

LAKES BASIN

Special Study

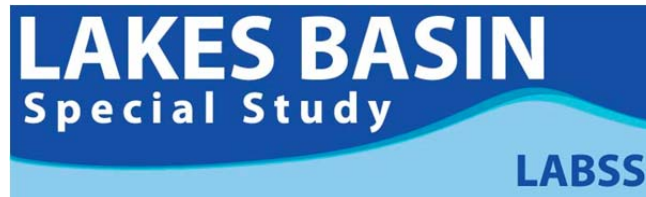
LABSS

LABSS Supplemental Materials

Public Meeting #3: Small Group Notes



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Meeting #3: Small Group Working Session 10/28/10

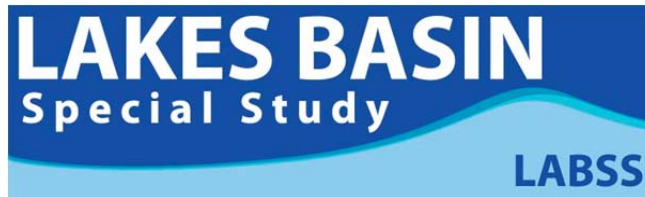
Group 1:

Road Infrastructure and Capacity:

- No new major roads-possibly loop between Lake Mary Loop and Lake George
- User conflicts at Coldwater Campground for campers and use at parking lot/trailhead
- Lake Mary Loop Road
 - -two-way naturally slows traffic
 - -one-way would increase travel times
- Coldwater in really poor shape
 - -possibly widen
 - -take some campsites out/move some?
 - -incorporate trolley
- Lake Mary Campground
 - -convert into parking or staging area
- Small parking lot on bottom of Lake Mary Loop-would decrease need for trolley access to George
- Complete trolley capacity to where it is lacking
- Concerns at speeding all over Basin
 - -traffic calming
 - -radar feedbacks-ruin experience
 - -animals killed by speeders
 - -photo enforcers
 - -increase LEO or sheriff presence

Eliminate Roadside Parking-Pros/Cons:

- Causes vegetation damage/water quality decreases
- Currently a problem
- Park and ride system to fit more people into fewer cars
 - -could incentivize trolley use
- Parking pass or reservation for MLB
- Multiple user groups have different needs
 - -locals just come up for short time
- Like the idea of Intrabasin trolley
- Lake George-reconstruct road
 - -parking lot on backside of Lake Mary Road to get people to walk up trail to George
- Special-use cabins/campsites (?)-limited to 1 or 2 cars
- Harden/pave some dirt spaces
- Multiple use path from back side of Horseshoe to bottom of Lake George road
- More frequent/longer hours of trolley



- More linked, non-motorized connectivity
 - -don't pave too much

Group 2:

Notes drawn on map:

- Straight road from W side of Lake Mary to Lake George (near campground)
 - -put 2-3 small (10-40 spaces) parking lots in this area
- New road from Lake Mary Loop Road/Lake George Road intersection, around the backside of Horseshoe Lake to the parking lot at Horseshoe
- New parking area between Horseshoe and Mamie
- New parking at the eastern Lake Mary Loop Road/Lake Mary Road intersection, on both sides of the Loop Road

Problem-Parking:

Solutions:

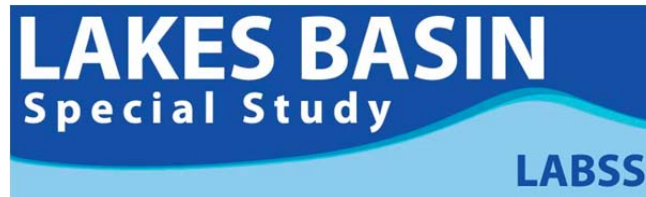
- Creation of new parking access near Lake George and Lake Mary by creating road and improved parking on West end of Lake Mary=mirror national parks (Yosemite)
 - -eliminate off road parking on West end of Lake Mary
 - -cons-paved surfaces create more runoff into lakes and decreases natural beauty
- Create paved parking on flat area on East end of Lake Mary
- Create new road with bike path that connects Lake Mary with backside of Horseshoe Lake with some parking along the way
- Increase transit use by incentives
 - -pay to park, ride transit for free
 - -pay on the way out
- -cons-don't want to make people pay/number of users and space isn't accommodated by trolley

