

## **Appendix E: SWG Community Feedback Process**

Please see the following pages.



## FOR IMMEDIATE RELEASE

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### **Sherwins Working Group seeks community feedback on recreation proposals**

Mammoth Lakes, CA, September 11, 2009—The Sherwins Working Group (SWG) has prepared initial proposals for winter and summer recreation opportunities in the Sherwins area—public lands adjacent to the southern portion of the Town of Mammoth Lakes (TOML) Urban Growth Boundary—and is seeking feedback from the general public. Maps and accompanying narratives will be made available to the community at a variety of locations from September 11 to October 1, 2009, and interested parties are encouraged to submit feedback.

The SWG is comprised of approximately 25 to 30 Mammoth Lakes citizens, representative of a broad spectrum of recreation, business, environmental, and agency interests in the Sherwins area, who are working collaboratively to identify winter and summer recreation opportunities on U.S. Forest Service land in the Sherwins area. The group has been meeting at least monthly since April 2009 to collaboratively develop proposals that balance the needs of the area's diverse recreation activities while protecting natural resources and mitigating trail-user conflicts. The proposals identify new and/or improved trails and related amenities, such as staging areas, signage and wayfinding, and interpretive opportunities. The SWG will use community feedback to refine these proposals before submitting them to the Inyo National Forest (INF) for consideration and environmental review, at which time there will be an opportunity for continued public participation.

Participation in the collaborative process has been open to the general public, and approximately 70 individuals have attended at least one meeting. SWG members have included hikers, runners, mountain bikers, snowmobilers and off-highway vehicle users, Nordic and backcountry skiers, dog walkers, equestrians, and local property owners, among others. The INF, TOML, and Mammoth Lakes Trails and Public Access Foundation (MLTPA) have provided technical support to the SWG.

The public may review the proposal maps and narratives at the following locations:

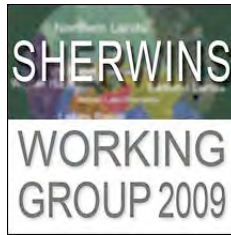
- Mammoth Lakes Library
- Mammoth Powersports
- Footloose Sports
- Mammoth Pet Shop
- Mammoth Community Water District
- Snowcreek Athletic Club
- TOML Tourism & Recreation Department
- MLTPA offices

Feedback forms will be available at these locations and online at [www.mltpa.org](http://www.mltpa.org). Maps and narratives may also be downloaded from this Web site.

In addition, members of the SWG, TOML, INF, and MLTPA will be available for field trips to the Sherwins area to review and participate in public discussion about the draft proposals; please contact MLTPA at (760) 934-3154 or [SWGfeedback@mltpa.org](mailto:SWGfeedback@mltpa.org) to make arrangements. For more information about the SWG, please contact process facilitator Austin McInerny at (510) 981-1124 or [austinm@sbcglobal.net](mailto:austinm@sbcglobal.net).

###





## **Sherwins Working Group: Frequently Asked Questions**

### ***Q: What is the Sherwins Working Group (SWG)?***

**A:** Building on the success of work completed as part of the Town of Mammoth Lakes Trail System Master Plan Update and the Sherwin Area Trails Special Study (SATSS), the United States Forest Service (USFS), the Town of Mammoth Lakes (TOML), and the Mammoth Lakes Trails and Public Access Foundation (MLTPA) invited the community to form an independent working group in the spring of 2009 to collaboratively identify a preferred alternative for trails, public access, and recreation facilities for implementation in the public lands immediately to the south of the Town of Mammoth Lakes Urban Growth Boundary, best known simply as the Sherwins.

The object of the Sherwins Working Group is to craft a collaborative proposal (described above) for delivery to the USFS by November 2009; to date, the group has produced a draft summer and a draft winter proposal complete with maps and narratives that will be shared with the public during the SWG Community Feedback Process beginning September 11, 2009, and closing October 1, 2009.

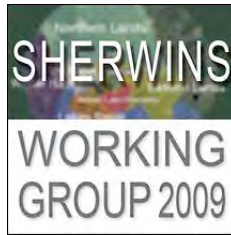
### ***Q: Who is participating in the Sherwins Working Group?***

**A:** Participation in the collaborative process has been open to the general public, and approximately 70 individuals have attended at least one meeting since the process began in April 2009. With a core membership of approximately 25 to 30 Mammoth Lakes citizens, representative of a broad spectrum of hikers, runners, mountain bikers, snowmobilers and off-highway vehicle users, Nordic and backcountry skiers, dog walkers, equestrians, and local property owners, among others, the SWG is collaborating to tackle this complex project. The USFS, TOML, and MLTPA have provided technical support to the SWG, and the process has been facilitated by staff from the Center for Collaborative Policy, a program at California State University, Sacramento.

### ***Q: What are the SWG Winter and Summer Proposals?***

**A:** These proposals are the result of five months' collaborative planning by the Sherwins Working Group, with the USFS, TOML, and MLTPA providing technical support. Each proposal is season-specific and outlines a comprehensive draft plan for outdoor recreation and public access in the Sherwins area, which is public land that lies adjacent to the southern portion of the TOML Urban Growth Boundary. Suggestions for new and/or improved trails and related amenities, such as staging areas, signage and wayfinding, and interpretive spaces, represent consensus recommendations developed and supported by the SWG and may include alternatives for community consideration. The SWG crafted these proposals to achieve a





balance of on-the-ground needs and desires of diverse recreation interests, environmental sustainability, adequate dispersion of use as related to quality of experience, mitigation of existing and/or potential user conflict, agency and private business and landowner considerations, wildlife concerns, and other issues. These proposals are intended for eventual submittal to the USFS for environmental review, compliant with the National Environmental Policy Act (NEPA), with a goal of eventual implementation.

***Q: How do I read the maps and narratives?***

**A:** Each map—one for summer, one for winter—features icons that represent specific amenities, facilities, alignments, existing conditions, boundaries, and other information. Please refer to the legend for complete definitions, and note that the symbol sets for each seasonal map differ slightly.

Each map also contains numbers outlined in boxes—the SWG Map ID#s—that overlay the features described above. The numbers represent specific recommendations from the SWG, and their descriptions can be found in the corresponding seasonal narrative. Rationale and notes or questions for the community follow each concept description. Please note that a few numbers may be broken down into subsets to represent different options for a common recommendation; lowercase letters will follow the number in this case, such as “5a.”

***Q: How do I provide feedback on the proposals?***

**A:** Complete sets of the SWG Winter and Summer Proposal maps and narratives are available for public review at the following locations:

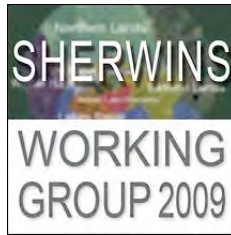
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- Footloose Sports
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- Mammoth Community Water District
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- MLTPA offices

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Alternatively, you may download the same materials at [www.mltpa.org](http://www.mltpa.org). The form is in Microsoft Word format, which you must download and save to your desktop. Completed Microsoft Word forms may be e-mailed to [SWGfeedback@mltpa.org](mailto:SWGfeedback@mltpa.org). Please use only one line per topic (each box will expand automatically to fit as much text as you would like to enter), and refer to the specific season and Map ID#.







***Q: How long is the SWG Community Feedback Process open?***

**A:** The process opens on Friday, September 11, 2009, and closes on Thursday, October 1, 2009. Paper forms are due by close of business day, which will vary for each location. Electronic forms must be submitted via e-mail by 11:59 p.m.

***Q: What are the next steps for the SWG Winter and Summer Proposals?***

**A:** Once the SWG Community Feedback Process closes on October 1, 2009, printed forms will be collected from each host location and compiled with feedback received via e-mail. The SWG will use the community feedback to refine the final SWG Winter and Summer Proposals before submitting them to the USFS in November 2009 for consideration and future environmental review (NEPA). The community will have an opportunity to provide input on the final SWG documents and any subsequent environmental analysis during the NEPA process by way of a formal, official public-comment period managed by the USFS. The Forest Service's subsequent NEPA review will identify and publicly disclose both potential impacts resulting from any element of the proposal as well as a discussion of the technical challenges to be overcome from any of the more ambitious trail designs/routes. Cost of construction will also have to be estimated and disclosed. The SWG proposals will be ready for implementation after USFS consideration and once NEPA is complete.

***Q: How can I get more information about the SWG and the SWG Winter and Summer Proposals?***

**A:** Please visit [www.mltpa.org](http://www.mltpa.org) for a complete record of the SWG and to access links to information on SATSS and the SWG Community Feedback Process. You also may contact MLTPA by calling (760) 934-3154 or by sending an e-mail to [SWGfeedback@mltpa.org](mailto:SWGfeedback@mltpa.org). SWG Process Facilitator Austin McInerney is also available to speak with you; he may be reached by calling (510) 981-1124 or by sending an e-mail to [austinm@sbcglobal.net](mailto:austinm@sbcglobal.net).



# SHERWINS WORKING GROUP COMMUNITY FEEDBACK FORM



Current Projects

Sherwins

Sherwins Working Group (SWG)

- **SWG Community Feedback Process**

SWG FAQ

Sherwin Area Trails Special Study (SATSS)

Summer of Stewardship 2009 (SOS)

Trail System Master Plan Final Draft (2009)

MLTPA GIS Inventory Contract (MLTPA GIC)

Bike Lane Paint Test

Archived Projects  
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Sherwins Working Group Community Feedback Page



PLEASE NOTE THAT THE FEEDBACK PROCESS IS NOW CLOSED.

MLTPA is keeping this page active so that you can review the draft proposal that will now be updated by the Sherwins Working Group -- stay tuned!

You'll find everything you need to participate in the SWG Community Feedback Process right here. Click the links below to download each file to your computer.

If you would like to know more about the SWG and its process, click [here](#) to go to the full SWG page.

The Community Feedback process closes on Oct. 1. **Be sure to get your feedback to MLTPA by Oct. 1!**

[Community Feedback Process Official Press Release](#) [68K]

[Sherwins Working Group Process Frequently Asked Questions \(FAQ\)](#) [100K]

[Community Feedback Form](#) (due by October 1) [128K]

[Draft Summer Map](#) [2.4M]

[Draft Summer Narrative](#) (describes what is presented in map) [236K]

[Draft Winter Map](#) [2.4M]

[Draft Winter Narrative](#) (describes what is presented in map) [204K]

HOW TO PROVIDE YOUR FEEDBACK

You have several options:

1. **Download** and review the maps, narratives, and FAQ (available above), as well as the SWG Community Feedback Form. Save the form to your desktop (it's a Microsoft Word document), fill it in as you like, and then e-mail your completed form to [SWGfeedback@mltpa.org](mailto:SWGfeedback@mltpa.org).

2. **Visit** one of the SWG Community Feedback Process Venues (listed below) to view hard copies of the maps, narratives, and FAQ. Fill out one of the blank SWG Community Feedback Forms and drop it into the box provided.

3. **Participate** in any number of field trips, presentations, or informal gatherings that will be taking place through October 1, which is the closing date for the feedback process. Send us an e-mail at [SWGfeedback@mltpa.org](mailto:SWGfeedback@mltpa.org) and we'll let you know when these events are happening; you can participate and fill out your feedback form right on site.

Sherwins Working Group Community Feedback Process Venues

If you'd like to get an in-depth look at what your fellow community members have collaboratively produced, stop by one of the SWG Community Feedback Process Venues between September 11 and October 1 to check out the summer and winter narratives and large displays of the SWG.

If you experience problems downloading documents or visiting one of the venues, please do not hesitate to contact MLTPA at (760) 934-3154 or by sending an e-mail to [SWGfeedback@mltpa.org](mailto:SWGfeedback@mltpa.org).

Thanks in advance for providing your feedback to the Sherwins Working Group participants and their efforts!

Mammoth Lakes Library

400 Sierra Park Rd. (next to the ice rink)

(760) 934-4777

Mon. through Fri., 10 a.m. to 7 p.m.; Sat., 9 a.m. to 5:30 p.m.

Mammoth Powersports

160 Commerce Dr. (in the industrial park)

(760) 924-3155

Tues. through Sat., 9 a.m. to 5 p.m.

Footloose Sports

3043 Main St. (northwest corner of Old Mammoth Rd. and Main St.)

(760) 934-2400

Mon. through Sun., 8 a.m. to 7 p.m.

Snowcreek Athletic Club

51 Club Dr. (next to Fire Station #2, north side of Old Mammoth Rd.)

(760) 934-8511

Hours of availability TBD

Mammoth Pet Shop

38 Laurel Mtn. Rd. (southwest corner of Laurel Mtn. Rd. and Tavern Rd.)

(760) 934-4417

Mon. through Sun., 10 a.m. to 6 p.m.

Town of Mammoth Lakes Tourism & Recreation Department

2520 Main St. (across from USFS Ranger Station)

(760) 934-2712

Mon. through Fri., 8 a.m. to 5 p.m. (excluding 9/11 and 9/25)

Mammoth Community Water District

2315 Meridian Blvd.

(760) 934-2596

Mon. through Fri., 7:30 a.m. to 4:30 p.m.

MLTPA Office

42 Davison Rd. #5

(760) 934-3154

Mon. through Fri., 9 a.m. to 6 p.m.



Current Projects

Sherwins

Sherwins  
Working Group  
(SWG)

SWG  
Community  
Feedback  
Process

• **SWG FAQ**

Sherwin Area  
Trails Special  
Study (SATSS)

Summer of  
Stewardship 2009  
(SOS)

Trail System Master  
Plan Final Draft  
(2009)

MLTPA GIS Inventory  
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Bike Lane Paint Test

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## Sherwins Working Group Frequently Asked Questions (FAQ)

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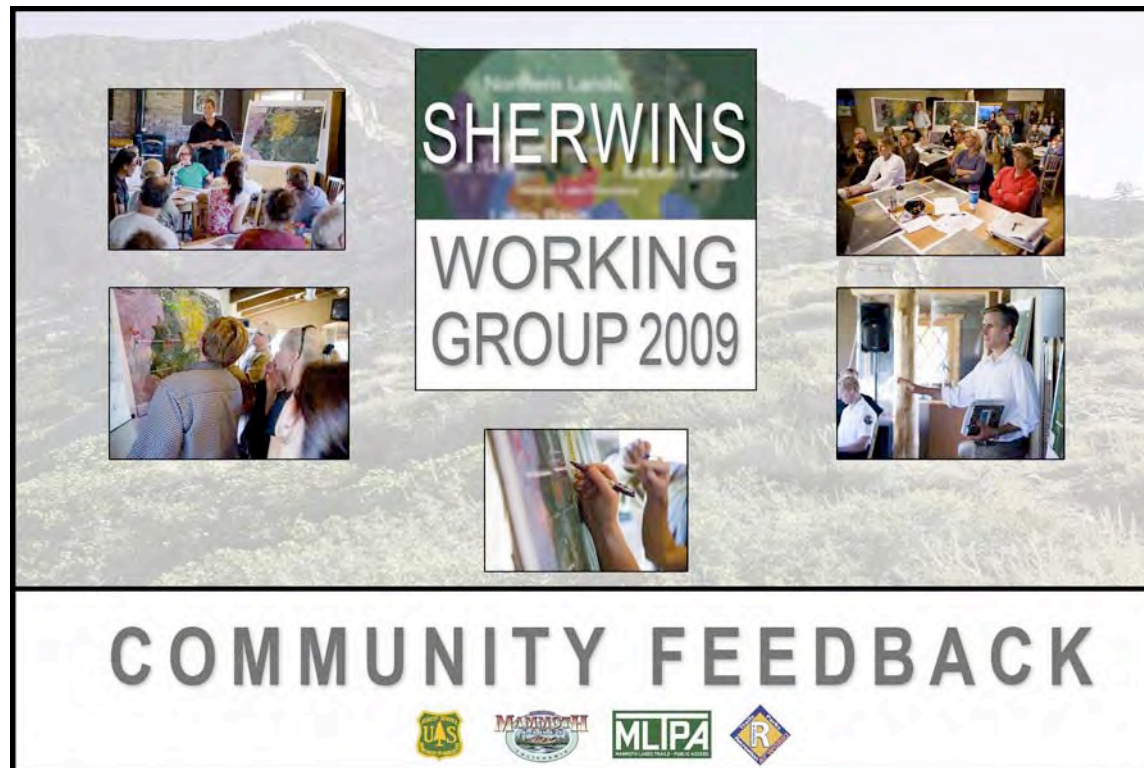
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# WINTER NARRATIVE

DRAFT for Community Feedback  
September 11, 2009

### Map ID #

### Description

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1

**CONCEPT: Major multi-use staging area at the borrow pit**

This will be the primary trailhead for the Sherwins area and therefore the most developed. Facilities, which will be shared between both parking areas (non-motorized at the southern end; motorized turnaround and/or parallel roadside parking at the northern end; see also Winter Map ID #3), will include bathrooms, a beacon basin/interpretive area, and signage. This trailhead will be open year-round (see Summer Map ID #1) and to all users.

**RATIONALE:** The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major trailhead in this location: Sherwin Creek Road will require conversion to a four-season surface from its intersection with Old Mammoth Road to the borrow pit, which must be plowed in the winter and therefore will provide for improved vehicular travel; construction of the tank farm will allow the trailhead to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the trailhead. This area has traditionally been, and continues to be, a popular staging area for recreationalists, as evidenced by existing winter conditions: crowded vehicle parking along Sherwin Creek Road. A beacon basin/interpretive area would be an excellent addition to this trailhead due to the expected high volume of users; this staging area also offers an excellent opportunity for use/experience of such facilities by residents and visitors.

Creating a separate parking area with over-snow vehicle (OSV) specific design allows for separation of motorized and non-motorized staging, which mitigates noise and air pollution, reduces potential safety hazards and/or conflicts between snowmobiles and children, dogs, or others, provides an easy loading/unloading area for those with trailers, and places OSV users close to the routes available to them to the east. Locating the non-motorized parking area farther south allows for better access to the proposed snowplay area for families with children too small to walk a long distance (see Winter Map ID #2) as well as for proximity to non-motorized recreation opportunities to the west.

**QUESTION:** Should the motorized and non-motorized parking areas be separated by a greater distance (i.e., motorized parking farther down Sherwin Creek Road) or does the suggested combined staging suffice?

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## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
2	<p><b>CONCEPT: Non-motorized snowplay area adjacent to the borrow pit staging area</b> Situates a non-motorized snowplay area on the moraine that is nearest the borrow pit trailhead to provide sledding and other complementary wintertime recreation opportunities. This area will be open to non-motorized snowplay only and is separate from and in addition to the proposed snowplay area adjacent to Snowcreek VIII (see Winter Map ID #15).</p> <p><b>RATIONALE:</b> This area is ideal for snowplay due to its moderate slope, gentle terrain, and aspect (north-facing, which best retains snow). Its proximity to the borrow pit staging area makes it highly visible and therefore attractive to potential users, enables them to access the snowplay area via a very short walk, and offers bathrooms and other facilities nearby, which is important for families with small children.</p>
3	<p><b>CONCEPT: Additional off-loading area for OSV users near borrow pit staging area</b> Extend a spur from the borrow pit staging area along Sherwin Creek Road that ends in a turnaround that can accommodate a pickup truck with a trailer, but is not limited to or reserved strictly for OSV users. Facilities will be limited to signage; users will access additional facilities at the main borrow pit staging area (see Winter Map ID #1).</p> <p><b>RATIONALE:</b> Providing an additional turnaround off-loading area will help to relieve potential congestion at the formal borrow pit staging area, enabling drivers to drop off or pick up both motorized and non-motorized users more efficiently and with ease. The area's distance from the larger staging area will naturally contribute to separation of use.</p>



## Sherwins Working Group: Winter Map ID Descriptions



### Map ID #

### Description

4

**CONCEPT: Motorized/non-motorized boundary (separation of use)**

Delineate a motorized/non-motorized boundary that runs roughly north to south along the borrow pit staging area. Solitude Canyon will be open to OSV users, but the Tele Bowls and the face of the Sherwins Range will not. An OSV access/egress corridor from the borrow pit staging area to the Lakes Basin—open only after April 15, when the Lakes Basin is opened to OSV use—should be considered only if it routes through the Old Mammoth Road winter closure staging area; the meadow area will remain non-motorized only.

**RATIONALE:** Separation of use via a clearly marked boundary will reduce potential conflict between motorized and non-motorized use in the Sherwins area. The western portion of the area offers more opportunities for non-motorized recreation due to size and geography; OSV use is currently prohibited in the Lakes Basin until after April 15, so motorized recreation would “dead-end” at The Bluffs for the majority of the winter season. Additionally, the Sherwins Range is a unique front-country ski and snowboard amenity. Plentiful motorized opportunity is on offer to the east and south of the Sherwins area, and the inclusion of Solitude Canyon in the OSV zone enables users to also access Pyramid Peak and other destinations.

**NOTE:** The terms “motorized” and “non-motorized” refer to recreation activities only. Motorized equipment required for grooming and other maintenance will be allowed in “non-motorized” areas as needed.

**NOTE:** If this proposal is adopted, motorized access will remain in effect as it is currently defined until such time that this feature of the plan is implemented.

**NOTE:** Some concern has been expressed regarding a potential use conflict/safety hazard near the snowplay area where it borders the OSV boundary.

## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
5a	<p><b>CONCEPT: Formal non-motorized access/egress point at Snowcreek VIII</b> Formalize the access/egress point at Snowcreek VIII as identified in the Snowcreek VIII Master Plan. Facilities will include signage and a possible public transit stop as proposed by the Snowcreek VIII Master Plan. This point will be open year-round to non-motorized users only.</p>
	<p><b>RATIONALE:</b> Formalization of this access/egress point will allow residents of, and visitors to, the Snowcreek VIII development access to the borrow pit staging area as well as to other amenities recommended in this proposal, such as the alternative snowplay area (Winter Map ID #15) and the groomed portion of the stacked-loop trail system (Winter Map ID #9a) while also allowing users to travel through Snowcreek VIII to visit the planned hotel and retail amenities.</p>
5b	<p><b>CONCEPT: Formal non-motorized access/egress point at Ranch Road public easement</b> Formalize the access/egress point at the Ranch Road public easement. Facilities will be limited to signage. This point will be open to non-motorized users only and possibly used only during the winter.</p>
	<p><b>RATIONALE:</b> Formalization of this point will facilitate clear egress across the Snowcreek golf course and back to town for skiers and snowboarders exiting the Sherwins, a very popular front-country ski and snowboard amenity, avoiding conflict with private-property owners while providing a direct and easy-to-use route for users. This point will also connect to Snowcreek VIII transit stops. The exact location of this point will be determined by construction phasing of the Snowcreek VIII project.</p>

## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
5c	<p><b>CONCEPT: Non-motorized staging area at Tamarack Street</b> Develop a non-motorized staging area at the end of Tamarack Street. Facilities may be limited to parking and signage; the staging area will remain ungroomed. This trailhead will be open year-round to recreational non-motorized use only.</p>
	<p><b>RATIONALE:</b> Tamarack Street is a heavily used access/egress point popular with neighborhood residents and others. Improving the site with parking and signage will increase ease of use and accessibility while respecting the private-property owner adjacent to the trailhead, and formalizing it as a trailhead creates an important link within the stacked-looped trail system in the meadow (see Winter Map ID #9a). This trailhead will provide an alternative access/egress point to the Sherwins area for non-motorized users wishing total separation from OSV staging.</p>
	<p><b>NOTE:</b> Signage regarding avalanche danger should be considered at this spot.</p> <p><b>NOTE:</b> The adjacent private-property owner's future development plans will influence the exact location of this trailhead.</p>
6	<p><b>CONCEPT: Multi-use staging area at Old Mammoth Road winter closure</b> Develop a multi-use staging area at the Old Mammoth Road winter closure. Facilities will include signage, expanded parking, and bathrooms. This trailhead will be open year-round to non-motorized use and open to OSV use after April 15, when snowmobiles are permitted in the Lakes Basin.</p>
	<p><b>RATIONALE:</b> This trailhead will provide a non-motorized staging alternative to the borrow pit trailhead, which will relieve pressure on the main parking/staging areas at the eastern end of the Sherwins and provide an alternative access/egress point to the Sherwins area for non-motorized users wishing total separation from OSV staging prior to April 15. It also will relieve pressure on the existing Lake Mary Road winter closure staging area.</p>

## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
7	<p><b>CONCEPT: Non-motorized connector from Old Mammoth Road winter closure trailhead (Winter Map ID #6) to Hidden Lake meadow</b></p> <p>Articulate a non-motorized connector between the Old Mammoth Road winter closure trailhead and the stacked-loop system present within the Hidden Lake meadow on the west end of the Sherwins area. The connector will be ungroomed and receive no maintenance, but will be signed to indicate the level of difficulty. The trail will be articulated over a summer trail (see Summer Map ID #5a) and will be open to non-mechanized use (non-motorized activities excluding bikes) year-round.</p> <p><b>RATIONALE:</b> This connector satisfies an existing need to provide safe, efficient, marked travel for cross-country skiers and snowshoers from the popular Lakes Basin amenities, such as Tamarack Cross-Country Ski Center, and the frequently used meadow at the west end of the Sherwins. This feature will provide an important link directly into the stacked-loop trail system (see Winter Map ID #9a). Lack of grooming will make the trail less visible, keeping use to a minimum, and the steeper slope angle and cautionary signage will deter less-skilled skiers and snowshoers.</p>
8	<p><b>CONCEPT: Grooming on Old Mammoth Road from winter closure trailhead (Winter Map ID #6) to Lakes Basin</b></p> <p>Groom over the existing road alignment from the Old Mammoth Road winter closure staging area to the intersection of Old Mammoth Road and Lake Mary Road. This will be corduroy only (no Nordic track) that will be open to non-motorized use only.</p> <p><b>RATIONALE:</b> Grooming this portion of Old Mammoth Road will facilitate connectivity to the Lakes Basin for non-motorized users, as it will provide an easier surface on which to cross-country ski, snowshoe, or skin. Following the existing road alignment will allow grooming to occur with a low snow threshold, keeping this access/egress corridor open longer than would be possible if it were groomed over vegetation.</p>

### Map ID #

### Description

9a

**CONCEPT: Non-motorized stacked-loop trail system in the meadow**

Articulate a stacked-loop trail system from the borrow pit staging area, along the base of the Sherwins to the Tamarack Street staging area, and back to the borrow pit staging area. Facilities will include signage and some maintenance: sections closer to town (northern half) will be groomed, whereas sections farther out (southern half) will be left ungroomed. This system will be aligned, if possible, over the summertime system (see Summer Map ID #8) and will be open to non-motorized users only.

**RATIONALE:** To improve the existing non-motorized opportunities in the meadow (the legacy blue-diamond signage system, as one example), a “stacked” or “nested” loop trail system with partial grooming will be created to offer multiple route options to the variety of winter users. The main route—out from which the smaller “nested” loops will branch—will connect to the access points identified in Winter Map ID #5a, 5b, and 5c via the groomed half of the loop, providing consistent and easy access/egress across the area to the loop system, the borrow pit staging area, and points of connection farther north and east. Grooming the northern half of the main route (corduroy only) will provide a packed surface for dog-walkers, snowshoers, pedestrians, cross-country skiers, and others and allow these users a lengthy maintained-route option. Leaving the southern half ungroomed (but signed) will provide an option for those seeking a more “wild” or “natural” experience. A set of parallel trails such as those seen at Tamarack Cross-Country Ski Center (a Nordic track side-by-side with a simple groomed trail) should be developed to accommodate cross-country skiers who desire a Nordic-specific surface.

**NOTE:** The exact alignment of the perimeter trail and its nested loops needs further consideration.

## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
9b	<b>CONCEPT: Dog policy for stacked-loop trail system in the meadow</b> Dog owners are free to have their pets off-leash, but the dogs must be under voice control. Facilities will include signage and “doggie bag” stations along the main trail.
	<b>RATIONALE:</b> As on-leash policies are increasingly enforced at other areas, such as Shady Rest Park, an alternative should be provided to those who would like to take their pets for a walk leash-free. Clear signage outlining this policy and providing trail-etiquette education is essential. The “doggie bag” facilities installed along the trail at regular intervals will help to ensure cleanup compliance, which will not only keep the area tidy, but also will reduce potential conflict between dog-walkers and other users.
	<b>QUESTION:</b> Should leashes be required in some areas, such as staging areas?
10a	<b>CONCEPT: Non-motorized connector from borrow pit staging area to Mammoth Creek Park East at the bridge</b> Develop a groomed connector (corduroy, but no Nordic track) between the borrow pit staging area and Mammoth Creek Park East at the bridge near Hayden Cabin. This connector will be open to non-motorized users only.
	<b>RATIONALE:</b> This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate non-motorized staging area and provide connectivity between the park, the borrow pit staging area, the stacked-loop trail system, and formal access/egress points along the meadow’s northern boundary.

## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
	<p><b>CONCEPT: Off-leash dog area north of Sherwin Creek Road</b> Designate a zone that is north of Sherwin Creek Road and east of the U.S. Forest Service (USFS) stables where dogs may be off-leash and are <b>not</b> required to respond to voice command. Facilities will include signage, and the area will not be groomed.</p>
<b>10b</b>	<p><b>RATIONALE:</b> As on-leash policies are increasingly enforced at other pet-play areas, such as Shady Rest Park, an alternative should be provided to those who would like to walk, play with, or exercise their pets leash-free. This specific area is a logical choice due to its proximity to the borrow pit staging area parking (easy and quick to access), its lack of groomed trails (reduces potential conflict with other users), and the tendency for this area to become packed down relatively quickly due to foot traffic and snowmobile use.</p>
<b>11</b>	<p><b>OMITTED</b></p>
	<p><b>CONCEPT: Public-transit stops at staging areas</b> Public-transit stops should be added at the Old Mammoth Road winter closure staging area, the borrow pit staging area, and the Snowcreek VIII access/egress point.</p>
<b>12</b>	<p><b>RATIONALE:</b> Public-transit stops at staging areas will make it easy for those who do not have a vehicle available to them (or a driver's license) to access the Sherwins zone via formal trailheads with facilities of some kind. Expanded routes support the Town of Mammoth Lakes' vision for public-transportation mobility and can help alleviate potential traffic congestion both on the roads and at the parking areas. Adding stops at these points also supports the area's internal connectivity (i.e., the stacked-loop system) by enabling users to enter or exit from the location that is most desirable or convenient.</p> <p><b>NOTE:</b> The turnaround for public transit at the Old Mammoth Road winter closure staging area could be built at the same time that the parking area is expanded.</p>



Map ID #	Description
	<b>CONCEPT: Signage and wayfinding system</b> A comprehensive signage and wayfinding system should be installed throughout the study area, including educational and interpretive opportunities.
<b>13</b>	<b>RATIONALE:</b> A uniform and comprehensive signage and wayfinding system will enhance the user experience by providing specific information (trail length, degree of difficulty, etc.), more general information (overview of stacked-loop system, public-transit schedules, etc.), interpretive opportunities (anatomy of a meadow, mining-town history, etc.), and education that will assist with enforcement of policies (on- and off-leash areas, OSV boundary, etc.).
<b>14</b>	<b>OMITTED</b>
	<b>CONCEPT: Non-motorized snowplay area adjacent to Snowcreek VIII</b> Situate a non-motorized snowplay area either on the moraine adjacent to the Snowcreek VIII development or on the Snowcreek golf course, if possible. The snowplay area will be open to non-motorized snowplay only and is separate from and in addition to the one proposed at the borrow pit staging area (see Winter Map ID #2).
<b>15</b>	<b>RATIONALE:</b> The moraine on which this snowplay area will be built is more north-facing than the moraine adjacent to the borrow pit staging area, which means it will retain more snow. The moraine's moderate slope and gentle terrain are suitable for sledding and complementary activities. Its proximity to the Snowcreek VIII flagship hotel and access/egress point (see Winter Map ID #5a) may encourage and facilitate use by guests and others.
	<b>NOTE:</b> A snowplay area is identified in the approved Snowcreek VIII Master Plan.

## Sherwins Working Group: Winter Map ID Descriptions



Map ID #	Description
16	<p><b>CONCEPT: Multi-use staging area at the Lake Mary Road winter closure</b> Develop a formal multi-use staging area east of Lake Mary Road, above the bridge. Facilities will include signage and parking. The staging area will be open to non-motorized users year-round and to OSV users only after April 15, when snowmobiles are permitted in the Lakes Basin.</p>
	<p><b>RATIONALE:</b> This staging area will relieve existing pressure on the current Lake Mary Road parking used to access the Sherwins, Panorama Dome, Tamarack Cross-Country Ski Center, and other Lakes Basin recreation amenities.</p>
17	<p><b>CONCEPT: Improved trail to the Sherwins from Lake Mary Road</b> Create a more visible, guided connection between Lake Mary Road and the Sherwins by installing a set of simple signage. This route will not be groomed and will be open to non-motorized use only.</p>
	<p><b>RATIONALE:</b> The trail currently used to access the Sherwin Ridge from Lake Mary Road, though heavily used, is not formally recognized by the USFS. Making it “legal” will allow the trail to be aligned to address erosion and other environmental concerns and will enable a simple, small set of signage to be installed at the trailhead (and other spots where necessary) to guide users up the most sustainable route.</p>



SHERWINS

WORKING GROUP 2009

SHERWINS WORKING GROUP

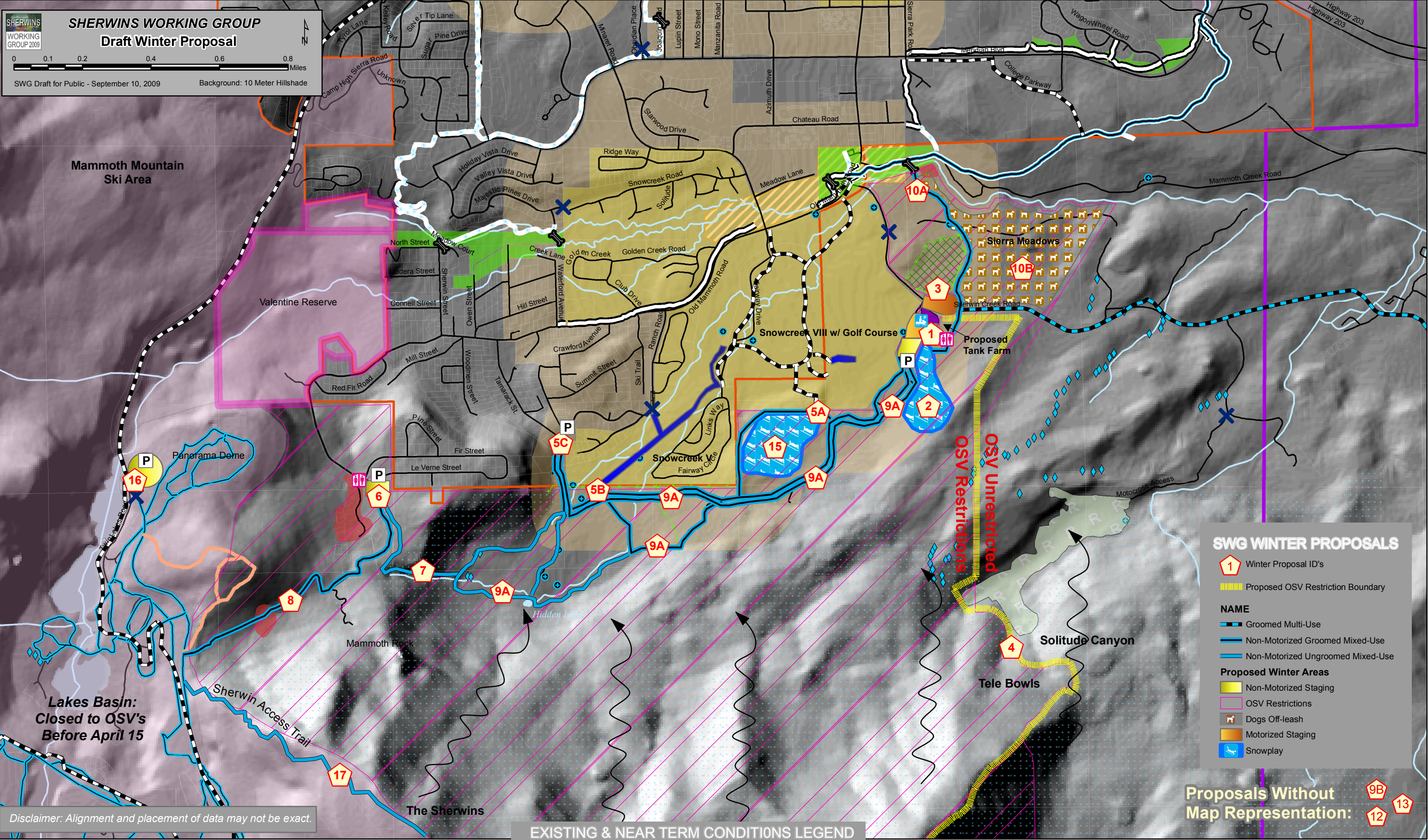
Draft Winter Proposal

00.10.20.40.60.8

Miles

SWG Draft for Public - September 10, 2009

Background: 10 Meter Hillshade



SWG WINTER PROPOSALS

1

Winter Proposal ID's

Proposed OSV Restriction Boundary

NAME

Groomed Multi-Use

Non-Motorized Groomed Mixed-Use

Non-Motorized Ungroomed Mixed-Use

Proposed Winter Areas

Non-Motorized Staging

OSV Restrictions

Dogs Off-leash

Motorized Staging

Snowplay

Proposals Without Map Representation: 9B, 12, 13

Disclaimer: Alignment and placement of data may not be exact.

