



# Eastern Sierra Towns to Trails

Feasibility Study for Inyo, Alpine, and Mono Counties

Eastern  
Sierra  
Council of  
Governments

MLIPA

alta



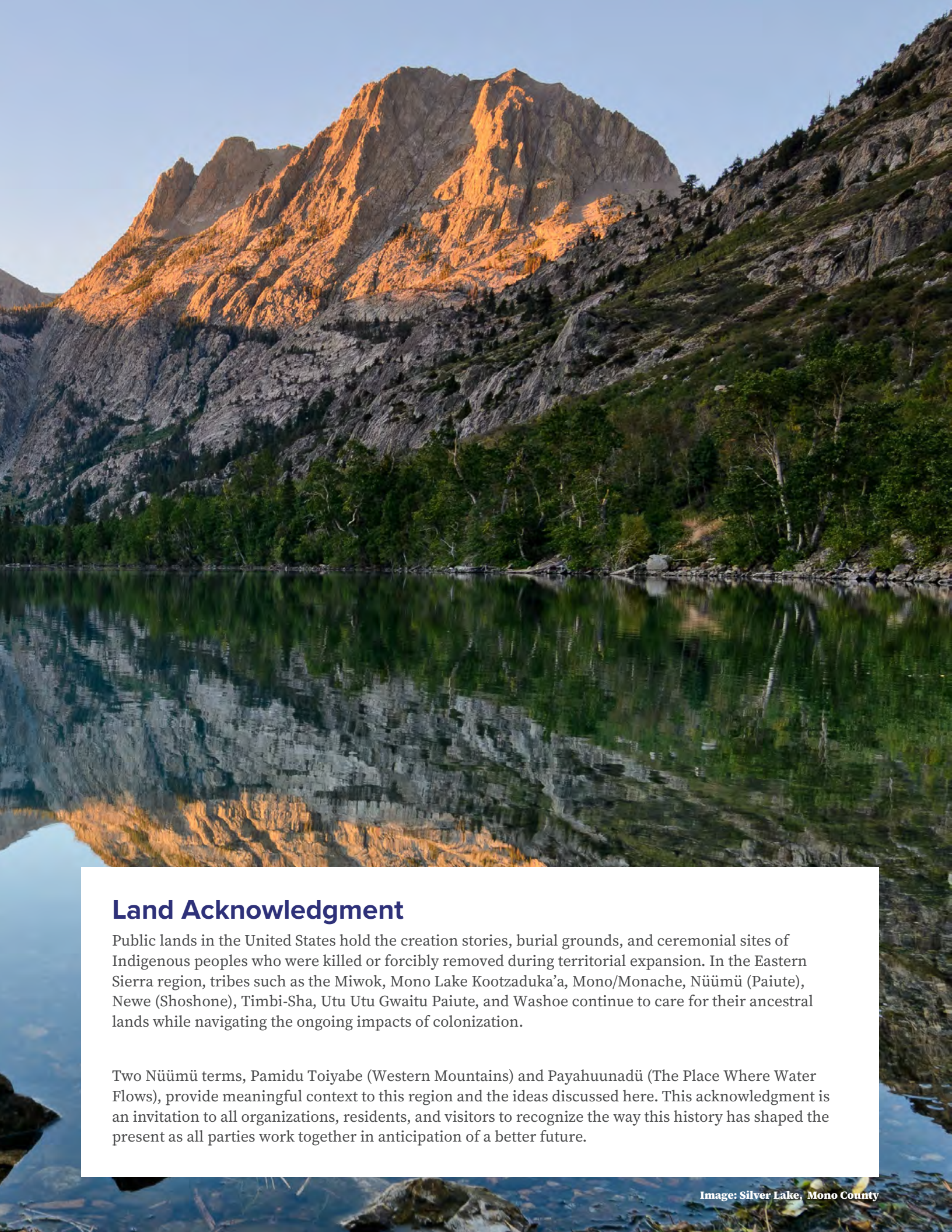


# Table of Contents

Acknowledgments.....	ii
Introduction.....	01
Engagement Approach.....	11
Alignment Identification	
Methodology.....	23
Final Alignment.....	33
Additional Opportunities and Next Steps.....	55
Appendices.....	61
1. Phase 1 Collaborative Planning Notes	
2. Phase 2 Collaborative Planning Notes	
3. Groundtruthing Walkthrough	
4. Existing Planning Document Review	
5. Outreach and Engagement Materials	







## Land Acknowledgment

Public lands in the United States hold the creation stories, burial grounds, and ceremonial sites of Indigenous peoples who were killed or forcibly removed during territorial expansion. In the Eastern Sierra region, tribes such as the Miwok, Mono Lake Kootzaduka'a, Mono/Monache, Nüümü (Paiute), Newe (Shoshone), Timbi-Sha, Utu Utu Gwaitu Paiute, and Washoe continue to care for their ancestral lands while navigating the ongoing impacts of colonization.

Two Nüümü terms, Pamidu Toiyabe (Western Mountains) and Payahuunadü (The Place Where Water Flows), provide meaningful context to this region and the ideas discussed here. This acknowledgment is an invitation to all organizations, residents, and visitors to recognize the way this history has shaped the present as all parties work together in anticipation of a better future.









1

# Introduction

## What is the Towns to Trails Plan?

The Towns to Trails Plan is a feasibility and data-gathering study that has analyzed existing infrastructure connecting approximately 350 miles of existing roads and trails spanning from Lone Pine to South Lake Tahoe along the eastern side of the Sierra Nevada Mountain Range linking front county towns in Alpine, Mono, and Inyo County along the way. This effort has gathered the data necessary to recommend a conceptual alignment that uses existing infrastructure and maintains existing allowable uses from South Lake Tahoe to Lone Pine.

The Eastern Sierra region is characterized by dramatic landscapes, sweeping open spaces, and superb outdoor recreation opportunities made possible through the unusually high percentage of publicly owned and managed lands. The conceptual Towns to Trails alignment crosses or abuts multiple jurisdictions and lands managed by many entities, including regional tribes, the Humboldt-Toiyabe National Forest, Inyo National Forest, Bureau of Land Management, and the Los Angeles Department of Water and Power.

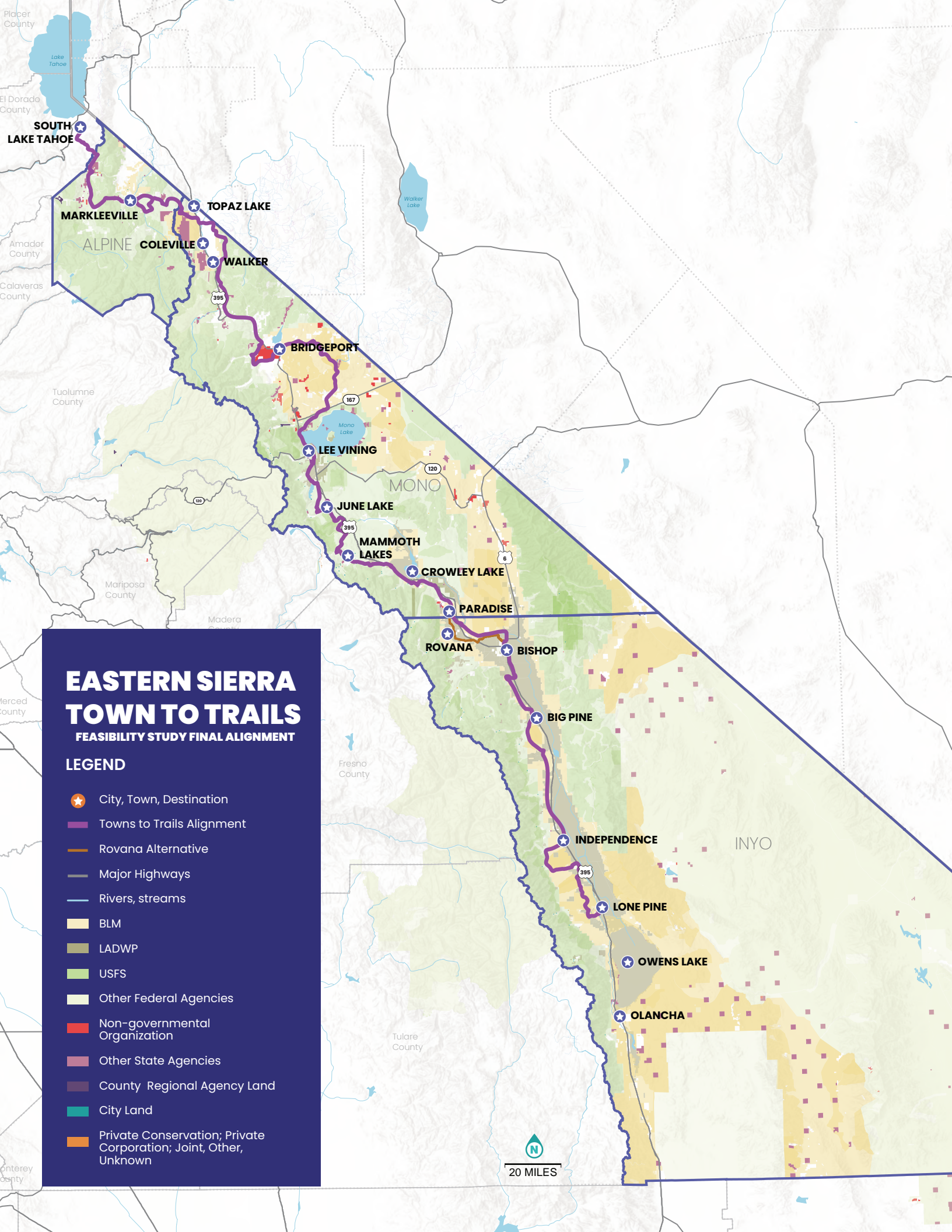
The data gathering work of the Towns to Trails Feasibility Study aims to leverage existing trail and soft-surface infrastructure in the region and takes advantage of existing priorities for trail connectivity already developed by federal land managers. This study has identified a potential alignment based on considerable analysis of existing infrastructure, alternatives, and public input. This effort also identified a number of gaps, questions, and next steps, all of which will need to be evaluated or answered before any implementation can occur. Specifically, the proposed alignment requires continued agency/tribal coordination, environmental analysis, and focused studies of segment gaps to realize a fully contiguous alignment.

## Project Goals

This information gathering and mapping phase of the Towns to Trails project was guided by seven overarching goals:

1. Connect Eastern Sierra communities through a public-lands experience
2. Leverage existing regional partnerships
3. Establish an implementation roadmap for next steps
4. Bring economic benefit to communities
5. Enhance recreational opportunities
6. Commit to sustainable recreation
7. Identify gaps and opportunities for connectivity to existing and future networks through a public-lands experience





# EASTERN SIERRA TOWN TO TRAILS

FEASIBILITY STUDY FINAL ALIGNMENT

## LEGEND

- ★ City, Town, Destination
- Towns to Trails Alignment
- Rovana Alternative
- Major Highways
- Rivers, streams
- BLM
- LADWP
- USFS
- Other Federal Agencies
- Non-governmental Organization
- Other State Agencies
- County Regional Agency Land
- City Land
- Private Conservation; Private Corporation; Joint, Other, Unknown

20 MILES



## Towns to Trails Route and Usage

The feasibility study focused on linking existing, publicly-accessible soft surface trails and roads. While the project team identified a number of gaps in the route, the goal of the study was to avoid the creation of new trails, roads, or paths to complete the Towns to Trails route. The Plan focused exclusively on utilizing existing trails and roads, such as those shown below. The plan aimed to identify a route that links a mix of soft surface infrastructure currently managed by various agencies into a single, continuous route paralleling the entire Eastern Sierra escarpment. Stakeholders identified hiking and biking as the primary focus of this project; yet, the analysis also considered roads and trails accessible for Off-Highway Vehicle (OHV) use. This route is not recommended for through OHV use because it includes sections where OHVs are not allowed, such as county-maintained roads, highways, and single-track trails.