Problem-Roads:

- New road-back of Horseshoe to Lake George
 - -con-won't really benefit traffic flow
- Create minimum standard for every road (width) and begin updating all roads, don't close any existing roads
 - -con-some cabin owners would be closer to roads
- Make road loop from Lake George to Lake Mary
- Keep incentivizing trolley
- Charging to park and larger parking areas to decrease traffic on smaller roads
- Intra-Basin trolley

Group 3:

Problem 1:



- Large parking area next to Horseshoe Lake, not a lot needed to utilize and develop
- Want more official footpaths/trails, not bike path
- Convert part of Lake Mary Campground into parking area, or create lot across from Pokonobe Lodge
- Create road and/or bike path from Horseshoe to George
- Parking area across from pack station
- Create parking area in front of Coldwater Campground
- Move some trail rides off of Horseshoe to limit multiple uses
- Parallel parking at Twin Overlook working very well
- Education and awareness on trolley
- Signage showing footpaths around the lakes and to each lake and maps
- Group is opposed to fees in Basin
- Group likes one-way around Lake Mary Loop with two-way from Pokonobe to Lake George-signage shouldn't be monumental in cost
- Do not want huge widening of roads-increases speed
- With Lake Mary Loop Road one-way, can open up lane for bikes/walkers-more safely
- Providing a loop experience around Lake Mary/Mamie around lakes for a bike/walking experience
- Totally opposed to any types of fees
- No tour buses on Lake Mary Loop Road/no huge motorhomes
- Emphasis on foot trails/pedestrian travel
- Peak demand-presents different challenges than rest of the year
- Lake George parking major importance to find solution

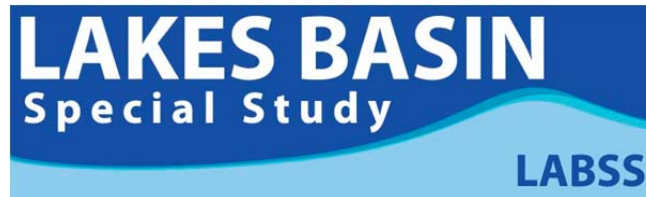
Group 4:

Parking:

- Charge for parking
- Designate walk/bike path around Lake Mary
- Construct parking lot below Lake George Road and Loop Road-maybe cabin owners only in existing parking at outlet
- Construct parking East of Twin Outlet, summer/winter
- Park and Ride at Pit, in conjunction with increased frequency of dedicated Basin trolley (doesn't leave Basin)
- Issue is less about less people but fewer vehicles
- Eliminate lakeside parking on West side of Lake Mary where George Creek comes in
- ADA access at George Creek inlet to Lake Mary

Roadway:

- One-way discussion around Mary



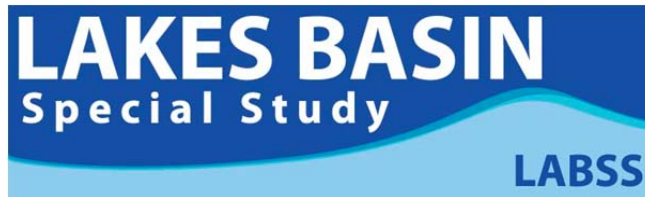
- Maintain existing roads, particularly to Lake George and Coldwater to allow trolley
- Loop road from George back to Lake Mary
- Eliminate RV's up to George
- Separate paved path around Lake Mary bike/walk
- Limit access on west side of Lake Mary
- Coldwater needs the most attention-repave, grade for trolley

Group 5:

Webinar comments documented by Linsey:

Park and Ride:

- Horseshoe (park and ride) area getting turned into parking lot (the pit) and having trails that would take you directly up to the Crest
 - There is a park and ride in existence down by Rite Aid
 - Park and ride up more towards the entry of the Lakes Basin, where the water district has the water town, near stables
 - -more centrally located in the lakes basin
 - -have trolley or vehicle w/ trailers circulating the Lakes Basin to bring enthusiasts with their equipment to their destination; being able to bring toys is very important!
 - Have a bike rental place in the basin near the park and ride
 - Panorama Dome Trailhead as a potential location has been identified with Sherwin Working Group; other factors may be involved besides just having a park and ride
 - -cons-park and ride near Tamarack would eliminate the camping spaces near the store
 - cons-too many opportunities to park elsewhere; it's only when those spaces are taken away will public transit be an option
 - Coldwater would be a great option for park and ride because of the heavy traffic
 - Add another parking area at chair 15
 - I think it's a good idea to harden some existing parking spaces and eliminate the dirt parking to handle erosion-charging people to drive into the Basin will increase bike paths, an incentive to get folks out of the cars
 - Time restrictions on any of the parking areas? (incentive to use trolley with no limits), but who is going to enforce it?
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- Development of additional MUPs in the area-more opportunities we give people to ride bikes, walk, separated from traffic will make the area more popular, add to the enjoyment of the area without using the car (car used on temporary basis to load and off load)



- Making Lake Mary a one-way road is a good idea and would help solve a lot of problems
- Cars should NOT be eliminated from the Basin-historically, taking the cars away has been looked at but not implemented for numerous reasons- the best way is if cars were charged a fee for a yearly pass or day pass! NO do not put a time limit on parking

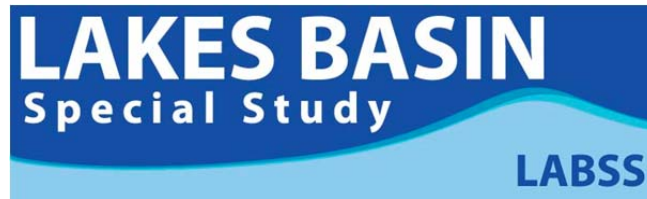
Road Infrastructure Capacity:

Problems:

- -speed- opportunities to create some traffic calming devices to reduce speed
- Solutions:
 - -traffic flow, backside of Lake Mary a one way, no renegade parking- enable a bike lane on side of road
 - -with busy weekends with limited shoulder work, emergency vehicles will be able to pass/straddle the road with cars being able to pull over easily
 - -stats with vehicle high usage, find solution to enforce driving on weekends- restrictions, unless camping or cabin owner, you have to take public transit- similar to rules with Devils Postpile.
 - -Town has put solar power speed monitors on the road
 - -improving crossings/tourist attractions and put work into signage and wayfinding, alertness to drivers (it's a high pedestrian road and pedestrians have the "right of way"), drivers need to be very cautious

Pros and cons of sharing the road, or seeing the bike path going thru the woods:

- The more drivers see pedestrians recreating, the slower they will drive-it's NOT just a road for the cars, thus not being that cautious when they see activity
- Speed humps instead of speed bumps- don't damage the cars
- Solar power cameras that take a picture of your license plates and mail you a ticket!
- -pros: reduce traffic
- -cons: eliminate convenience of the car, bringing toys, elderly fisher-folk? families with kids would be forced to leave their car and it would be very hard for them to use public transportation
- How much of the traffic is people just going to hike vs. visitors going with gear and kids? What kind of activities are the visitors doing?
- Looking at success of Devil's Postpile,
 - -solution: come and go before or after 7am and 7pm,
 - -if you have 3 or more people in the car you can drive
- Quite a bit of traffic is people just driving up to the Lakes Basin and not getting out of their car at all-get out to look at the view, take a photo, and keep going
- How different people experience nature



- Charm: Old Mammoth road being a scenic road and a fabulous drive even though it is a substandard road-widen roads to increase safety
- When a road is paved and widen, the speeds will increase
- Enforcement to speeder-average speed is WAY above the speed limit
- Speed bumps