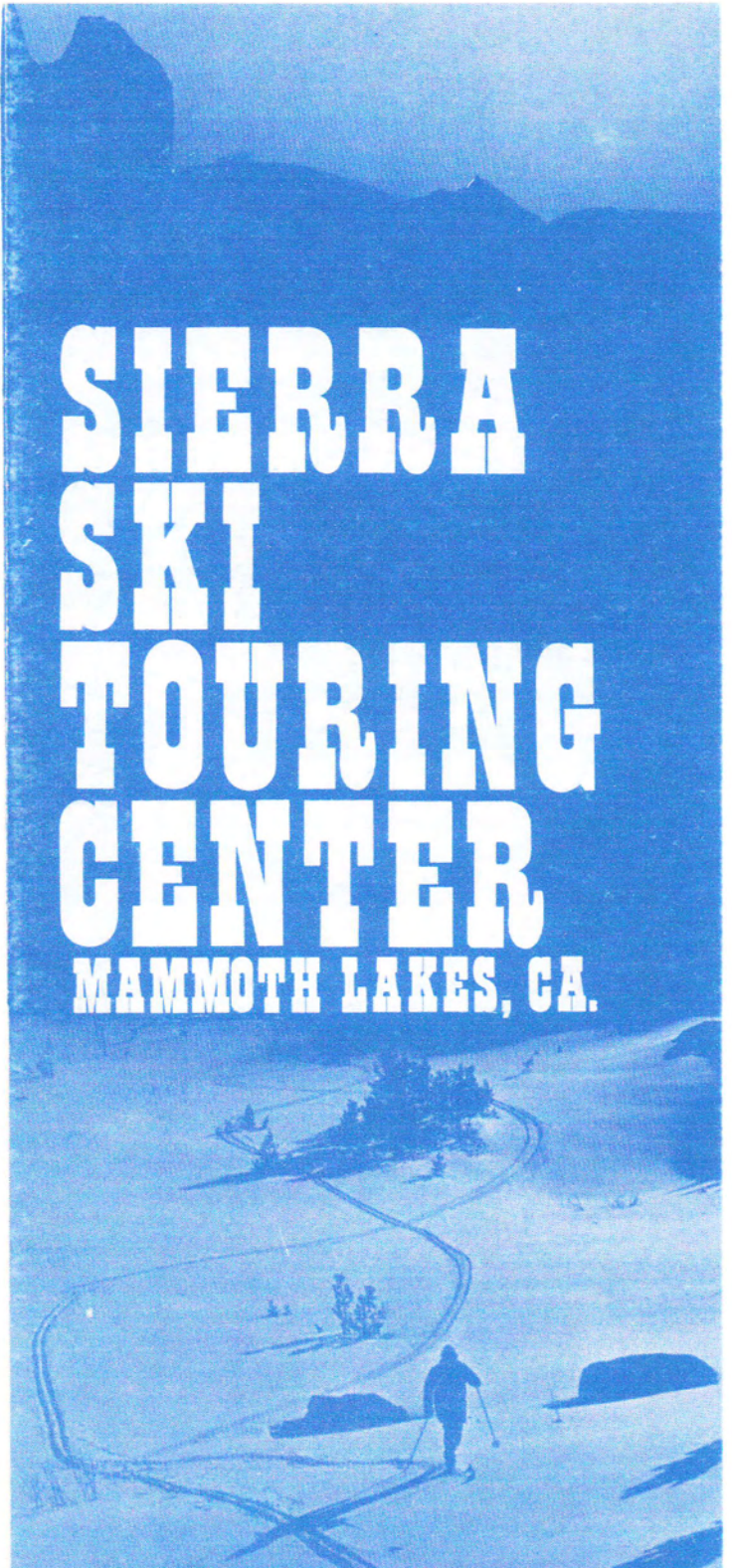
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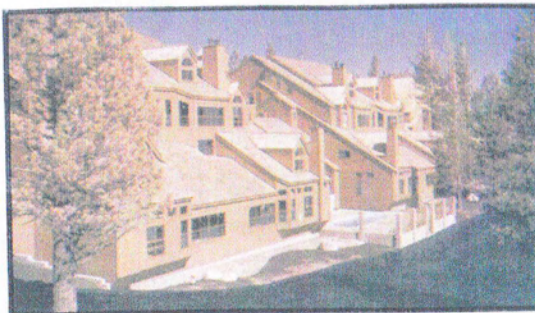
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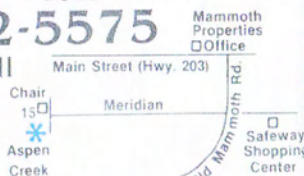
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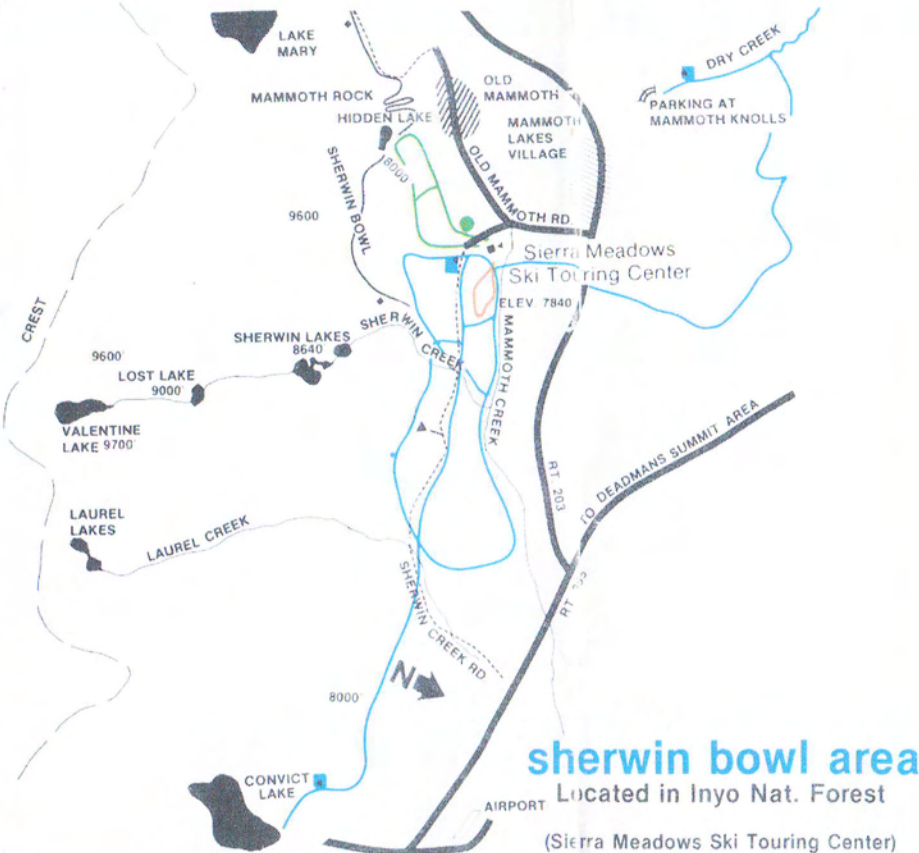
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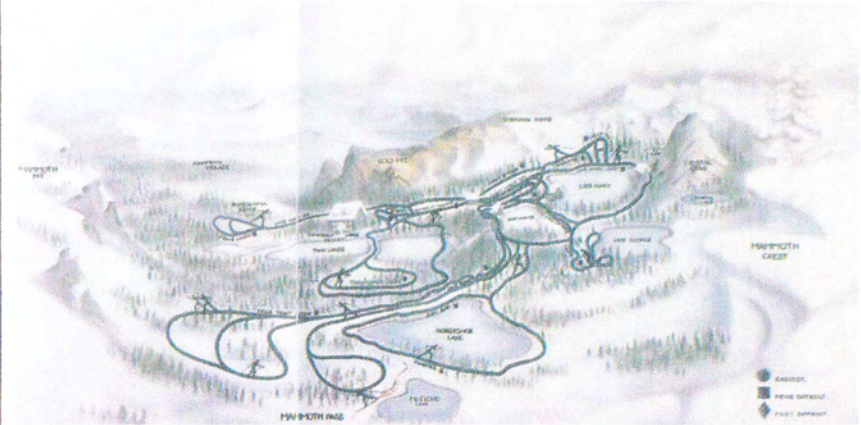


