

**Attachment A:
Plan Citations**

Draft Trail System Master Plan (2009) Citations

PLANNING

Strategic Planning

MLTS Strategic Plan

pp. 15–16, Section 1.1

1.1. Vision

The Town of Mammoth Lakes Trail System Master Plan was conceived as a way to guide the development of an extensive, integrated, year-round trails network for the Town of Mammoth Lakes which will improve mobility and quality of life for residents, and provide the widest range of outdoor experiences for both residents and visitors. The trails network will also support sustainable economic development, allowing Mammoth Lakes to grow its economy while maintaining the desirable characteristics that have brought residents and visitors here in the first place. Every aspect of this planning process is rooted in the following guiding principles:

In the early months of 2007, the Mammoth Lakes Trails and Public Access Foundation (MLTPA) initiated an effort to update the Town's then current trails plan ("Mammoth Lakes Trail System Plan – 1991"). MLTPA convened a multi-partnered task force to identify the potential scope and costs of such an effort. The resulting "Planning Proposal" detailed a summary of program goals and objectives for a trails planning process in Mammoth Lakes and was used to attract a variety of partners to a proposed Concept and Master Planning (CAMP) trails planning effort. Three partnership groups were identified: Jurisdictional Partners (the United States Forest Service and the Town of Mammoth Lakes); Funding Partners (the Town of Mammoth Lakes, Mammoth Mountain Ski Area LLC, MLTPA, and "The Developers" Forum, a joint effort of MLTPA and the Mammoth Lakes Chamber of Commerce); and Planning Partners (the Town of Mammoth Lakes, Mammoth Mountain Ski Area, the United States Forest Service, and MLTPA). These partners and other regional agencies, including Mono County and Caltrans, are signatories to the "Mammoth Lakes Trails and Public Access Memorandum of Understanding," an MOU initiated by MLTPA for regional co-operation on trails efforts, including trails planning.

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pp. 16–17, Section 1.2

1.2.1. Trails Network

Goal 1: Develop a plan for an integrated year-round trail network that provides for a seamless transition between the Town of Mammoth Lakes, the Mammoth Mountain Ski Area, and the surrounding federal lands (USFS).

Objective 1.1: Identify improvements for signage, wayfinding and amenities throughout the existing network.

Objective 1.2: Close gaps in the existing network.

Objective 1.3: Expand the network within the Urban Growth Boundary to provide access to new destinations, activities and experiences from both public and private property.

Objective 1.4: Identify locations for potential recreation nodes and public access easements that will enhance connections between Town and surrounding public lands for summer and winter recreation.

Objective 1.5: Identify preferred summer and winter uses for each segment in the network.

Objective 1.6: Provide design guidelines that will minimize user conflicts, provide for sustainability, and reduce maintenance needs.

Objective 1.7: Provide uniform signage and wayfinding along the network and at all recreation nodes.

1.2.2. Mobility

Goal 2: Develop a plan that enhances mobility in a way that is consistent with the Town's "Feet First" strategy.

Objective 2.1: Identify necessary improvements to improve pedestrian safety, convenience and comfort.

Objective 2.2: Update the General Bikeway Plan and develop an on-street bikeway network that enhances bicyclist safety, convenience and comfort.

Objective 2.3: Ensure that pedestrians and bicyclists can access the public transit system safely, conveniently and comfortably; and that public transit serves all key recreation nodes.

Objective 2.4: Provide the information necessary for residents and visitors to navigate around town on foot, bicycle and transit.

1.2.3. Implementation

Goal 3: Create a plan that clearly identifies the projects and programs necessary for implementation.

Objective 3.1: Provide specific lists of projects that the Town of Mammoth Lakes can incorporate into the Capital Improvement Program. Complete the near-term projects identified in the Trail System Master Plan in the next two years.

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p. 114, Recommendation G5

Recommendation G5: Trail-Oriented Development (TrOD)

Trail-oriented development is an emerging concept formulated to make trails more useful for transportation and to link them with jobs and typical economic activities. While “trail” is used here as a general term, TrOD tends to focus on development opportunities along paved multi-use paths. It is an alternative to typical auto-oriented development—and similar to pedestrian-oriented development—in that it requires that public access be provided and encouraged between paved pathways and adjacent development. One way to encourage TrOD is to use overlay zoning or use-permit requirements along a trail corridor that requires property owners to maintain and enhance access between a multi-use path and surrounding land uses. This should include, but not be limited to, connections between the trail and any future roadways and residential developments adjacent to the path. Urban design guidelines for the “trail zone” can require new development to be physically oriented toward the path by providing—at a minimum—a secondary entrance with a connecting footpath and bicycle parking that faces the trail. Guidelines should prohibit developments that “turn their back” to the multi-use path by placing fencing between the path and the development or by placing undesirable elements such as dumpsters on the trailside end of the property. In the Town of Mammoth Lakes, opportunities for TrOD include the Neighborhood District Planning (NDP) process and upcoming developments. The Community Development Department should require TrOD in NDPs for parcels adjacent to existing for future MUPs. The new Civic Center should encourage non-motorized access by providing entrances with bicycle parking facing the Main Path segment at the northern end of the development. Entrances to the Mammoth Crossing development at the southeast corner of Minaret and Lake Mary Road should be oriented toward the Lake Mary Road Path and provide high quality and visible bicycle parking for summertime path users. For example, buildings in the Snowcreek VIII development should be oriented toward sidewalks and multi-use paths as part of that development. Other opportunities are largely situated on the eastern end of Town where the Main Path traverses institutional, public and industrial areas.

p.115, Recommendation G9

Recommendation G9: Trail and Mobility Needs

The recommended trail system provides both recreational and mobility benefits. However, access to the trail system is part of a larger mobility issue and should be addressed by the Mobility Commission. Recommendations in this plan regarding bus access to recreation nodes and winter maintenance of sidewalk and trail facilities should be considered by the Mobility Commission for inclusion in future mobility planning efforts.

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pp. 174–175, Section 5.2.15

5.2.15. Strategic Implementation Plan

To successfully implement the new wayfinding system along a section of trail, the following schedule of activities/tasks should be completed:

- Inventory of existing and legacy signage systems(s) and analysis as to their desirability for potential inclusion in a new system or removal from field.
- Confirmation of circulation patterns and access points
- Development of a destination list with nomenclature recommendations
- Approval of all information aspects of the program
- Development and review of initial design concepts
- Design direction selection and further development
- Development and refinement of a Sign Message Schedule and Sign Location Plans
- Complete inventory of existing signage Discussion with all participating jurisdictions and agencies concerning the implementation of the plan

Once approvals have been given on the above, the following activities are required to complete the implementation of the complete wayfinding system:

- Documentation of the signage system for pricing and fabrication
- Bidding
- Fabrication period
- Installation period
- Preparation of the final signage reference document

Exact timing would be determined by the progress and complexity of the project as it develops along with scheduled reviews by the project team. Typically, the bidding, fabrication and installation activities take thirteen to fifteen weeks.

Collaborative Processes
Lakes Basin Working Group

p. 116, Recommendation G13

Recommendation G13: Summit Process

Through the public comment process of this plan it became evident there were key issues that could not, and probably should not, be resolved through this document. The concept of summits is being proposed as a means of engaging

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the community, including users, policy-makers and advocates, in a process to address and resolve these key issues. Key issues identified for winter summits include pedestrian-friendly snow management of trails and sidewalks, Nordic system development and programming with jurisdictional support, and snowmobile access within the UGB and beyond. Summer summit issues include soft-surface trail development, motorized access within the UGB and beyond, equestrian system trail development and hiking trail development. The summits intend to address these issues individually. The process will explore perceived conflicts and their reality, review interface issues, identify opportunities for improved experiences and determine resolutions and/or potential policies as needed. The structure of the summits will include public discussions that will review existing conditions and the identification of issues contained within these conditions, develop concepts for potential resolution to constraints, form consensus and/or agreements to pursue and identify actions steps for implementation of resolution. It is anticipated that the summits will be hosted by the Town with outreach and facilitation support provided by MLTPA. A final list of summits will be developed early winter 2009 with convening of summits to begin shortly thereafter. Results of summits may be incorporated as amendments to the Trail system Master Plan as necessary.

p. 141, Recommendation INT1

Recommendation INT1: General Interface Considerations

The areas where soft-surface trails and backcountry areas interface with paved facilities and the urbanized areas of Town should be addressed with great care. Efforts should be made to enhance existing interfaces and develop additional ones as the trail system expands. The recommendations below specifically address interface issues involving MMSA mountain bike trails. Other key interface areas that should be evaluated are the connections between Town and both ends of the Mammoth Rock Trail, the interface between the Lake Mary Road Bike Path and Mammoth Rock Trail, and access/egress issues at Shady Rest and the Hidden Lake/Sherwins area. This effort should also include an analysis of all GIC points on the Urban Growth Boundary (UGB) to identify opportunities for easements and their inclusion in the system of nodes as described in other parts of the Trails Master Plan. Additionally, partnerships between TOML, USFS and MMSA should be developed to address safety issues at interface areas through a combination of rerouting, signage, education, alternative facilities and other methods, as necessary. Trail routing and signage should make it clear where and how trail users are expected to safely transition between soft-surface trails and paved trail facilities or roadways. Appropriate warning signage should be added as necessary to alert other trail and roadway users.

