

Chapter 8: Schedule of Events

MLTPA worked with the consultants and the Town of Mammoth Lakes to organize a variety of different sessions, both public and private, during which the consultants would have the opportunity to collect information from the community as well as from local agencies. The public schedule—available on the CAMP: WINTER mini-site (a featured component of the MLTPA website) as well as in takeaway form at the Exhibit Hall/Base CAMP—was designed to achieve optimal participation from the community, considering the typical work hours of a mountain resort town. Private sessions were noted on a separate grid shared only with CAMP Partners, and invitees were notified only of the date, time, and location of the session(s) to which they were invited. Please see Chapter 9, “Session Information,” for details on participation, structure, results, and other information.

CAMP: WINTER SCHEDULE OF EVENTS
Events, speakers, and times are subject to change.

	THURSDAY FEB. 7	FRIDAY FEB. 8	SATURDAY FEB. 9	SUNDAY FEB. 10	MONDAY FEB. 11	TUESDAY FEB. 12
8:00 a.m. to 9:00 a.m.						
9:00 a.m. to 10:00 a.m.						
10:00 a.m. to 11:00 a.m.				8:00 a.m. to 11:30 a.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge		
		9:00 a.m. to 12:00 p.m. PORTAL TOUR Meet at TOML Visitor Center	9:00 a.m. to 12:00 p.m. PORTAL TOUR Meet at TOML Visitor Center			
11:00 a.m. to 12:00 p.m.	11:00 a.m. to 11:45 a.m. LISTENING SESSION: "WINTER RECREATION, NON-MOTORIZED" Suite Z	10:30 a.m. to 11:15 a.m. LISTENING SESSION: "WINTER RECREATION, NON-MOTORIZED" Suite Z	8:00 a.m. to 11:30 a.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge	11:30 a.m. to 1:30 p.m. BRING YOUR LUNCH TO THE EXHIBIT HALL! Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge	8:00 a.m. to 4:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge	8:00 a.m. to 3:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge
12:00 p.m. to 1:00 p.m.			11:30 a.m. to 1:30 p.m. BRING YOUR LUNCH TO THE EXHIBIT HALL! Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge			
1:00 p.m. to 2:00 p.m.	1:00 p.m. to 3:00 p.m. WALKING TOUR Meet at TOML Visitor Center		1:00 p.m. to 3:00 p.m. WALKING TOUR Meet at TOML Visitor Center	1:30 p.m. to 4:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge		
2:00 p.m. to 3:00 p.m.						
3:00 p.m. to 4:00 p.m.						
4:00 p.m. to 5:00 p.m.	12:00 p.m. to 8:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge	3:30 p.m. to 4:15 p.m. LISTENING SESSION: "WINTER MOBILITY" Suite Z	2:00 p.m. to 5:00 p.m. TRAILS NETWORK WORKSHOP: "RECREATION" Suite Z			
5:00 p.m. to 6:00 p.m.						
6:00 p.m. to 7:00 p.m.		6:00 p.m. to 8:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge	6:00 p.m. to 8:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge		6:00 p.m. to 8:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center, Main Lodge	
7:00 p.m. to 8:00 p.m.	6:30 p.m. to 8:00 p.m. OPENING RECEPTION Exhibit Hall Mountainside Conference Center, Main Lodge	6:30 p.m. to 8:00 p.m. FEATURED PRESENTATION: "FOUR SEASON TRAILS: HOW COMMUNITIES AROUND THE WORLD GET IT DONE." PRESENTER: JOE KLEIN, TRAIL SOLUTIONS Exhibit Hall Mountainside Conference Center, Main Lodge	6:30 p.m. to 8:00 p.m. FEATURED PRESENTATION: "THE TOURISM AND RECREATION ECONOMY" PRESENTER: EMLYN SHEFFIELD Exhibit Hall Mountainside Conference Center, Main Lodge		6:30 p.m. to 8:00 p.m. NEXT STEPS PRESENTATION Exhibit Hall Mountainside Conference Center, Main Lodge	

	TUESDAY FEB. 5	WEDNESDAY FEB. 6	THURSDAY FEB. 7	FRIDAY FEB. 8	SATURDAY FEB. 9	SUNDAY FEB. 10	MONDAY FEB. 11	TUESDAY FEB. 12	WEDNESDAY FEB. 13
8:00 9:00 a.m.					8:00 a.m. to 9:00 a.m. MLTPA TEAM BREAKFAST	8:00 a.m. to 9:00 a.m. MLTPA TEAM BREAKFAST	8:00 a.m. to 9:00 a.m. MLTPA TEAM BREAKFAST	8:00 a.m. to 9:00 a.m. MLTPA TEAM BREAKFAST	
9:00 10:00 a.m.			9:00 a.m. to 9:45 a.m. LISTENING SESSION: "WINTER MOBILITY" (TS & Alta) Suite Z	9:30 a.m. to 10:15 a.m. LISTENING SESSION: "WINTER MOBILITY" (TS & Alta) Suite Z	8:00 a.m. to 11:30 a.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge	8:00 a.m. to 11:30 a.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge			
10:00 11:00 a.m.		9:00 a.m. to 12:00 p.m. SETUP OF 4 INTERNET LINES AND 1 PHONE LINE MMSA Main Lodge	10:00 a.m. to 10:45 a.m. LISTENING SERVICES: "EMERGENCY SERVICES" (AGENCY)" (TS & Alta) Suite Z	9:00 a.m. to 12:00 p.m. PORTAL TOUR (TS & Alta) Meet at TOML Visitor Center	9:00 a.m. to 12:00 p.m. PORTAL TOUR (TS & Alta) Meet at TOML Visitor Center	8:00 a.m. to 4:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center Main Lodge	8:00 a.m. to 4:30 p.m. Exhibit Hall Information Registration, Information, Online Surveys Main Lodge	8:00 a.m. to 12:00 p.m. BREAKDOWN OF EXHIBITS MLTPA Main Lodge	
11:00 a.m. 12:00 p.m		9:00 a.m. to 12:00 p.m. FINISH SETUP MLTPA Main Lodge	11:00 a.m. to 11:45 a.m. LISTENING SESSION: "WINTER RECREATION, MOTORIZED" (TS & Alta) Suite Z	10:30 a.m. to 11:15 a.m. LISTENING SESSION: "WINTER RECREATION, NON MOTORIZED" (TS & POSSIBLY ALTA) Suite Z	12:00 p.m. to 1:00 p.m. Cimarron XC riding at Shady Rest Cimarron XC riding at Shady Rest	11:30 a.m. to 1:30 p.m. EXHIBIT HALL OPEN AS PUBLIC LUNCH Registration, Information, Online Surveys Main Lodge	8:00 a.m. to 3:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge		
12:00 1:00 p.m.		9:00 a.m. to 5:00 p.m. SETUP OF EXHIBIT PANELS AND LIGHTING MLTPA Main Lodge	12:00 p.m. to 1:00 p.m. MLTPA TEAM LUNCH Suite Z	12:00 p.m. to 1:00 p.m. MLTPA TEAM LUNCH Suite Z	12:00 p.m. to 1:00 p.m. Cimarron Snowshoe Naturalist Tour with Jo Bacon Tamarack XC Ski Center	12:00 p.m. to 1:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge	12:00 p.m. to 1:00 p.m. MLTPA TEAM LUNCH Main Lodge	12:00 p.m. to 1:00 p.m. MLTPA TEAM LUNCH	
1:00 2:00 p.m.		12:00 p.m. to 3:00 p.m. SETUP AND TESTING OF AV EQUIPMENT: MULTIMEDIA AND SCREEN, WIRELESS MICROPHONE, LAPEL MICROPHONE, LASER POINTER MMSA Main Lodge	1:00 p.m. to 3:00 p.m. LISTENING SESSION: "SCHOOLS" (TS & Alta) Mammoth High School	1:00 p.m. to 3:00 p.m. WALKING TOUR (TS & Alta) Meet at TOML Visitor Center	1:00 p.m. to 3:00 p.m. WALKING TOUR (TS & Alta) Meet at TOML Visitor Center	1:30 p.m. to 4:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge	1:30 p.m. to 4:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge		
2:00 3:00 p.m.		12:30 p.m. to 5:00 p.m. SETUP OF TABLES, STAIRS, POWER DISTRIBUTION, DOWNERS FOR ENTIRE LIGHTING GRID MMSA Main Lodge	3:00 p.m. to 4:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge	3:30 p.m. to 4:15 p.m. LISTENING SESSION: "WINTER MOBILITY" (TS & Alta) Suite Z	3:00 p.m. to 4:00 p.m. CONSULTANTS MOVE INTO TALLUS		3:00 p.m. to 5:00 p.m. TEAM REVIEW OF NEXT STEPS PRESENTATION Tallus		
3:00 4:00 p.m.		3:00 p.m. to 4:00 p.m. SOUNDWAY CHECK MMSA/MLTPA Main Lodge							
4:00 5:00 p.m.									
5:00 6:00 p.m.			5:00 p.m. to 6:30 p.m. VIP OPENING RECEPTION Main Lodge	5:30 p.m. to 6:30 p.m. MLTPA TEAM DINNER	5:30 p.m. to 6:30 p.m. MLTPA TEAM SMACK	5:00 p.m. to 7:30 p.m. CONSULTANT WORKING DINNER Tallus	5:30 p.m. to 6:30 p.m. MLTPA TEAM DINNER	5:30 p.m. to 6:30 p.m. SECURITY SWEEP (secure audio visual, computers, etc.) MMSA	
6:00 7:00 p.m.	6:00 p.m. to 8:00 p.m. LOAD IN OF EXHIBIT PANELS AND MATERIALS (will need shed support) Main Lodge		6:30 p.m. to 8:00 p.m. OPENING RECEPTION Main Lodge	6:00 p.m. to 8:30 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Mountainside Conference Center Main Lodge	6:30 p.m. to 8:00 p.m. FEATURED PRESENTATION: "THE FOUR SEASONS TRAILS: HOW COMMUNITIES ARE SHAPING OUR FUTURE" PRESENTER: EMILYN SHEFFIELD Main Lodge	6:00 p.m. to 8:00 p.m. EXHIBIT HALL OPEN: Registration, Information, Online Surveys Main Lodge	6:30 p.m. to 8:00 p.m. NEXT STEPS PRESENTATION Main Lodge		
7:00 8:00 p.m.									
8:00 9:00 p.m.			8:30 p.m. to 9:30 p.m. SECURITY SWEEP (secure audio visual, computers, etc.) MMSA Main Lodge	8:30 p.m. to 9:30 p.m. SECURITY SWEEP (secure audio visual, computers, etc.) MMSA Main Lodge	8:30 p.m. to 9:30 p.m. SECURITY SWEEP (secure audio visual, computers, etc.) MMSA Main Lodge	8:30 p.m. to 9:30 p.m. SECURITY SWEEP (secure audio visual, computers, etc.) MMSA	8:30 p.m. to 9:30 p.m. SECURITY SWEEP (secure audio visual, computers, etc.) MMSA		
9:00 10:00 p.m.									
10 00 10:30 p.m.									
Events, speakers and times are subject to change.									
Key:									