Existing Tunnels

Bridges - Existing & Near-Term SHARP: Appendix E

Blue Diamond Marker

Gates/Barriers/Dead Ends

MCWD Sherwin Area Wells

Backcountry Area

OSV Restriction Area

Snowshoe Trails

Existing Groomed Non-Motorized

Snow Removed MUP

Snow Covered MUP

Streets

Planned Multi-Use Paths

Streams

Water Bodies

Fences

Cultural Historic Areas

Backcountry Ski/Snowboard

Parks/Open Spaces

Valentine Reserve

INF Stable

Borrow Pit

Proposed Tank Farm

Moto-x

Town Municipal Boundary

Town Urban Growth Boundary

East OSCC NDP

Ranch Rd Easement

Parcels

Winter Access - SnowCrk Master Plan

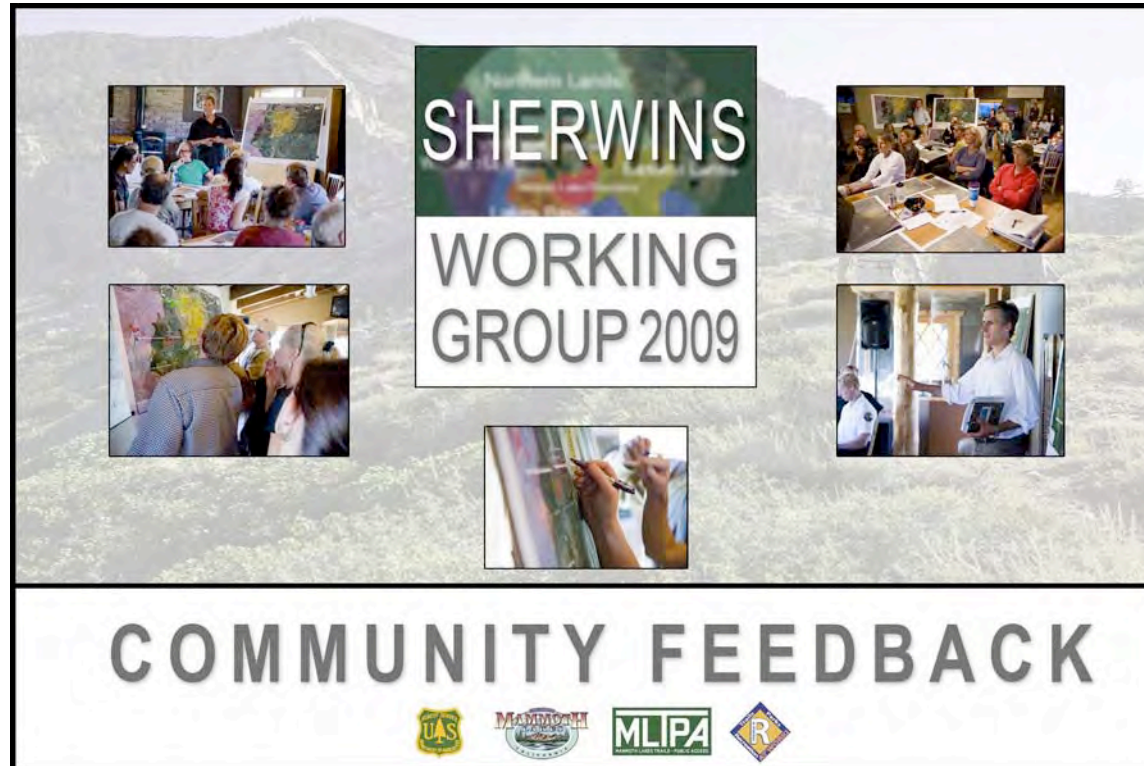
Snowcreek Area Influence

Snowcreek District Area

SHERWINS

WORKING GROUP 2009





# SUMMER NARRATIVE

DRAFT for Community Feedback  
September 11, 2009

### Map ID #

### Description

#### **CONCEPT: Major multi-use staging area at the borrow pit**

This will be the primary trailhead for the Sherwins area and therefore the most developed. Facilities will include parking, bathrooms, an education/interpretive area, and signage. Additionally, the U.S. Forest Service (USFS) Maintenance Level on Sherwin Creek Road would need to be changed to allow off-highway vehicles (OHV) to travel eastbound along the entire length of Sherwin Creek Road to Highway 395 (across both USFS and Department of Water and Power [DWP] land) to access appropriate OHV routes. This trailhead will be open year-round (see Winter Map ID #1) and to all users.

**RATIONALE:** This area has traditionally been, and continues to be, a popular staging area for recreationalists. The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major trailhead in this location: Sherwin Creek Road will require conversion to a four-season surface from its intersection with Old Mammoth Road to the borrow pit, which will provide for improved vehicular travel; construction of the tank farm will allow the trailhead to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the trailhead. An education/interpretive area would be an excellent addition to this trailhead due to the expected high volume of users; this staging area offers an excellent opportunity for use/experience of such facilities by residents and visitors.

OHV use is currently prohibited in open areas and on some routes within the Sherwins area, including much of Sherwin Creek Road. Change of the USFS Maintenance Level on Sherwin Creek Road will allow OHV users to ride directly from the borrow pit staging area to routes open to them in the east without needing to stage farther down the road. Signage would describe legal uses in the area to assist with enforcement of OHV open/closed routes.

**NOTE:** Maintenance Levels are defined by the USDA Forest Service Handbook as the level of service and maintenance for a specific road. When roads are maintained, Maintenance Levels must be consistent with road-management objectives and maintenance criteria.

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
2	<p><b>CONCEPT: Non-motorized staging area at Tamarack Street</b> Develop an ADA-accessible non-motorized staging area at the end of Tamarack Street. Facilities will be limited to signage and parking, with at least one ADA-only spot. This trailhead will be open year-round to non-motorized use only (see Winter Map ID #5c).</p> <p><b>RATIONALE:</b> Tamarack Street is a heavily used access/egress point popular with neighborhood residents and others. Improving the site with parking and signage will increase ease of use and accessibility while respecting the private-property owner. Formalizing it as a trailhead creates an important link within the stacked-looped trail system in the meadow (see Summer Map ID #7). This trailhead will provide an alternate access/egress point for non-motorized users wishing total separation from OHV staging at the borrow pit staging area.</p> <p><b>NOTE:</b> The private-property owner's future development plans will influence the exact location of this trailhead, but also may provide opportunity for site improvement concurrent with private construction.</p> <p><b>NOTE:</b> Care must be taken to ensure that equestrians on Tamarack Street have access to the meadow via a soft-surface path.</p>
	<p><b>CONCEPT: Formal non-motorized access/egress point at Snowcreek VIII</b> Formalize the access/egress point at Snowcreek VIII as identified in the Snowcreek VIII Master Plan. Facilities will include signage and a possible public-transit stop as proposed by the Snowcreek VIII Master Plan, though no public parking will be available. This point will be open year-round to non-motorized users only (see Winter Map ID #5a).</p> <p><b>RATIONALE:</b> Formalization of this access/egress point will allow residents of, and visitors to, the Snowcreek VIII development access to the borrow pit staging area, the stacked-loop trail system (Summer Map ID #7), and other amenities and destinations nearby, such as Cerro Coso Community College and the Mammoth Lakes Library, while also allowing users to travel through Snowcreek VIII to visit the planned hotel and retail amenities.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
	<p><b>CONCEPT: Multi-use staging area at Old Mammoth Road winter closure</b> Develop a multi-use staging area at the Old Mammoth Road winter closure. Facilities will include signage, expanded parking, bathrooms, and a possible public-transit stop. This trailhead will be open year-round to non-motorized use (see Winter Map ID #6).</p>
<b>4</b>	<p><b>RATIONALE:</b> This trailhead will provide a non-motorized staging alternative to the borrow pit trailhead, which will relieve pressure on the main parking/staging areas at the eastern end of the Sherwins and provide an alternate access/egress point to the Sherwins area for non-motorized users wishing total separation from OHV staging. It also will provide additional staging opportunities for the Lakes Basin, Mammoth Rock Trail's western endpoint, and Panorama Vista Trail/Panorama Dome Trail's eastern endpoints. An adequate turnaround for public transit will need to be constructed at this location, but transit availability will reduce overcrowding at parking areas and supports the Town of Mammoth Lakes' General Plan vision of public-transit mobility.</p>



Map ID #	Description
	<p><b>CONCEPT:</b> Soft-surface non-motorized connector from the Hidden Lake meadow to the Old Mammoth Road winter closure trailhead (Summer Map ID #4), Panorama Dome, and the Lakes Basin</p> <p>Articulate a soft-surface non-motorized connector between the Old Mammoth Road winter closure trailhead and the stacked-loop system present within the Hidden Lake meadow on the west end of the Sherwins area. The connector will be signed to indicate the level of difficulty. The trail will be articulated beneath the winter trail where possible (see below and Winter Map ID #7) and will be open to non-mechanized use (closed to bikes, but open to equestrians and hikers) year-round.</p> <p>The trail will follow this rough alignment: Beginning in the Hidden Lake meadow, the trail will head up the south side of The Bluffs through the manzanita, gain the ridge along the firebreak, present a spur to the proposed Old Mammoth Road winter closure staging area, and continue to the west end of the Mammoth Rock Trail.</p>
5a	<p><b>RATIONALE:</b> This connector satisfies an existing need to provide safe, efficient, marked travel between the popular Lakes Basin amenities and the frequently used meadow at the west end of the Sherwins that avoids conflict with mountain bikes for hikers and equestrians. This feature will provide an important link directly into the stacked-loop trail system (see Summer Map ID #7) and also will allow equestrians and hikers a bike-free alternative to using the Mammoth Rock Trail to access the Lakes Basin. Signage and trail construction (a series of tight switchbacks) will be designed to deter “poaching” by downhill mountain bikers.</p> <p>The specific routing of this trail offers the following benefits: avoidance of the steep existing drainage; spectacular views; good sun exposure, which will allow more rapid snowmelt and therefore early access in the spring; reduction of visual impact via placement in manzanita; connection to the safe crossing at Old Mammoth Road (see Summer Map ID #15), the Old Mammoth Road winter closure staging area (see Summer Map ID #4), the Tamarack Street staging area (see Summer Map ID #2), and the Mammoth Rock Trail. Additionally, the trail’s aspect allows the ridge to be gained using only three or four switchbacks, which will make construction easier and result in a gentler, more user-friendly grade.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
<b>5b</b>	<p><b>CONCEPT: Soft-surface non-motorized connection from Old Mammoth Road safe crossing (Summer Map ID #15) to the intersection of Old Mammoth Road and Lake Mary Road</b></p> <p>Develop a soft-surface non-motorized trail connection between the Old Mammoth Road safe crossing and the road's intersection with Lake Mary Road. Facilities will be limited to signage. This connection will be open to non-motorized users only.</p> <p><b>RATIONALE:</b> Routing this connection on the northwest side of Old Mammoth Road will offer the following benefits: quick snowmelt due to aspect, and therefore early spring accessibility; reduction of visual impact via placement in manzanita; existing topography and vegetation require less-intensive development; good views; avoidance of boggy/wet areas and dense stands of lodgepole pine and aspen; historical/interpretive opportunities as the trail passes through the Mammoth City site; increased user safety via off-road location.</p>
<b>5c</b>	<p><b>CONCEPT: Soft-surface pedestrian and bike connections from the intersection of Old Mammoth Road and Lake Mary Road to the Lake Mary Road Bike Path</b></p> <p>Develop surface-appropriate, safe connections for hikers and mountain bikers who wish to access the new Lake Mary Road Bike Path from the Sherwins area.</p> <p><b>RATIONALE:</b> Currently there are no formal, safe points of connection between the new, paved multi-use Lake Mary Road Bike Path and the intersection of Lake Mary Road and Old Mammoth Road. Providing these connections will increase safety by avoiding user presence on Lake Mary Road and will encourage use of the new bike path, which connects into the larger, paved Mammoth Lakes Trail System.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
6	<p><b>CONCEPT:</b> Hard-surface or paved non-motorized connector from borrow pit staging area to Mammoth Creek Park East at the bridge</p> <p>Develop a hard-surface or paved multi-use path (MUP) from the borrow pit staging area to the bridge at Mammoth Creek Park East. Specific routing will take users from the borrow pit staging area, around the USFS stables, and deliver them to a connection with the existing MUP at Mammoth Creek Park East. This connector can route beneath the winter alignment (see Winter Map ID #10) and will be open to non-motorized users only. The exact surface is to be determined.</p> <p><b>RATIONALE:</b> This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate non-motorized staging area and provide connectivity between the park, the borrow pit staging area, the stacked-loop trail system, and formal access/egress points along the meadow's northern boundary. Routing of the trail as described above will increase user safety by keeping users separated from Sherwin Creek Road and Old Mammoth Road traffic, enhance the user experience by presenting less noise and visual impact (vehicular traffic), and provide a direct connection to an existing portion of the Mammoth Lakes Trail System that leads to the Mammoth Lakes Library, Cerro Coso Community College, and other destinations. The park-side endpoint of this connection also will facilitate easier access to the Hayden Cabin (Summer Map ID #25), which presents historical opportunities and can increase visitor traffic to this amenity.</p> <p><b>NOTE:</b> See also Summer Map ID #25.</p>

### Map ID #

### Description

#### **CONCEPT: Non-motorized “backbone” trail connections from the borrow pit staging area to the Tamarack Street staging area**

Articulate two separate non-motorized routes that connect the borrow pit staging area to the Tamarack Street staging area and also connect into the summertime “stacked loop” system (see Summer Map ID #8). The hard-surface or paved trail will be ADA-accessible and will be aligned over the existing USFS 4S100 road, which will require closure to motorized use. Construction should accommodate maintenance vehicles and/or golf carts to access Kerry Meadow for special events. The complementary trail will be soft-surface and aligned to the south, near the base of the Sherwins, over the existing trail. Environmentally appropriate trail design is critical. These trails will be open to non-motorized users only, with specific use dependent on trail surface.

**7**

**RATIONALE:** Accommodating multiple uses is important to the diverse Mammoth Lakes community, and providing one hard-surface trail and one soft-surface trail that link the borrow pit staging area to the Tamarack Street staging area and the greater “stacked-loop” system allows users a choice of experience. The hard-surface or paved trail will enable disabled users and those desiring a compacted surface to enjoy the Sherwins area. It also will provide direct connections to other points on the Mammoth Lakes Trail System by way of the Tamarack Street staging area, the Snowcreek VIII access/egress point, and the borrow pit staging area. The soft-surface trail allows equestrians who have property on Tamarack Street to cross the meadow and access the borrow pit staging area and beyond, or to head up to the Lakes Basin if coming from the east. It also furthers connectivity for mountain bikers and hikers and discourages use-trail proliferation by providing an easy, clear route. The meadow area is flat and open, which provides excellent visibility for equestrians, hikers, and mountain bikers sharing the soft-surface trail and can help curb user conflict and increase user safety. Proper trail engineering will allow for restoration of the wet meadows by closing other, less-sustainable use trails. Ensuring continued, though modified, access to Kerry Meadow will sustain special-event business there and also offer interpretive opportunities.

**NOTE:** The exact alignment of the backbone trails needs further consideration.

Map ID #	Description
8	<p><b>CONCEPT: Non-motorized stacked-loop trail system in the meadow</b></p> <p>Articulate a stacked-loop trail system from the borrow pit staging area, along the base of the Sherwins to the Tamarack Street staging area, and back to the borrow pit staging area. Facilities will include signage. The southern half of the perimeter trail of this system will be soft-surface; the northern half will be hard-surface or paved (see Summer Map ID #7). The entire system will be open to non-motorized users only.</p> <p><b>RATIONALE:</b> To improve the existing non-motorized opportunities in the meadow, a “stacked” or “nested” loop trail system will be created to offer multiple route and surface options to the variety of summer users. The main route—out from which the smaller “nested” loops will branch—will connect to the access points identified in Summer Map ID #2 and #3 via the hard-surface or paved northern half of the loop, providing consistent and easy access/egress across the area to the loop system, the borrow pit staging area, and points of connection farther north and east. Creating a soft-surface southern half will provide an option for equestrians unable to use a hard-surface or paved trail as well as those seeking a more “wild” or “natural” experience.</p> <p><b>NOTE:</b> The exact alignment of the perimeter trail and its nested loops needs further consideration.</p> <p><b>NOTE:</b> The possibility of adding a hiking-only trail around the meadow should be considered.</p> <p><b>NOTE:</b> The possibility of adding a non-motorized pathway from the Tamarack Street staging area to Hidden Lake should be considered.</p>

## Sherwins Working Group: Summer Map ID Descriptions



### Map ID #

### Description

9

**CONCEPT: Convert existing USFS roads 4S104 and 4S110 to non-motorized use**

Convert existing USFS roads 4S104 and 4S110, at the eastern end of the study area, to non-motorized use only. The routes run roughly from Sherwin Creek Road north to just short of Mammoth Creek.

**RATIONALE:** The existing roads are currently open to motorized use but lack connectivity to other motorized opportunities and experience minimal use. The conversion would help to protect the existing mule deer habitat in the area, which is a tourism amenity (to see deer on the trail is a unique experience). Additionally, this road is part of the existing Sierra Meadows Ranch lease-area trail inventory.

**NOTE:** See also Summer Map ID #10 and #11.

**QUESTION:** Should the area through which these existing roads run be open or closed to mountain bikes?

## Sherwins Working Group: Summer Map ID Descriptions



### Map ID #

### Description

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10

**CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area across Mammoth Creek to Shady Rest Park**

Develop a soft-surface non-motorized trail connector from the borrow pit staging area across Mammoth Creek and on to Shady Rest Park. The trail would run adjacent to Sherwin Creek Road, down to Sherwin Creek Campground, then head east to the footbridge and northwest toward Mammoth Community Water District and the existing MUP system leading to Shady Rest Park. Facilities will include signage and “doggie bag” stations along the main trail. Improvements to the existing footbridge or a new creek crossing will need to be built. This trail would be open to non-motorized users only; dogs may be off-leash if under voice control.

**RATIONALE:** This trail achieves connectivity between two heavily used recreation areas without forcing users onto Old Mammoth Road, which improves user safety and the user experience by avoiding traffic hazards, visual impact, and noise. This trail allows dog owners to walk their pets leash-free and provides clear sightlines between equestrian users in the area and mountain bikers on the trail, reducing potential safety hazards and user conflict. The creek crossing will be simple and minimal, such as a flat log crossing, to reduce cost, and signage indicating a “slow zone” will further assist with user-conflict mitigation and safety concerns.

**NOTE:** Both the crossing at Highway 203 and the side of Sherwin Creek Road on which the trail will be aligned have yet to be determined.

**NOTE:** See also Summer Map ID #9.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
11	<p><b>CONCEPT: Soft-surface non-motorized trails along Mammoth Creek</b> Consolidate the multiple use-trails along Mammoth Creek into two parallel system trails: the north-bank trail will be open to all non-motorized users, while the south-bank trail will be designated as non-mechanized (closed to bikes, but open to hikers and equestrians). Each trail will begin from Mammoth Creek Park East and head east toward Sierra Meadows Ranch.</p>
	<p><b>RATIONALE:</b> Consolidation of the many existing use-trails into two clearly signed routes on either side of the creek will allow for rehabilitation of the creek's banks and will prevent further proliferation of social trails. Creating one trail that permits bikes and one that prohibits them allows users a choice of experience and to avoid potential conflict with other trail users. Situating the trails on opposite sides of the creek will assist with enforcement of use restrictions; further, the trail on the north side of the creek can link directly into the connector trail to Shady Rest Park (Summer Map ID #10). Additionally, the north-side trail provides connectivity for bicycles from the park to Hayden Cabin, a point of historical interest (Summer Map ID #25).</p>
	<p><b>NOTE:</b> See also Summer Map ID #9, #10, and #25.</p>
12a	<p><b>CONCEPT: Non-motorized staging area at the Lake Mary Road winter closure</b> Develop a formal non-motorized staging area at the Lake Mary Road winter closure, east of Lake Mary Road and above the bridge. Facilities will include signage and parking. The Panorama Vista Trail would be rerouted to start from this staging area (see Summer Map ID #12b), and a safe crossing at the staging area itself would need to be constructed.</p>
	<p><b>RATIONALE:</b> This staging area will relieve existing pressure on the current Lake Mary Road parking used to access the Sherwins, Panorama Dome, and other Lakes Basin recreation amenities and also on the Old Mammoth Road winter closure staging area. It also will help to eliminate pullout parking that is currently happening along Lake Mary Road—a high-traffic, high-speed road. The safe crossing could include use of a four-way stop at the intersection, speed bumps, and diagonal parking along the staging area, which could also slow traffic.</p>
	<p><b>NOTE:</b> See also Summer Map ID #5b, #5c, #12b, #14, #15, and #17.</p>

## Sherwins Working Group: Summer Map ID Descriptions



### Map ID #

### Description

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**12b**

**CONCEPT:** Soft-surface non-motorized trail connecting the Lake Mary Road staging area to the Panorama Vista Trail, Panorama Dome Trail, and the Lake Mary Road Bike Path

Develop a soft-surface non-motorized trail that connects from the end of the Lake Mary Road Bike Path at the bridge and continues on the east side of the road to connect to Panorama Dome Trail. Realign the northern end of Panorama Vista Trail to parallel the road, with a connection to the Lake Mary Road winter closure staging area and the south end of the trail. Build a bridge that connects the Lake Mary Road Bike Path to the soft-surface trail described here. This would be constructed on the east side of the existing bridge where the Lake Mary Road Bike Path currently ends.

**RATIONALE:** User safety will be increased by keeping users off of Old Mammoth Road. Panorama Vista Trail realignment will eliminate use of the dangerous southern end of the trail at its intersection with Lake Mary Road. The bridge will allow bike-path users to use the safe crossing to the Lake Mary Road winter closure staging area (see Summer Map ID #12a). The trail connection will connect users in the lower Sherwins area and Panorama Dome with the Lake Mary Road Bike Path as well as provide safe and accessible connectivity between the Lakes Basin, Mammoth Mountain Ski Area (MMSA) Bike Park, and Panorama Dome.

**NOTE:** See also Summer Map ID #5b, #5c, #12a, #14, #15, and #17.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
13	<p><b>CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area to Mammoth Rock Trail</b></p> <p>Develop a soft-surface non-motorized connector trail from the Mammoth Rock Trail to the south side of the borrow pit staging area. This will necessitate rehabilitation of the two existing use-trails into one system trail that connects to the existing road on the south side of the borrow pit.</p>
	<p><b>RATIONALE:</b> This connection will enable users, particularly mountain bikers, to exit the Mammoth Rock Trail and make a direct connection to the Mammoth Creek Park East connector trail (see Summer Map ID #6) and the larger Mammoth Lakes Trail System, or to one of the two “backbone” trails connecting the borrow pit staging area to the Tamarack Street staging area (see Summer Map ID #7). Consolidation of the two existing use-trails will reduce visual impact. This connection will deliver users from Mammoth Rock Trail directly into the borrow pit staging area, which is a major node featuring an array of facilities.</p>
	<p><b>NOTE:</b> This item could be the start to the trail identified in Summer Map ID #27.</p>
14	<p><b>CONCEPT: Soft-surface non-motorized connector from Mill City and the Old Mammoth Road winter closure staging area to the end of the Panorama Vista Trail</b></p> <p>Improve and formalize the existing use-trail or build a new soft-surface non-motorized trail to connect the system trail at Mill City to the end of the Panorama Vista Trail at the Old Mammoth Road staging area. This trail will be open to non-motorized users only.</p>
	<p><b>RATIONALE:</b> This trail connects the MMSA Bike Park, Lake Mary Road Bike Path, and Panorama Dome Trail back to town without needing to take Mammoth Rock Trail or create downhill traffic on the Lake Mary Road Bike Path, which will improve user safety and relieve some pressure on Mammoth Rock Trail. It creates the opportunity for a firebreak on Panorama Dome, creates an option for trail users to stay off of Old Mammoth Road, and eliminates some road crossings, also contributing to increased user safety. This trail provides connectivity to the larger Mammoth Lakes Trail System and public transit via the Old Mammoth Road winter closure staging area, and also connects to and presents interpretive opportunities at the Mill City historical site.</p>

Map ID #	Description
15	<p><b>CONCEPT: Old Mammoth Road soft-surface non-motorized safe crossing</b> Develop a soft-surface non-motorized safe crossing of Old Mammoth Road. A trail would be built roughly from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of the existing use trail/mine road, then turn parallel to the road and continue to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill (west) of the turn. The crossing will be open to non-motorized users only.</p> <p><b>RATIONALE:</b> This crossing provides continuity of the soft-surface system described in Summer Map ID #14 and elsewhere in this proposal. It avoids having bikers cross Old Mammoth Road in a blind hairpin, as is the current configuration, thereby dramatically increasing public safety both for trail users and drivers. This is a safe crossing point because uphill traffic has a 180-degree turn to negotiate; therefore, traffic is slow and downhill traffic has a long straightaway on which to see oncoming cars or pedestrians. Cars are naturally slowing here in anticipation of the hairpin turn. Additionally, this crossing will minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road.</p> <p><b>NOTE:</b> The exact alignment of the safe crossing is yet to be determined but could include a below-grade crossing.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
16	<p><b>CONCEPT: Soft-surface non-motorized connector from the Old Mammoth Road winter closure trailhead to the trail connecting it to the western end of the meadow (see Summer Map ID #5) and Mammoth Rock Trail</b></p> <p>Develop a soft-surface non-motorized connector trail that will link into Mammoth Rock Trail and the meadow via the trail connection described in Summer Map ID #5. This spur, possibly ADA-accessible, should be aligned with the identified existing use-trails/roads if possible.</p> <p><b>RATIONALE:</b> This trail provides an essential, though short, link between the Old Mammoth Road winter closure staging area and the trail that connects it to the meadow. If created as an ADA-accessible trail, it would offer vista opportunities from The Bluffs to disabled users. This connection provides access to potential public transportation and to Mill City, which is a historic point of interest that has further connections to other area trails. Additionally, this alignment will take pedestrian and bicycle traffic off of Old Mammoth Road and help to minimize the use of unsafe roadside turnouts along Old Mammoth Road. There is good visibility in this area, which will help to prevent or mitigate conflict between users.</p>
17	<p><b>CONCEPT: Sherwin Ridge access from Mill City, Mammoth Rock Trail, and the meadow</b></p> <p>Construct a soft-surface non-motorized trail from Mammoth Rock Trail heading west, wrapping around the base of the Sherwins before connecting with the trail identified in Winter Map ID #17 to access the Sherwin Ridge. Facilities will be limited to signage.</p> <p><b>RATIONALE:</b> This connection creates safe access to the existing Sherwin Ridge use trail during the summer by eliminating the need for parking on unsafe turnouts along Lake Mary Road. Users will be able to access the Sherwins from a variety of proposed facilities, including the historic Mill City site (which also presents interpretive opportunities), the Mammoth Rock Trail, the meadow, and the borrow pit staging area.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
18	<p><b>CONCEPT: Improved soft-surface non-motorized connector from Mammoth Rock Trail to proposed meadow loop trail (see Summer Map ID #8)</b></p> <p>Improve the existing trail connection that links the eastern section of Mammoth Rock Trail to the loop trail around the meadow (see Summer Map ID #8). The connector will be clearly delineated and marked as two-way (uphill and downhill), utilize the existing use-trail, which is currently in good shape except for the top portion, and will be open to non-motorized use only.</p>
	<p><b>RATIONALE:</b> This connector will allow mountain bikers to exit the Mammoth Rock Trail before reaching the sandy eastern end (an undesirable soil type for mountain bikers) and can connect them via the “backbone” trails to the Tamarack Street staging area. This link will open up loop opportunities both within the Sherwins area and on Mammoth Lakes Trail System facilities accessible from Tamarack Street and the borrow pit staging area. Making the trail two-way helps to prevent and mitigate user conflict between riders coming downhill at higher speeds and users traveling more slowly upslope.</p>
19	<p><b>CONCEPT: Recommendation for further study/assessment of Solitude Canyon area</b></p> <p>While no specific trail or facility recommendations are offered, further study of the Solitude Canyon area should be undertaken to analyze opportunities for future trail access, connectivity, and development.</p>
	<p><b>RATIONALE:</b> Possibilities exist for connectivity from the Solitude Canyon area to Mammoth Rock Trail, the Lakes Basin, the motocross track area, and Sherwin Ridge. The motocross track area could be considered for a mountain bike race staging area, which would offer an alternative to races at the MMSA Bike Park.</p> <p><b>NOTE:</b> See also Summer Map ID #13 and #27.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
20	<b>CONCEPT: BMX park (OMITTED)</b>
	<b>RATIONALE:</b> A BMX park/bike skills area was considered for inclusion at the borrow pit staging area, but it was ultimately determined that such a facility would be better located outside the Sherwins study area, perhaps in Shady Rest Park. The borrow pit staging area is one of the windiest spots in town, which will cause the dirt to blow away if it's not constantly maintained and which might compromise the quality of experience for users, since the features will include jumps that will be affected by winds. Additionally, though some water may be available at the borrow pit staging area, it will require an enormous amount to keep the park in acceptable operating condition, as our native soils are unsustainable as building material.
21	<b>CONCEPT: Summer biathlon course</b> Develop a summer biathlon course in the motocross track area.
	<b>RATIONALE:</b> The motocross track is far enough away from the borrow pit staging area to avoid heavy use conflict. Potential conflict with mountain bike races or the annual motocross event can be resolved with advance notice and scheduling.
22	<b>CONCEPT: Dog-leash policy</b> Dogs may be off-leash on soft-surface trails in the Sherwins area if under voice command. Dogs must be on-leash on hard-surface and/or paved trails and at all trailheads.
	<b>RATIONALE:</b> With leash policies at areas such as Horseshoe Lake and Shady Rest Park being increasingly enforced, dog owners should be offered an option to walk or exercise their pets without a leash. Requiring dogs to be under voice control will help to prevent conflict and safety hazards between users, as will an on-leash policy at trailheads and on hard-surface and/or paved trails, where use may be more concentrated.
23	<b>OMITTED</b>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
24	<b>CONCEPT: Preservation of Old Mill site</b> Develop a walking/interpretive trail at the Old Mill site. This trail will be limited to pedestrians.
	<b>RATIONALE:</b> The Old Mill site offers many interpretive opportunities to explore the area's history. Limiting the path to foot traffic will allow visitors to enjoy and experience those opportunities without conflict with those on bikes or horses.
25	<b>CONCEPT: Promote local historic elements at the Hayden Cabin</b> Though no specific recommendations are being put forth at this time, it was agreed that interpretive opportunities at Hayden Cabin should be explored and expanded. Utility of the proposed connector from the borrow pit staging area to Mammoth Creek Park East at the bridge (Summer Map ID #6) should be considered in this assessment.
	<b>RATIONALE:</b> The Hayden Cabin is a unique historical point of interest in Mammoth Lakes and should be better promoted to visitors and residents. The current entrance, despite existing signage, is not intuitive, as several routes are present.
26	<b>NOTE:</b> See also Summer Map ID #6, #9, #10, and #11.
	<b>CONCEPT: Soft-surface non-motorized trail to Mammoth Rock</b> Develop a soft-surface non-motorized trail to Mammoth Rock from the western end of Mammoth Rock Trail. Alignment should follow and/or improve the existing use-trails.
	<b>RATIONALE:</b> This area provides excellent views and incorporates one of the iconic features of the area and of the town. Formalization of a trail will create a sustainable alignment where several use trails currently exist. This trail can also form a connection "up and over" the Sherwin Ridge to the improved Sherwins access trail that intersects with Lake Mary Road on the south side of the crest (see Summer Map ID #17), or over to Solitude Canyon.
	<b>NOTE:</b> Wildlife and view-shed preservation are concerns; this concept requires further study.
	<b>NOTE:</b> See also Summer Map ID #17 and #19.



## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
	<p><b>CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area to the Sherwin Lakes area</b> Create a soft-surface non-motorized connector from the borrow pit staging area east to the Sherwin Lakes area</p> <p><b>RATIONALE:</b> This connection would provide a direct route to link into alternative non-motorized recreation experiences at and near the popular Sherwin Lakes area, as well as to Mammoth Rock Trail and Solitude Canyon.</p>
<b>27</b>	<p><b>NOTE:</b> The dashed line indicating Summer Map ID #27 on the map is not a specific proposal, but is a general concept to promote dialogue about this opportunity. The preferred route alignment is yet to be determined and requires further study.</p> <p><b>NOTE:</b> This item requires further study to determine whether the route would be open to all non-motorized use or to all but mountain bikes (a “non-mechanized” designation); trail users would be considered as part of this process.</p> <p><b>NOTE:</b> Signage and trail engineering are important to executing this recommendation.</p> <p><b>NOTE:</b> See also Summer Map ID #13.</p>

## Sherwins Working Group: Summer Map ID Descriptions



### Map ID #

### Description

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28

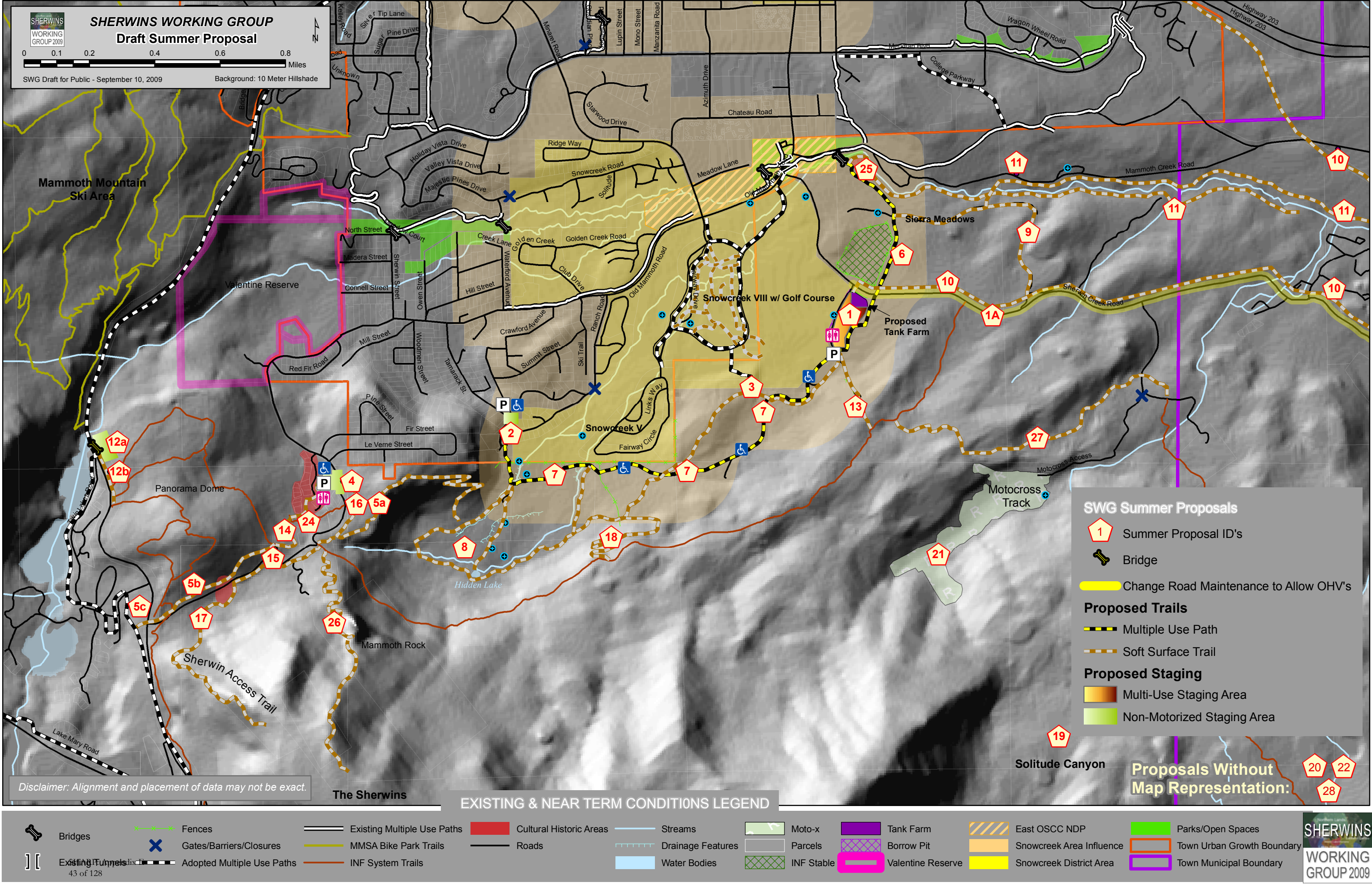
**CONCEPT: Public-transit stops at staging areas**

Public-transit stops should be added at the Old Mammoth Road winter closure staging area, the borrow pit staging area, and the Snowcreek VIII access/egress point.

**RATIONALE:** Public-transit stops at staging areas will make it easy for those who do not have a vehicle available to them (or a driver's license) to access the Sherwins zone via formal trailheads with facilities of some kind. Expanded routes support the Town of Mammoth Lakes' vision for public-transit mobility and can help alleviate potential traffic congestion both on the roads and at the parking areas. Adding stops at these points also supports the area's internal connectivity (i.e., the stacked-loop system) by enabling users to enter or exit from the location that is most desirable or convenient.

**NOTE:** The turnaround for public transit at the Old Mammoth Road winter closure staging area could be built at the same time that the parking area is expanded.

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Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
1	-	S		-	Kerry Meadow Trail - a popular in town trail is not listed.	ERROR/OMISSION
2	Summer	S	11, 25	11, 25	A ped./bike bridge over Mammoth Creek to provide easy direct access to Hayden Cabin from bike/walk loop and Mammoth Creek park—make it part an integral of the loop.	SUGGESTION/NEW CONCEPT
3	Both	S, W	5c, 6, 9b	5c, 6, 9b	Provide not only doggie bag stations but also Mammoth Disposal-serviced bearproof trash bins at each staging area for dog waste (and other trash) disposal. Most dog owners seem unwilling to bag waste (even with bags provided) for the extra step of having to drive it to the dump (or let it fester on the floor of the car).	SUGGESTION/NEW CONCEPT
4	Both	S, W	5c, 6, 9b	5c, 6, 9b	awesome work all around!! Thank you!!	THANKS
5	Winter	W	?	4	SWG Winter Proposal Map This map proposes huge closures for winter osv access near the town of Mammoth that are currently shown on the Winter Recreation Map as “open use”.	POLICY
6	Winter	W	?	-	Currently there are few lodging facilities that promote the 21,000 owners of osv's in the state within the town limits. This issue has not been addressed.	NOT IN SCOPE
7	Winter	W	?	4	Is the line of demarcation for restricted OSV use and unrestricted osv use “signs” or “terrain”?	QUESTION
8	Winter	W	?	4	How to do you propose to enforce the unrestricted areas which are currently used by snowboarders to access the Sherwins?	QUESTION
9	Winter	W	?	-	There is no written document or agreement that the lakes basin is closed prior to April 15th. There was a written agreement approximately 1989 that allowed osv access prior to Thanksgiving and after April 1st to utilize the Lake Mary Road to the Lakes Basin. This issue seemed to evolve into dates which did not allow public input, an EA or any type of discussion.	ADDITIONAL INFO
10	Winter	W	?	4, 10b	The open area off of the Sherwin Creek Road has a blue diamond cross country ski trail through it. This is flat terrain for the most part with gentle hills and popular at times in the past for OSV's.	ADDITIONAL INFO
11	Winter	W	?	4	The huge OSV closure at the base of the Sherwins's between the golf course and the sherwins was proposed by Jim Ognisty, deceased (right-hand man for Tom Dempsey) to allow OSV access to a proposed conference center. This route coincided with the TMT (Trans Mammoth Trail) in the 90's.	ADDITIONAL INFO
12	Winter	W	?	8	Within the TMT, a trail paralleling the Sherwin's was proposed by the mountain ski area to connect to the Old Mammoth road to the lakes basin. I believe the ski area made this proposal with the intention of renting snowmobiles from Tamarack Lodge to parallel the Sherwins and open areas south of Sierra Meadows. Instead, they bought a snowmobile rental company and moved it to the Inn without an EA or any type of public notice. But they were still pushing for this trail.	ADDITIONAL INFO

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
13	Winter	W	?	-	I do not agree with the SWG Proposal for winter recreation on this map. You will stifle and concentrate diversified recreation which is in total conflict with the USFS Land Management Plan which states that diversified recreation must be "dispersed."	OPINION
14	Winter	W	?	-	What is diversified recreation? Snowmobiling, dog sledding, snowplay, cross country skiing, kite skiing, or anything other than downhill skiing.	QUESTION
15	Winter	W	?	1, 3	On the positive side, the parking area for multi-use near Sherwin Creek Rd is good with separate trails. But how do you plan to keep them separate with OSV use unrestricted in the same area?	QUESTION
16	Winter	W	?	9a, 10a	The area is so windblown, the cost of maintaining any trail system in this area will be substantial.	ADDITIONAL INFO
17	Winter	W	?	1, 3	The parking area appears insufficient on the Sherwin Creek Rd. Know that many events have taken place in this area over the years and could again in the future if planned well.	OPINION
18	Winter	W	?	-	Why is Old Mammoth Rd missing from the map?	ERROR/OMISSION
19	Winter	W	?	-	Why doesn't the map show the multi-use trail paralleling Mammoth Creek? The bridge crossing the creek was built specifically to allow use of OSV crossings.	ERROR/OMISSION
20	Summer	S	3 & 7	3, 7	A hard surface connector path between 3 and 7 would be beneficial.	SUGGESTION/NEW CONCEPT
21	Summer	S	11	11	Consideration should be given to a connection between the Main Path vista point (south east of the college) and #11, the path along Mammoth Creek Road.	SUGGESTION/NEW CONCEPT
22	Summer	S	5c	5c	This segment of path connects a paved path (Lake Mary Road Bike Path) and a paved roadway (Lake Mary Road) and should therefore be paved and fully access ble.	SUGGESTION/NEW CONCEPT
23	Summer	S	12b	12b	Consideration should be given to extending the Lake Mary Road Bike Path across a bridge over Mammoth Creek (parallel to the existing road bridge). Then extend the paved path southerly along the east edge of Lake Mary Road approximately 350 feet (to just above Twin Lakes Loop) where an undercrossing could be constructed to provide a safe crossing of Lake Mary Road.	SUGGESTION/NEW CONCEPT
24	Summer	S	New item	-	Consider an option for a paved path paralleling Twin Lakes Loop past the Tamarack resort area that would separate bikes and pedestrians from vehicle traffic on Twin Lakes Loop. The current LMR bike path alignment for this area calls for a "share the road" b ke route along the shorefront road.	SUGGESTION/NEW CONCEPT
25	Winter	W	4	4	It a great place to see the Town of Mammoth it away from cross coutry skier	OPINION
26	Summer	S	21	21	Keep it open to MX + allow multiple use	POLICY
27	Summer	S	All	9	Continue to allow multiple use including motorcycles	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
28	Summer	S	21	21	Please give us our MX track back!! The deer will go around, there are plenty of mule deer to get accustom to the change. Any question, please get in touch with me. Thanks.	POLICY
29	Summer	S		9	I come up frequently to ride the Mammoth Lakes area. When I come I spend quite a bit of money. Trail Closures or restricted access will negatively impact my desire to spend time in the area. Don't close or restrict any more trails!	POLICY
30	Both	S, W		W4, S9	Keep areas open for public use. Been off-roading for 40+ years. Family grew up riding there isn't a better sport around for families. Keep areas open	POLICY
31	Summer	S		9	Please do not close any trails or roads in this area otherwise my family and I will be forced to go elsewhere. We like to recreate with our motorcycles here in the summer. [Added signature] Keep our trail free to ride!	POLICY
32	Summer	S	21	21	I've been riding offroad motorcycle in this area for 22 years - our club puts on a dual sport ride here ever Oct. we bring 150 riders to Mammoth - close the trails & our reason for coming here will disappear & so will we - please don't close any more trails - we don't want any new trails - we just want the trails we have - closing public land is not land management but a failure to manage <u>public</u> land! [signed]	POLICY
33	Both	S, W		W4, S9	Need more access to off-road trails	POLICY
34	Summer	S	19	19	I think it's wonderful to use the Motocross track area for multi-use. Including biathalons, mountain biking, hiking, picnicks, etc. However, it would also be nice to use it for it's intended purpose, which is Motocross!! If we keep closing off-road venues and staging areas, laws will continue to be broken. Us off-roaders bring in a revenue to both the city and state. Let's get our money's worth out of our registration fees! This land is your land, this land is my land!!	POLICY
35		NONE		-	Does the Sherwin Working Group focus on the eastside of the Sherwins?	QUESTION
36		W		4	Like the tele bowl access and the winter snow access on Sherwin Creek Rd and out to the base of the Sherwins.	OPINION
37		NONE		-	Excellent work, guys!!	THANKS
38		S, W		W1, W3, S1	My only comment on the summer and winter narratives is the parking will be too crowded at the tank farm/borrow pit site. Snowmobile enthusiasts with their trucks and trailers need a lot more space for parking than Subarus with x-country skis. Could parking not be extended further down the Sherwin Creek Road?	QUESTION
39		NONE		-	Who are the maps from?	QUESTION
40		NONE		-	Very nice display and comment gathering, to who?	QUESTION
41		S, W		-	Why is the community losing the EAST access of the Sherwins too?	QUESTION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
42		S, W		-	A favorite area that the community has walked, biked, hiked, horsebackriding, dogwalking, viewing, stargazing, birding to Kerry Meadow and up to a beautiful viewpoint, also Tele Bowl, and the extremely popular snowplay on Sherwin Creek Rd winter closure area that's easy to access from town.	OPINION
43	Summer	S	1, 2, 6, 7	1, 2, 6, 7	It would be nice to have motorized multi use, perhaps with strict street regulations. This would allow access to surrounding motorized use trails.	POLICY
44	Winter	W	4, mostly but all	4	There are plenty of non motorized areas around and plenty of snowplay areas. Snowmobiles leave no impact on the environment and drive no one away from sledding and playing in the snow. Closing off this much area should put OHV fees down from \$45 a year to \$10 because there is nowhere to ride our \$12000 machines that is a lot of tax revenue for the state.	POLICY
45	Winter	W		-	I question the results of opening more places that are now closed for winter. Our guests often have limited knowledge of winter exposure here in the Eastern Sierra. Unexpected snowstorms, avalanches etc. threaten the lives of those in the back country - Do we need more deaths? Even the ski area (well patrolled) can attest to that. Expensive to maintain and dangerous.	OPINION
46	Summer	S	Map won't open	-	I like mountain biking and would love to go up there to vacation and ride ONLY IF there are lots of trails open to mountain bikers.	OPINION
47	Summer	S		19	open the Solitude Canyon area (item #19 in the Draft Summer Narrative) for the development of new mountain bike trails	OPINION
48A	Summer Winter	S, W	Summer: 2, 7, 8 Winter: 5c, 9a	S2, S7, S8, W5c, W9a	As excerpted and summarized from the approved Sherwins Working Group (SWG) meeting notes of May 21, 2009 relating to Terry Plum's tentative offer to provide pedestrian access across his family's properties between existing Tamarack Street and the Sherwin Meadows area to the south:	ADDITIONAL INFO
48B	Summer Winter	S, W	Summer: 2, 7, 8 Winter: 5c, 9a	S2, S7, S8, W5c, W9a	[Excerpt] Mr. Plum said the access easement he is proposing would be a 4' wide pedestrian only trail. He also plans on granting shared vehicle access easements (which would overlap the pedestrian trail) to only the Town of Mammoth Lakes (ToML) and its Fire Protection District (MLF), the U.S. Forest Service (USFS) and Mammoth Community Water District for emergency and/or maintenance purposes only. He further stated no motorized vehicles (other than those of the agencies already noted) would be permitted to cross his family's properties. Upon inquiry, Mr. Plum added a willingness to consider permitting bicycles and horses within the access easement if the USFS allows those uses in the immediately adjacent Sherwin Meadows area, the Mammoth Lakes Trails and Public Access Foundation (MLTPA) publicly supports his proposed Tentative Parcel Map (TPM) which permits building 6 single family homes (1 on Leverage Street in the Bluffs subdivision and 5 between existing Tamarack Street and the USFS lands) on his family's 5.6 acres of properties, and the ToML approves his TPM. Mr. Plum stated he has offered to construct the infrastructure improvements (such as an additional fire hydrant and 3 emergency vehicle turnouts on the existing sub-standard Tamarack Street as requested by MLF, extending Tamarack Street into his family's property as a standard 24' wide public street, trailhead public parking (only if required by the ToML), and the 4' wide pedestrian only trail within his family's private driveways) at his family's cost, and also give the northerly .25 acres of his family's property to the ToML (for snow storage and maintenance).	ADDITIONAL INFO

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
48C	Summer Winter	S, W	Summer: 2, 7, 8 Winter: 5c, 9a	S2, S7, S8, W5c, W9a	<p>Note: The SWG, MLTPA, ToML &amp; USFS already have an email of the SWG May 21, 2009 meeting notes (including attached maps).</p> <p>The SWG draft Summer and Winter Proposal maps show a Multiple Use Path across the Plum family properties. Further, the SWG draft Summer and Winter Proposal narratives note "respecting the private-property owner". Accordingly, please revise the draft SWG Summer and Winter Proposals so those submitted to the USFS are in accordance with my above tentative offers and requirements. Finally, I am very willing and eager to meet with SWG, MLTPA, ToML and/or USFS personnel upon my return to Mammoth Lakes on October 2 to answer any questions and/or discuss any concerns regarding the above. Thank you for your serious consideration to my feedback. Working together, we'll develop a great private/public partnership which ensures pedestrian access between Tamarack Street and the Sherwin Meadows area for generations to come. Sincerely, [signed]</p>	ADDITIONAL INFO
49		W		-	I am in receipt of and have reviewed the Sherwins Working Group Winter Narrative and related map dated September 11, 2009.	ADDITIONAL INFO
50		W		4	As an overview observation, it appears that the working group has calculated that there is no place for OSVs in the Mammoth Lakes Area near Snowcreek Properties. Not only does the plan push all OSV use areas significantly away from the Snowcreek sphere of influence (as defined in its master plan), it provides ZERO oversnow pathways for ingress and/or egress from currently OSV accessible lands to those distant areas which have been designated for this purpose. The plan also adds a burden to any staging area as there is little opportunity for OSV users to arrive at the proposed trail head by means other than by truck and trailer.	POLICY
51		W		4	While the Map indicates there would be "restrictions" on the northeast side of line 4, the Narrative indicates a zero OSV use policy. "Restrictions" would be more appropriate. Creating a "no-fly zone" for OSVs is inconsistent with the goal of a diversified use of public lands. The stated purpose for the no-fly-zone is to eliminate the "POTENTIAL" for conflicts of use. Wiping out one side of the potential conflict is certainly the easiest and least creative way to avoid that potential conflict. Yet neither a rationale nor actual historical data has been provided to support the need for such a large swath of public land to be set-aside for a zero-tolerance (of OSVs) policy. The group has provided no support, nor presented a narrative, to indicate that OSV use in this area has been historically abusive or a public nuisance. Nor has the group communicated that OSVs have presented an actual danger to other participants on public lands sufficient for the wholesale elimination, not regulation, of their use.	POLICY
52		W		4	It is clearly reasonable to designate certain areas and pathways to be restricted to non-motorized use. And it would be understandable had the working group determined a need to restrict OSV speed and/or noise levels based on other permitted uses near an area, the hour of day, etc. Or to place restricted use in certain densely used areas to OSV pathways. But, I believe the current plan demonstrates a clear negative bias against this form of recreational use of public lands.	POLICY



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
53		W		2, 15	Specifically, while areas 2 and 15 are designated "snowplay" areas (presumably 15 is for the Snowcreek VIII hotel guests) and paths 5A and 9A are designated non-OSV pathways, there is little reason that public lands next to these zones exclude all OSV use. Rather, a more reasoned approach would be to restrict speeds and/or noise levels near these pathways/play areas.	POLICY
54		W		4	I specifically request the working group eliminate the line 4 "no-fly-zone" and provide, instead, for reasonable speed and noise restrictions in this area. I request OSVs be provided regulated access on, or immediately next to, path 5A and all areas surrounding path 9A (thus establishing a regulated public ingress/egress/touring area near developed projects).	POLICY
55		W		4	Again, it is easy to eliminate "potential conflicts" when you completely omit one side in such a large area. But, I have enjoyed touring many seniors, children and non-athletes, on the back of the snowmobiles, through the various areas of the Sherwins and sharing with them the beauty of nature and the various scenic views. Because of there less physical capabilities, they would not have seen this otherwise. They are not purist cross-country skiers or back country snow-shoers. While those non-motorized purist may feel the views and beauty are reserved for them; they are not. They also belong to those whose only access is via OSVs. The public land is to be shared with all who respectfully approach it. I challenge the group to find a two-sided solution providing access to all major areas of the Sherwins.	POLICY
56	Summer	S		18	On the Summer Proposal, I am in full agreement that soft surface trail loops of various lengths are appropriate to this area. However, I cannot find a discussion anywhere in the document regarding separation of bikers, hikers and equestrians. Just as an example, #18 shows several tight turns while ascending to the top of the Sherwin Ridge. I think we can all agree that a switchback for a hiker and a hairpin turn for a mountain biker are completely different designs. How will all groups be accommodated?	QUESTION
57	Summer	S		-	Also, the Trails System Master Plan Draft is suggesting separation of these same groups on the Mammoth Rock trail. Again, I can't find how this is accommodated in the proposal.	POLICY
58	Summer	S		5a, 8, 16	Finally, please explain why there would not be a proposal to put a MUP into the Hidden Lake area. I can understand beginning with soft surface for cost reasons, but also realize that a hard surface extends the "easy" walk or bike ride into this area and would presumably be less likely to erode like the existing user trails. A MUP is also more distinct and visible, which could reduce the formation of additional user trails.	SUGGESTION/NEW CONCEPT
59	Winter	W		4	On the Winter Proposal, I am concerned with the OSV Unrestricted area including the most easterly blue diamond cross country ski trail and the sloping hills on the east side of Sherwin Creek Road down to 395. Could specific trails and areas be identified for motorized vehicles which would still allow for close-by but separate ungroomed cross country skiing? These slopes are a favorite of many touring skiers.	QUESTION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
60	Winter	W		-	Finally, for the Lakes Basin closure, it might be better to say through the Special Use Permit for Tamarack Lodge rather than state a specific date. It is my understanding that the opening date for OSV's changes each year based on that permit. Has the USFS approved this date? [signed]	QUESTION
61	Winter	W	9A 4 9A 8	9A 4 9A 8	Skiers and backcountry people have trails & ski areas everywhere, why shut down snowmobilers best thing going. The Sherwins are the most epic snowmobile area in Mammoth.	POLICY
62	Winter	W	4	4	With the loss of the White Mt's now this it seems one sided what do us OSV users get SCS	POLICY
63	Summer	S	7 and 6	7, 6	Item 7 is specifically identified with a wheel chair symbol but item 6 is not. This may be misleading since all MUP's are designed to be fully accessible and are usually required to be accessible by the funding agency.	ERROR/OMISSION
64	Both	S, W		-	Both maps seem to be very inclusive of everything I would like to see.	OPINION
65	Both	S, W	22 summer & 9B winter	S22, W9B	I think that this is the most important rule that needs to be. (Dogs under voice command) There is nowhere I ke that in the town.	POLICY
66	Both	S, W	N/A	-	The O.H.V.Registration program has been in California for over 30 years. Every Legal Dirt Bike, ATV, Snowmobile, ect - must be registered with the state. The fees have recently doubled. We pay a lot to the state for the right to use our trails. Exactly how much do rock climbers, hikers, runners, cross-country skiers pay to use the same trails? If you don't think O.H.V. funds benefit us all, think again! Thank you.	OPINION
67	Winter	W	10E	10b	Parking for off-leash dog area?	QUESTION
68	Summer	S	15	15	Close upper Old Mammoth Rd. to vehicle traffic, turn it into M.U.P., improve interpretive trails, signage, etc. at Mill City to Lake Mary Rd.	SUGGESTION/NEW CONCEPT
69	Winter	W	1	1	Once parking access is developed @ borrow pit I suspect there will be a big increase in use + potential for conflict btwn motorized + non-motorized use. In this light, providing separate + well defined user areas (as is currently proposed) will help to alleviate this potential conflict.	OPINION
70	Winter	W	9A	9a	Why not plan to groom the entire 9A loop? Sherwin skier/boarders may cause damage to the grooming but I think the impact would ultimately be ltd, and may help to focus down hill traffic on their way out. TO have a loop to x-country/walk etc. makes for a much more use friendly/enjoyable experience etc.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
71	Summer	S	Mill City	6, 24	Close the road year round @ closure gate. Make it a bike trail/walking path. Stop the [traffic] @ Mill City and utilize the space you have now and better the experience by eliminating traffic. Also build an interpretative path through the Mill City + Old Mammoth City to increase knowledge of Mammoth Gold Mining History.	SUGGESTION/NEW CONCEPT
72	Both	S, W		W9b, W10b, S22	Great to have an off leash trail for dogs please!	OPINION
73	Winter	W		4	<u>Sherwin Meadows</u> I love the snowmobile tracks as a path for XC skiing and exiting the Sherwins.	POLICY
74		W		2, 10b	Snow play and dogs go together.	SUGGESTION/NEW CONCEPT
75		W		10b	I have kids and a dog. Parking area for dogs same as snowmobile? Groomed loop in meadow split use walk/dogs + ski.	QUESTION
76	Summer	S		17, 26	Connect Trails 17 + 26	SUGGESTION/NEW CONCEPT
77		W		-	Winter Biathlon area?	NOT IN SCOPE
78	Summer	S	Mill City	4, 6	Modify the plan & use Old Mammoth Rd for the trails. Close the road - and use it now for the trail system.	SUGGESTION/NEW CONCEPT
79	Summer	S	14/15	14, 15	Keep the water wheel rustic - it's a great place for kids today - don't make it a main thorough-fare. You can still find old iron nails, "garbage" from the 1800s & 1920s. Keep it that way	SUGGESTION/NEW CONCEPT
80	Summer	S	Mill City	4, 5a, 5b, 5c	Include pavement area for road bikes.	SUGGESTION/NEW CONCEPT
81	Summer	S	5	5a, 5b, 5c	Make huge trail head/node @ Mill City, close off upper Old Mammoth Rd. to cars, use this as obvious bike trail, MUP, save \$\$ designing trails + connections when you have the obvious!!	SUGGESTION/NEW CONCEPT
82	Summer	S	19	19	Open Solitude Canyon to mtn. biking - create 1 or 2 long trails - OSV allowed here, allow bikes.	SUGGESTION/NEW CONCEPT
83	Summer	S	24	24	Separate Mill City historic trail from bike paths - keep this quiet, ped. oriented. Make this an interpretive area - Mmth does not have interpretive area/experience. This is an excellent oppt. to develop + create something like this - connecting historical Mammoth to present day Mammoth.	SUGGESTION/NEW CONCEPT
84	Winter	W	8	8	this is a corridor for So. Cal Edison + H2O district cat machines - they are regularly going up + down road w/out tillers - ripping up snow - it does not make sense to groom this when it will be cut up - also need to consider existing Tamarack operations + feeding people into this operation + the consequences: more signage, trail pass issues, accessories, etc.	ADDITIONAL INFO
85	Winter	W	10b	10b	where is the parking for the pets-off-leash area	QUESTION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
86	Summer	S		5a, 5b, 5c, 13, 14, 16	More trails, nodes + cnxts. in Old Mammoth Mill City, Rock Trail, etc. in summer might alleviate traffic on Old Mmth Rd. more	OPINION
87	Summer	S		4, 5a, 5b, 5c	Convert Upper Old Mammoth Rd. to wide bike path - close it off entirely to vehicles - use it for emergency vehicles only	SUGGESTION/NEW CONCEPT
88	Winter/ Summer	S, W	Solitude Canyon	W4	Un fit for motorized use. No mention of likely trespass into designated Wilderness. Little to no mention of major deer migration corridor and poss ble impacts. No mention of historic bc ski use and possible conflicts.No mention of how ironic it would be (is) to have a place named Solitude Canyon over run by snowmobiles. I fully applaud all the hard work and effort that has gone into this, but Solitude is an unacceptable compromise.	POLICY
89		S, W		W1, W5C, W6, W13, S1, S2, S4	Staging areas with information kiosk including a map and some outline of proposed plan	SUGGESTION/NEW CONCEPT
90		S		1, 2, 7, 16	Connecting ADA trails (preferably paved) so folks can begin to use and appreciate the area in a way which is linked to the existing town trail system in progress	SUGGESTION/NEW CONCEPT
91		W		4, 13	Designation and implementation of motorized/non-motorized boundaries. This obviously needs to include some kind of educational opportunities –see item 1	SUGGESTION/NEW CONCEPT
92	Winter	W	5B	5b	Regarding the dark blue (purple?) line going from 5B into the Snowcreek Golf Course area: 1. What is the purpose of this egress terminating at the Ranch Road public easement if there is no parking available like at 5C and 9A? There is no legal public parking allowed along Ranch Road to Old Mammoth Road or at the St Joseph's parking lot. 2. The narrative descr bes this as "a direct an easy-to-use route" "back to town for skiers and snowboarders exiting the Sherwins" but the rationale doesn't explain how that is facilitated once they get outside the gate area. 3. This line also has no description in the map's legend.	QUESTION, ERROR/OMISSION
93	Winter	W	5B	5b, 12	1. Why aren't any of the public transportation shuttle stops shown on this map? 2. Shouldn't those shown in the Snowcreek VIII Master Plan also be included?	QUESTION
94	Winter & Summer	S, W	5C, 2	5c, 2	The placement of the Parking & Disabled symbols need to be repositioned and clarified in the narrative so that they don't imply access to/from Ranch Road. Since there is not winter street parking allowed, where is the space being provided to build an adequately sized parking lot?	QUESTION
95	Winter	W	Various	5a, 5b, 5c	Who provides liability insurance coverage to protect the interests of private property owners where the public is ingressing or egressing over their land e.g. Snowcreek VIII, the Tamarack 5C area, Ranch Road public easement?	QUESTION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
96	Winter & Summer	S, W	5A, 5C, 2	5a, 5c, 2	The Snowcreek influence area, shown as yellow or light tan, does not include the Fairway HOA area. It would be preferable to show both Fairway Ranch and The Ranch at Snowcreek HOAs in a distinct color, defining them a private property. The tan areas of the maps are also not defined.	ERROR/OMISSION
97	Winter	W	5B	5b	1) Purple line extending from Snowcreek Golf Course area does not have a designation. 2) Parking is not allowed in the area so there is no reason for a public easement 3) There is no public transportation once outside gates so narrative for "direct" is unclear. 4) Roads are privately maintained and there is no specification as to who will contribute to maintenance if it is used for public purposes. 5) Snowcreek VIII master plan shuttle stops, etc. are not designated on proposal.	ERROR/OMISSION
98	Winter & Summer	S, W	5C, 2	5c, 2	There is no winter street parking and there is no adequate parking lot for parking and disabled vehicles designated in the narratives.	ADDITIONAL INFO
99	Winter & Summer	S, W	Various	W5a, W5b, W5c, S2, S3	There is a question as to who will provide the liability insurance for these easements.	QUESTION
100	Winter & Summer	S, W	5A, 5C, 2	5a, 5c, 2	There is not an adequate designation as to the Snowcreek Influence Areas, including but not limited to the Fairway HOA Area, Fairway Ranch, and The Ranch at Snowcreek. The tan areas of the map are not designated.	ERROR/OMISSION
101	Winter	W	5B	5b	1) Purple line extending from Snowcreek Golf Course area does not have a designation. 2) Parking is not allowed in the area so there is no reason for a public easement 3) There is no public transportation once outside gates so narrative for "direct" is unclear. 4) Roads are privately maintained and there is no specification as to who will contribute to maintenance if it is used for public purposes. 5) Snowcreek VIII master plan shuttle stops, etc. are not designated on proposal.	ERROR/OMISSION
102	Winter & Summer	S, W	5C, 2	5c, 2	There is no winter street parking and there is no adequate parking lot for parking and disabled vehicles designated in the narratives.	ADDITIONAL INFO
103	Winter & Summer	S, W	Various	W5a, W5b, W5c, S2, S3	There is a question as to who will provide the liability insurance for these easements.	QUESTION
104	Winter & Summer	S, W	5A, 5C, 2	5a, 5c, 2	There is not an adequate designation as to the Snowcreek Influence Areas, including but not limited to the Fairway HOA Area, Fairway Ranch, and The Ranch at Snowcreek. The tan areas of the map are not designated.	ERROR/OMISSION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
105	Winter	W	4	4	<p>The rational you present:</p> <p><i>1) Separation of use via a clearly marked boundary will reduce potential conflict between motorized and non-motorized use in the Sherwins area.</i></p> <p>Through my experience, I have never encountered any conflict with other snowmobiles, skiers, or hikers while using this area on my snowmobile. If anything, I have positive encounters with other, regardless of the method of entertainment chosen. Although I am sure a conflict can/has occurred, this is not the norm. To close an area to 'reduce potential conflict' is a bit extreme. A more appropriate approach would be to devise a code of conduct for people to follow. Using the rational to close the area to 'reduce potential conflict' could be used to close Lake Mary off to kids in the summer because their noise while playing could result in 'potential conflict' with the fishermen.</p> <p>Although the example presented above is a bit extreme, what is occurring is you are choosing one group over another, and thus potentially creating conflict. I think the SWG should really consider the rational presented and apply this to everyday situations in life, and how they would be applied, and if that application would be appropriate.</p>	POLICY
106	Winter	W	4	4	<p><i>2) Additionally, the Sherwins Range is a unique front-country ski and snowboard amenity.</i></p> <p>This sentence is 100% true, but you have excluded some important parts. The sentence should read: <i>Additionally, the Sherwins Range is a unique front-country ski, snowboard, snowmobile, snowshoe, cross-country, winter hiking, amenity and generally enjoyed by any winter out-door enthusiast.</i></p> <p>As in #1 above, again, one group is being selected over another, without providing any reasoning why.</p>	POLICY
107	Winter	W	4	4	<p><i>3) Plentiful motorized opportunity is on offer to the east and south of the Sherwins area, and the inclusion of Solitude Canyon in the OSV zone enables users to also access Pyramid Peak and other destinations.</i></p> <p>Likewise, this sentence is correct, but the reality is in the Eastern Sierra, snowmobilers are already restricted from a number of areas that are currently available to non-motorized forms of recreation. This sentence could just as easily read: <i>Plentiful ski &amp; snowboard opportunity are offer to the east and south of the Sherwins area, and the inclusion of Solitude Canyon, enables users to also access Pyramid Peak and other destinations.</i></p>	POLICY
108	Winter	W	4	4	<p>In summary, the rational presented is favoring one group over another, without providing justification why. The rational presented is more of a matter of opinion, rather than based on facts. It is my opinion that if the SWG wants to exclude motorized vehicles from the area define, more defined reasons should be presented, and no group should get preferential treatment in the final recommendation, as is currently the case.</p>	POLICY