Single Track Trail near Mammoth Lakes



Soft Surface Road - Mono County



Paved Road - Inyo County



# Project Timeline

Below is an outline of the work performed for this study starting in Spring 2023 and ending Spring 2025.

- **Spring 2023 - Project Kick-off and Existing Conditions**
  - Collected corporate GIS trail and road data from land management agencies, reviewed previous planning documents, established points of contact, and prepared materials for subsequent project phases
  - Hosted agency and tribal partner kick-off meeting
  - Hosted public kick-off meeting
- **Summer 2023 - Collaborative Planning Phase 1**
  - Held meetings with agency partners
  - Created draft alignments and solicited feedback in a series of in-person community workshops utilizing large scale plotted maps, 3d imagery, and town-to-town mapbooks
  - Workshops focused on identifying backbone trails, essential destinations, key areas of avoidance, and maintaining a continuous alignment
- **Winter 2023 - Draft Alignment Refinement**
  - Reviewed and georeferenced agency/community input
  - Explored experiential and connectivity improvements
- **Spring 2024 - Collaborative Planning Phase 2**
  - Met with agency partners
  - Presented refined draft alignments and solicited feedback in a series of in-person community workshops utilizing large scale plotted maps, 3d imagery, and town-to-town mapbooks
  - Workshops focused on assessing alternatives, addressing gaps, and maintaining allowable uses
- **Summer 2024 - Draft Alignment Refinement**
  - Reviewed and georeferenced agency/community input
  - Explored experiential and connectivity improvements
- **Fall 2024 - Ground Truthing and Draft Plan**
  - Rode/hiked the entire draft alignment, verifying through-line integrity, identifying gaps, and exploring alternative alignments through an experiential lens
- **Winter/Spring 2025 - Final Plan**
  - Finalized the draft alignment, documenting underlying agency jurisdiction, allowable use, and other key attributes for further study
  - Hosted public wrap-up meeting, providing updates on the draft alignment, key opportunities and highlights near and along the proposed alignment, and recommended next steps



# History of Towns to Trails

## The Sustainable Recreation and Tourism Initiative - 2019 / 2022

In the spring of 2019, the Sierra Nevada Conservancy's Governing Board demonstrated a groundbreaking commitment to rural California's outdoor recreation economy and natural resources by authorizing Proposition 68 funding for the "Sustainable Recreation and Tourism Initiative (SRTI)," a project intended to benefit the Conservancy's Eastern sub-region, which includes Inyo, Mono, and Alpine Counties.

The SRTI supported the Eastern Sierra Sustainable Recreation Partnership (ESSRP) and its goals to, "...design, plan, implement, and report on projects to improve and maintain recreational opportunities, as well as restore ecosystems to their natural resilience and functions." The SRTI comprised four tracks, or areas of focus, including: "Regional Recreation Stakeholder Engagement"; "Climate Adaptation & Resilience Assessment"; "Connection to the Eastern Sierra Visitor Audience"; and "Project Development & Prioritization for Funding."

Through unprecedented public outreach during the COVID-19 pandemic, the SRTI's "Regional Recreation Stakeholder Engagement" track identified 183 project ideas for sustainable outdoor recreation infrastructure and program investment. Reviewed by ESSRP partners and assessed against the long-term strategic pillars of the "ESSRP Prospectus for Future Investments," eight project ideas, including the Towns to Trails Plan, emerged as the final SRTI Projects recommended for future funding and implementation. The eight final SRTI projects were prioritized by the ESSRP, taking into account the feasibility of project implementation from the hundreds of ideas submitted by recreation stakeholders; the highest likelihood of funding success based on currently available funding opportunities in the Summer and Fall of 2021; expected regional benefits for the Eastern Sierra; and alignment with advancing goals for climate resilience and adaptation.

In collaboration with the Mammoth Lakes Trails and Public Access Foundation (MLTPA), the Eastern Sierra Council of Governments (ESCOG) submitted a grant application to the Sierra Nevada Conservancy in October 2021 for an "Eastern Sierra Towns to Trails Plan," which was awarded to the ESCOG in the Spring of 2022.

## Sierra Nevada Conservancy, Proposition 68, and CEQA Statutorial Exemption

Funding for this project has been provided by the Sierra Nevada Conservancy, an agency of the State of California, under the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68) and in support of the Sierra Nevada Watershed Improvement Program.

On March 9, 2022, the Sierra Nevada Conservancy filed a Notice of Exemption (NOE) (State Clearinghouse Number 2022030262) with the State of California for the preparation of this feasibility analysis. Pursuant to the NOE, "The project is Statutorily Exempt under Section 15262, Feasibility and Planning Studies of the CEQA Guidelines. This project involves only the planning studies for possible future actions which the Sierra Nevada Conservancy has not approved, adopted, or funded. The project is also categorically exempt under CEQA Section 15306, Information Collection (Class 6) because it consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. The proposed activities are for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded." The Towns-to-Trails Feasibility Analysis is consistent with Project Description cited in the NOE.

## Goals for Communities and Alignment Criteria

As represented in ESCOG's successful grant application to the Sierra Nevada Conservancy, goals for the proposed Towns to Trails alignment state that "Eastern Sierra communities will have identified ways to connect with one another using a combination of existing trail and soft-surface infrastructure that simultaneously enhances their connectivity to public lands, improves their quality of life and offers enriched, immersive public lands experiences for visitors." Considering these criteria, Towns to Trails does not propose any new infrastructure. Instead, the plan has focused on an alignment that



utilizes existing soft-surface infrastructure(s) and their current allowable uses while also identifying gaps in the alignment where supportive existing infrastructure may not exist. This study focused on identifying a route that connects a mix of infrastructure currently managed by various agencies into a single, continuous alignment linking the entire Eastern Sierra escarpment. The selected routes support compatible uses for hiking and biking. Although the analysis did not prioritize Off-Highway Vehicle (OHV) use, portions of the identified routes are currently legally accessible for OHV use.

## Agency and Tribal Partner Roles

### Key Agreements

From the onset, ground rules for collaboration between agency partners and the project team were established to ensure a shared understanding of routes, allowable uses, and management. The project team collected datasets, clarified agency requirements, and discussed involvement in subsequent public workshops. These agreements also clarified the roles of each partner and fostered a unified project identity.

### Insight and Data on Potential Network Gap Closure

Agency partners contributed valuable GIS and spatial data on their existing networks, including use types and identified gaps. As the draft alignment evolved, agency partners provided critical insight into conditions, allowable uses, and potential realignments to close gaps. This information was utilized during the evaluation and prioritization of potential connections to create a cohesive, continuous alignment.

### Collaborative Problem Solving

Agency partners participated in two rounds of interactive community workshops in each of the three counties, as well as individual meetings with the project team, to address and resolve potential challenges with route alternatives. These sessions ensured that insights from all partners were integrated into the decision-making process and shared with the public in a collaborative setting to determine potential alignments within the constraints afforded by each agency's jurisdiction, requirements, and knowledge of the land.

### Tribal Partners

ESCOG is committed to communication and collaboration with tribal partners in the region. As part of this ongoing dialogue, ESCOG requested meetings with interested Tribes throughout the region, including the Bishop Paiute Tribe, the Lone Pine Paiute Shoshone, the Big Pine Paiute Tribe, the Fort Independence Tribe, the Mono Lake Kutzadika'a, the Utu Utu Gwaitu Paiute Tribe, , the Hung-a-lel-ti Community of the Washoe Tribe of Nevada and California, the Bridgeport Indian Colony, and the Antelope Valley Indian Community. ESCOG staff held meetings with all responding Tribal partners, including the Bishop and Fort Independence Tribes. ESCOG recommends continued communication and collaboration with all Tribal Nations as vital next steps for Towns to Trails.

Project Team	  		
	Partners		
	<b>Local and Regional Agencies</b> <ul style="list-style-type: none"> <li>Alpine County</li> <li>City of Bishop</li> <li>Inyo County</li> <li>Mono County</li> <li>Town of Mammoth Lakes</li> <li>Eastern Sierra Transit Authority</li> </ul> <b>State Agencies</b> <ul style="list-style-type: none"> <li>California Department of Fish and Wildlife</li> <li>CALTRANS District 9</li> <li>Sierra Nevada Conservancy</li> </ul>	<b>Federal Agencies</b> <ul style="list-style-type: none"> <li>Bureau of Land Management</li> <li>National Park Service (including Death Valley, Manzanar Historic Site, Sequoia and Kings Canyon)</li> <li>United States Forest Service (including Humboldt-Toiyabe and Inyo)</li> </ul>	<b>Tribes</b> <ul style="list-style-type: none"> <li>Bishop Paiute Tribe</li> <li>Fort Independence Tribe of Paiute Indians</li> </ul> <b>Property Owner/Other</b> <ul style="list-style-type: none"> <li>Los Angeles Department of Water and Power</li> <li>Southern California Edison</li> </ul>



## Study Area

The Eastern Sierra is a high-desert landscape in California that shares a common border with the state of Nevada. Composed of three California counties (Alpine, Mono, and Inyo), the region is defined by the Sierra Nevada Mountain range, the western terminus of the Northern Basin and Range. The Eastern Sierra hosts both the highest peak and lowest valley in the 48 contiguous States, as well as the oldest living thing on Earth. Annual visitor estimates range between 4 and 7 million, principally from Southern California, but from across the country and from around the world as well.

More than 90% of the region's 17,148 square miles is managed by federal government agencies, including the U.S. Forest Service, the National Park Service, and the Bureau of Land Management.

The principal owner of the region's private property, the Los Angeles Department of Water and Power, acquired more than 450 square miles of farm and ranchland in the early years of the 20th century to secure water rights for the City of Los Angeles. The remaining private property and gateway communities are dispersed across the region, home to a permanent population of about 35,000 residents. Unparalleled opportunities for outdoor recreation have compelled visitors for many generations.



### Alpine County

Alpine County is the smallest and least populated county in California, nestled in the Sierra Nevada mountains with elevations exceeding 11,000 feet. Its landscapes feature alpine meadows, dense forests, and pristine lakes, making it a haven for outdoor enthusiasts. The population, under 1,200 residents, includes a significant Native American community, primarily members of the Washoe Tribe.



### Mono County

Mono County is located east of the Sierra Nevada and is home to iconic landmarks including Mono Lake, Mammoth Mountain, and portions of Yosemite National Park. The Town of Mammoth Lakes (population ~7,000), the only incorporated town in Mono County, serves as a primary tourism destination for the region, particularly skiing and hiking. The county's diverse terrain includes volcanic features, high desert plains, and alpine wilderness areas.



### Inyo County

Inyo County boasts dramatic geographic extremes, from Mount Whitney, the tallest peak in the contiguous U.S., to Death Valley's Badwater Basin, the lowest point in North America. The County's population is approximately 18,000, the largest town is Bishop with around 3,700 people. Known for its stark beauty, the county draws visitors to Death Valley National Park, the Owens Valley, Alabama Hills, Mount Whitney, and ancient bristlecone pine forests.



## Existing Conditions

### Agency Data Collection

The draft Towns to Trails alignment traverses three counties and multiple public land management agencies, each of which have different mandates, budgets, and data maintenance protocols. The project team consulted with agency staff regarding data sources and classifications, as they collected publicly available trail alignment data for subsequent efforts.