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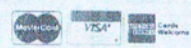
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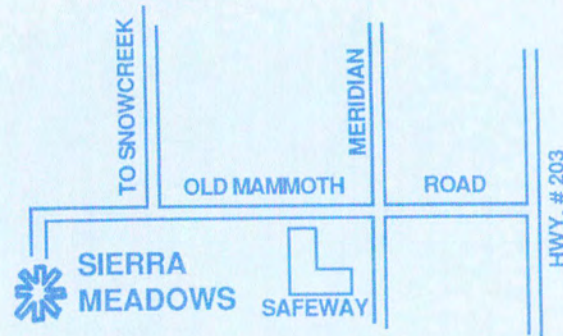
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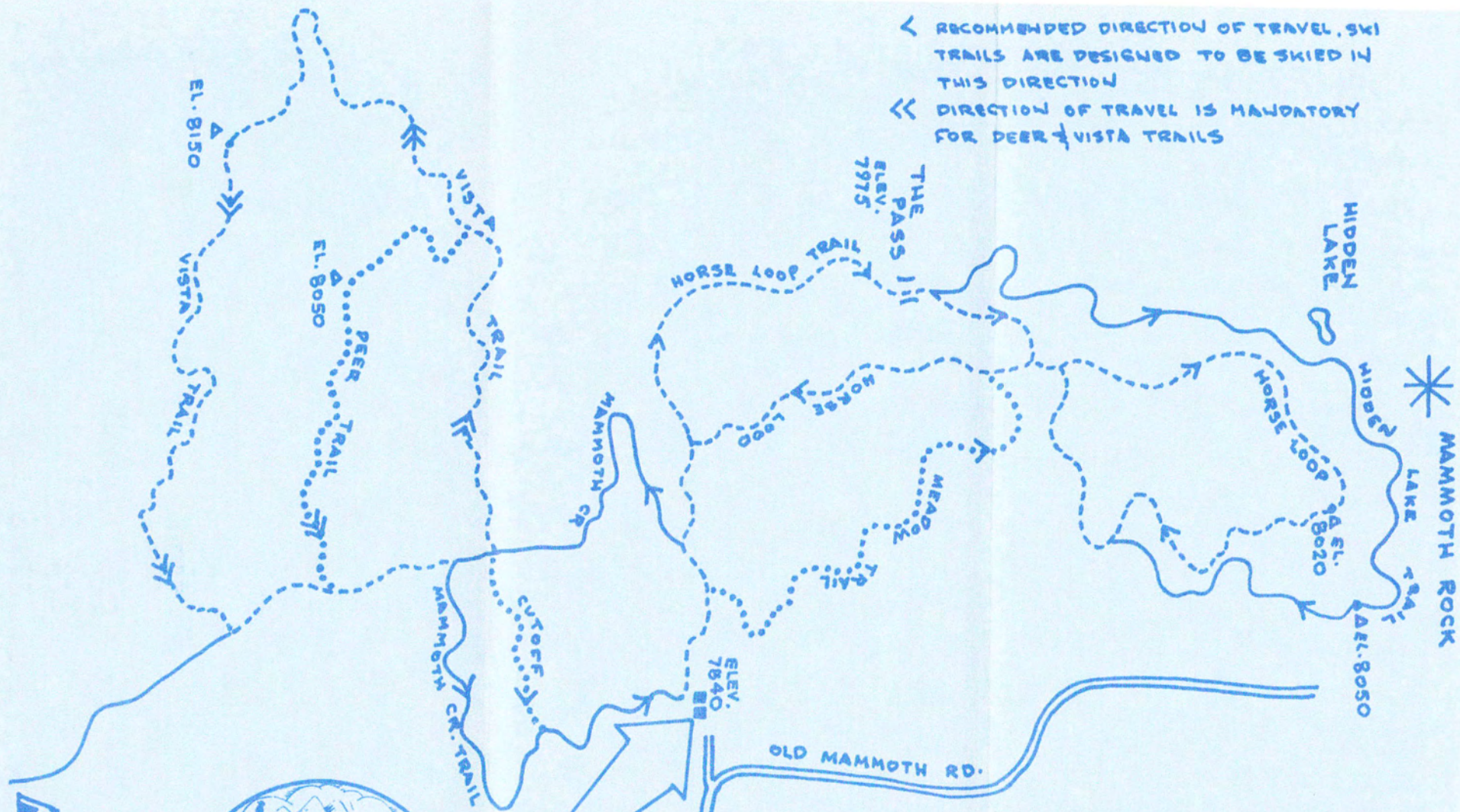