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DESIGN

Guidelines and Standards

MLTS Standards Manual Updates

p.112, Recommendation G1

Recommendation G1: Consistent Naming Conventions

In order to ensure that the trails network is navigable and user-friendly, it is imperative that the naming conventions used are consistent, concise and descriptive. This applies especially to the naming of nodes, pathways and trails. The names of nodes should be brief while providing a first-time user with an idea of the geographic features or experiences that can be accessed from that node. Names with descriptors such as “Lake George”, “Mill City”, “Earthquake Fault”, or “Mammoth Creek” accomplish this, while “Sawmill Cutoff Winter Road Closure” and “Barrow Pit/ Kerry Meadow Access at Sherwin Creek Road” do not. Also, the terms “path” and “trail” should NOT be used interchangeably. The term “path” should be used to describe only paved off-street facilities that can be classified as Class I Bike Paths/Multi-Use Paths. Facilities constructed with decomposed granite may also be called “paths”. “Trail” may be used generally to describe all paved and unpaved facilities as part of a single system (i.e. “trail system” or “trails master plan”). When used specifically, the “trail” should only describe unpaved facilities using natural or soft-surface materials. “Trail” may also be used to describe wooden boardwalk facilities through environmentally-sensitive areas. On-street bikeway facilities should be identified using their descriptive terms rather than their technical classifications used in the California Highway Design Manual (i.e. Class I, II, & III). This means using only the terms “bike lanes” and “bike routes”, rather than “Class I” and “Class II” facilities. The use of classifications is problematic for many reasons. First of all, the technical bikeway classifications are non-descriptive and provide no clue as to what that facility looks like on the ground. The standard signage for these facilities say “bike lane” and “bike route”, not Class I and Class II. Secondly, they infer that some classes of facility are inherently superior to others in terms of level of service to cyclists, when the true level of service can be determined only by context, not facility type. Thirdly, these classifications are only used in the State of California and will be unfamiliar to most other national and international visitors. The classifications are widely misunderstood even in California, and should only be used internally if necessary for engineering purposes. “Bikeways”

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is a general term that encompasses all types of bicycle infrastructure. The term is best used when discussing different types of facilities in plurality or at the system level. A sidewalk should only be called a “sidewalk”, unless it has been built to the standards of a Class I Bike Path facility per the California Highway Design Manual, in which case it should be called a “path” or “multi-use path”. Also see Signage and Wayfinding (Chapter 5).

p. 114, Recommendation G3

Recommendation G3: Uniform Trail Signage

All multi-use paths and soft-surface trails should have uniform signage. “Trail guide signs” should be used at all trail intersections or other locations where there may be confusion caused by unofficial trails or where the intended path becomes less apparent. “Assurance markers” should also be developed and placed periodically along all official trails. These markers should have unique identifiers that can be used by emergency responders to locate trail users in need of assistance. Identifiers should be easy to remember –color coding and the use of mileage—would be better than placing more complex information such as GPS coordinates. Once in place, the GPS coordinates for each unique assurance marker can be placed in a database for use by emergency services. The following section on recreation nodes will provide a recommendation for uniform nodal signage. The signage and wayfinding chapter (Ch. 5) developed by Corbin Design provides a more detailed analysis and recommended designs for most recommended signage types. Assurance markers will have to be designed separately. It should be noted that signage and wayfinding programming will be taking place in a multi-jurisdictional environment and that specific and documented buy-in by the various partners will be necessary in advance of an engaged effort for developing and implementing a system.

p. 115, Recommendation G8

Recommendation G8: Design Guidelines

The Town of Mammoth Lakes should revise Public Works Standard Plans as needed to ensure consistency with the Design Guidelines described in Chapter 6 of this Trail System Master Plan.

p. 118, Recommendation N3

Recommendation N3: Uniform Nodal Signage

Promptly following the adoption of this plan the Town of Mammoth Lakes should work with the Forest Service and MMSA to begin providing uniform signage at all identified recreation nodes. The “Portal Identification Marker” should be used at all portals, parks and trailheads and should be placed on all

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approaching roadways and paved multi-use paths. These signs are large and oriented toward motorist or paved path users to alert them to the location of major nodes where automobile parking and restroom facilities are provided. The “Trail Information Kiosk” should be used at all portals, parks, trailheads, and access/egress points. However, the “Trail Information Kiosks” are designed at a scale where they can only be viewed by trail users and should be located at the points where trails begin. In some cases there will be multiple trails beginning at different locations around a single portal, park or trailhead. In these cases, “Trail Information Kiosks” should be located at the beginning of each trail.

Other types of signage such as “Trail Guide Signs” and “Assurance Markers” will be used along the trails themselves, but not necessarily at recreation nodes. Many of the recreation nodes—especially portals—have existing unique signage that will need to be maintained. Uniform nodal signage should be sited in such a way that it does not interfere with—or get lost among—existing signage. Detailed designs for all signage types can be found in Chapter 5: Signage and Wayfinding. An inventory of existing trail signage should be conducted in advance of implementation of any new system.

pp. 165–184, Chapter 5

CHAPTER 5. SIGNAGE & WAYFINDING

The following chapter details Corbin Design’s analysis of the existing conditions, challenges and requirements of the Town of Mammoth Lakes trail system signage. As the Town of Mammoth Lakes undergoes substantial development, use of the extensive trail system is growing, and the Town has made a significant commitment to work to connect its visitors and residents with nature through signage and wayfinding. It should be noted that trail system signage and wayfinding implementation will need to occur with recognition of a variety of jurisdictions and of other signage systems already in place, including MMSA, USFS, and TOML Municipal.

p. 174, Section 5.2.14

5.2.14. Trail Naming

Trails are easier to find if the name of the trail is carefully defined. Aligning trail names with an existing vernacular that is comfortably used for either a nearby road that supports primary access to the trail or a famous landmark in or near the trail will help users develop a mental map that locates the position of the trail within the environment. Also see Recommendation G1: Naming Conventions.

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pp. 185–243, Chapter 6

CHAPTER 6. DESIGN GUIDELINES

This chapter contains Design Guidelines for the application of bicycle, pedestrian and trail facilities. These are not engineering specifications and are not intended to replace existing applicable mandatory or advisory standards, nor the exercise of engineering judgment by licensed professionals. The document provides information and concepts relevant to the design of bicycle, pedestrian and trail facilities in the Town of Mammoth Lakes. Where applicable the existing relevant standards and specifications have been referenced. In certain cases some material and recommendations contained herein fall outside current standards but are of sound principle and have been employed successfully in many communities throughout the United States and abroad. Other treatments are purely conceptual and were developed to address specific local issues. These conceptual treatments should be implemented on an experimental basis. Any facilities to be built that fall outside the applicable state and local standards will require the approval of the Director of Public Works.

This chapter is organized in the following sections:

- Multi-Use Paths
- On-Street Bicycle Facilities
- Bicycle Parking
- Pedestrian Facilities
- Soft-Surface Trails
- Easements

Each section discusses the standard facility design as well as variations on that design that may be applicable to the Town of Mammoth Lakes. Ancillary features and supporting design elements such as crossings, signage and signalization treatments are also provided.

Trail Alignment Studies

1. SHARP Trails Technical Committee

p. 116, Recommendation G13

Recommendation G13: Summit Process

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p. 150, Recommendation SS1

Recommendation SS1: Snowcreek Meadow Trail

The Town should evaluate the potential to use its 40-foot drainage easement to install a six-foot-wide low-impact boardwalk through the Snowcreek Meadow. This project will reduce opportunities for trail braiding and the associated damage to vegetation. It will also provide accessibility for users of wheelchairs.

p. 150, Recommendation SS2

Recommendation SS2: Summer Soft-Surface Trails outside the UGB

Implement the soft-surface trails outside the UGB shown in Map 4-7. Many of these trails are carried forward from the 1991 Trail System Plan and are described in more detail in Attachment A. Others have been modified slightly to provide a more desirable or environmentally-sound conceptual alignment. All soft-surface trail alignments are conceptual and subject to change based on

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feasibility. Also, consider implementation of trail options described in the Sherwin Area Trails Special Study, included as Attachment B to this report.

2. Lakes Basin Trails Technical Committee

3. Shady Rest/Inyo Craters Trails Technical Committee

p. 116, Recommendation G13

Recommendation G13: Summit Process

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Project Design

- 1. SHARP Trails Project Design**
- 2. Lakes Basin Trails Project Design**
- 3. Shady Rest/Inyo Craters Trails Project Design**

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- Pedestrian Facilities
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- Easements

Each section discusses the standard facility design as well as variations on that design that may be applicable to the Town of Mammoth Lakes. Ancillary features and supporting design elements such as crossings, signage and signalization treatments are also provided.

IMPLEMENTATION

Project-Based Environmental Analysis

1. SHARP Trails Environmental Analysis

2. Lakes Basin Trails Environmental Analysis

3. Shady Rest/Inyo Craters Trails Environmental Analysis

p. 229, Section 6.6.1

Trail Routing Specifications by Soil Type

The Mammoth region has unique soil characteristics that present particular trail development challenges. To mitigate potential undesirable environmental impacts additional guidance is necessary to assure that each trail is located in the correct soil to sustain the proposed Trail Management Objective (TMO).

pp. 231–232, Section 6.6.1

Trail Design Considerations

Sustainable Trails Discussion

A sustainable trail balances many elements. It has very little impact on the environment, resists erosion through proper design, construction, and maintenance, and blends with the surrounding area. A sustainable trail also appeals to and serves a variety of users, adding an important element of

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recreation to the community. It is designed to provide enjoyable and challenging experiences for visitors by managing their expectations and their use effectively.

Adhering to the following trail design and construction guidelines for the Mammoth region will allow for a high-quality recreational experience for trail users while protecting the natural beauty and environmental integrity of the region.

Preferred Use

While many trails are managed as open to a variety of user types, construction and maintenance guidelines should follow those specified for the preferred use. Typically, the preferred use for a trail will be the use type that requires the highest level of construction and maintenance.

Trail Management Objectives

Establishing a TMO prior to designing or constructing a trail will assure that it meets the overall goals of the plan and adheres to the highest principals of sustainability.

Best Routing Location (BRL) Principals

BRL for the preferred user(s) and environmental sustainability are as follows:

Environmental Considerations

- Avoid wet meadows and wetlands.
- Avoid hazardous areas such as unstable slopes, cliff edges, faults, crevasses, embankments and undercut streams, and avalanche prone zones (in the winter).
- Avoid sensitive or fragile historic sites.
- Avoid trail routing that encourages shortcutting. Use natural topography or features to screen short cuts.
- Avoid routing trails too close to other trail systems to minimize trail proliferation and user conflict.

Mountain Bike Trails

- Type 2 trails should be located in steep and rugged terrain or in remote areas of varied topography.
- Type 3 and 4 trails may be located on existing or old road grades where standards are not exceeded.

Equestrian Trails

- Type 2 equestrian trails in the Mammoth region should be located on primarily flat loose soils, where user impacts will be lessened and

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encounters with incompatible users can be minimized through reduced speeds and good sightlines.

- Equestrian use should be supplemented with connecting Type 3 and 4 trails located on existing or old road grades where standards are not exceeded.

Hiking Trails

- Type 1 trails should be located in drainages where terrain is not suitable for other uses.
- Type 2 trails should be located on sideslopes and in canyons where there is the greatest opportunity for elevation gain.
- Hikers are drawn by destinations (views, peaks, interpretive sites) so focus trail routes on these special landscape features.
- Type 3 and 4 trails should be located to provide short walks to a main destination accessible by users of all abilities.

**Easements/Access Negotiations
Sherwins Egress**

p. 115, Recommendation G9

Recommendation G9: Trail and Mobility Needs

The recommended trail system provides both recreational and mobility benefits. However, access to the trail system is part of a larger mobility issue and should be addressed by the Mobility Commission. Recommendations in this plan regarding bus access to recreation nodes and winter maintenance of sidewalk and trail facilities should be considered by the Mobility Commission for inclusion in future mobility planning efforts.

p. 116, Recommendation G10

Recommendation G10: Future Access Easements

The Town of Mammoth Lakes should study the potential to acquire additional easements to improve recreational access to public lands. An analysis of land ownership and recreational access potential at all GIC points along the UGB would be an important first step in this process.