### Past Planning Document Review

The project team reviewed over 35 previously prepared planning documents and maps from land management agencies within the study area to better understand and align with previous efforts. These documents highlighted agency priorities, management structures, proposed alignments, and areas under study. Relevant findings were subsequently integrated into the project team's geodatabase to inform and contextualize potential Towns to Trails alignments. See Appendix 5 for more detail.

### Existing Infrastructure Analysis

The project team conducted a preliminary existing conditions analysis to gain a comprehensive understanding of the study area and establish clear parameters for the study. Major areas of investigation during this phase include:

**Inventory Analysis:** The team compiled and analyzed existing data on road and trail infrastructure within the study area. This dataset included details on road classifications, permitted uses, and ownership or managing agencies. Significant effort was required to standardize the data, as contributions from various jurisdictions—including the United States Forest Service, Bureau of Land Management, Los Angeles Department of Water and Power, and the three counties—were formatted differently.

Formatting the various datasets into a single combined geodatabase with regularized attributes was an essential step in the planning process as it facilitated cross jurisdictional analysis. As the project team evaluated potential alignments and explored them with Agency partners and members of the public, the unified dataset enabled the exploration of up- and down-stream connectivity of various segment configurations.

**Environmental Considerations:** In addition to alignment opportunities, the team gathered data related to environmental considerations, as this information will be an important part of any future implementation process. Environmental data was gathered to identify locations with sensitive or conflicting uses. Key areas to avoid were mapped, including Sage Grouse habitat, USFS Wilderness Areas, seasonal hunting zones, and California Department of Fish and Wildlife (CDFW) Natural Preserves. The team relied on existing databases for this information and did not conduct any additional analyses. These areas were juxtaposed with potential alignments and areas of interest. In addition to these sensitive areas, other environmental attributes such as slope and elevation were mapped to assess their impact on user experience and project feasibility.

**Destinations and Connections:** The project team collaborated with agency partners to identify key destinations and locations within the study area. These included major towns, campgrounds, and other notable sites, vistas, and experiences that could be connected via the Towns to Trails alignment. These opportunities were mapped and helped guide core north-south trail selection during initial alignment development.

**Trail Network Gap Analysis:** Using the compiled trail inventory, the team ran a series of trail network gap analysis tools to identify major non-contiguous trail segments across the tri-county landscape. Alignment segments were classified into contiguous batches that enabled thru-travel of at least 50 miles. While most significant gaps were in response to physical barriers such as topography and existing infrastructure, this analysis also revealed that while the region features an abundant trail and road network, identifying and maintaining a continuous north-south alignment while minimizing changes in allowable uses requires careful review and future collaboration with agency, tribal, and public partners prior to any implementation.









2

## Engagement Approach



## Engagement Overview

The Plan's outreach and engagement activities were an essential aspect of this effort to identify an alignment that incorporated local knowledge as a baseline for appropriate segments and destinations. These activities included soliciting feedback from stakeholders, land management agencies, tribes, and the public throughout the course of the project to ensure that project recommendations reflected community needs and desires, as well as consistency with land management plans and policies. This effort involved leveraging various resources and strategies to meaningfully engage a wide range of community members and agencies. The project team maintained a flexible approach to provide multiple paths for input across the project geography and implemented intuitive, engaging, and low-friction opportunities for community members and stakeholders to help shape the draft alignment. The team provided opportunities to provide feedback through multiple avenues and maintained open dialogue with agency partners and community members.

The planning process featured proactive and intentional community engagement, highlighted by two rounds of in-person community workshops in each county, featuring large scale plotted maps, 3D imagery, and town-to-town mapbooks. These workshops were exploratory and collaborative, with attendees and the project team marking up maps, discussing the various trade-offs of potential alignments, and highlighting areas for further study by the project team.

The project team also emailed updates and meeting invitations to a database of interested parties and maintained a website ([www.townstotrails.org](http://www.townstotrails.org)) which featured a project overview, meeting information, and contact/email signup links.

The following pages describe the formal meetings held with partners and the public.

## Engagement Schedule



## Regional Stakeholder Pre-Production Meeting

The project began with a virtual stakeholder kickoff and coordination meeting on April 10th, 2023. Regional land managers, tribes, and landowners were invited and 28 representatives attended. This meeting defined the process by which this study would be conducted, set clear project goals, and ensured that all agency partners were aligned in their understanding of the initiative before moving it forward to the public. During this meeting, key agreements were discussed, and main points of contact for each stakeholder were established. The project team also discussed progress on data collection and mapping efforts, and clarified technical considerations related to merging various Agency's datasets. Stakeholders in attendance agreed to be involved in every subsequent phase of the project.

### Meeting Date

- April 10, 2023 (virtual)

### Discussion Topics

- What are your biggest concerns about this process?
- What are the most significant opportunities for your organization?
- What are you willing and able to do to ensure the success of this plan?

### Key Takeaways

- Agencies require sufficient resources to engage meaningfully in the project; subsequent planning efforts should provide funding for agency involvement
- Special consideration must be given to avoid protected areas
- Any new alignments near protected areas will likely require environmental analysis and documentation (i.e. NEPA).
- Planning should include provisions to ensure access to designated campgrounds and other existing amenities along the route
- Inyo County segments will have particular maintenance and access considerations with Los Angeles Department of Water and Power
- Agencies are particularly mindful of securing funding for ongoing maintenance, and the probable need for a long-term partner (such as a "friends of" group) to support maintenance needs

## Agency Stakeholders Kick-Off Meetings

Following the virtual stakeholder kick-off, a series of meetings held with agency partners with jurisdiction in Alpine, Mono, and Inyo Counties. These meetings provided an opportunity to coordinate between agencies and the project team, and prepare/promote the forthcoming collaborative planning meetings with the public. County stakeholder meetings focused on identifying big-picture opportunities and challenges, and identifying rough-alignments/avoidance areas for later review.

### Meetings Dates

- June 12, 2023: Mono County Stakeholder Kickoff (in person)
- June 14, 2023: Inyo County Stakeholder Kickoff (in person)
- June 22, 2023: Alpine County Stakeholder Kickoff (virtual)



## Discussion Topics

- Study area, history, goals, and process
- Big picture coordination, questions, and concerns
- Easy wins, known trail gaps, no-go trails/areas, priority trails/projects

## Key Takeaways

### *General*

- A continuous north-south alignment featuring a consistent list of allowable uses may not be feasible
- Avoid alignments in wilderness areas, and near cultural resources
- Be particularly careful when reviewing alignments to avoid linking motorized routes to non-motorized areas
- User-created trails should be treated cautiously; each agency/area has particular concerns and needs
- Agencies have limited budgets and bandwidth; identify opportunities to support agency goals/directives via this plan

### *Alpine County*

- The majority of discussions focused on a non-motorized trail.
- Some members of the public may want to bring forward a motorized trail.
- Explore opportunities to connect the Humboldt-Toiyabe NF to Tahoe/Hope Basin
- Wintertime access and alignments must also be considered

### *Mono County*

- Many avoidance areas throughout region; coordinate with agencies to explore potential alignments
- Consider camping implications associated with potential alignments, i.e. increased dispersed camping near water sources
- There is a lot of demand for/are many user-generated single-track trails for motorized uses; user conflicts must be anticipated
- Motorized trails may be easier to fund - industry and state programs exist

### *Inyo County*

- User-created trails surround many communities, often making direct connections to public lands
- There are many communities on the east side of the valley that want more tourism; consider their needs
- LADWP land/roads represents a significant portion of the study area in Inyo County; consider how alignments can meet their requirements
- Many single-track trails have been illegally converted into double-tracks via OHV usage

## Public Kick-off Meeting

Following the agency kick-off meetings, a public kick-off meeting was held virtually to accommodate participants from all three counties. Forty two people tuned in to the event. The public-facing regional stakeholder meeting focused on sharing project history and goals, and underscored the need and desire for community input during forthcoming collaborative planning phases.

The kick-off session included an introduction and project overview, a review of previous work completed, and a discussion of the initial vision and goals presented by the project partners. Additionally, the meeting provided an overview of how the public could get involved, highlighted resources available on the project website, and presented the project timeline. The session concluded with an open discussion and a question-and-answer segment.

### Meeting Date

- June 29, 2023: Regional Public Kickoff (virtual)

### Discussion Topics

- Study area, history, goals, and process
- Base mapping progress and trail tiering
- Trail and network gap analysis
- Timeline and how to get involved
- Questions and comments

### Key Takeaways

- Alignments should not drop off at the community boundaries; identify clear, safe connections to logical destinations
- East-west connections are just as important as a north-south alignment
- Explore opportunities to partner with local and national non-profits, which could help secure funding, and assist with trail maintenance/stewardship
- Attendees expressed excitement to begin the collaborative planning phase

## Phase 1: Collaborative Planning

### Public Workshops

Following the collection of existing trail and soft surface infrastructure alignment data, analyzing connectivity opportunities, and the development of four “straw” alignments (explored in more detail in Chapter 4), the project team held its first round of in-person workshops with agency stakeholders and the public.

These interactive workshops began with a brief introduction to the project, an overview of the work completed to date, and an explanation of the methodology used. Participants were then invited to provide detailed feedback on route alternatives by marking up and commenting on detailed map books, which showcased a variety of alternative routes across the entire study area. Community members were enthusiastic to share their perspectives and contribute to a project borne out of the SRTI process, which many of them had participated in. Over 400 individual notes/alignment annotations were collected during these workshops, which were catalogued and referenced by the project team to further refine the draft alignment.



## Workshop Dates

- September 11, 2023: Inyo County Stakeholder Workshop (in person)
- September 13, 2023: Alpine County Stakeholder Workshop (in person)
- September 14, 2023: Mono County Stakeholder Workshop (in person)

## Discussion Topics

- Project study area, history, goals, and process
- Trail and soft surface network inventory and network gap analysis
- “Least Cost Path” straw alignments
- Alignment evaluation, gap closures, and destinations to connect

## Key Takeaways

The participants annotated a mapbook series spanning the entire project area at a scale that could be legible and enabled community members to share their local knowledge. Following the workshops, public comments were geographically referenced and considered by the project team when evaluating up- and down-stream implications on existing trail and soft surface infrastructure/allowable use contiguity. The culmination of this effort was progression from the four straw alignments developed to serve as starting points to elicit responses into a single draft alignment accompanied by a series of alternates and gaps for continued exploration. Segmented summaries highlighting feedback received and identifying a modified draft alignment accompanied by alternatives/connections are provided in the appendix.



Residents reviewing and discussing the mapbooks with project staff.

## Phase 2: Collaborative Planning

### Public Workshops

Following the alignment refinement based on input received during the Phase 1 collaborative planning meetings and workshops, the project team prepared updated draft alignment materials, showcasing revised draft alignments, trail and other soft surface infrastructure types and motorized/non-motorized segments. In addition to a digital model of the draft alignment to investigate potential alignments and connections with community members, the project team plotted over 20 large-scale maps of the study area, facilitating close review and comment on potential trail segments, and spurring discussions about in-town connections.

### Workshop Dates

- June 11, 2024: Alpine County Stakeholder Workshop (in person)
- June 12, 2024: Mono County Stakeholder Workshop (in person)
- June 13, 2024: Inyo County Stakeholder Workshop (in person)

### Discussion Topics

- Project study area, history, goals, and process
- Phase 1 alignment comments received, and updated alignment overview
- Interactive alignment evaluation, gap closures, and identification of desired destinations
- In-town routing, trailheads, and connections
- Use-specific and/or more difficult alternative alignments
- Network and allowable use gaps

### Key Takeaways

During this phase of the planning process, project team and community members collaboratively annotated maps, and discussed how various segments could be integrated into a cohesive whole. Options for some alignment segments were presented as either a Base Alignment (Green), Alternative Route (Blue), Challenge Route (Black). Other linework highlighted: Highways (Yellow), Spurs that could connect to campgrounds or other destinations (Orange), Identified Gaps in infrastructure (Pink), and rail-to-trail (Brown). Agency partners attended these workshops to help clarify regulations related to access and allowable uses, and discuss next steps related to identifying a final alignment. Segmented summaries highlighting feedback received and identifying an updated draft alignment accompanied by alternatives/connections are provided in Appendix 2.

