

# Lakes Basin Special Study Preliminary Management Concepts





1. Do the permissible actions listed for "Frontcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Frontcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

|                   |         | Response Percent | Response Count |
|-------------------|---------|------------------|----------------|
| Yes               |         | 78.0%            | 39             |
| No                |         | 22.0%            | 11             |
|                   | Comment |                  | 12             |
| answered question |         |                  | 50             |
| skipped question  |         |                  | 0              |



2. Do the permissible actions listed for "Transitional Backcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Transitional Backcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

|                   |         | Response Percent | Response Count |
|-------------------|---------|------------------|----------------|
| Yes               |         | 77.3%            | 34             |
| No                |         | 22.7%            | 10             |
|                   | Comment |                  | 10             |
| answered question |         |                  | 44             |
| skipped question  |         |                  | 6              |



3. Do the permissible actions listed for "Backcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Backcountry Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

|                   |  | Response Percent | Response Count |
|-------------------|--|------------------|----------------|
| Yes               |  | 93.0%            | 40             |
| No                |   | 7.0%             | 3              |
|                   | Comment  |                  | 4              |
| answered question |  |                  | 43             |
| skipped question  |  |                  | 7              |

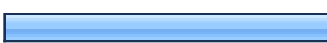


4. Do the permissible actions listed for "Mixed-Use Water Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Mixed-Use Water Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

|                   |  | Response Percent | Response Count |
|-------------------|--|------------------|----------------|
| Yes               |  | 85.4%            | 35             |
| No                |   | 14.6%            | 6              |
|                   | Comment  |                  | 9              |
| answered question |  |                  | 41             |
| skipped question  |  |                  | 9              |

5. Do the permissible actions listed for "Non-Motorized Water Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Non-Motorized Water Zone" do not meet your expectations and identify which actions you would change, add, or remove to satisfactorily modify this list.

|                   |  | Response Percent | Response Count |
|-------------------|--|------------------|----------------|
| Yes               |  | 85.4%            | 35             |
| No                |   | 14.6%            | 6              |
|                   | Comment  |                  | 7              |
| answered question |  |                  | 41             |
| skipped question  |  |                  | 9              |

6. Having considered Draft Management Concepts B, C, and D, please choose the concept you most prefer:

|   |   | Response Percent | Response Count |
|---|---|------------------|----------------|
| Alternative B: Preserve and Enhance Existing Facilities           |  | 48.7%            | 19             |
| Alternative C: Sustainable Access and Natural-Resource Protection |  | 38.5%            | 15             |
| Alternative D: Expanded Public Access and Amenities               |  | 12.8%            | 5              |
| answered question   |   |                  | 39             |
| skipped question  |   |                  | 11             |

**7. Please explain why you have chosen this specific concept.**

|                   | Response Count |
|-------------------|----------------|
|                   | 39             |
| answered question | 39             |
| skipped question  | 11             |

**8. If you could craft your own concept, which components would you choose to combine, and why?**

|                   | Response Count |
|-------------------|----------------|
|                   | 39             |
| answered question | 39             |
| skipped question  | 11             |

**Page 1, Q1. Do the permissible actions listed for "Frontcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Frontcountry Zone" do not meet your expectations an...**

|   |   |                      |
|---|---|----------------------|
| 1 | There could be more camping areas developed to accommodate more campers, especially on the west side of the road between Lake Mamie and Horseshoe Lake. The roads, water systems, sewage systems are basically already there.   | Aug 14, 2011 8:30 AM |
| 2 | A few concerns I have for the Lakes Basin frontcountry zone. 1) There is no non-motorized water access in the frontcountry zone and primary lakes of the lakes basin. At least one of these lakes, preferably Horseshoe, should be restricted to non-motorized use. 2) I am concerned about the impact of additional parking and auto touring in this zone. A very undesirable outcome would be increased appearance of tour buses and groups in this zone. 3) Hopefully, high density lodging is not in the picture here. This would be very damaging to the character of the basin. | Aug 11, 2011 9:56 PM |
| 3 | I disagree with the phrase, "high levels of interaction with other visitors..." . I visit the Lake Basin, NOT for interaction, but I seek a natural, quiet experience that the natural beauty of the Lake Basin provides. I DO NOT want to see so many "improvements" that we lose sight of why we visit the Lake Basin. Visitors should be enjoying the Lake Basin for its natural and scenic resources, and NOT to bring intrusive uses into this peaceful area. Therefore, I oppose increased signage, promenades (really?) added lodging, and outfitter guides. These             | Aug 10, 2011 8:46 AM |

**Page 1, Q1. Do the permissible actions listed for "Frontcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Frontcountry Zone" do not meet your expectations an...**

|    |   |                       |
|----|---|-----------------------|
|    | elements belong in the town of Mammoth Lakes, not in the Lake Basin. Please don't turn the "Frontcountry" into a mini-Disneyland or another Yosemite Valley.  |                       |
| 4  | I can't reference these pages whie doing this survey.   | Jul 26, 2011 5:14 PM  |
| 5  | I do not see a clear direction for connective trails systems. I am fearful, in all scenarios, that Bike trails in particular will lack any element of connectivity. The 8 million dollar paved multi use path does not provide a useful recreational experience to Mountain Bikers who desire, need, want trails that go somewhere. It is not clear if the Transitional Back country is will allow bikes. Existing trails are oriented toward Wilderness use. These may be intended, but a lack of some longer loop trails open to mountain bikes is my greatest concern. The increased motorized use on water seems poorly thought out. HORSESHOE LAKE should never be made motorized! It seems the non-motorized lakes will be some distance from the road, a real problem. I feel the greatest unique asset other than the dramatic scenery, is the historic homes and resorts of the Lakes Basin. This is better addressed, but I AM CONCERNED, we might loose somewhat of the charm if we do much expansion of facilities. | Jul 26, 2011 10:18 AM |
| 6  | The Zones do not include winter use   | Jul 26, 2011 8:54 AM  |
| 7  | I wish there was a "for the most part" button. I think the Mammoth frontcountry can use some clarity, defining, structure and, basically, a facelift. That being said, I fear a bit of "Disney-fication" of the frontcountry. Some people will never make it past this zone so preserving what is truly special (quiet, space, beauty) is important. A light touch is required. I would hope that the local residents are also being considered in these plans. I think there are many sub-zones of this category (Horseshoe is the off-leash dog lake, Mamie is about fishing, etc) that need to be defined and designed to accommodate it appropriately.  | Jul 17, 2011 3:37 PM  |
| 8  | Truly sounds like a "zoo" the way it's listed on page 5 - Why would "Forest Service staff" be in this zone? Could not the education and interpretive opportunities be limited to signs? Provide the signage if you must, but do not make this area a congregation point where tourist go to get info. There are many great books at the Visitor/Welcome Center at the entrance to town that allows tourist to "discover" the Lakes Basin on their own - in addition to discovering the entire East Side. The Lakes Basin should not become Disneyland in that it should not become a "formal" education/information area - doing so is against the natural essence of the area.   | Jul 10, 2011 9:54 AM  |
| 9  | I have no expectations for a "Frontcountry Zone" because I think the delineation and division of the lakes basin into "zones" is frivolous, artificial and counter to the idea of getting away from the pressures of the city. People don't come up here to be funneled and marched through a wilderness museum and that's what you are trying to turn the lakes basin into with all of your management concepts except for A. STOP MEDDLING!   | Jul 9, 2011 4:49 PM   |
| 10 | Bus shelters would have to be massive to withstand the large snow loads in the winter. This would be extremely expensive to build especially since they are only used for at most 16 weeks each year.   | Jun 13, 2011 10:12 PM |
| 11 | How do I see the pages I'm commenting on at the same time as I'm looking at the survey?   | Jun 1, 2011 4:55 PM   |