MLTPA CAMP: SUMMER Staffing Overview

EVENT	Date/Time	Location	REGISTRATION/TOURS	MLTPA	TRAILS SOLUTIONS	ALTA	TOML	OTHER
Listening Session - USFS (Agency)	2/7 9:00-9:45 a.m.	Suite Z	Reg: Dana (8:30-12:00)	John	Cimarron, Joey	Matt	Steve	
Listening Session - Emergency Services (Agency)	2/7 10:00-10:45 a.m.	Suite Z	Reg: Dana (8:30-12:00)	John	Cimarron, Joey	Matt	Steve	
Listening Session - Winter Recreation, Motorized	2/7 11:00-11:45 a.m.	Suite Z	Reg: Dana (8:30-12:00)	John	Cimarron, Joey	Matt	Steve	
Base CAMP Registration & Information Open/Exhibit Hall	2/7 12:00-8:00 p.m.	MCC	Reg: Kristy (11:30-4:30) Tours: Kim (12:00-4:30)	Kim (9:00 - TBD)				Set Up: Jen (8:00 - 12:00) Kristy (8:00 - 12:00)
Listening Session - Schools	2/7 1:00-3:00 p.m.	High School	N/A	John	Cimarron	Jeff		
VIP Opening Reception	2/7 5:00-6:30 p.m.	MCC	Reg: Kristy (4:30-8:00) Dana (4:30-7:00)	John, Jen, Rebecca	Cimarron, Joey	Jeff, Matt	Steve (will come late)	
Opening Reception	2/7 6:30-8:00 p.m.	MCC	Tours: Kim (4:30-8:00) Jay (4:30-8:00)	John, Jen, Rebecca	Cimarron, Joey	Jeff, Matt	Steve (will come late)	Meeting at Suite Z: Jo Bacon
Base CAMP Registration & Information Open/Exhibit Hall	2/8 8:00 a.m. - 4:30 p.m. 6:00-8:30 p.m.	MCC	Reg: Kim (7:30-10:00) Jen (10:00-4:30) Tours: Jay (8:00-12:00) Rebecca (12:00-4:30)					
Portal Tour	2/8 9:00 a.m. - 12:00 p.m.	TOML Visitors' Center	Reg: Dana (8:15-9:30) Malcolm Clark (8:15-9:30)	TBD/BOD	Cimarron	Jeff	Steve	
Listening Session - Winter Mobility (Agency)	2/8 9:30-10:15 a.m.	Suite Z		John	Matt	Joey	TBD	
Listening Session - Winter Recreation - Non-Motorized	2/8 10:30-11:15 a.m.	Suite Z	Reg: Kristy (8:30-12:30) Dana (9:30-12:15??)	Kim	Matt	Joey	TBD	
Listening Session - Winter Recreation - Backcountry	2/8 11:30 a.m. - 12:15 p.m.	Suite Z		Kim	Matt	Joey	TBD	

MLTPA CAMP: SUMMER Staffing Overview

Walking Tour	2/8	TOML Visitors' Center	Reg: Dana (12:15-1:30) Kristy (12:30-1:30)	Jo Bacon Kim	Cimarron	Matt, Jeff (1 hour)	Steve
Listening Session - Winter Mobility (Public)	2/8	Suite Z	Reg: Kristy (2:45-4:30) Reg: Dana (6:00-8:30) Sharon Clark (6:00-7:00)	Jo Bacon	Cimarron	Matt	Steve
Featured Presentation: Joey Klein	2/8	MCC	Tours: Kim (6:00-6:30)	John	Joey, Cimarron		Steve
Base CAMP Registration & Information	2/9		Reg: Jen (7:30-2:00) Kristy (11:00-4:30) Tours: TBD (8:00-2:00) Jay (11:00-1:00) Jo (1:00-4:30)				
Open & Exhibit Hall	2/9	MCC	Reg: Dana (8:15-9:30) Kristy (8:15-9:30)	Jo Bacon Kim	Joey	TBD	TBD
Portal Tour	2/9	TOML Visitors' Center	Reg: Dana (12:15-1:30) TBD (12:30-1:30)	Jay, Dana	(covered by MLTPA/Town)	(covered by MLTPA/Town)	Steve
Walking Tour	2/9	MCC - Breakout Room	Reg: Kristy & Jen	Kim, John			
Mammoth Trails Session 1	2/9	Suite Z	Reg: Dana (1:30-5:00 - with break)	TBD/BOD	Joey, Cimarron		TBD
Trails Network Workshop - Recreation	2/9	Suite Z	Reg: Dana (6:00-8:00) Sharon Clark (6:00-7:00)			Matt, Jeff	Steve
Trails Network Workshop - Mobility	2/9	Suite Z	Tours: Kim (6:00-6:30)	John			Danna
Keynote Speaker - The Recreation Economy	2/9	MCC	Reg: Kristy (7:30-4:30) TBD (11:00-2:00) Tours: TBD (8:00-2:00) TBD (11:00-4:30)				
Base CAMP Registration & Information	2/10	MCC	Reg: Kristy (6:00-8:00) if needed	Kim, John			
Open & Exhibit Hall	2/10	MCC					
Mammoth Trails Session 2	2/10	MCC					

MLTPA CAMP: SUMMER Staffing Overview

Base CAMP Registration & Information Open & Exhibit Hall	2/11 8:00 a.m. - 4:30 p.m. 6:00-8:30 p.m.	MCC	Reg: Dana (7:30-4:30) Tours: Rebecca (8:00-12:00) Jo (12:00 - 4:30)					
Next Steps Presentation	2/11 6:30-8:00 p.m.	MCC	Reg: Dana (6:00-8:00) Sharon Clark (6:00-7:00) Tours: Kim (6:00-6:30)	John, Rebecca	Cimarron, Joey	Matt, Joey	Steve	
Base CAMP Registration & Information Open & Exhibit Hall	2/12 8:00 a.m. - 3:30 p.m.	MCC	Reg: Kristy (7:30-12:30) Dana (12:30-3:30) Tours: TBD (8:00-12:00) Kim (12:00-3:30)					

Chapter 9: Session Information

The consultants developed each session's goal and structure, with MLTPA and the Town of Mammoth Lakes providing local knowledge, facility information, and descriptions of potential participants.



CAMP: WINTER Event Information

Thursday, February 7, through Tuesday, February 12

EXHIBIT HALL/BASE CAMP

See Schedule of Events for details

Mountainside Conference Center, Main Lodge

Informational and interactive exhibits will be on display throughout the event, and MLTPA staff will be on hand all week to field questions and receive feedback.

Computer stations will be set up so that participants may take the CAMP: SUMMER and CAMP: WINTER trail surveys. Displays will include maps and planning exhibits, photos, and instructional materials related to winter trail types, GIS planning data, and winter travel/snow removal. Come to the Registration Desk to enjoy a guided tour of the Exhibit Hall, or pick up a copy of the Self-Guided Tour.

Suggested participants: Open to all

Capacity: No limit

Thursday, February 7

LISTENING SESSION: WINTER RECREATION, MOTORIZED

11:00 a.m. to 11:45 a.m.

Suite Z

Planning consultants from the Trail Solutions team will lead an informal focus group comprised of community members who are passionate about motorized winter recreation. The session is designed so that Trail Solutions can better comprehend the specific needs and challenges of this particular group as they relate to multi-use trails, staging areas, and recreation.

Suggested participants: Snowmobilers

Capacity: 16

OPENING RECEPTION

6:30 p.m. to 8:00 p.m.

Exhibit Hall, Mountainside Conference Center, Main Lodge

While enjoying cocoa and cookies, the public will have the opportunity to meet planning consultant team members from Alta Planning + Design and Trail Solutions, MLTPA staff and Board members, and other CAMP Partners. An overview of the week's activities will be provided, as well as introductions to the CAMP Team. Participants also may register for additional sessions, and take the CAMP: WINTER and CAMP: SUMMER trail surveys, at this time.

Suggested participants: Open to all

Capacity: No limit

Friday, February 8

PORTAL TOUR

9:00 a.m. to 12:00 p.m.

Meet at the Visitors' Center

Consultants from Trail Solutions and Alta Planning + Design will host a Town Trolley tour through Mammoth Lakes, identifying existing winter public-travel routes—both the Mammoth Lakes Trail System and public-transportation routes—and the recreation access points to which they connect.

Suggested participants: Open to all

Capacity: 25

LISTENING SESSION: WINTER RECREATION, NON-MOTORIZED

10:30 a.m. to 11:15 a.m.

Suite Z

Planning consultants from the Trail Solutions team will lead an informal focus group comprised of community members who are passionate about non-motorized winter recreation. The session is designed so that Trail Solutions can better comprehend the specific needs and challenges of this particular group as they relate to multi-use trails, access points to public lands, and recreation.

Suggested participants: Front-country snowshoers and Nordic skiers, ice fishermen, on-lake ice skaters, in-town winter walkers/pet walkers, snowplayers (tubing, sledding, etc.)

Capacity: 16

LISTENING SESSION: WINTER RECREATION, NON-MOTORIZED BACKCOUNTRY

11:30 a.m. to 12:15 p.m.

Suite Z

Planning consultants from the Trail Solutions team will lead an informal focus group comprised of community members who are passionate about non-motorized winter recreation in the backcountry. The session is designed so that Trail Solutions can better comprehend the specific needs and challenges of this particular group as they relate to multi-use trails, access points to public lands, and recreation.

Suggested participants: Winter campers, biathletes, dog sledders, ice climbers, backcountry skiers and snowboarders, backcountry snowshoers and Nordic skiers

Capacity: 16

WALKING TOUR

1:00 p.m. to 3:00 p.m.

Meet at Visitors' Center

Consultants from Trail Solutions and Alta Planning + Design will host a walking tour through Mammoth Lakes, identifying existing winter public-travel routes—on the Mammoth Lakes Trail System and on sidewalks—and providing information

about snow removal as it's related to Business Assessment Districts (BADs), Safe Routes to School, and grooming for non-motorized travel.

Suggested participants: Open to all

Capacity: No limit

LISTENING SESSION: WINTER MOBILITY

3:30 p.m. to 4:15 p.m.

Suite Z

Planning consultants from the Trail Solutions and Alta Planning + Design teams will lead an informal focus group comprised of community members who are interested in snow removal and feet-first winter mobility in town. The session is designed to collect and disburse, in a moderated environment, information about current grooming and snow maintenance, feet-first travel, and wintertime public transit.

Suggested participants: Open to all. In-town Nordic skiers, snowshoers, and walkers/pet walkers, as well as those in neighborhoods that interface with Mammoth Mountain Ski Area, may wish especially to participate.

Capacity: 16

FEATURED PRESENTATION: "FOUR-SEASON TRAILS: HOW COMMUNITIES AROUND THE WORLD GET IT DONE"

Presenter: Joey Klein, Trail Solutions

6:30 p.m. to 8:00 p.m.

Exhibit Hall, Mountainside Conference Center, Main Lodge

This presentation by world-renowned trails designer Joey Klein will take the audience on a tour of five continents, highlighting the history and meaning of why we love trails, how communities deal with their own unique geographies (balancing seasonal and geological challenges), and heroic tales of how citizen groups have come together to make their own dreams a reality—just as Mammoth is doing now.

