

2.0 PROJECT DESCRIPTION

INTRODUCTION

The Project involves adoption and implementation of the Town of Mammoth Lakes (Town) Trails System Master Plan (TSMP).¹ A primary goal of the TSMP is to create an integrated year-round trail network, within the Town's Municipal Boundary that provides a seamless transition between the Town's urbanized area, the Mammoth Mountain Ski Area (MMSA), and National Forest lands within and beyond the Municipal Boundary managed by the United States Forest Service (USFS). An additional goal of the plan is to enhance year-round mobility in a manner that is consistent with the Town's "Feet First" strategy. The TSMP includes proposals for trails, paved Multi-Use Paths (MUPs), and Recreational Nodes, as well as goals, objectives, guidelines and various other recommendations that direct implementation and management of the plan. A component of the TSMP is the "Sherwin Area Recreation Plan," (SHARP) which includes more detailed concepts for the Sherwin Area, in the southern part of the Town's municipal area. SHARP reflects the first of several more focused planning efforts that are anticipated for the area addressed by the "Soft-Surface Trails Concept" (SSTC), included as Appendix to the February 2009 Draft TSMP Plan. Among the individual projects presented within the TSMP and the SHARP, the Town has also identified a number of "Priority Projects" that are well defined and intended for near-term implementation. The Priority Projects identified within the SHARP reflect more in-depth analysis and study completed by the SHARP Trails Technical Committee (SHARP TTC), to develop refined proposals from those described in the November 2009 SHARP document.

For purposes of this EIR, the TSMP, SHARP, and Priority Projects are collectively referred to as the "Project," and are the focus of the environmental analysis. With the exception of the Priority Projects, the recommendations and projects included in TSMP and SHARP are conceptual in nature and are therefore evaluated at a program-level, recognizing that subsequent more focused environmental review would occur as future project-specific development proposals are initiated under the TSMP. Also, the area encompassing trail components and/or facilities as part of the TSMP and the SHARP is collectively referred to as the "Project Area" in this Initial Study, unless stated otherwise.

Since the publication of the February 2009 Draft TSMP, the Town made progress to further refine and allow for implementation of selected components of the trails system. These components include advancing the trails signage and wayfinding program for the existing system, and refinement of concepts for an integrated design, management and maintenance approach to a broader Mammoth Lakes Trail System (MLTS) that includes the project components outlined in the TSMP. An "Errata" document was developed in June 2011 reflecting the recommended text changes to the February 2009 Draft TSMP; this is included as Appendix C of this EIR for reference, and is hereby incorporated into the project analyzed in this EIR.

¹ *The focus of the environmental analyses included in this Initial Study and the pending Draft EIR are based on the Draft TSMP. The Final TSMP, which may be refined based on public input during the CEQA process, is expected to be adopted following certification of the Final EIR for the TSMP.*

1. BACKGROUND

The Town adopted a Trails System Plan in 1991 which includes the Town's "Main Path," a hard surface trail which loops around and through the town, including some sections on National forest land, and a series of "future/alternative" connector trails. Since 1991, a number of major sections of the Main Path and some connectors have been completed, with others remaining to be built. The TSMP would update and supersede the 1991 Trails System Plan.

2. PROJECT OBJECTIVES

Section 15124(b) of the CEQA *Guidelines* states that the Project Description shall contain "a statement of the objectives sought by the proposed project." As set forth by the *CEQA Guidelines*, the list of objectives that the Town seeks to achieve for the Project is provided below. The TSMP includes Goals and Objectives (refer to Section 1.2 in the TSMP), and the SHARP includes a series of goals, which are stated below.

Trails System Master Plan Goals and Objectives

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.

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.

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.

The SHARP also includes the following goals:

SHARP Goal 1: Avoid potential user conflicts while locating recreation facilities appropriately.

SHARP Goal 2: Achieve low overall impact by improving or better defining what is already present.

SHARP Goal 3: Provide for a coherent and satisfying recreation system that includes appropriate signage and wayfinding.

SHARP Goal 4: Ensure that trails and facilities have minimal visual impact and blend with the natural environment and each other.

SHARP Goal 5: Identify opportunities to enhance connectivity and public safety.

SHARP Goal 6: Further wildlife and resource protection, sustainability, and stewardship.

SHARP Goal 7: Achieve practical solutions.

SHARP Goal 8: Maintain opportunities for wildlife observation and interaction.

3. PROJECT LOCATION AND SURROUNDING USES

a. Trails System Master Plan

Mammoth Lakes is a resort community of approximately 7,500, located in Mono County in California's Eastern Sierra region. The Town's Municipal Boundary encompasses over 25 square miles; however, the urbanized area of the town is contained within a much smaller area of about 4.5 square miles, defined by the Urban Growth Boundary (UGB). The UGB was adopted in 1993, as a growth management tool to ensure the Town retained its compact urban form, and to prevent sprawl that would threaten surrounding natural and recreational resources. Land outside of the UGB is primarily in public ownership managed by the USFS. Beyond the Town's Municipal Boundary is the Town's Planning Area. **Figure 2-1, Mammoth Lakes Area Jurisdictional Boundaries**, illustrates the jurisdictional boundaries of the Town.

The TSMP addresses the entire area within the Town's Municipal Boundary. This includes trail components within the Town's UGB, which is comprised of a mix of urbanized uses, as well as system components that extend beyond the Town's UGB into mostly undeveloped National forest lands. There are a number of existing facilities that are located mainly north of the Town's UGB within the Shady Rest Park area. As described below, the Soft Surface Trail Concept and related Sherwin Area Trails Special Study (SATSS), both included as appendices to the TSMP, anticipate future trails system components in the Sherwin Area; the SSTC also anticipates future trails within Shady Rest and Mammoth Knolls areas to the north, and the Lakes Basin to the west of the Town's urbanized area.

The SSTC planning area includes a number of trail components. The SSTC provides initial concepts, planning and design guidance for a system of trails for the "donut" of land that is outside of the Town's UGB but within the Town Limits, and which for the most part, is managed by the US Forest Service. The SSTC covers lands within an approximately one mile radius of the Town's UGB, which are easily accessible from these more developed areas. The SSTC serves as a starting point for additional, more detailed trails planning for these areas, to be conducted in partnership with the US Forest Service, and other partner organizations.

b. Sherwin Area Recreation Plan

The SHARP was developed in 2009 as a follow-on planning effort from the Draft TSMP and the concepts outlined in the SSTC and SATTS. The SHARP process to date reflects a collaborative process among diverse groups to discuss recreation priorities, resolve potential conflicts and planning issues. It has resulted in the development of a broad program of trails and related facilities, and, through the work of the SHARP TTC, the refinement and more detailed articulation of certain proposals.

SHARP addresses an area within the southern part of the Town limits, generally bounded to the north by the UGB, by the Town Municipal boundary to the east, and Lake Mary Road to the west. While virtually all of the area included in the SHARP area is within the Town's Municipal Boundary, it entirely comprises National forest lands administered by the USFS, including businesses operating under special-use permit. Generally, land to the east, south and west of the Sherwins area is undeveloped federal public land administered by the USFS. To the north is a mix of open space, rural residential uses, and resort uses, including the existing Snowcreek V subdivision and proposed Snowcreek VIII resort area.

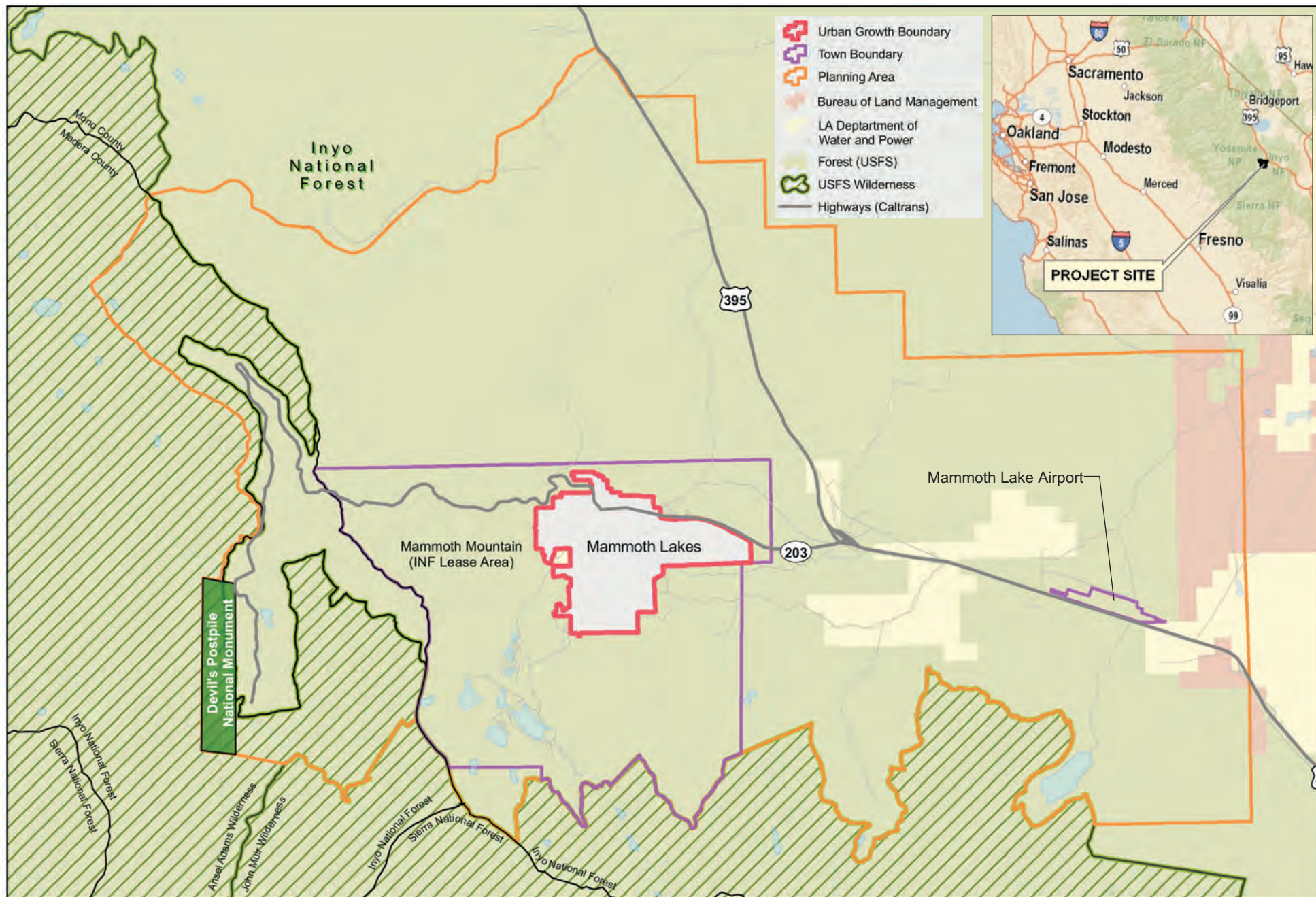
4. EXISTING CONDITIONS

a. Trails System Master Plan

Consistent with the Town's 1991 Trail System Plan, the nucleus of the existing trail system within the UGB consists of a system of paved multi use paths, on-street bicycle facilities, and sidewalks. The trails network also includes very limited soft-surface trails within the UGB, including a private foot trail through the Snowcreek Meadow. The following discusses the primary components of the Town's trails network.