**Page 1, Q1. Do the permissible actions listed for "Frontcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Frontcountry Zone" do not meet your expectations an...**

|    |   |                      |
|----|---|----------------------|
| 12 | There is no mention of equine activity and this concerns me as a horse woman. | Jun 1, 2011 12:56 PM |
|----|---|----------------------|

**Page 2, Q1. Do the permissible actions listed for "Transitional Backcountry Zone" in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer "No," please explain why the permissible actions for "Transitional Backcountry Zone" do not m...**

|   |  |                       |
|---|--|-----------------------|
| 1 | I certainly agree with the language of "preserving the natural resources" and "primitive recreation: of the Transitional Backcountry. However, I disagree with this language: "sights and sounds of people will be evident in most places." If this is transitional, meaning adjacent to backcountry, there should be a minimum of sights and sounds, to preserve the quality of the backcountry experience. Again, please don't compromise the existng wildness of the Lake Basin.  | Aug 10, 2011 8:52 AM  |
| 2 | Semi-primitive camping is unclear and perhaps unnecessary, and could pose fire hazards and deplete downed wood necessary for ecosystem health--front-country campgrounds and wilderness area primitive camping should suffice.   | Aug 8, 2011 4:36 PM   |
| 3 | The transitional backcountry zone should be just that - transitional backcountry. This should mean visitors are being slowly weaned off of methods of conveyance suitable for frontcountry travel and towards more primitive means. As a result, road access of any kind - even if it is meant to receive limited use - should NOT be approved. This is meant to be a wilder area than the campgrounds and trailheads. The prohibition on road access described above should include both public and administrative roads; there is nothing more disconcerting to a family of four with young, whiny children than walking a mile or two uphill only to find a ranger's pick-up truck parked on a dirt road at a destination that is otherwise closed to public vehicular use. If this means primitive restroom facilities cannot be maintained, then primitive restroom facilities that do not currently exist should not be constructed. There is currently little need for them. The other activities permitted in this zone, including mountain bike usage in certain areas, is more palatable. Decent public mountain bike trails akin to the Mammoth Rock Trail are in short supply in the Mammoth area and a few new and improved trails that dip into the transitional backcountry area should be accommodated. However, careful study should be taken into account before allowing access to bikers; for example, a bike trail down from Crystal Lake is not a good idea for obvious reasons. | Jul 28, 2011 2:14 PM  |
| 4 | same comment   | Jul 26, 2011 5:14 PM  |
| 5 | restrooms, lake access, day-use area's   | Jul 12, 2011 8:22 AM  |
| 6 | fine the way this proposed area already is w/o any changes - maybe just primitive signs and maps along the way so hikers/runners/etc know where they going.  | Jul 10, 2011 10:01 AM |
| 7 | Read previous comment and interpret.....   | Jul 9, 2011 4:50 PM   |
| 8 | I consider the proposition to allow mechanized vehicles in the "Transitional Backcountry Zone" must be strictly limited to existing trails where biking is permitted in whatever area this zone eventually becomes. Expanding access for   | Jun 9, 2011 5:52 PM   |

**Page 2, Q1. Do the permissible actions listed for &quot;Transitional Backcountry Zone&quot; in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer &quot;No,&quot; please explain why the permissible actions for &quot;Transitional Backcountry Zone&quot; do not m...**

bikes in this region poses a danger to equestrian and pedestrian users who utilize the same paths. Transitional Backcountry should evoke the essence of "backcountry" and "wilderness" - weaning the visitor away from man-made transportation except in those instances where vehicular access is especially required.

- |    |   |                      |
|----|---|----------------------|
| 9  | The descriptions are OK, but when they are applied in the various concepts it appears that the amount of hiking traffic is underestimated. Arrowhead and Skelton Lakes, for example, experience pretty high levels of foot traffic. | Jun 6, 2011 7:20 AM  |
| 10 | Again, no mention of equine activity.   | Jun 1, 2011 12:56 PM |

**Page 3, Q1. Do the permissible actions listed for &quot;Backcountry Zone&quot; in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer &quot;No,&quot; please explain why the permissible actions for &quot;Backcountry Zone&quot; do not meet your expectations and ...**

- |   |   |                      |
|---|---|----------------------|
| 1 | I agree with the language "outstanding opportunities for solitude, primitive recreation, and exploration." Also, I agree with limited signage. I come to the woods to experience the qualities of wildness, NOT civilization. We already have too much of that, and people are getting more and more distanced from the NATURAL WORLD because we make so many "improvements." | Aug 10, 2011 8:56 AM |
| 2 | i can't reference back to those pages on this computer. Choice B is best.   | Jul 26, 2011 5:16 PM |
| 3 | Read first comment and interpret...   | Jul 9, 2011 4:50 PM  |
| 4 | Again, no mention of equine activity.   | Jun 1, 2011 12:56 PM |