### Agency Meetings

Concurrent to these public meetings, the project team met in person and virtually with Land Management Agency staff and leadership to discuss progress, challenges, and share feedback received to date from constituents.

### Meeting Dates

- March 28, 2024: Alpine Trails Association
- May 15, 2024: Inyo National Forest
- May 17, 2024: Bureau of Land Management
- April 30, 2024: CALTRANS (emailed comments)



## Key Takeaways

- Underscore that any new trails or connective infrastructure would require extensive review
- Reinforce need to maintain and communicate allowable uses on existing segments
- Identify remaining challenge/opportunity areas for ongoing agency coordination
- Pursue funding for agency staff to facilitate ongoing collaboration and study

## Additional Feedback

### Additional Agency Meetings

The project team continued to correspond with land management agencies within the study area to discuss needs, opportunities, and concerns for continued Towns to Trails planning efforts.

- January 10, 2025: Mono County/June Lake Area
- January 10, 2025: Bishop & Inyo County
- January 14, 2025: Manzanar National Historic Site
- January 15, 2025: Alpine County
- January 15, 2025: Town of Mammoth Lakes
- January 17, 2025: California Department of Fish & Wildlife
- January 30, 2025: Mono Lake Kootzaduka’a Tribe (comments received via email)
- February 7, 2025: Sierra Club (comments received via email)
- February 12, 2025: Sierra Nevada Aquatic Research Laboratory



Project staff presenting to community members in Mono County.



Agency staff preparing for public meeting in Inyo County

- February 12, 2025: Mono Basin
- February 2025: Humboldt-Toiyabe Nation Forest/Bridgeport Ranger District (canceled due to staff layoffs)

## California Department of Fish and Wildlife

### Slinkard Valley

- Please see the CDFW regulations applying to Slinkard Valley. In particular, please note the regulations pertaining to bicycle use:
  - *Bicycles and bike riding are prohibited on department lands except where authorized and designated in subsection 551(j), Section 552, and subsection 630(g) of these regulations.*
  - *On department lands where trails or roads have been designated for bicycles, no visitor shall ride, operate, leave, or park a bicycle except on those designated areas.*

## Mono County

### Town of Mammoth Lakes

- There is a future bike path proposed on Minaret Road
- Sherwin Area Recreation Plan (SHARP) project should be included by reference in document

### Crowley Lake

- Coordinate with staff to make sure it is consistent with their CSA 1 alignment

### June Lake

- Supervisor McFarland made a request to illustrate motorized vs non- motorized segments in final alignment.
- Supervisor McFarland confirmed the concerns from the community relate to increased OHV use in the village and asked that the plan emphasizes the proposed route does not encourage or expand allowable uses.

## National Parks Service

### Manzanar National Historic Site

- Consider Manzanar's sensitive history and respectful use practices related to the cemetery adjacent to the route.
- Consider rerouting away from sensitive areas.
- Explore temporary pilot projects before its made permanent

## Inyo County

- Inyo County would like to see a multi-use route from Lone Pine to Diaz Lake
- Inyo County is working on a Phase 2 for Active Transportation Plan for Lone Pine's Downtown

## Additional Community Feedback

Following the conclusion of Collaborative Planning Phase 2, community stakeholders continued to share notes and considerations related to the draft alignment. These items were evaluated and referenced in tandem with ground truthing efforts by the project team.



## Final Public Meeting

At the conclusion of the planning process described above, the project team presented the final draft Towns to Trails alignment to 50 attendees, providing a segment-by-segment overview of the potential trail, areas for further study, and agency needs/processes required for continued exploration of a final Towns to Trails alignment.

### Meetings Date

- March 27, 2025: Towns to Trails Final Draft Alignment (virtual)

### Discussion Topics

- Study area, history, goals, and process
- Alternatives analysis
- Ground truthing
- Final draft alignment
- Next steps and how to stay involved
- Questions and comments


Eastern Sierra Towns to Trails Plan

## Vision

The Eastern Sierra Towns to Trails Plan will **identify a backbone trail, following existing infrastructure and uses, that will connect Eastern Sierra communities, public lands, and destinations south and north.**

The project parallels the Eastern Sierra escarpment (west of Highway 395), from northern Alpine County, through Mono County, and on into southern Inyo County, over approximately 300 miles.

6




Slide from the Final Community Meeting Presentation.

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A landscape photograph showing a dry, grassy field in the foreground. In the middle ground, there are several wooden utility poles with power lines stretching across the frame. The background features a large, rugged mountain with sparse vegetation under a blue sky with scattered white clouds.

# **3 Alignment Identification Methodology**



## Alternatives Analysis

The project team conducted an extensive quantitative and qualitative analysis to develop and refine draft alignments. The process included mapping, community input, and on-the-ground exploration in order to finalize a route that is accessible, existing, and enjoyable. All existing soft surface infrastructure and trails in the study area that were available through existing datasets were aggregated and evaluated by the project team utilizing the process described below to determine potential contributions to the overall Towns to Trails alignment.

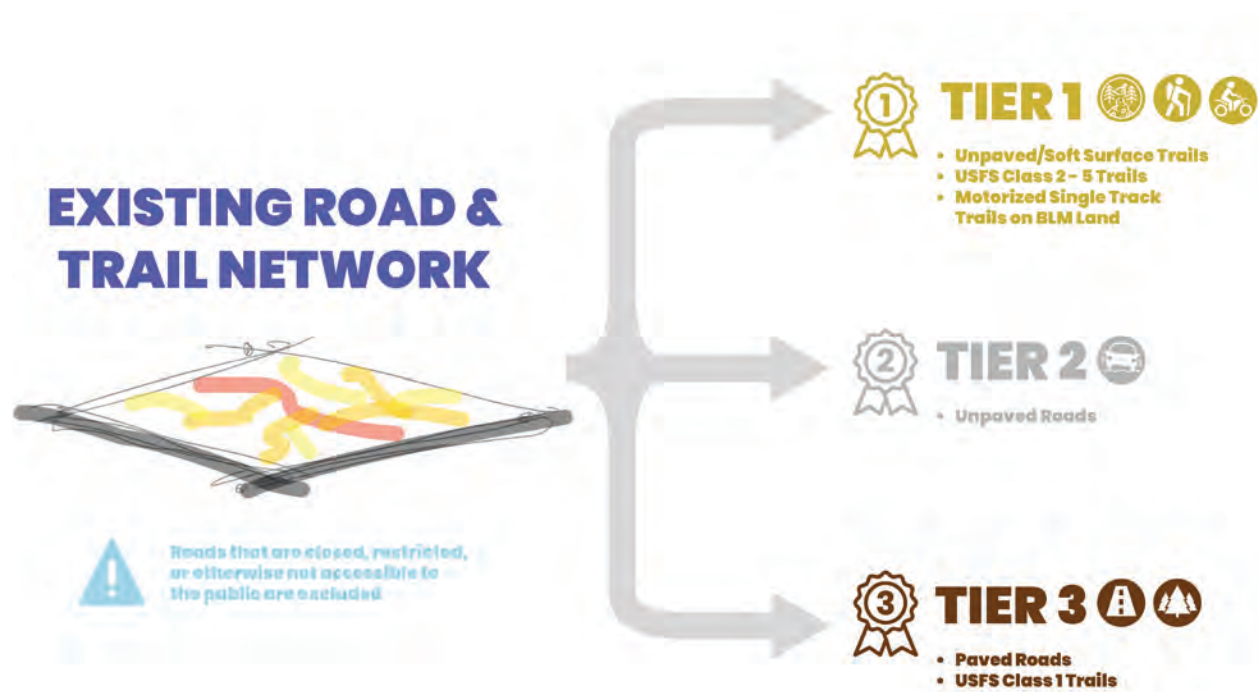
### Ranking System

The analysis began by categorizing soft surface roads and trails into three tiers, representing a preliminary prioritization based on safety, navigability, and the ability to provide a meaningful experience with the natural beauty of the Eastern Sierra. Tier 1 represented the most favorable routes, while Tier 3 represented the least.

- **Tier 1** included trails designated for hiking, biking, or single-track OHV use. These trails were typically unpaved and soft-surface.
- **Tier 2** consisted of existing unpaved, soft surface roads.
- **Tier 3** encompassed paved roads or minimally developed USFS Class 1 trails, which were often poorly defined and obstructed by various obstacles.

### Data Aggregation and Gap Analysis

After completing the tiered ranking, the project team aggregated all layers and trails onto a map to visually analyze gaps in the system. This analysis focused on determining whether there were sufficient Tier 1 and Tier 2 connections throughout the region. The team identified gaps in the network, which were primarily caused by significant geographic obstacles or gaps in the existing soft surface infrastructure.





Tier 1 trail example



Tier 2 example



Tier 3 example



## Least Cost Path Analysis

Following these data aggregation and gap analysis efforts, the project team used digital mapping tools to analyze important features of the area that could impact the project, such as trails, soft surface infrastructure, paved roads, slopes, and environmentally sensitive areas. They focused on seven key factors tied to the project's goals of improving connectivity, promoting sustainability, and enhancing user experience. For each factor, areas were assigned scores on a scale of 1 to 10, reflecting how well they aligned with project goals.

Recreation areas, such as campgrounds, were given a two-mile buffer, and areas closer to these amenities were assigned lower scores to prevent overcrowding. Steeper slopes received higher scores since they are harder to navigate, while flatter areas were given lower scores. Federal and state highways were buffered by ¼ mile, and areas near highways were assigned higher scores to avoid interference with existing soft surface infrastructure. Critical habitats, like those of the threatened greater sage-grouse, as well as federally designated Wilderness Areas, were identified and given higher scores to minimize environmental disruption.

This mapping process created a clear visual representation of the landscape, highlighting where the alignment would be most feasible and should be avoided. The approach helped prioritize decisions based on safety, user experience, and environmental considerations, ensuring the project met its goals effectively.