(1) Paved Multi-Use Paths (Class I)

Often referred to as a "bike path", a multi-use path (MUP) provides for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway. The California Highway Design Manual (HDM) refers to these facilities as "Class I Bike Paths." The Town's Main Path and other paved paths have generally been built in conformance with the 1991 Trail System Plan and the 2008 General Bikeway



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Plan. Some alignments have changed slightly, but the general concept of a Main Path loop with connections to other paths extending inward or toward the center of town (i.e. Meridian Trail) and outward or away from town (i.e. Shady Rest Park Trail) has been maintained. Some MUPs are located within National forest lands, and were built and are managed under a Special Use Permit with the Inyo National Forest. The “Main Path” envisioned in the 1991 Trail System Plan is incomplete, but its existing segments still serve as the backbone of the current off-street bikeway network. **Figure 2-2, Existing and Future Trails System - Summer**, and **Figure 2-3, Lakes Basin: Existing and Future Trails System - Summer**, illustrate the existing paved MUPs within the Town during non-snowfall conditions.

Winter snow cover creates an entirely different system and set of recreational opportunities along the paved multi-use path system. The Town’s paved MUP facilities may be cleared for winter mobility and recreation, groomed for cross-country skiing, or unmaintained (snow-covered) during the winter months. At the present time, most existing MUPs are not cleared or groomed during the winter. However, the Safe Routes to School Program allows students to use MUP facilities to commute to schools from the Trail’s End neighborhood and via Chateau Road. Other segments near the Welcome Center and along Old Mammoth Road are also cleared. **Figure 2-4, Existing and Future Trails System - Winter**, and **Figure 2-5, Lakes Basin: Existing and Future Trails System - Winter**, illustrate the existing paved MUPs within the Town during snowfall conditions.

(a) MUP Crossings: At Grade and Grade Separated

The Town currently has 16 at-grade crossings along existing paved MUPs. There is significant variation in the treatments used at these crossings. Some at-grade crossings use abundant treatment to enhance safety while others have very limited safety features. The only grade-separated crossings currently in the Town consist of under crossings or tunnels. The Town’s tunnels vary in width and height. Currently, many of the existing tunnels do not accommodate full-sized grooming equipment for cross-country skiing.

(2) On-Street Bikeways

Bicycle facilities play a much larger recreational role in the summer season. The weather is favorable, the MMSA Mountain Bike Park is open, and the roadways, bike paths, and trails are generally clear of snow and debris. The following discussion focuses on the Town’s existing paved on-street bikeways, which are illustrated in Figures 2-2 to 2-5. Mammoth’s existing summer and winter bicycle networks consist of both on- and off-street facilities. Currently, all on-street bike lanes and bike routes are cleared of snow along with the roadways, but conditions caused by snow and ice accumulation in the bike lanes or shoulders can be hazardous. In addition, winter conditions and snow removal operations cause damage to road surfaces and make maintenance of clear bike lane marking and signage difficult.

(a) Bike Lanes (Class II)

Referred to in the California Highway Design Manual (HDM) as “Class II” bikeways, bike lanes provide a striped and stenciled lane for one-way travel on both sides of a typical street or highway. The Town has bike lanes on Minaret Road between Main Street and Old Mammoth Road; on Meridian Boulevard between Sierra Park Road and Majestic Pines Drive; on Canyon Boulevard from Hillside Drive to the Canyon Lodge parking lot; and along the length of the Mammoth Scenic Loop Road. Shorter segments are in place on Old Mammoth Road between Mammoth Creek Park and Minaret Road.

(b) Bike Lanes (Class III)

Referred to in the HDM as “Class III” bikeways, bike routes provide for shared use with bicyclists and motor vehicle traffic and are typically identified only by signing. Bike routes exist on Main Street/Hwy 203, portions of Canyon Boulevard, Forest Trail, and Lakeview Boulevard, and along the length of Majestic Pines Drive and Kelley Road.

(3) Soft-Surface Trails

Most opportunities for soft-surface trail development within the Municipal Boundary are on National forest lands outside the UGB. The only existing (summer) soft-surface trail that falls completely within UGB is the walking trail through Snowcreek Meadow (see “private dirt trail” in Figure 2-2). The trail extends from Waterford Avenue near Majestic Pines and follows Mammoth Creek on the North side to Minaret Road. The trail is on private property and is currently maintained by the Snowcreek Meadow Committee. The Town currently has an easement in the area and could potentially construct a low-impact wooden boardwalk and take over responsibility for maintaining a trail segment within the easement.

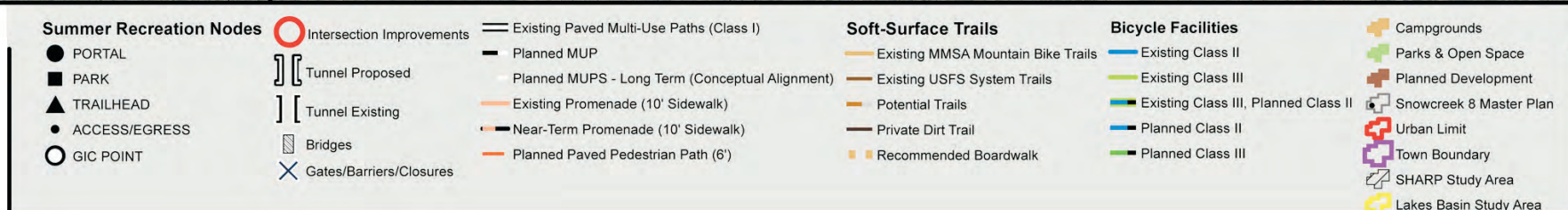
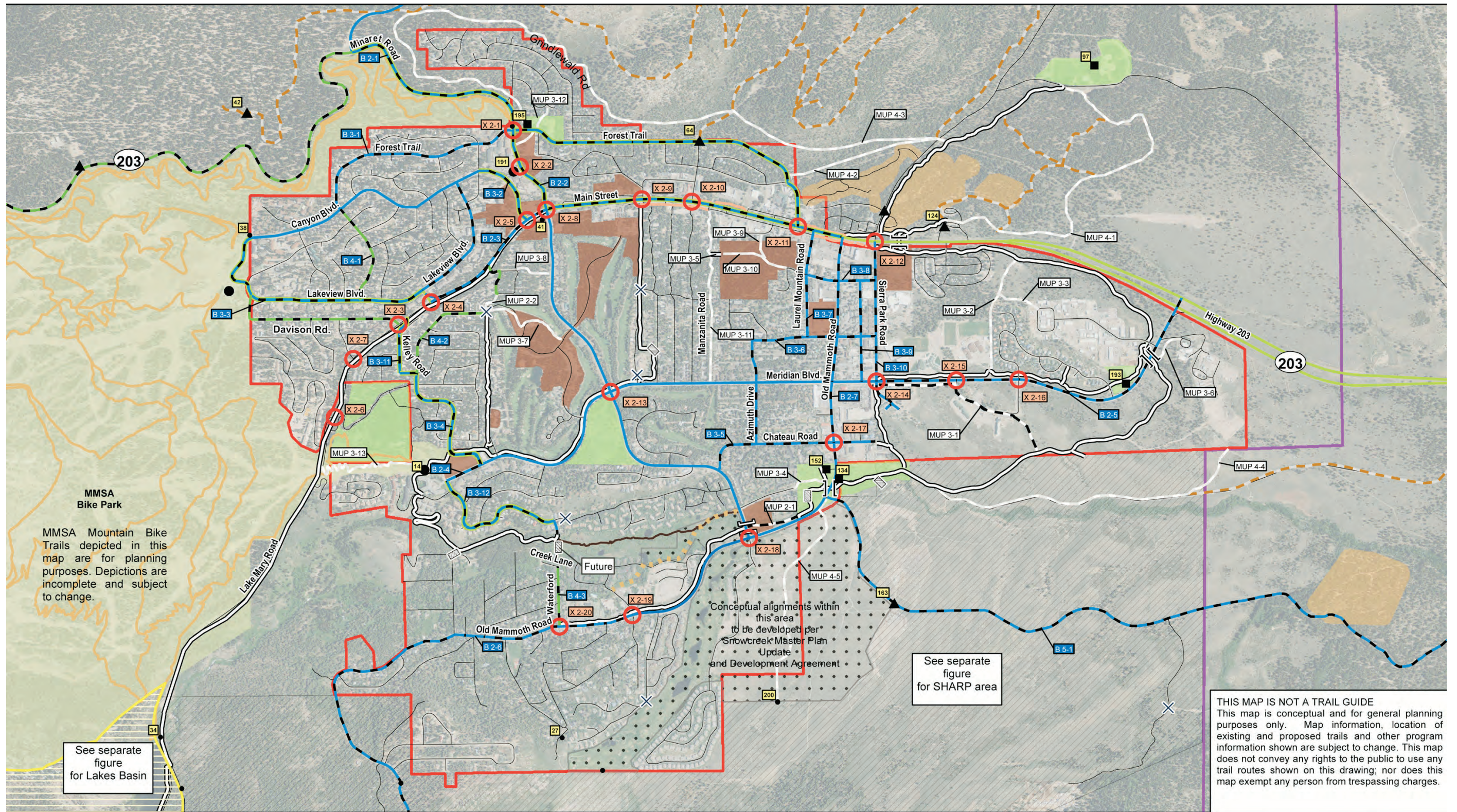
The transition between backcountry mountain bike (MTB) trails and the urbanized areas of Town currently present safety hazards to the bicyclists, pedestrians and vehicular travelers due to the lack of designated biking facilities and signage or wayfinding for the mountain bikers. The most common areas of transition are at the North Village, Canyon Lodge and Eagle Lodge.

Most facilities currently used for winter recreation activities such as snowmobiling and backcountry skiing are located outside the UGB. Groomed, non-motorized trails are concentrated in the Lakes Basin and Shady Rest areas. Tamarack Resort in the Lakes Basin has the most extensive network of groomed cross-country trails near Town and charges a fee for use. Lake Mary Road is groomed and provides public access to the Lakes Basin without a fee. The Shady Rest area is open to the public and consists of motorized and non-motorized trails. The Shady Rest Area provides a snowmobile staging area and trailhead. Sawmill Cutoff Road in the Shady rest Area is groomed and designated for motorized and non-motorized use and provides access to an extensive network of over-snow vehicle (OSV) trails. Groomed cross-country ski trails exist to the east and west of Sawmill Cutoff Road in the Shady Rest Area primarily using the blue diamond system. Figures 2-4 and 2-5 illustrate the existing winter soft-surface trails within the Town and Lakes Basin, respectively. **Figure 2-6, *Shady Rest Existing Winter Use***, illustrates the existing winter uses in the Shady Rest Area.