**Page 4, Q1. Do the permissible actions listed for &quot;Mixed-Use Water Zone&quot; in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer &quot;No,&quot; please explain why the permissible actions for &quot;Mixed-Use Water Zone&quot; do not meet your expectati...**

- |   |  |                      |
|---|--|----------------------|
| 1 | Agencies need to make clear as to what activities are permissible and in which bodies of water   | Aug 14, 2011 9:38 PM |
| 2 | I would like to see the motorized use restricted to low horsepower and low decibel motors (e.g. electric).   | Aug 11, 2011 9:59 PM |
| 3 | Please define "educational and interpretive opportunities." Also, when swimming is allowed, what "improvements" or supportive facilities would be added, such as, diving boards, life guards, etc. I want to express my absolute opposition to the use of jet skis on any lake basin waterway. I support motorized use only in Lake Mary and Lake George, as is allowed now. | Aug 10, 2011 9:01 AM |
| 4 | I think motorized boats should be limited to certain areas.  | Jul 27, 2011 1:50 PM |

**Page 4, Q1. Do the permissible actions listed for &quot;Mixed-Use Water Zone&quot; in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer &quot;No,&quot; please explain why the permissible actions for &quot;Mixed-Use Water Zone&quot; do not meet your expectati...**

|   |  |                       |
|---|--|-----------------------|
| 5 | Same comment. The survey needs to place the relatedf material next to the question. Mammoth Library's one hour won't allow this.   | Jul 26, 2011 5:17 PM  |
| 6 | motorized boats only in Mary and George. Swimming only in Horseshoe  | Jul 10, 2011 10:09 AM |
| 7 | Same answer....  | Jul 9, 2011 4:50 PM   |
| 8 | All water areas except Lake Mary and Lake George should be nonmotorized only, which is pretty much the way it exists now. However it would be best if this was established as the official policy. | Jun 23, 2011 10:04 PM |
| 9 | Again, no mention of equine activity.  | Jun 1, 2011 12:56 PM  |

**Page 5, Q1. Do the permissible actions listed for &quot;Non-Motorized Water Zone&quot; in the table on pages 8–11 meet or support your expectations for that zone's description? If you answer &quot;No,&quot; please explain why the permissible actions for &quot;Non-Motorized Water Zone&quot; do not meet your e...**

|   |  |                       |
|---|--|-----------------------|
| 1 | Agencies need to provide clear direction as to what activities are permissible and in which bodies of water  | Aug 14, 2011 9:38 PM  |
| 2 | Page 7 notes the concept of "fishing areas." In a non-motorized lake, the concept of a "fishing area" implies a restricted area to where fishing can be practiced and thus places a restriction on access and visitor enjoyment. There should be no defined "fishing areas" on any lake in the basin because, as any fisherman will tell you, the effectiveness of certain areas of the lake changes depending on stocking and reproductive patterns, time of year, and sheer luck. Suggestions for good fishing spots can be posted at information kiosks but restricting fishing access to certain areas, if this is indeed what page 7 intends (it doesn't define fishing area), should be curtailed now. Anything that limits the recreational options for lakes basin visitors should be shot down now. | Jul 28, 2011 2:15 PM  |
| 3 | Prefer Option B  | Jul 26, 2011 5:18 PM  |
| 4 | motorized boats only in Mary and George. Swimming only in Horseshoe  | Jul 10, 2011 10:09 AM |
| 5 | I would make all the lakes non motorized all the time except for emergency or necessary transport of people or supplies.   | Jul 9, 2011 4:51 PM   |
| 6 | Only Lakes Mary and George should have motorized vessels. In the nonmotorized waters small areas to launch canoes, kayaks, float tubes etc should be set aside to help avoid conflict with shore fisherman and other users.  | Jun 23, 2011 10:04 PM |
| 7 | Again, no mention of equine activity.  | Jun 1, 2011 12:56 PM  |

**Page 6, Q2. Please explain why you have chosen this specific concept.**

|   |   |                      |
|---|---|----------------------|
| 1 | I believe that Concept D offers a realistic planning framework for opportunities to | Aug 14, 2011 9:43 PM |
|---|---|----------------------|



**Page 6, Q2. Please explain why you have chosen this specific concept.**

|   |  |                       |
|---|--|-----------------------|
|   | be developed in the Lakes Basin as it considers scenarios that I believe are likely to occur. While all of the opportunities may never be fully implemented, I believe it is important to consider the fullest range of opportunities - as present in Concept D - when planning for the future and to be realistic about the range of opportunities and impacts that are likely to occur,  |                       |
| 2 | gdfgaf   | Aug 13, 2011 7:52 AM  |
| 3 | At present, I guess I prefer small changes and enhancements to the management of the lakes basin rather than expansion (D) or what I perceive as controls/impediments to access (C). My concern over D is the impact of additional visitors and loss of the natural character of the area. Option C has a lot of appeal; however, I don't currently see the need to enact access restrictions. Yes, the basin is quite busy at times; however, the impact does not appear to be overwhelming. Alternative B seems like a good plan for the near future until such a time that the impact of visitors because unsustainable. Alternative B provides the opportunity to largely maintain the existing character and facilities footprint which with recent additions like the bike path and improved parking seem properly balanced between concerns.  | Aug 11, 2011 10:11 PM |
| 4 | good compromise  | Aug 11, 2011 6:51 PM  |
| 5 | What happened to Alternative A? The existing use patterns seem to satisfy a lot of visitors each year. Dealing with specific shortcomings makes more sense than reinventing the Lakes Basin, particularly in light of probable reductions in funding to implement major changes.   | Aug 11, 2011 3:37 PM  |
| 6 | Concept B does not address the increased vehicle traffic and overall increased use of Lakes Basin (LB). At the very least, there needs to be designated parking and eliminate the renegade parking which is rampant in the basin, and is greatly contributing to erosion and poorer lake water quality/clarity. Public transit must be enhanced as part of this solution. As the useage of the basin continues to grow, it is most likely to be thru vehicle access, not pedestrians. More biking trails could be added which would greatly enhance recreation opportunities up there and alleviate congeston on the 1 MUP that will be seeing tremendous useage. Plan B does not call for any new trails to be created, therefore another strike against it. Concept D designates too much frontcountry and potentially creates too many new parking lots and pavement for parking spaces. I don't believe creating more spaces for existing vehicles will solve any problems that we are now seeing. Instead, i think this concept will further increase vehicle useage and add to further problems associated with vehicles and traffic. A solution would be to enhance public transport, create some designated parking, remove all renegade parking that is not acceptable, create a one way traffic pattern with a portion of the road designated as another MUP, and get people out of their cars, which i'm not entirely sure how to do unless you create some kind of concession up there that used mopeds, bikes and maybe horse drawn carriages. Somehow, limit the # of vehicles entering this area! | Aug 10, 2011 11:56 AM |
| 7 | I agree with the concept of providing the visitor with a more natural experience in the lake basin. While I agree with enhancing existing facilities, i do not agree with adding new ones. I support bear boxes and more waste receptacles (bear-proof only).  | Aug 10, 2011 9:10 AM  |
| 8 | Of all factors--and there are many--vehicular traffic management in the basin is the #1 issue today. Concept "C" addresses viable ways to restrict vehicular traffic, especially day-trips, without restricting access to the basin. And at the  | Aug 9, 2011 4:53 PM   |