Project Implementation/Construction

1. SHARP Trails Implementation/Construction

2. Lakes Basin Trails Implementation/Construction

3. Shady Rest/Inyo Craters Trails Implementation/Construction

4. Signage and Wayfinding Projects

p. 17, Section 1.2.3

1.2.3. Implementation

Goal 3: Create a plan that clearly identifies the projects and programs necessary for implementation.

Objective 3.1: Provide specific lists of projects that the Town of Mammoth Lakes can incorporate into the Capital Improvement Program. Complete the near-term projects identified in the Trail System Master Plan in the next two years.

p. 26, Section 2.2

2.2. Jurisdictional Issues

The agencies with the most direct jurisdiction over the facilities discussed in this plan are the Town of Mammoth Lakes, the U.S. Forest Service, and Caltrans.

p. 265, Section 8.1

8.1. Phasing

The projects identified in the plan as “Near-Term” will be implemented first. Other recommended projects will be implemented as opportunities arise and funding becomes available. The Town of Mammoth Lakes should continue to work with local stakeholders, non-profit organizations and agency partners to identify priority projects. The Town should develop a process for prioritizing recommended projects based on public input, funding availability, and the ability of the project to add immediate value to the existing trail system. Project that complete the Main Path “Loop” should receive high priority. Projects that will provide clear and immediate benefits for public safety should also be prioritized. There should be flexibility built into the prioritization process in order to enable the Town of Mammoth Lakes to respond effectively and efficiently to changing needs. Project prioritization and phasing will ultimately be determined through the Master Facility Plan (MFP) process. The MFP establishes capital projects that the Town desires to implement in the future. The MFP contains a schedule of Project Cost Estimates that cover a five year projection of financing and a needs list that allocates what funding comes from Developer Impact Fees (new development) as well as what is needed from other sources (existing development). The Capital Improvement Projects list is informed by the MFP.

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OPERATION

Management Plan

MLTS Management Program

p. 24, Section 1.3.10

1.3.10. MLTPA MOU

The Mammoth Lakes Trails and Public Access Memorandum of Understanding, or MLTPA MOU, is a non-binding document whose purpose is to ‘...establish and provide a working public/private cooperative framework, or collaborative planning process, directed toward the establishment and maintenance of a system of public trails providing reasonable access to and enjoyment of public lands that are both within and surround the Town.’ The MLTPA MOU further defines the area of influence as follows: ‘The Town’s Area of Influence consists of approximately 125 square miles of land surrounding the Town. Subject to more precise planning or mapping, that shall become the Area of Influence for the application of this MOU and any agreements among the parties, or any of them, which may come about as a result of this MOU.’ As of January 1, 2009, signatories to the MLTPA MOU are as follows: Inyo National Forest, Town of Mammoth Lakes, County of Mono, Mammoth Community Water District, Mammoth Lakes Fire Protection District, Mammoth Mountain Ski Area, California Department of Transportation, the Mammoth Lakes Trails and Public Access Foundation, and Friends of the Inyo.

p. 116, Recommendation G12

Recommendation G12: Coordination with Local Non-Governmental Organizations

The Town of Mammoth Lakes should seek opportunities to form partnerships with local non-governmental organizations that may be able to assist in the planning, development and/or maintenance of the trail system.

p. 293, Glossary of Terms

Trail Management Objectives (TMOs) – Trail Management Objectives (TMOs) are fundamental building blocks for trail management. TMOs tier from and reflect forest plan, travel management and/or trail-specific management direction. TMOs synthesize and document, in one convenient place, the management intention for the trail, and provide basic reference information for subsequent trail planning, management, condition surveys, and reporting.

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Governance

MLTS Coordinating Committee

p. 24, Section 1.3.10

1.3.10. MLTPA MOU

The Mammoth Lakes Trails and Public Access Memorandum of Understanding, or MLTPA MOU, is a non-binding document whose purpose is to ‘...establish and provide a working public/private cooperative framework, or collaborative planning process, directed toward the establishment and maintenance of a system of public trails providing reasonable access to and enjoyment of public lands that are both within and surround the Town.’ The MLTPA MOU further defines the area of influence as follows: ‘The Town’s Area of Influence consists of approximately 125 square miles of land surrounding the Town. Subject to more precise planning or mapping, that shall become the Area of Influence for the application of this MOU and any agreements among the parties, or any of them, which may come about as a result of this MOU.’ As of January 1, 2009, signatories to the MLTPA MOU are as follows: Inyo National Forest, Town of Mammoth Lakes, County of Mono, Mammoth Community Water District, Mammoth Lakes Fire Protection District, Mammoth Mountain Ski Area, California Department of Transportation, the Mammoth Lakes Trails and Public Access Foundation, and Friends of the Inyo.

p. 116, Recommendation G11

Recommendation G11: Trail Coordinator

The Town of Mammoth Lakes should consider the creation of a Trail Coordinator position. The Trail Coordinator’s responsibilities could include oversight for the implementation of this Trail System Master Plan, ensuring that all future planning and infrastructure development efforts in the area are consistent with this Trail System Master Plan, and coordinating with relevant partner agencies and organizations.

p. 116, Recommendation G12

Recommendation G12: Coordination with Local Non-Governmental Organizations

The Town of Mammoth Lakes should seek opportunities to form partnerships with local non-governmental organizations that may be able to assist in the planning, development and/or maintenance of the trail system.

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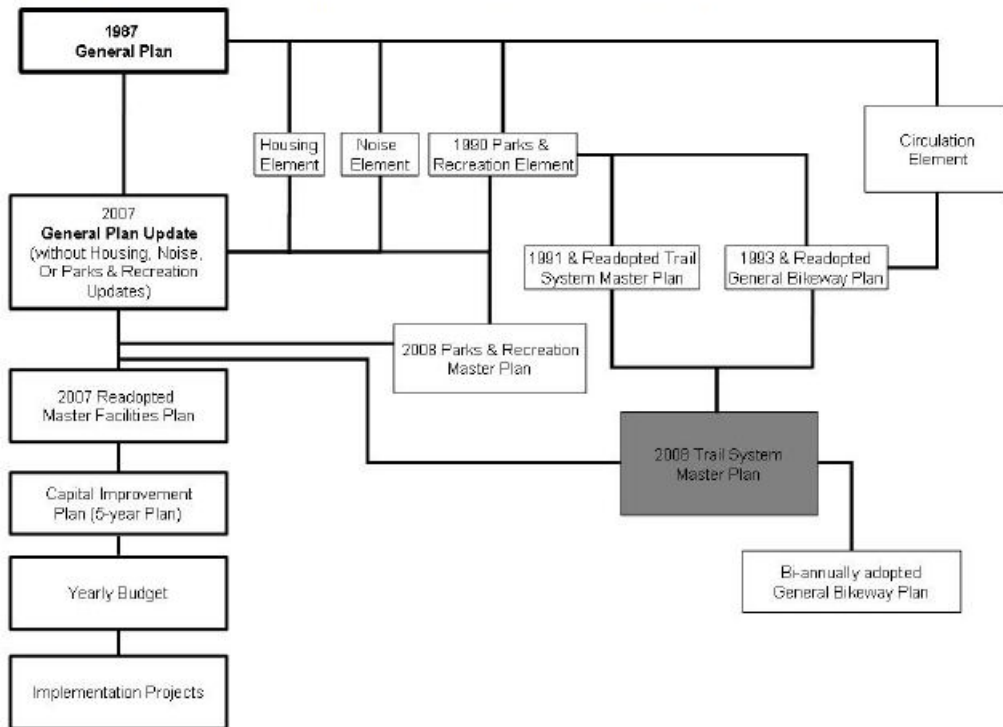
MLTS Facilities for TOML CIP

pp. 18–24, Section 1.3

1.3. Existing Plans, Policies and Data Sources

The Mammoth Lakes Trail System Master Plan will build on and conform to existing plans and policies. This section describes the key planning and policy documents and their relationship to the Mammoth Lakes Trail System Master Plan. In summary, the Mammoth Lakes Trail System Master Plan will conform to the Town’s Vision Statement and General Plan; carry forward and replace the recommendations from the General Bikeway Plan and the 1991 Trail System Plan; and be informed by the Physical Development and Mobility Plan/Study and the Parks and Recreation Master Plan.

Figure 1-1. Relationship of Trail System Plan to other Town Plans and Processes



1.3.1. Town of Mammoth Lakes General Plan (2007)

The General Plan is the key document guiding development and the provision of public services in TOML. It provides a broad community vision and detailed lists of goals and policies to guide development. Many of the goals and policies listed in the General Plan are addressed through this Mammoth Lakes TSMP. Most specifically, the General Plan calls for the development of a “Master Plan for an integrated trail system.” Figure 1-2 shows the General Plan goals that are most

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directly linked to this effort. The Mammoth Lakes TSMP conforms to these and all other goals and policies of the General Plan. As a component of the 2007 General Plan Update, the Mammoth Lakes Town Council established land use policies creating a Neighborhood District Planning (NDP) process, a series of land use planning efforts for identified “neighborhood districts” within the Town of Mammoth Lakes. These Neighborhood District Plans were not designed to be coordinated with the CAMP trails planning effort. It was determined that the individual Neighborhood District Plans would provide trail and public access planning within the boundaries of the individual districts and ensure connectivity to neighboring districts, existing infrastructure, and be coordinated with the recommendations of the Trail System Master Plan. The NDP process is described in more detail in section 1.37.

Figure 1-2. General Plan Community Vision and Selected Goals

Community Vision

Surrounded by uniquely spectacular scenery and diverse four-season recreational opportunities, the community of Mammoth Lakes is committed to providing the very highest quality of life for our residents and the highest quality of experience for our visitors.

To achieve this vision, Mammoth Lakes places a high value on:

1. Sustainability and continuity of our unique relationship with the natural environment. As stewards, we support visitation and tourism as appropriate means to educate and share our abundant resources. We are committed to the efficient use of energy and continuing development of renewable resources.
2. Being a great place to live and work. Our strong, diverse, yet cohesive, small town community supports families and individuals by providing a stable economy, high quality educational facilities and programs, a broad range of community services and a participatory Town government.
3. Adequate and appropriate housing that residents and workers can afford.
4. Being a world-renowned year-round resort community based on diverse outdoor recreation, multi-day events and an ambiance that attracts visitors.
5. Protecting the surrounding natural environment and supporting our small town atmosphere by limiting the urbanized area.
6. Exceptional standards for design and development that complement and are appropriate to the Eastern Sierra Nevada mountain setting and our sense of a “village in the trees” with small town charm.
7. Offering a variety of transportation options that emphasize connectivity, convenience and alternatives to use of personal vehicles with a strong pedestrian emphasis.

Parks, Open Space, and Recreation

Trail System

P.3 GOAL: Create a Master Plan for an integrated trail system that will maintain and enhance convenient public access to public lands from town.