(4) Recreation Nodes and Activity Centers

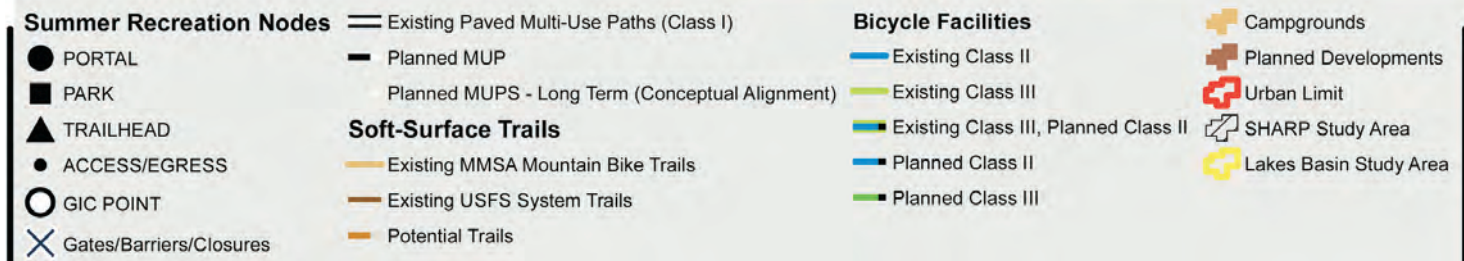
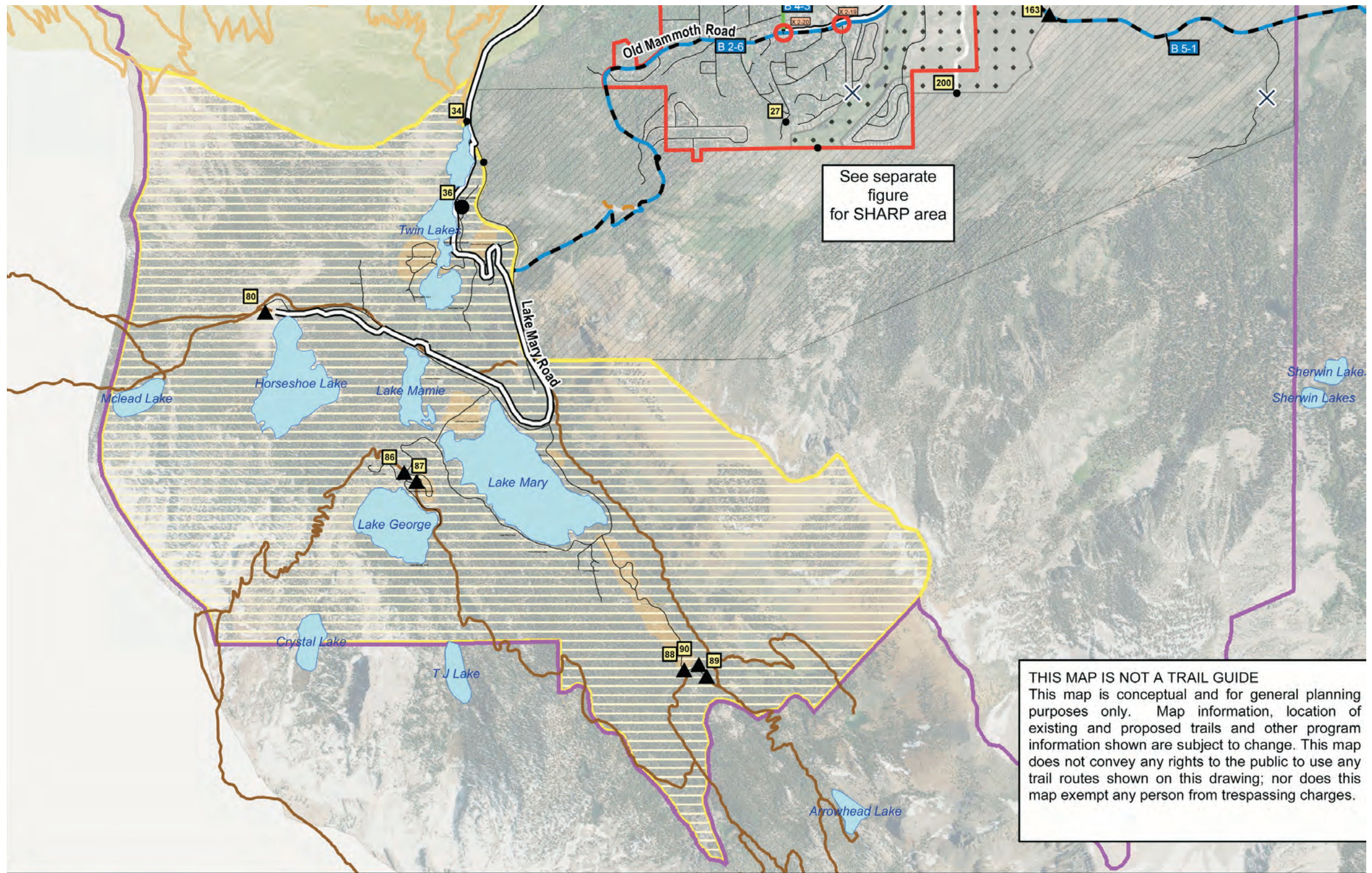
In addition to trail-related facilities described above, the TSMP identifies key areas where the trails network should facilitate access for in-town, short-distance recreation, linked recreational/utilitarian trip-making, and provide points of connection, access, egress and dispersion to the broader network of formal and informal recreational trails. Such locations are described in the TSMP as “recreational nodes” for which, in many cases, the TSMP identifies specific desired improvements and facilities. The TSMP also considers “activity centers,” which are existing, established locations that form a point of origin or destination for trails system users.

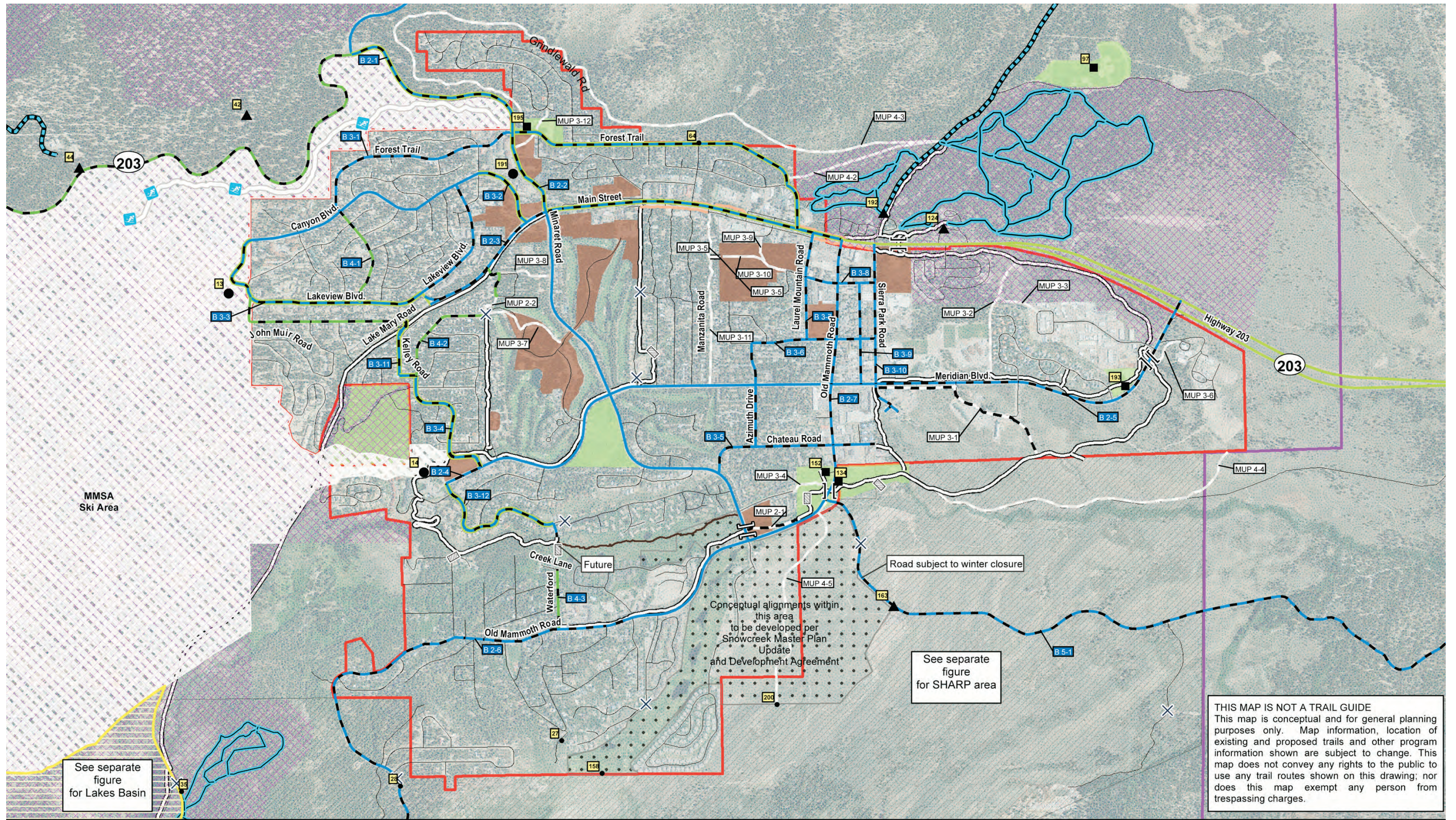
Recreation nodes throughout the TSMP planning area were identified early in the process through an extensive data gathering effort. They are locations with existing or potential significance for outdoor



Existing and Future Trail System - Summer

Trails System Master Plan Project
Source: Town of Mammoth Lakes, 2010.