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- < RECOMMENDED DIRECTION OF TRAVEL, SKI TRAILS ARE DESIGNED TO BE SKIED IN THIS DIRECTION
- << DIRECTION OF TRAVEL IS MANDATORY FOR DEER & VISTA TRAILS



SHERWIN CR.  
CAMPGROUND

OLD MAMMOTH RD.

TO HWY #203

TRAIL	DIFFICULTY	ROUND TRIP DISTANCE
MEADOW TRAIL	EASIEST	3.5 KM
HORSE LOOP TRAIL	EASIEST	6.0 KM
HIDDEN LAKE TRAIL	MORE DIFFICULT	6.6 KM
MAMMOTH CR. TRAIL	MORE DIFFICULT	3.5 KM
CUTOFF	EASIEST	3.0 KM
DEER TRAIL	MORE DIFFICULT	6.0 KM
VISTA TRAIL	MOST DIFFICULT	8.0 KM
SHERWIN CREEK CAMPGROUND	MORE DIFFICULT	8 KM

FOR MORE INFORMATION & CURRENT TRAIL CONDITIONS: CALL (619) 934-6161



**From:** Mark Shelp <[mshelp03@gmail.com](mailto:mshelp03@gmail.com)>

**Date:** August 2, 2007 3:41:37 pm PDT  
**To:** Stravers Kim <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>  
**Cc:** Wentworth John <[johnwentworth@mltpa.org](mailto:johnwentworth@mltpa.org)>  
**Subject:** Fwd: Hans proposal

This was the gist of the conversation between Hans and I. Note that his approach was completely different, but did focus on Mammoth Mtn as the link to getting new/better trails on USFS lands.