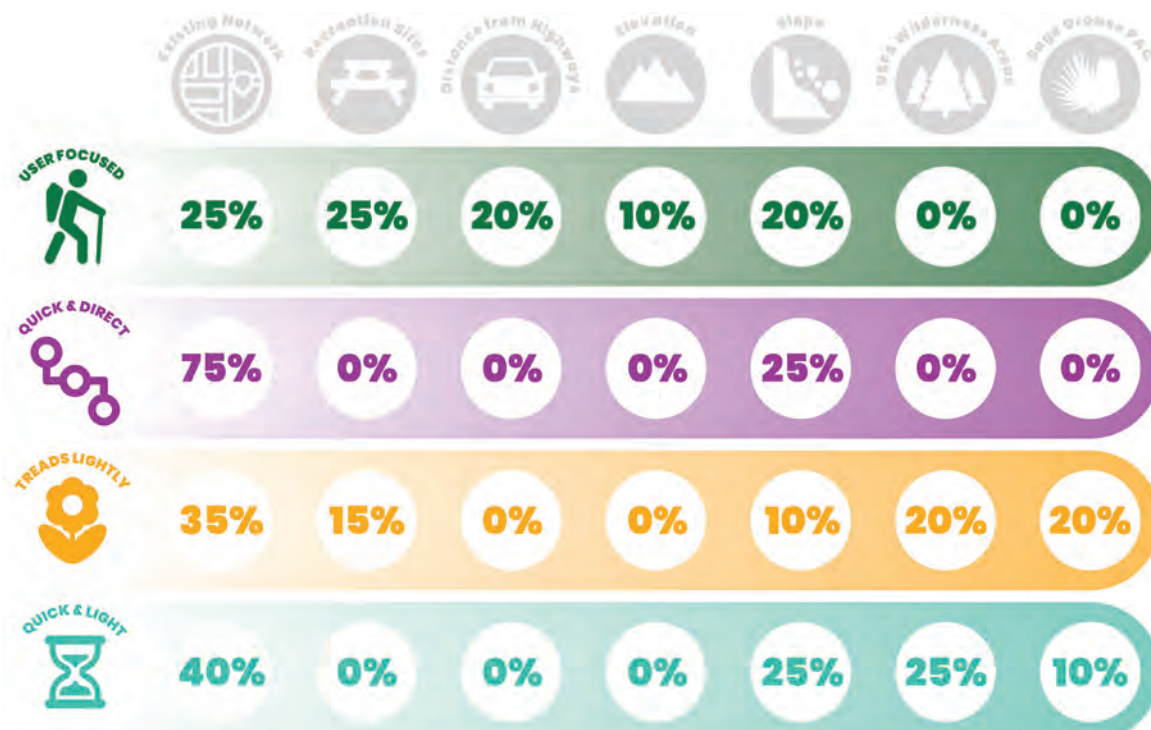


## Experience Weighting

The project team developed weighting scores based on a range of public and partner feedback. They used different weighting strategies to combine the mapped factors into four unique “cost surfaces,” each reflecting a different set of project priorities. For example, the “user-focused” cost surface emphasized factors like being close to amenities and staying away from highways, while the “treads lightly” cost surface prioritized protecting sage-grouse habitats, avoiding steep slopes, and minimizing impact on areas without existing roads.

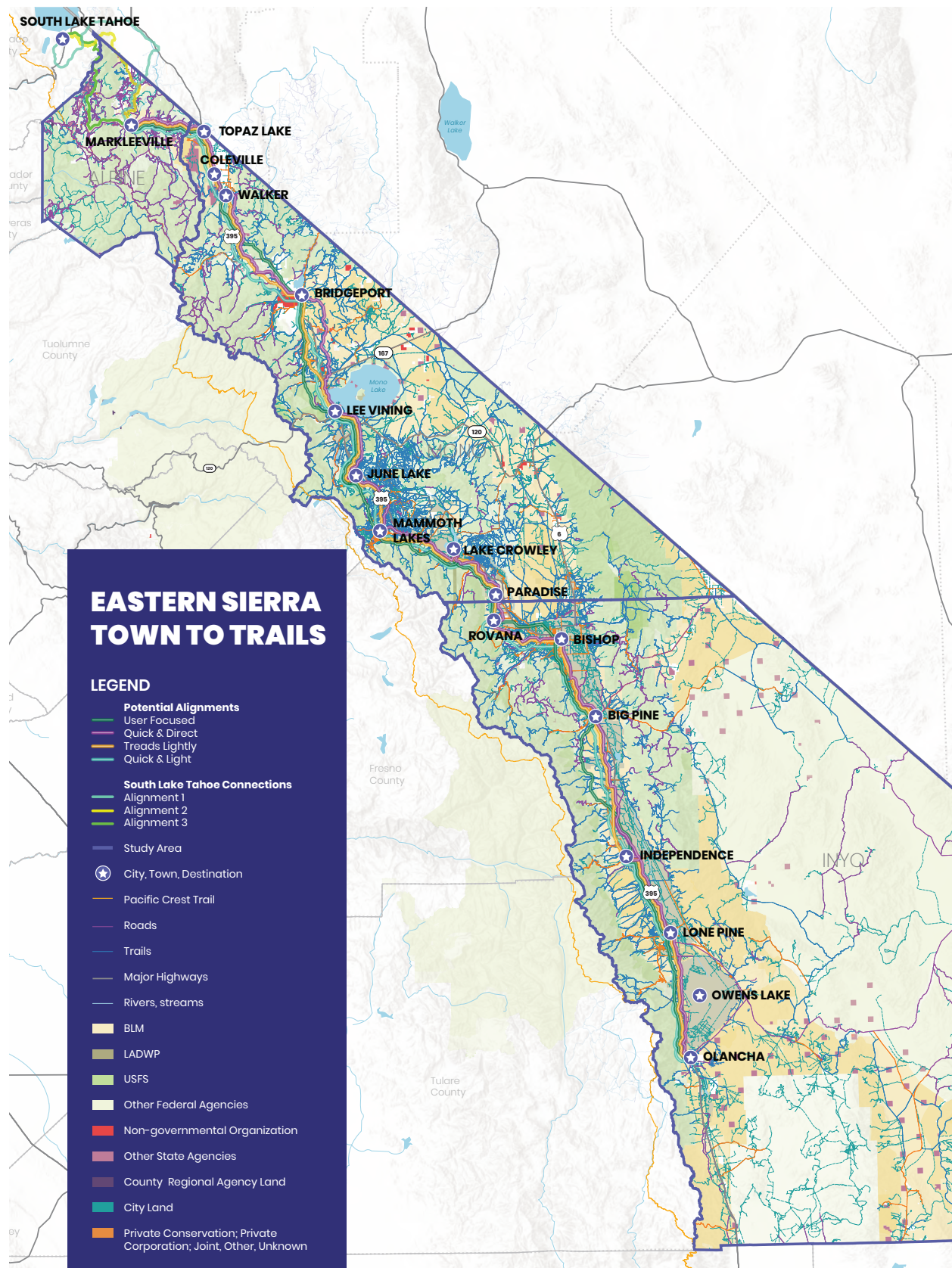
Four “straw” alignment alternatives were developed using the least cost path analysis based on different weighting alternatives. The variables were given different weights in each prioritization matrix in order to generate alternative routes which functioned as conversation pieces for engagement and outreach. The four alignment characteristics were:

- **User Focused:** Placed a high priority on connections to recreation sites and provides major separation from existing highways where possible. This alignment placed less emphasis on following the existing network of soft surface roads and trails and staying out of USFS Wilderness and protected Sage Grouse habitat.
- **Quick & Direct:** Largely prioritized routes that follow the existing network and avoids steep slopes.
- **Treads Lightly:** This alignment was similar in weighting to the User Focused alignment but deprioritized following the existing network and connecting to recreation sites in order to give more priority to routes that stay out of USFS Wilderness and protected Sage Grouse habitat.
- **Quick & Light:** This alignment had a high priority for routes that follow the existing network, maintain fewer steep slopes, and avoided USFS Wilderness and protected Sage Grouse habitat.



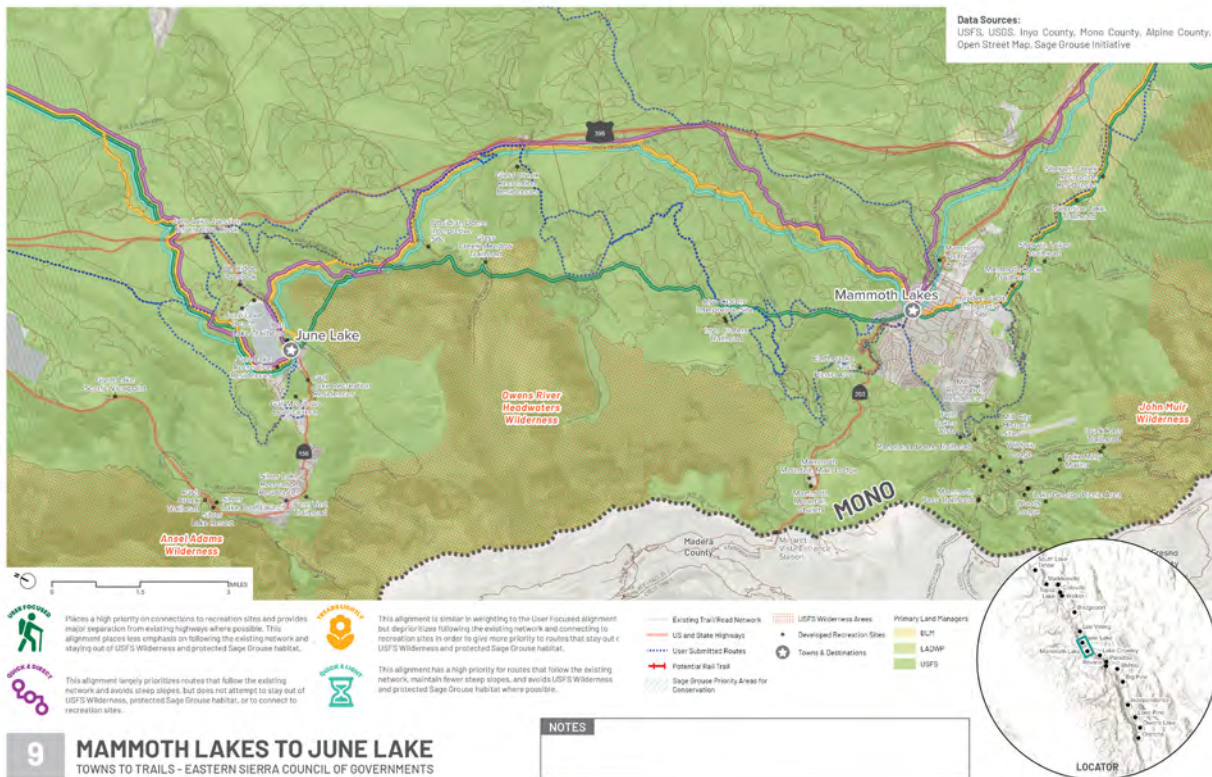


## Map of all Regional Trails, Roads, and Least Cost Path Alignments



## Route Alternative Evaluation and Public Input

The least cost path analysis alternatives were brought to the agency partners, stakeholders, and public for input as described in Chapter 2. Participants also shared alternative trail segments/alignments from those identified utilizing the least cost path analysis based on local knowledge and experience. These paths were verified, investigated, and modified by the team. Valuable feedback was gathered from this process which guided the project team to scenic, feasible potential alignment using existing regional infrastructure.



Example of map book reviewed by community members and stakeholders during Phase 1 Collaborative Planning.

## Feedback Integration and Additional Public Input

Following the processing and analysis of the feedback from the initial alternative exploration, the project team refined the alignment for another round of conversations during the second phase of collaborative workshops. Route modifications resulting from Phase 2 included deciding between parallel alignments offering different experiences and up- and down-stream connectivity opportunities, alternative alignments, destination spurs, network gaps, challenge routes, and more.





Slinkard Valley

## Ground Truthing

Following the conclusion of the Phase 2 workshops and subsequent data processing/alignment adjustments, project team members set out to ground truth the entire alignment using a permissible use - bicycles - to assess feasibility, connectivity and quality of experience. Over the course of 6 days, the team covered nearly 400 miles. This process validated the majority of the proposed draft alignment but also revealed unforeseen obstacles and gaps, which were spatially noted and documented for further analysis. The findings from this effort were brought back to the team and became the foundation for the final draft alignment.

The ground truthing team established a “zero mile” in South Lake Tahoe and traversed the entire proposed alignment as well as potential alternatives. For the purposes of ground truthing, the draft alignment was split into 13 sections, with the entire venture – from South Lake Tahoe to Lone Pine – including approximately 327 miles. For a detailed description of the groundtruthing see appendix 3.