**Page 6, Q2. Please explain why you have chosen this specific concept.**

same time will enhance the visiting experience for almost all. Anyone with a reservation in the basin, or with a disability, should be allowed to access the basin with a vehicle. Others would have the option of paying a reasonable fee to access the basin by car, or parking their car and accessing the basin by alternative transit (trolleys/shuttles, horse, bike, foot etc.). A visitor center and kiosk somewhere along the Lake Mary Road would go a long way to implementing concept "C" transit restrictions. Aside from traffic, formalizing "use" trails, reducing motorized water use on some lakes, and enhancing natural resource protection are all key. There is a precedent here---the Devil's Postpile/Red Meadow shuttle concept has really worked and has enhanced the quality of visitation for most (I believe). Although closing the Lakes Basin to most traffic is not really plausible (eg. Devil's Postpile plan), Concept "C" at least heads us in the right direction. It can work, it will enhance the experience for most visitors, and it should not negatively impact the commercial interests in the basin. Finally: Concept "B" is OK (better than "D"), but is really not that much different from "A". Concept "D" would lead to more commercialization and traffic, and would degrade the Lakes Basin significantly.

|    |  |                       |
|----|--|-----------------------|
| 9  | The Mammoth Lakes Basin is a popular recreation area but also the top of an important watershed. We need to balance access and sustainability, which is what this alternative proposes.  | Aug 8, 2011 4:47 PM   |
| 10 | Our Lakes Basin is already well traveled and busy. We need to be more sustainable and natural because the area will start to deteriorate if we keep doing what we are currently doing  | Aug 4, 2011 10:08 AM  |
| 11 | I actually prefer alternative A and B is closest to this choice. I believe that things in the lakes basin area are just fine with the possible exception of increasing parking around Lake George. I spend considerable time at the lakes basin area in Mammoth each summer and my experience this summer and in the past few years has been very good with conditions as is.  | Jul 31, 2011 11:58 AM |
| 12 | I chose Concept D because it best suits the needs of the greatest number of people. The basin is public land, and, as such, people should not be prohibited from its use by such restrictions as "entrance fees" and road closures - even in the name of environmental management. Technology and management techniques are such today that there is no need to lock up a resource through restrictive managements as suggested by Concept C. Concept D provides the groundwork for a management concept that meshes well with the goal of all of us who desire to see a bright economic future for the Mammoth community. By facilitating access and expanding the range of activities offered by the basin, the basin can be marketed and presented as a self-contained attraction for summer tourists similar to Devils' Postpile and Mammoth Mountain. If we limit people's activity options and access to the basin through such measures as eliminating parking and adding fees to restrict entrance as in Concept C, we will lose visitor ship to areas that have better access (ie Rock Creek, Virginia Lakes, Bishop Creek). The Mammoth Lakes Basin is a natural treasure, but not one that will keep people coming in spite of an entrance fee; we don't have the kind of unique scenery that Devils' postpile or Denali National Park have. There are other places in the High Sierra to fish and boat that are bigger, higher, and arguably better. The recent addition of the Lake Mary bike path is a great development to the basin and similar paths would greatly enable more visitors to discover the natural beauty of the basin on foot or on bike. The extent to where these paths should be constructed, however, should be carefully studied. Concept D offers the most potential for similar paths and, as a result, it is a very attractive one. | Jul 28, 2011 2:22 PM  |