His idea was to open up the Mammoth "X-country" trails (as opposed to downhill) to the public, perhaps falling under TOML Parks and Rec department. He felt this would likely facilitate and improve MMSA connectivity with the town.

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ms

Begin forwarded message:

**From:** "Hans Ludwig" <[hans\\_ludwig@hotmail.com](mailto:hans_ludwig@hotmail.com)>  
**Date:** August 1, 2007 5:17:35 PM PDT  
**To:** [mshelp03@gmail.com](mailto:mshelp03@gmail.com)  
**Subject:** mtb

idea

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**Mark K. Shelp**  
[mshelp03@gmail.com](mailto:mshelp03@gmail.com)  
Po Box 8746  
Mammoth Lakes CA 93546  
775.815.5095



## MLTPA Mountain Biking Plan

### Abstract:

The ski area needs to open its cross-country trails to the public. The Town or a non-profit can take over maintenance/improvement, and integrate those trails into a town-wide system of combined mountain bike trails/bike path/bus system. It makes sense for everyone.

### Background:

1. Mammoth Lakes promotes mountain biking, as it should: it is the major mountain resort for Southern Cal. It doesn't have any other real destination attractions/amenities in the summer. Yet open-to-the-public trail riding is essentially non-existent compared to any similar resort.
2. There's no place to build trails within city limits. The Forest Service doesn't want more trails around town, and the EIR process is expensive. The existing public trails are fragmented and isolated, precluding a continuous trails system.
3. The ski area (the only major US resort to do so) charges just to ride their cross-country trails even without lift service. The riding is mediocre, the mountain doesn't seem to want to spend money on real improvements, and the bike park has been stagnant and sub-standard. The public prefers to avoid the un-welcoming vibes and comparatively poor trails, and enthusiasts go elsewhere.
4. The forest service is tired of all the un-policed off-trail riding and has threatened to shut down the bike park. The ski resort either needs to close trails or increase enforcement.

If the MLTPA is actually going to improve the mountain biking and increase the # of trails open to the public, it's going to need to include the Bike Park. Beach Cruiser, Shotgun, Paper Route, Juniper, Downtown- these trails (which don't get any love from the ski resort) are the key to a more or less continuous loop around the town, connecting the north and south sides along the western border. There are other existing snippets that could be integrated for a more continuity/better connections to access points, but without the integration of the resorts trails, the local riding will always be fragmented and 4th rate.

Furthermore, the ski area remains the best place to build new trails, because it's the least impactable and most likely to get approved by the F.S.

A public sector or non-profit takeover of part of the Bike Park would mean they could be improved with public money, grants etc, and local volunteers would have incentive to work on the trails themselves. Existing trails could be improved (made more fun and thus desirable for visitors) without the resort paying for it, while it would still benefit their left-served customers. People will be less likely to ride off-trail if the trails are improved, which would make the forest service happy.

The improved trails system would be a real and marketable asset to the community, a reduced liability and overhead for the mountain, a relief to the forest service and the environment- win win win.

It would give the town a real amenity for locals and visitors alike, and unlike a golf course or swimming pool, it would be appropriate to our identity of California's premier mountain resort town, low-cost, and environmentally friendly.

It may seem like the resort is giving up something on this, but actually, they're just losing overhead, and gaining an improved attraction. They can still call it part of the Mammoth Mountain Bike Park, it's just that more trails will be open to the public, and they'll be far more fun, have improved drainage/erosion, and require less long-term maintenance. They still get to charge for lift service, and they can take care of the DH/Freeride deal if they want- in other words, this plan doesn't cut into their existing market at all.

Imagine you are a summer visitor to Mammoth. From anywhere in town you can pedal to a bus stop within 1/2 mile and get on a trolley that will take you and your bike up to the Vista or the Lakes Basin, where maps and signs clearly direct you on to a continuous loop of fun intermediate trails with rollers, bermed turns, and elevated bridges. Wherever you end up, you can jump on a trolley and go for another lap- like treating the whole town area as a trolley-served shuttle-style bike resort. The system would include a lift-served Freeride Park up high, fun public XC and easy DH trails on the lower mountain, and Rim Trail around the entire perimeter.

This is a real and tangible goal for a marketable asset that would pay for the whole community, visitors, etc. and it makes far more sense than investing in more crappy events, branding, etc. It's also a real and tangible goal to present to donors etc.