Connected Throughout

P.5 GOAL: Link parks and open space with a well-designed year-round network of public corridors and trails within and surrounding Mammoth Lakes.

Mobility

In-Town Transportation

M.3 GOAL: Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards.

Walking and Bicycling

M.4 GOAL: Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive

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1.3.2. Trail System Plan (1991)

The 1991 Town of Mammoth Lakes Trail System Plan outlined the development of a trail system comprised of a paved “Main Path” forming a loop around town and a series of “Future/Alternative” trails extending out from the Main Path into the Mammoth Mountain Ski Area and other National Forest Lands. The plan described the primary uses to be accommodated on the Main Path as walking, jogging, mountain biking, cross-country skiing and road biking. Much of the “Main Path” system described in this plan has since been constructed. The recommendations of the 1991 Trail System Plan will be evaluated and considered for inclusion in the Trails Master Plan. Once adopted, this Trails Master Plan will replace the 1991 Trail System Plan.

1.3.3. General Bikeway Plan (1995-2008)

The General Bikeway Plan was originally developed and adopted in 1995. The plan has since been amended and/or readopted in 1996, 1997, 2002, and 2008. The primary purpose of these amendments and re-adoptions has been to renew its eligibility for Bicycle Transportation Account funding from Caltrans. The recommendations in the General Bikeway Plan have been evaluated and considered for inclusion in this TSMP. However, due to bi-annual updating requirements, the GBP will not be replaced by this document.

1.3.4. Sidewalk Master Plan (1997/2003)

The Sidewalk Master Plan for the Town of Mammoth Lakes was developed in 1997 and updated in 2003. As part of the 2003 update, the Planning Commission determined that the plan is exempt under the California Environmental Quality Act (CEQA). The plan recommends sidewalks on both sides of most major roadways or areas with high pedestrian activity. The plan recommends sidewalks on only one side of most collector streets or those that provide access to schools or other major destinations. While this Trail System Master Plan discusses sidewalk infrastructure in the context of providing access to the recreational trail system, any recommendations related to sidewalk infrastructure would need to be evaluated and adopted in a future revision of the Sidewalk Master Plan before they can be implemented.

1.3.5. Physical Development and Mobility Study (2006)

Originally the “Physical Development and Mobility Plan”, this document started off as a planning effort to coordinate land use and transportation planning with other community goals such as open space, recreation, and environmental sustainability. The document describes the latest planned development, trails and mobility projects. It also provides updated roadway cross-sections and assigns departmental responsibility for each element of implementation. Since the document was never adopted by the Town Council as a “Plan”, it retains the official title of “Study”. The Town will be initiating a new mobility planning effort

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for adoption by the Town Council in 2009. The relevant recommendations in this TSMP will be considered in the forthcoming mobility planning effort.

1.3.6. Draft Parks and Recreation Master Plan (2008)

The Town of Mammoth Lakes Draft Parks and Recreation Master Plan is being developed concurrently with the Mammoth Lakes Trail System Master Plan. It will provide guidance for enhancing existing parks and developing new park facilities for recreation and enjoyment.

1.3.7. Neighborhood District Plans

A Neighborhood District Plan (NDP) is a planning tool used to assist the Town of Mammoth Lakes in the evaluation, analysis and processing of permit applications for Major Land Use Developments. The NDP process is designed to help determine whether a development project is consistent with the goals and objectives of the General Plan and the character of the surrounding district.

1.3.8. MLTPA GIC

The “MLTPA GIS Inventory Contract” (MLTPA GIC) is an inventory of significant points of public access to recreation amenities as well as identified points of jurisdictional importance in the Mammoth Lakes area. The origins of the MLTPA GIC lie in a report prepared by MLTPA, the “Mobility Plan Resources Report” (MPRR), presented on July 26, 2006, to a joint meeting of the TOML Planning, Tourism & Recreation, and Public Arts commissions. Recognizing the need for a more robust iteration of the MPRR, TOML Tourism & Recreation Director Danna Stroud worked with MLTPA and subsequently drafted an Agenda Bill for the Town Council meeting of August 16, 2006. The bill requested that Town Council vote to approve a contract for MLTPA to conduct a more thorough, extensive, and technically sophisticated survey of Points of Public Access (PPAs) in the region as were initially identified by the MPRR. Town Council unanimously approved this contract with MLTPA “...for the completion of a comprehensive map and inventory of all trails and points of public access between the Town’s urban limit, the Town boundary and the surrounding public lands.” The MLTPA GIC Inventory was then created by “point of public access” (PPA) identification, with consideration to the practical implications of a PPA system, seasonal realities including winter and summer, and a scope of work area. The original MPRR PPA information was used as a baseline for the MLTPA GIC Inventory. MLTPA GIC data was collected using analog field sheets created for each PPA, describing the location, outdoor recreation activities accessed from the PPA, special circumstances, and facilities, with photos of each site’s condition, location, and signage, prior to the transcription of the collected information into a digital database. The MLTPA GIC currently exists as a “living” PDF document as well as verified GIS data.

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1.3.9. GIS Database

Sources of GIS data for the trails planning effort came from a variety of sources including the Town of Mammoth Lakes, the Inyo National Forest, Mono County, Mammoth Mountain Ski Area and MLTPA, which field collected and developed data over the course of the planning effort. However, a reliable combined data source of GIS data from all federal, state, county, municipal and private sources in the Mammoth Lakes region does not currently exist. There is a strong need for data to be combined into a single, central, and reliable resource.

1.3.10. MLTPA MOU

The Mammoth Lakes Trails and Public Access Memorandum of Understanding, or MLTPA MOU, is a non-binding document whose purpose is to ‘...establish and provide a working public/private cooperative framework, or collaborative planning process, directed toward the establishment and maintenance of a system of public trails providing reasonable access to and enjoyment of public lands that are both within and surround the Town.’ The MLTPA MOU further defines the area of influence as follows: ‘The Town’s Area of Influence consists of approximately 125 square miles of land surrounding the Town. Subject to more precise planning or mapping, that shall become the Area of Influence for the application of this MOU and any agreements among the parties, or any of them, which may come about as a result of this MOU.’ As of January 1, 2009, signatories to the MLTPA MOU are as follows: Inyo National Forest, Town of Mammoth Lakes, County of Mono, Mammoth Community Water District, Mammoth Lakes Fire Protection District, Mammoth Mountain Ski Area, California Department of Transportation, the Mammoth Lakes Trails and Public Access Foundation, and Friends of the Inyo.

p. 130, Recommendation MUP1

Recommendation MUP1: Near-Term MUP Projects

Near-term projects are those which are funded, designed, and/or under construction. Continue to pursue rapid implementation of all near-term MUP bikeway projects as planned or under construction. Table 4-4 lists near-term projects scheduled to be completed over the next two years, which will add over nine miles of multi-use path.

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Table 4-4. Near-term Multi-Use Path Projects

Street	Start	End	Length (ft)	Length (mi)
Lake Mary Road Path ¹	Canyon Blvd	Horseshoe Lake	27,984	5.30
Old Mammoth Rd (Main Path 4b)	Ski Trail	Minaret Road	2,521	0.48
Waterford Bridges ²	Main Path	Main Path	1,499	0.28
Sherwin / North St Bridge	Main Path	Sherwin / North Street	105	0.02
Manzanita/ Hidden Creek Connector	Manzanita Rd	Hidden Creek	500	0.95
TOTAL				9.58

1. The Lake Mary Road Path was not identified in the Trail System Plan. The General Bikeway Plan called for bike lanes on Lake Mary Road.

2. Carried forward from the 1991 Trail System Plan. Length calculation for Waterford project.

p.131, Recommendations MUP4

Recommendation MUP4: Multi-Use Paths Outside the UGB

The Town, with its partners should implement the following multi-use paths outside the UGB. The following projects were identified in the 1991 Trail System Plan as “Future/Alternative” paths.

Table 4-7. Multi-Use Path Extensions Outside the UGB

Name	Start	End	Length (Feet)	Length (mi)
Shady Rest Park Path Extension	N Terminus of Shady Rest Path	Welcome Center	6,769	1.28
Forest Trail to Shady Rest Connector	Forest Trail	Shady Rest Park Path	2,792	0.53
Knolls Path (south route)	Community Center Park	Shady Rest Path at Sawmill Cutoff Road	14,098	2.67
Mammoth Creek Path	Main Path	Eastern Terminus of Mammoth Creek Road*	5,596	1.06
TOTAL			29,255	5.54

The Shady Park Path Extension follows an alignment that more closely resembles the original alignment from the 1991 Trail System Plan. The modified route would travel from the current terminus of the paved path and follow the tree line, traveling just north of the proposed staging area at GIC 67, and then turning west to connect back to the Welcome Center for a complete loop. In addition, this new trail would form the proposed modified OSV closure boundary in winter and provide a key loop for the Shady Rest Nordic system.

The Forest Trail to Shady Rest Campground Connector was also identified in the 1991 Trail System Plan. It will improve trail access to Shady Rest for the residents living north of Main Street and provide access for a future Knolls/Overlook Trail.

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A Knolls Path (south route) has been recommended between the Shady Rest Path at Sawmill Cutoff Road and the Community Center Park. The alignment runs just outside the UGB to the north of Forest Trail and around the Knolls neighborhood before connecting into the Community Center parking lot. Identifying the alignment with the most suitable grades will be an important element in the design of this project.