### Opportunities/Findings

- The route offered a range of trail experiences including single track & dirt roads that served both biking and hiking well.
- Good inclusion of towns and communities along the route, with plentiful opportunities for sustainable tourism.
- Resources, such as food, water, camping, and hotels, were accessible regularly along the route.
- No negative interactions with Land Managers (Slinkard, USFS, CASP, etc) during the route scouting period.
- Continuous narratives across route (historical, geology, ecology) were present, providing a further purpose (education and connection) to the route beyond recreation.
- Easily split into “segments” which could be ridden in shorter trips, which may be more feasible for regular users.

### Challenges/Areas for Further Study

- Several areas with difficult route finding due to lack of maintenance or signage
- Several spots near or on major roads and highways due to lack of infrastructure or exclusion by land manager regulations
- Some roads shown on maps no longer exist, likely a result of modern cartography and open use maps. This reinforces the need to groundtruth future studies.



Big Spring Rd. between Markleeville and Topaz



Cottonwood Canyon Rd. south of Bodie



Rock Creek Trail south of Crowley Lake



Soft surface roads north of June Lake



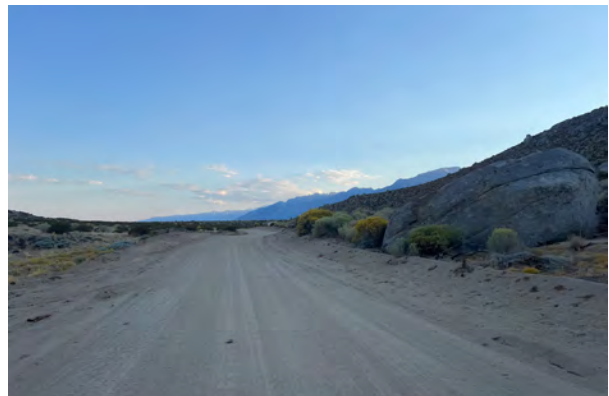
Soft surface roads south of Bishop



Soft Surface Road to Reversed Peak



BLM road south of Big Pine



McMurray Meadows Rd. south of Lone Pine









4

# Final Alignment



# Final Alignment

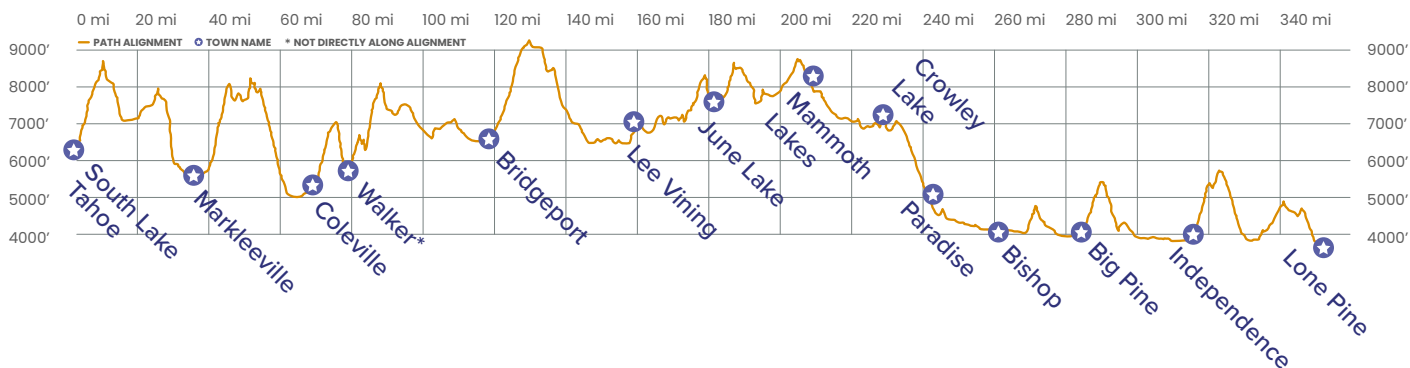
## Overview

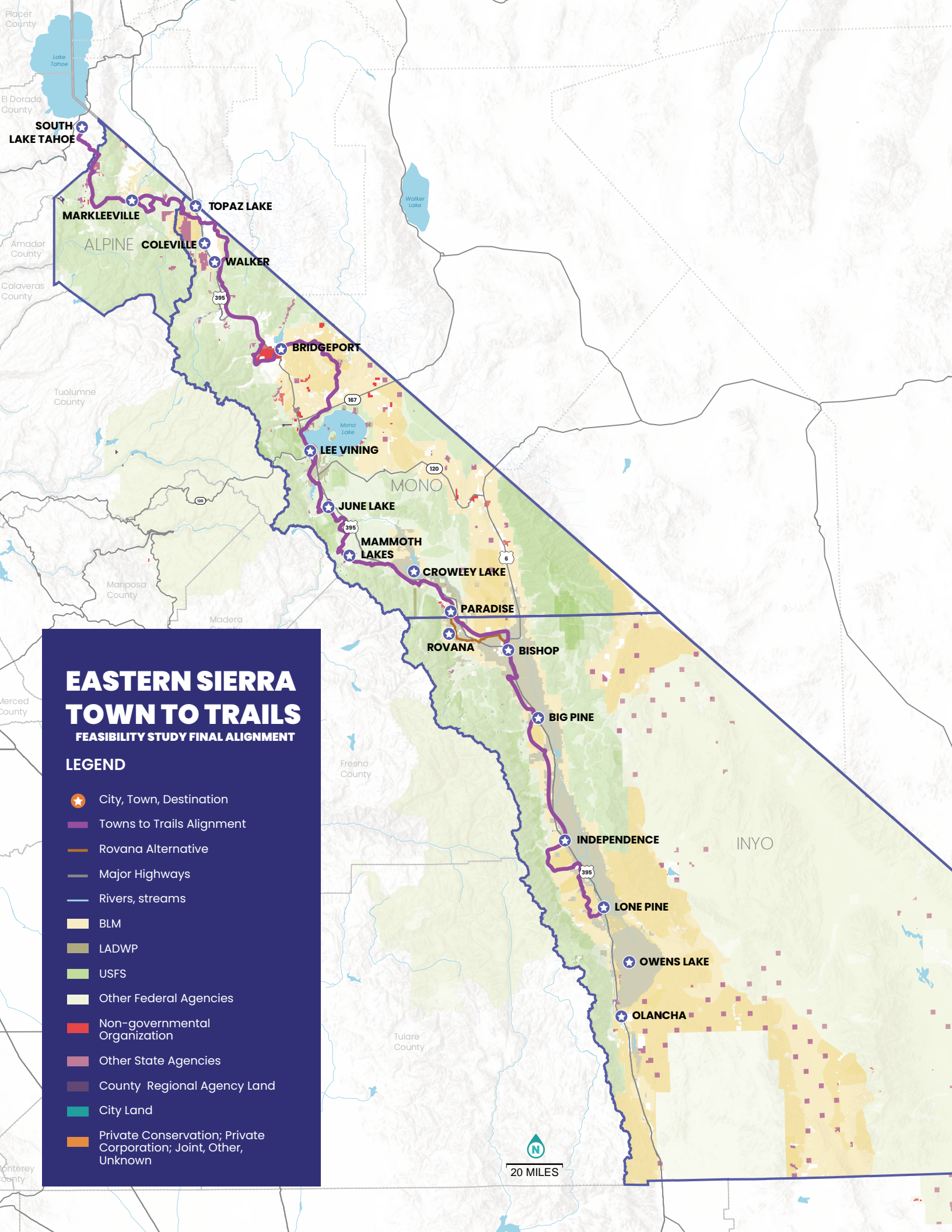
The final Towns to Trails alignment, spanning over 350 miles and featuring thousands of vertical feet of varying elevation, provides opportunities for outdoor recreation access and experiences unique to the Eastern Sierra landscape by utilizing existing infrastructure and their designated uses. End users will need to consult the relevant land management agencies regarding allowable uses for any given segment of the proposed alignment.

Traveling southbound from South Lake Tahoe to Lone Pine, the route begins with scenic, well-maintained single track that connects to soft surface roads. Dropping down from the Sierra Crest at Monitor Pass, the route transitions to historic dirt roads that encourage deeper understanding and appreciation for the Sierra. The route’s integration in northern Mono County with local communities and small towns provides convenient opportunities to support local jobs and businesses through restaurants, lodging, entertainment, and events. South of Bridgeport, the route passes through historic Bodie State Park, the eastern entrance to Yosemite National Park in Lee Vining, and the renowned winter and summer sports destination of Mammoth Lakes. Crossing into Inyo County, the route opens up to provide firsthand connections to the LA Aqueduct and the significant infrastructure that channels vital water resources from the Eastern Sierra to the City of Los Angeles. The vibrant and historic City of Bishop serves as a municipal gateway to the Owens Valley, the deepest valley in the United States, and the countless geologic and historic points of interest that lie in the valley of little rain, including volcanic landscapes and the Manzanar National Historic site. The scenic and historic communities of Big Pine, Independence, and Lone Pine offer additional opportunities to support local jobs and businesses through restaurants, lodging, entertainment, and events as the route concludes in Lone Pine, providing access to Mt. Whitney, the highest peak in the contiguous United States.

The final alignment produced from the Towns to Trails feasibility analysis has identified opportunities for continuous non-motorized through-travel throughout the entire Eastern Sierra region and limitless opportunities for on-the-ground interpretive experiences. Implementation efforts will be able to present countless opportunities to provide visitors from around the world who already travel to the Eastern Sierra with ways to enhance their understanding, appreciation, and investment in the unique natural landscapes of the Eastern Sierra through firsthand, on-the-ground, sustainable outdoor recreation experiences.

## Final Alignment Elevation Profile





# EASTERN SIERRA TOWN TO TRAILS

FEASIBILITY STUDY FINAL ALIGNMENT

## LEGEND

- ★ City, Town, Destination
- Towns to Trails Alignment
- Rovana Alternative
- Major Highways
- Rivers, streams
- BLM
- LADWP
- USFS
- Other Federal Agencies
- Non-governmental Organization
- Other State Agencies
- County Regional Agency Land
- City Land
- Private Conservation; Private Corporation; Joint, Other, Unknown

20 MILES



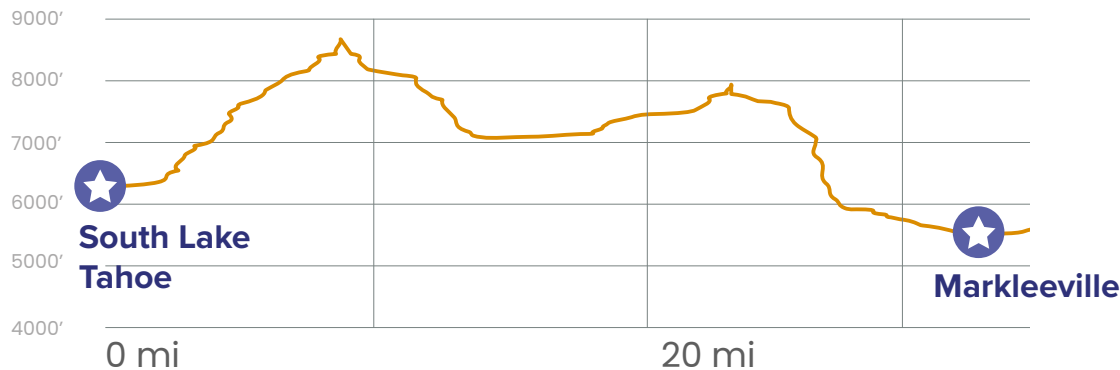


Charity Valley Trail

# South Lake Tahoe to Markleeville

The northernmost segment of the route begins/ends in South Lake Tahoe, where local trails such as Railroad Grade, Columbine, and Powerline traverse above town until connecting with Armstrong Pass Trail, which climbs up to the crest of the Sierra Nevada at a confluence with the Tahoe Rim Trail. From here, the route begins descending towards the southeast, taking HorseMeadows trail and lower fire roads to a connection with Highways 89 and 88 at the West Fork of the Carson River. From here, the California Trail is followed into Hope Valley, from which dirt OHV roads parallel to Blue Lakes Road are taken to the Charity Valley Trail, which descends into Grover Hot Springs State Park. State Park trails are used to connect onto Hot Springs Road, which leads directly into downtown Markleeville.