**From:** "Jim Temple" <jtemple@mammothpet.com>  
**Subject:** **Disc Golf Course**  
**Date:** June 13, 2007 12:14:16 pm PDT  
**To:** <kimstravers@mltpa.org>  
▶ 1 Attachment, 158 KB

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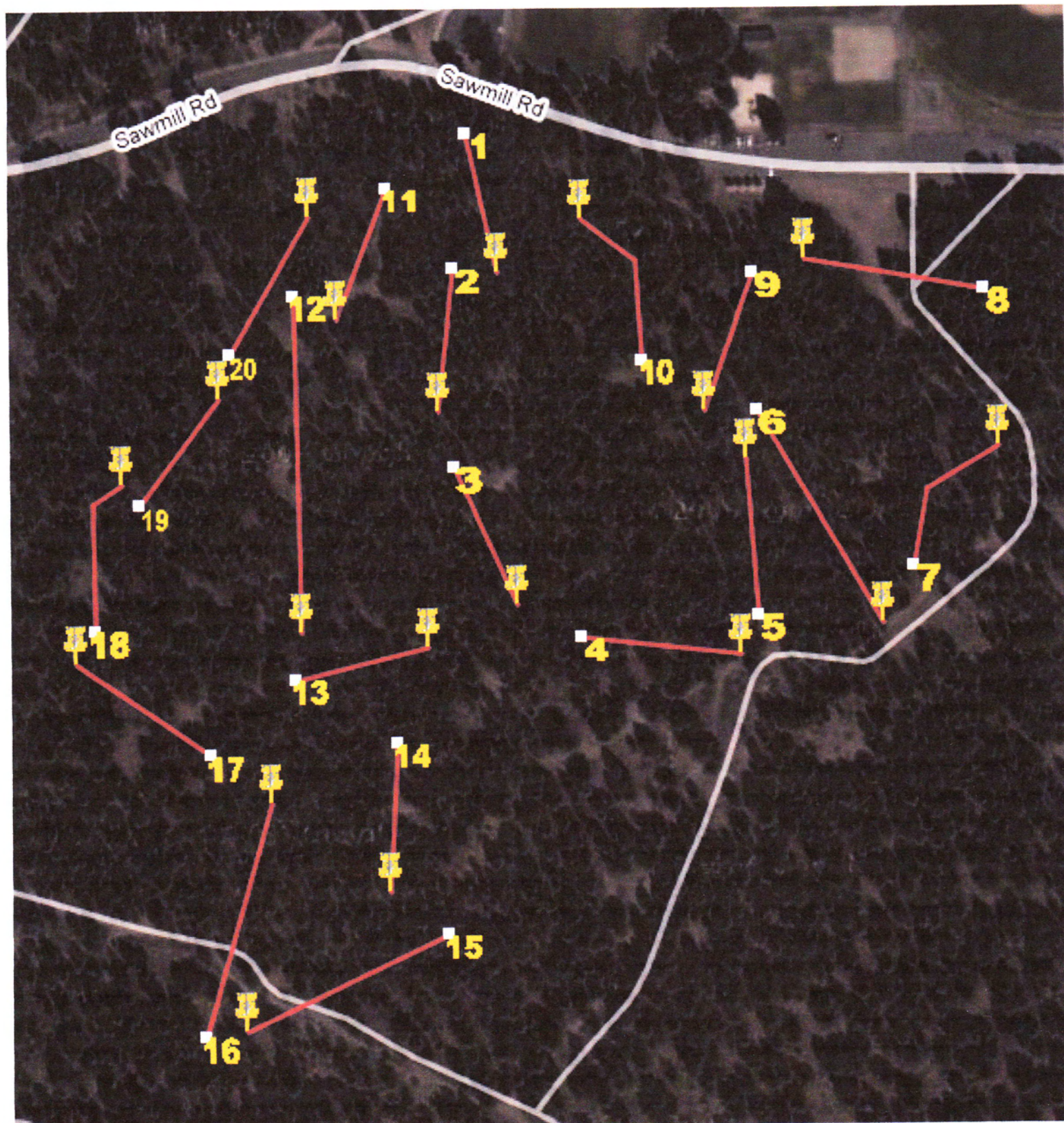
Kim,

I have attached a map of the disc golf course at Shady Rest. Please feel free to attach a copy to the website if you so desire. Please let me know if you have any questions.

Thank you,

Jim Temple  
Operations Assistant  
Mammoth Pet Products  
Ph: 760-934-8677  
Fx: 760-934-9985  
[jtemple@mammothpet.com](mailto:jtemple@mammothpet.com)





## SHADY REST PINES DISC GOLF COURSE

Hole	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
Par	3	3	3	3	3	4	3	3	3	3	3	4	3	3	3	3	3	3	3	3	62
Red	267	264	291	315	300	471	240	324	252	324	300	645	258	285	273	381	315	285	252	303	6345
Yellow	333	240	297	396	285	594	300	372	195	225	270	540	273	255	273	441	276	300	300	405	6570



**From:** Mark Davis <[mtnbikemark@earthlink.net](mailto:mtnbikemark@earthlink.net)>

**Date:** January 18, 2007 9:35:18 pm PST

**To:** <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>

**Subject:** IMBA trails solutions

Thank you for the E-mail. Mountain Bikers need a comprehensive trails system near Mammoth. A trail from Mammoth Lakes to June Lake with about three variations would be ideal. A trail down Dry Creek and a loop in the Knolls would be spectacular. Trails in Mammoth Meadow and the Lakes Basin would round out a world class mountain bike trails system. MMSA can best serve the Downhillers and Freeriders.