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
109		S, W		W5c, S2	To whom it concerns: Please carefully consider the impact of parking at the end of Tamarack St. If it becomes inevitable, a traffic study must be done and traffic calming measures will be imperative for public safety. Please see comments on the SWG feedback form attached. Thanks. [signed]	OPINION
110	Both	S, W	2 summer, 5c winter	W5c, S2	<p>The idea of Tamarack Street as a staging area/ trailhead is great, and the provision of ADA-access ble parking is also very sound. However, any additional parking in this neighborhood will meet with STRONG opposition from the many full time residents on Tamarack Street.</p> <p>Tamarack Street is a sub-standard 20' right of way (min town standards are 40') that cannot accommodate additional automobile traffic – especially in winter when it remains icy most of the season and snowbanks reduce the usable road surface even further. Additional parking even if just a few spaces will cause a huge increase in car travel on this street. In winter there will be a rush of cars trying to drop a shuttle ride there (with two cars needed to drop a shuttle). All year, once the few spaces are filled the rest of the cars will be rushing back to go elsewhere creating a major hazard for children, horses and pedestrians which use this street year round.</p> <p>A transit stop (or even parallel parking on OMR) at the Old Mammoth Rd end of Tamarack Street adds only ¼ mile of foot travel to the meadow and maintains the current character of this street which is primarily pedestrian and non-motorized. It is a misleading description to say this is a “heavily used access/egress point” (per summer narrative item #2) as the majority of use is currently not via automobile. Perhaps with increased use, a better “improvement” than parking would be a bathroom facility so that the human waste issue which affected the Ranch Road access debate is resolved up front.</p> <p>***This was also presented as a signed petition with 9 other names. "Tamarack St Residents".***</p>	ADDITIONAL INFO
111	Both	S, W	1, 3-28	1, 3-28	<p>All your other work has produced a fantastic plan for improved resources throughout the Sherwins. Thank you for all your efforts!!</p> <p>***This was also presented as a signed petition with 9 other names., "Tamarack St Residents"***</p>	THANKS
112		W		4	Also I want to emphasize that I think item #4 is a fantastic idea and should be implemented immediately. OSV play in the meadow and the front side of the Sherwins is damaging, dangerous, and a nuisance to residents.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
113	Winter	W	1	1	Combined OK	OPINION
114	Winter	W	3	3	Fine	OPINION
115	Winter	W	4	4	OSV's do not conflict!	POLICY
116	Winter	W	5A	5a	Not needed	OPINION
117	Winter	W	5B	5b	Not needed	OPINION
118	Winter	W	6	6	Not needed	OPINION
119	Winter	W	General	4	Keep access open to snowmobiles to Sherwin's.	POLICY
120	Winter	W	4	4	I have ridden this area for the last 30 years. And would I ke to continue to do so.	POLICY
121		S, W		-	Don't Change Anything	OPINION
122	Winter	W	4	4	Too much stuff is closed to snowmobiling already. This would be a terr ble loss to the snowmobiling community of the Eastern Sierra's. Keep the Sherwins open!	POLICY
123	Winter	W	4	4	This area should definitely stay open to snowmobiling! We hardly have any good terrain like the Sherwin Range to ride in this area as it is, without having to drive to Sonora Pass. That area doesn't get enough snow every year. So it's a nice treat to enjoy when it's got enough snow. "Snowmobiling is already limited", the Forest Service & the Town should promote this sport more in our area. It makes another reason for people to come visit our area and benefits our economy! Snow machines make no impact on the terrain!	POLICY
124	Winter	W	4	4	Spring use of Lakes Basin needs motorized access from here by April 15 the borrow pit routes will be burned off.	POLICY
125	Summer	S	9	9	Low motorized usage is still usage + should be allowed on historical motorized routes.	POLICY
126	Winter	W	1	1	Borrow pit access is a great idea but should not [illegible] #4 + loss of higher altitude motorized access.	POLICY
127	Winter	W	4	4	I l ke to ride out of the Sherwin area and also the lakes basin. To close these off for motorized recreation takes away from all who enjoy these areas - all need to share not just one group.	POLICY
128	Both	S, W	4	4	We see no change in usage necessary for this area. Leaving existing usage allows for all to use these resources. [signed]	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
129	Both	S, W		W13	I'd like to see a signage in more details not just at the beginning of any trail, included the distances of individual trail and maybe also in the middle showing us how far we still have to go (and if we're going the right direction.)	SUGGESTION/NEW CONCEPT
130	Winter	W		10b	I like the proposed dogs off-leash area but I didn't find it in the summer map?	QUESTION
131	Winter	W		4	Please don't close off any more areas to ORV access, there is no reason there can't be shared use. Sherwin is the only terrain of its kind available to ORV there are countless areas of similar terrain available to non-ORV usage only. If anything impose [illegible] but don't restrict already limited available terrain.	POLICY
132	Winter	W	12	12	It would be nice if public transit stop(s) could be added at Snowcreek 5 also.	SUGGESTION/NEW CONCEPT
133	Winter	W	5A	5a	It would also be nice if parking could be provided at 5A for the snow play area #15. It would greatly increase use of the play area.	SUGGESTION/NEW CONCEPT
134	Summer	S	1-27	1-27	It's all great! Hope it happens.	OPINION
135		S, W	on 2007 maps at MMSA	W4, S9	East access to Sherwins important, via over the snow at the winter closure on Sherwin Creek Rd to Tele Bowl + out to Kerry Meadows on the dirt road by the old FS pack station on Sherwin Creek Rd or gravel pit access to Kerry Meadow, a very popular in town trail, both summer + winter. The community should not have to lose that.	POLICY
136	Winter	W	All	4	I am opposed to any restrictions to winter motorized travel / recreation on public land	POLICY
137	Winter	W	All	4	The narrative does not detail what was open and is now closed. I cannot determine what is now allowed and what is restricted after this proposal.	QUESTION
138	Winter	W	All	4	It seems better not to go to Mammoth and ride in other areas I like near June Lake, Tahoe. Why ... so many (emotionally created) restrictions and a confrontational attitude between snowmobiles and non motorized recreation. For example people who run their dogs without a leash on the trail and riders must stop. The trail is blocked by skiers (instead of getting to one side and share they turn their skies perpendicular to the trail and stand in the middle of the trail) and dogs bark and bite at the snowmobile, rider and passenger.	POLICY
139	Winter	W	All	4	How do you access the other trail system? Not having connectivity will create the risk for skier / snowmobiler to access the trail to the trails north of the 203 thru already restricted space	QUESTION
140	Winter/ Summer	S, W	All	W10b, S22	Make an enclosed dog park so they have a dedicated place for animals to run without a leash.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
141	Winter	<b>W</b>	All	-	It seems odd creating more use of the forest when the political trend today is more restrictions, less use. What development , ski slope, housing, shopping, commercial enterprise are you doing to raw land and offsetting the area with more managed recreational use?	<b>OPINION</b>
142	Winter	<b>W</b>	All	<b>9a</b>	The snow is thin in this area so do not groom.	<b>OPINION</b>
143	Winter	<b>W</b>	4	<b>4</b>	Please do not close this area. For every area that is closed to snowmobiles, a new one never gets opened up. Backcountry skiers have millions of acres available to them where sleds are not permitted, so why keep limiting the access to other users? I thought MLPTA stands for public access! I'm a responsible sled owner, who abides by the rules, and keeps my sled running cleanly and quietly. The majority of snowmobile users in the tele bowls area, are responsible locals, and not the obnoxious and rude tourists that populate the trail system outside shady rest.	<b>POLICY</b>
144	Both	<b>S, W</b>			I oppose the closing of public lands for use only by select groups. Our lands should be for multiple use. The land grabs the wrong way to manage our lands.	<b>POLICY</b>
145		<b>NONE</b>		-	Just a few comments for the area of Sherwin Creek Road. We are working on many other comments for the actual motocross area. Stay tuned!	<b>THANKS</b>
146	Winter	<b>W</b>		<b>4</b>	Snowmobiling in the foothills of the Sherwins has been a long standing tradition for many families for many years and adding the load of enforcement to this area that has been open for riding is another added burden to the already lack of enforcement. Also concentration all the use of snowmobilers into the Shady and Inyo Craters area is an ongoing concern as well. The areas of Sherwin Creek road and South is a minimal impact to the neighboring residents and it gives a port to our town in good winter years. Closing any of these areas to future snowmobiling would be a bad judgment. A large number of our winter visits are snowmobiles and with responsible use and good education this area is well suited for a multiple of users. The Forest Service has much of that area open to multi-use and it should remain with that designation.(including motorized)	<b>POLICY</b>
147	Summer	<b>S</b>		<b>9</b>	The area of the Sherwin Creek campground and the gravel pit on Sherwin Creek road needs to remain open to multi-use (including motorized). In the summer months large numbers of people use these areas to get access to the system of some 3000 miles of legal established roads and trails. Any change in this area would be devastating to the access for many many of our users. The designation in this area needs to remain approved for motorized to accommodate the need.	<b>POLICY</b>
148		<b>NONE</b>		-	Hi John, I have reviewed the Sherwins Working Group proposal and commend you, Austin, and the USFS for a job well done! I know there were diverse interests throughout the process. I will get final comments from both Roy and Mike and just have a couple clarifying questions right now so as not to bog down the official comment process. Please feel free to comment or answer so I can make sure my final comments are appropriate and helpful to you and the USFS.	<b>THANKS</b>

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
149	Summer	<b>S</b>		<b>1</b>	Since the gravel pit will now be staging for a multitude of uses and the Tank Farm, can you please confirm the size remains the same. The success of the Mammoth Motorcross is to a large part dependent on our ability to maintain and use this facility for parking as we currently do.	<b>QUESTION</b>
150	Summer	<b>S</b>		<b>7</b>	The ADA multi-use path is a great asset. Is it necessary to have a soft surface trail running parallel to it in sections? Seems this impact code be avoided in that section?	<b>SUGGESTION/NEW CONCEPT</b>
151	Winter	<b>W</b>		-	Please change the color of the existing Tamarack X-country ski trails to a different color than the blue. Similar to how you distinguished the Mammoth Mountain B ke Park. This is a fee area, and is confusing with your new proposed non-motorized Groomed Mixed-use trails. Especially where the existing and proposed systems are meeting up, I am also concerned with who is responsible for the maintenance and grooming of these new trails.	<b>ERROR/OMISSION</b>
152	Winter	<b>W</b>		-	Please confirm the Mammoth Creek trail section that is blue with white outline is a new overlay or designation? Not on the legend.	<b>ERROR/OMISSION</b>
153	Winter	<b>W</b>		-	Pink Cross marks are also not on the legend although I am assuming it is the designation for back/side country skiing and snowboarding.	<b>ERROR/OMISSION</b>
154	Winter and Summer	<b>S, W</b>		-	As noted in our previous comments, our endorsement of this project is not the endorsement of proposing uses on private property. Any and all trails or proposed uses drawn on the private such as Snowcreek, Terry Plum Properties we defer to the property owner and their rights.	<b>OPINION</b>
155		<b>NONE</b>		-	Thank you again for all of your hard work. Great Job and I will forward you our final comments	<b>THANKS</b>
156	Summer	<b>S</b>		-	Motor cycles with my family	<b>OPINION</b>
157	Winter	<b>W</b>		-	Snowmobile with my family	<b>OPINION</b>

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
158		W		4	Greetings and thanks for your work: I've called Mammoth my home since 1972. My feedback for the SWG is: NO SNOWMOBILES IN THE SHERWINS!!! They have shown that they have no respect for wilderness boundaries as I've seen them "high mark" all over the Crest let alone in the Sherwins (please see picture taken on opening day to snowmobiles to the Lakes Basin, high mark TJ bowl). In other words they are law breakers and should not be rewarded for such behavior. They need to be policed better as they will not or cannot police themselves. There are reasons snowmobiles are banned in France. On big winters they can snowmobile to Nevada if they want. But leave us, (back country skiers, skimmers and gridders) a little piece of Mountain to enjoy, lawfully, without these senseless people and their dangerous machines endangering others. Thank You [signed] <i>[picture available in binder]</i>	POLICY
159	Winter	W	4	4	I would like to express my concern with the proposed closure of this area to motorized use. This area should be allowed use by all in a respectful manner. I have never witnessed conflict between motorized and non-motorized groups. This proposal is being pushed by a few vocal people whom do not represent the vast majority of people using this area. If there has been conflict between a few people, this conflict should be solved within a different avenue. This is a beautiful area which should be enjoyed by all.	POLICY
160		S, W		W4, S9	Please see attached form. Please do not close access to snowmobiles or summer OHVs.	POLICY
161	Winter	W		4	KEEP ALL ACCESS OPEN TO SNOWMOBILES. I reside in Utah but make several trips to the sierras in the winter for snowmobile recreation. The amount of OHV traffic this area receives is minimal at best and not causing any harm or conflicts. It should not be shut down to OHV in winter or in summer.	POLICY
162	Summer	S		9	KEEP ALL CURRENT OHV TRAILS OPEN TO OHV.	POLICY
163		NONE		-	Thanks for all your hard work. You've done a great job thinking of everyone. I have attached my comments.	THANKS
164	Summer	S	6, 7	6, 7	While I do see the benefit of these two trails, I believe they should be non-paved trails for maintainability as well as usage and visual aesthetics.	SUGGESTION/NEW CONCEPT
165	Summer	S	6	6	I especially think this path should remain dirt and/or be routed around sierra meadows in a different manner – it should run adjacent to 1A, down one of the dirt roads that meet up with the bridge near Hayden cabin.	SUGGESTION/NEW CONCEPT
166	Summer	S	All areas	-	Thank you all for all your hard work. You all have done a great job taking everyone's needs into account.	THANKS

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
167	Summer	S	Tamarack Street	2	Will the tamarack access area link back into the trail system that goes to snowcreek? It seems to me there are better places to make a parking area and if the b ke trail linked back to Snowcreek – that maybe that would be the better parking area.	QUESTION
168	Summer	S	All areas	W13	I am a big proponent of sharing trails since I enjoy a lot of different activities. One thing I have noticed this summer is that there is a need for trail etiquette. Many people don't seem to know that it is helpful if you ta k to the other users of the trails – especially the equestrians. I think the maps/signs need to identify ways that make trail usage enjoyable and safe for everyone.	OPINION
169		S, W		W5c, S2	Dear Sirs: my name is [deleted] and I reside at 306 Tamarack St. I have lived at this address for the past seventeen years. I would like to voice my strident objection of plans to install parking spaces at the end of tamarack street for access to the forest service meadow adjacent. I believe encouraging more traffic flow on an already substandard one lane residential street is a terrible idea. A poss ble better solution is to provide a shuttle stop on old mammoth road and have meadow users wa k the two hundred yards down Tamarack Street to access the meadow. Traffic on Tamarack street is already at a high level with many cars driving thru the neighborhood exceeding the speed limit, endangering residents. any encouragement of increasing cars that transit the area is a bad idea. respectfully [signed]	SUGGESTION/NEW CONCEPT
170	Winter	W	1	1	The concept of forced separation is odd to me, but I am told, necessary. I have snowmobiled that area quite a bit and rarely see boarders or skiers in the sherwins and when I do, I usually know them and they have used snowmobiles to get to the more extreme areas and to transport shovels and cameras in. I don't see any conflict, or need to keep snowmobiles out of an area that is usually only used by snowmobilers and extreme boarders and skiers on snowmobiles.	POLICY
171	Winter	W	1	1	I think there should be a western access point for snowmobilers who live in the bluffs and in old mammoth and in snowcreek, so there would be less vehicles at the access lots and less traffic on our roads.	SUGGESTION/NEW CONCEPT
172	Winter	W	1	1	I think also, that there should be a penalty for non-motorized users who walk dogs and jog and snowshoe on the Motorized Use side that is the same as when a motorized user crosses onto the non-motorized side. That would be fair and safer. If it is safe for combined use on our side them it must be ok for us to use the non-motorized side as we choose also. We have to be safe and fair.	POLICY



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
173	Winter	W	1	1	I suggest that we take this season as a test to see how many non-motorized and motorized users really enjoy this area. We could document the use, mid-week and weekend, and interview actual users of the area, not just the people who are politically, economically, or morally motivated to change the use of this area. Many people who vote on and create use plans do not represent a statistically accurate study group of the actual users of an area. The evaluation would give us a real knowledge of how far south skiers are hiking and how much danger or conflict really exists between extreme backcountry users who could get to the higher elevations, and the snowmobilers who should also be allowed into this extreme riding area that is so needed in the mammoth snowmobile trail system. Again, in my experience snowmobilers, snowshoers, snowboarder, and skiers are all the same person. I do all the winter sports that I physically can, and I hate it when a government makes a line that I can not cross for no good reason. There should be similar punishment upon any breach of any line that is determined necessary. And I don't think the people involved in most planning issues are the people affected by the changes made. I know everyone says they are, but we really need more research on the actual use, before an educated decision can be made.	SUGGESTION/NEW CONCEPT
174	Summer	S	7	7	Backbone trail should be paved to maximize potential users and to better tie into current paved trail	SUGGESTION/NEW CONCEPT
175	Summer	S	18	18	There should be more than one connector from the Meadow to the Mammoth Rock Trail	SUGGESTION/NEW CONCEPT
176	Summer	S	19	19	I would like to see trail development in Solitude Canyon. With trails, the impact on wildlife would be minimized because the trails will focus the use on a small area. In addition, if OSV's will be using the canyon during the winter, than hikers and bikers whose impact is a fraction of OSV's should be able to take advantage of it during the summer.	SUGGESTION/NEW CONCEPT
177	Summer	S	26	26	I would like to see a multi-use trail to Sherwin Ridge that connects with Solitude Canyon and ultimately connects with the Coldwater/Lake Mary area.	SUGGESTION/NEW CONCEPT
178	Winter	W	4	4	I support a separation boundary. I will keep families who use the snow park and backcountry travelers safer	POLICY
179		NONE		-	Thanks! Sorry this is last minute!	THANKS
180		NONE		-	Thanks for all the work you put into this (attached is my form for feedback) I'm so stoked this is happening in Mammoth!	THANKS
181	Summer	S	7	7	Backbone trail should be paved to maximize potential users and to better tie into current paved trail	SUGGESTION/NEW CONCEPT
182	Summer	S	18	18	There should be more than one connector from the Meadow to the Mammoth Rock Trail	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
183	Summer	S	19	19	Encourage multi-use trail development in Solitude Canyon. Organize and focus users in a few trails to open up some great terrain and scenic areas. Keep folks on trails and off old, unused trails to minimize impact in undeveloped area and on wildlife. OSV's have access to this area in the winter and hikers and b kers should have access to this area in the summer – very little impact and brings some great additions to a limited trail system in this area.	SUGGESTION/NEW CONCEPT
184	Summer	S	26	26	How great would a multi-use trail to Sherwin Ridge that connects with Solitude Canyon and ultimately connects with the Coldwater/Lake Mary area. Whistler is seeing more business in the summertime from mountain b kers than in the winter time from skiers. Lets expand our recreation trails and attract visitors and offer locals more areas to enjoy.	SUGGESTION/NEW CONCEPT
185	Winter	W	4	4	I support a separation boundary for motorized and non-motorized. Keeping the very different users more separated is safer and helps each type of user group retain their preferred experience.	POLICY
186		NONE		-	Thank you for providing this incred ble opportunity to help shape our community! Recreation is the main reason I live here and the main reason visitors come here!	THANKS
187		NONE		-	John and Kim- I have attached Snowcreek's feedback to the SWG proposal. You have done a great job and we appreciate the hard work. Thank you [signed]	THANKS
188	All	S, W		-	The Sherwin Working Group did a fantastic job on both the Summer and Winter Proposals for the Sherwin area. The proposals provide a solid foundation for planning recreation in Mammoth and the Sherwin's.	THANKS
189	Winter	W	15	2, 15	It is not necessary to have 2 snowplay areas in such close proximity to each other. Snowplay area #15 is much less desirable than #2. #15 is proposed to be located directly adjacent to the future Snowcreek VIII 4-5 star hotel which is not an appropriate adjacent use to a Mountain Hotel of that caliber. This use would destroy the view of the Sherwins from hotel rooms and hotel common areas. Additionally, the location at #15 is much more difficult to access for children and families than #2 as it is a long distance away from the Burrow pit staging area (#1) through difficult terrain. Snowplay area #2 is directly adjacent to the burrow pit staging area (#1), proposed parking, and also typically has better snow conditions and terrain for sledding.	SUGGESTION/NEW CONCEPT
190	Summer/ All	S, W	7, 13, 3, 27, 6, 9, 10, 11, 18, 15, 17, 27	7, 13, 3, 27, 6, 9, 10, 11, 18, 15, 17, 27	Please consider using soft surface trails rather than paved MUP's and trails in all areas that are not located within or directly adjacent to roads or "high impact" development. It is important to maintain the "wilderness" feeling in the area and use as little pavement as possible to be environmentally conscious.	SUGGESTION/NEW CONCEPT
191	Summer and winter	S, W	1	1	Please consider proposing to vegetate the surrounding undeveloped barren dirt areas directly adjacent to staging area #1 in the SWG proposal with plant types similar to the adjacent vegetation.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
192	Summer	S	9a	20	I feel it would be great to have an area for a bike park to facilitate the growing need of our community-bmx/fullsize mtn bike. The area can be shaped with the existing soil and water with a possibility of cement forms if the b ke community would want to take on the design and fundraising. Thank you.	SUGGESTION/NEW CONCEPT
193	Winter	W	SWG Winter Proposal Map	4	I strongly oppose the OSV Restriction Area that is proposed in the SWG Winter Map. It closes very unique terrain only available in that area for OSV users. I ride my OSV out there frequently in the winter and have never seen or experienced any user group conflicts. Enough OSV land has already been taken away, this has to stop!!!! Do not add this OSV Restriction Area!!!!	POLICY
194	Winter	W	SWG Winter Proposal Map	4	I strongly oppose the OSV Restriction Area that is proposed in the SWG Winter Map. It closes very unique terrain only available in that area for OSV users. I ride my OSV out there frequently in the winter and have never seen or experienced any user group conflicts. Enough OSV land has already been taken away, this has to stop!!!! Do not add this OSV Restriction Area!!!!	POLICY
195		S, W		W4, S9	Please don't close these areas.	POLICY
196	Winter	W	SWG Winter Proposal Map	4	I strongly oppose the OSV Restriction Area that is proposed in the SWG Winter Map. I ride these areas each winter and also back country ski these areas. I have never had a conflict of use interests. Do not add this OSV Restriction Area!!!!	POLICY
197	Winter	W	4	4	Potential conflict is an assumption/discriminatory, this area should be open to all users including OSV's (AKA snowmobiles etc.). There has never been more snowmobiles and clubs than now especially from southern California where most of mammoths tourist dollars come from. We are a large family from southern California who choose mammoth rather than say Utah to snowmobile at and spend close to 10K dollars on the local economy because we love the sierras and the riding areas etc.. There are enough closed/wilderness areas already. Please listen and consider the opinions of the mammoth snowmobile club and locals as they know more than me of what is important and relevant. Equal access is fair to all. Thank You.	POLICY
198	Winter	W	4	4	I oppose the SWG Winter Recreation Proposal Map ID 4 because it designates a MOTORIZED/NON-MOTORIZED boundary which is extremely unfair to OSV users.	POLICY
199	Winter	W	4	4	I strongly oppose the idea of a Motorized/Non-motorized boundary as it exists in the SWG Winter Proposal Map. I feel this way because the Tele Bowls and Sherwin Range are also " a unique front-country OSV amenity", and likewise, the "Western portion of the Area offers excellent opportunities for MOTORIZED recreation as well because of its size and geography." Also, the unique terrain offers OSV users an experience not found elsewhere in the Mammoth area. Steep, long, open pitches.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
200	Winter	<b>W</b>	4	<b>4</b>	I have never seen a conflict between MOTORIZED and NON-MOTORIZED users in the Area. In fact, many of the cross-country skiers I have spoke with say they enjoy using the tracks left from OSV's after a fresh snow. OSV users do not hang around Snowplay or Nordic Track areas, we go do our own thing and make every attempt to avoid conflict or hazardous situations with other user groups. We just want fair/equitable solutions so we can enjoy our recreational activity as well.	<b>POLICY</b>
201	Winter	<b>W</b>	4	<b>4</b>	Why not allow a MOTORIZED area south of the Stacked Loop Trail System? There is plenty of room for both MOTORIZED and NON-MOTORIZED uses in the Sherwin Meadow Area. You could easily designate a MOTORIZED trail or usage area south of the Stacked Trail System and away from the Snowplay Area. (i.e. a 100-200 yard buffer away from the Stacked Trail System/Snowplay Area).	<b>SUGGESTION/NEW CONCEPT</b>
202	Winter	<b>W</b>	4	<b>4</b>	The tradeoff of a fancy parking lot for MOTORIZED users in exchange for closing some of the most unique and challenging OSV terrain in the Mammoth Area is an unfair "compromise". OSV users have been using snowbanks and make-shift parking areas since the inception of OSV's, we don't mind shabby parking lots. We do mind when our riding areas continue to shrink at an alarming rate! The closure of the area is a much larger detriment to OSV users than our current parking situation.	<b>POLICY</b>
203	Winter	<b>W</b>	4	<b>4</b>	The Winter Proposal Map seems to benefit every winter recreation group that I can think of except for OSV users. Families get a designated Snowplay Area, Nordic users get a new track, dogs get a place to crap, etc. What do OSV users get? A big, fat closure of a popular riding area. Furthermore, many tourists are drawn to snowmobiling when they see them out in the Meadow, and their likelihood of renting an OSV from a Town business or booking a tour with MMSA or Mammoth Sled Adventures is more likely.	<b>POLICY</b>
204		<b>W</b>	4	<b>4</b>	This is a great opportunity to designate OSV/MOTORIZED use areas for future considerations, yet it is being viewed more as a way to further restrict MOTORIZED/OSV use. Imagine a trail system that connected the Sherwin riding area to the Shady Rest OSV Trail System. There could be possible fuel stations, or OSV services could be feasible future considerations at the Sherwin or Shady Rest sites, while current and future OSV recreationists could enjoy a legitimate OSV trail system around the Mammoth area.	<b>SUGGESTION/NEW CONCEPT</b>
205	Winter	<b>W</b>	4	<b>4</b>	In conclusion, I feel the SWG Winter Proposal is a poor compromise for MOTORIZED/NON-MOTORIZED users. It favors the NON-MOTORIZED recreation segment greatly and is essentially a slap in the face to OSV/MOTORIZED users.	<b>POLICY</b>
206	Both	<b>S, W</b>	Global	<b>W13</b>	Please recommend that any and all signage and wayfinding efforts in the Sherwins be consistent with the TOML Trail System Master Plan (2009 – Recommendation G3, page 114) and as further detailed in Chapter 5 of that plan, and that all signage and wayfinding be consistent across jurisdictions	<b>SUGGESTION/NEW CONCEPT</b>

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
207	Both	S, W	Global	-	Please recommend that naming conventions for any new trails and facilities be consistent with the TOML Trails System Master Plan (2009 - Recommendation G1, page 112 and table 4-1, p 113) including assignment of node and facility types.	SUGGESTION/NEW CONCEPT
208	Both	S, W	Global	-	Please request of the two jurisdictions – TOML and USFS – guidance as to roles and responsibilities for implementation, maintenance and programming of SWG recommendations	SUGGESTION/NEW CONCEPT
209	Both	S, W	Global	-	Please consider recommending restoration of Hidden Lake and it potential as a destination	SUGGESTION/NEW CONCEPT
210	Both	S, W	Global	-	Please consider what role any of the draft recommendations may play in a “Mammoth Loop Trail” – the experience of a continuous trail experience around the entire community of Mammoth Lakes – and how recommendations in the SWG proposal can connect to other subregions in the Mammoth Area, ie the Lakes Basin, Shady Rest, etc.	SUGGESTION/NEW CONCEPT
211	Both	S, W	Global	W9b, W10b, S22	Please ensure that recommendations for pets are consistent across the seasonal recommendations	SUGGESTION/NEW CONCEPT
212	Summer	S	Global	-	Please consider recommendations that will connect proposed trails to other sub regions in Mammoth Lakes region including Shady Rest and the Lakes Basin and the High Alpine regions to the south as well as the PCT.	SUGGESTION/NEW CONCEPT
213	Summer	S	5A	5a	Please consider any opportunity to connect recommendation 5A to Le Verne Street and the Bluffs neighborhood.	SUGGESTION/NEW CONCEPT
214	Summer	S	5C	5c	Please recommend that design and environmental analysis of 5C be prioritized so that its construction can be included as part of construction of the Lake Mary Bike Path, anticipated for the summer of 2010	SUGGESTION/NEW CONCEPT
215	Summer	S	11	11	Where does this recommendation terminate at its Eastern end? Map is unclear.	QUESTION
216	Summer	S	11	11	Please identify the Mammoth Creek crossing with a bridge symbol and identify if a new bridge will be required.	ERROR/OMISSION
217	Summer	S	12B	12b	Please recommend that design and environmental analysis of 12B be prioritized so that its construction can be included as part of construction of the Lake Mary Bike Path, anticipated for the summer of 2010	SUGGESTION/NEW CONCEPT
218	Summer	S	12B	12b	Rationale – Incorrectly identifies “... Old Mammoth Road ...” in first line of text, believe it should be “Lake Mary Road”	ERROR/OMISSION
219	Summer	S	16	16	Please identify opportunities for vistas and view points and ease of access from proposed Mill City Trailhead	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
220	Summer	<b>S</b>	17	<b>17</b>	Please recommend ultimate destination and opportunities for connectivity for this trail – please consider having this trail ultimately loop back to the Borrow Pit.	<b>SUGGESTION/NEW CONCEPT</b>
221	Summer	<b>S</b>	19	<b>19</b>	Please consider more detailed recommendations for trails in Solitude Canyon.	<b>SUGGESTION/NEW CONCEPT</b>
222	Summer	<b>S</b>	26	<b>26</b>	Please consider installation of a via ferrata on the south side of Mammoth Rock, and the potential of the summit of Mammoth Rock as a destination Please provide recommendations for the ultimate destinations and connectivity of this trail.	<b>SUGGESTION/NEW CONCEPT</b>
223	Summer	<b>S</b>	27	<b>27</b>	Please consider routing this recommendation further to the south, leaving the Motocross Track to the East, and connecting further up the Sherwin Lakes Trail	<b>SUGGESTION/NEW CONCEPT</b>
224	Winter	<b>W</b>	Global	-	Please recommend and identify any opportunities for coordination of implementation with Turner Propane facilities and Sherwin Creek Road improvements.	<b>SUGGESTION/NEW CONCEPT</b>
225	Winter	<b>W</b>	Global	-	Please chose a different color for graphic representations of existing trail systems, ie Tamarack Nordic System	<b>ERROR/OMISSION</b>
226	Winter	<b>W</b>	Global	-	Please choose a different color for graphic representations of egress routes across private property, ie Snowcreek VIII to Ranch Road.	<b>SUGGESTION/NEW CONCEPT</b>
227	Winter	<b>W</b>	Global	-	Please consider and recommend the potential for OSV connections to Shady Rest and OSV trail systems north of Town.	<b>SUGGESTION/NEW CONCEPT</b>
228	Winter	<b>W</b>	Global	-	Please request jurisdictional representations of current legal status of OSV terrain to east of study area.	<b>SUGGESTION/NEW CONCEPT</b>
229	Winter	<b>W</b>	1	-	Please identify the parties who may be respons ble for winter maintenance to access the proposed trailhead and staging area	<b>QUESTION</b>
230	Winter	<b>W</b>	4	<b>4</b>	Should the recommendation go forward, please provide specific phasing recommendations for OSV restrictions and detailed rationale	<b>SUGGESTION/NEW CONCEPT</b>
231	Winter	<b>W</b>	4	<b>4</b>	Should the recommendation go forward, please recommend that should a hotel operator at Snowcreek VIII wish to provide OSV rentals and/or staging, that a corridor be provided to connect to proposed OSV staging area at Borrow Pit	<b>SUGGESTION/NEW CONCEPT</b>
232	Winter	<b>W</b>	4	<b>4</b>	Should the recommendation go forward, please recommend that should an HOA or property owner grant a public facility for OSV staging, provisions for a corridor be provided to connect to OSV winter staging area at Borrow Pit.	<b>SUGGESTION/NEW CONCEPT</b>



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
233	Winter	<b>W</b>	5B	<b>5b</b>	Please revisit concept to indicate that the recommendation is to connect to the point where the egress alignment across Snowcreek VIII golf course connects to USFS land, and not to the Ranch Road Easement. Recommendations should be on public land that is within the scope of the SWG effort, and not to private property that may be outside of the proposal's (and USFS) scope.	<b>SUGGESTION/NEW CONCEPT</b>
234	Winter	<b>W</b>	7	<b>7</b>	Please consider that this recommendation may not be necessary nor practicable given winter conditions and the lack of concurrent summer facilities.	<b>SUGGESTION/NEW CONCEPT</b>
235	Winter	<b>W</b>	4	<b>4</b>	<p>Regarding the idea of restricting OSV use to the east of the borrow pit: the only reason to do this that makes any sense is because there will be an alternative amenity in the area that's not compatible with snowmobile use. Certainly it makes sense to have snowplay or dog-walk areas restricted, and slow zones in busy areas, but without the presence of a regularly-groomed XC trail system, there's no good reason to boot snowmobiles from the area. The only rationale cited is the prevention of "potential conflicts." Since the meadow area is currently used by OSV's w/ no conflicts, why will there be potential conflicts in any other scenario that one that includes a groomed system? Re: the "quiet area" rationale: nobody made people buy those homes and condos adjacent to OSV area, and there were snowmobiles there before there were any houses. Since the main beneficiary from such a restriction would be the neighboring HOA's and Chadmar, if they want it, they should shoulder the load of grooming etc, perhaps include public access to trails on the golf course.</p> <p>A true amenity would have to be added to make the OSV restriction pencil out in light of historic use and the already heavily restricted local OSV access. Furthermore, the line of OSV exclusion, as represented on the SWG map, excludes the Tele Bowl Area with no clear topographic boundary to deter people from riding in that inviting area directly adjacent to the motocross track. Again, are there conflicts? Is there any rationale for this?</p>	<b>POLICY</b>

