

The collage features five photographs: top-left shows a group of people around a table with a map; top-right shows a group of people at a meeting; middle-left shows people looking at a map; middle-right shows a man presenting at a podium; bottom-center shows hands writing on a map. A central text box contains the following text:

Northern Lands  
**SHERWINS**  
WORKING  
GROUP 2009

**COMMUNITY FEEDBACK**

Logos at the bottom include: UAS, MAMMOOTH, MLIPA, and a diamond-shaped logo with the letter R.

# SUMMER NARRATIVE

Group Revised Draft  
October 28, 2009



**Map ID #**

**Description**

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**1**

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

This will be the primary staging area 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 staging area will be open year-round (see Winter Map ID #1) to all users and will be served by public transit (see Summer Map ID #28).

**RATIONALE:** This area has traditionally been, and continues to be, a popular staging area for recreationists. The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened 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 staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. An education/interpretive area would be an excellent addition to this staging area due to the expected high volume of users.

OHV use is currently prohibited in open areas and on some routes within the Sherwins area, including much of Sherwin Creek Road. Changing the USFS Maintenance Level on Sherwin Creek Road will allow OHV users to ride directly from the borrow pit staging area and then along Sherwin Creek Road to routes open to them in the east without needing to stage farther down the road.

**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.

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Map ID #	Description
2	<p><b>CONCEPT: Non-motorized trailhead at Tamarack Street</b> Develop an ADA-accessible non-motorized trailhead at the end of Tamarack Street. Facilities will be limited to signage and the creation of three to six parking spaces, at least one of which will be an ADA-only spot. This trailhead will be open year-round to non-motorized use only (see Winter Map ID #5c) and is intended to serve as a secondary, neighborhood-centric access/egress point</p> <p><b>RATIONALE:</b> Tamarack Street is an 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, including equestrians, wishing total separation from OHV staging at the borrow pit staging area and will primarily serve neighborhood residents. This trailhead is intended to support a relatively low volume of users as compared to formal staging areas such as the borrow pit, Mill City, and the Lake Mary Road winter closure, which will help to keep traffic levels low in the neighborhood and alleviate safety concerns of residents regarding increased traffic on this narrow street.</p> <p><b>NOTE:</b> The private-property owner's future development plans will influence the exact location of this trailhead as well as potential usage, signage, and parking, but also may provide opportunity for site improvement concurrent with private construction.</p>
3	<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 be limited to signage and the area will be served by public transit (see Summer Map ID #28). 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

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**CONCEPT: Multi-use staging area at Mill City**

Develop a multi-use staging area at Mill City, located at the Old Mammoth Road winter closure. Facilities will include signage, expanded parking, and bathrooms. This staging area will be open year-round to non-motorized use (see Winter Map ID #6) and will be served by public transit (see Summer Map ID #28).

**4**

**RATIONALE:** This facility will provide an alternative to the borrow pit staging area, 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.

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**Map ID #**

**Description**

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**CONCEPT:** Soft-surface non-mechanized connector from the Hidden Lake meadow to the Mill City staging area (Summer Map ID #4 and Summer Map ID #16), Panorama Dome, and the Lakes Basin.

Articulate a soft-surface non-motorized connector between the Mill City staging area and the stacked-loop system present within the Hidden Lake meadow on the west end of the Sherwins area (see Summer Map ID #8). The connector will be signed to indicate the level of difficulty and will also connect to La Verne Street, possibly via an existing drainage easement. 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 year-round.

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 Mill City staging area, and continue to the west end of the Mammoth Rock Trail.

**5a**

**RATIONALE:** This connector satisfies an existing need to provide 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 #8) 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.

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; and connection to the safe crossing at Old Mammoth Road (see Summer Map ID #15), the Mill City staging area (see Summer Map ID #4), the Tamarack Street trailhead (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.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #

Description

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5b

**CONCEPT:** Parallel soft-surface non-motorized connections—one on the north side of Old Mammoth Road, one on the south side—from the Old Mammoth Road safe crossing (Summer Map ID #15) to the intersection of Old Mammoth Road and Lake Mary Road

Develop a set of parallel soft-surface non-motorized trail connections between the Old Mammoth Road safe crossing and the road's intersection with Lake Mary Road. Facilities will be limited to signage. One connection will be open to all non-motorized use, and its complement will be open to non-mechanized use only.

**RATIONALE:** Routing these connections along 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 trails pass through the Mammoth City site; and increased user safety via the off-road location. Additionally, creation of parallel trails will mitigate potential user conflict between equestrians, hikers, and mountain bikers as well as trail deterioration from heavy multiple use.

The trail on the north side of Old Mammoth Road will connect users to the Lake Mary Road Bike Path, crossing Lake Mary Road and encouraging use of that path and the Mammoth Lakes Trail System as a continuous system. The connection to the trail at Summer Map ID #26 encourages and makes accessible recreation and vista opportunities at and near Mammoth Rock. Facilities will be limited to signage, and the Lake Mary Road Bike Path connector will be closed to equestrians.