I'm honored and impressed to have this visit. MLTPA is moving in the right direction. IMBA trails solutions has worked some real miracles and offer expert trail design. We (mountain bikers) have lobbied long and hard for this concept of a complete trails system near Mammoth. This looks like the first real opportunity to envision a specific plan.

12:30 tomorrow. I will be there.

**From:** Ruthgerson@aol.com  
**Subject:** Trails & Access  
**Date:** December 27, 2006 1:25:05 pm PST  
**To:** johnwentworth@mltpa.org, kimstravers@mltpa.org

I am glad to see this organization getting started.

I have been riding my horses in Mammoth for over 30 years and remember a lot of good trails that have been lost.

**Trails** - I was so sorry to see the trail lost that went from Sierra Meadows Stables through the meadow area that is now Snow Creek and a golf course. It used to connect to Old Mammoth Rd, up past the little cemetery, and up to the lakes. The trail that goes under Mammoth Rock is apparently now the only connection. The problem is that mtn bikes displace horses using that trail, since there is nowhere to move over or see around the curves. What's the chance of resolving that situation?

**Access** - the parking for horse trailers at Agnew Meadows is quite limited. So many people have no idea of the room needed to turn around a horse trailer, or even to load a horse into one, so we are often caught in difficult situations. Is there any chance of expanding the area to accommodate rigs?

**Parking Access** - the parking at Horseshoe Lake is extremely rocky and very limited. It would not take a bulldozer very much time to expand the parking area to allow more rigs and to improve the roadway access by at least running a blade along it.

**Camping** - there used to be 7 or 8 equestrian camping sites at Agnew Meadows. Now there are 3 tiny ones, and I mean tiny. They are only for small vehicles and 2-horse trailers. The trees have been allowed to block the access to many sites that were usable. The roadway in is not user friendly either. A gooseneck trailer would have a lot of problems; and the trailers today are more gooseneck than the pull type. Mammoth has no decent places for horse camping. The stables lets people camp there, but that's a parking lot, not a nice camping site. How about increasing the camp sites for equestrians at Agnew Meadows by cutting down a lot of trees? Or perhaps finding another location where equestrians can camp? There should really be a place where 10 rigs can pull in and camp. That's not asking for a lot of space for an historical user.

If you are interested in following through with any of these ideas, please let me know and contact me. I am in Mammoth mainly in the summer, but I sometimes go up in other seasons. My phone there is 760-934-4790. I live in Agoura in the Santa Monica Mountains.

Thanks  
Ruth Gerson  
818-991-1236



21 December, 2006

John Wentworth  
PO Box 100 PMB #432  
Mammoth Lakes, CA 93546  
(sent via e-mail only)

Dear John:

John Walter shared your 11 December letter and draft Trails and Public Access Plan with me, and I apologize for my comments being late. I've been out of town much of the last month, but wanted to send you my input, in any case.

I applaud your interest and positive approach to creating an integrated trail system, and also your wish to include the community in the plan. In your list of participants in the Strategic Conference, I found that there were 3 or 4 people missing who really know the area and its trails: Mark Davis (MAMBO), John Walter and/or Bryce Wheeler (Sierra Club). I suggest that you include them in your future Strategic Conference meetings. There are others from the motorized community, as well, but my following comments will clarify why I have not mentioned these.

I retired from the Forest Service just over 1 ½ years ago, and the two positions that I held on the Inyo NF (Assistant Forest Supervisor and Special Project Coordinator), gave me great familiarity with non-Wilderness trails issues on the northern part of the Forest, in particular. In my last few years, one of my assignments included being the project leader for the ongoing 5-Step Route Designation Process (OHV), to be completed at the end of 2008. This national process began here on the Inyo in 2001 or 2002 as one of three pilot Forests in the nation.

As I wish to see you succeed in your efforts to develop a workable trails plan in a timely manner, I would offer two major comments at this stage of your plan, both of which involve motorized issues:

- Modify your plan to exclude OHV (summer motorized) issues. The rationale for this is clear, in that the Forest Service 5-Step process cannot be hurried nor short-cut, and all OHV (outside the urban limits of the Town) will be decided through the Forest Service process. The public knows that this process is on-going, and I am sure will understand the reason for your plan not addressing it.
- Modify your plan to exclude OSV (winter motorized) issues. The rationale for this is that most OSV occurs outside the urban limits of the Town in the national forest, and there is already a winter plan in place (even though we may have members of the public who may not support it or who would like to change some elements of it). Moreover, the Forest Service has the 5-Step Route Designation process as a priority to complete. It is unlikely that the FS will wish to take on a highly controversial project modifying an existing plan that offers a well-managed, groomed system, especially in light of the lack of staffing and budget constraints which the Inyo NF is presently operating under.