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
236	Summer	S	All	-	<p>It's crucial that the group recommend that mountain bike preferred trail be built in the study area as part of this proposal. Please, consider the following: 1. Mammoth is (and markets itself as) a mountain bike destination. Yet it has the worst (and tiniest) public trail system of any comparable resort. There is not one purpose-built mtb trail around Mammoth. Most mountain resorts have networks with hundreds of miles of public trails built primarily for mountain biking. This is an economic need, and a glaring lack in our recreational facilities. Unless you're a downhiller that wants to pay the ski area, there is effectively no decent riding here, compared to similar towns. By comparison, the town of Whistler spends \$50-100,000/year on building public MTB trails around town. We desperately need a better riding experience, and this is a chance to change it.</p> <p>2. We have hundreds of miles of bike-free trails, bike-free Wilderness, but no bike trail system--not even one decent trail by mountain biking standards, just disconnected snippets of opened hiking trails that aren't properly built or designed for bikers. 3. The Town can't build trails, and the Forest Service never has. This is the first and only chance we've ever had to ask for more MTB trails. 4. Many non-bikers don't like mountain bikes on the same trails--if we build new trails that are fun for mountain bikes, the bikers will ride those instead of hiking trails.</p> <p>5. There is enough room in the study area to build many miles of high-quality mtb-preferred trail. There should be a loop branching off the Rock Trail, an MTB-preferred loop around the Hidden Lake Meadow, an extension to the Rock Trail that loops out to the east of town and then connects to Shady Rest, and more trail in the Panorama Dome area. MTB trails don't have to go anywhere, or run through the same locales as hiking-preferred trails. Voila--at least one day's worth of fun riding in Mammoth. 6. Modern trail design and construction can ensure safety for all users. 7. Compared to all the infrastructure in this proposal, building trails is cheap and is guaranteed to attract private donations and volunteers. We could easily raise enough money to build miles of trail with no help from the Forest Service--businesses like Footloose make a lot of money from mountain bikers.</p>	SUGGESTION/NEW CONCEPT
237	Summer/ Winter	S	2	2	Regarding the Tamarack access point--since there is only one horse property that will use this entrance, perhaps they should pay for any horse specific improvements in that location--public funds should not be spent to improve an access point for just one user.	SUGGESTION/NEW CONCEPT
238	Summer	S	4	-	The idea of closing upper Old Mammoth Rd. and converting it to a MUP has great merit, and would be considerably simpler than many of the connectivity proposals for that area.	SUGGESTION/NEW CONCEPT
239	Summer	S	1	1	<p>Would like to see better defined "footprint" of proposed improvements @ staging area</p> <ul style="list-style-type: none"> <li>- 2" water line should be enough to operation proposed restrooms (this is size of line for USFS stables)</li> <li>- would recommend Trails End Park restroom prototype for borrow pit staging area this is durable and year round.</li> <li>- propose paving Sherwin Creek Road @ 32' width from OMR to borrow pit (width would accommodate desired winter parallel parking and summer bike lanes. Some type of pedestrian access link to the Sherwin Creek Campground would be good Either bike lanes if paved or parallel MUP</li> </ul>	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
240	Summer	S	2	2	TOML would recommend no less than 3 / no more than 6 parking spaces (TOML can make requirement during negotiations w/land owner)	SUGGESTION/NEW CONCEPT
241	Summer	S	4	4	Note location of grave sites/archeological sites in this area - recommend 20-25 parking spaces - TOML easement ends before this identified location; easement would need to be extended - Check motorcycle accessibility across mining road – is this ok? - Recommend paved MUP from staging area to vista (accessibility)	ADDITIONAL INFO, SUGGESTION/NEW CONCEPT
242	Summer	S	5	5	Note trolley stop integrated into OMR/LMRBP access point (USFS \$\$\$ to put in this stop) - a natural access to LMRBP connector exists (TOML staff has identified spot) - would recommend staging area south and east on LMR - opportunity for bridge access @ Twin Lakes for LMRBP - potential for tunnel as access from entrance to Tamarack under LMR for connection to LMRBP	ADDITIONAL INFO, SUGGESTION/NEW CONCEPT
243	Summer	S	7 & 8	7, 8	The meadow area provides a unique opportunity due to the relatively flat grades to provide fully accessible routes as a paved or boardwalk routes for families of young kids with training wheels, elderly, adults in wheel chairs or walkers, etc. This section would be only the loop from Snowcreek VIII to Tamarack Street and one linear path to Hidden Lake area. A hard surface would be compatible with the spring and early summer boggy soils and provide access points to the other soft surface paths.	SUGGESTION/NEW CONCEPT
244	Summer	S		-	Sherwin area above meadow has a significant and growing area of dead trees that should be addressed to eliminate or reduce the disease spread.	ADDITIONAL INFO
245	Winter	W	OMR/Minaret area	-	There could be an opportunity for some public along the street parking for winter use with a minimal amount of widening as an interim option.	SUGGESTION/NEW CONCEPT
246	Winter	W	Snowmobile closure area	4	The avalanche chutes provides some extreme snowmobiling not found in many areas. A corridor to that area would serve that type of snowmobiling and access from owners that live along the route. What are the implications and impacts to the spring snowmobiling that occurs in the lakes basin after April 15??	SUGGESTION/NEW CONCEPT, QUESTION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
247	Summer	S		-	Horses should be prohibited from using any of the paved or boardwalk trails/paths.	POLICY
248	Both	S, W		W13	The area will provide numerous areas for interpretive signage for history, natural resources, and ecology of the area.	SUGGESTION/NEW CONCEPT
249	Summer	S		-	The meadow has significant damage due to erosion in many areas and there is also an opportunity to create a mitigation-banking fund to help restore much of the eroded areas.	ADDITIONAL INFO
250	Summer	S	7 & 6	7, 6	Item 7 is specifically identified with a wheel chair symbol but item 6 is not. This may be misleading since all MUP's are designed to be fully accessible and are usually required to be accessible by the funding agency.	SUGGESTION/NEW CONCEPT
251	Summer	S	3 & 7	3, 7	A hard surface MUP should connect the Snowcreek paths to item 7. This reinforces the concept of nested loops for the MUP system.	SUGGESTION/NEW CONCEPT
252	Summer	S	5C	5c	This path should be a hard surface MUP. It connects a paved MUP with a paved roadway.	SUGGESTION/NEW CONCEPT
253	Summer	S	New	-	The Lake Mary Road Bike Path is not complete (MUP) along the section of Twin Lakes Loop that passes through Tamarack. A Class 1 bike path is still needed where the path shares the roadway in front of Tamarack. Right of Way issues must still be negotiated with Tamarack.	ADDITIONAL INFO
254	Summer	S	8	8	Separate trails should be provided for equestrian and pedestrian use. Horses are too hard on a pedestrian trail and they do not mix well with bikes. Parallel trail could be provided with a separation of 50 to 100 feet.	POLICY
255	Summer	S	12A & 12B	12a, 12b	The Lake Mary Road Bike path should be extended across Mammoth Creek on a bridge just east of the vehicle bridge and the MUP extended 400 feet further east to Twin Lakes Loop. This will replace on-road bike lanes in the current design.	SUGGESTION/NEW CONCEPT
256	Summer	S	12A & 12B	12a, 12b	Install an under-crossing to safely carry bike and pedestrian travelers under Lake Mary Road at Twin Lakes Loop. The at-grade bike path crossing of Lake Mary Road should be replaced with a safer crossing.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
257	Winter	W		8	Grooming Old Mammoth Road may inhibit emergency access to the Lakes Basin in the event that Lake Mary Road is closed (avalanche, tunnel issues/maintenance)	ADDITIONAL INFO
258	Winter	W		4	Provide a "snowmobile corridor" for access to the Sherwin range	SUGGESTION/NEW CONCEPT
259	Both	S, W		-	The Town has a drainage easement at the end of LaVerne Street. There may be an opportunity to make a public connection at this location. It could be suitable for a soft path in summer and winter egress.	ADDITIONAL INFO
260	Summer	S	19	19	I would support Solitude Canyon area being developed into more mountain bike trails.	SUGGESTION/NEW CONCEPT
261	Summer	S	Panorama Dome	-	I support mtn bike trail development . Development of existing trails.	SUGGESTION/NEW CONCEPT
262	Summer	S	19	19	Would love to see multiple types of trails - mostly bike only DH trails, freeride, XC loop.	SUGGESTION/NEW CONCEPT
263	Summer	S	5A	5a	Would love to see horse-only access trail // no bikes(+) horse on same trail.	SUGGESTION/NEW CONCEPT
264	Summer	S	19	19	I would like to see more mountain bike trails in this area.	SUGGESTION/NEW CONCEPT
265	Summer	S	19	19	Developing mountain bike trails that connect to Mammoth Rock Trail would greatly improve Mammoth's mountain bike trail network.	SUGGESTION/NEW CONCEPT
266	Winter	W	4	4	The no OSV zone needs to be further back from the motocross track to allow snowmobiles access to lower bowls near the back of the motocross track.	SUGGESTION/NEW CONCEPT
267	Winter	W	1, 2, 5A, 5B, 5C, 6, 7, 8, 9A, 10A, 10B, 12, 13, 16, & 17	1, 2, 5A, 5B, 5C, 6, 7, 8, 9A, 10A, 10B, 12, 13, 16, & 17	Full support, good idea.	OPINION
268	Winter	W	3	3	Keep motorized staging and parking in one area for ease of maintenance, control and use.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
269	Winter	W	4	4	The use of this area by snowmobiles has never been restricted, why now? What are the "conflicts" that have occurred that cause the restriction to be proposed? The only issue that comes to mind is noise and that some people object to it. There are countless acres available to those who desire a quiet experience. This area is a "playground" for all to use and restricting a user from a large area does not appear to be fair or warranted. The existing Forest Order should not be revised to limit motorized use. The existing Forest Order and the proposed non-motorized trails would be consistent as to motorized crossings and impact avoidance.	POLICY
270	Winter	W	9B	9b	Off leash dogs should be limited to one area and to allow off leash dogs within a trail network is very hard to manage and police voice compliance. Some people would prefer that dogs be on leashes to limit dog/people conflicts and help keep the dogs close to the owners when the blue bags are needed. Otherwise it may be difficult for the owner to retrieve the deposits.	POLICY
271	Winter	W	15	15	This area may be too close to the residents of Snowcreek V and the "run-out" area at the bottom may be very small. There are existing fences that would need to be considered also. The #2 area may better serve the snowplay needs.	SUGGESTION/NEW CONCEPT
272	Summer	S	17 & 5B	17, 5b	Most of #17 currently exists; connect #17 to the Lake Mary Bike Path via "utility access road".	SUGGESTION/NEW CONCEPT
273	Summer	S	17	17	#17 should be non-equestrian due to fine soils and damage potential by horses. (See attached photos). <i>[Photos are available in binder.]</i> Keep horses on existing for fee "pony ride" trails.	POLICY
274	Summer	S	5B	5b	Create & Establish as an Equestrian Preferred trail. It may be best to have separate but equal trails for horses and mountain bikes. Separation should be about 50' to 100' min.	SUGGESTION/NEW CONCEPT
275	Summer	S	1, 2, 3, 4, 5C, 7, 9, 10, 11, 13, 14, 15, 16, 18, 24, 25, 26, 27, & 28	1, 2, 3, 4, 5C, 7, 9, 10, 11, 13, 14, 15, 16, 18, 24, 25, 26, 27, & 28	Great ideas, full support.	THANKS
276	Summer	S	5A	5a	Separate horses and hikers due to impact from horses on soft surface trails. Or armor the tread to minimize damage.	po
277	Summer	S	6	6	The surface should be asphalt paving to match Snowcreek VIII MUP so a consistent loop is formed.	SUGGESTION/NEW CONCEPT
278	Summer	S	8	8	Is this proposed to be open for bikes? Horses?	QUESTION



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
279	Summer	S	12A & 12B	12a, 12b	Move further up Lake Mary Road to the existing "flat spot" adjacent to the Vista Trail & Panorama Dome Trail. Run a trail back down to the bridge & bike path.	SUGGESTION/NEW CONCEPT
280	Summer	S	17	17	This route should be left as is and no improvements made due to the condition of the rock and the rough existing nature of the experience.	SUGGESTION/NEW CONCEPT
281	Summer	S	19	19	There is enough to do in the areas closer to town w/o adding this item.	OPINION
282	Summer	S	20-23	20, 21, 22, 23	No comment.	THANKS
283		NONE		-	Many photos attached.	ADDITIONAL INFO
284	Both	S, W		S7	Please keep Kerry Meadow dirt road/trail access open. Long time favorite in town trail.	SUGGESTION/NEW CONCEPT
285	Both	S, W		-	Please keep Snowcreek Project propane gas tanks on private property. Keep the public lands open for recreation.	NOT IN SCOPE
286	Both	S, W	4	4	Not closing motorized vehicals access because its really good for snowmobiling.	POLICY
287	Both	S, W	5C	5c	I have friends that live on Tamarack and it's a great place for us to go out from.	OPINION
288	Both	S, W	4, 5C	4, 5c	Not closing the area to motorized vehicles because the area is amazing for snowmobileing!	POLICY
289	Both	S, W	9A	9a	Same as above. [Not closing the area to motorized vehicles because the area is amazing for snowmobileing!]	POLICY
290	Winter	W	1	1	I don't see much need for greater separation of areas. - There is a need for a staging area due to heavy use and limited parking. - The benefit to this staging area with the proposed boundary #4 is mainly for the non-motorized users. The area to the east has limit terrain and no access to other zones such as Shady Rest or the east of 395. The terrain available is for advanced riders. - The major issue along with the conjection of parking is the dog waste. - Any effects caused by motorized vehicles (OSV) are insignificant compared to the dog waster. - The staging area needs to address this issue. - A beacon basin is a great addition to heighten public awareness. - Signage is important to optimize use and provide the best experience for all parties. - This section of road needs to be accessible to green sticker vehicles.	SUGGESTION/NEW CONCEPT
291	Summer	S	19	19	Potential for Mtn. Bike Trail in Solitude Canyon would be a great addition to our limited off MMSA trail system.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
292	Winter	W	4	4	The area to the west has always been multiuse with no apparent conflicts. Motorized users typically stay on the slope of the Sherwins with non-motorized users staying in the meadows. - Restricting this area to motorized users leaves mainly expert terrain which is not safe to have all levels of riders forced to use. - This area to the east has no access to other zones such as Shady Rest or the East side of 395. - This boundary cuts off the most direct route to access the base of the telebowls and Solitude Canyon. This causes more use of fuel and late season limitations for those who use snowmobiles for skiing and snowboarding access. - It is important to consider that motorized users may be using their vehicle to access areas for their non-motirized activities. By limiting one use may limit both uses. - Are there private property owners who are pushing for this boundary in their backyard? Because this area is all of our backyard and private ownership should not influence these boundaries.	POLICY
293	Winter	W	2	2	This area has been multiuse with no apparent conflicts. - It is available now for non-motorized snowplay. - This moraine is typically used by OSV users to access backcountry skiing + snowboarding terrain. This is an open area with great visibility for all users to be able to extend courtesy to each other. - There is already a proposed snowplay area adjacent to SCVIII (#15) which does not affect this corridor.	POLICY
294	Summer	S	20	20	A BMX Park would be a great addition to our community for locals + guests. The shelter of the forest would be a better location. Well maintained jumps and burms would be a great training ground for future competitors and recreationalists.	SUGGESTION/NEW CONCEPT
295	Winter	W	4	4	The mountain already ahs Tamarack closed for most of the winter. The Sherwins is a big and open & gets good amount of snow for snowmobiles.	POLICY
296	Winter	W	5C	5c	I live on Tamarack Ln. It is very nice to drive a couple of seconds to be able to snowmobile.	OPINION
297	Both	S, W	4	4	Not closing to motorized vehicle in winter, I like riding sled with my kids out there.	POLICY
298	Winter	W	5C	5c	Its close to my house and very convenient.	OPINION
299	Winter	W	4, 5C	4, 5c	Please don't close for motorized vehicles in winter.	POLICY
300	Winter	W	4, 5C	4, 5c		-
301	Summer & Winter	S, W	N/A	4	The Sherwin area should not be closed. It has been a popular recreation area for years. There is no valid reason for closure or restrictions.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
302	S	S	1A, 10, 1, 13, 27, 21, 11, 9, 6	1A, 10, 1, 13, 27, 21, 11, 9, 6	Easy trails close to town leading to other large areas for off road recreating.	OPINION
303	W	W	21, 27, 13, 16, 9, 27	21, 27, 13, 16, 9, 27	Easy way to hit the slopes for those wanting to avoid the resort and crowds.	OPINION
304	Winter	W	4	4	Each year more and more OHV & OSV area's are closed. This is an unfair trend which occurs! The land should stay open to public use, such as snowmobiling & skiing/snowboarding. People should be more realistic and realize that "shared use", and being fair to both interest's motorized/non-motorized use's. Is the fair thing to do.	POLICY
305	Winter	W	4	4	I strongly dis-approve of closing these area's - Mammoth Lakes is a Recreation dependent town - this will hurt the people who spend money here!! KEEP IT OPEN!!	POLICY
306	Both	S, W	4	4	Not closing to motorized vehcile it a great place to ride sleds.	POLICY
307	Winter	W	5C	5c	I l ke loading and unloading my sled there its very convient	OPINION
308	Winter	W	4, 9A, 9C	4, 9a, 9c	Please don't close to motorized/winter.	POLICY
309	Both	S, W	4	4	Not closing to motorized vehicel caues its fun out there	POLICY
310	Winter	W	5C	5c	Loading and unloading from tamarack is awesome	OPINION
311	Winter	W		4	The Sherwins is one of my favorite places to ride snowmobiles with my friends and family and it is is a great place to shuttle skiers and snowboarders to powder runs	OPINION
312	Summer	S		-	I ride my dirt b ke by the Sherwins all summer long because it is the best place to start from where I live	OPINION
313	Summer & WInter	S, W		W4	Please don't close down the Sherwins it is a great place to ride. I have always helped friends + family shuttle up and around that area. I ride my snowmobile + dirtb ke there so please don't close it.	POLICY
314	Winter	W	4, 5C	4, 5c	Not closing area to motorized vehical in winter.	POLICY
315	Both!	S, W	4, 5C	4, 5c	The Sherwin Mtn range is a very beautiful and Recreational area for Mammoth locals. Closingthe area would be a very disappointing action. Growing up here for 20 years I have spent all my time exploring and being very active in that area. Please do not close this area down!	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
316	Winter	W	5C	5c	Please don't re route this trail. Please let us keep our land to use as we like. Thank you.	SUGGESTION/NEW CONCEPT
317	Winter	W	5B	5b	Keep this trail. There is enough room for everyone. We pay our taxes. Thank you.	SUGGESTION/NEW CONCEPT
318	Both	S, W	4	4	not closing area to motorized vehicle	POLICY
319	Winter	W	5C	5c	not closing area to motorized vehicle	POLICY
320	Both	S, W	4, 5C	4, 5c	not closing area to motorized vehicle	POLICY
321	Winter	W	4, 5C	4, 5c	don't shut down area to motorized vehicles because the area is amazing for snowmobileing	POLICY
322	Summer & Winter	S, W		W4	We are already losing places to ride + enjoy our National playgrounds. If we continue to close areas to locals + paying visitors that are spending good money in our town to enjoy those areas we will lose what our ancestors set aside for us and our children to enjoy like we have for decades. Also what proof do you have that is substantial to say power sports, and human powered sports are destroying these areas! All Seasons.	POLICY
323	Winter/ Snowmobile Access Summer/ dirt bike/ moto	S, W		W4	We use the Sherwins area as a starting point for shuttle at the telebowls and to access Pyramids. Everyone I ride with is always considerate of hikers, dogs, x-country skiers, etc. and there is no reason we shouldn't be allowed in that area. Banning motor vehicles in that [illegible] place will eventually lead to us being banned from many areas around Mammoth, which would be detrimental to the town. Snowmobiling and Dirt Biking bring many tourists into town that spend money on lodging, food, gas, etc.	POLICY
324	Summer & Winter	S, W	All	-	Keep all access open, to all public use!!	POLICY
325	Summer Winter Fall Spring Any Season	S, W		W4	I believe everyone should have the ability to enjoy public land in all ways, equally. Every sport has its opportunities and it encourages every person to try & more importantly: TO EXERCISE. Any time is an amazing time to hike, bike, moto, run, anything.// How is one sport different from another & why should that freedom be taken away skiing, snowmobiling, snowshoeing, dog walking are all forms of love for nature. Why destroy that for anybody? There is not a season, an outdoor activity, or a sport that should be banned anywhere, so long as the people of any and all parties are respectful & enjoying.	POLICY
326	Summer	S	3, 7, 13	3, 7, 13	I ride my dirt bike out of Snowcreek 5 where I live & I do not have a trailer to leave from anywhere else.	NOT IN SCOPE
327		W		4	open for snowmobiles.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
328	Winter	W		4	I enjoy snowmobile access to the Sherwin area for skiing and would like snowmobile access to remain open.	POLICY
329	Winter	W		4	I would like for the Sherwins to continue staying open for snowmobilers to enjoy!	POLICY
330	Winter	W		4	Please leave snowmo access to the sherwin area. My self and many others do not have Mammoth Mtn passes and rely on snowmo accessto go skiing with out hiking so much.	POLICY
331		W		4	Don't close access for winter.	POLICY
332		W		4	Don't close access for winter.	POLICY
333	Winter	W		4	open for snowmobiles	POLICY
334	Winter	W		4	Please allow people to use the land we all own.	POLICY
335	Winter	W		4	Open for snowmobiling	POLICY
336	Winter	W	All	4	open for snowmobiling	POLICY
337	Open	W		4	open for snowmobiling	POLICY
338	Winter	W		4	open for snowmobiling	POLICY
339	Winter	W	All	4	open for snowmobiling	POLICY
340	Winter	W		4	open snowmobiling	POLICY
341	Winter	W		4	open for snowmobiling	POLICY
342	Winter	W	5B	5b	Traffic across a golf course, even in winter can cause damage. Why not use 5C instead.	SUGGESTION/NEW CONCEPT
343	Winter	W	Summer Map #11	13	Add snowshoe/xcountry signage aling N. side of Mammoth Creek to avoid snowmobile traffic along Mammoth Creek Rd.	SUGGESTION/NEW CONCEPT
344	Winter & Sunner	S, W		-	Thanks for the thourough communication -	THANKS
345	Winter	W	9B yes	9b	All staging areas should be leash required. Sierra Meadows should be leash-free BUT we should work with Steve Searles, MLPD, USFS/DFG, about penalties regarding unprovoked dog attacks.	POLICY
346	Winter	W	12 yes	12	As we construct these facilities, one of the best ways to reduce traffic congestion PLUS increase access is to have our transportation system providing rides to our new rec areas.	OPINION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
347	Winter	W	13 yes	13	We should have fundraiser events particularly for this proposal. Also, Friends of the Inyo would be a great group to utilize for creation + placement of signs. :)	SUGGESTION/NEW CONCEPT
348	Winter	W	16 yep	16	There is plenty of space to create and allow for new parking space to alleviate overcrowding along Lake Mary road and other resorts + turnouts.	OPINION
349	Winter	W	2, 15 yes	2, 15	Anytime we can create easily accessible and family rec areas near downtown + lodging that also have restroom amenities we increase commerce.	OPINION
350	Summer	S	17	17	Would appreciate more concise mapping...BUT both of these closely related accesses should be connected for year round use. How about possible weekday hours for snowmobiles for SnoBoard drop offs??	SUGGESTION/NEW CONCEPT
351	Summer	S	18	18	Could be expanded to an even higher elevation and utilized in winter for possible snowmobile access for SnoBoard drop-offs during winter weekdays.	SUGGESTION/NEW CONCEPT
352	Summer	S	21	21	YES. Absotively/Posilutely and schedule MORE motor/bi-cycling events, along with snoMobile races in winter. BiAthalon + SnoShoe races also. :)	SUGGESTION/NEW CONCEPT
353	Summer	S	13, 27	13, 27	Can also be utilized during winter once put in. Will also decrease cross-training/spider-webbing.	SUGGESTION/NEW CONCEPT
354	Summer	S	9	9	Open to bikes and all non-motorized use during summer. Additionally, I think should be added to MUP groomed snowmobile access during winter season along with the whole #10 + #11 routes.	SUGGESTION/NEW CONCEPT
355	Summer/ Winter	S, W	Winter #16 12A & B	S12a, S12b	Same as winter #16 = yep, yep, yep!! AS we develop and expand these trails systems, the more that we can keep from impacting existing parking, and especially alleviating roadside parking the safer and better off we'll be.	OPINION
356	Summer	S	5A, B & C	5a, 5b, 5c	Creation of this corridor will provide numerous recreational options. I still see clarifying needed in the \$5 B&C area, along with summer/winter #17 trails to avoid cross-training + spider-webbing...obvious + consistent trails area MUST!!	SUGGESTION/NEW CONCEPT
357	Summer	S	14, 15, 16	14, 15, 16	YES YES YES. We need a SAFE parallel bike & pedestrian route along that stretch of OLD Mammoth. Durin ghte summer x-country training clubs it becomes SCARY to drive. I DO NOT want to run over anybody!!!	OPINION
358	Summer	S	17	17	As mentioned in winter #17, clarification of routes is hereby requested, but #17 should be utilized both winter and summer with maybe occasional use during weekdays for recreational motorized vehicle use.	SUGGESTION/NEW CONCEPT
359	Summer	S	18	18	SAA and refer to earlier #18 recomms.	OPINION
360	Summer	S	19	19	Concur with assessment + think that this area should seriously be considered for any future skilifts or Gondola proposals. Also a snowmobile for skiing + boarding drop-offs.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
361	Summer	S	20	20	Expand Shady Rest skate/bike uphill for multi-use.	SUGGESTION/NEW CONCEPT
362	Summer & Winter	S, W	21	21	EXPAND & SCHEDULE & RACE Dammit!! Also snomobiles...we could be on ESPN at least every other month!! We should be utilizing moto for multi-uses year round...	SUGGESTION/NEW CONCEPT
363	Summer/ Winter	S, W	22/9B	22, 9b	Leashes required in ALL staging areas, exception being Sierra Meadows. BUT we should develop quick response situations with MLPD, Steve Searles, Animal Control, DFG/USFS/BLM for ANY dog attacks, unrovoked or not...	SUGGESTION/NEW CONCEPT
364	Summer/ Winter	S, W	24/13	24, 13	Yep. Coordinate with Friends of the Inyo for these projects.	SUGGESTION/NEW CONCEPT
365	Summer	S	25	25	Concur with assessment and proposal	THANKS
366	Summer	S	26	26	OH YEAH!! And expand East + West for ski/board access.	SUGGESTION/NEW CONCEPT
367	Summer/ Winter?	S, W	27/?	27	Development of already existing MAIN trail(s) will result in less cross-training/spider-webbing, plus could result in an excellent snowmobile route. Another "Fr of Inyo" weekend project!!	SUGGESTION/NEW CONCEPT
368	Summer/ Winter	S, W	28	28	Yeppers!! As we develop these trails, playgrounds, and access areas we should implement transportation spots. Maybe some \$ day passes or round trip fees from say uphill drop-offs to down-hill pick-ups!!	SUGGESTION/NEW CONCEPT
369	Summer	S	1A 10 11 ?E	1	Just returned from our 3rd annual visit to Mammoth Lakes/Sherwin Creek area – PLEASE DO NOT pave the Sherwin Creek Rd. from 395 to Old Mammoth Rd.– some already is, probably for the motocross development – but stop at that – The impact on trash and traffic will be even greater and the area of "wilderness/remoteness" in the midst of "the city" will be further lost [signed]	SUGGESTION/NEW CONCEPT



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
300	Winter	W	4, 5C	4, 5c		-
9	Winter	W	?	-	There is no written document or agreement that the lakes basin is closed prior to April 15th. There was a written agreement approximately 1989 that allowed osv access prior to Thanksgiving and after April 1st to utilize the Lake Mary Road to the Lakes Basin. This issue seemed to evolve into dates which did not allow public input, an EA or any type of discussion.	ADDITIONAL INFO
10	Winter	W	?	4, 10b	The open area off of the Sherwin Creek Road has a blue diamond cross country ski trail through it. This is flat terrain for the most part with gentle hills and popular at times in the past for OSV's.	ADDITIONAL INFO
11	Winter	W	?	4	The huge OSV closure at the base of the Sherwin's between the golf course and the sherwins was proposed by Jim Ognisty, deceased (right-hand man for Tom Dempsey) to allow OSV access to a proposed conference center. This route coincided with the TMT (Trans Mammoth Trail) in the 90's.	ADDITIONAL INFO
12	Winter	W	?	8	Within the TMT, a trail paralleling the Sherwin's was proposed by the mountain ski area to connect to the Old Mammoth road to the lakes basin. I believe the ski area made this proposal with the intention of renting snowmobiles from Tamarack Lodge to parallel the Sherwins and open areas south of Sierra Meadows. Instead, they bought a snowmobile rental company and moved it to the Inn without an EA or any type of public notice. But they were still pushing for this trail.	ADDITIONAL INFO
16	Winter	W	?	9a, 10a	The area is so windblown, the cost of maintaining any trail system in this area will be substantial.	ADDITIONAL INFO
49		W		-	I am in receipt of and have reviewed the Sherwins Working Group Winter Narrative and related map dated September 11, 2009.	ADDITIONAL INFO
84	Winter	W	8	8	this is a corridor for So. Cal Edison + H2O district cat machines - they are regularly going up + down road w/out tillers - ripping up snow - it does not make sense to groom this when it will be cut up - also need to consider existing Tamarack operations + feeding people into this operation + the consequences: more signage, trail pass issues, accessories, etc.	ADDITIONAL INFO
257	Winter	W		8	Grooming Old Mammoth Road may inhibit emergency access to the Lakes Basin in the event that Lake Mary Road is closed (avalanche, tunnel issues/maintenance)	ADDITIONAL INFO
18	Winter	W	?	-	Why is Old Mammoth Rd missing from the map?	ERROR/OMISSION
19	Winter	W	?	-	Why doesn't the map show the multi-use trail paralleling Mammoth Creek? The bridge crossing the creek was built specifically to allow use of OSV crossings.	ERROR/OMISSION
97	Winter	W	5B	5b	1) Purple line extending from Snowcreek Golf Course area does not have a designation. 2) Parking is not allowed in the area so there is no reason for a public easement 3) There is no public transportation once outside gates so narrative for "direct" is unclear. 4) Roads are privately maintained and there is no specification as to who will contribute to maintenance if it is used for public purposes. 5) Snowcreek VIII master plan shuttle stops, etc. are not designated on proposal.	ERROR/OMISSION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
101	Winter	W	5B	5b	1) Purple line extending from Snowcreek Golf Course area does not have a designation. 2) Parking is not allowed in the area so there is no reason for a public easement 3) There is no public transportation once outside gates so narrative for "direct" is unclear. 4) Roads are privately maintained and there is no specification as to who will contribute to maintenance if it is used for public purposes. 5) Snowcreek VIII master plan shuttle stops, etc. are not designated on proposal.	ERROR/OMISSION
151	Winter	W		-	Please change the color of the existing Tamarack X-country ski trails to a different color than the blue. Similar to how you distinguished the Mammoth Mountain B ke Park. This is a fee area, and is confusing with your new proposed non-motorized Groomed Mixed-use trails. Especially where the existing and proposed systems are meeting up, I am also concerned with who is responsible for the maintenance and grooming of these new trails.	ERROR/OMISSION
152	Winter	W		-	Please confirm the Mammoth Creek trail section that is blue with white outline is a new overlay or designation? Not on the legend.	ERROR/OMISSION
153	Winter	W		-	Pink Cross marks are also not on the legend although I am assuming it is the designation for back/side country skiing and snowboarding.	ERROR/OMISSION
225	Winter	W	Global	-	Please chose a different color for graphic representations of existing trail systems, ie Tamarack Nordic System	ERROR/OMISSION
6	Winter	W	?	-	Currently there are few lodging facilities that promote the 21,000 owners of osv's in the state within the town limits. This issue has not been addressed.	NOT IN SCOPE
77		W		-	Winter Biathlon area?	NOT IN SCOPE
13	Winter	W	?	-	I do not agree with the SWG Proposal for winter recreation on this map. You will stifle and concentrate diversified recreation which is in total conflict with the USFS Land Management Plan which states that diversified recreation must be "dispersed."	OPINION
17	Winter	W	?	1, 3	The parking area appears insufficient on the Sherwin Creek Rd. Know that many events have taken place in this area over the years and could again in the future if planned well.	OPINION
25	Winter	W	4	4	It a great place to see the Town of Mammoth it away from cross coutry skier	OPINION
36		W		4	Like the tele bowl access and the winter snow access on Sherwin Creek Rd and out to the base of the Sherwins.	OPINION
45	Winter	W		-	I question the results of opening more places that are now closed for winter. Our guests often have limited knowledge of winter exposure here in the Eastern Sierra. Unexpected snowstorms, avalanches etc. threaten the lives of those in the back country - Do we need more deaths? Even the ski area (well patrolled) can attest to that. Expensive to maintain and dangerous.	OPINION
69	Winter	W	1	1	Once parking access is developed @ borrow pit I suspect there will be a big increase in use + potential for conflict btwn motorized + non-motorized use. In this light, providing separate + well defined user areas (as is currently proposed) will help to alleviate this potential conflict.	OPINION
113	Winter	W	1	1	Combined OK	OPINION
114	Winter	W	3	3	Fine	OPINION
116	Winter	W	5A	5a	Not needed	OPINION
117	Winter	W	5B	5b	Not needed	OPINION
118	Winter	W	6	6	Not needed	OPINION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
141	Winter	W	All	-	It seems odd creating more use of the forest when the political trend today is more restrictions, less use. What development , ski slope, housing, shopping, commercial enterprise are you doing to raw land and offsetting the area with more managed recreational use?	OPINION
142	Winter	W	All	9a	The snow is thin in this area so do not groom.	OPINION
157	Winter	W		-	Snowmobile with my family	OPINION
267	Winter	W	1, 2, 5A, 5B, 5C, 6, 7, 8, 9A, 10A, 10B, 12, 13, 16, & 17	1, 2, 5A, 5B, 5C, 6, 7, 8, 9A, 10A, 10B, 12, 13, 16, & 17	Full support, good idea.	OPINION
296	Winter	W	5C	5c	I live on Tamarack Ln. It is very nice to drive a couple of seconds to be able to snowmobile.	OPINION
298	Winter	W	5C	5c	Its close to my house and very convenient.	OPINION
303	W	W	21, 27, 13, 16, 9, 27	21, 27, 13, 16, 9, 27	Easy way to hit the slopes for those wanting to avoid the resort and crowds.	OPINION
307	Winter	W	5C	5c	I like loading and unloading my sled there its very convient	OPINION
310	Winter	W	5C	5c	Loading and unloading from tamarack is awesome	OPINION
311	Winter	W		4	The Sherwins is one of my favorite places to ride snowmobiles with my friends and family and it is is a great place to shuttle skiers and snowboarders to powder runs	OPINION
346	Winter	W	12 yes	12	As we construct these facilities, one of the best ways to reduce traffic congestion PLUS increase access is to have our transportation system providing rides to our new rec areas.	OPINION
348	Winter	W	16 yep	16	There is plenty of space to create and allow for new parking space to alleviate overcrowding along Lake Mary road and other resorts + turnouts.	OPINION
349	Winter	W	2, 15 yes	2, 15	Anytime we can create easily accessible and family rec areas near downtown + lodging that also have restroom amenities we increase commerce.	OPINION
5	Winter	W	?	4	SWG Winter Proposal Map This map proposes huge closures for winter osv access near the town of Mammoth that are currently shown on the Winter Recreation Map as "open use".	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
44	Winter	W	4, mostly but all	4	There are plenty of non motorized areas around and plenty of snowplay areas. Snowmobiles leave no impact on the environment and drive no one away from sledding and playing in the snow Closing off this much area should put OHV fees down from \$45 a year to \$10 because there is nowhere to ride our \$12000 machines that is alot of tax revenue for the state	POLICY
50		W		4	As an overview observation, it appears that the working group has calculated that there is no place for OSVs in the Mammoth Lakes Area near Snowcreek Properties. Not only does the plan push all OSV use areas significantly away from the Snowcreek sphere of influence (as defined in its master plan), it provides ZERO oversnow pathways for ingress and/or egress from currently OSV accessible lands to those distant areas which have been designated for this purpose. The plan also adds a burden to any staging area as there is little opportunity for OSV users to arrive at the proposed trail head by means other then by truck and trailer.	POLICY
51		W		4	While the Map indicates there would be "restrictions" on the northeast side of line 4, the Narrative indicates a zero OSV use policy. "Restrictions" would be more appropriate. Creating a "no-fly zone" for OSVs is inconsistent with the goal of a diversified use of public lands. The stated purpose for the no-fly-zone is to eliminate the "POTENTIAL" for conflicts of use. Wiping out one side of the potential conflict is certainly the easiest and least creative way to avoid that potential conflict. Yet neither a rationale nor actual historical data has been provided to support the need for such a large swath of public land to be set-aside for a zero-tolerance (of OSVs) policy. The group has provided no support, nor presented a narrative, to indicate that OSV use in this area has been historically abusive or a public nuisance. Nor has the group communicated that OSVs have presented an actual danger to other participants on public lands sufficient for the wholesale elimination, not regulation, of their use.	POLICY
52		W		4	It is clearly reasonable to designate certain areas and pathways to be restricted to non-motorized use. And it would be understandable had the working group determined a need to restrict OSV speed and/or noise levels based on other permitted uses near an area, the hour of day, etc. Or to place restricted use in certain densely used areas to OSV pathways. But, I believe the current plan demonstrates a clear negative bias against this form of recreational use of public lands.	POLICY
53		W		2, 15	Specifically, while areas 2 and 15 are designated "snowplay" areas (presumably 15 is for the Snowcreek VIII hotel guests) and paths 5A and 9A are designated non-OSV pathways, there is little reason that public lands next to these zones exclude all OSV use. Rather, a more reasoned approach would be to restrict speeds and/or noise levels near these pathways/play areas.	POLICY
54		W		4	I specifically request the working group eliminate the line 4 "no-fly-zone" and provide, instead, for reasonable speed and noise restrictions in this area. I request OSVs be provided regulated access on, or immediately next to, path 5A and all areas surrounding path 9A (thus establishing a regulated public ingress/egress/touring area near developed projects).	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
55		W		4	Again, it is easy to eliminate "potential conflicts" when you completely omit one side in such a large area. But, I have enjoyed touring many seniors, children and non-athletes, on the back of the snowmobiles, through the various areas of the Sherwins and sharing with them the beauty of nature and the various scenic views. Because of there less physical capabilities, they would not have seen this otherwise. They are not purist cross-country skiers or back country snow-shoers. While those non-motorized purist may feel the views and beauty are reserved for them; they are not. They also belong to those whose only access is via OSVs. The public land is to be shared with all who respectfully approach it. I challenge the group to find a two-sided solution providing access to all major areas of the Sherwins.	POLICY
61	Winter	W	9A 4 9A 8	9A 4 9A 8	Skiers and backcountry people have trails & ski areas everywhere, why shut down snowmobilers best thing going.	POLICY
62	Winter	W	4	4	With the loss of the White Mt's now this it seems one sided what do us OSV users get SCS	POLICY
73	Winter	W		4	Sherwin Meadows I love the snowmobile tracks as a path for XC sking and exiting the Sherwins.	POLICY
105	Winter	W	4	4	<p>The rational you present:</p> <p>1) Separation of use via a clearly marked boundary will reduce potential conflict between motorized and non-motorized use in the Sherwins area.</p> <p>Through my experience, I have never encountered any conflict with other snowmobiles, skiers, or hikers while using this area on my snowmobile. If anything, I have positive encounters with other, regardless of the method of entertainment chosen. Although I am sure a conflict can/has occurred, this is not the norm. To close an area to 'reduce potential conflict' is a bit extreme. A more appropriate approach would be to devise a code of conduct for people to follow. Using the rational to close the area to 'reduce potential conflict' could be used to close Lake Mary off to kids in the summer because their noise while playing could result in 'potential conflict' with the fishermen.</p> <p>Although the example presented above is a bit extreme, what is occurring is you are choosing one group over another, and thus potentially creating conflict.</p> <p>I think the SWG should really consider the rational presented and apply this to everyday situations in life, and how they would be applied, and if that application would be appropriate.</p>	POLICY
106	Winter	W	4	4	<p>2) <i>Additionally, the Sherwins Range is a unique front-country ski and snowboard amenity.</i></p> <p>This sentence is 100% true, but you have excluded some important parts. The sentence should read: <i>Additionally, the Sherwins Range is a unique front-country ski, snowboard, snowmobile, snowshoe, cross-country, winter hiking, amenity and generally enjoyed by any winter out-door enthusiast.</i></p> <p>As in #1 above, again, one group is being selected over another, without providing any reasoning why.</p>	POLICY
107	Winter	W	4	4	<p>3) <i>Plentiful motorized opportunity is on offer to the east and south of the Sherwins area, and the inclusion of Solitude Canyon in the OSV zone enables users to also access Pyramid Peak and other destinations.</i></p> <p>Likewise, this sentence is correct, but the reality is in the Eastern Sierra, snowmobilers are already restricted from a number of areas that are currently available to non-motorized forms of recreation. This sentence could just as easily read: <i>Plentiful ski &amp; snowboard opportunity are offer to the east and south of the Sherwins area, and the inclusion of Solitude Canyon, enables users to also access Pyramid Peak and other destinations.</i></p>	POLICY