## Elevation Profile



## Map Legend

### Alignment

- Final Alignment\*
- Alignment on HWY 395
- Gap Areas

### Alignment Surface Type

- Trail
- Double Track
- Unpaved Roads
- Paved Roads

### Destinations

- Cities and Towns
- Campgrounds

- Developed Recreation Sites
- Important Connections

### Land Managers

- BLM
- LADWP
- USFS
- Other Federal Agency
- Non-Gov Organization
- Other State Agency
- County / Reg Agency
- City Land
- County Boundaries

### Protected Lands

- USFS Wilderness Areas
- Sage Grouse Habitat Areas
- BLM Wilderness Study Areas
- BLM Areas of Critical Environmental Concern

### Water Bodies

- Lakes and Reservoirs
- Streams, Rivers, and Canals

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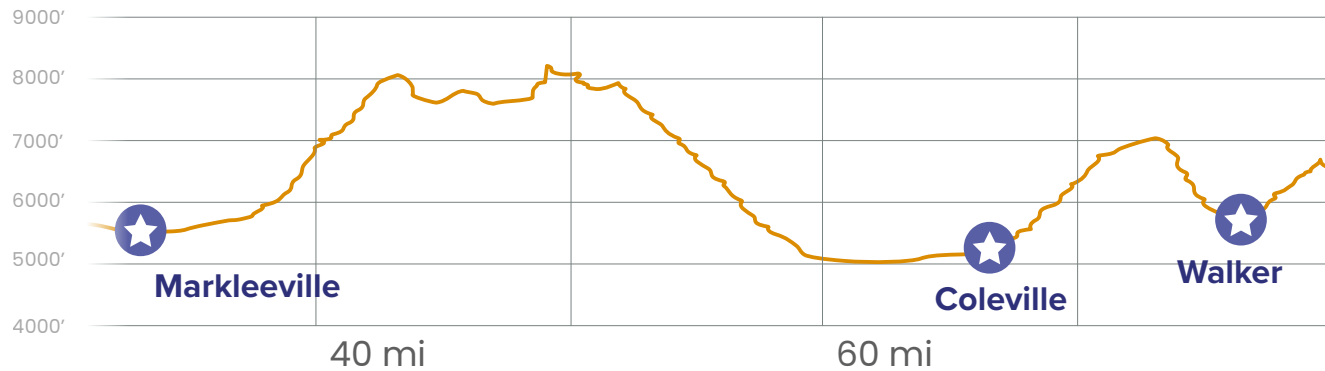


Big Spring Rd.

# Markleeville to Walker

From downtown Markleeville, the route continues on HWY 89 until intersecting with Morning Star Road, a dirt OHV path that snakes up towards Monitor Pass via a connection with Leviathan Creek Road (dirt OHV). Once back on HWY 89 post Monitor Pass, several paved switchbacks are taken down to the T in the road with HWY 395. A short section of HWY 395 is ridden south and then crossed in order to get on agricultural roads that traverse east across the Walker Valley. At the eastern end of the Valley where topography begins to rise, Blackwell Canyon OHV route is taken to the south, connecting with Burcham Flat Road just to the east of the town of Walker.

## Elevation Profile



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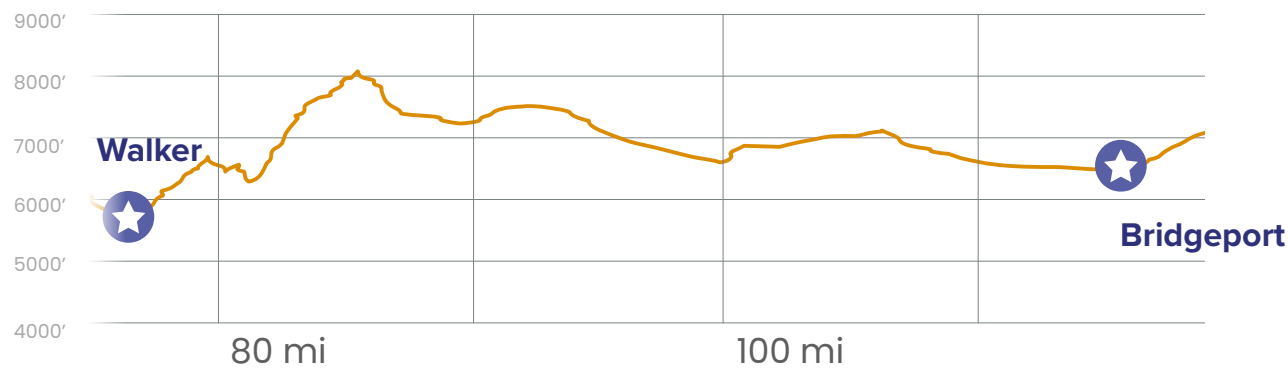


View from Gaging Station Trail of alignment on Buckeye Robinson Creek Rd.

# Walker to Bridgeport

Burcham Flat Road is taken south, paralleling HWY 395 along the Walker River until connecting with HWY 395 at Little Long Valley. From here through Devil’s Gate Pass the route follows HWY 395 until a juncture with Buckeye Road (FS 32017), which directs travelers south along dirt OHV route to a connection with Twin Lakes Road, which is a paved local road that connects into downtown Bridgeport.

## Elevation Profile



## Map Legend

### Alignment

- Final Alignment\*
- Alignment on HWY 395
- Gap Areas

### Alignment Surface Type

- Trail
- Double Track
- Unpaved Roads
- Paved Roads

### Destinations

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★ **COLEVILLE**

★ **WALKER**

BLM

Carson-Iceberg  
Wilderness

MILL CANYON

BOOTLEG  
CAMPGROUND

CHRIS FLAT  
CAMPGROUND

SONORA BRIDGE  
CAMPGROUND

LEAVITT MEADOWS  
CAMPGROUND

USFS

OBSIDIAN  
CAMPGROUND

Hoover  
Wilderness

BUCKEYE  
CAMPGROUND

BUCKEYE HOT SPRINGS AND  
DISPERSED CAMPING ALONG  
BUCKEYE ROBINSON CREEK RD

HONEYMOON  
CAMPGROUND

LOWER CAMPGROUND  
PAHA CAMPGROUND

CRAGS GROUP  
CAMPGROUND

★ **UPPER SUMMERS  
MEADOWS**

★ **BRIDGEPORT**

Travertine  
Hot Springs

BODIE MOUNTAIN  
WILDERNESS  
STUDY AREA

NEVADA

BLM

182

395

395

395



0 2 4 MILES

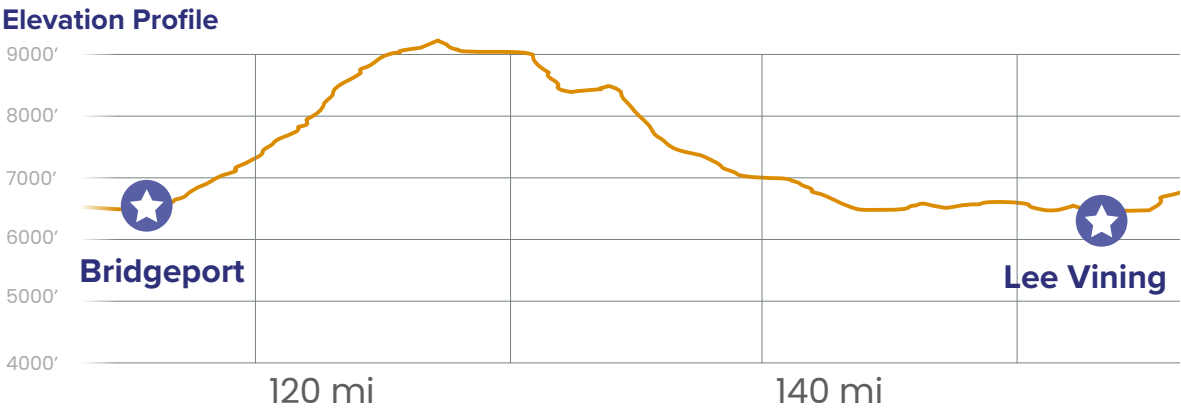




Approaching Bodie on Bodie Masonic Rd.

## Bridgeport to Lee Vining

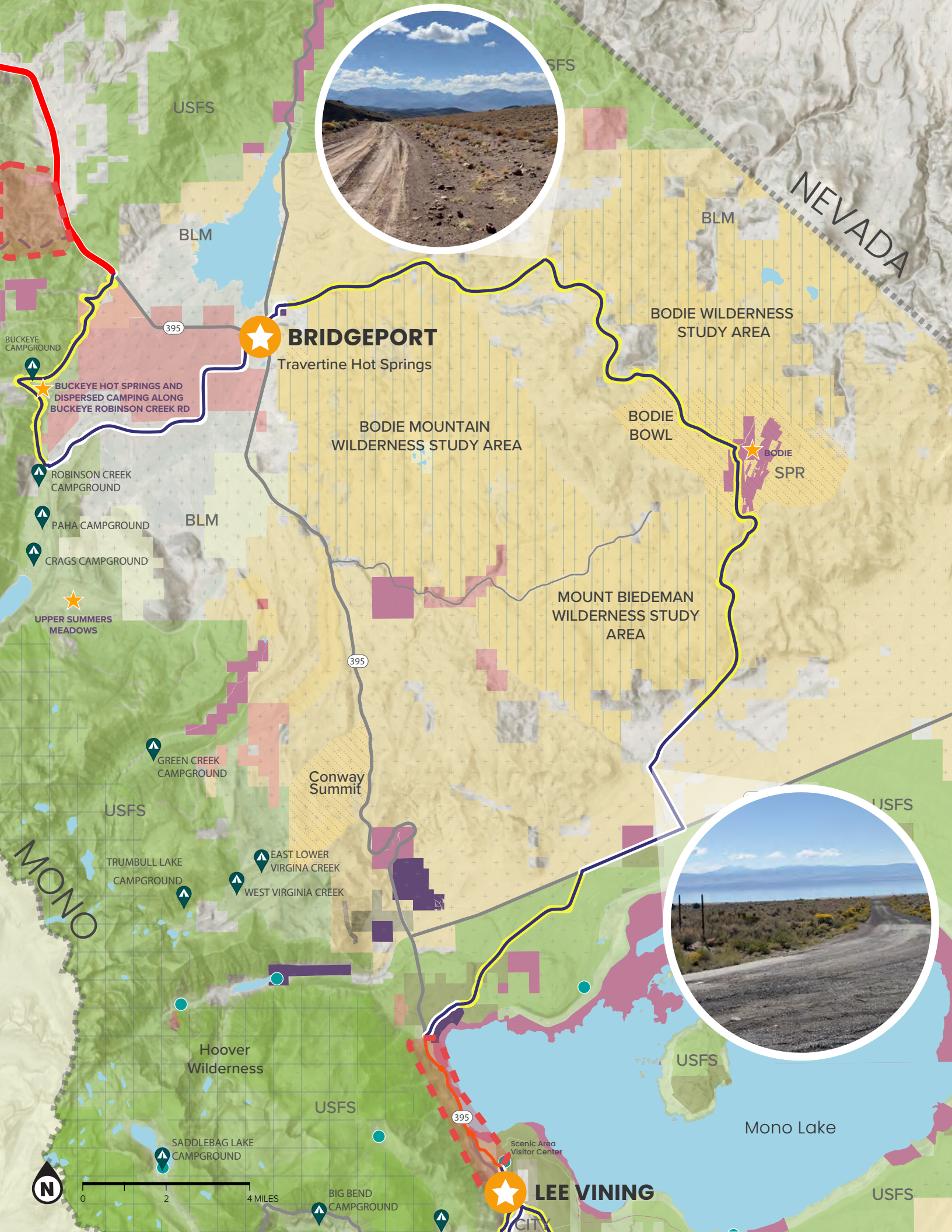
From downtown Bridgeport, Aurora Canyon Road is taken to the east into the Bodie Hills, eventually connecting with Bodie Masonic Road, which leads south into Bodie State Historic Park. Cottonwood Canyon Road leads further south out of the Bodie Hills towards connections to Pole Line Road and Cemetery Road, at the terminus of which travelers are again connected to HWY 395 at Mono City. After a brief connection along HWY 395, Picnic Grounds Road is taken towards the Mono Lake Tufa State Natural Reserve Visitor Center. From here, Mattly Avenue leads directly into downtown Lee Vining.