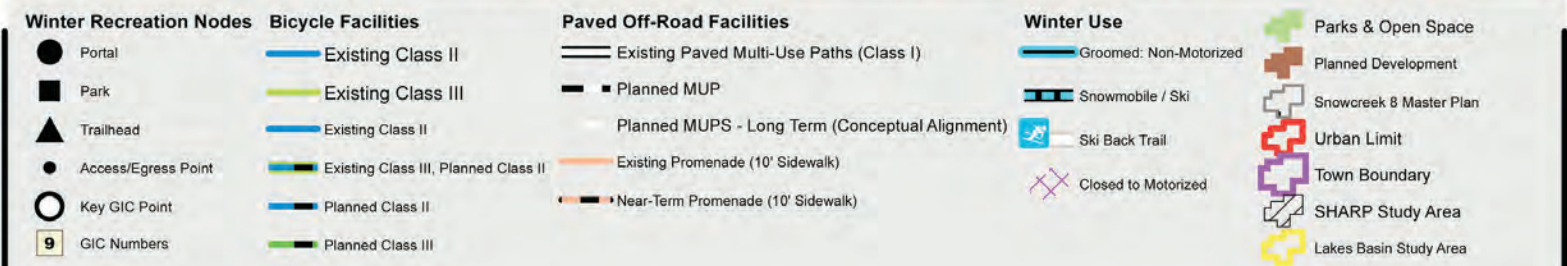
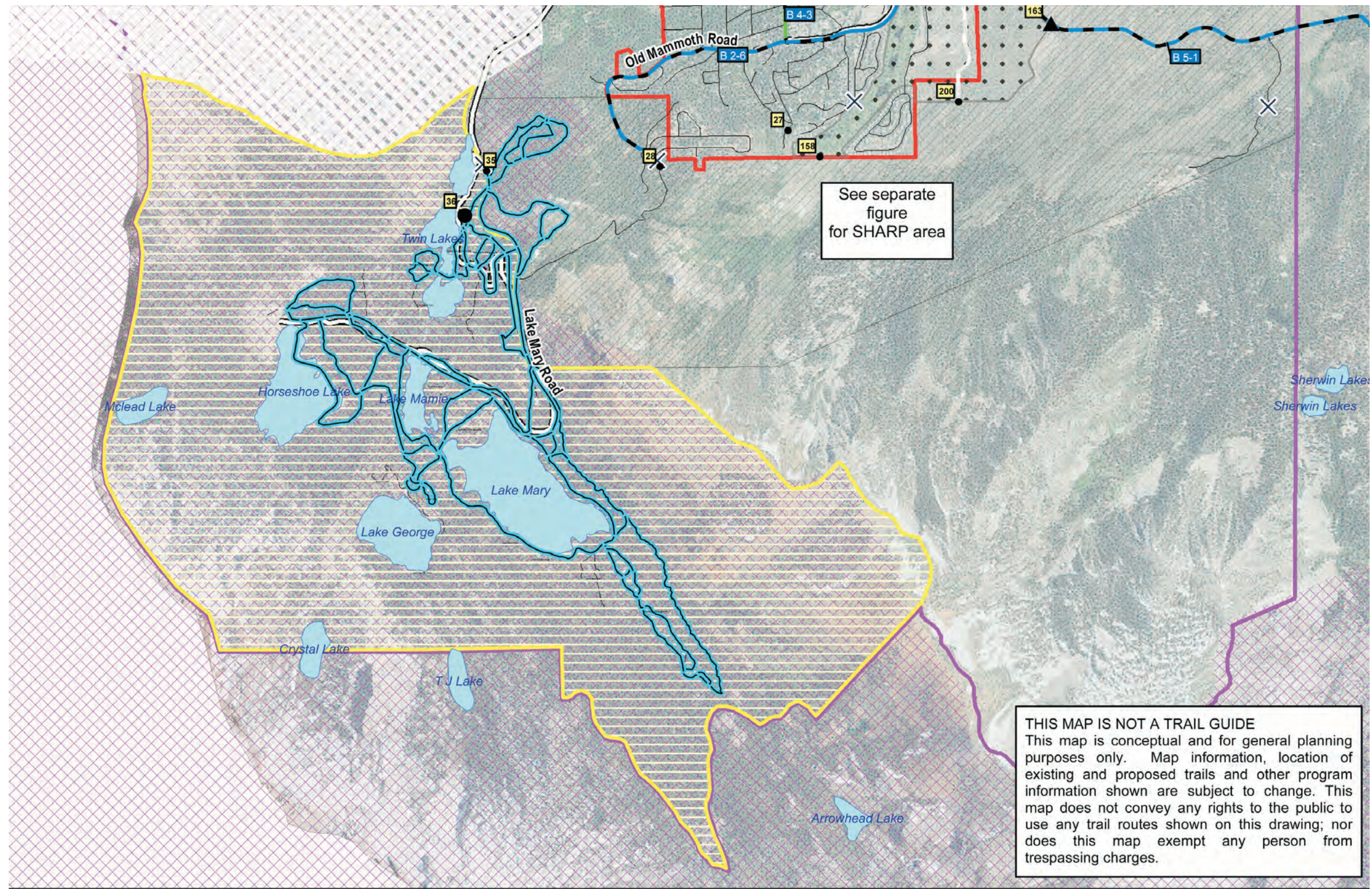
THIS MAP IS NOT A TRAIL GUIDE
 This map is conceptual and for general planning purposes only. Map information, location of existing and proposed trails and other program information shown are subject to change. This map does not convey any rights to the public to use any trail routes shown on this drawing; nor does this map exempt any person from trespassing charges.

- | | | | | | |
|---|--|--|---|--|---|
| Winter Recreation Nodes
● Portal
■ Park
▲ Trailhead
● Access/Egress Point
○ Key GIC Point | GIC Numbers
X Gates, Barriers, Closures
[] Bridges
[] Tunnel Proposed
[] Tunnel Existing | Bicycle Facilities
— Existing Class II
— Existing Class III
— Existing Class II
— Existing Class III, Planned Class II
— Planned Class II
— Planned Class III | Paved Off-Road Facilities
— Existing Paved Multi-Use Paths (Class I)
— Planned MUP
— Planned MUPS - Long Term (Conceptual Alignment)
— Existing Promenade (10' Sidewalk)
— Near-Term Promenade (10' Sidewalk) | Winter Use_Rebuild
— Groomed: Non-Motorized
— Snowmobile / Ski
— Ski Back Trail
X Closed to Motorized | Parks & Open Space
■ Planned Development
[] Snowcreek 8 Master Plan
[] Urban Limit
[] Town Boundary
[] SHARP Study Area
[] Lakes Basin Study Area |
|---|--|--|---|--|---|

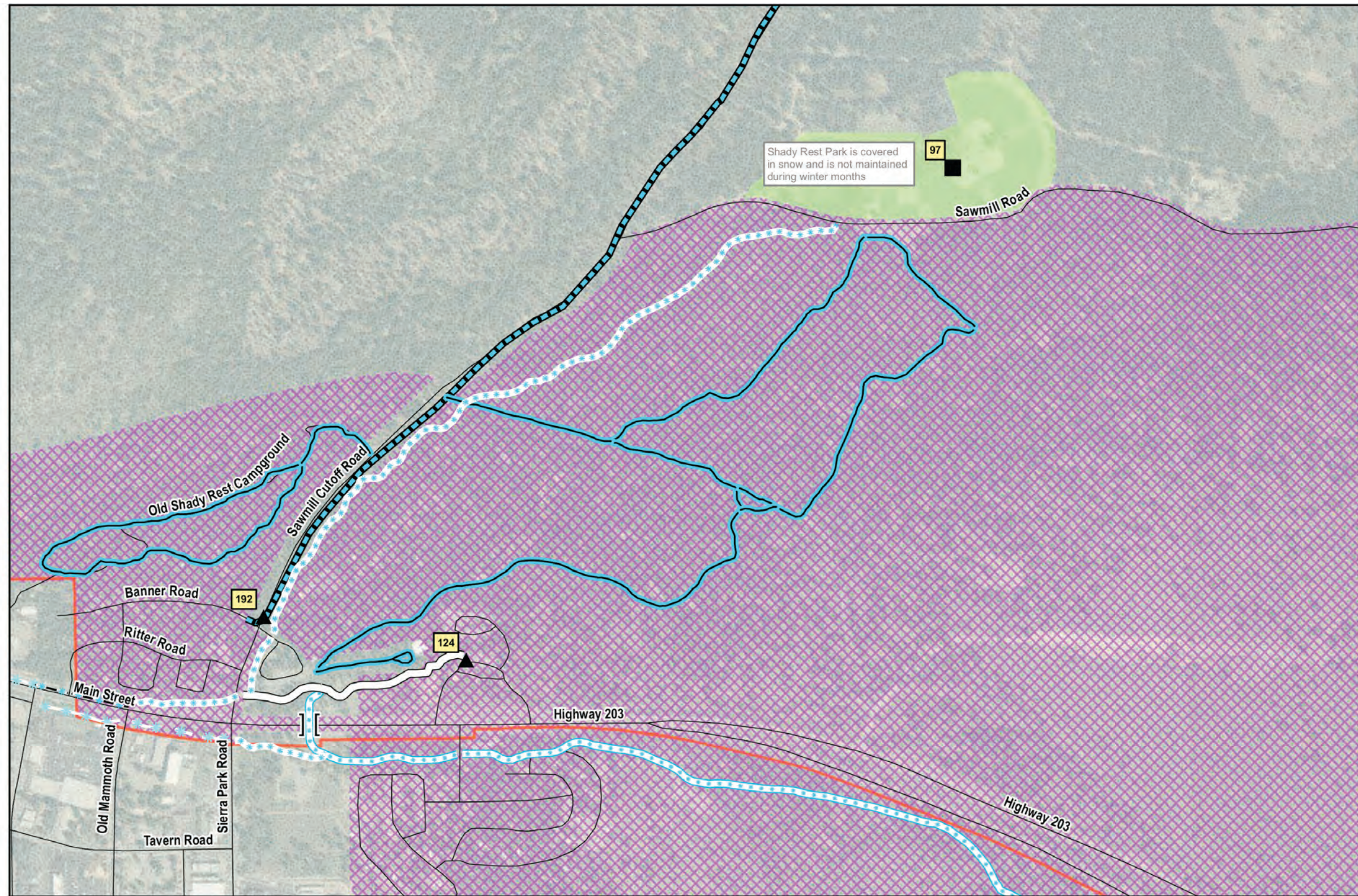


Existing and Future Trail System - Winter

Trails System Master Plan Project
 Source: Town of Mammoth Lakes, 2010.



Lakes Basin: Existing and Future Trails System - Winter



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recreation, which can facilitate recreational experiences. At many of these locations, residents and visitors already congregate (and disperse) in pursuit of recreational opportunities both within and beyond the Town's UGB. In some cases a node may represent a point where a recreational experience starts (i.e. where you get off the bus or park your car). In other cases, the node may represent a point of transition in an ongoing recreational experience (i.e. from a paved MUP to narrow foot path). Seasonality and time of day heavily impact the type and level of activity at recreational nodes. Recreation nodes may be very active in one season and dormant in another. The TSMP identifies and categorizes recreation nodes based on the level of amenities provided. The categories are GIC points, access/egress points, trailheads, parks and portals. Further, the TSMP characterizes recreation nodes as winter or summer nodes, and for each, specifies recommended facilities and improvements (see Section 5.a.(5), below). The following describes the categories of recreation nodes.

- GIC points may include any official or unofficial locations where a recreational transition occurs. This transition can include parking a car or disembarking from another mode of transportation in order to engage a recreational activity. The transition may also be between jurisdictional boundaries or between types of experiences (i.e. urban and rural, paved to unpaved). All recreation nodes have at least one associated GIC point, but not all GIC points are recreation nodes. Examples of GIC points include: Summer – Canyon Lodge (MMSA), Austria Hof, Path along Snowcreek V fence line, and Sierra Boulevard at Forest Trail; and Winter – Sherwins Ridge Access at Lake Mary Road, Sierra Boulevard at Forest Trail, Sledz (snowplay), and Winter terminus of Snow Creek Road.
- Access/egress points are locations that have the same characteristics as a GIC point, but have been formalized so that access there is legal and/or regularly maintained by a public or private entity. The basic elements of an access/egress point should include signage and a clear passageway sufficient to accommodate the intended users. These locations may or may not include low-impact amenities such as a source of drinking water or limited parking. Examples of access/egress points include: Summer - Eagle Lodge - temporary (MMSA), Lake Mary Bike Path NE terminus, and Twin Lakes Parking; and Winter - Lake Mary Bike Path NE terminus and Mill City.
- Trailheads should provide at a minimum automobile and/or bicycle parking facilities, trash/recycling, restrooms and signage. Trailheads within the UGB should be served by public transportation during the seasons in which they are open. Examples of trailheads include: Summer - Horseshoe Lake, Lake George, and the Welcome Center; and Winter – Shady Rest/ Saw Mill Cutoff Road and parking lot, and Welcome Center.
- Parks are self-contained recreation facilities that generally include the same amenities (parking, restrooms, trash/recycling) as a trailhead. Since all parks operated by the Town, except Whitmore Park, currently provide access to existing trails, parks essentially serve as trailheads with the additional amenities unique to each individual park. Whitmore Park is currently used as a staging area for road bicycling. Other examples of parks include: Summer and Winter - Community Center Park, Mammoth Creek Park (East and West), Shady Rest Park and Trail's End Park. Of particular note, Shady Rest Park contains 12.5 acres and is the main active sports municipal park in the Town. It includes a soccer field, softball field, restrooms, two sand volleyball courts, picnic areas, a play area, and paved parking. This park is located on USFS-administered lands.
- Portals are the most developed form of recreation node and include all the amenities of trailheads plus lodging and restaurants. Because portals tend to generate significant activity, all portals should be served by frequent public transportation in order to discourage traffic congestion, mitigate greenhouse gas emissions and reduce other forms of transportation-related pollution. Examples of

portals include: Summer and Winter - Main Lodge (MMSA), North Village (MMSA) and Tamarack Lodge; and Winter (only) - Canyon Lodge (MMSA) and Eagle Lodge -temporary (MMSA).