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
108	Winter	W	4	4	In summary, the rational presented is favoring one group over another, without providing justification why. The rational presented is more of a matter of opinion, rather than based on facts. It is my opinion that if the SWG wants to exclude motorized vehicles from the area define, more defined reasons should be presented, and no group should get preferential treatment in the final recommendation, as is currently the case.	POLICY
112		W		4	Also I want to emphasize that I think item #4 is a fantastic idea and should be implemented immediately. OSV play in the meadow and the front side of the Sherwins is damaging, dangerous, and a nuisance to residents.	POLICY
115	Winter	W	4	4	OSV's do not conflict!	POLICY
119	Winter	W	General	4	Keep access open to snowmobiles to Sherwin's.	POLICY
120	Winter	W	4	4	I have ridden this area for the last 30 years. And would like to continue to do so.	POLICY
122	Winter	W	4	4	Too much stuff is closed to snowmobiling already. This would be a terrible loss to the snowmobiling community of the Eastern Sierra's. Keep the Sherwins open!	POLICY
123	Winter	W	4	4	This area should definitely stay open to snowmobiling! We hardly have any good terrain I ke the Sherwin Range to ride in this area as it is, without having to drive to Sonora Pass. That area doesn't get enough snow every year. So it's a nice treat to enjoy when it's got enough snow. "Snowmobiling is already limited", the Forest Service & the Town should promote this sport more in our area. It makes another reason for people to come visit our area and benefits our economy! Snow machines make no impact on the terrain!	POLICY
124	Winter	W	4	4	Spring use of Lakes Basin needs motorized access from here by April 15 the borrow pit routes will be burned off.	POLICY
126	Winter	W	1	1	Borrow pit access is a great idea but should not [illegible] #4 + loss of higher altitude motorized access.	POLICY
127	Winter	W	4	4	I like to ride out of the Sherwin area and also the lakes basin. To close these off for motorized recreation takes away from all who enjoy these areas - all need to share not just one group.	POLICY
131	Winter	W		4	Please don't close off any more areas to ORV access, there is no reason there can't be shared use. Sherwin is the only terrain of its kind available to ORV there are countless areas of similar terrain available to non-ORV usage only. If anything impose [illegible] but don't restrict already limited available terrain.	POLICY
136	Winter	W	All	4	I am opposed to any restrictions to winter motorized travel / recreation on public land	POLICY
138	Winter	W	All	4	It seems better not to go to Mammoth and ride in other areas like near June Lake, Tahoe. Why ... so many (emotionally created) restrictions and a confrontational attitude between snowmobiles and non motorized recreation. For example people who run their dogs without a leash on the trail and riders must stop. The trail is blocked by skiers (instead of getting to one side and share they turn their skies perpendicular to the trail and stand in the middle of the trail) and dogs bark and bite at the snowmobile, rider and passenger.	POLICY
143	Winter	W	4	4	Please do not close this area. For every area that is closed to snowmobiles, a new one never gets opened up. Backcountry skiers have millions of acres available to them where sleds are not permitted, so why keep limiting the access to other users? I thought MLPTA stands for public access! I'm a responsible sled owner, who abides by the rules, and keeps my sled running cleanly and quietly. The majority of snowmobile users in the tele bowls area, are responsible locals, and not the obnoxious and rude tourists that populate the trail system outside shady rest.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
146	Winter	W		4	Snowmobiling in the foothills of the Sherwins has been a long standing tradition for many families for many years and adding the load of enforcement to this area that has been open for riding is another added burden to the already lack of enforcement. Also concentration all the use of snowmobilers into the Shady and Inyo Craters area is an ongoing concern as well. The areas of Sherwin Creek road and South is a minimal impact to the neighboring residents and it gives a port to our town in good winter years. Closing any of these areas to future snowmobiling would be a bad judgment. A large number of our winter visits are snowmobiles and with responsible use and good education this area is well suited for a multiple of users. The Forest Service has much of that area open to multi-use and it should remain with that designation.(including motorized)	POLICY
158		W		4	Greetings and thanks for your work: I've called Mammoth my home since 1972. My feedback for the SWG is: NO SNOWMOBILES IN THE SHERWINS!!! They have shown that they have no respect for wilderness boundaries as I've seen them "high mark" all over the Crest let alone in the Sherwins (please see picture taken on opening day to snowmobiles to the Lakes Basin, high mark TJ bowl). In other words they are law breakers and should not be rewarded for such behavior. They need to be policed better as they will not or cannot police themselves. There are reasons snowmobiles are banned in France. On big winters they can snowmobile to Nevada if they want. But leave us, (back country skiers, skimmers and gridders) a little piece of Mountain to enjoy, lawfully, without these senseless people and their dangerous machines endangering others. Thank You [signed] [picture available in binder]	POLICY
159	Winter	W	4	4	I would like to express my concern with the proposed closure of this area to motorized use. This area should be allowed use by all in a respectful manner. I have never witnessed conflict between motorized and non-motorized groups. This proposal is being pushed by a few vocal people whom do not represent the vast majority of people using this area. If there has been conflict between a few people, this conflict should be solved within a different avenue. This is a beautiful area which should be enjoyed by all.	POLICY
161	Winter	W		4	KEEP ALL ACCESS OPEN TO SNOWMOBILES. I reside in Utah but make several trips to the sierras in the winter for snowmobile recreation. The amount of OHV traffic this area receives is minimal at best and not causing any harm or conflicts. It should not be shut down to OHV in winter or in summer.	POLICY
170	Winter	W	1	1	The concept of forced separation is odd to me, but I am told, necessary. I have snowmobiled that area quite a bit and rarely see boarders or skiers in the sherwins and when I do, I usually know them and they have used snowmobiles to get to the more extreme areas and to transport shovels and cameras in. I don't see any conflict, or need to keep snowmobiles out of an area that is usually only used by snowmobilers and extreme boarders and skiers on snowmobiles.	POLICY
172	Winter	W	1	1	I think also, that there should be a penalty for non-motorized users who walk dogs and jog and snowshoe on the Motorized Use side that is the same as when a motorized user crosses onto the non-motorized side. That would be fair and safer. If it is safe for combined use on our side then it must be ok for us to use the non-motorized side as we choose also. We have to be safe and fair.	POLICY
178	Winter	W	4	4	I support a separation boundary. I will keep families who use the snow park and backcountry travelers safer	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
185	Winter	W	4	4	I support a separation boundary for motorized and non-motorized. Keeping the very different users more separated is safer and helps each type of user group retain their preferred experience.	POLICY
193	Winter	W	SWG Winter Proposal Map	4	I strongly oppose the OSV Restriction Area that is proposed in the SWG Winter Map. It closes very unique terrain only available in that area for OSV users. I ride my OSV out there frequently in the winter and have never seen or experienced any user group conflicts. Enough OSV land has already been taken away, this has to stop!!!! Do not add this OSV Restriction Area!!!!	POLICY
194	Winter	W	SWG Winter Proposal Map	4	I strongly oppose the OSV Restriction Area that is proposed in the SWG Winter Map. It closes very unique terrain only available in that area for OSV users. I ride my OSV out there frequently in the winter and have never seen or experienced any user group conflicts. Enough OSV land has already been taken away, this has to stop!!!! Do not add this OSV Restriction Area!!!!	POLICY
196	Winter	W	SWG Winter Proposal Map	4	I strongly oppose the OSV Restriction Area that is proposed in the SWG Winter Map. I ride these areas each winter and also back country ski these areas. I have never had a conflict of use interests. Do not add this OSV Restriction Area!!!!	POLICY
197	Winter	W	4	4	Potential conflict is an assumption/discriminatory, this area should be open to all users including OSV's (AKA snowmobiles etc.). There has never been more snowmobiles and clubs than now especially from southern California where most of mammoths tourist dollars come from. We are a large family from southern California who choose mammoth rather than say Utah to snowmobile at and spend close to 10K dollars on the local economy because we love the sierras and the riding areas etc.. There are enough closed/wilderness areas already. Please listen and consider the opinions of the mammoth snowmobile club and locals as they know more than me of what is important and relevant. Equal access is fair to all. Thank You.	POLICY
198	Winter	W	4	4	I oppose the SWG Winter Recreation Proposal Map ID 4 because it designates a MOTORIZED/NON-MOTORIZED boundary which is extremely unfair to OSV users.	POLICY
199	Winter	W	4	4	I strongly oppose the idea of a Motorized/Non-motorized boundary as it exists in the SWG Winter Proposal Map. I feel this way because the Tele Bowls and Sherwin Range are also " a unique front-country OSV amenity", and likewise, the "Western portion of the Area offers excellent opportunities for MOTORIZED recreation as well because of its size and geography." Also, the unique terrain offers OSV users an experience not found elsewhere in the Mammoth area. Steep, long, open pitches.	POLICY
200	Winter	W	4	4	I have never seen a conflict between MOTORIZED and NON-MOTORIZED users in the Area. In fact, many of the cross-country skiers I have spoke with say they enjoy using the tracks left from OSV's after a fresh snow. OSV users do not hang around Snowplay or Nordic Track areas, we go do our own thing and make every attempt to avoid conflict or hazardous situations with other user groups. We just want fair/equitable solutions so we can enjoy our recreational activity as well.	POLICY
202	Winter	W	4	4	The tradeoff of a fancy parking lot for MOTORIZED users in exchange for closing some of the most unique and challenging OSV terrain in the Mammoth Area is an unfair "compromise". OSV users have been using snowbanks and make-shift parking areas since the inception of OSV's, we don't mind shabby parking lots. We do mind when our riding areas continue to shrink at an alarming rate! The closure of the area is a much larger detriment to OSV users than our current parking situation.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
203	Winter	W	4	4	The Winter Proposal Map seems to benefit every winter recreation group that I can think of except for OSV users. Families get a designated Snowplay Area, Nordic users get a new track, dogs get a place to crap, etc. What do OSV users get? A big, fat closure of a popular riding area. Furthermore, many tourists are drawn to snowmobiling when they see them out in the Meadow, and their likelihood of renting an OSV from a Town business or booking a tour with MMSA or Mammoth Sled Adventures is more likely.	POLICY
205	Winter	W	4	4	In conclusion, I feel the SWG Winter Proposal is a poor compromise for MOTORIZED/NON-MOTORIZED users. It favors the NON-MOTORIZED recreation segment greatly and is essentially a slap in the face to OSV/MOTORIZED users.	POLICY
235	Winter	W	4	4	Regarding the idea of restricting OSV use to the east of the borrow pit: the only reason to do this that makes any sense is because there will be an alternative amenity in the area that's not compatible with snowmobile use. Certainly it makes sense to have snowplay or dog-walk areas restricted, and slow zones in busy areas, but without the presence of a regularly-groomed XC trail system, there's no good reason to boot snowmobiles from the area. The only rationale cited is the prevention of "potential conflicts." Since the meadow area is currently used by OSV's w/ no conflicts, why will there be potential conflicts in any other scenario that one that includes a groomed system? Re: the "quiet area" rationale: nobody made people buy those homes and condos adjacent to OSV area, and there were snowmobiles there before there were any houses. Since the main beneficiary from such a restriction would be the neighboring HOA's and Chadmar, if they want it, they should shoulder the load of grooming etc, perhaps include public access to trails on the golf course. A true amenity would have to be added to make the OSV restriction pencil out in light of historic use and the already heavily restricted local OSV access. Furthermore, the line of OSV exclusion, as represented on the SWG map, excludes the Tele Bowl Area with no clear topographic boundary to deter people from riding in that inviting area directly adjacent to the motocross track. Again, are there conflicts? Is there any rationale for this?	POLICY
269	Winter	W	4	4	The use of this area by snowmobiles has never been restricted, why now? What are the "conflicts" that have occurred that cause the restriction to be proposed? The only issue that comes to mind is noise and that some people object to it. There are countless acres available to those who desire a quiet experience. This area is a "playground" for all to use and restricting a user from a large area does not appear to be fair or warranted. The existing Forest Order should not be revised to limit motorized use. The existing Forest Order and the proposed non-motorized trails would be consistent as to motorized crossings and impact avoidance.	POLICY
270	Winter	W	9B	9b	Off leash dogs should be limited to one area and to allow off leash dogs within a trail network is very hard to manage and police voice compliance. Some people would prefer that dogs be on leashes to limit dog/people conflicts and help keep the dogs close to the owners when the blue bags are needed. Otherwise it may be difficult for the owner to retrieve the deposits.	POLICY
292	Winter	W	4	4	The area to the west has always been multiuse with no apparent conflicts. Motorized users typically stay on the slope of the Sherwins with non-motorized users staying in the meadows. - Restricting this area to motorized users leaves mainly expert terrain which is not safe to have all levels of riders forced to use. - This area to the east has no access to other zones such as Shady Rest or the East side of 395. - This boundary cuts off the most direct route to access the base of the telebowls and Solitude Canyon. This causes more use of fuel and late season limitations for those who use snowmobiles for skiing and snowboarding access.	POLICY

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
					It is important to consider that motorized users may be using their vehicle to access areas for their non-motorized activities. by limiting one use may limit both uses. - are There private property owners who are pushing for This boundary in their backyard? Because This area is All of our backyard and private ownership should not influence these boundaries.	
293	Winter	W	2	2	This area has been multiuse with no apparent conflicts. - It is available now for non-motorized snowplay. - This moraine is typically used by OSV users to access backcountry skiing + snowboarding terrain. This is an open area with great visibility for all users to be able to extend courtesy to each other. - There is already a proposed snowplay area adjacent to SCVIII (#15) which does not affect this corridor.	POLICY
295	Winter	W	4	4	The mountain already ahs Tamarack closed for most of the winter. The Sherwins is a big and open & gets good amount of snow for snowmobiles.	POLICY
299	Winter	W	4, 5C	4, 5c	Please don't close for motorized vehicles in winter.	POLICY
304	Winter	W	4	4	Each year more and more OHV & OSV area's are closed. This is an unfair trend which occurs! The land should stay open to public use, such as snowmobiling & skiing/snowboarding. People should be more realistic and realize that "shared use" , and being fair to both interest's motorized/non-motorized use's. Is the fair thing to do.	POLICY
305	Winter	W	4	4	I strongly dis-approve of closing these area's - Mammoth Lakes is a Recreation dependent town - this will hurt the people who spend money here!! KEEP IT OPEN!!	POLICY
308	Winter	W	4, 9A, 9C	4, 9a, 9c	Please don't close to motorized/winter.	POLICY
314	Winter	W	4, 5C	4, 5c	Not closing area to motorized vehical in winter.	POLICY
319	Winter	W	5C	5c	not closing area to motorized vehicle	POLICY
321	Winter	W	4, 5C	4, 5c	don't shut down area to motorized vehicles because the area is amazing for snowmobileing	POLICY
327		W		4	open for snowmobiles.	POLICY
328	Winter	W		4	I enjoy snowmobile access to the Sherwin area for skiing and would like snowmobile access to remain open.	POLICY
329	Winter	W		4	I would like for the Sherwins to continue staying open for snowmobilers to enjoy!	POLICY
330	Winter	W		4	Please leave snowmo access to the sherwin area. My self and many others do not have Mammoth Mtn passes and rely on snowmo accessto go skiing with out hiking so much.	POLICY
331		W		4	Don't close access for winter.	POLICY
332		W		4	Don't close access for winter.	POLICY
333	Winter	W		4	open for snowmobiles	POLICY
334	Winter	W		4	Please allow people to use the land we all own.	POLICY
335	Winter	W		4	Open for snowmobiling	POLICY
336	Winter	W	All	4	open for snowmobiling	POLICY
337	Open	W		4	open for snowmobiling	POLICY
338	Winter	W		4	open for snowmobiling	POLICY
339	Winter	W	All	4	open for snowmobiling	POLICY
340	Winter	W		4	open snowmobiling	POLICY
341	Winter	W		4	open for snowmobiling	POLICY



Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
345	Winter	W	9B yes	9b	All staging areas should be leash required. Sierra Meadows should be leash-free BUT we should work with Steve Searles, MLPD, USFS/DFG, about penalties regarding unprovoked dog attacks.	POLICY
7	Winter	W	?	4	Is the line of demarcation for restricted OSV use and unrestricted osv use "signs" or "terrain"?	QUESTION
8	Winter	W	?	4	How to do you propose to enforce the unrestricted areas which are currently used by snowboarders to access the Sherwins?	QUESTION
14	Winter	W	?	-	What is diversified recreation? Snowmobiling, dog sledding, snowplay, cross country skiing, kite skiing, or anything other than downhill skiing.	QUESTION
15	Winter	W	?	1, 3	On the positive side, the parking area for multi-use near Sherwin Creek Rd is good with separate trails. But how do you plan to keep them separate with OSV use unrestricted in the same area?	QUESTION
59	Winter	W		4	On the Winter Proposal, I am concerned with the OSV Unrestricted area including the most easterly blue diamond cross country ski trail and the sloping hills on the east side of Sherwin Creek Road down to 395. Could specific trails and areas be identified for motorized vehicles which would still allow for close-by but separate ungroomed cross country skiing? These slopes are a favorite of many touring skiers.	QUESTION
60	Winter	W		-	Finally, for the Lakes Basin closure, it might be better to say through the Special Use Permit for Tamarack Lodge rather than state a specific date. It is my understanding that the opening date for OSV's changes each year based on that permit. Has the USFS approved this date? [signed]	QUESTION
67	Winter	W	10E	10b	Parking for off-leash dog area?	QUESTION
75		W		10b	I have kids and a dog. Parking area for dogs same as snowmobile? Groomed loop in meadow split use walk/dogs + ski.	QUESTION
85	Winter	W	10b	10b	where is the parking for the pets-off-leash area	QUESTION
93	Winter	W	5B	5b, 12	1. Why aren't any of the public transportation shuttle stops shown on this map? 2. Shouldn't those shown in the Snowcreek VIII Master Plan also be included?	QUESTION
95	Winter	W	Various	5a, 5b, 5c	Who provides liability insurance coverage to protect the interests of private property owners where the public is ingressing or egressing over their land e.g. Snowcreek VIII, the Tamarack 5C area, Ranch Road public easement?	QUESTION
130	Winter	W		10b	I like the proposed dogs off-leash area but I didn't find it in the summer map?	QUESTION
137	Winter	W	All	4	The narrative does not detail what was open and is now closed. I cannot determine what is now allowed and what is restricted after this proposal.	QUESTION
139	Winter	W	All	4	How do you access the other trail system? Not having connectivity will create the risk for skier / snowmobiler to access the trail to the trails north of the 203 thru already restricted space	QUESTION
229	Winter	W	1	-	Please identify the parties who may be responsible for winter maintenance to access the proposed trailhead and staging area	QUESTION
92	Winter	W	5B	5b	Regarding the dark blue (purple?) line going from 5B into the Snowcreek Golf Course area: 1. What is the purpose of this egress terminating at the Ranch Road public easement if there is no parking available I ke at 5C and 9A? There is no legal public parking allowed along Ranch Road to Old Mammoth Road or at the St Joseph's parking lot. 2. The narrative describes this as "a direct an easy-to-use route" "back to town for skiers and snowboarders exiting the Sherwins" but the rationale doesn't explain how that is facilitated once they get outside the gate area. 3. This line also has no description in the map's legend.	QUESTION, ERROR/OMISSION

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
70	Winter	W	9A	9a	Why not plan to groom the entire 9A loop? Sherwin skier/boarders may cause damage to the grooming but I think the impact would ultimately be ltd, and may help to focus down hill traffic on their way out. TO have a loop to x-country/walk etc. makes for a much more use friendly/enjoyable experience etc.	SUGGESTION/NEW CONCEPT
74		W		2, 10b	Snow play and dogs go together.	SUGGESTION/NEW CONCEPT
91		W		4, 13	Designation and implementation of motorized/non-motorized boundaries. This obviously needs to include some kind of educational opportunities –see item 1	SUGGESTION/NEW CONCEPT
132	Winter	W	12	12	It would be nice if public transit stop(s) could be added at Snowcreek 5 also.	SUGGESTION/NEW CONCEPT
133	Winter	W	5A	5a	It would also be nice if parking could be provided at 5A for the snow play area #15. It would greatly increase use of the play area.	SUGGESTION/NEW CONCEPT
171	Winter	W	1	1	I think there should be a western access point for snowmobilers who live in the bluffs and in old mammoth and in snowcreek, so there would be less vehicles at the access lots and less traffic on our roads.	SUGGESTION/NEW CONCEPT
173	Winter	W	1	1	I suggest that we take this season as a test to see how many non-motorized and motorized users really enjoy this area. We could document the use, mid-week and weekend, and interview actual users of the area, not just the people who are politically, economically, or morally motivated to change the use of this area. Many people who vote on and create use plans do not represent a statistically accurate study group of the actual users of an area. The evaluation would give us a real knowledge of how far south skiers are hiking and how much danger or conflict really exists between extreme backcountry users who could get to the higher elevations, and the snowmobilers who should also be allowed into this extreme riding area that is so needed in the mammoth snowmobile trail system. Again, in my experience snowmobilers, snowshoers, snowboarder, and skiers are all the same person. I do all the winter sports that I physically can, and I hate it when a government makes a line that I can not cross for no good reason. There should be similar punishment upon any breach of any line that is determined necessary. And I don't think the people involved in most planning issues are the people affected by the changes made. I know everyone says they are, but we really need more research on the actual use, before an educated decision can be made.	SUGGESTION/NEW CONCEPT
189	Winter	W	15	2, 15	It is not necessary to have 2 snowplay areas in such close proximity to each other. Snowplay area #15 is much less desirable than #2. #15 is proposed to be located directly adjacent to the future Snowcreek VIII 4-5 star hotel which is not an appropriate adjacent use to a Mountain Hotel of that caliber. This use would destroy the view of the Sherwins from hotel rooms and hotel common areas. Additionally, the location at #15 is much more difficult to access for children and families than #2 as it is a long distance away from the Burrow pit staging area (#1) through difficult terrain. Snowplay area #2 is directly adjacent to the burrow pit staging area (#1), proposed parking, and also typically has better snow conditions and terrain for sledding.	SUGGESTION/NEW CONCEPT
201	Winter	W	4	4	Why not allow a MOTORIZED area south of the Stacked Loop Trail System? There is plenty of room for both MOTORIZED and NON-MOTORIZED uses in the Sherwin Meadow Area. You could easily designate a MOTORIZED trail or usage area south of the Stacked Trail System and away from the Snowplay Area. (i.e. a 100-200 yard buffer away from the Stacked Trail System/Snowplay Area).	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
204		W	4	4	This is a great opportunity to designate OSV/MOTORIZED use areas for future considerations, yet it is being viewed more as a way to further restrict MOTORIZED/OSV use. Imagine a trail system that connected the Sherwin riding area to the Shady Rest OSV Trail System. There could be possible fuel stations, or OSV services could be feasible future considerations at the Sherwin or Shady Rest sites, while current and future OSV recreationists could enjoy a legitimate OSV trail system around the Mammoth area.	SUGGESTION/NEW CONCEPT
224	Winter	W	Global	-	Please recommend and identify any opportunities for coordination of implementation with Turner Propane facilities and Sherwin Creek Road improvements.	SUGGESTION/NEW CONCEPT
226	Winter	W	Global	-	Please choose a different color for graphic representations of egress routes across private property, ie Snowcreek VIII to Ranch Road.	SUGGESTION/NEW CONCEPT
227	Winter	W	Global	-	Please consider and recommend the potential for OSV connections to Shady Rest and OSV trail systems north of Town.	SUGGESTION/NEW CONCEPT
228	Winter	W	Global	-	Please request jurisdictional representations of current legal status of OSV terrain to east of study area.	SUGGESTION/NEW CONCEPT
230	Winter	W	4	4	Should the recommendation go forward, please provide specific phasing recommendations for OSV restrictions and detailed rationale	SUGGESTION/NEW CONCEPT
231	Winter	W	4	4	Should the recommendation go forward, please recommend that should a hotel operator at Snowcreek VIII wish to provide OSV rentals and/or staging, that a corridor be provided to connect to proposed OSV staging area at Borrow Pit	SUGGESTION/NEW CONCEPT
232	Winter	W	4	4	Should the recommendation go forward, please recommend that should an HOA or property owner grant a public facility for OSV staging, provisions for a corridor be provided to connect to OSV winter staging area at Borrow Pit.	SUGGESTION/NEW CONCEPT
233	Winter	W	5B	5b	Please revisit concept to indicate that the recommendation is to connect to the point where the egress alignment across Snowcreek VIII golf course connects to USFS land, and not to the Ranch Road Easement. Recommendations should be on public land that is within the scope of the SWG effort, and not to private property that may be outside of the proposal's (and USFS) scope.	SUGGESTION/NEW CONCEPT
234	Winter	W	7	7	Please consider that this recommendation may not be necessary nor practicable given winter conditions and the lack of concurrent summer facilities.	SUGGESTION/NEW CONCEPT
245	Winter	W	OMR/Minaret area	-	There could be an opportunity for some public along the street parking for winter use with a minimal amount of widening as an interim option.	SUGGESTION/NEW CONCEPT
258	Winter	W		4	Provide a "snowmobile corridor" for access to the Sherwin range	SUGGESTION/NEW CONCEPT
266	Winter	W	4	4	The no OSV zone needs to be further back from the motocross track to allow snowmobiles access to lower bowls near the back of the motocross track.	SUGGESTION/NEW CONCEPT
268	Winter	W	3	3	Keep motorized staging and parking in one area for ease of maintenance, control and use.	SUGGESTION/NEW CONCEPT
271	Winter	W	15	15	This area may be too close to the residents of Snowcreek V and the "run-out" area at the bottom may be very small. There are existing fences that would need to be considered also. The #2 area may better serve the snowplay needs.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
290	Winter	W	1	1	I don't see much need for greater separation of areas. - There is a need for a staging area due to heavy use and limited parking. - The benefit to this staging area with the proposed boundary #4 is mainly for the non-motorized users. The area to the east has limit terrain and no access to other zones such as Shady Rest or the east of 395. The terrain available is for advanced riders. the major issue along with the congestion of parking is the dog waste. Any effects caused by motorized vehicles (OSV) are insignificant compared to the dog waste. - the staging area needs to address This issue. a beacon basin is a great addition to heighten public awareness. Signage is important to optimize use and provide the best experience for All parties. This section of road needs to be access ble to green sticker vehicles.	SUGGESTION/NEW CONCEPT
316	Winter	W	5C	5c	Please don't re route this trail. Please let us keep our land to use as we l ke. Thank you.	SUGGESTION/NEW CONCEPT
317	Winter	W	5B	5b	Keep this trail. There is enough room for everyone. We pay our taxes. Thank you.	SUGGESTION/NEW CONCEPT
342	Winter	W	5B	5b	Traffic across a golf course, even in winter can cause damage. Why not use 5C instead.	SUGGESTION/NEW CONCEPT
343	Winter	W	Summer Map #11	13	Add snowshoe/xcountry signage aling N. side of Mammoth Creek to avoid snowmobile traffic along Mammoth Creek Rd.	SUGGESTION/NEW CONCEPT
347	Winter	W	13 yes	13	We should have fundraiser events particularly for this proposal. Also, Friends of the Inyo would be a great group to utilize for creation + placement of signs. :)	SUGGESTION/NEW CONCEPT
246	Winter	W	Snowmobile closure area	4	The avalanche chutes provides some extreme snowmobiling not found in many areas. A corridor to that area would serve that type of snowmobiling and access from owners that live along the route. What are the implications and impacts to the spring snowmobiling that occurs in the lakes basin after April 15??	SUGGESTION/NEW CONCEPT, QUESTION

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
244	Summer	S		-	Sherwin area above meadow has a significant and growing area of dead trees that should be address to eliminate or reduce the disease spread.	ADDITIONAL INFO
249	Summer	S		-	The meadow has significant damage due to erosion in many areas and there is also an opportunity to create a mitigation-banking fund to help restore much of the eroded areas.	ADDITIONAL INFO
253	Summer	S	New	-	The Lake Mary Road Bike Path is not complete (MUP) along the section of Twin Lakes Loop that passes through Tamarack. A Class 1 bike path is still needed where the path shares the roadway in front of Tamarack. Right of Way issues must still be negotiated with Tamarack.	ADDITIONAL INFO
241	Summer	S	4	4	Note location of grave sites/archeological sites in this area - recommend 20-25 parking spaces - TOML easement ends before this identified location; easement would need to be extended - Check motorcycle access bility across mining road – is this ok? - Recommend paved MUP from staging area to vista (accessibility)	ADDITIONAL INFO, SUGGESTION/NEW CONCEPT
242	Summer	S	5	5	Note trolley stop integrated into OMR/LMRBP access point (USFS \$\$\$ to put in this stop) - a natural access to LMRBP connector exists (TOML staff has identified spot) - would recommend staging area south and east on LMR - opportunity for bridge access @ Twin Lakes for LMRBP - potential for tunnel as access from entrance to Tamarack under LMR for connection to LMRBP	ADDITIONAL INFO, SUGGESTION/NEW CONCEPT
1	-	S		-	Kerry Meadow Trail - a popular in town trail is not listed.	ERROR/OMISSION
63	Summer	S	7 and 6	7, 6	Item 7 is specifically identified with a wheel chair symbol but item 6 is not. This may be misleading since all MUP's are designed to be fully accessible and are usually required to be access ble by the funding agency.	ERROR/OMISSION
216	Summer	S	11	11	Please identify the Mammoth Creek crossing with a bridge symbol and identify if a new bridge will be required.	ERROR/OMISSION
218	Summer	S	12B	12b	Rationale – Incorrectly identifies "... Old Mammoth Road ..." in first line of text, believe it should be "Lake Mary Road"	ERROR/OMISSION



Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
326	Summer	S	3, 7, 13	3, 7, 13	I ride my dirt bike out of Snowcreek 5 where I live & I do not have a trailer to leave from anywhere else.	NOT IN SCOPE
46	Summer	S	Map won't open	-	I like mountain biking and would love to go up there to vacation and ride ONLY IF there are lots of trails open to mountain bikers.	OPINION
47	Summer	S		19	open the Solitude Canyon area (item #19 in the Draft Summer Narrative) for the development of new mountain bike trails	OPINION
86	Summer	S		5a, 5b, 5c, 13, 14, 16	More trails, nodes + cnxts. in Old Mammoth Mill City, Rock Trail, etc. in summer might alleviate traffic on Old Mammoth Rd. more	OPINION
134	Summer	S	1-27	1-27	It's all great! Hope it happens.	OPINION
156	Summer	S		-	Motor cycles with my family	OPINION
168	Summer	S	All areas	W13	I am a big proponent of sharing trails since I enjoy a lot of different activities. One thing I have noticed this summer is that there is a need for trail etiquette. Many people don't seem to know that it is helpful if you talk to the other users of the trails – especially the equestrians. I think the maps/signs need to identify ways that make trail usage enjoyable and safe for everyone.	OPINION
281	Summer	S	19	19	There is enough to do in the areas closer to town w/o adding this item.	OPINION
302	S	S	1A, 10, 1, 13, 27, 21, 11, 9, 6	1A, 10, 1, 13, 27, 21, 11, 9, 6	Easy trails close to town leading to other large areas for off road recreating.	OPINION
312	Summer	S		-	I ride my dirt bike by the Sherwins all summer long because it is the best place to start from where I live	OPINION
357	Summer	S	14, 15, 16	14, 15, 16	YES YES YES. We need a SAFE parallel bike & pedestrian route along that stretch of OLD Mammoth. During the summer x-country training clubs it becomes SCARY to drive. I DO NOT want to run over anybody!!!	OPINION
359	Summer	S	18	18	SAA and refer to earlier #18 recomms.	OPINION
276	Summer	S	5A	5a	Separate horses and hikers due to impact from horses on soft surface trails. Or armor the tread to minimize damage.	po