I appreciate your intent to be inclusive of all users, but recognizing the jurisdictional problems will help you move forward and not get bogged down. The Inyo NF website has extensive information concerning the Route Designation process, as well as information concerning the OSV groomed system.

Other comments on the draft document follow:

- P. 2 , paragraph 2: note that your participants were invitees (not open to general public).
- P. 3, paragraphs 1 and 3. You may wish to clarify the boundary definitions to include the national forest boundary and its relationship to the Town boundary and the Town Urban Limits boundary, and also note that the national forest land is covered by the Inyo National Forest Land and Resource Management Plan.
- P.3, #3. “Seamless” is an achievable goal; “jurisdiction-free” is not. Neither the Town nor the FS will abandon its jurisdiction, so consider rewording this.
- P.4, paragraph 1: I suggest noting that the GIS inventory of public access locations included some “unplanned and possibly illegal access points”.
- P. 5: The three-phased organizational process and timeline is extremely ambitious, and may prove to be unrealistic. The interagency agreements and MOU’s alone can be quite time-consuming.
- P. 6, 1.11: Defining the MLTPA partnership with Mammoth Trails will be helpful, as would a listing of member organizations and individuals. Many of us have never heard of Mammoth Trails, and are unfamiliar with its goals.
- P. 8, last paragraph. I agree with your approach as stated here, as there are always temptations to “fix” what appear to be minor problems, and if you do so, you’ll never get to the plan itself. Excellent statement, overall...
- P.10 (map): not helpful, as it was too hard to read for me
- P.11 (map): the “Porous Perimeter” and “Perimeter Edge” is national forest land, governed by federal regulations, even though it is within the Town boundary.
- P. 12 “Plan For All Trail Users”: you may wish to use a different word other than “permission” of land managers; perhaps “coordination” might be better.
- P. 12 “No Net Loss...”: this concept doesn’t apply if the access is illegal or causes resource damage. It sounds good, but you may create some expectations that land managers may not agree to. That is one of the issues that the FS is addressing in its Route Designation process.
- P. 13, Project Actions – 1: If the motorized issues are taken off the table, this may be achievable. It might be easier to do if it were to be adopted by the Town, after review and approval by the FS and County (meaning that they agree that there are no conflicts posed by the plan, but don’t have to go through the formal adoption process, which could require a federal environmental document)



- P. 13, Project Actions – 5: The Town and Forest Service have jointly produced a map for many years. You may want to use that as a base map and add to it, rather than trying to produce something brand-new.
- P. 13, Action Plan Timeline: collaboration with the public and other agencies may cause your timeline to stretch out farther into the future. Don't try to rush input, as we all need time to review and comment, and other agencies, including the FS, have many priorities and are short-staffed. It's better to have a well-accepted plan than a quick one, and acceptance takes time.

Again, I applaud your efforts to develop the plan, and encourage you to not address the motorized issues at this time..

Please feel free to call me at 924-2034 if you have any questions concerning my comments.

Sincerely yours,

/s/ **Sandy Hogan**

Sandy Hogan

Cc: Forest Service: Jon Regelbrugge, Mike Schlafmann, Nancy Erhardt, Nancy Upham  
Town of Mammoth Lakes: Skip Harvey, Rob Clark, Danna Stroud, Mark Wardlaw  
Mammoth Knolls Home Owners Ass'n: Board members; Jan Morin, John Walter

**From:** "Sandra DiDomizio" <[sdidomizio@ci.mammoth-lakes.ca.us](mailto:sdidomizio@ci.mammoth-lakes.ca.us)>  
**Date:** November 6, 2006 1:50:13 pm PST  
**To:** <[johnwentworth@mltpa.org](mailto:johnwentworth@mltpa.org)>, <[kimstravers@mltpa.org](mailto:kimstravers@mltpa.org)>  
**Subject:** Trails plan - suggestions

Kim, John,

Thank you for an informative and exciting evening last Saturday.

I guess I represent the young (early - late 30's) professional household with young children. Our friends in town are pretty a-political - don't attend Council meetings, rarely volunteer for events, don't get involved much....but they were pretty eager and excited to attend your meeting, which I think says a lot about what our community wants and needs.

Anyways, I wanted to provide my suggestions in writing:

1. During the planning process, I suggest that you have representatives from all our Commissions involved, particularly the Public Arts Commission. I think they have been trying to identify projects for a while...and this would give them great opportunities (a la that UK trail that Jeff showed us).
2. Many special events in town have to use multiple venues because we don't have any one large venue, and parking is limited. A trail system connecting our special event venues is really needed. Furthermore, maybe the trail could incorporate event venues in its design (ie; amphitheater). Maybe you can convince the Town to grade the Bell-shaped Parcel for events and then run the trail through it.