A Mammoth Creek Path could be constructed on or adjacent to Mammoth Creek Road. Either of these alignments has the potential to extend the reach of the recreational network and provide an alternative to Highway 203 for long distance road rides and a potential commuter route for Crowley residents. This project would require coordination with the Forest Service and take into consideration environmental issues and the potential impacts to existing users of these unpaved roadways.

p. 133, Recommendation X1

Recommendation X1: Design of At-Grade MUP Crossings

The basic design elements of at-grade crossings should be uniform wherever possible. Particular locations may require additional safety measures and/or unique treatments based on context (see Design Guidelines in Chapter 6). At-grade MUP crossings should be limited to crossings of local or collector streets.

p. 133, Recommendation X2

Recommendation X2: Specific Intersection and Mid-Block Crossing Improvements

Conduct an engineering analysis of all pedestrian crossings and identify where improvements are most needed. **Table 4-8** lists locations that are important for existing and future in-town trail access. The engineering analysis should consider the full range of recreational users likely to be active at the specific intersection or mid-block crossing. These locations are important for providing access between trails, recreation nodes, residential areas and activity centers. Raised medians along major roadways could be considered to create refuges for crossing pedestrians and recreation users and to reduce the amount of roadway surface requiring snow removal during winter months. See the Design Guidelines (Chapter 6) for examples of crossing treatments.

p. 133, Recommendation X3

Recommendation X3: Grade-Separated MUP Crossings

Grade-separated MUP crossings should be used for all MUP crossings of arterial streets. Tunnels are the preferred form of grade-separation and the design

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currently used by the Town of Mammoth Lakes should be used for all future crossings with proper width and height for grooming equipment. Retrofit should be considered for existing tunnels that do not allow for snow grooming. See Design Guidelines (Chapter 6) for a more detailed discussion of tunnel design. The only new tunnel recommended in this plan would be located under Minaret Road just north of Old Mammoth Road. In cases where this type of crossing is technically infeasible or cost-prohibitive, signalized at-grade crossings may be considered.

p. 142, Recommendation P1

Recommendation P1: Sidewalk to Major Roadway Ratio

The Town of Mammoth Lakes should achieve a minimum Sidewalk to Major Roadway Ratio of 1.6 to 1 over the next five years. This minimum ratio can be achieved by including sidewalks on both sides of all arterial streets and at least on one side of all collector streets. Where feasible and desirable, this ratio can be increased by adding sidewalks to both sides of important collector streets such as those serving schools or major activity centers. The construction of mid-block sidewalks where no roads currently exist will allow the Town of Mammoth Lakes to improve this ratio further and will greatly enhance the pedestrian experience and encourage “feet first” mobility. This recommendation is supported by the ones that follow.

p. 142, Recommendation P2

Recommendation P2: Sidewalks along Major Roads

Construct sidewalks on all primary and secondary major roads or arterials where they do not already exist. Existing multi-use paths (MUPs) directly adjacent to roadways, may substitute for a sidewalk facility on that side of the road. A sidewalk or MUP should be located on both sides of all major roadways within the UGB except in areas there are significant physical constraints and low-levels of pedestrian activity. This will add approximately 5.6 miles of sidewalk.

p. 142, Recommendation P3

Recommendation P3: Sidewalks along Collector or Local Streets

Collector streets should have a sidewalk on at least one side whenever possible. Sidewalks may or may not be feasible or desirable on local streets as they may require tree removal or roadway widening that would significantly impact the character of the roadway.

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p. 142, Recommendation P4

Recommendation P4: Mid-Block Pedestrian Connectors

Mid-block pedestrian connectors should be considered in areas where pedestrian activity is high and where key destinations are located. These connectors are not roadway crossings, but pedestrian-only shortcuts that exist where vehicular roadways do not. In areas where existing streets end, pedestrian connectors that allow pedestrians to continue through to a nearby roadway or commercial area are highly desirable. These facilities can improve pedestrian mobility in general and shorten the distance between one's home and recreational trail facilities. These should be established as opportunities arise through new developments and the NDP process.

Sidewalk Maintenance Discussion

Sidewalk construction is a significant investment in both mobility and public safety. Mobility is required year-round and the safety benefits of sidewalks are even more important during wintertime when roadway and weather conditions present additional hazards and when the Town's population is highest. These mobility and safety concerns suggest the need for all existing and future sidewalks (including mid-block connectors) to be cleared within a maximum of 24 hours from end of snowfall. This should be achieved through the use of geothermal heating, assessment districts, and/or the assignment of responsibility for sidewalk snow removal to adjacent property owners through the adoption of an ordinance. For a more detailed maintenance discussion and recommendations, please see Operations and Maintenance (Chapter 7). **Maps 4-5 and 4-6** shows all existing, near-term and recommended sidewalks in the Town of Mammoth Lakes. **Map 4-5** show pedestrian facilities and crossing improvements in the context of the summer trail system, and **Map 4-6** shows pedestrian facilities and crossing improvements in the context of the winter trail system. The proposed sidewalk network is recommended to be available year-round. These recommendations are generally consistent with the 1997/2003 Sidewalk Master Plan. This Trail System Master Plan is also recommending a sidewalk on the south side of Old Mammoth Road, west of Sherwin Creek Road. This segment is necessary because of upcoming development in the area that will generate additional pedestrian activity and the lack of safe crossing options for residents on the south side of Old Mammoth Road. This recommendation is also based on public input about poor walking conditions in that area.

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p. 156, Recommendation A1

Recommendation A1: Multi-Use Paths and Trails Assessment

Perform a full assessment of all access routes, multi-use paths and trails using the Universal Trail Assessment Process (UTAP) to identify potential accessibility improvements.

p. 156, Recommendation A2

Recommendation A2: Pedestrian Assessment

Perform a full assessment of all pedestrian routes and elements in the town using the Sidewalk Assessment Process to identify potential accessibility improvements.

p. 156, Recommendation A3

Recommendation A3: Signage and Information

Include grade and other accessibility information on trailhead signage and user maps. **Figure 4-6** provides an example.

p. 156, Recommendation A4

Recommendation A4: Pathway Surface Materials

Accessibility concerns should factor into the selection of surface materials for all multi-use paths and pedestrian facilities. If surface materials other than concrete or asphalt are used, TOML should ensure that these surfaces are stabilized in order to maintain a smooth, firm surface. For example, decomposed granite should be stabilized wherever used.

p. 265, Section 8.1

8.1. Phasing

The projects identified in the plan as “Near-Term” will be implemented first. Other recommended projects will be implemented as opportunities arise and funding becomes available. The Town of Mammoth Lakes should continue to work with local stakeholders, non-profit organizations and agency partners to identify priority projects. The Town should develop a process for prioritizing recommended projects based on public input, funding availability, and the ability of the project to add immediate value to the existing trail system. Project that complete the Main Path “Loop” should receive high priority. Projects that will provide clear and immediate benefits for public safety should also be prioritized. There should be flexibility built into the prioritization process in order to enable

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the Town of Mammoth Lakes to respond effectively and efficiently to changing needs.

Project prioritization and phasing will ultimately be determined through the Master Facility Plan (MFP) process. The MFP establishes capital projects that the Town desires to implement in the future. The MFP contains a schedule of Project Cost Estimates that cover a five year projection of financing and a needs list that allocates what funding comes from Developer Impact Fees (new development) as well as what is needed from other sources (existing development). The Capital Improvement Projects list is informed by the MFP.

MLTS Quarterly Reporting

No citations available.

MLTS Annual Budget Coordination

pp. 258–259, Section 7.4

7.4. Maintenance Budget and Costs

The responsibility of maintaining the Town’s trails, bikeways, and sidewalks fall under the purview of two departments—Public Works and Tourism and Recreation. The following pages discuss the costs of this maintenance.

Table 7-2. Tourism & Recreation Budget

Tourism and Recreation Expenditures	Fiscal Year 2005-2006 Final Budget	Fiscal Year 2006-2007 Final Budget	Fiscal Year 2007-2008 Final Budget
Main Street Landscaping Maintenance	59,962	80,027	102,358
Parks Maintenance	365,643	440,561	489,702
Tourism Loan to Fractional District for Parks Maintenance		111,689	109,138
Trail System Maintenance	25,000	30,000	35,000
Total Maintenance Expenditures	450,605	662,277	736,198
Total Departmental Expenditures	\$ 3,555,169	\$ 3,642,646	\$ 3,931,358

Interagency Coordination Mammoth Trails

p. 116, Recommendation G12

Recommendation G12: Coordination with Local Non-Governmental Organizations

The Town of Mammoth Lakes should seek opportunities to form partnerships with local non-governmental organizations that may be able to assist in the planning, development and/or maintenance of the trail system.

p. 155, Recommendation E7

Recommendation E7: NGO's / Mammoth Trails

Support the development of an ongoing, organized, "local knowledge" based resource group(s), with expert technical knowledge on a variety of recreation activities, event coordination/promotion, and the long term stewardship commitment to inform all aspects of the Mammoth Lakes Trail system. An emerging NGO known as Mammoth Trails is a confederation of "... structured, sports and recreation-based organizations willing to share resources and engage collaboratively...", formally established by charter in April of 2008, and represents this kind of engagement effort. The mission of this unique and regularly convening collection of local user groups, agencies and enterprises is to inspire and create exceptional recreation experiences. Mammoth Trails can serve as a key resource for local user knowledge for the Mammoth Lakes trail system.

Fundraising MLTS Grants MLTS Fundraising

pp. 273–282, Section 8.3

8.3. Funding

Funding that can be used for bicycle, pedestrian and recreational trail projects, programs and planning comes from all levels of government. This section covers federal, state, regional and local sources of bicycle and pedestrian funding, as well as some non-traditional funding sources that may be used for bicycle and pedestrian projects.

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8.3.1. Local Funding Sources

Tax Measure R

Measure R is a half-cent sales tax initiative to raise and secure a stable funding source for local parks, recreation and trails, in The Town of Mammoth Lakes. Measure R funds can be used "...only for the planning, construction, operation, programming and administration of all trails, parks and recreation facilities managed by the Town of Mammoth Lakes without supplanting existing parks and recreation facility maintenance funds." Measure R passed with 72 % of the vote on June 3, 2008. Collection of funds started on October 1, 2008 by the State Board of Equalization. The Town Tourism & Recreation Commission will administer the process by which projects will be considered, reviewed, and funded with Measure R monies.

APPLICATION TYPE OF PROJECTS FUNDED

Transportation Development Act

Transportation Development Act Article 3 funds are state block grants awarded monthly to local jurisdictions for transit, bicycle and pedestrian projects in California. Funds for pedestrian projects originate from the Local Transportation Fund, which is derived from a ¼ cent of the general state sales tax. Local Transportation Funds are returned to each county based on sales tax revenues. Article 3 of the Transportation Development Act sets aside 2% of the Local Transportation Funds for bicycle and pedestrian projects. Eligible pedestrian and bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5% of funds); and development of comprehensive bicycle or pedestrian facilities plans. A city or county may use these funds to update their bicycle and pedestrian plan not more than once every five years. These funds may be used to meet local match requirements for federal funding sources.

Developer Impact Fees

Fees placed on new development can be used as local matching funds to attract funding from other grant sources.

8.3.2. Statewide Funding Sources

The State of California uses both federal sources and its own budget to fund the following bicycle and pedestrian projects and programs.

- Sierra Nevada Conservancy: Proposition 8 Proposition 84
- California River Parkways Program
- Bicycle Transportation Account
- Habitat Conservation Funds
- Environmental Enhancement Mitigation Program
- Wildlife Conservation Board Public Access Program

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- Community Based Transportation Planning Demonstration Grant Program

8.3.3. Federal Funding Sources

Specific funding programs under the federal transportation bill for bicycle and pedestrian facilities that might be potential funding sources for the Mammoth Lakes Trails Master Plan include:

- Federal Lands Highway Funds
- Transportation, Community and System Preservation Program
- Recreational Trails Program
- Federal Lands Highway Funds
- Transportation, Community and System Preservation Program
- Recreational Trails Program
- Land and Water Conservation Fund
- American Greenways Program

Website

MLTS Website

p. 154, Recommendation E2

Recommendation E2: Annual Events / Coordinated Activity Calendar

There are numerous opportunities for Mammoth Lakes to promote special events, tours and club functions related to the trail system through a paper and web-based event calendar. This can include ongoing local events such as the Century Bike Ride, guided hiking tours, Marathon/Triathlon events and trail clean-up days as part of the National Trails Day celebration. These types of events can provide public awareness, visibility for sponsors and fundraising opportunities for the trail system.

p. 166, Section 5.1

Communication across this continuum must be consistent. We know that a diverse audience uses many different resources to navigate an environment, so the verbal and visual landmarks expressed must be consistent across media. Web, broadcast, print and signage elements will speak in the same voice as the visitor learns about the environment.