Suggested participants: Open to all

Capacity: No limit

Saturday, February 9

PORTAL TOUR

9:00 a.m. to 12:00 p.m.

Meet at the Visitors' Center

Consultants from Trail Solutions and Alta Planning + Design will host a Town Trolley tour through Mammoth Lakes, identifying existing winter public-travel routes—both the Mammoth Lakes Trail System and public-transportation routes—and the recreation access points to which they connect.

Suggested participants: Open to all

Capacity: 25

WALKING TOUR

1:00 p.m. to 3:00 p.m.

Meet at Visitors' Center

Consultants from Trail Solutions and Alta Planning + Design will host a walking tour through Mammoth Lakes, identifying existing winter public-travel routes—on the Mammoth Lakes Trail System and on sidewalks—and providing information about snow removal as it's related to Business Assessment Districts (BADs), Safe Routes to School, and grooming for non-motorized travel.

Suggested participants: Open to all

Capacity: No limit

TRAILS NETWORK WORKSHOP: RECREATION

2:00 p.m. to 5:00 p.m.

Suite Z

Using base maps of existing trails and play areas, participants will work closely with planning consultants from Trail Solutions to evaluate existing wintertime connections to recreation on public lands, discuss potential new links and other improvements to the current system, and brainstorm about trail amenities such as trailheads and signage within the frontcountry area adjacent to the community.

Suggested participants: Participants in all wintertime outdoor recreation activities

Capacity: 16

TRAILS NETWORK WORKSHOP: MOBILITY

2:00 p.m. to 5:00 p.m.

Suite Z

Using base maps of existing trails and routes, participants will work closely with planning consultants from Alta Planning + Design to evaluate existing wintertime feet-first and public transit systems and how they connect to services and neighborhoods, to favorite recreation and leisure areas, and for safe routes to school and work. There will also be discussion of potential new links, enhanced amenities such as signage and wayfinding, bus stops, and other safety enhancements.

Suggested participants: Open to all. In-town Nordic skiers, snowshoers, and walkers/pet walkers, as well as those in neighborhoods that interface with Mammoth Mountain Ski Area, may wish especially to participate.

Capacity: 16

FEATURED PRESENTATION: "THE TOURISM AND RECREATION ECONOMY"

Presenter: Emilyn Sheffield

6:30 p.m. to 8:00 p.m.

Exhibit Hall, Mountainside Conference Center, Main Lodge

Dr. Emilyn Sheffield is a professor of Parks, Tourism, and Recreation at CSU Chico. She will be discussing the opportunities and challenges of a tourism- and recreation-based economy, as opposed to more traditional models such as manufacturing or public sector.

Suggested participants: Open to all

Capacity: No limit

Sunday, February 10

EXHIBIT HALL OPEN. NO SCHEDULED SESSIONS.

Monday, February 11

NEXT STEPS PRESENTATION

6:30 p.m. to 8:00 p.m.

Exhibit Hall, Mountainside Conference Center, Main Lodge

A presentation and question-and-answer session focused on the lessons and information learned from the week's workshops and listening sessions, and how CAMP: WINTER connects to CAMP: SUMMER and the CAMP process as a whole. Information will be provided concerning how the public can stay informed and involved in the planning process, which planning steps are still to come, when citizens can expect a draft plan, and how to make that plan a reality.

Suggested participants: Open to all

Capacity: No limit

USFS Agency Listening Session



Session participants



Session participants

Emergency Services Listening Session



Session participants



Session participants

Motorized Winter Recreation Listening Session



Session participants



Session participants

Opening Reception



Registration Desk at the Exhibit Hall

Friday Portal Tour



Portal Tour participants waiting to depart



Portal Tour participants

Winter Mobility Agency Listening Session



Session participants



Session participants

Non-Motorized Winter Recreation Listening Session



Brian Knox (Mammoth Nordic) speaks to session participants.



Hank Garretson (Eastern Sierra Nordic Ski Association) speaks to session participants.

Backcountry Winter Recreation Listening Session



Dr. Mike Karch speaks with session participants.



Session participants

Friday Walking Tour



Steve Speidel (TOML) prepares participants for the Walking Tour.



Walking tour participants on the Main Path

Winter Mobility Public Listening Session



Jeff Olson (Alta Planning + Design) leads the listening session.



Session participants

Featured Presentation: Joey Klein

Saturday Portal Tour



Joey Klein (Trail Solutions) and John Walter (Advocates for Mammoth) discuss the portal at Sherwin Creek Road.



Portal Tour participants

Saturday Walking Tour



Steve Speidel (TOML) and walking tour participants



Brian Knox (Mammoth Nordic) shows off the Mammoth Nordic Groomer.

Mammoth Trails Session



Mammoth Trails round-table discussion



Mammoth Trails organizational development participants

Trails Network Workshop: Recreation



Joey Klein (Trail Solutions) and workshop participants



Workshop participants

Trails Network Workshop: Mobility



Workshop participants

Mammoth Trails Session #2



Mammoth Trails participants

Next Steps Presentation



Jeff Olson (Alta Planning + Design) speaks at the Next Steps presentation.



Cimarron Chacon (Trail Solutions) speaks at the Next Steps presentation.



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: JOHN WENTWORTH

Tour Name: USFS GIBSON - THURSDAY 9:00 AM

Number of people who participated in tour: 3 USFS / 2 TS / 2 ATA PLANNED

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

AGENCY GIBSON

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.

CAMP: WINTER

Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jo Bacon

Tour Name: Walking Tour 1pm 2/8

Number of people who participated in tour: 7 + ⁶ staff (some not full tour)

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

need snow poles on main path by VC
snowmobile in wrong area

tunnel - no resources to clear - CalTrans

Sierraville Cutoff - end of plowing & "lake"

Nardon - private donations funding for equip
envir friendly ^{same eq} at Spooner in NV soon - not a snowcat
need 1 "brand" for trails, jurisdictional issues
pilot program with thermoplastic? or "speed bump"

SierraPk bike lane, not contin. sidewalk

Tavern Rd - parking backs into road

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.

xwalk lights not working
bus stop OMR - not have map, say free
by Hosp - Peter in street - too much slush
shady side of Tavera - too much ice
bus stops in cave; had to tow Peter up Taver
Main & OMR - no priority down to Sawmill Cut off
main path & S.C. competing plows

FRIDAY FEB. 8TH AND SATURDAY FEB 9TH, 1 p.m. to 3 p.m.

WALKING TOUR - *Group meets at TOML Visitors' Center and walks the following route:*

- 1. Start at Visitors' Center. Walk west on Main Path.**
 - *Observe Main Path treatment.*
- 2. Stop at MLTS tunnel connecting pathway underneath Hwy. 203.**
 - *Observe condition of north end of tunnel; observe available path system.*
- 3. Continue west on Main Path to Sawmill Cutoff Road.**
- 4. Head north on Sawmill Cutoff Road. Turn west, then south, into USFS property. Stop at USFS Garage.**
 - *View grooming equipment used by Mammoth Nordic and ~~USFS.~~*
- 5. Go back to Sawmill Cutoff Road and head south to Hwy. 203. Cross Hwy. 203 to Sierra Park Road.**
- 6. Continue south along the west side of Sierra Park Road.**
 - *Observe bike lane as pedestrian walkway.*
- 7. Turn west on Tavern Road.**
 - *Observe that there is no walkway, and also note the back-out parking onto the right of way.*
- 8. At Sierra Manor Road (mid-block), cross over to the sidewalks adjacent to the Park-n-Ride (south side of Sierra Manor Road).**
 - *Observe the Park-n-Ride.*
- 9. Continue west on Tavern Road. Turn south on Old Mammoth Road.**
 - *Observe the cleared and plumbed-for-future-heating sidewalks.*
- 10. At Meridian Boulevard, stop and look west (no need to cross street).**
 - *Observe sidewalks and transition to no sidewalks (cleared bike lane).*
- 11. Head east on Meridian Boulevard to Sierra Park Road.**
 - *Observe sidewalk conditions to high school and cleared Main Path.*
 - *Address Safe Routes to Schools.*
- 12. Turn north on Sierra Park Road to Tavern Road.**
- 13. Turn west on Tavern Road. Continue on bike lane to Old Mammoth Road.**
- 14. Turn north on Old Mammoth Road. Stop at intersection of Hwy. 203 and Old Mammoth Road.**
 - *Observe access to north-side and south-side sidewalks.*
- 15. Cross Hwy. 203 at Old Mammoth Road. Head east along Hwy. 203 to Sawmill Cutoff Road.**
- 16. Turn north on Sawmill Cutoff Road. Turn east on Main Path and follow back to Visitors' Center.**

CAMP: WINTER

Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: KIM STRAVER

Tour Name: WALKING TOUR → FRIDAY, FEB. 8

Number of people who participated in tour: ~~5~~ ~~4~~ ~~3~~ ~~2~~ ~~1~~ + STEVE SPEIDEL CARMON C.
JO BACON JEFF OLSON
KIM STRAVER PETER AXELSON

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

- Sawmill cutoff rd was a lake
- snowmobile tracks over snow through tunnel; "need better signage"
- excellent talk by Brian Knox → started machine → "Sounds like a sewing machine!"
- Peter Axelsson commented that in Nevada, they have just been given the green light to purchase the same machinery
- lots of discussion about the large number of partners needed to make Mammoth Nordic's growing happen
- "I'll be damned - even locals are clearing something!"
- geothermal sidewalk
- no signs tell you transportation is free

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.

"If we could invest in sidewalks what we spend on snow removal..."

- NEED TO MAKE SURE BRIAN KEEPS IT SHORT & SWEET.
- Matt makes a good point: "Part of the purpose of this plan is to set priorities."



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jo Bacon

Tour Name: Winter Mobility Listening - 2/8 332415

Number of people who participated in tour: 12

staff Jo Cimarron, Jeff, Steve Spade

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

intro comments: don't feel safe walking in winter; get around better; like snowmobiling & dog walking;

Jeff - success in intro to buses in winter (from cars) - feels like "can't get snow out of the way fast enough"

issues: want to hear As, etc. in town

① driving up Meridian w/peds in street, slippery ice would walk/snowshoe down Meridian if possible needs to be useful trail in winter in new re-design; not so Calif car-based mentality; access to condos icy, not aesthetic, no buffer

② walking tour - not fun sidewalks, not wide enough, McPark not plowed for winter access - disconnected

③ steep hills - Davison is "toboggan hill", no transit there

④ priority - plow sidewalks/bike lanes first in Denmark also Park City; need transits in short loops, wide sidewalks

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name:

Tour Name:

Number of people who participated in tour:

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

- ⑪ increase use of buses by increasing frequency over bus shelters; attractive shelters as part of signage theme in Zion;
- ⑫ out at Snowcreek 5 but not close enough to transit - if had it, would use it; could change if convenient;
- ⑬ idea of skiing lane on Meridian (Jeff thru this out) w/bus or chair lift up/ski down? build separations out of snow
- ⑭ get snow easements e.g. Golf Courses (Cimarron) do we have open areas to do it? Maintenance as snow softens is a problem

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: KIM STRAVERG

Tour Name: PORTAL TOUR, SATURDAY, FEB 9th

Number of people who participated in tour: 3 ⊕ JO BACON
JOEY KLEIN
KIM STRAVERG

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

- * discussion about how to improve visitors' center as a portal
- * discussion about bell-shaped parcel as potential snowplay area or, as John Walter suggested, a groomed loop around the perimeter
- * no dog park/loop; who replaces baggies or dispenser?
- * 2- snowmobile staging area: legal? neighborhood access point
- community center as connector trail corridor or portal
- * ski back trail → no parking
- * upturn/downturn → dumps into the road
- * winter steps
- * spring gate closure → tamarack
- * "ambulance staging area" = snowplay @ muralist
- * detoured into cross country to see potential staging area for XC ski staging area (per Evan Russell)

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.