**Page 6, Q2. Please explain why you have chosen this specific concept.**

|    |  |                       |
|----|--|-----------------------|
| 13 | Protecting the environment should be the first commitment and then making it safe and accessible should be second.   | Jul 27, 2011 1:53 PM  |
| 14 | If it ain't broke don't fix it. The basin has problems only a few hours of a few days a week. And that for only ABOUT 6-8 WEEKS OF THE SUMMER. Minor CHANGES and common sense adjustments can enhance everyone's experience. Definitely do not one way Lake Mary road with its resulting increase in car pollution and Do Not close the basin to cars on weekends or establish a fee. To do so will kill MAMMOTH LAKES BASIN AS A FAMILY AND RECREATIONAL FISHING AREA WHICH WILL HARM THE MAMMOTH LAKES TOWN ECONOMY.   | Jul 26, 2011 5:31 PM  |
| 15 | The Lakes Basin is a valuable natural resource and asset to the City of Mammoth Lakes. Alternative C will best preserve the solitude and beauty that are inherent to these natural resources for generations to come.  | Jul 26, 2011 9:11 AM  |
| 16 | Alternative A (do nothing) is my preference, but B is closest to that. I think things are just fine as they are.   | Jul 25, 2011 2:55 PM  |
| 17 | I see no problem with the existing use and facilities of the Lakes Basin area and therefore see no reason to alter these facilities or further regulate their use. In fact the current somewhat informal nature of this area makes it particularly appealing to me. Furthermore, as a vacation home owner in Mammoth who has visited the Lake Basin area for over 30 years I see no indication of persistent overuse or crowding of this area including the period spanning the last few years.  | Jul 24, 2011 10:51 PM |
| 18 | There are aspects of both C and D that I like but I did not chose C because of the part about paying for parking. I did not pick D because it is too much . It would, to my mind, make too much of the Lakes Basin 'frontcountry'. I chose B. It is by no means the ideal solution. My idea of an ideal solution is below.   | Jul 21, 2011 12:56 PM |
| 19 | I greatly prefer the zone definitions in this plan. I also like how it considers what is already here and makes it the best it can be. It like the lack of impact as well. I very much like that the existing trails will be reimagined and built. There are trails that kind of disappear under your feet. I am highly AGAINST parking or entry fees. I would rather see an enticing way to encourage people to use public transit or jump on the AWESOME bike path on a rental bike. As a resident, Red's is off my radar and rarely enjoyed because of the overly structured nature of it. The Lakes Basin is a part of the town and should be allowed to be enjoyed freely and inclusively. I also question why Lake Mary Road is being proposed to be one-way.  | Jul 17, 2011 3:54 PM  |
| 20 | The Lakes Basin is already a heavily used amenity by many user groups. I would like to see summer and winter recreational opportunities expanded in this area. Summer: Additional mountain bike trails would be a welcome development. Outside of Mammoth Mountain, there is little mountain biking in the area, and few areas have good soil. The Lakes Basin has some of the best mountain biking soil in the area and has tremendous potential for development. These additional trails should be constructed sustainably and avoid current equestrian use. These trails could provide connectivity between the following areas: The Lakes Basin, Sherwin Ridge, Mammoth Rock Trail, Panorama Dome, Mammoth Mountain, and the Reds Meadow area. Some of these trails could compliment and double as winter nordic ski trails. Winter Additional nordic ski trails could be built. A permanent bi-athlon range should be developed. These trails could double as mountain mike trails in the summer. Snowmobile access should be | Jul 15, 2011 2:20 PM  |

**Page 6, Q2. Please explain why you have chosen this specific concept.**

kept the way it is.

- |    |   |                       |
|----|---|-----------------------|
| 21 | I have spent more than 50 summers in Mammoth. None of the choice is ideal. I chose B because it is the least damage. While C provided for better water quality by leaving the lakes mostly non motorized, it chose to kill renegade parking and include more 'fees' and transportation issues. We hardly ever go down to Red's Med anymore because of the hassle of the shuttle bus. I don't want to see 'formalized' lake entries. People have been enjoying Mammoth Lks Basin for generations without government red tape...I am going to support keeping the government out. We live by a National Park, and the usage since the government started making it substainable access - well the fish are gone, the dogs are off the trails, and volume of tourists is way down, duh.  | Jul 15, 2011 12:27 PM |
| 22 | I favor a balance between protection of natural resources and low-impact recreation, and I think the way to achieve this balance is with the largest amount of Transitional Backcountry. For this reason I most prefer Alternative B, even though Alternative C seems like it's intended to be the compromise concept between preserving and expanding,   | Jul 14, 2011 3:56 PM  |
| 23 | the lakes basin is excellent how it is now. it is essential to maintain freedom of movement for all user groups. we do not need more bureaucratic red tape encumbering the use of our land.   | Jul 13, 2011 7:48 AM  |
| 24 | I like a combo of B and C. and would pick C over B if a few things were adjusted. I like the increased shuttle in C but do not like the reduces parking. I love the reduced motorized watercraft use of C, but do not want camp sites removed or lake access restricted. So as presented I have to pick B over C  | Jul 12, 2011 8:39 AM  |
| 25 | Concept C would actually move existing uses to more suitable locations in the Lakes Basin (removing existing campgrounds and constructing new campgrounds on lower-impact sites or for low-impact camping, for instance). Both concept B and concept D would leave all current uses in place. Current uses are crowded around the lakes because that's how they were first introduced, when the total number of visitors was much lower. The parking provisions are especially attractive, as the current assortment of random wide spots on the roadside are in many instances neither protective of resources nor convenient for recreation users. Better transit service specifically to trailheads will allow (I hope) less parking at trailheads. The less space in the Lakes Basin that is occupied by parking, the more there will be for recreation. I'm not enthusiastic about parking lots, but if, for instance, the west-side Lake Mary road became one-way, it would be possible to build new parking spaces all along the west side of the road, paved, completely out of the traffic lane. (And with meters if you liked.) | Jul 11, 2011 1:57 PM  |
| 26 | I think that the twin lakes should remain non moterized. I think that you could add more camping between lake Maime and Horseshoe Lake. I also don't want to see parking to be really restrictive. I like that the camping sites have space between them and you don't feel like you are in a parking lot.  | Jul 11, 2011 10:23 AM |
| 27 | -allows for continued access to the lakes for all forms of transportation - including private vehicles. Our locals and visitors should be the ones to determine when and how they can experience the Lakes Basin. Concepts B and A basically perserves the beauty and experience of the Lakes Basin and does take alot of money to implement - which should be an important consideration in the current and future economy. This concept (B) does provide conepts C's claim of "sustainable access and natural-resource protection" - simply use concept B's   | Jul 10, 2011 10:50 AM |

**Page 6, Q2. Please explain why you have chosen this specific concept.**

plan and add trail connection and either pave roadsides or lay lumber/downed tree to control renegade parking. LIMITING vehilces (concept C idea) to the Lakes Basin is the wrong approach to tourism success in the Lakes Basins. Enforcement and education is key - spend your time there NOT in taking away peoples cars! - Successful local, state and federal parks ALLOW people to drive into them - not force them onto trolleys - you stand to really lose tourist to JUNE lake and other east side communities if you force them to trolley-up to the lakes! Do NOT do that! Stay flexible to the needs of locals and tourists in your thinking and actions - be open to the fact that your ideas are off track and out of sinc with local and tourist desires.