**NOTE:** Further study is needed to determine an optimal road-crossing for equestrians.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
<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> 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>
<b>6</b>	<p><b>CONCEPT: Hard-surface or paved non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge</b> Develop a hard-surface or paved ADA-compliant 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, east of 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 use 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 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), mitigate potential conflict with the two stock operations in the area (primarily Sierra Meadows Equestrian Center), 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

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7

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

Articulate two separate non-motorized routes that connect the borrow pit staging area to the Tamarack Street trailhead and also connect into the summertime stacked-loop trail 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 service- and maintenance-vehicle access to Kerry Meadow for special events such as weddings. The complementary trail will be soft surface and aligned over the existing trail to the south, near the base of the Sherwins. Accommodation of equestrian use will be included in the design process, which may include an equestrian-only bridle path. Environmentally appropriate trail design is critical. These trails will be open to non-motorized use only, with specific use dependent on trail surface.

**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 trailhead and the greater stacked-loop trail 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 trailhead, 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 has not yet been determined, but will be positioned to avoid possible conflict with golf balls hit from the nearby fairway.

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## Sherwins Working Group: Summer Map ID Descriptions



### Map ID #

### Description

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8

**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 trailhead, 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 use only. An equestrian crossing across Bodle Ditch will be necessary.

**RATIONALE:** To improve the existing non-motorized opportunities in the meadow, a “stacked-loop” or “nested” trail system will be created to offer multiple route and surface options to a variety of summer users. The primary section of trail, 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.

**NOTE:** The possibility of adding a hiking-only trail around the meadow should be considered.

**NOTE:** Mammoth Community Water District needs for access to Hidden Lake will be considered and coordinated with the design process.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #

Description

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**9a**

**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?

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #

Description

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**9b**

**CONCEPT: Non-motorized stacked-loop trail system located in the eastern portion of the Sherwins study area**

Develop a trail system based on existing trails in the area that will address the needs of visitors who go on day rides, equestrians who board both long- and short-term at Sierra Meadows Equestrian Center, as well as those who use the trails for hiking, running, biking, and dog walking. Trails will be designed and maintained as equestrian-preferred, but will remain open to all non-motorized users.

**RATIONALE:** This trail system has traditionally been and continues to be used by both locals and out-of-town visitors who enjoy this area. The trails represent a stacked-loop system that offers the opportunity for users to walk their dogs, hike, run, mountain bike, and horseback ride. The stacked loops provide for great variety in length of experience and can be used in different directions and configurations, such as figure eights, to enhance enjoyment of the area. The trail system provides essential connectivity between Sierra Meadows Equestrian Center and other system trails, including the Mammoth Rock and Sherwin Lakes trails.

Additionally, designing the trails as equestrian-preferred provides an opportunity for a safe equestrian experience for novice riders and children. For the most part, the trails are on relatively gentle terrain over soils that are soft and sandy and provide excellent line of sight, minimizing the potential for conflict with other users.

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## 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 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 use only; once clear of the borrow pit staging area, 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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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 use, while the south-bank trail will be designated as non-mechanized. Each trail will begin from Mammoth Creek Park East and head east toward Sierra Meadows Equestrian Center.</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 staging area will be open to non-motorized use year-round (see Winter Map ID #16). 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. This staging area will be served by public transit (see Summer Map ID #28).</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, as well as on the Mill City 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>

Map ID #	Description
<b>12b</b>	<p><b>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</b> 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.</p> <p><b>RATIONALE:</b> 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 utilize 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.</p> <p><b>NOTE:</b> See also Summer Map ID #5b, #5c, #12a, #14, #15, and #17.</p>
<b>13</b>	<p><b>CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area to Mammoth Rock Trail</b> Develop a soft-surface non-motorized connector trail from the Mammoth Rock Trail to the south side of the borrow pit staging area. Design concerns may 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 trailhead (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>

Map ID #	Description
14	<p><b>CONCEPT: Soft-surface non-motorized connector from the Mill City staging area to the end of the Panorama Vista Trail</b> 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 Mill City staging area. This trail will be open to non-motorized use 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 Mill City staging area, and also connects to and presents interpretive opportunities at the Mill City historical site.</p>
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 use 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

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**CONCEPT:** Soft-surface non-motorized connector from the Mill City staging area to the trail connecting it to the western end of the meadow (see Summer Map ID #5a) and Mammoth Rock Trail, with additional connectivity to La Verne Street

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 #5a. This spur, which will be ADA-accessible, should be aligned with the identified existing use-trails/roads if possible and will include an ADA-accessible constructed overlook/scenic vista area. ADA access may terminate at the vista point.

**16**

A spur to La Verne Street should be developed as well. A trail to La Verne Street will provide neighborhood residents easy access to the larger trail system in the meadow as well as to the Lakes Basin. A La Verne Street spur alignment will require further study and will take into account private-property opportunities and constraints.