CAMP: WINTER

Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jo Bacon

Tour Name: Portal Bus Ride Sat AM

Number of people who participated in tour: 3; 3 staff

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

numbers do not match itinerary

- ① VC parking lot as portal - non-motorized & snowplay - already have parking, restrooms, wel.ctr.
- ② Sawmill Cutoff - doggie dispenser empty
Saw dogs, snowmobiles, need dog trail as well as park
need oversize veh/trailer parking
- ③ talk to John Dittli before deciding on tunnel,
Brian Knox, too; try
- ④ Sierra Blvd / Forest Trail - could connect to
existing trails; some flatish land for parking,
neighborhood access pt. dogs, snowmobiles, hiking/XC
saw XC tracks

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.

- ⑤ possible from scenic loop over knolls @ slight descent, to Shady Rest
- ⑥ Comm Ctr - could be staging area IF have trail corridor on east side - only cross N. Knolls Rd, then could loop around knolls - wouldn't have to be skating quality groomed
- ⑦ Near 203 & scenic ^{loop} Rd (so side) informal snowplay could be portal?
- ⑧ sledz - has potential, need to know status of lease "sled in, sled out", has tow
- ⑨ power plant - corridor there, but s'bilers go everywhere - no info, orange trail but no containment - not use as a big portal
- ⑩ along 203 @ parking stop D is access point
(winter camping (Boy Scouts))
- ⑪ access up edge of run up to Minaret Vista
- ⑫ Minaret & Main - ambulance staging area ORA illegal snowplay area - unsafe
- ⑬ Eagle appeared busier than Main Lodge

Jo Bacon

2/9 #2



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name:

Tour Name:

Number of people who participated in tour:

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

- ⑭ Mill St - access area (maybe 5 cars?) not a portal - secondary access to Sherwins
- ⑮ Sherwin Creek Rd - sidecountry access to Bordini Point to board & ski in addition to XC & snowmobiling staging; has potential beyond that based on Snowcreek VIII?
- ⑯ MCF staging for area dog walkers, XC, snowshoers, possible snowplay
- ⑰ College - potential staging - students here year round

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.

Evan
Russell is
willing

(14) Trails - bike trail - cleared in winter

(13) Trails End - has potential for XC & snowshoe,
Conflicts w/ NOT plowing to discourage use &
skate park in winter



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jay Deuten

Tour Name: Saturday - Walking Tour

Number of people who participated in tour: 7

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Good tour - nice variety of good walking features & bad walking features. Wish we could get more people to show - only real member of the public attending was Ruth Harrell. Seemed to provide a lot of good info. for the 3 Corbin employees attending. Steve Speidel did an excellent job as the tour leader

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: Jay Detken

Tour Name: Saturday - Mobility Workshop

Number of people who participated in tour: 16

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Missed the 1st part since it started before we finished the walking tour. Good cross section of the public in attendance - with a variety of viewpoints represented - old time Mammoth resident (rugged individualist w/ his big 4x4), environmental extremist (no cars allowed in Mammoth), etc. Mark Wardlaw talks, and sounds good, but nothing of substance comes out!

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.



Thank you for helping with the CAMP: WINTER tours! At the end of your tour, please return this form to the Registration Table.

Name: BROOKE PACE

Tour Name: TRAILS NETWORK WORKSHOP: RECREATION

Number of people who participated in tour: 13 (including consultants)

General thoughts/feedback on tour:

Please comment on how tour was run, what could have been better, best parts, worst parts, overheard comments from (or conversations with) attendees, etc.

Fascinating! Group was broken into 3 sub-groups: motorized recreation, nordic recreation, skiing/backcountry recreation. Each group asked to identify "dream scenario" for their recreation group. Shady Rest & Sherwin meadows biggest areas of contention, but all groups wanted to see a Snow Play Area developed-maybe out by Sherwin Ranch for sledding, nordic, dog-walking, snowmobile riding & access to Sherwins. All groups agreed that access/mobility around town an issue: suggest a groomed trail all around town, some areas accessible to all, others non-motorized around neighborhoods. Lake Mary/Lakes Basin spring access also a point for all groups because the road is closed in April, but not opened & they all like it opened for access to the crest & areas.

Please remember to take photos as well! If you don't have a digital camera, please let MLTPA know immediately. You can download your photos at the Registration Table or e-mail them to johnwentworth@mltpa.org.



COMMUNITY DEVELOPMENT

P.O. Box 1609, Mammoth Lakes, CA 93546

(760) 934-8989

fax (760) 934-8608

Jan. 29, 2008

Hello Team

Please look over the below suggested Trolley Route for CAMP: Winter. The areas of concern or noted.

The Trolley Tour:

Note that this is a Winter Road Closures and Recreation Portals Tour.

- Start at Visitors' Center
- R on 203
- R onto Sawmill Cutoff Rd to view OSV staging area
- R back on to 203
- R on Minaret
- Earthquake Fault on R (conceptually a stop, pulling off may be difficult, a "Slow Down" may be all we can manage)
- R into Power Plant --> Back onto Minaret
- R into Sledz parking lot (depending how crowded it is, but there is a Red Line stop on the road, perhaps we can stop for a few minutes)
- Main Lodge --> Turn around
- R on Forest Trail before Village
- First L (Hillside)
 - First L (Canyon)
 - R at bus stop to view back side of the Village, under gondola
 - R on Lake Mary Rd
 - Turn around within Tamarack*
 - Pull up to Lake Mary Rd Closure* (*maybe look at the closure first, because turning R from Tamarack up towards the Lake Mary Rd gate is pretty tight.)
 - Back down Lake Mary Rd.
 - R on Minaret
 - R on Meridian
 - Stop at Little Eagle, turn around
 - R on Minaret
 - R on Old Mammoth, all the way up to Mill City (Old Mammoth Road before Mill City only has one lane plowed and has a "no buses" sign. It's a little bit of a trek for folks to get all the way up there, but probably worth it)
 - Back down Old Mammoth
 - R on Tamarack St (The turnarounds within "Tamarack "are tight)
 - R back onto Old Mammoth Road
 - R onto Sherwin Creek Rd, turn around in parking lot
 - R back onto Old Mammoth
 - L into Mammoth Creek Park, See park, walk thru tunnel or across the street to see Mammoth Creek Rd
 - L back onto Old Mammoth

- R on Meridian
- L into Skate Park parking lot
- L back onto Meridian to 203
- L on 203
- Head back into Visitors' Center

We really need to do a dry run in a car or the Trolley, see what they're comfortable doing -

Chapter 10: Takeaways

MLTPA, with participation by the consultants, created and assembled a number of documents intended as takeaway information for CAMP: WINTER guests and the general public. Each piece, excluding “CAMP: Terms and Definitions,” was available on the CAMP: WINTER mini-site and at the Registration Table. A copy of each document follows.

- CAMP FAQs (MLTPA)
- CAMP: WINTER Event Information (MLTPA) (See Chapter 9, “Session Information.”)
- CAMP: WINTER Schedule of Events (MLTPA) (See Chapter 8, “Schedule of Events.”)
- “CAMP: Terms and Definitions” (Trail Solutions and MLTPA)
- Consultant bios, grouped by firm (Alta Planning + Design, Trail Solutions)
- Firm bio, Alta Planning + Design
- Firm bio, Trail Solutions
- Flyer, “Four-Season Trails: How Communities Around the World Get It Done”
- Public transportation map and written directions
- Self-Guided Exhibit Hall Tour narrative (See Chapter 5, “Exhibit Hall.”)
- Town of Mammoth Lakes Snow Removal package



MLTPA CAMP: Concept and Master Planning FAQs

What is MLTPA? MLTPA—the Mammoth Lakes Trails and Public Access Foundation—is a 501(c)(3) nonprofit organization that was founded in 2006 to advocate for a comprehensive system of trails and public access in Mammoth Lakes.

What is CAMP? CAMP, which stands for Concept and Master Planning, is the partnered process by which the Town of Mammoth Lakes, Mammoth Mountain Ski Area, the USFS, and the community of Mammoth Lakes work together to plan a comprehensive trails and public access system. There are three types of partners in this effort: Jurisdictional Partners (Town, USFS), Funding Partners (Town, Mammoth Mountain Ski Area, and the Developers' Forum), and Planning Partners (MLTPA, Town, USFS, Mammoth Mountain Ski Area).

Why has MLTPA become involved in Town master planning? The group was formed after a successful campaign during the winter of 2005-2006, led by MLTPA Foundation President/Acting Executive Director John Wentworth, to protect backcountry skier and snowboarder egress from the Sherwins range back to town through Ranch Road. Having brought to light issues of public access and trail connectivity, MLTPA was awarded a contract from the Town of Mammoth Lakes in August 2006 to conduct a thorough inventory of points of public access to trails and outdoor recreation amenities within the Town's Planning Area (about 125 square miles), which now serves as a planning resource for the Town; the completed project was accepted by Town Council at their March 21, 2007, meeting. Today, our staff and seven-member Board of Directors are tasked with several important components of CAMP, including maintaining ongoing data collection coordination services and executing the public outreach. CAMP is the kind of project MLTPA looks forward to initiating and developing as we grow in our role as advocates and stewards for our community and the surrounding public lands.



What are the basic geographic parameters of CAMP? Which areas of Mammoth Lakes does CAMP affect? Land contained within the Town of Mammoth Lakes Urban Growth Boundary (UGB)—basically, where all the concrete is—will get an update to an adopted trails plan from 1991. Land outside the UGB but within the Town Boundary, which is public land owned and managed by the USFS, will be considered conceptually, exploring the opportunities for connectivity between the town and the surrounding public lands. The end result of this will be something like a blueprint that will set the stage for future planning efforts and strategies for implementation.

Is this just for hikers and bikers? Nope! The planning effort is a “big tent” venture that seeks to engage and accommodate the recreation needs of everyone in the community, whether your chosen activity is human-powered or runs on gas. MLTPA has identified more than 40 recreation activities in our area, and the planning process is open to each and every one of them. A key goal of this planning process is to improve the recreation experience for everyone.

Why are there two CAMPS (Summer and Winter)? Because Mammoth changes so significantly between seasons, CAMP: Summer will focus on summer recreation and trails. CAMP: Winter will take place in February 2008 and will address winter recreation and trails.