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|----|--|-----------------------|
| 28 | Your questionnaire becomes invalid at this point because it forces a false choice of three options none of which I like. I choose A --- don't do anything.   | Jul 9, 2011 4:54 PM   |
| 29 | Leave the lakes that are now non-motorized as they are.  | Jul 8, 2011 9:53 AM   |
| 30 | I do not like the idea of parking fees to get to this area. I go up there occasionally during the summer and have not had issues with parking (I only park at Horseshoe). The bus runs up there and people can bike up there. I think there should maybe be a park and ride spot in town if the parking situation is that bad up there. I know funds are limited so I think trying to do anything drastic right now is foolish. We'll just find ourselves in the same predicament as the ice rink-things can get built but not maintained or run. Let's have a nice savings account in the fund before we try to do anything major.  | Jul 7, 2011 11:30 AM  |
| 31 | I believe protecting the environment and it's natural resources is more important than creating more space for people to take over.  | Jul 6, 2011 11:58 AM  |
| 32 | I like things the way they are now. Alt. C doesn't meet with my needs and Alt. D will bring too many people to the basin area. We are already a bit crowded now and Alt. B seems to keep the area like I would like to see it.   | Jun 28, 2011 2:08 PM  |
| 33 | works perfectly as is.   | Jun 25, 2011 9:30 AM  |
| 34 | Although none of the concepts do I fully agree with, B is the closest. Concept C seems to be contradictory with itself with over the top protection of natural resources yet pushing increased transit capacity. Increase transit capacity when the existing transit capacity is filled, the Lakes Basin is not Yosemite or the Grand Canyon. Fee parking would restrict access to only those that can afford it. Concept D should not allow motorized vessels on Twin, Mamie or Horseshoe Lakes. I don't think any new marinas are needed. I think the density of campsites should be reduced in the Lakes Basin campgrounds, the most over used worn out looking areas in the basin are the campgrounds. Make up the lost campsites closer to town (Shady Rest area or Sherwin Creek area?). | Jun 23, 2011 10:04 PM |
| 35 | This is what the lakes basin should look like.   | Jun 20, 2011 9:53 AM  |
| 36 | Even though many users of the Lakes Basin try to drag in their 5th wheels to "camp," I still believe that the Lakes Basin experience should be more "natural" while enhancing opportunities for perhaps less mobile visitors by improving trails and trailhead access.   | Jun 19, 2011 9:26 PM  |
| 37 | The Mammoth Lakes Basin has always been and always will be our town's paramount summer recreation node. Bearing in mind that the land is public, it should be assured that the opportunity exists for anyone who desires to use the land may in fact do so. Restricting access in the name of environmental  | Jun 9, 2011 6:15 PM   |

**Page 6, Q2. Please explain why you have chosen this specific concept.**

protection ignores the central justification for the existence of public lands. The Mammoth Lakes Basin should indeed be managed sustainably, but in such a way that anyone who desires to visit may do so and not feel constrained.

38 I am greatly concerned with the overuse of roads, trails, etc. in the Lakes Basin. Using more transit is important. So is making Lake Mary Road one-way, so that there is enough room for walking, biking, etc. without having to constantly interact with motorized traffic. Jun 6, 2011 7:22 AM

39 Again, no mention of equine activity. It appears that equestrians (equally taxpayers) who wish to enjoy the areas mentioned are being pushed out and ignored. My taxpaying dollars are paying for this too and I should be allowed to enjoy the area on my horse's back. Horses and mules formed these trails many years ago. This needs to be remembered and appreciated. Please do not take away my rights as a citizen and taxpayer. Jun 1, 2011 1:15 PM

**Page 6, Q3. If you could craft your own concept, which components would you choose to combine, and why?**

1 I believe that Concept D is a sufficiently robust point of departure. Aug 14, 2011 9:43 PM

2 hysthsfh Aug 13, 2011 7:52 AM

3 I would like to see alternative B but with the change to non-motorized water use for horseshoe and perhaps twin lakes. Horseshoe is largely free of motorized use already, so the loss of recreation opportunities for motorized boaters would be minimal. Ensuring one or two lakes are restricted to kayaks, canoes, and swimming would be lovely. Aug 11, 2011 10:11 PM

4 universal access no parking fees improved wayfinding Aug 11, 2011 6:51 PM

5 I think that tweaking the traffic patterns and parking is the most crying need. It would be very expensive to widen the Lake Mary access road. Changing that to a one-way road with parking in the wide spots could alleviate a number of hazardous/overcrowded situations. We'd still need to widen the portion of the road along the North end of Lake Mary to accommodate 2-way traffic for visitors unused to driving on narrow roads. Aug 11, 2011 3:37 PM

6 see above answer Aug 10, 2011 11:56 AM

7 I tend to agree with a combination of both B and C concepts, as they would provide the greatest natural experience as well as protect the natural resources of the lake basin. I strongly oppose more and more man-made intrusions into a very scenic area. This summer, I was shocked by the overly "civilized" look of the Lake Mary Road. While I do support a bike path, the other "improvements" are starting to make the lake basin look over-developed. Aug 10, 2011 9:10 AM

8 See answer #2 above. Aug 9, 2011 4:53 PM

9 I would combine B and C to focus less on the development of new infrastructure and more on resource protection. Aug 8, 2011 4:47 PM