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Information Systems
MLTS Data Library

p. 23, Section 1.3.8

1.3.8. MLTPA GIC

The “MLTPA GIS Inventory Contract” (MLTPA GIC) is an inventory of significant points of public access to recreation amenities as well as identified points of jurisdictional importance in the Mammoth Lakes area. The origins of the MLTPA GIC lie in a report prepared by MLTPA, the “Mobility Plan Resources Report” (MPRR), presented on July 26, 2006, to a joint meeting of the TOML Planning, Tourism & Recreation, and Public Arts commissions. Recognizing the need for a more robust iteration of the MPRR, TOML Tourism & Recreation Director Danna Stroud worked with MLTPA and subsequently drafted an Agenda Bill for the Town Council meeting of August 16, 2006. The bill requested that Town Council vote to approve a contract for MLTPA to conduct a more thorough, extensive, and technically sophisticated survey of Points of Public Access (PPAs) in the region as were initially identified by the MPRR. Town Council unanimously approved this contract with MLTPA “...for the completion of a comprehensive map and inventory of all trails and points of public access between the Town’s urban limit, the Town boundary and the surrounding public lands.” The MLTPA GIC Inventory was then created by “point of public access” (PPA) identification, with consideration to the practical implications of a PPA system, seasonal realities including winter and summer, and a scope of work area. The original MPRR PPA information was used as a baseline for the MLTPA GIC Inventory. MLTPA GIC data was collected using analog field sheets created for each PPA, describing the location, outdoor recreation activities accessed from the PPA, special circumstances, and facilities, with photos of each site’s condition, location, and signage, prior to the transcription of the collected information into a digital database. The MLTPA GIC currently exists as a “living” PDF document as well as verified GIS data.

p. 23, Section 1.3.9

1.3.9. GIS Database

Sources of GIS data for the trails planning effort came from a variety of sources including the Town of Mammoth Lakes, the Inyo National Forest, Mono County, Mammoth Mountain Ski Area and MLTPA, which field collected and developed data over the course of the planning effort. However, a reliable combined data source of GIS data from all federal, state, county, municipal and private sources in the Mammoth Lakes region does not currently exist. There is a strong need for data to be combined into a single, central, and reliable resource.

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p. 127, Recommendation N8

Recommendation N8: Updates to the GIC Database

The GIC database should be continually updated to reflect the latest inventory and status of relevant point-based geographic data in the area. Activity centers as defined in the plan should be included and updated and new activity centers are identified by TOML and partner agencies. Destinations should be defined and added to the database for standardized use in all recreation based mapping. Whenever, a GIC point is renamed and/or becomes officially recognized as a recreation node, the GIC should be updated to reflect that change.

p. 174, Section 5.2.13

5.2.13. GIS/GPS

Geographic Information Systems (GIS) and Global Positioning Systems (GPS) play a central role in the trails planning process; the possibility of delivering wayfinding system information to handheld device users on the trail system should be explored. These systems offer a number of advantages, the foremost being safety. In the event of an accident or injury, stated GPS coordinates can allow users to call for help and provide their exact location to emergency responders.

p. 284, Section 9.2.3

9.2.3. Recreational Activity

- User counts at strategic locations (recreation nodes)
- Surveys of schoolchildren about their recreational behaviors

Interpretive

MLTS Interpretive Program

p. 114, Recommendation G4

Recommendation G4: Interpretive Signage

In addition to the uniform trail signage designed to provide wayfinding and trail-specific information, more customized interpretive signage should also be developed for the trail system. The first step in this process should be the identification of locations along trails within the UGB which provide the best opportunities for interpretive signage. Some examples include the bridge in Mammoth Creek Park west, the Main Path at Snowcreek Meadow, and the northeast terminus of Lake Mary Path. Once the sites and general subject matter of the interpretive installations are identified, the process of designing the interpretive signage installations should begin. The design process should involve

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the community at large and professionals with expertise in the selected subject matter. The information provided at each interpretive installation should be based on the experiences, knowledge and interests of its expected audience.

pp. 170–171, Section 5.2.5

5.2.5. Information Categories

Category 5: Interpretive or Desired

Category 5: Interpretive

- Provide visitors with historic, scenic or interesting information along the trail
- Design should coordinate visually with the wayfinding signage

pp. 177–181, Section 5.5

5.5. Signage Vocabulary

Interpretive Signs

These provide educational information to trail users to help establish not only knowledge of the area, but a relationship with the trail experience. The ultimate goal is to convey stewardship in the minds of the users.

Regulations/Enforcement

MLTS Trail Patrol

p. 155, Recommendation E6

Recommendation E6: Establish a Trail Patrol

Mammoth Lakes can establish a volunteer-based trail patrol through MLTPA, the Mammoth Snowmobile Association, Mammoth Nordic, or other local organizations to supplement official law enforcement and maintenance efforts. IMBA provides training for both law enforcement officers and volunteers to use mountain bikes for these activities. Patrol services can range from general public assistance to trained backcountry search and rescue operations. Mammoth Lakes could also reactivate the existing “Adopt-a-Trail” program for paved paths and Nordic trails for litter control and limited light maintenance purposes.

Image Library

MLTS Photo and Image Library

p.154, Recommendation E2

Recommendation E2: Annual Events / Coordinated Activity Calendar

Measure R Fall 2011 Application: Town of Mammoth Lakes
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There are numerous opportunities for Mammoth Lakes to promote special events, tours and club functions related to the trail system through a paper and web-based event calendar. This can include ongoing local events such as the Century Bike Ride, guided hiking tours, Marathon/Triathlon events and trail clean-up days as part of the National Trails Day celebration. These types of events can provide public awareness, visibility for sponsors and fundraising opportunities for the trail system.

MAINTENANCE

MLTS Maintenance (By Soft-Surface Trail)

p. 245-246, Section 7.1

7.1. Maintenance Roles and Responsibilities

7.1.1. Town of Mammoth Lakes

The Town of Mammoth Lakes (TOML) is currently responsible for maintaining all Town owned roads, multi-use paths, sidewalks, and bikeways. Maintenance operations are performed by the Public Works and Parks and Recreation departments, with Public Works maintaining streets. The Parks and Recreation Department maintains identified sidewalk segments as well as maintaining parks and multi-use paths both in Town and on Forest Service land. TOML maintenance and operation of facilities on USFS land are done under agreements known as "Special Use Permits". These negotiated and binding agreements between TOML and USFS offer significant opportunities for trail facilities in Mammoth Lakes. TOML currently holds a Special Use Permit from the Forest Service to maintain 9.5 miles of "12 foot wide public bike trail" on USFS property including segments of the Main Path, the Welcome Center and Shady Rest Path, the Meridian Path and the future Lake Mary Bike Path. This Special Use Permit expires in 2036. Maintenance is currently paid for through the Town's General Fund and through Mello-Roos District funding and Assessment Districts. Funding can be used to provide maintenance from both private contractors and/or Town staff. TOML also has an agreement with the Water District to borrow (when feasible) their equipment to pre-groom the eastern segments of the Main Path so that it may be used for cross-country skiing in the winter.

7.1.2. California Department of Transportation (Caltrans)

Caltrans is responsible for the maintenance of Highway 203 which includes Main Street and the section of Minaret Road north of Main Street and adjacent to the North Village. Caltrans does not clear sidewalks or bus stop areas along 203.

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Attachment A: Plan Citations

7.1.3. United States Forest Service (USFS)

The Forest Service is responsible for the maintenance of all roads and trails within the Inyo National Forest. Key facilities relevant to this plan are the trails and roadways in the Lakes Basin and Shady Rest area. These facilities are operated and maintained under the Special Use permit identified in 7.1.1 (above). In the winter, the Forest Service grooms the snow on top of Sawmill Cutoff road, and all other snowmachine/multi-use (orange diamond) trails. The Forest Service also pre-grooms the cross-country skiing (blue diamond) trails in the Shady Rest area. Classic cross-country and skate ski tracks are then laid by Mammoth Nordic and available for free use by the general public. In the Lakes Basin, Lake Mary Road is groomed for general winter use. In the Lakes Basin, Mammoth Mountain Ski Area, the operator of the Tamarack Cross-Country ski center, grooms all trails within their fee area for classic cross-country and skate skiing. The project team also noticed corduroy-type grooming extending outward from the road closure at Mill City in February 2008. Key sources of funding for winter trail grooming include the state gas tax and funding acquired through OHV “green sticker” registration fees administered by the California Department of Motor Vehicles. These state funding sources are intended for maintenance of motorized trails. However, a small portion of this funding is used for winter grooming of non-motorized trails that lie within close proximity to the OSV trail system. This non-motorized trail grooming takes place at Shady Rest and Inyo Craters.

7.1.4. Mammoth Community Water District (MCWD)

The Mammoth Community Water District is responsible for maintaining all rights-of-way under its ownership. In addition, MCWD currently loans grooming equipment to TOML in order to pre-groom the Main Path between the Main Street tunnel and Mammoth Creek Park for cross-country skiing in the winter. Mammoth Nordic then lays classic cross-country ski tracks using its own equipment.

7.1.5. Volunteer Maintenance Efforts

Numerous organizations have expressed and/or participated in volunteer summer or winter trail maintenance efforts. Mammoth Nordic currently grooms cross-country ski trails (blue diamonds) in the Shady Rest area. Mammoth Nordic also has a contract with TOML to groom the section of Main Path between the Main Street tunnel and Mammoth Creek Park. The Mammoth Snowmobile Association have also expressed interest and/or actively participated in trail maintenance efforts. Other less documented volunteer maintenance efforts may also be taking place in the area. Local hiking, equestrian, mountain biking, road cycling and numerous other activity groups comprise a large pool of potential volunteer labor.

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pp. 249–252, Section 7.2.1

7.2.1. Paved Multi-Use Path Maintenance

The maintenance of paved paths is similar in some ways to the maintenance of on-street bicycle facilities.

Summer / Fall Maintenance

Cracks, ruts and water damage will have to be repaired periodically. In addition, vegetation control will be necessary on a regular basis. Where drainage problems exist along the trails, ditches and drainage structures will need to be kept clear of debris to prevent wash outs. Checks for erosion along the trails should be immediately after any storm that brings flooding to the local area.