Why does anything have to be planned at all? If no adopted planning document that addresses multi-jurisdictional trails planning exists, the opportunity to build and experience a comprehensive, fully linked system of trails and public access is not guaranteed. CAMP’s goal is to ensure that no matter who owns or manages the lands that make up this community, not only will the public be able to reach public lands from town, but that connections will be efficient, safe, and enjoyable. And it goes without saying that you need a good plan to ensure at least the possibility of good implementation.

Why do we have to do it now? What’s the urgency? According to a recent memorandum from Town Manager Robert F. Clark (March 7, 2007), “... the ability to address environmental, economic, and social impacts and obtain a fair share contribution towards community benefits is a one time opportunity. If this opportunity is not attained now, it will be lost forever. “ The Town of Mammoth



Lakes has processed a total of 11 Environmental Impact Reports (EIRs)—a necessary procedure in the process of approving any major development project—in the last 23 years. Today the TOML is potentially tasked with processing that same number of EIRs in the next 12 months. If a planning effort is not in process during this approval period, there is no guarantee that existing points of public access to and from Inyo National Forest through the Urban Growth Boundary will be protected or ensured...meaning that the trail you take to get out there today might be lost to private real estate development tomorrow.

Who's going to do all the work? The CAMP process will function via Jurisdictional, Funding, and Planning Partnerships between the Town of Mammoth Lakes MLTPA, Mammoth Mountain Ski Area, and the USFS. Consultants have been engaged for trails master planning (Alta Planning + Design and Trail Solutions). Your participation in public meetings and in the entire CAMP process—giving suggestions, ideas, and feedback—is a major component of CAMP and an extremely important part of the project's workflow. At the end of the day, the consultants will provide recommendations in terms of a draft master plan that will need to be adopted by the individual jurisdictions through their own public processes.

What's in it for me? A thorough planning process benefits you by engaging individuals and groups in the development of a trails and public access plan that will update the existing Mammoth Lakes trails plan from 1991. Extensive community outreach will be conducted to ensure that the proposed plans and end products reflect the recreational needs and desires of the community.

Once the planning process is complete, the drafted planning documents have been adopted by relevant jurisdictional agencies, and implementation has begun, you—as a resident, second homeowner, or visitor—will be able to look forward to a well-planned, efficient, well-signed, and fun trails and public access system, no matter what your skill level or activity of choice.

How is this going to benefit the community of Mammoth Lakes? The benefits to the Mammoth Lakes community of a comprehensive system of trails and public access are threefold: recreational, economic, and environmental. A trails system that is efficient, integrative, easy to use and navigate, and, above all, fun, will serve the outdoor recreation needs of both residents and visitors,



increasing Mammoth's draw as a year-round destination resort. Increased visitors to the area will not only supplement the bottom line of the town's business sector in the winter and summer, but also will help to fill in the gaps created by the current "shoulder seasons." For year-round residents, access to Inyo National Forest for everything from birding to snowmobiling can be protected and stewarded—encouraging our community to freely experience the abundant beauty and resources of our public lands. Finally, the "feet first" vision that anchors the recently adopted Town of Mammoth Lakes 2007 General Plan will begin to be realized with safe connections that encourage alternative mobility. With a comprehensive system in place, our community literally can be linked, from the South Gateway to MMSA and beyond. It's good for our health—financially, physically, and mentally!

How much is it going to cost? MLTPA estimated an initial cost for just the planning effort at about \$485,000. All the Partners have worked together to refine the scope and needs of the project, and the current estimated cost of the planning effort is about \$350,000. The Funding Partners have \$225,000 committed to the planning process so far.

Who's going to pay for it? Currently, the Town of Mammoth Lakes has committed \$100,000, an amount that Mammoth Mountain Ski Area is matching. An additional \$25,000 has been committed by Cardinal Investments via the Developers' Forum, bringing total committed funds to \$225,000. MLTPA is actively pursuing grants and conducting other fundraising efforts to produce the project balance.

When will we get an actual plan out of this? The Planning Partners have structured the planning effort on a 12-month timeline, though the process may extend beyond this window. Consultants have been engaged and are gathering facts and making observations as you read this.

When will we see these improvements? After the planning process has been completed and the final trails plan for the area has been adopted by the Town and other necessary jurisdictional agencies, the establishment of implementation priorities can begin. It will be up to the Jurisdictional Partners to begin the implementation process based on their priorities and available funding. MLTPA



will certainly look to play a helpful role at this stage.

What can I do to get involved? You'll have the chance to provide input as well as feedback on everything from the routes you travel by foot or bike to get to work, to the trailhead from which you stage your backpacking trip into the backcountry. No matter which activities you enjoy on our public lands—walking your dog, ripping around on your motorcycle, or heading out for a backcountry ski tour—your opinions are not only relevant, but *critical*. To make your voice heard, be on the lookout for announcements of public meetings and other events, and be part of the turnout! CAMP: Summer is set for November 1–4, 2007, at Canyon Lodge. If you'd rather not express your opinion in public, you'll have plenty of opportunities to complete surveys, post messages on our website forums, send MLTPA e-mails, or simply call us on the phone.

If you'd like to pitch in on a volunteer basis, send an e-mail to Communications Manager Kim Stravers at kimstravers@mltpa.org, or talk to her on the phone at (760) 934-3154. She'll add your name to the list and will send you more information about which tasks we currently need a hand with.

How can I get more information? Log on to MLTPA's website, www.mltpa.org, for timely reports on the status and progress of CAMP and to find out when and how you can get involved. Better yet, sign up for our e-newsletter by contacting MLTPA or looking for the orange sign-up box on www.mltpa.org.

Who is the MLTPA contact for CAMP? Kim Stravers is the communications manager of MLTPA and can be reached at (760) 934-3154 or kimstravers@mltpa.org. John Wentworth is the president of the MLTPA Foundation Board of Directors and the acting executive director of MLTPA; he can be reached at (760) 934-3154 or johnwentworth@mltpa.org. We look forward to hearing from you!

CAMP

Concept and Master Planning

TERMS AND DEFINITIONS



THE TOWN OF MAMMOTH LAKES



Takeaways



PLANNING TERMS

Trails Planning

Trails planning is a comprehensive decision-making process that analyzes user characteristics and landscape characteristics using an existing framework of constraints to meet the expectations of a variety of users through a system of trails that link activity to place.

--Cimarron Chacon

User Characteristics

Those characteristics that help us understand who the users are and what experiences and benefits they will derive from a trail system.

Landscape Characteristics

Those characteristics that shape the landscape and affect experience. They include land form, unique features, environmental factors, development patterns, and resource characteristics.

Existing Framework

The laws, plans, guidance, standards, and other conditions that are in place prior to the commencement of the planning process.

Node

An area of convergence or special interest such as a landmark, business district, special place, or major intersection.

Edge

A clearly defined break between regions or areas of a larger planning area. Edges can be natural or manmade; examples include ridgelines, waterways, canyons, and major roadways.

Region

A large area defined by natural characteristics such as geology, soils, vegetation, and access.

SOFT-SURFACE TRAIL TERMS

Sustainable Trails

A sustainable trail balances many elements. It has very little impact on the environment, resists erosion through proper design, construction, and maintenance, and blends with the surrounding area. A sustainable trail also appeals to and serves a variety of users, adding an important element of recreation to the community. It is designed to provide enjoyable and challenging experiences for visitors by managing their expectations and their use effectively.

Natural-Surface Trail

A tread made by clearing, grading, and compacting the native soil with no outside foreign material imported for stabilization.

Tread

The actual surface portion of a trail upon which users travel.

SOFT-SURFACE TRAIL TERMS -- CONT.

Trail Corridor

The area that is maintained clear of obstacles and debris to allow users to travel freely. Dimensions vary based on the anticipated user. The width includes the tread, the out-slope, the back-slope, and any additional clearance requirements. The height dimension is measured from the ground surface from the edges of the clearance width to create the full corridor.

Grade

The steepness of a trail, measured by rise-over-run.

Contour Trail

A trail constructed such that it follows a contour, with its elevation remaining constant.

Fall-Line Trail

A trail that is constructed perpendicular to the contours of a slope so that water travels the length of the trail instead of over the tread. Fall-line trails accelerate erosion.

Technical Trail Feature (TTF)

An obstacle placed on the trail specifically to enhance technical challenge. The feature can be either built or natural, such as an elevated bridge or a rock face.

Erosion Control

Water Bar: A structure built to divert water from a trail, constructed from logs or stone.

These are most often used to prevent erosion on a fall-line trail. They are often hazardous to bikers and horses and require replacement every few years.

Rolling Grade Dip: The preferred method to shed water from a trail. This is an undulation in the tread that traps water and diverts it off the trail. These require little maintenance once installed.

Elevation Gain Techniques

Switchback: A grade reversal technique for moving a trail up steep side-slopes. The transition is made by way of a flat landing or pad. A correct switchback will shed water off the back of the landing, and there is an immediate separation of trail segments.

Climbing Turn: A turn used to change direction that does not have a constructed platform or landing. The upper and lower legs of a climbing turn are joined by a short section of trail (the apex) that lies in the fall line. Water is shed to the inside of the trail turn. Climbing turns may be used where side slopes are moderate and foot traffic will be minimal.

Stairs: Stairs built out of rock or wood are used to gain elevation quickly or where a contour trail is not possible because of environmental constraints. Stairs should be used only when all users are expected to travel by foot.

PATHWAY AND BIKE FACILITY TERMS

Bicycle Facilities

A general term for improvements and provisions made by public agencies to accommodate or encourage bicycling, including bike racks and lockers, bikeways, and showers at employment destinations.

Bike Lane

A striped lane for one-way bike travel on a street or highway.

Bike Path

A right-of-way for bicycle travel, separate from a street or highway, typically along rail, water, or utility corridors.

Bike Route

A travelway for bicycles through a community, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only.

Bikeway

A generic term for any road, street, path, or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. (MUTCD 2000, part 9)

Multi-Use Trail or Shared-Use Path

A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths might also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. (MUTCD 2000, part 9)

Grade Separation

Vertical isolation of travelways through use of a bridge or tunnel so that traffic conflicts are minimized.

Paved Shoulder

The outer edge of the roadway beyond the outer stripe edge that provides a good place for cyclists when it is wide enough (4 to 5 feet), free of debris, and does not contain rumble strips or other obstructions.

Traffic Calming

Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of street safety, livability, and other public purposes.

Traffic Control Devices

Signs, signals, or other fixtures, whether permanent or temporary, placed on or adjacent to a travelway by authority of a public body having jurisdiction to regulate, warn, or guide traffic.

SIGNAGE TERMS

Assurance Markers

Assurance markers assure users they are going in the right direction. They should be used in conjunction with directional signs and place markers to assure a person reaches his or her desired destination or achieves a desired experience. These markers should also be distinct enough to distinguish them from other markers of similar purpose.

Directional Signs

Directional signs indicate the direction of travel toward a destination or experience. They should be placed at road and trail junctions. These signs often double as information signs by indicating when route conditions are changing.