10 Expand the Transitional Backcountry a bit further Aug 4, 2011 10:08 AM

**Page 6, Q3. If you could craft your own concept, which components would you choose to combine, and why?**

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|----|---|-----------------------|
| 11 | See comments in item 2 above, i.e. I prefer Alternative A. It is important for me and many others like me who have small water craft and hike on the trails in the lakes basin area to maintain the current level of car and boad access.   | Jul 31, 2011 11:58 AM |
| 12 | <p>I would choose to combine Concepts C and D. In terms of area designations, I would recommend shrinking the "frontcountry" boundary on Concept D away from Crystal and TJ lakes due to the wild nature of those areas and, instead, draw the line at Barrett Lake's inlet. This will expand the current area approved for "frountcountry" activities (such as new MUP construction) without disturbing an area that is more wild in character. The rest of the area surrendered by Concept D's "frontcountry" would become "transitional backcountry." I would combine Concept C and D's campground plan to involve no new campgrounds, but enhancement and expansion of existing ones wherever possible. If new sites are needed, walk-in camping should be considered by either adding to existing campgrounds or converting certain low-capacity ones that would benefit from such a change, like Lake George. No new marinas should be added though current ones should be retrofitted and improved to accommodate more guests. Lake Mary has two marinas and Lake George and Mamie only need one. These are relatively small lakes. A marina on Horseshoe lake is probably not the best idea as the lake has a bad habit of constantly shrinking its shoreline depending on the snow-pack. As a result, Horseshoe Lake should be non-motorized, but the rest of the lakes listed as motorized on Concept D should remain so. The basin's curious lack of picnic areas should be remedied. Concept D's plan for new ones is therefore incorporated here. In terms of trails, the more loop paths the better. Dead ends are an exasperating element of today's town MUP system that is only slowly being remedied. Full MUP loops in the basin will prevent a similar thing from happening in the basin. Use trails that are not formalized should be considered for formalization or closed/replaced depending on the prevalence of trails in the area in which they exist. Trailhead capacity should be increased whenever possible. New trailheads for backcountry trails are not needed, as a glance at any topo makes clear. Concept C's one-way circulation on Lake Mary would help mitigate a rather dangerous drive. Concept D's new road from Lake George to Mary to facilitate a loop is advisable if it can be built without creating an eyesore. Otherwise, no road. Interpretive kiosks should focus on BOTH education and access to recreational resources. This should not be an either/or scenario. It is valuable for people to learn a little about the landscape while also providing access. We should be careful not to hit visitors over the head with global warming/recycling/man-is-only-a-visitor-here messages, but instead focus on basic stewardship, history, and life sciences; the importance of staying on the trail, packing out trash, disposing of fishing line properly, endangered species, land formations, mining heritage, etc. Visitors should feel welcomed - not guilty for being alive and having arrived here.</p> | Jul 28, 2011 2:22 PM  |
| 13 | I'd add better signage for trails. More Rangers/ranger types available to help, give info and lead hikes and give talks. People need to be introduced to the wilds and educated about them.   | Jul 27, 2011 1:53 PM  |
| 14 | SLIGHT ENHANCEMENTS in parking to make up for the many spaces lost to the Lake Mary road widening and the bicycle trail construction. Some additional access for cartop boat and paddleboard access. Extend shuttle to Lake George. But don't do any more construction for at least two years after the bicycle trail is finished. Basin construction has created more problems over the last 4-5 years than anything else discussed at the meetings last fall.   | Jul 26, 2011 5:31 PM  |
| 15 | I would add a winter use component and exclude motorized off road vehicles  | Jul 26, 2011 9:11 AM  |

**Page 6, Q3. If you could craft your own concept, which components would you choose to combine, and why?**

including snow mobiles. This component would fit into Alternative C.

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| 16 | I frequently use lakes and trails and have done so for over 30 years. I really have no complaints. There is always plenty of parking, and we are able to transport our boat and our dog without problems.  | Jul 25, 2011 2:55 PM  |
| 17 | I prefer Concept A since I believe there is no problem and therefore as the saying goes "If it ain't broke don't fix it". I would agree that some enhancements to parking access and small boat launching facilities might be desirable but I don't believe that they are necessary and therefore worth the cost, effort, and disruption that would be incurred if implemented.  | Jul 24, 2011 10:51 PM |
| 18 | If I were in charge these are the things I would do in the Lakes Basin 1. No change to parking. 2. Put dog poop bags at Horseshoe and a trashcan. 3. Replace the ugly Horseshoe dumpster with a nicer can. 4. Get recycling receptacles at all lakes and campgrounds. 5. Increase the frequency of the trolley. 6. Non-motorized boats only, 7. Make Lake Mary one way. 8. Actually have bathrooms that were open and have signs on the closed ones letting people know where the closest open one was. 9. I am totally against charging for parking. 10. Improve trail and interpretive signage. 11. Connect the lakes with trails. 12. New trails would emphasize access to long-distance trails exiting the Lakes Basin as well as loop opportunities. 13. In most instances, new facilities and trail opportunities would be constructed to accommodate people with disabilities. 14. Lake access would remain informal. 15. A few use-trails may be formalized to enhance and direct existing access. 16. New trailheads may be constructed where they provide for recreation access and can be built with minimal resource impacts. 17. New campgrounds may be constructed to offset sites lost through closure or to provide for low-impact (i.e., walk-in tent camping) opportunities. 18. Existing marinas may be redeveloped or relocated to minimize impacts on aquatic resources. 19. Existing ad hoc picnic areas would be relocated and/or formalized with bear boxes, tables, recycling, etc. | Jul 21, 2011 12:56 PM |
| 19 | From Concept B: 1. Additional amenities for ease of disposing of trash, securing food, relieving oneself. This is an overdue update. 2. Fines. Visitors appear to think they have carte blanche and do not respect the place. Fishing hooks are everywhere, dirty diapers left lakeside (I've see it!), trash, etc. From Concept C: 1. The zone definition! All of the other concepts are too frontcountry heavy and it ruins the natural beauty and has too much impact. 2. Reimagining and building of new trails. I would like to see every lake (including George) to be accessed via foot on a soft trail, not unlike the x/c ski trails in the winter. The trails that are already there need to be maintained so they're visible.   | Jul 17, 2011 3:54 PM  |
| 20 | I am not sure what this question is asking.  | Jul 15, 2011 2:20 PM  |
| 21 | B would include the non-motorized boats on the lakes that now do not allow them. Twin is a small lake and a canoe or rowboat has served it well for generations. In C, I worry you turning a wonderful area into an over regulated formal destination... kind of like taking the garden away from the gardners and charging them for wanting to use it. While some handicap provisions could be added, in general nature looks best the way nature is...not with a corral parking lot to jam the tourist into. If you take away the trails from the dog owners like most national parks, maybe all, I can't tell you how disheartened I and many, many friends would be.   | Jul 15, 2011 12:27 PM |
| 22 | I'd start with Concept B and make a few tweaks related to trails: Even in Backcountry, maintained (i.e., NOT use) trails should never be difficult to follow,  | Jul 14, 2011 3:56 PM  |



**Page 6, Q3. If you could craft your own concept, which components would you choose to combine, and why?**

which means better marking a trail somehow where it's faint and signing it clearly at trailheads and junctions (even junctions with use trails). I'm not opposed to formalizing those use trails that are worthy of being formalized. If they're not, allow them to persist. Unless they get so little use that they wouldn't eventually reappear, the funds required to remove or mitigate them could be better spent on almost anything else. Such as clear signing at junctions between maintained trails and use trails, whether the use trails are formalized or not. Even in Backcountry, creek crossings that require anything more than the simplest rock/log-hopping should be bridged. There's a reason I probably sound like a guy with lousy balance who gets lost easily -- I am one. But I don't think the couple suggestions I've made would result in a negative impact due to the Backcountry being suddenly overrun by a surge of additional hikers. The same factors that currently limit trail use -- distance, altitude, elevation gain, terrain (how far?, how high?, how steep?, how rough?) -- would continue to keep usage at current levels. P.S. Great job putting together the LABSS Preliminary Management Concepts document!