The trail surface should be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves and stray branches. Trail surfaces should be swept periodically to keep them clear of debris. Sweeping should be scheduled based on need. For example, path segments in forested areas such as Shady Rest will tend to accumulate surface debris such as leaves and pine needles at a faster rate than other path segments. These areas should be swept more frequently in order to maintain safe surface conditions on paved MUPs.

After snowfalls, town pathways may be cleared of all snow accumulation, providing a clear paved surface for ideal use by foot traffic. Cleared pathways may also be used for winter bicycle use. Snow removal is best for path segments that provide connections to key pedestrian destinations. The Needs Analysis chapter of this report brought to light a widespread concern for winter pedestrian safety. It also showed that pedestrian/motor vehicle collisions are most likely to occur during winter months. If clearing a segment of paved path will help to improve winter pedestrian safety, the Town should seriously consider clearing that segment, unless it would significantly disrupt the continuity of a groomed path or place an undue burden on Town resources. Currently the Town clears segments of the Main Path and the Meridian Path to provide access to the Welcome Center and schools. If it is decided that a segment of paved path is to be cleared in the winter, every effort should be made to ensure that the segment remains free of ice to prevent slipping injuries. This will likely require ongoing inspection between snow events to ensure that ice buildup and drifting snow is removed promptly. Salt, sand, or de-icing solution should only be used if special circumstances warrant; such as severe ice buildup or freeze thaw cycles on the trail surface. Snow stakes should be used along all paths intended for clearing in order to ensure that only the paved surface is cleared (see **Figure 7-2**).

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Attachment A: Plan Citations

Spring Maintenance

As the snow melts in the spring, paved paths can emerge from winter operations covered in dirt and debris. Signage along paved paths generally sustains significant damage from snow maintenance operations and from the effect of natural snow movement. Because residents and visitor will begin using these facilities as soon as they are exposed, every effort should be made to sweep and clear these facilities as early as practical. Lingering patches of snow should be cleared to provide a safe smooth surface for bicyclists and pedestrians. Any signage that is missing should be replaced and any striping or stenciling that has become well worn should be repainted. This is also an opportunity to remove any irrelevant or misleading signage and add any additional signage that may be relevant to upcoming summer and winter trail activities. For example, if a segment signed for cross-country skiing will not be groomed the following season, the cross-country skiing signs should be removed as part of spring maintenance. These activities should be undertaken as early as possible and constitute the majority of paved multi-use path maintenance.

p. 260, Recommendation M1

Recommendation M1: Development of Coordinated Year-Round Maintenance Plan

The Department of Tourism and Recreation and the Department of Public Works should work together to develop a year-round maintenance plan. This plan should include a clear division of responsibilities between departments. The plan should also clearly identify funding sources for the maintenance of different facilities. Maintenance efforts can be carried out both by TOML maintenance personnel, and as stewardship opportunities with volunteer organizations.

Stewardship

MLTS Adopt-a-Trail Program

p. 155, Recommendation E6

Recommendation E6: Establish a Trail Patrol

Mammoth Lakes can establish a volunteer-based trail patrol through MLTPA, the Mammoth Snowmobile Association, Mammoth Nordic, or other local organizations to supplement official law enforcement and maintenance efforts. IMBA provides training for both law enforcement officers and volunteers to use mountain bikes for these activities. Patrol services can range from general public assistance to trained backcountry search and rescue operations. Mammoth Lakes could also reactivate the existing “Adopt-a-Trail” program for paved paths and Nordic trails for litter control and limited light maintenance purposes.

MARKETING/PROMOTION

Marketing Strategy

MLTS Marketing and Publicity

p.154, Recommendation E2

Recommendation E2: Annual Events / Coordinated Activity Calendar

There are numerous opportunities for Mammoth Lakes to promote special events, tours and club functions related to the trail system through a paper and web-based event calendar. This can include ongoing local events such as the Century Bike Ride, guided hiking tours, Marathon/Triathlon events and trail clean-up days as part of the National Trails Day celebration. These types of events can provide public awareness, visibility for sponsors and fundraising opportunities for the trail system.

Sponsorship Opportunities

MLTS Partnership with Westin

p.154, Recommendation E2

Recommendation E2: Annual Events / Coordinated Activity Calendar

There are numerous opportunities for Mammoth Lakes to promote special events, tours and club functions related to the trail system through a paper and web-based event calendar. This can include ongoing local events such as the Century Bike Ride, guided hiking tours, Marathon/Triathlon events and trail clean-up days as part of the National Trails Day celebration. These types of events can provide public awareness, visibility for sponsors and fundraising opportunities for the trail system.

Trail Maps/Guides

Print and Web-Based Maps/Guides

p. 113, Recommendation G2

Recommendation G2: Updated Trail Maps

User-friendly summer and winter trail maps should be developed and updated annually, if new facilities have been added since the previous printing. The trail maps should include information on trails and bikeways, trail access, safety information, local trail resources, phone number to report hazards or maintenance issues, etc. Because of the greatly differing geographic scales of different activities and groups, it will be necessary to provide different maps to

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Attachment A: Plan Citations

address different activities. For example, some recreational activities can take place almost entirely within the UGB or Town Boundary (day hikes, family bike rides, Nordic Skiing, etc.), while other activities cover a larger geographic area (road bicycling, OHV/OSV, backpacking, etc.). Based on issues of scale and survey responses, it appears that the most effective approach would be to produce a series of detailed maps addressing each of the major summer and winter activity categories. In addition, either less detailed consolidated maps can be created for each season; or a booklet with a series of smaller maps dedicated to each activity can be produced to provide visitors and residents with a broad overview of the various trail-related activities in each season.

p. 154, Recommendation E1

Recommendation E1: Publish a Trail Guide for Mammoth Lakes

An 'early win' for Mammoth Lakes would be to provide literature, web sources and trail maps for public use. Opportunities for the web-based articulation of the Mammoth Lakes Trail System are numerous and quickly evolving. A strategic effort to integrate resources such as GIS data, web-based mapping platforms such as Google Earth, the VisitMammoth web site, user group sites maintained by members of Mammoth Trails, the MLTPA GIC data set, and user data being generated by existing out of area user group sites will need to be undertaken. This effort will ensure that the web-based definition of trails and recreation amenities in Mammoth Lakes is available to the Mammoth Lakes community. This effort will add to the quality of analogue deliverables as well. A trail guide would provide information on access points, existing trails, rental equipment locations, and other information for residents and visitors. The data being collected and managed could be provided in electronic format online, or could be published and made available in hard copy form as well.

Trail Events

p.154, Recommendation E2

Recommendation E2: Annual Events / Coordinated Activity Calendar

There are numerous opportunities for Mammoth Lakes to promote special events, tours and club functions related to the trail system through a paper and web-based event calendar. This can include ongoing local events such as the Century Bike Ride, guided hiking tours, Marathon/Triathlon events and trail clean-up days as part of the National Trails Day celebration. These types of events can provide public awareness, visibility for sponsors and fundraising opportunities for the trail system.

RecStrats I Citations

PLANNING

Strategic Planning

MLTS Strategic Plan

p. 11, Economics

The potential division between affluent visitors, the patrons of recreation destinations and low-income local residents needs to be carefully considered and factored in to the development of strategies for the successful implementation of recreation facilities and programs in the Mammoth Lakes region.

p. 14, Sense of Place and Tangible Elements

The Steering Committee further identified both a sense of place and tangible elements that would give evidence to the achievement and implementation of the vision and strategic plan. In essence, these are desired elements meant to define what Mammoth Lakes looks like when the vision and strategic plan are implemented.

Sense of Place

- Inspiring/adventurous spirit
- Sense of ownership/a special place
- Sense of renewal

Tangible Elements

- World-class high-altitude training center
- Year-round recreation
- Multi-use facilities
- Trail system with signage
- Integrated mobility
- Resources for maintenance
- Trail access/parking

p. 19, Core Strategies

4. Trails:

To develop, maintain and program the highest-quality integrated trail system.

**Measure R Fall 2011 Application: Town of Mammoth Lakes
Attachment A: Plan Citations**

p. 26, Core Strategy 6

Support the completion of the Mammoth Lakes Trail System. Trails are important for year-round training and recreation activities.

**Collaborative Processes
Lakes Basin Working Group**

No citations available.

**DESIGN
Guidelines and Standards
MLTS Standards Manual Updates**

p. 16, Weaknesses

Wayfinding:

Currently there is not a coordinated wayfinding program to inform users on the trail systems and within the TOML's park system and the Inyo National Forest.

p. 24, Core Strategy 4

Wayfinding and signage program to inform users (wayfinding is important for user information and an enhanced experience).
Completion of wayfinding program.

Trail Alignment Studies
1. SHARP Trails Technical Committee
2. Lakes Basin Trails Technical Committee
3. Shady Rest/Inyo Craters Trails Technical Committee

No citations available.

Project Design

- 1. SHARP Trails Project Design**
- 2. Lakes Basin Trails Project Design**
- 3. Shady Rest/Inyo Craters Trails Project Design**

p. 24, Core Strategy 4

Completion of Trail System Master Plan, Sherwins Area Recreation Plan and Lakes Basin master plan for ongoing development and management of key recreation areas in the region.

IMPLEMENTATION

Project-Based Environmental Analysis

- 1. SHARP Trails Environmental Analysis**
- 2. Lakes Basin Trails Environmental Analysis**
- 3. Shady Rest/Inyo Craters Trails Environmental Analysis**

No citations available.

Easements/Access Negotiations

Sherwins Egress

No citations available.

Project Implementation/Construction

- 1. SHARP Trails Implementation/Construction**
- 2. Lakes Basin Trails Implementation/Construction**
- 3. Shady Rest/Inyo Craters Trails Implementation/Construction**
- 4. Signage and Wayfinding Projects**

p. 26, Core Strategy 6

Continue to support agencies' capacity to complete and adopt the plans for implementation.

**Measure R Fall 2011 Application: Town of Mammoth Lakes
Attachment A: Plan Citations**

OPERATION

Management Plan

MLTS Management Program

No citations available.

Governance

MLTS Coordinating Committee

p. 8, Where We Are Going

Many of these efforts are being driven as a result of a recognized need to strengthen the relationship between the Town and the INF. This relationship is a vital element in RECSTRATS and is being pursued by the Town's elected leadership along with representatives from the INF. There are many projects that can be shared between the two agencies: for example, sharing equipment and resources for more efficient implementation of prioritized projects. A first step in forming this renewed relationship is to identify common needs and opportunities for sharing resources, which leads to "getting things done."

p. 13, Strategic Vision and Guiding Principles

Guiding Principles

The guiding principles to achieve the vision include key partners all working together and, in doing so, making the Mammoth Lakes region the best alpine outdoor-recreation community in the United States. These principles are to be used as overarching guidelines when new ideas and priorities are being considered for implementation.

p. 20, Action Steps

Partnership Development:

Ongoing development of partnerships in order to leverage limited resources (financial and human).

p. 24, Core Strategy 4

Partnership with the public and private sectors and Mammoth Lakes Tourism.