Regulatory Signs

Regulatory signs provide for public safety or inform the public of key rules. Signs that provide for public safety should be brightly colored. The greatest amount of "sign pollution" comes from regulatory signs, so whenever possible, consolidate rules and regulations into one sign or integrate with an information sign.

Information Signs

Information signs provide information about the distance, conditions, and experiences of a place or trail. These signs may be a small post or a large, integrated kiosk.

Information signs often include a map or other reference key. When using a map it is important to identify where the viewer is in relation to the other information.

Interpretive Signs

Interpretation is an educational activity that aims to reveal meanings and relationships by the use of original objects, by firsthand experiences, and by illustrative media, rather than simply to communicate factual information. Interpretive signs seek to assist the visitor in developing a keener awareness, appreciation, and understanding of an area, to accomplish management goals, and to promote public understanding of an agency's goals and objectives.

Place Markers

Place markers tell a person that he or she has arrived at his or her destination. In addition, the sign itself should reflect the personality of the destination, management agency, or community it represents. These signs should be large and visible. Smaller versions of place markers are often used on directional and assurance signs for consistency.

WINTER TRAIL TYPE DEFINITIONS

Ungroomed/Unmarked Trails

Users: Backcountry skiers, backcountry snowboarders, cross-country skiers, snowshoers, sledgers, hikers, snowmobilers

Terrain: Varied

Evidence of management: Minor

-Portal signs, place markers

Management risk and liability: Low

Infrastructure: Minimal

-Portal access

Maintenance: None

Hiking/Snowshoe Trails

Users: Hikers, ice climbers, snowshoers

Terrain: Sloping to steep, rocky, or icy

Evidence of management: Moderate

-Place markers, directional signs, assurance signs

Management risk and liability: Low

Infrastructure: Minimal

-Portal access, existing summer trails

Maintenance: None

Nordic/Skate Ski Trails

Users: Traditional cross-country skiers and skate skiers

Terrain: Gentle and rolling

Evidence of management: Moderate to heavy

-Portal signs, place markers, assurance signs, directional signs, regulatory signs, fees and passes

Management risk and liability: Moderate

Infrastructure: Moderate

-Trailhead parking, existing roads and trails

Maintenance: Grooming, track setting, signage

Alpine Trails

Users: Downhill skiers, snowboarders

Terrain: Sloping to steep

Evidence of management: Heavy

-Portal signs, place markers, assurance signs, directional signs, regulatory signs, fees and passes, patrols, enforcement

Management risk and liability: High

Infrastructure: Major

-Parking lots, lifts, lodges, medical facilities

Maintenance: Grooming, signage, snowmaking, lifts, facilities

WINTER TRAIL TYPE DEFINITIONS -- CONT.

Over-Snow Vehicle (OSV) Trails**Users:** Snowmobilers**Terrain:** Gentle and rolling**Evidence of management:** Moderate to heavy

- Portal signs, assurance signs, directional signs, regulatory signs, fees and passes

Management risk and liability: Moderate**Infrastructure:** Moderate

- Trailhead parking, existing roads open to motorized travel

Maintenance: Grooming, signage**Shared Trails****Users:** Walkers, dog walkers, Nordic skiers, snowmobilers, snowshoers**Terrain:** Flat to rolling**Evidence of management:** Minor to moderate

- Portal signs, assurance signs, directional signs, regulatory signs

Management risk and liability: Low**Infrastructure:** Minimal

- Trailhead parking, existing roads

Maintenance: Plowing, signage

WINTER RECREATION TERMS

Skijoring

Skijor (ski-jur) is a Norwegian word that means "ski-driving". It is a fast-growing winter sport that involves cross-country skiing while in tow with a dog leading the path. It is enjoyed on many levels, from jaunts with the family dog, to noncompetitive fun runs, to all-out racing. All that is needed is a good, strong dog and a pair of cross-country skis. The skier is tethered to the dog and must work in cooperation to keep a steady pace with the animal.

Skate Skiing

Originated by ancient Scandinavian hunters, this speedy Nordic technique for the athletically inclined uses diagonal skating strides. The skier steps out of the ski track with his or her dominant leg and ski, kicking diagonally for propulsion. The other ski is simply used to glide on. Skate skis are shorter, narrower, and do not have a scaled finish on the base for traction like classic "no-wax" skis. In skating, the inside edge of the ski is used for traction while pushing off. Also, the poles are way longer than any other type of ski pole, in some cases as long as the ski. Skate skiing requires a wide, groomed surface to do it efficiently.

Telemark Skiing

Telemark skiing, also called free-heel skiing, is a ski technique focused around the telemark turn. Telemark skiing is often incorporated into cross-country skiing, because the telemark turn allows skiers greater control over their movements. The telemark turn is a skiing technique for making smooth, fast, stable turns on a variety of surfaces.

PLEASE PROVIDE COMMENTS ...use back of page if needed

Access to Schools and Play

Town Routes and Pathways

Summer Recreation Trails

Winter Recreation Trails



Meet the representatives from Alta Planning + Design!

Jeff Olson, Principal

Jeff is a registered architect who has been involved in greenways, open space, and alternative transportation projects for more than 20 years. Jeff's work includes the award-winning Grand Canyon Greenway, the 1,000-mile New York State Bicycle Route System, and numerous bicycle, pedestrian, and trail plans that he participated in from positions in both the private and public sectors. His diverse career experience provides him with unique and valued vision and leadership abilities.

Matt Benjamin, Planner

Through his work with the Los Angeles County Bicycle Coalition and the Los Angeles County Metropolitan Transportation Authority, Matt has accrued extensive experience in leading public outreach and planning efforts. Matt specializes in developing strategies to ensure that the needs and desires of both the public and the contracting organization are met.

CAMP: WINTER



Meet the representatives from Trail Solutions!

Cimarron Chacon, ASLA

Cimarron is a renowned trail planner and designer. Prior to her time with Trail Solutions she developed multiple trail systems throughout the West as the Landscape Architect Over Trails Policy for the Bureau of Land Management, influencing public policy and design criteria for recreation sites on public lands. She has dealt with design and development on lands in the urban interface of several rapidly growing communities in the West, and her most prized trail system, Utah's Gooseberry Mesa, was recently designated as a National Recreation Trail by the Secretary of the Interior.

Cimarron was a contributing author to IMBA's *Managing Mountain Biking* and other outdoor and professional publications. In addition, she developed and taught courses on trail management and visual resource management for the Bureau of Land Management, United States Forest Service, National Park Service, and Federal Highway Administration.

Joey Klein, Trail Specialist

Joey has been on the trail for IMBA since 1999, traveling the globe to share his knowledge of and passion for multi-use trail systems in 45 states and 13 countries. He has recently returned from working on a project with National Parks Singapore in the design and construction of a mountain bike center on a small island near Malaysia. With a population of four million people, Singapore is linking all of their National Parks with shared-use pathways.

Formerly a ski patroller at Arapahoe Basin in Colorado, Joey built the initial mountain bike trails at neighboring Keystone Resort. He has spent the last five summers at Tamarack Resort in Idaho as the trail designer, working with planners to incorporate a brand-new system for residents and visitors who wish to hike, fish, rock climb, zip line, mountain bike, ski, snowshoe, and snowmobile.

Alta Planning + Design, Inc.

Alta Planning + Design is one of North America's leading firms specializing in progressive transportation planning, design, and implementation. We focus on multi-modal solutions, particularly bicycle, pedestrian, and trail corridors and systems.

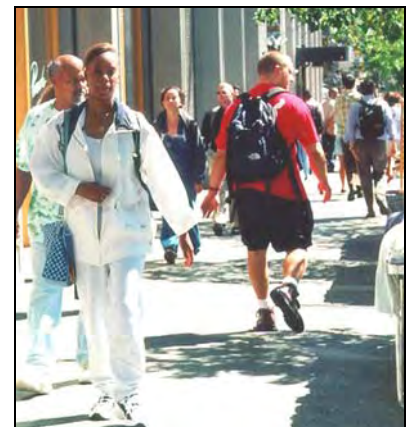
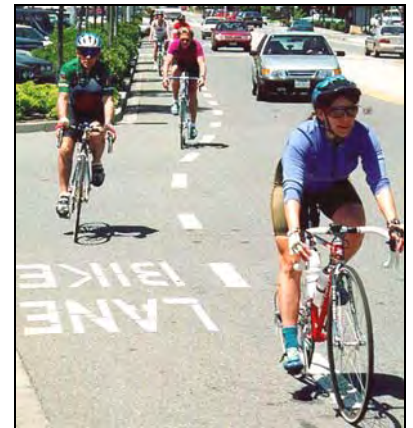
Alta provides a full range of services including:

- master plans
- project design
- sign plans
- public involvement
- environmental review and documentation
- bicycle/pedestrian integration with transit
- corridor plans
- bicycle parking design
- plan updates
- school safety studies
- technical assistance and trainings
- construction documents and observation

We are at the forefront of the progressive transportation movement. Alta staff is active in the Association of Pedestrian and Bicycle Professionals, Institute of Transportation Engineers, Transportation Research Board, Women in Transportation Seminar, and is conducting national studies for the U.S. Department of Transportation. We conduct pedestrian and bicycle trainings nationwide, and have been involved in award-winning plans and projects.

Alta Planning + Design offers a full range of design services, from site analysis and design to bid documents and contract administration. As alternative transportation specialists, we are able to meet the technical requirements of projects while simultaneously providing a high level of design creativity. We excel in identifying design solutions presented by the unique challenges found on trail, bikeway, and pedestrian projects. Our experience ranges from urban redevelopment projects, streetscapes, and multi-use paved trails to hiking and seasonal-use trails in environmentally sensitive areas. We strive to enrich the trail user experience through a design identity that responds to the particular needs and opportunities of the project environment.

We have experience working in all size communities, from a few hundred to millions, from towns to cities to counties, regions, and states, from rural to mountain to desert to suburban and urbanized areas. We strive to tailor each project to the community's unique setting, history, and culture through an active public participation process. Alta staff are proud to have designed and implemented over 3,500 miles of bikeways, walkways, and trails.





Trail Solutions is North America's premier natural-surface trail consulting program offering flexible, fee-based trail services that range from trail planning, design, and construction to environmental services and dispute resolution. Our mission mirrors that of our parent organization, the International Mountain Bicycling Association (IMBA) - to create and enhance trail opportunities and access around the world.

Staff

Trail Solutions has over 10 project staff available with skills including landscape architecture, trail design, and environmental evaluations. Trail Solutions professionals have worked in all 50 states, 10 provinces, and a dozen other countries including Scotland, Italy, Israel, Mexico, Singapore, New Zealand, Tasmania, Wales, Australia, Greece, Costa Rica, and Thailand.

Services

Trail Planning

Using community-based planning techniques Trail Solutions provides a vision for the public and land management agencies to get started with their own world-class system. The process begins and ends with the users, the unique terrain and characteristics of the landscape, and the desired outcome of the system. Through the planning process Trail Solutions can provide guidance on system management, development standards, project costs, and signage and branding.

Trail Assessment

Most trails and trail systems have developed socially. Beyond getting from here to there, little thought was given to the potential long-term effects of the chosen route or the experience provided along the way. Trail Solutions provides guidance on retrofitting haphazardly developed trail systems into networks that efficiently disperse trail users, provide the experience they are seeking, and do so with minimal long-term environmental impact.