Activity centers are locations that attract significant levels of human activity or trips (civic buildings, schools, shopping centers, areas of high employment, etc). The “human activity” taking place at these locations is generally economic or civic in nature. While the activity at these locations may be subject to seasonal fluctuation, their significance does not change and—with the exception of schools—they are unlikely to go dormant at any time of the year. Major activity centers in the Town include places such as North Village (MMSA Portal), the Main Street Retail Area, Minaret Village Mall, Gateway Center Mall, Industrial Park, and the Welcome Center, in addition to public schools, the hospital and medical center, post office, hotels, etc. Current access to activity centers varies greatly from one activity center to another and is also influenced by mode of transportation.

Both nodes and activity centers are a key consideration in the related development of a signage and wayfinding program that currently includes signage and wayfinding for trails, but may be expanded to include municipal facilities.

b. Sherwins Area Recreation Plan

The Sherwins Area is a diverse high-desert landscape that contains such features as Mammoth Rock, the Sherwin Range, Hidden Lake, Panorama Dome, Solitude Canyon, and Mammoth Meadows as well as forests, wetlands, bodies of water, and wildlife. Topography varies from flat meadowlands to glacial moraines to the chutes and cirque of the Sherwin Range. The landscape includes areas of evergreens, sage, aspens, and other native plants rooted primarily in till and talus. While recreation use in the Sherwins has traditionally been high, no formal trailheads or facilities exist at this time and the area receives no maintenance. The area has a mix of trails, some of which are part of the Inyo National Forest trail system, others that have been user created, and some that are remnants of historical use. Facilities in this area include USFS recognized trails (such as the Mammoth Rock Trail), USFS and TOML roads (such as 4S100 and Sherwin Creek Road), a portion of the legacy Blue Diamond Trail System, and unofficial social trails.

5. DESCRIPTION OF THE PROPOSED PROJECT

a. Trails System Master Plan

The proposed TSMP includes various recommendations intended to enhance the in-town network of multi-use paths, trails and bikeways and improved access to trails and backcountry experiences beyond the Town’s UGB. The recommendations are intended to guide development of a comprehensive trail system within the Town. As previously noted, the February 2009 Draft TSMP incorporates the Soft Surface Trails Concept and Sherwin Area Trails Special Study: elements of both of these components of the Draft TSMP have since been the subject of additional planning through the SHARP process, and are described separately below.

(1) General Recommendations

The TSMP includes a number of “general” trail system recommendations that cover a variety of topics which are not location specific. Examples of “general” recommendations include providing or identifying:

consistent naming conventions; updated trail maps; uniform trail signage; interpretive signage; trail-oriented development; pedestrian-oriented development; data management; design guidelines; trails and mobility needs; and future access easements.

(2) Paved Multi-Use Path Recommendations

The TSMP includes recommendations that would enhance the in-town environment for recreational and transportation purposes on paved multi-use paths during all seasons. A key recommendation is to complete the Main Path Loop by suggesting gap closure projects along the Main Path that would close all existing gaps. In addition to completing the Main Path Loop the TSMP recommends numerous in-Town and outside the UGB MUPs that would reduce the distance of trips while improving mobility and providing enjoyment for non-motorized users. The TSMP also considers issues of winter maintenance of MUPs, including possible future grooming (for cross-country ski use), or snow clearing to enable use by pedestrians and bikes. **Table 2-1, *TSMP Multi-Use Paths Projects***, identifies the MUPs proposed by the TSMP, which are also identified on Figures 2-2 to 2-5.

(3) Crossing Improvement Recommendations

The TSMP includes recommendations for crossings intended to ensure the safety of MUP users and enhance access to the trail system as a whole. The recommendations focus on the design of crossings along existing and future MUPs and providing crossing improvements that would enhance access to the trail system from residential areas and activity centers. **Table 2-2, *TSMP Crossing Improvement Projects***, identifies the crossing improvement locations proposed by the TSMP, which are also identified on Figures 2-2 and/or 2-3.

(4) On-Street Bikeways Recommendations

The TSMP identifies a number of bike lane projects on arterial, collector and local streets to be included as part of the trail system network. **Table 2-3, *TSMP On-Street Bike Lane Projects***, identifies the on-street bike lane projects proposed by the TSMP, which are also identified on Figures 2-2 to 2-5.

(5) Recreational Node Recommendations

Many of the trail and bikeway projects listed above would have a direct impact on access to the Town's activity centers and recreation nodes. Thus, the TSMP recommends improvements and projects that are specific to individual recreation nodes. Improvements at specific recreation nodes include amenities such as signage, parking, and restroom facilities. In addition, the TSMP recommends that bus/trolley stops be provided, where feasible, at or near all active summer and winter recreation nodes in order to improve mobility, alleviate congestion, and reduce demand for parking. **Table 2-4, *Recommended Amenities at Summer Recreation Nodes***, identifies the summer recreation node projects and proposed amenities at each node location. **Table 2-5, *Recommended Amenities at Winter Recreation Nodes***, identifies the winter recreation node projects and proposed amenities at each node location. The locations of the recreation nodes are also identified on Figures 2-2 to 2-5.

(6) Soft-Surface Trails Recommendations

The TSMP incorporates a Soft Surface Trails Concept (SSTC) as Attachment 1. The SSTC presents a series of conceptual alignments (also shown in the body of the TSMP) for trails outside of the UGB. Some of these

Table 2-1

TSMP Multi-Use Path Projects

Project No. ^a	Name	From	To	Length
MUP 2-1	Main Path (4a) – Town Loop	Mammoth Creek Park	Minaret Road	921 LF ^b
MUP 2-2	Lodestar Connector	Majestic Pines Drive	Hidden Valley Road	441 LF
MUP 3-1	College Connector	Sierra Park Road	Main Path	3,769 LF
MUP 3-2	Elementary School Connector	Meridian Boulevard	Main Path	426 LF
MUP 3-3	Industrial Park Connector	Elementary School Connector	Commerce Circle	2,275 LF
MUP 3-4	Mammoth Creek Park Connector	Meadow Lane	Main Path	602 LF
MUP 3-5	Manzanita Connector	Manzanita Road	Hidden Creek Development	480 LF
MUP 3-6	MCWD Access	Main Path	MCWD Facility	677 LF
MUP 3-7	Lodestar to Bear Lake Connector	Lodestar Connector	West Bear Lake Drive	1,601 LF
MUP 3-8	Hidden Valley to Minaret Connector	Hidden Valley Road	Minaret Road	589 LF
MUP 3-9	Center Street to Hidden Creek Connector	Center Street	Hidden Creek Connector	430 LF
MUP 3-10	Manzanita to Tavern Connector	Manzanita	Tavern Road	1,140 LF
MUP 3-11	Manzanita Path	Main Street	Meridian Boulevard	3,044 LF
MUP 3-12	North Village to St. Anton Connector	East of Minaret	St. Anton Circle	872 LF
MUP3-13	Eagle Path	Eagle Lodge	Lake Mary Road	2,845 LF
MUP 4-1	Shady Rest Park path Extension	N. Terminus of Shady Rest Path	Main Path at Hwy 203/Meridian Blvd.	6,769 LF
MUP 4-2	Forest Trail to Shady Rest Connector	Forest Trail	Shady Rest Park Path	2,792 LF
MUP 4-3	Knolls Path (south route)	Community Center park	Shady Rest Path at Sawmill Cutoff Road	14,098 LF
MUP 4-4	Mammoth Creek Path	Main Path	MCWD Facility	5,596 LF
MUP 4-5	Sherwin/Snowcreek Connector	Old Mammoth Road	Snowcreek VIII Access/Egress Point	3,964 LF
Total Length				53,331 LF (10.1 miles)

^a Project Nos. correspond to numbers on Figure 2-2 and/or Figure 2-3.

^b LF = Linear Feet

Source: Draft Town of Mammoth Lakes Trails System Master Plan, Table 8-3, February 2009; and Town of Mammoth Lakes, September 2010.

Table 2-2

TSMP Crossing Improvement Projects

Project No. ^a	Street	Location	Description
X 2-1	Minaret Road	Forest Trail	Existing unsignalized intersection. Proposed by Town as roundabout. Connects future bike lanes on Forest Trail and Minaret Road and provides access to the North Village area.
X 2-2	Minaret Road	North Village (Mid Block)	Existing mid-block crossing with flashing beacons. Needs lighting improvements to illuminate pedestrians in the crosswalk. Potentially convert to HAWK signal.
X 2-3	Lake Mary Road	Davison Road	No existing crossing. Provides access to Lake Mary Path from high and low-density residential areas.
X 2-4	Lake Mary Road	Lakeview Road	No existing crossing. Provides access to Lake Mary Path from future bike route/lanes on Lakeview Boulevard.
X 2-5	Lake Mary Road	Canyon Boulevard	Existing signalized intersection. Provides access to Lake Mary Path from future bike lanes on Canyon.
X 2-6	Lake Mary Road	Bridges Lane	No existing crossing. Provides access to Lake Mary Path from a residential and resort area.
X 2-7	Lake Mary Road	Lee Road	No existing crossing. Provides access to Lake Mary Path from a high and low-density residential area.
X 2-8	Main Street	Minaret Road	Existing signalized crossing. Terminus of Lake Mary Path. High pedestrian volumes expected with new development. Bicycle signal head should be considered to allow for diagonal crossing.
X 2-9	Main Street	Mountain Blvd./Callahan Way	No existing crossing. Connects Mammoth View and Mammoth Heights to Main Path on Callahan Way.
X 2-10	Main Street	Sierra Blvd./Mono Street	No existing crossing. Provides pedestrian access from high-density Sierra Valley district to proposed Recreation Node on Forest Trail.
X 2-11	Main Street	Forest Trail	No existing crossing. Connects Forest Trail bike lanes with Main Street bike lanes. Full traffic signal may be required, especially with new roadway construction in Hidden Creek.

Table 2-2 (Continued)

TSMP Crossing Improvement Projects

Project No. ^a	Street	Location	Description
X 2-12	Main Street (Hwy 203)	Sierra Park Road	No existing crossing. Connects future Sierra Park bike lanes and school zone with Shady Rest. Will be especially important in winter after storm events when tunnel has not been cleared/groomed.
X 2-13	Meridian Boulevard	Minaret Road	Proposed by TOML as roundabout. Connects existing/future bike lanes on Minaret and Meridian.
X 2-14	Meridian Boulevard	Sierra Park Road	Existing 4-way stop with crosswalks and School Zone.
X 2-15	Meridian Boulevard	College Parkway	No existing crossing. Provides connection between college and schools.
X 2-16	Meridian Boulevard	Wagon Wheel Road	No existing crossing. Provides connection between college, residential area and Meridian Path.
X 2-17	Old Mammoth Road	Chateau Road	No existing crossing. Connects future Sierra Park bike lanes and school zone with Shady Rest. Will be especially important in winter after storm events when tunnel has not been cleared/groomed.
X 2-18	Old Mammoth Road	Minaret Road	Proposed by TOML as roundabout. Connects existing/future bike lanes on Minaret and Meridian.
X 2-19	Old Mammoth Road	Ski Trail	No existing crossing. Connects residential area on south side of Old Mammoth Road to Main Path and Athletic Club.
X 2-20	Old Mammoth Road	Waterford Avenue	No existing crossing residential area on south side of Old Mammoth Road to Main Path and Eagle Lodge via Waterford.

^a Project Nos. correspond to numbers on Figure 2-2 and/or Figure 2-3.