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MLTS Facilities for TOML CIP

p. 29, Implementation Recommendations

Resources for implementation are limited and projects will need to line up for access to those resources in a responsible manner. This direction should also consider the other processes already in place, such as the CIP Five-Year Plan, Measure R funding and CFFC/Resort Investment Criteria, and strive to link those efforts into an overarching policy for all to follow.

MLTS Quarterly Reporting

No citations available.

MLTS Annual Budget Coordination

No citations available.

**Interagency Coordination
Mammoth Trails**

p. 18, Key Organizational Resources

The implementation of the recreation strategy is based on the available organizational resources. In the case of the Mammoth Lakes/Inyo National Forest region there are four core groups that have different roles and responsibilities in the implementation of the Recreation Strategic Plan and delivery of the recreation vision. This includes the following:

Governmental Agencies

Non-Governmental Organizations (NGOs)

The Private Sector

User Groups:

Includes those local groups that use recreation facilities as well as provide support for the activities they participate in. Examples include, but are not limited to, the High Sierra Striders, Mammoth Trails, the Mammoth Sharks Swim Team, Eastern Sierra Nordic Ski Association, Sierra Cycling Foundation, the High Sierra Triathlon Club and Mammoth Repertory Theatre.

Combined and working together, these agencies and organizations provide unique and needed resources to implement the recreation vision and strategic

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plan. It is only by this willingness to work together that each of these resource areas can be maximized and leveraged.

Fundraising

MLTS Grants

MLTS Fundraising

p. 11, Government

Local recreation interests, however—specifically the Town and the community of Mammoth Lakes—have significant opportunities to develop, construct, maintain and program recreation capacity due to the approval of Measure R and U, two special taxes committed to specified uses by law, neither of which contain sunset clauses. Both measure are committed, either wholly or in part, to recreation.

p. 20, Action Steps

Sustainable Funding Sources:

Identify and secure funding through a variety of resources including local, state and federal agencies, private-sector investment and grant opportunities.

p. 28, Implementation Recommendations

This recommendation will also allow the Recreation Commission to integrate prioritized core strategies into the Measure R funding process.

p. 31, Funding: State and Federal

In addition to local funding, there is opportunity to pursue state and federal funding. At the state level, grants such as Community Development Block Grants (CDBG) as well as BTA and RTP, Proposition 84 and Sierra Nevada Conservancy grant opportunities should be identified and a strategy for acquiring them be developed. This could include the following:

- Working to identify potential recreation/community/transportation grant areas
- Identifying appropriate persons in state government agencies with which to develop appropriate relationships
- Working with elected representatives on a regular basis to articulate community needs and interests that align with political opportunities
- Developing a community-based team to work to develop grant opportunities

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Attachment A: Plan Citations**

Website

MLTS Website

p. 11, Technology

Technology

Technology has created significant opportunities for the enhancement of recreation, especially with its ability to communicate opportunities for experiences, facilities, programs and safety via the Internet.

p. 16, Weaknesses

Comprehensive/Centralized Recreation Information:

Currently there is not a comprehensive source to provide users with appropriate information on recreational activities.

p. 24, Core Strategy 4

Trail awareness (communication about trails, including traditional and technological platforms, to both local residents and visitors).

p. 30, B. Technology

A technology platform can serve primarily as a communication tool in implementing the recreation vision and strategy. It's imperative for all (Town of Mammoth Lakes, INF, non-governmental organizations, private sector and user groups) to consider the use of online, social media and mobile technology to educate and create awareness for recreation. A few steps to consider:

- Clearly understand the emerging needs of recreation users and provide sustainable technology solutions for those needs.
- Develop a comprehensive technology plan for the recreation vision and strategy utilizing existing resources while tracking and exploring new resources. Understand the current technology of partners and collaborate on the delivery of shared future needs.

Information Systems

MLTS Data Library

No citations available.

Interpretive

MLTS Interpretive Program

No citations available.

Regulations/Enforcement

MLTS Trail Patrol

No citations available.

Image Library

MLTS Photo and Image Library

No citations available.

MAINTENANCE

MLTS Maintenance

(By Soft-Surface Trail)

No citations available.

Stewardship

MLTS Adopt-a-Trail Program

No citations available.

MARKETING/PROMOTION

Marketing Strategy

MLTS Marketing and Publicity

p. 11, Economics

It should be noted that many in the Mammoth Lakes community see recreation as an important economic-development strategy with potential benefits to local revenues, taxes and employment. Opportunities to engage recreation as a significant component of local and regional economic activity will need to be considered and fully integrated into developed recreation strategies moving forward.

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p. 32, D. Other

Create a “Mammoth Recreation” brand that can be utilized by all of the agencies, NGOs, private sector and user groups that works to unify the recreation theme within the area.

Sponsorship Opportunities

MLTS Partnership with Westin

p. 29, Implementation Recommendations

Private Sector:

The private sector plays an important role in the implementation of the recreation vision. Those entities working on public lands under special-use permits with the Inyo National Forest need to continue working with the agency to upgrade their recreation experiences as well as develop ongoing stewardship of the environment. Those private entities not on public lands can look to form partnerships with the public sector for potential development opportunities of facilities and programs.

Trail Maps/Guides

Print and Web-Based Maps/Guides

No citations available.

Trail Events

p. 19, Core Strategies

5. Special Events:

To provide infrastructure, logistics and facilitation support for regional recreation-based special events.

RecStrats II Citations

PLANNING

Strategic Planning

MLTS Strategic Plan

p. 26, B. Consolidated Project List

1. Adopt and implement Trail System Master Plan in order to integrate various trails around Town with enhanced signage/wayfinding/markers/classic + iconic trails for multi-use enjoyment.

Collaborative Processes

Lakes Basin Working Group

No citations available.

DESIGN

Guidelines and Standards

MLTS Standards Manual Updates

p. 18, Diagram 2: Trails

Identified Elements:

- Wayfinding, maps, info system.

p. 20, Diagram 4: Communication and Coordination

Identified Elements

- Wayfinding/signage
- Information, maps, wayfinding, technology, interpretive

Trail Alignment Studies

1. SHARP Trails Technical Committee
2. Lakes Basin Trails Technical Committee
3. Shady Rest/Inyo Craters Trails Technical Committee

No citations available.

Project Design

- 1. SHARP Trails Project Design**
- 2. Lakes Basin Trails Project Design**
- 3. Shady Rest/Inyo Craters Trails Project Design**

No citations available.

IMPLEMENTATION

Project-Based Environmental Analysis

- 1. SHARP Trails Environmental Analysis**
- 2. Lakes Basin Trails Environmental Analysis**
- 3. Shady Rest/Inyo Craters Trails Environmental Analysis**

No citations available.

Easements/Access Negotiations

Sherwins Egress

p. 18, Diagram 2: Trails

Identified Elements:

- Improved access

p. 35, 7. Transportation/Mobility

- Multiple & potentially shared staging areas for all uses (reliable & transit access)
-

Project Implementation/Construction

- 1. SHARP Trails Implementation/Construction**
- 2. Lakes Basin Trails Implementation/Construction**
- 3. Shady Rest/Inyo Craters Trails Implementation/Construction**
- 4. Signage and Wayfinding Projects**

p. 18, Diagram 2: Trails

Identified Elements:

- Single track for non-motorized

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Attachment A: Plan Citations**

OPERATION

Management Plan

MLTS Management Program

p. 26, B. Consolidated Project List

Coordination of operations, management & marketing of recreation and arts experiences to provide information, maps, assistance with permitting events, access to resources, central spot for disseminating information, etc.

Governance

MLTS Coordinating Committee

p. 26, B. Consolidated Project List

Increased coordination with Inyo National Forest to develop and market joint recreation opportunities.

MLTS Facilities for TOML CIP

No citations available.

MLTS Quarterly Reporting

No citations available.

MLTS Annual Budget Coordination

No citations available.

Interagency Coordination

Mammoth Trails

p. 30, Unlinked Project Elements List

- Create partnerships.

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Fundraising
MLTS Grants
MLTS Fundraising

p. 35, 6. Funding Sources

In terms of potential funding for identified RecStrats projects a number of potential sources were identified in the workshops. They include the following:

- Town of Mammoth Lakes – General Fund, Measure R, Measure U, Bonds (leverage)
- Mammoth Unified School District – In-kind Services, Bonds
- Non-Governmental Organizations (NGOs)
- Grants – Federal + State Government, Private Foundations
- Private Sector
- User Groups
- Inyo National Forest – Agency Internal Grants, Appropriations, Fees
- Mono County – In-kind Services, General Fund, Fees
- Los Angeles Department of Water & Power – In-kind Services, Grants
- Corporate Sponsorships/Business Development
- Membership
- User Fees
- Volunteer Programs
- Cerro Coso College/ Mammoth Lakes Foundation
- Developers

Website
MLTS Website

p. 26, B. Consolidated Project List

Coordination of operations, management & marketing of recreation and arts experiences to provide information, maps, assistance with permitting events, access to resources, central spot for disseminating information, etc.

More wayfinding, signage, maps, and information systems utilizing emerging technology-based resources around town.

Information Systems
MLTS Data Library

No citations available.

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Interpretive

MLTS Interpretive Program

p. 26, B. Consolidated Project List

5. Low-cost and/free awareness, education, and interpretive programs.

Regulations/Enforcement

MLTS Trail Patrol

No citations available.

Image Library

MLTS Photo and Image Library

No citations available.

MAINTENANCE

MLTS Maintenance

(By Soft-Surface Trail)

No citations available.

Stewardship

MLTS Adopt-a-Trail Program

No citations available.

MARKETING/PROMOTION

Marketing Strategy

MLTS Marketing and Publicity

p. 26, B. Consolidated Project List

Coordination of operations, management & marketing of recreation and arts experiences to provide information, maps, assistance with permitting events, access to resources, central spot for disseminating information, etc.

Sponsorship Opportunities

MLTS Partnership with Westin

p. 35, 6. Funding Sources

- Corporate Sponsorships/Business Development

Trail Maps/Guides

Print and Web-Based Maps/Guides

p. 26, B. Consolidated Project List

Coordination of operations, management & marketing of recreation and arts experiences to provide information, maps, assistance with permitting events, access to resources, central spot for disseminating information, etc.

More wayfinding, signage, maps, and information systems utilizing emerging technology-based resources around town.

Trail Events

p. 26, B. Consolidated Project List

Variety of youth/adult/family camps and learning programs (for all ages) linked to Mammoth-centric experiences that integrate natural environment experience and provide physical activities (i.e. running camps to become better runner, bike camps for improving skills, etc.).