Boulder, Colorado – Hood River, Oregon – Harrisonburg, Virginia – Collingwood, Ontario

www.imba.com 720/308-2777

Trail Design

Trail Solutions believes that the success of a trail is highly dependent on both the environmental and social sustainability of the trail. A well-designed trail should cause minimal damage to the surrounding landscape and require minimal maintenance over time. That same trail should also provide the trail user with the experience they are seeking. Melding these design parameters is a great challenge. Whether the challenge means designing a shared-use trail that minimizes potential user conflicts or a low impact downhill mountain biking trail, Trail Solutions is up to the task.



Trail Construction

With over 100 miles constructed in the past five years, Trail Solutions takes great pride in staying on the cutting edge of innovative trail construction techniques. Providing turn-key construction with a mechanized crew, tackling a hybrid contracting project with local volunteers, or working cooperatively with other professional trailbuilders - Trail Solutions is flexible and seeks to put the best trail product on the ground.



Trail Education

The foundation of a successful trail system is a high level of knowledge regarding sustainable trail design, construction, and maintenance. Trail Solutions provides custom-designed trail training seminars covering topics ranging from economic/social development through trails, design and construction of advanced-level mountain biking trails, trail system design, volunteer management, crew leader training, and mechanized trailbuilding.



Boulder, Colorado – Hood River, Oregon – Harrisonburg, Virginia – Collingwood, Ontario

www.imba.com 720/308-2777

**CAMP:
WINTER** Featured Presentation

FOUR-SEASON TRAILS:

How Communities Around The World Get It Done

Exhibit Hall, Mountainside Conference Center, Main Lodge
Friday, February 8th at 6:30 p.m.

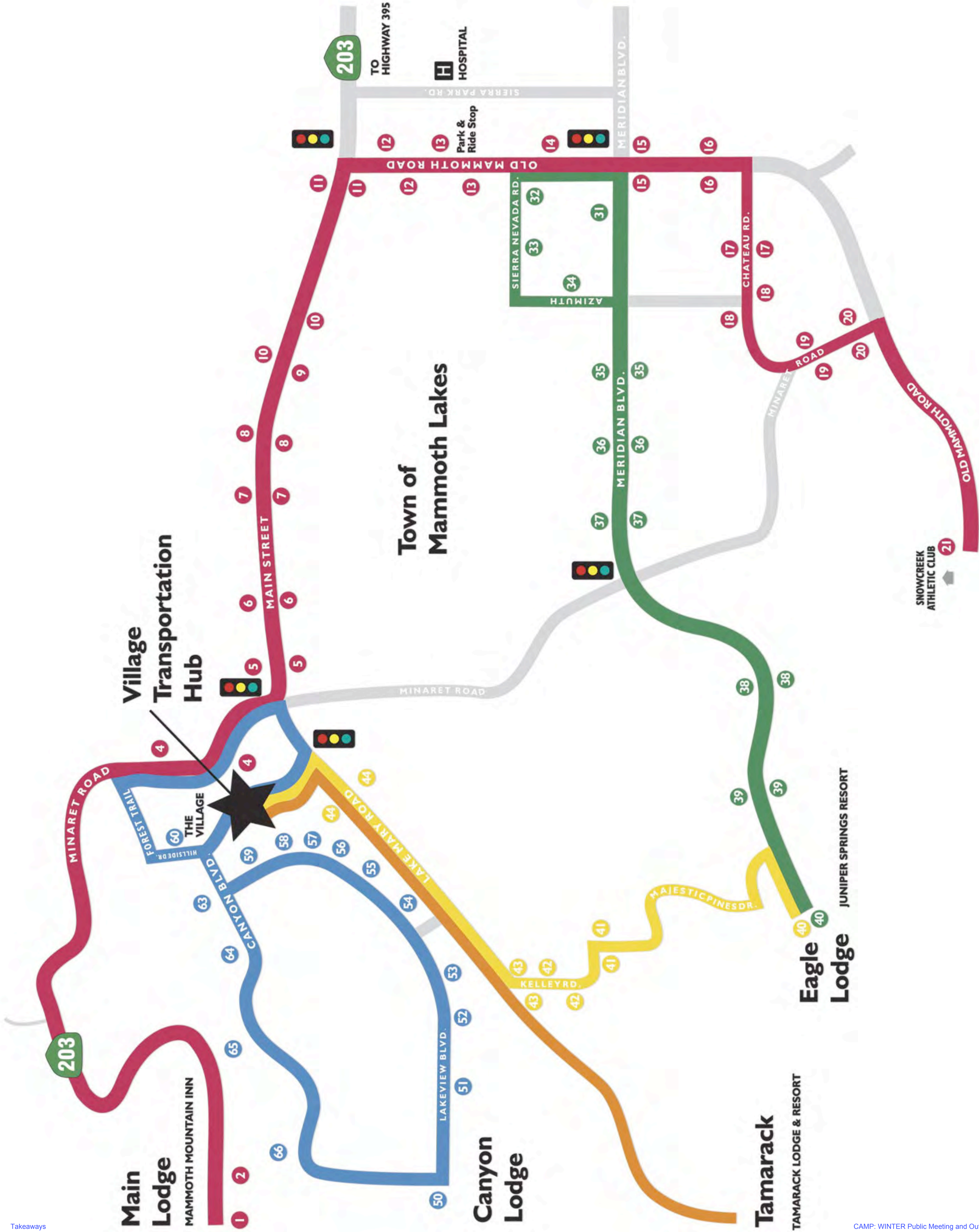


This presentation...

...by world-renowned trail designer Joey Klein, will take the audience on a tour around four continents, highlighting the history and meaning of why we love trails, how communities deal with their own unique geographies - balancing seasonal and geological challenges, and heroic tails of how citizen groups have come together to make their own dreams a reality, just as Mammoth is doing now.

www.mltpa.org





GETTING TO CAMP: WINTER BY PUBLIC TRANSPORTATION

Mountainside Conference Center at Main Lodge

7:00 a.m. to 5:30 p.m.: The **Red Line** begins at Snowcreek Athletic Club (stop #21) and runs along Old Mammoth Road and Main Street, turning up Minaret Road at The Village and continuing up to Main Lodge (stop #1). It runs every 15 minutes.

Suite Z

7:00 a.m. to 5:30 p.m.: The **Red Line** begins at Snowcreek Athletic Club (stop #21) and runs along Old Mammoth Road and Main Street, turning up Minaret Road at The Village and continuing up to Main Lodge (stop #1). It runs every 15 minutes. Get off at the Vons plaza (stop #15) and walk through the parking lot toward Minaret Cinemas. The staircase outside the cinema will take you directly to Suite Z—look for the CAMP: WINTER signs!

The **Green Line** also is available every 15 minutes between 7:00 a.m. and 5:30 p.m., and runs along Meridian Boulevard from Little Eagle Lodge to Old Mammoth Road. Get off at the intersection of Meridian Boulevard and Old Mammoth Road (stop #31), across from Starbucks, and cross the street to the Vons plaza. Walk through the parking lot toward Minaret Cinemas. The staircase outside the cinema will take you directly to Suite Z—look for the CAMP: WINTER signs!

TOML Visitors Center

7:00 a.m. to 5:30 p.m.: The **Red Line** begins at Snowcreek Athletic Club (stop #21) and runs along Old Mammoth Road and Main Street, turning up Minaret Road at The Village and continuing up to Main Lodge (stop #1). It runs every 15 minutes. Get off at the intersection of Old Mammoth Road and Main Street (stop #11) and walk east along Main Path, on the north side of Main Street. The trail will take you directly to the Visitors Center.

TOWN OF MAMMOTH LAKES
PUBLIC WORKS DEPARTMENT

SNOW MANAGEMENT POLICY

Goal

The goal of the Town of Mammoth Lakes snow management effort is to provide for the safest possible movement of traffic throughout the community during winter months and particularly during storm periods.

The Snow Management Policy is intended to provide Town staff with guidance and to insure that:

- Public safety is always the primary concern;
- All areas are treated equitably;
- Priorities are understood by all; and,
- Proper responsibility and authority is established.

There are approximately 104 lane miles of roads which receive snow removal. During normal storms [up to one(1) foot six (6) inches of snow fall] it takes Town crews approximately 12 hours to plow every street in Town and approximately 20 hours to blow every street. After storms, clean-up is necessary which takes between 12 and 24 hours to accomplish.

Snow management in the Town of Mammoth Lakes is a function of manpower and equipment. We have Ten (10) full time operators and four (4) temporary operators during the winter. We also have five (5) full-time mechanics that are used as snow removal operators during storm periods. The snow removal equipment includes five (5) loaders with blades, two (2) trucks with plows and cinder spreaders, one (1) grader and three (3) snowblowers. The manpower and equipment are divided into two 12-hour shifts during storm periods. The night shift starts at midnight and goes continuously until noon. The day shift begins at noon and continues until midnight.

The Town currently contracts out snow removal for all assessment and benefit assessment districts, including the Bluffs and Juniper Ridge. For the Bluffs and Juniper Ridge, snow removal consists of plowing and blowing streets. For North Village and Old Mammoth Road, snow removal consists of plowing streets, blowing streets and sidewalks and hauling snow with trucks. Sidewalks shall be blown once per day or when the snow accumulates in excess of 6 inches or more either at the conclusion of or during a storm event. Sidewalk ice conditions shall either be removed by chipping or by other means appropriate to the Division Maintenance Manager, including ice melt and/or cinders. This includes Town sidewalks and trails that are currently being cleared and those sidewalks to be cleared in the future. Snow berms on Old Mammoth Road and in North Village shall be removed within four (4) days following the conclusion of a storm event, then removal of the berm shall occur more frequently as time permits during the storm cycle.

Priorities

In an effort to achieve the Town's goal of safe snow removal operations, priorities are set, as conditions change, to establish an efficient and safe order of snow management.

Priority Order:

1. Support for emergency agency responses.
2. Main arterials and bus routes.
3. Secondary residential streets.
4. Cul-de-sacs.

5. Scenic loop.
6. Park and ride lot.
7. Sidewalks and trails.
8. Bus shelters.
9. Traffic signals and pedestrian beacons.

Level 1 Operations:

During normal, manageable storms, all roads are considered top priority with preference given to main arterials and bus routes. When a crew goes into an area, all streets will be plowed before leaving that area. Bus routes will be plowed prior to 7:00 a.m. and maintained in a safe condition during the day. Blowers are generally 2-1/2 to 3 hours behind plows and will blow all streets to the snow stake line before leaving an area. The Public Works Maintenance Manager may close roads and determine detours whenever it is deemed necessary for public safety.

Level II Operations:

When snowfall exceeds the ability of Town crews to successfully perform normal operations throughout the Town, the Public Works Maintenance Manager may, with the concurrence of the Public Works Director and Town Manager, implement Level II operations.