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 4-8, February 2009; and Town of Mammoth Lakes, September 2010.*

Table 2-3**TSMP On-Street Bike Lane Projects**

Project No. ^a	Street	From	To	Length
B 2-1	Minaret Road	Mammoth Scenic Loop	Mammoth Knolls Drive	3,096 LF
B 2-2	Minaret Road	Mammoth Knolls Drive	Main Street	2,058 LF
B 2-3	Lake Mary Road	Davison Road	Minaret Road	2,713 LF
B 2-4	Meridian Boulevard	S. Majestic Pines Drive	N. Majestic Pines Drive	649 LF
B 2-5	Meridian Boulevard	Sierra Park Road	Highway 203	6,936 LF
B 2-6	Old Mammoth Road	Red Fir Road	Minaret Road	7,419 LF
B 2-7	Old Mammoth Road	Main Street	Mammoth Creek Park	4,396 LF
B 3-1	Forest Trail	Minaret Road	Canyon Blvd.	5,599 LF
B 3-2	Canyon Blvd.	Lake Mary Road	Hillside Drive	5,624 LF
B 3-3	Lakeview Bld.	Rainbow Lane	Canyon Blvd.	2,635 LF
B 3-4	Majestic Pines Drive	Silver Tip Lane	Lodestar Drive	2,459 LF
B 3-5	Chateau Road	Minaret Road	End	2,991 LF
B 3-6	Sierra Nevada Road	Azimuth Drive	Sierra Park Road	764 LF
B 3-7	Laurel Mountain Road	Main Street	Sierra Nevada Road	1,826 LF
B 3-8	Tavern Road	Laurel Mountain Road	Sierra Park Road	1,183 LF
B 3-9	Sierra Manor Road	Tavern Road	Meridian Blvd.	1,716 LF
B 3-10	Sierra Park Road	Main Street	End	3,190 LF
B 3-11	Kelley Road	Lake Mary Road	Majestic Pines	1,254 LF
B 3-12	S. Majestic Pines	Meridian Boulevard	Waterford Street	2,622 LF
B 4-1	Forest Trail	Canyon Boulevard	Lakeview Blvd.	3,115 LF
B 4-2	Majestic Pines Drive	Silver Tip Lane	Lodestar Drive	1,903 LF
B 4-3	North Waterford Avenue	Majestic Pines Drive	Old Mammoth Road	1,268 LF
B 4-5	Davison Road	Lake Mary Road	Lakeview Boulevard	3,130 LF
B 5-1	Sherwin Creek Road	Borrow Pit	Highway 395	26,177 LF
Total Length				94,723 LF (17.9 miles)

^a Project Nos. correspond to numbers on Figures 2-2 to 2-5.

^b LF = Linear Feet

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 8-5, February 2009; and Town of Mammoth Lakes, September 2010.*

Table 2-4

Recommended Amenities at Summer Recreation Nodes

GIC ^a	Name/Description	Season	Node Type	Amenities ^b							
				Lodging	Restaurant	Parking ^c	Restroom	Lift	Bus	Trail Access	Signage
46	Main Lodge (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
191	North Village (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
36	Tamarack Lodge (MMSA)	Year-Round	Portal	X	X	X	X		X	X	F
195	Community Center	Year-Round	Park			X	X		F	F	F
134	Mammoth Creek Park, East	Year-Round	Park			X,F	X		X	X	F
152	Mammoth Creek Park, West	Year-Round	Park			X	X		X	X	F
97	Shady Rest Park	Year Round	Park			X	X		F	X	F
193	Trails End Park	Year-Round	Park			X	X		F	X	F
88-90	Coldwater Campground	Summer	Trailhead			X	X		F	X	F
42	Earthquake Fault	Year-Round	Trailhead			X	X		F	X	F
80	Horseshoe Lake	Summer	Trailhead			X	X		X	X	F
86-87	Lake George	Summer	Trailhead			X	X		F	X	F
163	Sherwin Creek Road, USFS gravel borrow pit	Year-Round	Trailhead			F	F		F	X	F
64	Sierra Blvd at Forest Trail	Year-Round	Trailhead			F	F		F	X	F
67	Highway 203 Motorized Access	Year-Round	Trailhead			F	F				
124	Welcome Center	Year-Round	Trailhead			X	X		F	X	F
38	MMSA at Austria Hof parking lot	Summer	Access/Egress							X	F
14	Eagle Lodge – temp (MMSA)	Year-Round	Access/Egress	X	F	X	F	F	X	X	F
41	Lake Mary Bike Path NE Terminus	Summer	Access/Egress				F		F	F	F
27	Tamarack Street	Year-Round	Access/Egress							X	F
34	Twin Lakes Parking	Summer	Access/Egress			X			F	X	F
21	Uptown/Downtown	Summer	Access/Egress						X	X	F
200 ^d	Snowcreek 8 Access/Egress Point	Year Round	Access/Egress							F	F

^a Project Nos. correspond to numbers on Figures 2-2 to Figure 2-5.

^b “X” indicates an existing amenity. “F” indicates future (recommended) amenity.

^c Future parking spaces are Recreation Node Nos. 64 134, and 163 are anticipated to include up to approximately 15 new parking spaces.

^d To be developed per Snowcreek Master Plan Update and Development Agreement.

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 4-2, February 2009; and Town of Mammoth Lakes, September 2010.*

Table 2-5

Recommended Amenities at Winter Recreation Nodes

GIC ^a	Name/Description	Season	Node Type	Amenities ^b							
				Lodging	Restaurant	Parking ^c	Restroom	Lift	Bus	Trail Access	Signage
13	Canyon Lodge (MMSA)	Winter	Portal	X	X	X	X	X	X	X	F
14	Eagle Lodge – temp (MMSA)	Year-Round	Access/Egress	X	F	X	F	F	X	X	F
46	Main Lodge (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
36	Tamarack Lodge (MMSA)	Year-Round	Portal	X	X	X	X		X	X	F
191	North Village (MMSA)	Year-Round	Portal	X	X	X	X	X	X	X	F
195	Community Center	Year-Round	Park			X	X		F	F	F
134	Mammoth Creek Park, East	Year-Round	Park			X,F	X		X	X	F
152	Mammoth Creek Park, West	Year-Round	Park			X	X		X	X	F
97	Shady Rest Park	Year Round	Park			X	X		F	X	F
193	Trails End Park	Year-Round	Park			X	X		F	X	F
42	Earthquake Fault	Year-Round	Trailhead			X	X		F	X	F
44	Power Plant	Winter	Trailhead			F	F		F	F	F
192	Shady Rest Sawmill Cutoff Road	Winter	Trailhead			X	F		F	X	F
163	Sherwin Creek Road, USFS gravel borrow pit	Year-Round	Trailhead			F	F		F	X	F
124	Welcome Center	Year-Round	Trailhead			X	X		F	X	F
35	Lake Mary Winter Terminus	Winter	Access/Egress			X			F	X	F
158	Path along Snowcreek V Fenceline	Winter	Access/Egress							F	F
28	Mill City	Winter	Access/Egress			X			F	X	F
64	Sierra Blvd at Forest Trail	Year-Round	Trailhead			F	F		F	X	F
67	Highway 203 Motorized Access	Year-Round	Trailhead			F	F				
27	Tamarack Street	Year-Round	Access/Egress							X	F
52	Sledz	Winter	GIC Point			X	X	X	X		
200 ^d	Snowcreek 8 Access/Egress Point	Year Round	Access/Egress							F	F

^a Project Nos. correspond to numbers on Figures 2-2 to Figure 2-5.

^b “X” indicates an existing amenity. “F” indicates future (recommended) amenity.

^c Future parking spaces at Recreation Node Nos. 44, 64, 134 and 163 are anticipated to include up to approximately 15 new parking spaces.

^d To be developed per Snowcreek Master Plan Update and Development Agreement.

Source: *Draft Town of Mammoth Lakes Trails System Master Plan, Table 4-3, February 2009; and Town of Mammoth Lakes, September 2010.*

alignments have been carried forward from the 1991 Trails Plan, and some are newly proposed. The SSTC also looks at various options for a winter trails and staging system in the Shady Rest campground area, and at potential guidelines for soft surface trail design and construction. It is anticipated that more detailed collaborative planning and analysis, similar to the SHARP process, would be completed for various planning areas within the SSTC study area, including Shady Rest, Mammoth Knolls, and the Lakes Basin, to develop refined trails and facilities concepts. The conceptual trail alignments presented in the SSTC are presented in

Figures 2-2 and 2-4. **Figure 2-7, *Shady Rest Recommended Winter Use***, illustrates the recommended winter trails system in the Shady Rest Area.

As indicated in the Existing Conditions section above, interface locations between soft-surface trails and urbanized areas of the Town, particularly between MMSA mountain bike trails at locations such as North Village, Canyon Lodge and Eagle Lodge, present safety hazards to bicyclists, pedestrians and vehicular travelers. In recognition of these safety issues, the TSMP recommends that partnerships between the Town, USFS and MMSA be developed to address safety issues at interface areas through a combination of rerouting, signage, education, alternative facilities and other methods, as necessary.

(7) Other TSMP Components

The TSMP includes a series of components that would help implement the Project recommendations described above. The TSMP includes recommendations for education, encouragement and enforcement programs. The TSMP includes a chapter describing a variety of recommendations for signage and wayfinding associated with the trails system. The TSMP also includes Design Guidelines for various trails system components, guidance for operations and maintenance, and recommendations for implementation, including planning level cost estimates and potential funding sources.