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| 23 | b is good   | Jul 13, 2011 7:48 AM  |
| 24 | I like a combo of B and C. Things I feel are important are: access by car with options for shuttle, as in B and keeping parking areas available. Also am not in favor of removing Camp sites, so that is also B, I do like making Lake Mary road one way traffic as in C, great idea that will allow for a safer separate bike lane and a one way traffic lane. I like the transitional back-country zone layout of C and the motorized boating on only Mary and George, but would not like to see lake access limited by formal launch areas. I do not like Alternative D at all.  | Jul 12, 2011 8:39 AM  |
| 25 | I like Concept C as a whole, but in the absence of funding (and I expect an absence of funding), I would fall back to the provisions of B in the following order: Trails (least important, first to fall back to B) Trailheads MUPs Use Trails Picnic Areas Restrooms Marinas/Boat Launches Campgrounds Universal Access Lake Access Roadways Parking Transit (most important, last to fall back to B) That is, if funding cannot be obtained for the whole of Concept C, I would put the available funds towards the Transit provisions of C first, then the Parking provisions, then the Roadways provisions, etc, and where the funds ran out I would fall back to Concept B.  | Jul 11, 2011 1:57 PM  |
| 26 | Less restrictive parking, camp site have more parking. Twin Lakes and Lake Maime being non motorized. Ability to expand and upgrade facilities such as bathrooms. Some upgrades to campgrounds. - don't want cement ADA upgrades Like the backcountry info. Keep dirt roads in transitional backcountry areas.  | Jul 11, 2011 10:23 AM |
| 27 | Concept B as the basis - with the addition of (1) connecting the trails (=looping if needed) and (2) signage. Additionally- either (3) pave the shoulders of the roads where people are already parking to deal with renegade parking or (4) place lumber/downed trees along roads to dis-allow renegade parking. Also (5) charge a user fee - daily and/or yearly pass options - to private vehicle users BUT do NOT limited private vehicle access to anyone who wants to drive to the Lakes Basin. And (6) charge a fee for the "trolley" - even 50 cents - to help pay for the operation of that huge thing! Add (7) the option of an "express" /small size van to take bikers and hiker and runners from the town's existing shuttle stops DIRECTLY to Horseshoe Lake w/o the "trolley experience" that takes too long and is more like a Disneyland ride/tour than a dedicated activity minded vehicle for locals and tourists.Also (8) eliminating all the campsites from the entire Lakes Basin should be looked at as a way to protect the environment and would | Jul 10, 2011 10:50 AM |

**Page 6, Q3. If you could craft your own concept, which components would you choose to combine, and why?**

drastically reduce car traffic/issues in the Lakes Basin - it would also help the town by bring dollars into town. (9) if camping is continued to be allow, the town should be awarded the "reservation" contract for the campsites so we can at least make some money on the reservations. \*\*\*Adding these options to the basis of Concept B would be the most cost effective and provide the most immediate positive impact to the Lakes Basin experience. Concept A is also a good choice b/c the way things are is GREAT! Concept C is too limiting in access to the area and would cost too much money to implement in addition to just being a way to create unneed jobs at too little a payoff to locals or tourists and Concept D is too much growth and too many RVs and too much Disneyland thinking!

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| 28 | I would not craft a concept. I would deal with problems as they emerge with common sense solutions and not try for a "Grand Vision" of a "Nature Experience"   | Jul 9, 2011 4:54 PM   |
| 29 | Concept "C" meets my expectations.   | Jul 8, 2011 9:53 AM   |
| 30 | I do like the idea of offering a non motorized lake that is easily accessible (no hiking). Since Horseshoe is a popular off leash dog area, why not make an area there specifically for that? A large fenced in area where dog crap would be maintained. I also like the idea of preserving the land but if more parking is necessary then maybe we need to add some instead of letting people park offroad.   | Jul 7, 2011 11:30 AM  |
| 31 | I suppose B and C, which would seem to please both the environment and the visitors.   | Jul 6, 2011 11:58 AM  |
| 32 | I would like to see no motorized boats on any lakes, I would like to see sufficient public restroom facilities so people don't use inappropriate places, I would like to see enforcement of parking areas, I would like to see rules posted which emphasize common courtesy.   | Jun 28, 2011 2:08 PM  |
| 33 | trails allow mountain biking, multi use, like every other well run forest besides the inyo.  | Jun 25, 2011 9:30 AM  |
| 34 | When you try to craft your own concept you begin to understand the difficulty of the task, but here goes. I like the one way loop roads for both Lake George and Mary, I think that would increase safety, make room for a walking path (that is already used at great peril), it would make room for some additional parking, and if nothing else legitimize some of the renegade parking. I think some restrooms should be added even if they are only porta-potties, early and late in the season many of the regular bathrooms are closed because of freezing temperatures. I am against increased transit capacity until the present capacity is filled. Legitimize suitable renegade parking and user trails. Investigate the possibility of separate trails in some areas for hikers, horses, mountain bikers etc. Some increase in parking but not lots. | Jun 23, 2011 10:04 PM |
| 35 | Alt c  | Jun 20, 2011 9:53 AM  |
| 36 | I think Alt C pretty much covers what I'd like to see.   | Jun 19, 2011 9:26 PM  |
| 37 | I would like to combine elements of Concept B and Concept D.   | Jun 9, 2011 6:15 PM   |
| 38 | I am fine with Alternative C in all areas.   | Jun 6, 2011 7:22 AM   |

**Page 6, Q3. If you could craft your own concept, which components would you choose to combine, and why?**

39 I would like to see camping and parking areas for equine. Overnight corrals, water troughs, horse trailer parking, equine trails, are just a few of the things I'd like to be considered. Ideally, an equine parking area with trailheads that venture off to an overnight horse camp that has water and corrals available for campers would be awesome.

Jun 1, 2011 1:15 PM