Good luck. Please add me to your distribution list, and I will volunteer to help produce any inaugural event when the time is right.

Sandra

Sandra Di Domizio  
Special Events Manager  
Town of Mammoth Lakes - Tourism & Recreation

Ph: 760-934-2712, ext. 215

Ph: 1-800-367-6572, ext. 215

Cell: 760-417-2005

Fax: 760-934-7066

[www.visitmammoth.com](http://www.visitmammoth.com) <<http://www.visitmammoth.com/>>



**From:** Rob Neithart <[rneithart@yahoo.com](mailto:rneithart@yahoo.com)>

**Date:** October 31, 2006 7:43:06 pm PST

**To:** [kimstravers@mltpa.org](mailto:kimstravers@mltpa.org), [johnwentworth@mltpa.org](mailto:johnwentworth@mltpa.org)

**Subject:** MLTPA summit

Hi Kim and John,

I'm a non-resident Mammoth homeowner and have a strong interest in the trail network around Mammoth Lakes. I've just become aware of MLTPA and the summit being held on the weekend of 3-5 November. Unfortunately, I will not be able to attend in person.

The goal of establishing a quality trail network on public lands around Mammoth strikes me as very worthwhile, and frankly, long overdue. To the best of my ability, I'm willing to contribute both time and money to achieve this goal.

But seeing that a representative from the Sierra Fund will help "facilitate" the discussions at the summit gives me pause. In addition to hiking and mountain biking, I am an avid OHV enthusiast and have been enjoying the trail network around Mammoth for decades. As I'm sure you know, OHV use is a very popular form of both winter and summer recreation in the Inyo national forest around Mammoth.

Organizations like the Sierra Fund are not known for their willingness to embrace **all** forms of legal recreation on public lands, just those they feel are compatible with their particular agendas. Most are outright hostile to motorized recreation on public lands.

**Is MLTPA going to be a "big tent" effort that welcomes both non-motorized and motorized trail users?** If so, I'd very much like to get more involved. Please let me know.

Thanks.

Rob Neithart  
Pasadena, CA

**From:** "Jim Temple" <[jtemple@mammothpet.com](mailto:jtemple@mammothpet.com)>

**Date:** September 29, 2006 5:39:34 pm PDT

**To:** <[mltpa.news@mltpa.org](mailto:mltpa.news@mltpa.org)>

**Subject:** Disc Golf in Mammoth

Why isn't there an established disc golf course in Mammoth? Sure, there are several object courses scattered around the area played by various groups of people. However, due to their unofficial nature, they are either unmarked or poorly marked so only someone who already knows the course can play it. Look at virtually any major ski resort in Colorado and disc golf is a standard Summer activity. The Lake Tahoe area boasts 4 courses. Even little Mountain High has a spectacular 27 hole course. But here, at the premier ski area in California, nothing. An attempt was made in the Summer of 2004 to install a course at the Sledz snowplay area only to be shot down by the Forest Service after the final design was submitted for approval. This Summer, to save myself from constant trips to Tahoe, I laid out an object course at Shady Rest. I marked it reasonably well, so people unfamiliar with the layout would be able to find their way around. This worked reasonably well, as some golfers in from Las Vegas back in July, were able to find and play 19 of the 20 holes there without a guide. Unfortunately, it has not seen the amount of use I had hoped for due to the fact that it's unofficial nature precludes me from advertising it's existence. Which brings me to why I am writing to you. A friend suggested that I register the course with the MLTPA in order to give it some validity, attract more of a player base and hopefully, to someday become an official recreation resource for the town. I would be more than happy to show the course to any members of your group who are interested. Please let me know if you have any questions.

Thank you,

Jim Temple



**From:** [Janine.Butler@deluxe.com](mailto:Janine.Butler@deluxe.com)

**Date:** September 7, 2006 8:16:51 am PDT

**To:** [volunteer@mltpa.org](mailto:volunteer@mltpa.org)

**Cc:** [Lila.B.Haroldsen@deluxe.com](mailto:Lila.B.Haroldsen@deluxe.com)

**Subject:** Trail Access Project

Hello

We are part time residents in the Mammoth Knolls neighborhood. We spend about 1 week per month here. Our cabin is at the top of the Knolls and backs up to forest land. I am very interested in the trail access project.

In my opinion I think we already have a little problem because there are dirt bikes and snowmobiles zooming around right behind my house. I cannot even take a walk with my dogs for fear of being run over sometimes.

So I would like to be on the committee to identify **safe** and **logical** access to the trails, but not through my yard.

Please include me on any correspondence so I can participate on the team.

Thank you very much

Janine Butler

Phone: 818-717-9202 Mammoth Phone 760-934-1926

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