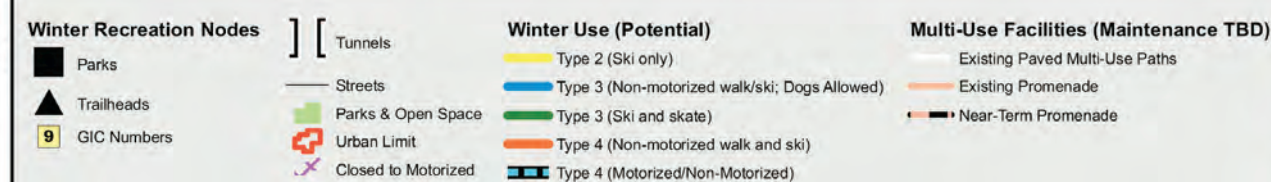
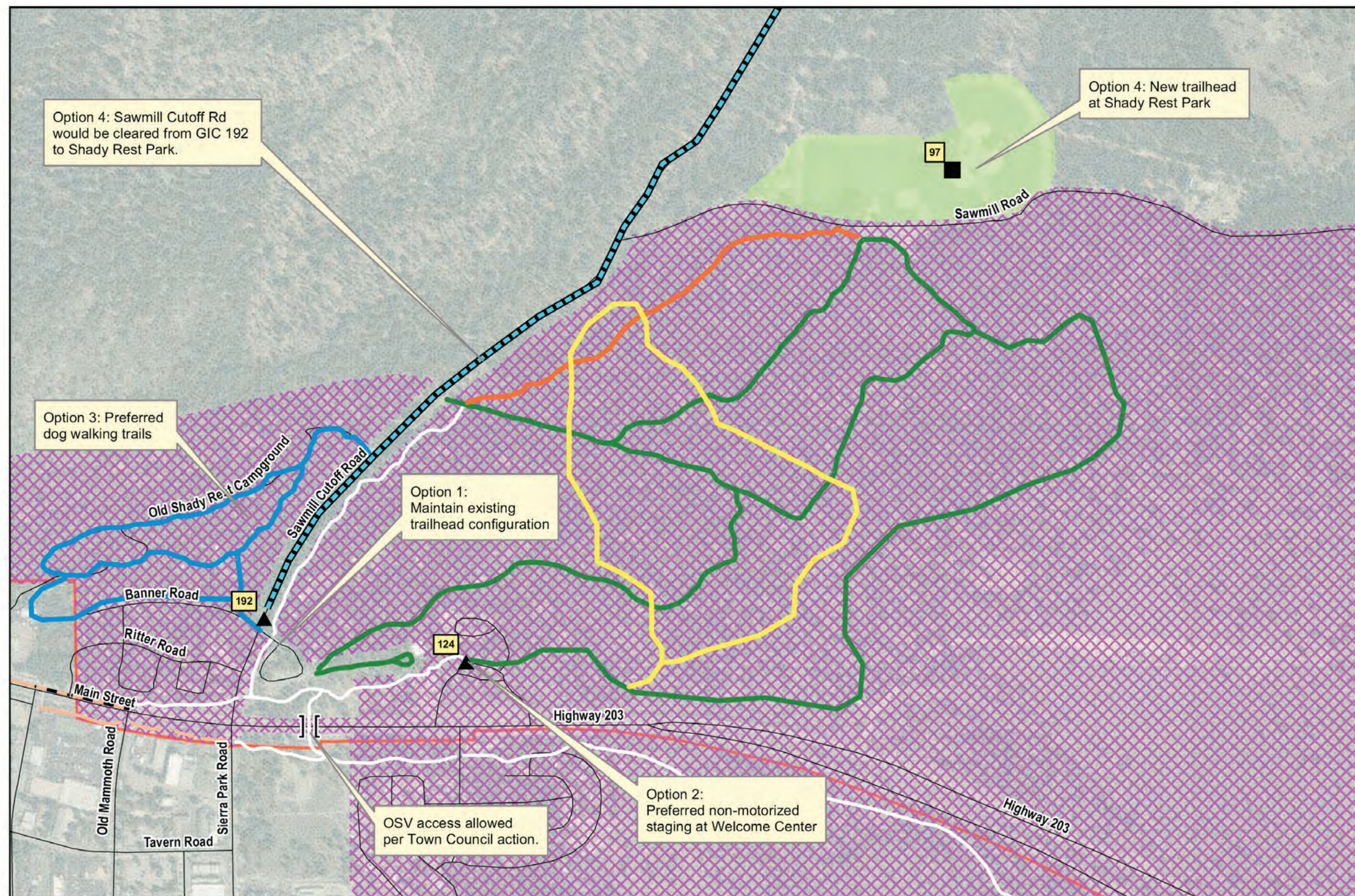
(8) Existing Infrastructure and TSMP Improvements

The Mammoth Community Water District operates and maintains the water and wastewater infrastructure serving the community of Mammoth Lakes, and has in some instances used existing or proposed trail easements (such as that at the end of Tamarack Street) to access its production and monitoring wells. For many years, District personnel have been accessing one of its groundwater production wells and several monitoring wells in the Mammoth Meadows from the southern end of Tamarack Street. Such access to these wells would not be restricted by implementation of the trail system envisioned by the TSMP, which may, in fact, provide additional opportunities for access, as agreed to by the Town and private property owners from whom easements are secured.

b. Sherwin Area Recreation Plan

The SHARP recommends winter and summer projects regarding trails, public access, and recreation facilities for implementation in the Sherwins area. The SHARP identifies 31 summer and 19 winter projects. All of the trails identified within SHARP are located on National forest lands; some or all of the existing and proposed trails and facilities may remain or become official USFS system trails, others may be constructed, operated and maintained by the Town under Special Use Permit from Inyo National Forest, or under collaborative programs developed between the two agencies. Examples of existing trails include, but are not limited to, Mammoth Rock Trail, Panorama Dome Trail, and the Sherwin Lakes Trail. All trails and facilities proposed in this plan are subject to review under the National Environmental Policy Act and would require approval by the US Forest Service to move forward. At this time, only a select number of the proposals have been accepted by the US Forest Service for further environmental review and consideration. Additional proposals included in the SHARP document may or may not be considered by the US Forest Service as future projects.

Please refer to Appendix A, *SHARP Plan: Summer and Winter Projects*, in the Initial Study for a description and location of the proposed summer and winter projects included in the SHARP. (The Initial Study is included in Appendix A of this EIR). Please note that these descriptions are drawn from the November 2009



Shady Rest Recommended Winter Use

Trails System Master Plan Project

Source: Town of Mammoth Lakes Trail System Master Plan, February 2009.

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SHARP Summer and Winter Narratives. In the case of facilities identified as Priority Projects which reflect refinements developed through the work of the SHARP TTC, descriptions have been updated and slightly differ from those included in Appendix A of the Initial Study. The current descriptions and detailed illustrations of the Priority Projects within the SHARP area are included in Appendix B, *SHARP Area Priority Projects*, of this EIR and summarized in subsection 5.C, *Priority Projects*, immediately below.

c. Priority Projects

As described above, most of the projects included in the TSMP and SHARP are conceptual; however, some projects are more fully developed and have a high priority for implementation in the short-term (i.e., next 1-5 years). These projects are considered "Priority Projects" by the Town.

The Priority Projects are summarized below. The Priority Projects included within the TSMP are illustrated on Figure 2-2 (Project Nos. 1 and 2, below). **Figure 2-8, *SHARP Area Priority Projects***, illustrates the locations of the Priority Projects in the SHARP area (Project Nos. 3-9, below).

- No. 1. **MUP 2-1 - Main Path (4a) - Town Loop.** This MUP would fill in a gap on the Main Path along Old Mammoth Road between Mammoth Creek Park and Minaret Road (921 linear feet).
- No. 2. **MUP 3-1 - College Connector.** This MUP, partially located along Meridian Boulevard and College Parkway, would connect Sierra Park Road to the Main Path (3,769 linear feet).
- No. 3. **SHARP No. 1 (Summer and Winter) - Major Multi-Use Staging Area at the Borrow Pit.** This would be the primary staging area for the Sherwins area and therefore the most developed. Facilities would include parking, bathrooms, an education/interpretive area, and signage. Additionally, the USFS Maintenance Level on Sherwin Creek Road would need to be changed to allow off-highway vehicles (OHVs) to travel eastbound along the entire length of Sherwin Creek Road to Highway 395 (across both USFS and Department of Water and Power [DWP] land) to access appropriate OHV routes. This staging area would be open year-round to all users and would be served by public transit.

This area has traditionally been, and continues to be, a popular staging area for recreationists. The tankfarm facility to be built by Turner Propane at the borrow pit would provide several opportunities to create a major staging area in this location: Sherwin Creek Road would require conversion to a hardened surface from its intersection with Old Mammoth Road to the borrow pit, which would provide for improved vehicular travel; construction of the tank farm would allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. The education/interpretive area would be being considered due to the expected high volume of users. OHV use is currently prohibited in open areas and on some routes within the Sherwins area, including much of Sherwin Creek Road. Changing the USFS Maintenance Level on Sherwin Creek Road would allow OHV users to ride directly from the borrow pit staging area and then along Sherwin Creek Road to routes open to them in the east without needing to stage farther down the road.

During the winter, this area would allow for a separate parking area for over-snow vehicle (OSV). The staging area would allow for separation of motorized and non-motorized staging, which is intended to reduce potential safety hazards and/or conflicts between snowmobiles and children, dogs, or others, and provide an easy loading/unloading area for those with trailers. The non-motorized parking area located farther to the south would allow for better access to the proposed snowplay area (see Winter Map ID #2 in the SHARP Plan) for families with children too small to walk a long distance as well as for proximity to non-motorized recreation opportunities to the west.

No. 4. **SHARP No. 5B (Summer)**

5b North Trail

Name: “Mammoth City Trail”

Trail Type: Type 2 (preferred Mountain Bike)

Users: Non-Motorized users

Endpoints: Safe crossing for Map ID# S05c/Start of Map ID #S15 on the Panorama Mountain Bike Trail

5b South Trail

Name: To Be Determined

Trail Type: Hybrid of Type 2 (preferred equestrian) and Type 2 (preferred hike)

Users: Non-Motorized users

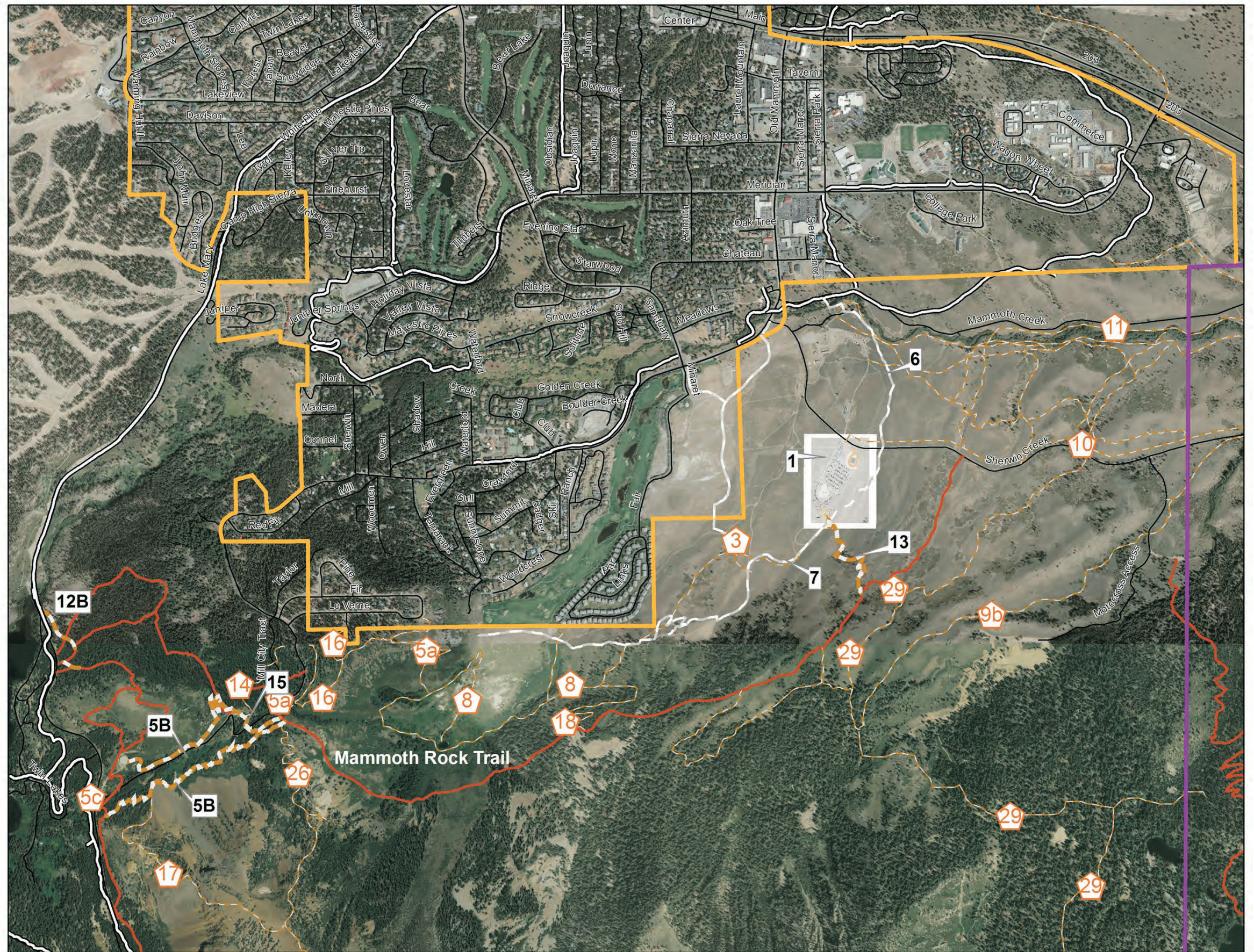
Endpoints: Mammoth Rock Trail/Existing USFS system pack trail

Parallel soft-surface non-motorized connections—one on the north side of Old Mammoth Road, one on the south side—from the Old Mammoth Road safe crossing (refer to Summer Map ID #15 in the SHARP) to the intersection of Old Mammoth Road and Lake Mary Road. This Priority Project would include a set of parallel soft-surface non-motorized trail connections between the Old Mammoth Road safe crossing and the road’s intersection with Lake Mary Road. Facilities would be limited to signage. One connection would be open to all non-motorized use, and its complement would be open to non-mechanized use only. Creation of parallel trails would reduce potential user conflict between equestrians, hikers, and mountain bikers as well as trail deterioration from heavy multiple use. The north trail would be approximately 2,800 linear feet and the south trail would be approximately 4,295 linear feet.