During Level II Operations, the 4th through 9th level priorities may be suspended until such time as normal operations are again possible. Personnel from other Town departments may be assigned to storm related duties. The Public Works Maintenance Manager may close roads and determine detours whenever it is deemed necessary for public safety. Additionally, the standards for the 3rd priority, secondary residential streets, may be lowered to allow for one lane of traffic only, with turnouts for passing about every 100 yards. This reduction in standards may also apply during normal operations when there is inadequate snow storage area within the Town rights-of-way to blow snow without the possibility of damaging private property.

Level III Operations:

When snowfall exceeds the ability of Town crews to successfully perform Level II operations throughout the Town, the Public Works Maintenance Manager, with the concurrence of the Public Works Director and Town Manager, may implement Level III, or emergency operations. During Level III operations, priority levels 3 through 9 are suspended. Emergency snow removal contracts may be implemented. The Town Manager, if a state of emergency is declared, may conscript whatever manpower and/or equipment needed for the purpose of providing adequate public safety. This can include use of all contracted private operators removing snow in the assessment district areas.

Whenever it is deemed necessary for public safety, The Public Works Maintenance Manager may close roads and determine detours.

Specific Procedures

- A. Lake Mary Road, from the Juniper Ridge development to Twin Lakes Bridge, is under USFS jurisdiction and snow removal operations will be guided in compliance with the agreement between the Town and the USFS. It is our intent to keep the roadway open whenever it can be safely achieved.
- B. The Mammoth Scenic Loop Road will be included in snow removal operations during daylight hours only. As conditions on Town roads deteriorate, Town representatives will determine when the Scenic Loop Road is to be removed from snow removal operations and closed until such time as all other Town roads have been cleared.

- C. Roads in the Sierra Valley Sites will be included in normal plowing operations. However, due to heavy residential congestion blowing operations will take place during daylight hours only. Due to this restriction, this area shall receive first priority when daylight is sufficient for operations under Level I and II Operations.
- D. Snow management on the State Route 203 frontage roads will be performed between the hours of 2:00 a.m. and 6:00 a.m. due to parking regulations.
- E. Cinders shall be used on Town roads to assist in traction of vehicles, especially following snow removal as needed.
- F. All contractors employed by the Town to remove snow for assessment districts shall comply with the goals and objectives contained in this policy.

Municipal Code Sections:

- A. Section 10.12.100 establishes parking regulations during winter months. Parking control will be handled by the MLPD.
- B. Section 12.04.080 governs snow Management on Town rights-of-way.
- C. Sections 12.16.040 through 12.16.080 regulate private snow removal operations.

Miscellaneous

- A. The Public Works Maintenance Division has established snow management guidelines for all Town operators. If necessary, the Public Works Maintenance Manager is authorized to amend the guidelines to implement this policy and shall inform the Public Works Director, when convenient, but no later than 12 hours following the decision to implement this policy. Nothing in this policy is intended to interfere with the Manager's duty to make decisions necessary to implement the goals and objectives of the Town of Mammoth Lakes.
- B. The Town operates a snow storage pit under private contract. The Pit is located on the north side of State Route 203 between Meridian Blvd and the USFS Welcome Center. The Pit is open from 2:00 a.m. to 12:00 p.m. seven days a week. The Town has identified several other sites for use when conditions and circumstances warrant. Please contact the Public Works Maintenance Manager for other site locations.

TOWN OF MAMMOTH LAKES
PUBLIC WORKS MAINTENANCE DIVISION

SNOW REMOVAL GUIDELINES

During the winter months, the Public Works Maintenance Division is responsible for the snow removal in Mammoth Lakes. There are many different ways to remove snow as well as many different types of snow removal equipment.

The ultimate goal of the Public Works Maintenance Division is to have dry, black pavement on every publicly maintained road in Town. In order to reach this goal, all operators will use the following techniques.

Town equipment will not be taken onto private property at any time. Any Town employee removing snow or doing any work with Town equipment off Town rights-of-way will be subject to disciplinary action.

DURING STORMS

During storms every effort should be made to keep our roads passable. Snow will be plowed to within 4' to 6' from the snow stake line. The blowers will then remove the berms to the stake line. This will keep snow berms in driveways to a minimum. All intersections will be cleaned completely and the snow carried down and away from the corners. Snow will not be "stacked" at any intersection. When plowing or blowing any area, all roads will be done before leaving the area, unless you are instructed to do otherwise.

When using a "plow truck," speed must be kept within legal and safe limits. "Plow trucks" are effective in new snow; however, they are not effective when the snow has been packed by traffic. When plowing with a loader or grader, every effort will be made to get down to the pavement surface. This may seem to be a waste of time when snow is still falling, but every bit of snow that is removed this way is snow that will not form a "cap." At no time will a loader or grader be used in the "float" position. Care must be taken when plowing to leave signs and snowstakes unharmed, especially when blowing.

AFTER STORMS

After storms there is usually a large amount of "cap" on Town roads. The sooner we can "cut cap" the easier our work will be. Fresh "cap" can be removed fairly easily with the loaders and graders. Some "cap" can turn into "Sierra Concrete" and this is very difficult to remove. To effectively remove "Sierra Concrete" with a loader takes time and patience. "Square" balding is most effective, however, it makes quite a mess. When possible, we will use plow trucks for clean-up and moving berms out of the way. The more you roll the blade forward the better it cuts "cap." Care must be taken to keep speed down for control and safety. Graders are most effective on long straight roads.

When everyone gives snow removal their best effort, we can accomplish our ultimate goal of dry, black pavement on every public road in Town. If just one operator "slacks off," this means somebody else has to put forth more effort and time than necessary. When this happens our ultimate goal is not reached and can result in complaints from the citizens and visitors of Mammoth Lakes.

Attached are some operator responsibility guidelines. These were developed so that each piece of snow removal equipment is ready to go out at a moment's notice and operate at full capacity. These guidelines will be adhered to.

Time cards will be filled out daily, recording which piece(s) of equipment were used in Town that day. This report will also include the times work began and ended in each area.

If at any time you are involved in an accident of any kind, your immediate supervisor, the Risk Manager or the police must be notified. These accidents include vehicles, private property, manholes, etc. Do not make any prejudicial statements that may construe fault at the scene of any personal injury or liability accident. If you are unable to reach a supervisor or the police, make sure you document the incident recording the date, time, type of accident, vehicles, property, or persons involved and any other information you are able to gather at the scene. If, after gathering all information, you are still unable to reach someone, use your best judgment in deciding how to handle the situation or whether to leave the scene.

An accident report must be completed for each incident before you go off duty.

GRADERS

- A. Pre-Operation - All fluid levels will be checked and filled to proper levels. All lights must be in working order. A visual walk-around inspection must be made, to include chain condition and cutting edge condition. Any necessary repairs will be made and reported to your immediate supervisor before leaving the yard.
- B. Operation - During operation, the operator is responsible for monitoring all gauges and warning lights on the machine. The operator will monitor the chain condition and cutting edge condition. Cutting edges will be replaced when there is $\frac{1}{2}$ " minimum between it and the moldboard. Cutting edge and chain repairs will be done immediately to avoid costly and time consuming repairs later. Care should be taken to maintain even and straight cutting edges
- C. Post Operation - Before parking any grader, all fluid levels will be checked and filled. Cutting edges and chain condition will be checked. Any rutting edge or chain repairs will be done. All lighting and minor repairs will be done by the operator. Hardfacing of chains will be done at the earliest convenience during breaks in the storms. Any repairs the operator cannot perform will be written up on the proper forms and turned in to the mechanics. The mechanics will determine importance and repair according to their schedule. Hour meter will be checked and, if service is due, mechanics must be notified. All vehicles used during the shift will be greased and fueled at the end of the shift.

LOADERS

- A. Pre-Operation – All fluid levels will be checked and filled to proper levels. All lights must be in working order. A visual walk-around inspection of the loader must be made, including chain and blade condition. Any repairs must be made and reported to your immediate supervisor before leaving the yard.
- B. Operation - During operation, the operator is responsible for watching all gauges on the machine, the chain condition, and cutting edge condition. The cutting edge will be replaced when there is a $\frac{1}{2}$ " minimum between it and the moldboard. All bolts must be in place and kept tight at all times. If the cutting edge needs repair or replacements or the chains need attention, it will be done immediately to avoid costly and time consuming repairs later. Care should be taken to maintain even and straight cutting edges.
- C. Post-Operation – Before parking any loader, all fluid levels will be checked and filled. Blades that need replacing or bolts will be taken care of. Chains that need repairs will be repaired. Hardfacing of chains will be done at the earliest convenience, during breaks in storms. All lighting and minor repairs will be done by the operator. Any repairs that operators cannot perform will be written up on the proper forms and turned into the mechanics. The mechanics will determine importance and repair according to their schedule. Hour meter will be checked and, if service is due, mechanics must be notified. All vehicles used during the shift will be greased and fueled at the end of the shift.

BLOWERS

- A. Pre-Operation - All fluid levels will be checked and filled to proper levels. All lights must be in working order. A visual walk-around inspection must be made, to include chain condition, flight condition, blower head and cutting edge condition. Any necessary repairs must be made and reported to your immediate supervisor before leaving the yard.
- B. Operation - During operation, the operator is responsible for watching all gauges on the machine, the chain condition, blower head condition, also rear engine and hydrostatic performance. The cutting edge will be replaced when there is a ½" minimum between it and the mold board. All bolts must be in place and tight at all times. If cutting edge or chains need repair, they will be done immediately to avoid costly and time consuming repairs later. Visibility is bad in blowers and extra care must be taken, especially when backing up. When roading a blower, speed must be kept down.
- C. Post-Operation - Before parking any blower, all fluid levels will be checked and filled. Cutting edges and flights will be checked and all bolts will be replaced or tightened. Chains that need repairs will be repaired. Hardfacing of chains will be done at the earliest convenience, during breaks in storms. All grease fittings on the blower head will be greased. All lighting and minor repairs will be done by the operator. Any repairs that the operator cannot perform will be written up on the proper forms and turned in to the mechanics. The mechanics will determine importance and repair according to their schedule. Hour meter will be checked and, if service is due, mechanics must be notified. All vehicles used during the shift will be greased and fueled at the end of the shift.

PLOW TRUCKS

- A. Pre-Operation - All fluid levels will be checked and filled to proper levels. All lights must be in working order. A visual walk-around inspection of the truck must be made, including chain and blade condition. Any repairs must be made and reported to your immediate supervisor before leaving the yard
- B. Operation - During operation the operator is responsible for watching all gauges on the truck, the chain condition and cutting edge condition. The cutting edge will be replaced when there is a ½" minimum between it and the moldboard. All bolts must be in place and kept tight at all times. If the cutting edge needs repair or replacement, or the chains need attention, it will be done immediately to avoid costly and time consuming repairs later. Care should be taken to maintain even and straight cutting edges.

Post Operation - Before parking any truck, all fluid levels will be checked and filled. Blades, which need replacing or bolts will be taken care of. Chains that need repairs will be repaired. All lighting and minor repairs will be done by the operator. Any repairs the operators cannot perform will be written up on the proper forms and turned in to the mechanics. The mechanics will determine importance and repair according to their schedule. Hour meter will be checked and, if service is due, mechanics must be notified. All vehicles used during the shift will be fueled at the end of the shift