**RATIONALE:** This trail provides an essential, though short, link between the Mill City staging area and the trail that connects it to the meadow. As an ADA-accessible trail with a constructed scenic-overlook point, it will 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.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
17	<p><b>CONCEPT: Sherwin Ridge access from Mill City, Mammoth Rock Trail, and the meadow</b> 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.</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> <p>The option to explore further connectivity from this trail back to the borrow pit staging area, Solitude Canyon, and other destinations will be addressed by a Solitude Canyon Study Group (see Summer Map ID #19).</p> <p><b>NOTE:</b> See also Summer Map ID #19.</p>
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> 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. Equestrian use will be accommodated per appropriate and sustainable design needs of the topography and terrain, which could include a second trail.</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 trailhead (see Summer Map ID #7). This link will open up loop opportunities both within the Sherwins area and on Mammoth Lakes Trail System facilities accessible from the Tamarack Street trailhead 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>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
<b>19</b>	<p><b>CONCEPT: Recommendation for further study/assessment of Solitude Canyon and Panorama Dome areas</b></p> <p>While no specific trail or facility recommendations are offered, further study of the Solitude Canyon and Panorama Dome areas should be undertaken to analyze opportunities for future trail access, connectivity, and development. Site-specific, community-based working groups should be formed to conduct these studies within the next 12 months.</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. Possibilities for connectivity also exist on Panorama Dome.</p> <p><b>NOTE:</b> See also Summer Map ID #13 and #27.</p>
<b>20</b>	<p><b>OMITTED</b></p>
<b>21</b>	<p><b>CONCEPT: Summer biathlon course</b></p> <p>Develop a summer biathlon course in the motocross track area.</p> <p><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.</p>
<b>22</b>	<p><b>CONCEPT: Dog-leash policy</b></p> <p>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 trails and at all trailheads and staging areas.</p> <p><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 staging areas and on hard-surface trails, where use may be more concentrated.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
<b>23</b>	OMITTED
<b>24</b>	<p><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 and will be separated from the nearby bike path.</p> <p><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.</p>
<b>25</b>	<p><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.</p> <p><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.</p> <p><b>NOTE:</b> See also Summer Map ID #6, #9, #10, and #11.</p>

## Sherwins Working Group: Summer Map ID Descriptions



Map ID #	Description
<b>26</b>	<p><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.</p> <p><b>RATIONALE:</b> This area provides excellent views and incorporates one of the iconic features of the area and of the town; Mammoth Rock should be highlighted as a recreation destination and remain open to new recreation opportunities. 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.</p> <p><b>NOTE:</b> Wildlife and view-shed preservation are concerns; this concept requires further study.</p> <p><b>NOTE:</b> See also Summer Map ID #17 and #19.</p>
<b>27</b>	<p><b>OMITTED</b></p>
<b>28</b>	<p><b>CONCEPT: Public-transit stops near staging areas and trailheads</b> Public-transit stops should be located within reasonable walking distance of the following staging areas and trailheads: the Mill City staging area; the borrow pit staging area; the Lake Mary Road winter closure staging area; and the Snowcreek VIII access/egress point (see also Winter Map ID #12).</p> <p><b>RATIONALE:</b> Public-transit stops close to staging areas and trailheads 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 access/egress points 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 near these points also supports the area's internal connectivity (i.e., the stacked-loop system described in Summer Map ID #8) 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 Mill City staging area could be built at the same time that the parking area is expanded.</p>

## Sherwins Working Group: Summer Map ID Descriptions



### Map ID #

### Description

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**29**

**CONCEPT: Soft-surface non-motorized connector from the borrow pit staging area to the Sherwin Lakes area**

Develop a soft-surface non-motorized connector from the borrow pit staging area east to the Sherwin Lakes area (non-preferred equestrian) that routes south of the motocross track.

**RATIONALE:** 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, without incorporating the Sherwin Lakes trailhead as its endpoint.

**NOTE:** The dashed line indicating Summer Map ID #29 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.

**NOTE:** Signage and trail engineering are important to executing this recommendation.

**NOTE:** See also Summer Map ID #13 and #19,

**NOTE:** Develop further study of Solitude Canyon using Summer Map ID #29 as primarily a bike- and hike-only trail continuing on and up to Solitude Canyon. Convene a Solitude Canyon Study Group to further explore opportunities in Solitude Canyon (see Map ID #17).

**NOTE:** Maintain separate hiking/biking and equestrian facilities, including a hiker-only trail connecting to the existing Sherwin Lakes trail.

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## Sherwins Working Group: Summer Map ID Descriptions



Map ID #

Description

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**30**

**CONCEPT: Signage and wayfinding system**

A comprehensive signage and wayfinding system should be installed throughout the study area, including educational and interpretive opportunities.

**RATIONALE:** 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, motorized/non-motorized use, etc.).

**NOTE:** See also Winter Map ID #13.

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