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
26	Summer	S	21	21	Keep it open to MX + allow multiple use	POLICY
27	Summer	S	All	9	Continue to allow multiple use including motorcycles	POLICY
28	Summer	S	21	21	Please give us our MX track back!! The deer will go around, there are plenty of mule deer to get accustom to the change. Any question, please get in touch with me. Thanks.	POLICY
43	Summer	S	1, 2, 6, 7	1, 2, 6, 7	It would be nice to have motorized multi use, perhaps with strict street regulations. This would allow access to surrounding motorized use trails.	POLICY
57	Summer	S		-	Also, the Trails System Master Plan Draft is suggesting separation of these same groups on the Mammoth Rock trail. Again, I can't find how this is accommodated in the proposal.	POLICY
125	Summer	S	9	9	Low motorized usage is still usage + should be allowed on historical motorized routes.	POLICY
147	Summer	S		9	The area of the Sherwin Creek campground and the gravel pit on Sherwin Creek road needs to remain open to multi-use (including motorized). In the summer months large numbers of people use these areas to get access to the system of some 3000 miles of legal established roads and trails. Any change in this area would be devastating to the access for many many of our users. The designation in this area needs to remain approved for motorized to accommodate the need.	POLICY
247	Summer	S		-	Horses should be prohibited from using any of the paved or boardwalk trails/paths.	POLICY
254	Summer	S	8	8	Separate trails should be provided for equestrian and pedestrian use. Horses are too hard on a pedestrian trail and they do not mix well with bikes. Parallel trail could be provided with a separation of 50 to 100 feet.	POLICY
273	Summer	S	17	17	#17 should be non-equestrian due to fine soils and damage potential by horses. (See attached photos). <i>[Photos are available in binder.]</i> Keep horses on existing for fee "pony ride" trails.	POLICY
29	Summer	S		9	I come up frequently to ride the Mammoth Lakes area. When I come I spend quite a bit of money. Trail Closures or restricted access will negatively impact my desire to spend time in the area. Don't close or restrict any more trails!	POLICY
31	Summer	S		9	Please do not close any trails or roads in this area otherwise my family and I will be forced to go elsewhere. We like to recreate with our motorcycles here in the summer. [Added signature] Keep our trail free to ride!	POLICY
32	Summer	S	21	21	I've been riding offroad motorcycle in this area for 22 years - our club puts on a dual sport ride here ever Oct. we bring 150 riders to Mammoth - close the trails & our reason for coming here will disappear & so will we - please don't close any more trails - we don't want any new trails - we just want the trails we have - closing public land is not land management but a failure to manage public land! [signed]	POLICY

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
34	Summer	S	19	19	I think it's wonderful to use the Motocross track area for multi-use. Including biathalons, mountain biking, hiking, picnicks, etc. However, it would also be nice to use it for it's intended purpose, which is Motocross!! If we keep closing off-road venues and staging areas, laws will continue to be broken. Us off-roaders bring in a revenue to both the city and state. Let's get our money's worth out of our registration fees! This land is your land, this land is my land!!	POLICY
162	Summer	S		9	KEEP ALL CURRENT OHV TRAILS OPEN TO OHV.	POLICY
56	Summer	S		18	On the Summer Proposal, I am in full agreement that soft surface trail loops of various lengths are appropriate to this area. However, I cannot find a discussion anywhere in the document regarding separation of bikers, hikers and equestrians. Just as an example, #18 shows several tight turns while ascending to the top of the Sherwin Ridge. I think we can all agree that a switchback for a hiker and a hairpin turn for a mountain biker are completely different designs. How will all groups be accommodated?	QUESTION
149	Summer	S		1	Since the gravel pit will now be staging for a multitude of uses and the Tank Farm, can you please confirm the size remains the same. The success of the Mammoth Motorcross is to a large part dependent on our ability to maintain and use this facility for parking as we currently do.	QUESTION
167	Summer	S	Tamarack Street	2	Will the tamarack access area link back into the trail system that goes to snowcreek? It seems to me there are better places to make a parking area and if the bike trail linked back to Snowcreek – that maybe that would be the better parking area.	QUESTION
215	Summer	S	11	11	Where does this recommendation terminate at its Eastern end? Map is unclear.	QUESTION
278	Summer	S	8	8	Is this proposed to be open for bikes? Horses?	QUESTION
2	Summer	S	11, 25	11, 25	A ped./bike bridge over Mammoth Creek to provide easy direct access to Hayden Cabin from bike/walk loop and Mammoth Creek park—make it part an integral of the loop.	SUGGESTION/NEW CONCEPT
20	Summer	S	3 & 7	3, 7	A hard surface connector path between 3 and 7 would be beneficial.	SUGGESTION/NEW CONCEPT
21	Summer	S	11	11	Consideration should be given to a connection between the Main Path vista point (south east of the college) and #11, the path along Mammoth Creek Road.	SUGGESTION/NEW CONCEPT
22	Summer	S	5c	5c	This segment of path connects a paved path (Lake Mary Road Bike Path) and a paved roadway (Lake Mary Road) and should therefore be paved and fully accessible.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
23	Summer	S	12b	12b	Consideration should be given to extending the Lake Mary Road Bike Path across a bridge over Mammoth Creek (parallel to the existing road bridge). Then extend the paved path southerly along the east edge of Lake Mary Road approximately 350 feet (to just above Twin Lakes Loop) where an undercrossing could be constructed to provide a safe crossing of Lake Mary Road.	SUGGESTION/NEW CONCEPT
24	Summer	S	New item	-	Consider an option for a paved path paralleling Twin Lakes Loop past the Tamarack resort area that would separate bikes and pedestrians from vehicle traffic on Twin Lakes Loop. The current LMR bike path alignment for this area calls for a "share the road" bike route along the shorefront road.	SUGGESTION/NEW CONCEPT
58	Summer	S		5a, 8, 16	Finally, please explain why there would not be a proposal to put a MUP into the Hidden Lake area. I can understand beginning with soft surface for cost reasons, but also realize that a hard surface extends the "easy" walk or bike ride into this area and would presumably be less likely to erode like the existing user trails. A MUP is also more distinct and visible, which could reduce the formation of additional user trails.	SUGGESTION/NEW CONCEPT
68	Summer	S	15	15	Close upper Old Mammoth Rd. to vehicle traffic, turn it into M.U.P., improve interpretive trails, signage, etc. at Mill City to Lake Mary Rd.	SUGGESTION/NEW CONCEPT
71	Summer	S	Mill City	6, 24	Close the road year round @ closure gate. Make it a bike trail/walking path. Stop the [traffic] @ Mill City and utilize the space you have now and better the experience by eliminating traffic. Also build an interpretive path through the Mill City + Old Mammoth City to increase knowledge of Mammoth Gold Mining History.	SUGGESTION/NEW CONCEPT
76	Summer	S		17, 26	Connect Trails 17 + 26	SUGGESTION/NEW CONCEPT
78	Summer	S	Mill City	4, 6	Modify the plan & use Old Mammoth Rd for the trails. Close the road - and use it now for the trail system.	SUGGESTION/NEW CONCEPT
79	Summer	S	14/15	14, 15	Keep the water wheel rustic - it's a great place for kids today - don't make it a main thorough-fare. You can still find old iron nails, "garbage" from the 1800s & 1920a. Keep it that way	SUGGESTION/NEW CONCEPT
80	Summer	S	Mill City	4, 5a, 5b, 5c	Include pavement area for road bikes.	SUGGESTION/NEW CONCEPT
81	Summer	S	5	5a, 5b, 5c	Make huge trail head/node @ Mill City, close off upper Old Mammoth Rd. to cars, use this as obvious bike trail, MUP, save \$\$ designing trails + connections when you have the obvious!!	SUGGESTION/NEW CONCEPT
82	Summer	S	19	19	Open Solitude Canyon to mtn. biking - create 1 or 2 long trails - OSV allowed here, allow bikes.	SUGGESTION/NEW CONCEPT
83	Summer	S	24	24	Separate Mill City historic trail from bike paths - keep this quiet, ped. oriented. Make this an interpretive area - Mmth does not have interpretive area/experience. This is an excellent optt. to develop + create something like this - connecting historical Mammoth to present day Mammoth.	SUGGESTION/NEW CONCEPT
87	Summer	S		4, 5a, 5b, 5c	Convert Upper Old Mammoth Rd. to wide bike path - close it off entirely to vehicles - use it for emergency vehicles only	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
90		S		1, 2, 7, 16	Connecting ADA trails (preferably paved) so folks can begin to use and appreciate the area in a way which is linked to the existing town trail system in progress	SUGGESTION/NEW CONCEPT
150	Summer	S		7	The ADA multi-use path is a great asset. Is it necessary to have a soft surface trail running parallel to it in sections? Seems this impact code be avoided in that section?	SUGGESTION/NEW CONCEPT
164	Summer	S	6, 7	6, 7	While I do see the benefit of these two trails, I believe they should be non-paved trails for maintainability as well as usage and visual aesthetics.	SUGGESTION/NEW CONCEPT
165	Summer	S	6	6	I especially think this path should remain dirt and/or be routed around sierra meadows in a different manner – it should run adjacent to 1A, down one of the dirt roads that meet up with the bridge near Hayden cabin.	SUGGESTION/NEW CONCEPT
174	Summer	S	7	7	Backbone trail should be paved to maximize potential users and to better tie into current paved trail	SUGGESTION/NEW CONCEPT
175	Summer	S	18	18	There should be more than one connector from the Meadow to the Mammoth Rock Trail	SUGGESTION/NEW CONCEPT
176	Summer	S	19	19	I would like to see trail development in Solitude Canyon. With trails, the impact on wildlife would be minimized because the trails will focus the use on a small area. In addition, if OSV's will be using the canyon during the winter, than hikers and b kers whose impact is a fraction of OSV's should be able to take advantage of it during the summer.	SUGGESTION/NEW CONCEPT
177	Summer	S	26	26	I would like to see a multi-use trail to Sherwin Ridge that connects with Solitude Canyon and ultimately connects with the Coldwater/Lake Mary area.	SUGGESTION/NEW CONCEPT
181	Summer	S	7	7	Backbone trail should be paved to maximize potential users and to better tie into current paved trail	SUGGESTION/NEW CONCEPT
182	Summer	S	18	18	There should be more than one connector from the Meadow to the Mammoth Rock Trail	SUGGESTION/NEW CONCEPT
183	Summer	S	19	19	Encourage multi-use trail development in Solitude Canyon. Organize and focus users in a few trails to open up some great terrain and scenic areas. Keep folks on trails and off old, unused trails to minimize impact in undeveloped area and on wildlife. OSV's have access to this area in the winter and hikers and bikers should have access to this area in the summer – very little impact and brings some great additions to a limited trail system in this area.	SUGGESTION/NEW CONCEPT



Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
184	Summer	S	26	26	How great would a multi-use trail to Sherwin Ridge that connects with Solitude Canyon and ultimately connects with the Coldwater/Lake Mary area. Whistler is seeing more business in the summertime from mountain bikers than in the winter time from skiers. Lets expand our recreation trails and attract visitors and offer locals more areas to enjoy.	SUGGESTION/NEW CONCEPT
192	Summer	S	9a	20	I feel it would be great to have an area for a bike park to facilitate the growing need of our community-bmx/fullsize mtn b ke. The area can be shaped with the existing soil and water with a possibility of cement forms if the b ke community would want to take on the design and fundraising. Thank you.	SUGGESTION/NEW CONCEPT
212	Summer	S	Global	-	Please consider recommendations that will connect proposed trails to other sub regions in Mammoth Lakes region including Shady Rest and the Lakes Basin and the High Alpine regions to the south as well as the PCT.	SUGGESTION/NEW CONCEPT
213	Summer	S	5A	5a	Please consider any opportunity to connect recommendation 5A to Le Verne Street and the Bluffs neighborhood.	SUGGESTION/NEW CONCEPT
214	Summer	S	5C	5c	Please recommend that design and environmental analysis of 5C be prioritized so that its construction can be included as part of construction of the Lake Mary Bike Path, anticipated for the summer of 2010	SUGGESTION/NEW CONCEPT
217	Summer	S	12B	12b	Please recommend that design and environmental analysis of 12B be prioritized so that its construction can be included as part of construction of the Lake Mary Bike Path, anticipated for the summer of 2010	SUGGESTION/NEW CONCEPT
219	Summer	S	16	16	Please identify opportunities for vistas and view points and ease of access from proposed Mill City Trailhead	SUGGESTION/NEW CONCEPT
220	Summer	S	17	17	Please recommend ultimate destination and opportunities for connectivity for this trail – please consider having this trail ultimately loop back to the Borrow Pit.	SUGGESTION/NEW CONCEPT
221	Summer	S	19	19	Please consider more detailed recommendations for trails in Solitude Canyon.	SUGGESTION/NEW CONCEPT
222	Summer	S	26	26	Please consider installation of a via ferrata on the south side of Mammoth Rock, and the potential of the summit of Mammoth Rock as a destination Please provide recommendations for the ultimate destinations and connectivity of this trail.	SUGGESTION/NEW CONCEPT
223	Summer	S	27	27	Please consider routing this recommendation further to the south, leaving the Motocross Track to the East, and connecting further up the Sherwin Lakes Trail	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
236	Summer	S	All	-	It's crucial that the group recommend that mountain bike preferred trail be built in the study area as part of this proposal. Please, consider the following: 1. Mammoth is (and markets itself as) a mountain bike destination. Yet it has the worst (and tiniest) public trail system of any comparable resort. There is not one purpose-built mtb trail around Mammoth. Most mountain resorts have networks with hundreds of miles of public trails built primarily for mountain biking. This is an economic need, and a glaring lack in our recreational facilities. Unless you're a downhiller that wants to pay the ski area, there is effectively no decent riding here, compared to similar towns. By comparison, the town of Whistler spends \$50-100,000/year on building public MTB trails around town. We desperately need a better riding experience, and this is a chance to change it. 2. We have hundreds of miles of bike-free trails, bike-free Wilderness, but no bike trail system--not even one decent trail by mountain biking standards, just disconnected snippets of opened hiking trails that aren't properly built or designed for bikes. 3. The Town can't build trails, and the Forest Service never has. This is the first and only chance we've ever had to ask for more MTB trails. 4. Many non-bikers don't like mountain bikes on the same trails--if we build new trails that are fun for mountain bikes, the bikers will ride those instead of hiking trails. 5. There is enough room in the study area to build many miles of high-quality mtb-preferred trail. There should be a loop branching off the Rock Trail, an MTB-preferred loop around the Hidden Lake Meadow, an extension to the Rock Trail that loops out to the east of town and then connects to Shady Rest, and more trail in the Panorama Dome area. MTB trails don't have to go anywhere, or run through the same locales as hiking-preferred trails. Voila--at least one day's worth. 6. Modern trail design and construction can ensure safety for all users. 7. Compared to all the infrastructure in this proposal, building trails is cheap and is guaranteed to attract private donations and volunteers. We could easily raise enough money to build miles of trail with no help from the Forest Service--businesses like Footloose make a lot of money from mountain bikers.	SUGGESTION/NEW CONCEPT
238	Summer	S	4	-	The idea of closing upper Old Mammoth Rd. and converting it to a MUP has great merit, and would be considerably simpler than many of the connectivity proposals for that area.	SUGGESTION/NEW CONCEPT
239	Summer	S	1	1	Would like to see better defined "footprint" of proposed improvements @ staging area - 2" water line should be enough to operation proposed restrooms (this is size of line for USFS stables) - would recommend Trails End Park restroom prototype for borrow pit staging area this is durable and year round. - propose paving Sherwin Creek Road @ 32' width from OMR to borrow pit (width would accommodate desired winter parallel parking and summer bike lanes. Some type of pedestrian access link to the Sherwin Creek Campground would be good Either bike lanes if paved or parallel MUP	SUGGESTION/NEW CONCEPT
240	Summer	S	2	2	TOML would recommend no less than 3 / no more than 6 parking spaces (TOML can make requirement during negotiations w/land owner)	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
243	Summer	S	7 & 8	7, 8	The meadow area provides a unique opportunity due to the relatively flat grades to provide fully accessible routes as a paved or boardwalk routes for families of young kids with training wheels, elderly, adults in wheel chairs or walkers, etc. This section would be only the loop from Snowcreek VIII to Tamarack Street and one linear path to Hidden Lake area. A hard surface would be compatible with the spring and early summer boggy soils and provide access points to the other soft surface paths.	SUGGESTION/NEW CONCEPT
250	Summer	S	7 & 6	7, 6	Item 7 is specifically identified with a wheel chair symbol but item 6 is not. This may be misleading since all MUP's are designed to be fully accessible and are usually required to be accessible by the funding agency.	SUGGESTION/NEW CONCEPT
251	Summer	S	3 & 7	3, 7	A hard surface MUP should connect the Snowcreek paths to item 7. This reinforces the concept of nested loops for the MUP system.	SUGGESTION/NEW CONCEPT
252	Summer	S	5C	5c	This path should be a hard surface MUP. It connects a paved MUP with a paved roadway.	SUGGESTION/NEW CONCEPT
255	Summer	S	12A & 12B	12a, 12b	The Lake Mary Road Bike path should be extended across Mammoth Creek on a bridge just east of the vehicle bridge and the MUP extended 400 feet further east to Twin Lakes Loop. This will replace on-road bike lanes in the current design.	SUGGESTION/NEW CONCEPT
256	Summer	S	12A & 12B	12a, 12b	Install an under-crossing to safely carry bike and pedestrian travelers under Lake Mary Road at Twin Lakes Loop. The at-grade bike path crossing of Lake Mary Road should be replaced with a safer crossing.	SUGGESTION/NEW CONCEPT
260	Summer	S	19	19	I would support Solitude Canyon area being developed into more mountain bike trails.	SUGGESTION/NEW CONCEPT
261	Summer	S	Panorama Dome	-	I support mtn bike trail development. Development of existing trails.	SUGGESTION/NEW CONCEPT
262	Summer	S	19	19	Would love to see multiple types of trails - mostly bike only DH trails, freeride, XC loop.	SUGGESTION/NEW CONCEPT
263	Summer	S	5A	5a	Would love to see horse-only access trail // no bikes(+) horse on same trail.	SUGGESTION/NEW CONCEPT
264	Summer	S	19	19	I would like to see more mountain bike trails in this area.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
265	Summer	S	19	19	Developing mountain bike trails that connect to Mammoth Rock Trail would greatly improve Mammoth's mountain bike trail network.	SUGGESTION/NEW CONCEPT
272	Summer	S	17 & 5B	17, 5b	Most of #17 currently exists; connect #17 to the Lake Mary Bike Path via "utility access road".	SUGGESTION/NEW CONCEPT
274	Summer	S	5B	5b	Create & Establish as an Equestrian Preferred trail. It may be best to have separate but equal trails for horses and mountain bikes. Separation should be about 50' to 100' min.	SUGGESTION/NEW CONCEPT
277	Summer	S	6	6	The surface should be asphalt paving to match Snowcreek VIII MUP so a consistent loop is formed.	SUGGESTION/NEW CONCEPT
279	Summer	S	12A & 12B	12a, 12b	Move further up Lake Mary Road to the existing "flat spot" adjacent to the Vista Trail & Panorama Dome Trail. Run a trail back down to the bridge & bike path.	SUGGESTION/NEW CONCEPT
280	Summer	S	17	17	This route should be left as is and no improvements made due to the condition of the rock and the rough existing nature of the experience.	SUGGESTION/NEW CONCEPT
291	Summer	S	19	19	Potential for Mtn. Bike Trail in Solitude Canyon would be a great addition to our limited off MMSA trail system.	SUGGESTION/NEW CONCEPT
294	Summer	S	20	20	A BMX Park would be a great addition to our community for locals + guests. The shelter of the forest would be a better location. Well maintained jumps and berms would be a great training ground for future competitors and recreationalists.	SUGGESTION/NEW CONCEPT
350	Summer	S	17	17	Would appreciate more concise mapping...BUT both of these closely related accesses should be connected for year round use. How about possible weekday hours for snowmobiles for SnoBoard drop offs??	SUGGESTION/NEW CONCEPT
351	Summer	S	18	18	Could be expanded to an even higher elevation and utilized in winter for possible snowmobile access for SnoBoard drop-offs during winter weekdays.	SUGGESTION/NEW CONCEPT
352	Summer	S	21	21	YES. Absolutely/Positively and schedule MORE motor/bi-cycling events, along with snowmobile races in winter. BiAthalon + SnoShoe races also. :)	SUGGESTION/NEW CONCEPT
353	Summer	S	13, 27	13, 27	Can also be utilized during winter once put in. Will also decrease cross-training/spider-webbing.	SUGGESTION/NEW CONCEPT
354	Summer	S	9	9	Open to bikes and all non-motorized use during summer. Additionally, I think should be added to MUP groomed snowmobile access during winter season along with the whole #10 + #11 routes.	SUGGESTION/NEW CONCEPT
356	Summer	S	5A, B & C	5a, 5b, 5c	Creation of this corridor will provide numerous recreational options. I still see clarifying needed in the \$5 B&C area, along with summer/winter #17 trails to avoid cross-training + spider-webbing...obvious + consistent trails area MUST!!	SUGGESTION/NEW CONCEPT
358	Summer	S	17	17	As mentioned in winter #17, clarification of routes is hereby requested, but #17 should be utilized both winter and summer with maybe occasional use during weekdays for recreational motorized vehicle use.	SUGGESTION/NEW CONCEPT
360	Summer	S	19	19	Concur with assessment + think that this area should seriously be considered for any future skilifts or Gondola proposals. Also a snowmobile for skiing + boarding drop-offs.	SUGGESTION/NEW CONCEPT
361	Summer	S	20	20	Expand Shady Rest skate/bike uphill for multi-use.	SUGGESTION/NEW CONCEPT
366	Summer	S	26	26	OH YEAH!! And expand East + West for ski/board access.	SUGGESTION/NEW CONCEPT

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369	Summer	S	1A 10 11 ?E	1	Just returned from our 3rd annual visit to Mammoth Lakes/Sherwin Creek area – PLEASE DO NOT pave the Sherwin Creek Rd. from 395 to Old Mammoth Rd.– some already is, probably for the motocross development – but stop at that – The impact on trash and traffic will be even greater and the area of "wilderness/remoteness" in the midst of "the city" will be further lost [signed]	SUGGESTION/NEW CONCEPT
166	Summer	S	All areas	-	Thank you all for all your hard work. You all have done a great job taking everyone's needs into account.	THANKS
275	Summer	S	1, 2, 3, 4, 5C, 7, 9, 10, 11, 13, 14, 15, 16, 18, 24, 25, 26, 27, & 28	1, 2, 3, 4, 5C, 7, 9, 10, 11, 13, 14, 15, 16, 18, 24, 25, 26, 27, & 28	Great ideas, full support.	THANKS
282	Summer	S	20-23	20, 21, 22, 23	No comment.	THANKS
365	Summer	S	25	25	Concur with assessment and proposal	THANKS



Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
244	Summer	S		-	Sherwin area above meadow has a significant and growing area of dead trees that should be address to eliminate or reduce the disease spread.	ADDITIONAL INFO
249	Summer	S		-	The meadow has significant damage due to erosion in many areas and there is also an opportunity to create a mitigation-banking fund to help restore much of the eroded areas.	ADDITIONAL INFO
253	Summer	S	New	-	The Lake Mary Road Bike Path is not complete (MUP) along the section of Twin Lakes Loop that passes through Tamarack. A Class 1 bike path is still needed where the path shares the roadway in front of Tamarack. Right of Way issues must still be negotiated with Tamarack.	ADDITIONAL INFO
241	Summer	S	4	4	Note location of grave sites/archeological sites in this area - recommend 20-25 parking spaces - TOML easement ends before this identified location; easement would need to be extended - Check motorcycle access bility across mining road – is this ok? - Recommend paved MUP from staging area to vista (accessibility)	ADDITIONAL INFO, SUGGESTION/NEW CONCEPT
242	Summer	S	5	5	Note trolley stop integrated into OMR/LMRBP access point (USFS \$\$\$ to put in this stop) - a natural access to LMRBP connector exists (TOML staff has identified spot) - would recommend staging area south and east on LMR - opportunity for bridge access @ Twin Lakes for LMRBP - potential for tunnel as access from entrance to Tamarack under LMR for connection to LMRBP	ADDITIONAL INFO, SUGGESTION/NEW CONCEPT
1	-	S		-	Kerry Meadow Trail - a popular in town trail is not listed.	ERROR/OMISSION
63	Summer	S	7 and 6	7, 6	Item 7 is specifically identified with a wheel chair symbol but item 6 is not. This may be misleading since all MUP's are designed to be fully accessible and are usually required to be access ble by the funding agency.	ERROR/OMISSION
216	Summer	S	11	11	Please identify the Mammoth Creek crossing with a bridge symbol and identify if a new bridge will be required.	ERROR/OMISSION
218	Summer	S	12B	12b	Rationale – Incorrectly identifies "... Old Mammoth Road ..." in first line of text, believe it should be "Lake Mary Road"	ERROR/OMISSION

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326	Summer	S	3, 7, 13	3, 7, 13	I ride my dirt bike out of Snowcreek 5 where I live & I do not have a trailer to leave from anywhere else.	NOT IN SCOPE
46	Summer	S	Map won't open	-	I like mountain biking and would love to go up there to vacation and ride ONLY IF there are lots of trails open to mountain bikers.	OPINION
47	Summer	S		19	open the Solitude Canyon area (item #19 in the Draft Summer Narrative) for the development of new mountain bike trails	OPINION
86	Summer	S		5a, 5b, 5c, 13, 14, 16	More trails, nodes + cnxts. in Old Mammoth Mill City, Rock Trail, etc. in summer might alleviate traffic on Old Mammoth Rd. more	OPINION
134	Summer	S	1-27	1-27	It's all great! Hope it happens.	OPINION
156	Summer	S		-	Motor cycles with my family	OPINION
168	Summer	S	All areas	W13	I am a big proponent of sharing trails since I enjoy a lot of different activities. One thing I have noticed this summer is that there is a need for trail etiquette. Many people don't seem to know that it is helpful if you talk to the other users of the trails – especially the equestrians. I think the maps/signs need to identify ways that make trail usage enjoyable and safe for everyone.	OPINION
281	Summer	S	19	19	There is enough to do in the areas closer to town w/o adding this item.	OPINION
302	S	S	1A, 10, 1, 13, 27, 21, 11, 9, 6	1A, 10, 1, 13, 27, 21, 11, 9, 6	Easy trails close to town leading to other large areas for off road recreating.	OPINION
312	Summer	S		-	I ride my dirt bike by the Sherwins all summer long because it is the best place to start from where I live	OPINION
357	Summer	S	14, 15, 16	14, 15, 16	YES YES YES. We need a SAFE parallel bike & pedestrian route along that stretch of OLD Mammoth. During the summer x-country training clubs it becomes SCARY to drive. I DO NOT want to run over anybody!!!	OPINION
359	Summer	S	18	18	SAA and refer to earlier #18 recomms.	OPINION
276	Summer	S	5A	5a	Separate horses and hikers due to impact from horses on soft surface trails. Or armor the tread to minimize damage.	po

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
26	Summer	S	21	21	Keep it open to MX + allow multiple use	POLICY
27	Summer	S	All	9	Continue to allow multiple use including motorcycles	POLICY
28	Summer	S	21	21	Please give us our MX track back!! The deer will go around, there are plenty of mule deer to get accustom to the change. Any question, please get in touch with me. Thanks.	POLICY
43	Summer	S	1, 2, 6, 7	1, 2, 6, 7	It would be nice to have motorized multi use, perhaps with strict street regulations. This would allow access to surrounding motorized use trails.	POLICY
57	Summer	S		-	Also, the Trails System Master Plan Draft is suggesting separation of these same groups on the Mammoth Rock trail. Again, I can't find how this is accommodated in the proposal.	POLICY
125	Summer	S	9	9	Low motorized usage is still usage + should be allowed on historical motorized routes.	POLICY
147	Summer	S		9	The area of the Sherwin Creek campground and the gravel pit on Sherwin Creek road needs to remain open to multi-use (including motorized). In the summer months large numbers of people use these areas to get access to the system of some 3000 miles of legal established roads and trails. Any change in this area would be devastating to the access for many many of our users. The designation in this area needs to remain approved for motorized to accommodate the need.	POLICY
247	Summer	S		-	Horses should be prohibited from using any of the paved or boardwalk trails/paths.	POLICY
254	Summer	S	8	8	Separate trails should be provided for equestrian and pedestrian use. Horses are too hard on a pedestrian trail and they do not mix well with bikes. Parallel trail could be provided with a separation of 50 to 100 feet.	POLICY
273	Summer	S	17	17	#17 should be non-equestrian due to fine soils and damage potential by horses. (See attached photos). <i>[Photos are available in binder.]</i> Keep horses on existing for fee "pony ride" trails.	POLICY
29	Summer	S		9	I come up frequently to ride the Mammoth Lakes area. When I come I spend quite a bit of money. Trail Closures or restricted access will negatively impact my desire to spend time in the area. Don't close or restrict any more trails!	POLICY
31	Summer	S		9	Please do not close any trails or roads in this area otherwise my family and I will be forced to go elsewhere. We like to recreate with our motorcycles here in the summer. [Added signature] Keep our trail free to ride!	POLICY
32	Summer	S	21	21	I've been riding offroad motorcycle in this area for 22 years - our club puts on a dual sport ride here ever Oct. we bring 150 riders to Mammoth - close the trails & our reason for coming here will disappear & so will we - please don't close any more trails - we don't want any new trails - we just want the trails we have - closing public land is not land management but a failure to manage public land! [signed]	POLICY

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34	Summer	S	19	19	I think it's wonderful to use the Motocross track area for multi-use. Including biathalons, mountain biking, hiking, picnicks, etc. However, it would also be nice to use it for it's intended purpose, which is Motocross!! If we keep closing off-road venues and staging areas, laws will continue to be broken. Us off-roaders bring in a revenue to both the city and state. Let's get our money's worth out of our registration fees! This land is your land, this land is my land!!	POLICY
162	Summer	S		9	KEEP ALL CURRENT OHV TRAILS OPEN TO OHV.	POLICY
56	Summer	S		18	On the Summer Proposal, I am in full agreement that soft surface trail loops of various lengths are appropriate to this area. However, I cannot find a discussion anywhere in the document regarding separation of bikers, hikers and equestrians. Just as an example, #18 shows several tight turns while ascending to the top of the Sherwin Ridge. I think we can all agree that a switchback for a hiker and a hairpin turn for a mountain biker are completely different designs. How will all groups be accommodated?	QUESTION
149	Summer	S		1	Since the gravel pit will now be staging for a multitude of uses and the Tank Farm, can you please confirm the size remains the same. The success of the Mammoth Motorcross is to a large part dependent on our ability to maintain and use this facility for parking as we currently do.	QUESTION
167	Summer	S	Tamarack Street	2	Will the tamarack access area link back into the trail system that goes to snowcreek? It seems to me there are better places to make a parking area and if the bike trail linked back to Snowcreek – that maybe that would be the better parking area.	QUESTION
215	Summer	S	11	11	Where does this recommendation terminate at its Eastern end? Map is unclear.	QUESTION
278	Summer	S	8	8	Is this proposed to be open for bikes? Horses?	QUESTION
2	Summer	S	11, 25	11, 25	A ped./bike bridge over Mammoth Creek to provide easy direct access to Hayden Cabin from bike/walk loop and Mammoth Creek park—make it part an integral of the loop.	SUGGESTION/NEW CONCEPT
20	Summer	S	3 & 7	3, 7	A hard surface connector path between 3 and 7 would be beneficial.	SUGGESTION/NEW CONCEPT
21	Summer	S	11	11	Consideration should be given to a connection between the Main Path vista point (south east of the college) and #11, the path along Mammoth Creek Road.	SUGGESTION/NEW CONCEPT
22	Summer	S	5c	5c	This segment of path connects a paved path (Lake Mary Road Bike Path) and a paved roadway (Lake Mary Road) and should therefore be paved and fully accessible.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
23	Summer	S	12b	12b	Consideration should be given to extending the Lake Mary Road Bike Path across a bridge over Mammoth Creek (parallel to the existing road bridge). Then extend the paved path southerly along the east edge of Lake Mary Road approximately 350 feet (to just above Twin Lakes Loop) where an undercrossing could be constructed to provide a safe crossing of Lake Mary Road.	SUGGESTION/NEW CONCEPT
24	Summer	S	New item	-	Consider an option for a paved path paralleling Twin Lakes Loop past the Tamarack resort area that would separate bikes and pedestrians from vehicle traffic on Twin Lakes Loop. The current LMR bike path alignment for this area calls for a "share the road" bike route along the shorefront road.	SUGGESTION/NEW CONCEPT
58	Summer	S		5a, 8, 16	Finally, please explain why there would not be a proposal to put a MUP into the Hidden Lake area. I can understand beginning with soft surface for cost reasons, but also realize that a hard surface extends the "easy" walk or bike ride into this area and would presumably be less likely to erode like the existing user trails. A MUP is also more distinct and visible, which could reduce the formation of additional user trails.	SUGGESTION/NEW CONCEPT
68	Summer	S	15	15	Close upper Old Mammoth Rd. to vehicle traffic, turn it into M.U.P., improve interpretive trails, signage, etc. at Mill City to Lake Mary Rd.	SUGGESTION/NEW CONCEPT
71	Summer	S	Mill City	6, 24	Close the road year round @ closure gate. Make it a bike trail/walking path. Stop the [traffic] @ Mill City and utilize the space you have now and better the experience by eliminating traffic. Also build an interprative path through the Mill City + Old Mammoth City to increase knowledge of Mammoth Gold Mining History.	SUGGESTION/NEW CONCEPT
76	Summer	S		17, 26	Connect Trails 17 + 26	SUGGESTION/NEW CONCEPT
78	Summer	S	Mill City	4, 6	Modify the plan & use Old Mammoth Rd for the trails. Close the road - and use it now for the trail system.	SUGGESTION/NEW CONCEPT
79	Summer	S	14/15	14, 15	Keep the water wheel rustic - it's a great place for kids today - don't make it a main thorough-fare. You can still find old iron nails, "garbage" from the 1800s & 1920a. Keep it that way	SUGGESTION/NEW CONCEPT
80	Summer	S	Mill City	4, 5a, 5b, 5c	Include pavement area for road bikes.	SUGGESTION/NEW CONCEPT
81	Summer	S	5	5a, 5b, 5c	Make huge trail head/node @ Mill City, close off upper Old Mammoth Rd. to cars, use this as obvious bike trail, MUP, save \$\$ designing trails + connections when you have the obvious!!	SUGGESTION/NEW CONCEPT
82	Summer	S	19	19	Open Solitude Canyon to mtn. biking - create 1 or 2 long trails - OSV allowed here, allow bikes.	SUGGESTION/NEW CONCEPT
83	Summer	S	24	24	Separate Mill City historic trail from bike paths - keep this quiet, ped. oriented. Make this an interpretive area - Mmth does not have interpretive area/experience. This is an excellent oppt. to develop + create something like this - connecting historical Mammoth to present day Mammoth.	SUGGESTION/NEW CONCEPT
87	Summer	S		4, 5a, 5b, 5c	Convert Upper Old Mammoth Rd. to wide b ke path - close it off entirely to vehicles - use it for emergency vehicles only	SUGGESTION/NEW CONCEPT



Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
90		S		1, 2, 7, 16	Connecting ADA trails (preferably paved) so folks can begin to use and appreciate the area in a way which is linked to the existing town trail system in progress	SUGGESTION/NEW CONCEPT
150	Summer	S		7	The ADA multi-use path is a great asset. Is it necessary to have a soft surface trail running parallel to it in sections? Seems this impact code be avoided in that section?	SUGGESTION/NEW CONCEPT
164	Summer	S	6, 7	6, 7	While I do see the benefit of these two trails, I believe they should be non-paved trails for maintainability as well as usage and visual aesthetics.	SUGGESTION/NEW CONCEPT
165	Summer	S	6	6	I especially think this path should remain dirt and/or be routed around sierra meadows in a different manner – it should run adjacent to 1A, down one of the dirt roads that meet up with the bridge near Hayden cabin.	SUGGESTION/NEW CONCEPT
174	Summer	S	7	7	Backbone trail should be paved to maximize potential users and to better tie into current paved trail	SUGGESTION/NEW CONCEPT
175	Summer	S	18	18	There should be more than one connector from the Meadow to the Mammoth Rock Trail	SUGGESTION/NEW CONCEPT
176	Summer	S	19	19	I would like to see trail development in Solitude Canyon. With trails, the impact on wildlife would be minimized because the trails will focus the use on a small area. In addition, if OSV's will be using the canyon during the winter, than hikers and b kers whose impact is a fraction of OSV's should be able to take advantage of it during the summer.	SUGGESTION/NEW CONCEPT
177	Summer	S	26	26	I would like to see a multi-use trail to Sherwin Ridge that connects with Solitude Canyon and ultimately connects with the Coldwater/Lake Mary area.	SUGGESTION/NEW CONCEPT
181	Summer	S	7	7	Backbone trail should be paved to maximize potential users and to better tie into current paved trail	SUGGESTION/NEW CONCEPT
182	Summer	S	18	18	There should be more than one connector from the Meadow to the Mammoth Rock Trail	SUGGESTION/NEW CONCEPT
183	Summer	S	19	19	Encourage multi-use trail development in Solitude Canyon. Organize and focus users in a few trails to open up some great terrain and scenic areas. Keep folks on trails and off old, unused trails to minimize impact in undeveloped area and on wildlife. OSV's have access to this area in the winter and hikers and bikers should have access to this area in the summer – very little impact and brings some great additions to a limited trail system in this area.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
184	Summer	S	26	26	How great would a multi-use trail to Sherwin Ridge that connects with Solitude Canyon and ultimately connects with the Coldwater/Lake Mary area. Whistler is seeing more business in the summertime from mountain bikers than in the winter time from skiers. Lets expand our recreation trails and attract visitors and offer locals more areas to enjoy.	SUGGESTION/NEW CONCEPT
192	Summer	S	9a	20	I feel it would be great to have an area for a bike park to facilitate the growing need of our community-bmx/fullsize mtn b ke. The area can be shaped with the existing soil and water with a possibility of cement forms if the b ke community would want to take on the design and fundraising. Thank you.	SUGGESTION/NEW CONCEPT
212	Summer	S	Global	-	Please consider recommendations that will connect proposed trails to other sub regions in Mammoth Lakes region including Shady Rest and the Lakes Basin and the High Alpine regions to the south as well as the PCT.	SUGGESTION/NEW CONCEPT
213	Summer	S	5A	5a	Please consider any opportunity to connect recommendation 5A to Le Verne Street and the Bluffs neighborhood.	SUGGESTION/NEW CONCEPT
214	Summer	S	5C	5c	Please recommend that design and environmental analysis of 5C be prioritized so that its construction can be included as part of construction of the Lake Mary Bike Path, anticipated for the summer of 2010	SUGGESTION/NEW CONCEPT
217	Summer	S	12B	12b	Please recommend that design and environmental analysis of 12B be prioritized so that its construction can be included as part of construction of the Lake Mary Bike Path, anticipated for the summer of 2010	SUGGESTION/NEW CONCEPT
219	Summer	S	16	16	Please identify opportunities for vistas and view points and ease of access from proposed Mill City Trailhead	SUGGESTION/NEW CONCEPT
220	Summer	S	17	17	Please recommend ultimate destination and opportunities for connectivity for this trail – please consider having this trail ultimately loop back to the Borrow Pit.	SUGGESTION/NEW CONCEPT
221	Summer	S	19	19	Please consider more detailed recommendations for trails in Solitude Canyon.	SUGGESTION/NEW CONCEPT
222	Summer	S	26	26	Please consider installation of a via ferrata on the south side of Mammoth Rock, and the potential of the summit of Mammoth Rock as a destination Please provide recommendations for the ultimate destinations and connectivity of this trail.	SUGGESTION/NEW CONCEPT
223	Summer	S	27	27	Please consider routing this recommendation further to the south, leaving the Motocross Track to the East, and connecting further up the Sherwin Lakes Trail	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
236	Summer	S	All	-	<p>It's crucial that the group recommend that mountain bike preferred trail be built in the study area as part of this proposal. Please, consider the following: 1. Mammoth is (and markets itself as) a mountain bike destination. Yet it has the worst (and tiniest) public trail system of any comparable resort. There is not one purpose-built mtb trail around Mammoth. Most mountain resorts have networks with hundreds of miles of public trails built primarily for mountain biking. This is an economic need, and a glaring lack in our recreational facilities. Unless you're a downhiller that wants to pay the ski area, there is effectively no decent riding here, compared to similar towns. By comparison, the town of Whistler spends \$50-100,000/year on building public MTB trails around town. We desperately need a better riding experience, and this is a chance to change it.</p> <p>2. We have hundreds of miles of bike-free trails, bike-free Wilderness, but no bike trail system--not even one decent trail by mountain biking standards, just disconnected snippets of opened hiking trails that aren't properly built or designed for bikes. 3. The Town can't build trails, and the Forest Service never has. This is the first and only chance we've ever had to ask for more MTB trails. 4. Many non-bikers don't like mountain bikes on the same trails--if we build new trails that are fun for mountain bikes, the bikers will ride those instead of hiking trails. 5. There is enough room in the study area to build many miles of high-quality mtb-preferred trail. There should be a loop branching off the Rock Trail, an MTB-preferred loop around the Hidden Lake Meadow, an extension to the Rock Trail that loops out to the east of town and then connects to Shady Rest, and more trail in the Panorama Dome area. MTB trails don't have to go anywhere, or run through the same locales as hiking-preferred trails. Voila--at least one day's worth. 6. Modern trail design and construction can ensure safety for all users. 7. Compared to all the infrastructure in this proposal, building trails is cheap and is guaranteed to attract private donations and volunteers. We could easily raise enough money to build miles of trail with no help from the Forest Service--businesses like Footloose make a lot of money from mountain bikers.</p>	SUGGESTION/NEW CONCEPT
238	Summer	S	4	-	The idea of closing upper Old Mammoth Rd. and converting it to a MUP has great merit, and would be considerably simpler than many of the connectivity proposals for that area.	SUGGESTION/NEW CONCEPT
239	Summer	S	1	1	<p>Would like to see better defined "footprint" of proposed improvements @ staging area</p> <ul style="list-style-type: none"> <li>- 2" water line should be enough to operation proposed restrooms (this is size of line for USFS stables)</li> <li>- would recommend Trails End Park restroom prototype for borrow pit staging area this is durable and year round.</li> <li>- propose paving Sherwin Creek Road @ 32' width from OMR to borrow pit (width would accommodate desired winter parallel parking and summer bike lanes. Some type of pedestrian access link to the Sherwin Creek Campground would be good. Either bike lanes if paved or parallel MUP</li> </ul>	SUGGESTION/NEW CONCEPT
240	Summer	S	2	2	TOML would recommend no less than 3 / no more than 6 parking spaces (TOML can make requirement during negotiations w/land owner)	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
243	Summer	S	7 & 8	7, 8	The meadow area provides a unique opportunity due to the relatively flat grades to provide fully accessible routes as a paved or boardwalk routes for families of young kids with training wheels, elderly, adults in wheel chairs or walkers, etc. This section would be only the loop from Snowcreek VIII to Tamarack Street and one linear path to Hidden Lake area. A hard surface would be compatible with the spring and early summer boggy soils and provide access points to the other soft surface paths.	SUGGESTION/NEW CONCEPT
250	Summer	S	7 & 6	7, 6	Item 7 is specifically identified with a wheel chair symbol but item 6 is not. This may be misleading since all MUP's are designed to be fully accessible and are usually required to be accessible by the funding agency.	SUGGESTION/NEW CONCEPT
251	Summer	S	3 & 7	3, 7	A hard surface MUP should connect the Snowcreek paths to item 7. This reinforces the concept of nested loops for the MUP system.	SUGGESTION/NEW CONCEPT
252	Summer	S	5C	5c	This path should be a hard surface MUP. It connects a paved MUP with a paved roadway.	SUGGESTION/NEW CONCEPT
255	Summer	S	12A & 12B	12a, 12b	The Lake Mary Road Bike path should be extended across Mammoth Creek on a bridge just east of the vehicle bridge and the MUP extended 400 feet further east to Twin Lakes Loop. This will replace on-road bike lanes in the current design.	SUGGESTION/NEW CONCEPT
256	Summer	S	12A & 12B	12a, 12b	Install an under-crossing to safely carry bike and pedestrian travelers under Lake Mary Road at Twin Lakes Loop. The at-grade bike path crossing of Lake Mary Road should be replaced with a safer crossing.	SUGGESTION/NEW CONCEPT
260	Summer	S	19	19	I would support Solitude Canyon area being developed into more mountain bike trails.	SUGGESTION/NEW CONCEPT
261	Summer	S	Panorama Dome	-	I support mtn bike trail development. Development of existing trails.	SUGGESTION/NEW CONCEPT
262	Summer	S	19	19	Would love to see multiple types of trails - mostly bike only DH trails, freeride, XC loop.	SUGGESTION/NEW CONCEPT
263	Summer	S	5A	5a	Would love to see horse-only access trail // no bikes(+) horse on same trail.	SUGGESTION/NEW CONCEPT
264	Summer	S	19	19	I would like to see more mountain bike trails in this area.	SUGGESTION/NEW CONCEPT

Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
265	Summer	S	19	19	Developing mountain bike trails that connect to Mammoth Rock Trail would greatly improve Mammoth's mountain bike trail network.	SUGGESTION/NEW CONCEPT
272	Summer	S	17 & 5B	17, 5b	Most of #17 currently exists; connect #17 to the Lake Mary Bike Path via "utility access road".	SUGGESTION/NEW CONCEPT
274	Summer	S	5B	5b	Create & Establish as an Equestrian Preferred trail. It may be best to have separate but equal trails for horses and mountain bikes. Separation should be about 50' to 100' min.	SUGGESTION/NEW CONCEPT
277	Summer	S	6	6	The surface should be asphalt paving to match Snowcreek VIII MUP so a consistent loop is formed.	SUGGESTION/NEW CONCEPT
279	Summer	S	12A & 12B	12a, 12b	Move further up Lake Mary Road to the existing "flat spot" adjacent to the Vista Trail & Panorama Dome Trail. Run a trail back down to the bridge & bike path.	SUGGESTION/NEW CONCEPT
280	Summer	S	17	17	This route should be left as is and no improvements made due to the condition of the rock and the rough existing nature of the experience.	SUGGESTION/NEW CONCEPT
291	Summer	S	19	19	Potential for Mtn. Bike Trail in Solitude Canyon would be a great addition to our limited off MMSA trail system.	SUGGESTION/NEW CONCEPT
294	Summer	S	20	20	A BMX Park would be a great addition to our community for locals + guests. The shelter of the forest would be a better location. Well maintained jumps and berms would be a great training ground for future competitors and recreationalists.	SUGGESTION/NEW CONCEPT
350	Summer	S	17	17	Would appreciate more concise mapping...BUT both of these closely related accesses should be connected for year round use. How about possible weekday hours for snowmobiles for SnoBoard drop offs??	SUGGESTION/NEW CONCEPT
351	Summer	S	18	18	Could be expanded to an even higher elevation and utilized in winter for possible snowmobile access for SnoBoard drop-offs during winter weekdays.	SUGGESTION/NEW CONCEPT
352	Summer	S	21	21	YES. Absolutely/Positively and schedule MORE motor/bi-cycling events, along with snowmobile races in winter. BiAthalon + SnoShoe races also. :)	SUGGESTION/NEW CONCEPT
353	Summer	S	13, 27	13, 27	Can also be utilized during winter once put in. Will also decrease cross-training/spider-webbing.	SUGGESTION/NEW CONCEPT
354	Summer	S	9	9	Open to bikes and all non-motorized use during summer. Additionally, I think should be added to MUP groomed snowmobile access during winter season along with the whole #10 + #11 routes.	SUGGESTION/NEW CONCEPT
356	Summer	S	5A, B & C	5a, 5b, 5c	Creation of this corridor will provide numerous recreational options. I still see clarifying needed in the \$5 B&C area, along with summer/winter #17 trails to avoid cross-training + spider-webbing...obvious + consistent trails area MUST!!	SUGGESTION/NEW CONCEPT
358	Summer	S	17	17	As mentioned in winter #17, clarification of routes is hereby requested, but #17 should be utilized both winter and summer with maybe occasional use during weekdays for recreational motorized vehicle use.	SUGGESTION/NEW CONCEPT
360	Summer	S	19	19	Concur with assessment + think that this area should seriously be considered for any future skilifts or Gondola proposals. Also a snowmobile for skiing + boarding drop-offs.	SUGGESTION/NEW CONCEPT
361	Summer	S	20	20	Expand Shady Rest skate/bike uphill for multi-use.	SUGGESTION/NEW CONCEPT
366	Summer	S	26	26	OH YEAH!! And expand East + West for ski/board access.	SUGGESTION/NEW CONCEPT



Comment Number	Winter or Summer	STAFF SEASON	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
369	Summer	S	1A 10 11 ?E	1	Just returned from our 3rd annual visit to Mammoth Lakes/Sherwin Creek area – PLEASE DO NOT pave the Sherwin Creek Rd. from 395 to Old Mammoth Rd.– some already is, probably for the motocross development – but stop at that – The impact on trash and traffic will be even greater and the area of "wilderness/remoteness" in the midst of "the city" will be further lost [signed]	SUGGESTION/NEW CONCEPT
166	Summer	S	All areas	-	Thank you all for all your hard work. You all have done a great job taking everyone's needs into account.	THANKS
275	Summer	S	1, 2, 3, 4, 5C, 7, 9, 10, 11, 13, 14, 15, 16, 18, 24, 25, 26, 27, & 28	1, 2, 3, 4, 5C, 7, 9, 10, 11, 13, 14, 15, 16, 18, 24, 25, 26, 27, & 28	Great ideas, full support.	THANKS
282	Summer	S	20-23	20, 21, 22, 23	No comment.	THANKS
365	Summer	S	25	25	Concur with assessment and proposal	THANKS

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98	Winter & Summer	S, W	5C, 2	5c, 2	There is no winter street parking and there is no adequate parking lot for parking and disabled vehicles designated in the narratives.	ADDITIONAL INFO
102	Winter & Summer	S, W	5C, 2	5c, 2	There is no winter street parking and there is no adequate parking lot for parking and disabled vehicles designated in the narratives.	ADDITIONAL INFO
110	Both	S, W	2 summer, 5c winter	W5c, S2	<p>The idea of Tamarack Street as a staging area/ trailhead is great, and the provision of ADA-accessible parking is also very sound.</p> <p>However, any additional parking in this neighborhood will meet with STRONG opposition from the many full time residents on Tamarack Street.</p> <p>Tamarack Street is a sub-standard 20' right of way (min town standards are 40') that cannot accommodate additional automobile traffic – especially in winter when it remains icy most of the season and snowbanks reduce the usable road surface even further.</p> <p>Additional parking even if just a few spaces will cause a huge increase in car travel on this street. In winter there will be a rush of cars trying to drop a shuttle ride there (with two cars needed to drop a shuttle). All year, once the few spaces are filled the rest of the cars will be rushing back to go elsewhere creating a major hazard for children, horses and pedestrians which use this street year round.</p> <p>A transit stop (or even parallel parking on OMK) at the Old Mammoth Rd end of Tamarack Street adds only ¼ mile of foot travel to the meadow and maintains the current character of this street which is primarily pedestrian and non- motorized. It is a misleading description to say this is a “heavily used access/egress point” (per summer narrative item #2) as the majority of use is currently not via automobile. Perhaps with increased use, a better “improvement” than parking would be a bathroom facility so that the human waste issue which affected the Ranch Road access debate is resolved up front.</p> <p>***This was also presented as a signed petition with 9 other names, "Tamarack St Residents" ***</p>	ADDITIONAL INFO

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Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
259	Both	S, W		-	The Town has a drainage easement at the end of LaVerne Street. There may be an opportunity to make a public connection at this location. It could be suitable for a soft path in summer and winter egress.	ADDITIONAL INFO
48A	Summer Winter	S, W	Summer: 2, 7, 8 Winter: 5c, 9a	S2, S7, S8, W5c, W9a	As excerpted and summarized from the approved Sherwins Working Group (SWG) meeting notes of May 21, 2009 relating to Terry Plum's tentative offer to provide pedestrian access across his family's properties between existing Tamarack Street and the Sherwin Meadows area to the south:	ADDITIONAL INFO
48B	Summer	S, W	Summer: 2, 7, 8 Winter: 5c, 9a	S2, S7, S8, W5c, W9a	<p>[Excerpt] Mr. Plum said the access easement he is proposing would be a 4' wide pedestrian only trail. He also plans on granting shared vehicle access easements (which would overlap the pedestrian trail) to only the Town of Mammoth Lakes (ToML) and its Fire Protection District (MLF), the U.S. Forest Service (USFS) and Mammoth Community Water District for emergency and/or maintenance purposes only. He further stated no motorized vehicles (other than those of the agencies already noted) would be permitted to cross his family's properties. Upon inquiry, Mr. Plum added a willingness to consider permitting bicycles and horses within the access easement if the USFS allows those uses in the immediately adjacent Sherwin Meadows area, the Mammoth Lakes Trails and Public Access Foundation (MLTPA) publicly supports his proposed Tentative Parcel Map (TPM) which permits building 6 single family homes (1 on LeVerne Street in the Bluffs subdivision and 5 between existing Tamarack Street and the USFS lands) on his family's 5.6 acres of properties, and the ToML approves</p> <p>Mr. Plum stated he has offered to construct the infrastructure improvements (such as an additional fire hydrant and 3 emergency vehicle turnouts on the existing sub-standard Tamarack Street as requested by MLF, extending Tamarack Street into his family's property as a standard 24' wide public street, trailhead public parking (only if required by the ToML), and the 4' wide pedestrian only trail within his family's private driveways) at his family's cost, and also give the northerly .25 acres of his family's property to the ToML (for snow storage and maintenance).</p>	ADDITIONAL INFO

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Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
48C	Summer	S, W	Summer: 2, 7, 8 Winter: 5c, 9a	S2, S7, S8, W5c, W9a	Note: The SWG, MLTPA, ToML & USFS already have an email of the SWG May 21, 2009 meeting notes (including attached maps). The SWG draft Summer and Winter Proposal maps show a Multiple Use Path across the Plum family properties. Further, the SWG draft Summer and Winter Proposal narratives note "respecting the private-property owner". Accordingly, please revise the draft SWG Summer and Winter Proposals so those submitted to the USFS are in accordance with my above tentative offers and requirements. Finally, I am very willing and eager to meet with SWG, MLTPA, ToML and/or USFS personnel upon my return to Mammoth Lakes on October 2 to answer any questions and/or discuss any concerns regarding the above. Thank you for your serious consideration to my feedback. Working together, we'll develop a great private/public partnership which ensures pedestrian access between Tamarack Street and the Sherwin Meadows area for generations to come. Sincerely, [signed]	ADDITIONAL INFO
96	Winter & Summer	S, W	5A, 5C, 2	5a, 5c, 2	The Snowcreek influence area, shown as yellow or light tan, does not include the Fairway HOA area. It would be preferable to show both Fairway Ranch and The Ranch at Snowcreek HOAs in a distinct color, defining them a private property. The tan areas of the maps are also not defined.	ERROR/OMISSION
100	Winter & Summer	S, W	5A, 5C, 2	5a, 5c, 2	There is not an adequate designation as to the Snowcreek Influence Areas, including but not limited to the Fairway HOA Area, Fairway Ranch, and The Ranch at Snowcreek. The tan areas of the map are not designated.	ERROR/OMISSION
104	Winter & Summer	S, W	5A, 5C, 2	5a, 5c, 2	There is not an adequate designation as to the Snowcreek Influence Areas, including but not limited to the Fairway HOA Area, Fairway Ranch, and The Ranch at Snowcreek. The tan areas of the map are not designated.	ERROR/OMISSION
285	Both	S, W		-	Please keep Snowcreek Project propane gas tanks on private property. Keep the public lands open for recreation.	NOT IN SCOPE
42		S, W		-	A favorite area that the community has walked, biked, hiked, horsebackriding, dogwalking, viewing, stargazing, birding to Kerry Meadow and up to a beautiful viewpoint, also Tele Bowl, and the extremely popular snowplay on Sherwin Creek Rd winter closure area that's easy to access from town.	OPINION
64	Both	S, W		-	Both maps seem to be very inclusive of everything I would like to see.	OPINION

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66	Both	S, W	N/A	-	The O.H.V.Registration program has been in California for over 30 years. Every Legal Dirt Bike, ATV, Snowmobile, ect - must be registered with the state. The fees have recently <u>doubled</u> . We pay a lot to the state for the right to use our trails. Exactly how much do rock climbers, hikers, runners, cross-country skiers pay to use the same trails? If you don't think O.H.V. funds benefit us all, think again! Thank you.	OPINION
72	Both	S, W		W9b, W10b, S22	Great to have an off leash trail for dogs please!	OPINION
109		S, W		W5c, S2	To whom it concerns: Please carefully consider the impact of parking at the end of Tamarack St. If it becomes inevitable, a traffic study must be done and traffic calming measures will be imperative for public safety. Please see comments on the SWG feedback form attached. Thanks. [signed]	OPINION
121		S, W		-	Don't Change Anything	OPINION
154	Winter and Summer	S, W		-	As noted in our previous comments, our endorsement of this project is not the endorsement of proposing uses on private property. Any and all trails or proposed uses drawn on the private such as Snowcreek, Terry Plum Properties we defer to the property owner and their rights.	OPINION
287	Both	S, W	5C	5c	I have friends that live on Tamarack and it's a great place for us to go out from.	OPINION
355	Summer/ Winter	S, W	Winter #16 12A & B	S12a, S12b	Same as winter #16 = yep, yep, yep!! AS we develop and expand these trails systems, the more that we can keep from impacting existing parking, and especially alleviating roadside parking the safer and better off we'll be.	OPINION
30	Both	S, W		W4, S9	Keep areas open for public use. Been off-roading for 40+ years. Family grew up riding there isn't a better sport around for families. Keep areas open	POLICY
33	Both	S, W		W4, S9	Need more access to off-road trails	POLICY
65	Both	S, W	22 summer & 9B winter	S22, W9b	I think that this is the most important rule that needs to be. (Dogs under voice command) There is nowhere like that in the town.	POLICY



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Comment Number	Winter or Summer	STAFF SEASON ASSIGNMENT	Map ID#	STAFF MAP ID ASSIGNMENT	Comment	STAFF CATEGORY ASSIGNMENT
88	Winter/ Summer	S, W	Solitude Canyon	W4	Un fit for motorized use. No mention of likely trespass into designated Wilderness. Little to no mention of major deer migration corridor and possible impacts. No mention of historic bc ski use and possible conflicts.No mention of how ironic it would be (is) to have a place named Solitude Canyon over run by snowmobiles. I fully applaud all the hard work and effort that has gone into this, but Solitude is an unacceptable compromise.	POLICY
128	Both	S, W	4	4	We see no change in usage necessary for this area. Leaving existing usage allows for all to use these resources. [signed]	POLICY
135		S, W	on 2007 maps at MMSA	W4, S9	East access to Sherwins important, via over the snow at the winter closure on Sherwin Creek Rd to Tele Bowl + out to Kerry Meadows on the dirt road by the old FS pack station on Sherwin Creek Rd or gravel pit access to Kerry Meadow, a very popular in town trail, both summer + winter. The community should not have to lose that.	POLICY
144	Both	S, W			I oppose the closing of public lands for use only by select groups. Our lands should be for multiple use. The land grabs the wrong way to manage our lands.	POLICY
160		S, W		W4, S9	Please see attached form. Please do not close access to snowmobiles or summer OHVs.	POLICY
195		S, W		W4, S9	Please don't close these areas.	POLICY
286	Both	S, W	4	4	Not closing motorized vehicals access because its really good for snowmobiling.	POLICY
288	Both	S, W	4, 5C	4, 5c	Not closing the area to motorized vehicles because the area is amazing for snowmobileing!	POLICY
289	Both	S, W	9A	9a	Same as above. [Not closing the area to motorized vehicles because the area is amazing for snowmobileing!]	POLICY
297	Both	S, W	4	4	Not closing to motorized vehicle in winter, I like riding sled with my kids out there.	POLICY
301	Summer & Winter	S, W	N/A	4	The Sherwin area should not be closed. It has been a popular recreation area for years. There is no valid reason for closure or restrictions.	POLICY

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306	Both	S, W	4	4	Not closing to motorized vehicle it a great place to ride sleds.	POLICY
309	Both	S, W	4	4	Not closing to motorized vehicle causes its fun out there	POLICY
313	Summer & Winter	S, W		W4	Please don't close down the Sherwins it is a great place to ride. I have always helped friends + family shuttle up and around that area. I ride my snowmobile + dirtbike there so please don't close it.	POLICY
315	Both!	S, W	4, 5C	4, 5c	The Sherwin Mtn range is a very beautiful and Recreational area for Mammoth locals. Closing the area would be a very disappointing action. Growing up here for 20 years I have spent all my time exploring and being very active in that area. Please do not close this area down!	POLICY
318	Both	S, W	4	4	not closing area to motorized vehicle	POLICY
320	Both	S, W	4, 5C	4, 5c	not closing area to motorized vehicle	POLICY
322	Summer & Winter	S, W		W4	We are already losing places to ride + enjoy our National playgrounds. If we continue to close areas to locals + paying visitors that are spending good money in our town to enjoy those areas we will lose what our ancestors set aside for us and our children to enjoy like we have for decades. Also what proof do you have that is substantial to say power sports, and human powered sports are destroying these areas! All Seasons.	POLICY
323	Winter/ Snowmobile Access Summer/ dirt bike/ moto	S, W		W4	We use the Sherwins area as a starting point for shuttle at the telebowls and to access Pyramids. Everyone I ride with is always considerate of hikers, dogs, x-country skiers, etc. and there is no reason we shouldn't be allowed in that area. Banning motor vehicles in that [illegible] place will eventually lead to us being banned from many areas around Mammoth, which would be detrimental to the town. Snowmobiling and Dirt Biking bring many tourists into town that spend money on lodging, food, gas, etc.	POLICY
324	Summer & Winter	S, W	All	-	Keep all access open, to all public use!!	POLICY

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325	Summer Winter Fall Spring Any Season	S, W		W4	I believe everyone should have the ability to enjoy public land in all ways, equally. Every sport has its opportunities and it encourages every person to try & more importantly: TO EXERCISE. Any time is an amazing time to hike, bike, moto, run, anything.// How is one sport different from another & why should that freedom be taken away skiing, snowmobiling, snowshoing, dog walking are all forms of love for nature. Why destroy that for anybody? There is not a season, an outdoor activity, or a sport that should be banned anywhere, so long as the people of any and all parties are respectful & enjoying.	POLICY
38		S, W		W1, W3, S1	My only comment on the summer and winter narratives is the parking will be too crowded at the tank farm/borrow pit site. Snowmobile enthusiasts with their trucks and trailers need a lot more space for parking than Subarus with x-country skis. Could parking not be extended further down the Sherwin Creek Road?	QUESTION
41		S, W		-	Why is the community losing the EAST access of the Sherwins too?	QUESTION
94	Winter & Summer	S, W	5C, 2	5c, 2	The placement of the Parking & Disabled symbols need to be repositioned and clarified in the narrative so that they don't imply access to/from Ranch Road. Since there is not winter street parking allowed, where is the space being provided to build an adequately sized parking lot?	QUESTION
99	Winter & Summer	S, W	Various	W5a, W5b, W5c, S2, S3	There is a question as to who will provide the liability insurance for these easements.	QUESTION
103	Winter & Summer	S, W	Various	W5a, W5b, W5c, S2, S3	There is a question as to who will provide the liability insurance for these easements.	QUESTION
3	Both	S, W	5c, 6, 9b	5c, 6, 9b	Provide not only doggie bag stations but also Mammoth Disposal-serviced bearproof trash bins at each staging area for dog waste (and other trash) disposal. Most dog owners seem unwilling to bag waste (even with bags provided) for the extra step of having to drive it to the dump (or let it fester on the floor of the car).	SUGGESTION/NEW CONCEPT
89		S, W		W1, W5C, W6, W13, S1, S2, S4	Staging areas with information kiosk including a map and some outline of proposed plan	SUGGESTION/NEW CONCEPT
129	Both	S, W		W13	I'd like to see a signage in more details not just at the beginning of any trail, included the distances of individual trail and maybe also in the middle showing us how far we still have to go (and if we're going the right direction.)	SUGGESTION/NEW CONCEPT

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140	Winter/Summer	S, W	All	W10b, S22	Make an enclosed dog park so they have a dedicated place for animals to run without a leash.	SUGGESTION/NEW CONCEPT
169		S, W		W5c, S2	Dear Sirs: my name is [deleted] and I reside at 306 Tamarack St. I have lived at this address for the past seventeen years. I would like to voice my strident objection of plans to install parking spaces at the end of tamarack street for access to the forest service meadow adjacent. I believe encouraging more traffic flow on an already substandard one lane residential street is a terrible idea. A possible better solution is to provide a shuttle stop on old mammoth road and have meadow users walk the two hundred yards down Tamarack Street to access the meadow. Traffic on Tamarack street is already at a high level with many cars driving thru the neighborhood exceeding the speed limit, endangering residents. any encouragement of increasing cars that transit the area is a bad idea. respectfully [signed]	SUGGESTION/NEW CONCEPT
190	Summer/All	S, W	7, 13, 3, 27, 6, 9, 10, 11, 18, 15, 17, 27	7, 13, 3, 27, 6, 9, 10, 11, 18, 15, 17, 27	Please consider using soft surface trails rather than paved MUP's and trails in all areas that are not located within or directly adjacent to roads or "high impact" development. It is important to maintain the "wilderness" feeling in the area and use as little pavement as possible to be environmentally conscious.	SUGGESTION/NEW CONCEPT
191	Summer and winter	S, W	1	1	Please consider proposing to vegetate the surrounding undeveloped barren dirt areas directly adjacent to staging area #1 in the SWG proposal with plant types similar to the adjacent vegetation.	SUGGESTION/NEW CONCEPT
206	Both	S, W	Global	W13	Please recommend that any and all signage and wayfinding efforts in the Sherwins be consistent with the TOML Trail System Master Plan (2009 – Recommendation G3, page 114) and as further detailed in Chapter 5 of that plan, and that all signage and wayfinding be consistent across jurisdictions	SUGGESTION/NEW CONCEPT
207	Both	S, W	Global	-	Please recommend that naming conventions for any new trails and facilities be consistent with the TOML Trails System Master Plan (2009 - Recommendation G1, page 112 and table 4-1, p 113) including assignment of node and facility types.	SUGGESTION/NEW CONCEPT
208	Both	S, W	Global	-	Please request of the two jurisdictions – TOML and USFS – guidance as to roles and responsibilities for implementation, maintenance and programming of SWG recommendations	SUGGESTION/NEW CONCEPT
209	Both	S, W	Global	-	Please consider recommending restoration of Hidden Lake and it potential as a destination	SUGGESTION/NEW CONCEPT

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210	Both	S, W	Global	-	Please consider what role any of the draft recommendations may play in a "Mammoth Loop Trail" – the experience of a continuous trail experience around the entire community of Mammoth Lakes – and how recommendations in the SWG proposal can connect to other subregions in the Mammoth Area, ie the Lakes Basin, Shady Rest,	SUGGESTION/NEW CONCEPT
211	Both	S, W	Global	W9b, W10b, S22	Please ensure that recommendations for pets are consistent across the seasonal recommendations	SUGGESTION/NEW CONCEPT
237	Summer/ Winter	S	2	2	Regarding the Tamarack access point--since there is only one horse property that will use this entrance, perhaps they should pay for any horse specific improvements in that location--public funds should not be spent to improve an access point for just one user.	SUGGESTION/NEW CONCEPT
248	Both	S, W		W13	The area will provide numerous areas for interpretive signage for history, natural resources, and ecology of the area.	SUGGESTION/NEW CONCEPT
284	Both	S, W		S7	Please keep Kerry Meadow dirt road/trail access open. Long time favorite in town trail.	SUGGESTION/NEW CONCEPT
362	Summer & Winter	S, W	21	21	EXPAND & SCHEDULE & RACE Dammit!! Also snomobiles...we could be on ESPN at least every other month!! We should be utilizing moto for multi-uses year round...	SUGGESTION/NEW CONCEPT
363	Summer/ Winter	S, W	22/9B	22, 9b	Leashes required in ALL staging areas, exception being Sierra Meadows. BUT we should develop quick response situations with MLPD, Steve Searles, Animal Control, DFG/USFS/BLM for ANY dog attacks, unprovoked or not...	SUGGESTION/NEW CONCEPT
364	Summer/ Winter	S, W	24/13	24, 13	Yep. Coordinate with Friends of the Inyo for these projects.	SUGGESTION/NEW CONCEPT
367	Summer/ Winter?	S, W	27/?	27	Development of already existing MAIN trail(s) will result in less cross-training/spider-webbing, plus could result in an excellent snowmobile route. Another "Fr of Inyo" weekend project!!	SUGGESTION/NEW CONCEPT
368	Summer/ Winter	S, W	28	28	Yeppers!! As we develop these trails, playgrounds, and access areas we should implement transportation spots. Maybe some \$ day passes or round trip fees from say uphill drop-offs to down-hill pick-ups!!	SUGGESTION/NEW CONCEPT
4	Both	S, W	5c, 6, 9b	5c, 6, 9b	awesome work all around!! Thank you!!	THANKS
111	Both	S, W	1, 3-28	1, 3-28	All your other work has produced a fantastic plan for improved resources throughout the Sherwins. Thank you for all your efforts!! ***This was also presented as a signed petition with 9 other names., "Tamarack St Residents"***	THANKS

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188	All	S, W		-	The Sherwin Working Group did a fantastic job on both the Summer and Winter Proposals for the Sherwin area. The proposals provide a solid foundation for planning recreation in Mammoth and the Sherwin's.	THANKS
344	Winter & Sunner	S, W		-	Thanks for the thourough communication -	THANKS



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NON-SEASONAL

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283		NONE		-	Many photos attached.	ADDITIONAL INFO
35		NONE		-	Does the Sherwin Working Group focus on the eastside of the Sherwins?	QUESTION
39		NONE		-	Who are the maps from?	QUESTION
40		NONE		-	Very nice display and comment gathering, to who?	QUESTION
37		NONE		-	Excellent work, guys!!	THANKS
145		NONE		-	Just a few comments for the area of Sherwin Creek Road. We are working on many other comments for the actual motocross area. Stay tuned!	THANKS
148		NONE		-	Hi John, I have reviewed the Sherwins Working Group proposal and commend you, Austin, and the USFS for a job well done! I know there were diverse interests throughout the process. I will get final comments from both Roy and Mike and just have a couple clarifying questions right now so as not to bog down the official comment process. Please feel free to comment or answer so I can make sure my final comments are appropriate and helpful to you and the USFS.	THANKS
155		NONE		-	Thank you again for all of your hard work. Great Job and I will forward you our final comments	THANKS
163		NONE		-	Thanks for all your hard work. You've done a great job thinking of everyone. I have attached my comments.	THANKS
179		NONE		-	Thanks! Sorry this is last minute!	THANKS

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180		NONE		-	Thanks for all the work you put into this (attached is my form for feedback) I'm so stoked this is happening in Mammoth!	THANKS
186		NONE		-	Thank you for providing this incredible opportunity to help shape our community! Recreation is the main reason I live here and the main reason visitors come here!	THANKS
187		NONE		-	John and Kim- I have attached Snowcreek's feedback to the SWG proposal. You have done a great job and we appreciate the hard work. Thank you [signed]	THANKS