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

Legend

- Trail Alignments (SHARP TTC)
- Multi-Path Alignments (SHARPTTC & SnowcreekMP)
- SHARP Proposed Trails
- INF Trails
- Existing Paved Multi-Use Path
- Roads
- TOML Urban Growth Boundary
- TOML Municipal Boundary
- 12B SHARP TTC Project
- 2 SHARP Proposals



SHARP Area Priority Projects

TSMP and SHARP Project
Source: SHARP Trails Technical Committee, 2010.

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No. 5. SHARP No. 6 (Summer)**Name:** Hayden Cabin Path**Trail Type:** Paved-Multi-Use Path preferred or Type 4 (shared multi-use trail; alternative)**Users:** Non-Motorized and ADA accessible; equestrians prohibited**Trailhead and Destination:** Borrow Pit Staging Area/Town Loop

Hard-surface or paved non-motorized connector from the borrow pit staging area to the Town Loop at Hayden Cabin Museum within Mammoth Creek Park East at the bridge. This Priority Project would include a hard-surface or paved ADA-compliant MUP from the borrow pit staging area (see SHARP No. 1 above) to the bridge at Mammoth Creek Park East. Specific routing would take users from the borrow pit staging area, east of the USFS stables, and deliver them to a connection with the existing MUP at Mammoth Creek Park East. This connector could route beneath the winter alignment (refer to Winter Map ID #10 in the SHARP) and would be open to non-motorized use only. The exact surface of this trail is to be determined. The trail could be up to approximately 4,642 linear feet.

This trail is intended to facilitate use of Mammoth Creek Park East as an alternate staging area and provide connectivity between the park, the borrow pit staging area, the stacked-loop trail system, and formal access/egress points along the meadow's northern boundary. The trail route would increase user safety by keeping users separated from Sherwin Creek Road and Old Mammoth Road traffic and minimize potential conflict with the two stock operations in the area (primarily Sierra Meadows Equestrian Center). The trail would provide a direct connection to an existing portion of the Mammoth Lakes Trail System that leads to the Mammoth Lakes Library, Cerro Coso Community College, and other destinations. The park-side endpoint of this connection also would facilitate easier access to the Hayden Cabin (see Summer Map ID #25), which presents historical opportunities and can increase visitor traffic to this amenity.

No. 6. SHARP No. 7 (Summer)**Name:** Meadow Trail; Meadow Path; and Sherwins Meadow Path**Trail Type:** Paved-Multi-Use Path preferred or Type 4 (shared multi-use trail; alternative)**Users:** Non-Motorized and ADA accessible; equestrians prohibited**Trailhead and Destination:** Borrow Pit Staging Area/Tamarack Street Trailhead

Non-motorized "backbone" trail connections from the borrow pit staging area to the Tamarack Street trailhead. This Priority Project would articulate two separate non-motorized routes that connect the borrow pit staging area (see SHARP NO. 1 above) to the Tamarack Street trailhead (see Summer Map ID #2 in the SHARP) and also connect into the summertime stacked-loop trail system (see Summer Map ID #8 in the SHARP). The hard-surface or paved trail would be ADA-accessible and would be aligned over the existing USFS 4S100 road, which would require closure to motorized use. Construction should accommodate service- and maintenance-vehicle access to Kerry Meadow for special events such as weddings. The complementary trail would be soft surface and aligned over the existing trail to the south, near the base of the Sherwins. Accommodation of equestrian use would be included in the design process, which may include an

equestrian-only bridle path. These trails would be open to non-motorized use only, with specific use dependent on trail surface. The trail would be approximately 6,800 linear feet.

Routing of the trail as described above would increase user safety by keeping users separated from Sherwin Creek Road and Old Mammoth Road traffic, minimize potential conflict with the two stock operations in the area (primarily Sierra Meadows Equestrian Center), and provide a direct connection to an existing portion of the Mammoth Lakes Trail System that leads to the Mammoth Lakes Library, Cerro Coso Community College, and other destinations. The parkside endpoint of this connection also would facilitate easier access to the Hayden Cabin (see Summer Map ID #25 in the SHARP plan). The exact alignment of the backbone trails has not yet been determined, but would be positioned to avoid possible conflict with golf balls hit from the nearby Snowcreek fairway.

No. 7. SHARP No. 12b (Summer)

Name: Panorama Connection, Tunnel Trail

Trail Type: Type 3 (shared, non-motorized) and Type 2 (preferred hike)

Users: Type 3 area: non-motorized, non-equestrian; Type 2 area: pedestrians only.

Trailhead and Destination: Lakes Basin Path south of Mammoth Creek at existing use trail to Panorama Dome Hiking Trail.

Soft-surface non-motorized trail connecting the Lake Mary Road staging area to the Panorama Vista Trail, Panorama Dome Trail, and the Lake Mary Road Bike Path. This Priority Project would include a soft-surface non-motorized trail that connects from the end of the Lake Mary Road Bike Path at the bridge and continues on the east side of the road to connect to Panorama Dome Trail. The northern end of Panorama Vista Trail would be realigned to parallel the road, with a connection to the Lake Mary Road winter closure staging area (see Summer Map ID #12a in the SHARP) and the south end of the trail. A bridge would be built that connects the Lake Mary Road Bike Path to the soft-surface trail described here. This would be constructed on the east side of the existing bridge where the Lake Mary Road Bike Path currently ends. The trail would be approximately 1,074 linear feet.

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

No. 8. SHARP No. 13 (Summer)

Name: Sherwin Gateway Trail; Rock Trail Express

Trail Type: Type 2 (preferred mountain bike)

Users: Non-Motorized

Trailhead and Destination: Borrow Pit Staging Area/Mammoth Rock Trail

Soft-surface non-motorized connector from the borrow pit staging area (see Summer Map ID #1 in SHARP) to Mammoth Rock Trail. This Priority Project would include a soft-surface non-motorized connector trail from the Mammoth Rock Trail to the south side of the borrow pit staging area. Design concerns may necessitate rehabilitation of the two existing use-trails into one system trail that connects to the existing road on the south side of the borrow pit. The trail would be approximately 2,000 linear feet.

This connection would enable users, particularly mountain bikers, to exit the Mammoth Rock Trail and make a direct connection to the Mammoth Creek Park East connector trail (see Summer Map ID #6 in the SHARP) and the larger Mammoth Lakes Trail System, or to one of the two “backbone” trails connecting the borrow pit staging area to the Tamarack Street trailhead (see Summer Map ID #2 and #7 in the SHARP). This connection would deliver users from Mammoth Rock Trail directly into the borrow pit staging area.

No. 9. SHARP No. 15 (Summer)

Name: To be determined

Trail Type: Type 2 (preferred mountain bike)

Users: Non-Motorized

Trailhead and Destination: Intersection of Map ID# S05b in SHARP North and Panorama Mountain Bike Trail/Mammoth Rock Trail

Old Mammoth Road soft-surface non-motorized safe crossing. This Priority Project would include a soft-surface non-motorized safe crossing of Old Mammoth Road. A trail would be built roughly from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of the existing use trail/mine road, then turn parallel to the road and continue to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill (west) of the turn. The crossing would be open to non-motorized use only. The trail would be approximately 1,506 linear feet.

This crossing would provide continuity of the soft-surface system described in Summer Map ID #14 and elsewhere in the SHARP Plan. It avoids having bikers cross Old Mammoth Road in a blind hairpin, as is the current configuration, thereby increasing public safety both for trail users and drivers. This is a safe crossing point because uphill traffic has a 180-degree turn to negotiate; therefore, traffic is slow and downhill traffic has a long straightaway on which to see oncoming cars or pedestrians. Cars are naturally slowing here in anticipation of the hairpin turn. Additionally, this crossing would minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road. The exact alignment of the safe crossing is yet to be determined but could include a below-grade crossing.

d. Management and Maintenance

Management and maintenance activities may include activities such as vegetation clearing, surface repair, and winter grooming or clearing of existing and proposed trails. It is generally assumed that trails, bike facilities and MUPs located within the Urban Growth Boundary, and within Town rights-of-way on easements within private property would be managed and maintained by the Town of Mammoth Lakes, as would facilities operated by the Town under Special Use Permit from the Inyo National Forest. Details of

which system components within National forest lands would be operated or managed by the Town, US Forest Service, or some other entity would be developed as specific projects move forward.

e. Construction Activities

Since the construction season typically lasts approximately six months (May to October), it would be likely that most Priority Projects would take at least two years to complete, although short sections (e.g., MUPs 2-1 and 3-1) may be completed in a single season. Construction on at least some projects could begin as early as Spring 2012, though ultimately would be contingent on funding. It is anticipated all of the Priority Projects would be built within 5-7 years, with some degree of overlap in terms of projects under concurrent construction. The first priority projects to be constructed are likely to include the two projects located within the UGB (MUP 2-1 and 3-1), the Borrow Pit (SHARP #1), and trails connecting to it (SHARP #6, #7, #13), as well as SHARP #12B.

For other trail components of the TSMP and SHARP plans, construction of individual projects would occur as funding and resources become available over time with the duration of construction dependent on individual project types.

f. Jurisdictional Agencies/Approvals

The Town of Mammoth Lakes is the lead agency under CEQA for the TSMP and would adopt the TSMP. The agencies with the most direct jurisdiction over the facilities discussed in the plans are the Town of Mammoth Lakes, the USFS, and Caltrans. Other agencies with jurisdiction over individual components of the plans may include, but are not limited to: California Department of Fish and Game, United States Army Corps of Engineers, United States Fish and Wildlife Service, Lahontan Regional Water Quality Control Board, and the Great Basin Unified Air Pollution Control District. Approvals from agencies with jurisdiction over trail-related components would be obtained on a project-by-project basis.

As previously described, a number of components of the TSMP are proposed on lands under the jurisdiction of the USFS. Although a large number of such projects are included in the TSMP and SHARP to be adopted by the Town, the USFS, at its discretion, may determine that individual projects located on National forest lands may or may not move forward. All such projects would be subject to USFS review and approval, including conformance with Forest Service procedures, protocols and design standards. NEPA review would also be required of any and all proposals for which USFS approval or action is required. Since the USFS does not propose to adopt the TSMP itself, the agency has determined that NEPA review of the TSMP is not required at this time, but would be completed as and when specific project proposals are brought forward for lands under its jurisdiction.