### Map Legend

<p><b>Alignment</b></p> <ul style="list-style-type: none"> <li>Final Alignment*</li> <li>Alignment on HWY 395</li> <li>Gap Areas</li> </ul> <p><b>Alignment Surface Type</b></p> <ul style="list-style-type: none"> <li>Trail</li> <li>Double Track</li> <li>Unpaved Roads</li> <li>Paved Roads</li> </ul> <p><b>Destinations</b></p> <ul style="list-style-type: none"> <li>Cities and Towns</li> <li>Campgrounds</li> </ul>	<p>Developed Recreation Sites</p> <p>Important Connections</p> <p><b>Land Managers</b></p> <ul style="list-style-type: none"> <li>BLM</li> <li>LADWP</li> <li>USFS</li> <li>Other Federal Agency</li> <li>Non-Gov Organization</li> <li>Other State Agency</li> <li>County / Reg Agency</li> <li>City Land</li> <li>County Boundaries</li> </ul>	<p><b>Protected Lands</b></p> <ul style="list-style-type: none"> <li>USFS Wilderness Areas</li> <li>Sage Grouse Habitat Areas</li> <li>BLM Wilderness Study Areas</li> <li>BLM Areas of Critical Environmental Concern</li> </ul> <p><b>Water Bodies</b></p> <ul style="list-style-type: none"> <li>Lakes and Reservoirs</li> <li>Streams, Rivers, and Canals</li> </ul> <p><small>*Final alignment route is not suitable for through motorized use, allowed uses are subject to the approved uses of the relevant jurisdiction, refer to the jurisdiction for legal uses.</small></p>
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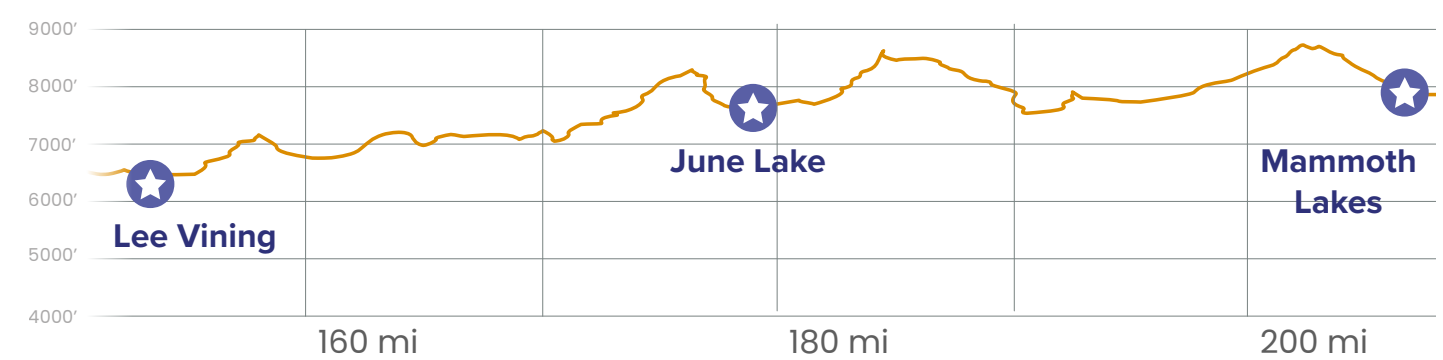


June Lake Short Cut

# Lee Vining to Mammoth Lakes

From the city of Lee Vining, Utility Road is taken over and along Lee Vining Creek in connection to the Mobil Station, across from which travelers cross HWY 395 for OHV routes leading south. Another crossing of HWY 395 swiftly follows onto Horse Meadows Road with an abrupt turn south for an OHV dirt road that connects to Aqueduct Road (FW 1N17), which in turn is taken south until Grant Lake Rd which then connects to Old State Highway OHV. This dirt road connects to Northshore Drive, which wraps around June Lake counterclockwise to then connect with the Gull Lake Trail further leading into downtown June Lake. From here, June Lake Loop (158) is taken to June Lake Junction, where USFS OHV routes are taken south past Obsidian Dome, Inyo Craters, and Earthquake Dome to a connection with Minaret Road. A mixture of bike path and mountain bike trail are used to connect into downtown Mammoth Lakes.

## Elevation Profile



## Map Legend

### Alignment

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- Alignment on HWY 395
- Gap Areas

### Alignment Surface Type

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- Paved Roads

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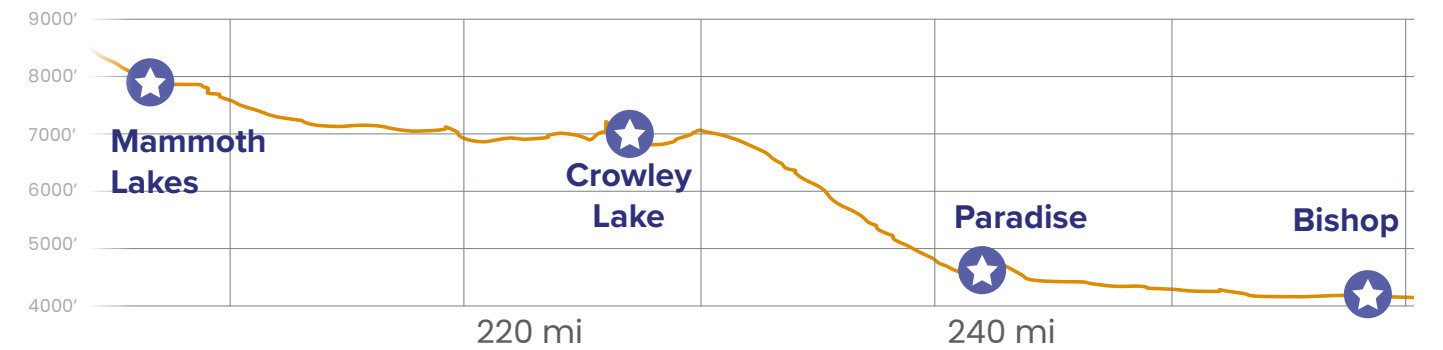


Double track parallel to HWY 395 near Aspen Springs and Tom's Place

# Mammoth Lakes to Bishop

The route continues on HWY 203 through Mammoth on Old Mammoth Road. From Mammoth Creek it continues along Sherwin Creek Road, to HWY 395 by the Mammoth Yosemite Airport, and Crowley Lake Drive to the town of Lake Crowley. The route then takes double track along HWY 395 to Tom’s Place and can either go along Lower Rock Creek Trail or through Witcher and Swall Meadows to Sherwin Hill via Witcher Creek/Swall Meadows/Lower Rock Creek Road. These both connect in Paradise. These two routes again diverge connecting back in Bishop via the Bishop Canal to the north of town. The first one continues from Lower Rock Creek Trail to Old Sherwin Grade then Owens River/Chalk Bluff. This route connects to the canal via Five Bridges Road and HWY 6. This route passes several campgrounds on the northern bank of the Owens River. The second route from Mammoth Lake continues from Paradise on Round Valley Road near Rovana and crosses HWY 395 to the south bank of the Owens River meeting up with route one at the Bishop Canal.

## Elevation Profile



## Map Legend

<p><b>Alignment</b></p> <ul style="list-style-type: none"> <li>Final Alignment*</li> <li>Alignment on HWY 395</li> <li>Gap Areas</li> </ul> <p><b>Alignment Surface Type</b></p> <ul style="list-style-type: none"> <li>Trail</li> <li>Double Track</li> <li>Unpaved Roads</li> <li>Paved Roads</li> </ul> <p><b>Destinations</b></p> <ul style="list-style-type: none"> <li>Cities and Towns</li> <li>Campgrounds</li> </ul>	<ul style="list-style-type: none"> <li>Developed Recreation Sites</li> <li>Important Connections</li> </ul> <p><b>Land Managers</b></p> <ul style="list-style-type: none"> <li>BLM</li> <li>LADWP</li> <li>USFS</li> <li>Other Federal Agency</li> <li>Non-Gov Organization</li> <li>Other State Agency</li> <li>County / Reg Agency</li> <li>City Land</li> <li>County Boundaries</li> </ul>	<p><b>Protected Lands</b></p> <ul style="list-style-type: none"> <li>USFS Wilderness Areas</li> <li>Sage Grouse Habitat Areas</li> <li>BLM Wilderness Study Areas</li> <li>BLM Areas of Critical Environmental Concern</li> </ul> <p><b>Water Bodies</b></p> <ul style="list-style-type: none"> <li>Lakes and Reservoirs</li> <li>Streams, Rivers, and Canals</li> </ul> <p><small>*Final alignment route is not suitable for through motorized use, allowed uses are subject to the approved uses of the relevant jurisdiction, refer to the jurisdiction for legal uses.</small></p>
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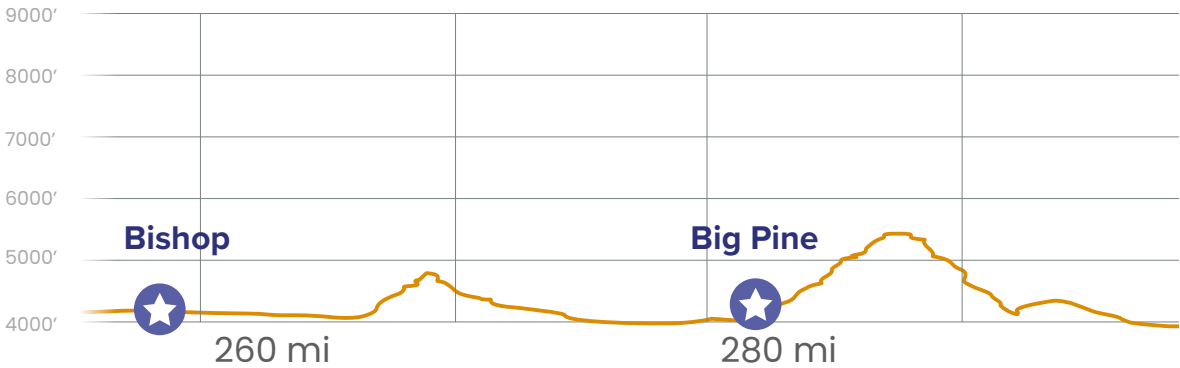


Road paralleling DWP canals in Inyo County

# Bishop to Big Pine

The route travels along the Bishop canal after connecting through town via Yaney Street along the northeast corner of Bishop City Park to Hanby Ave. The route crosses HWY 395 at Wilkerson and continues south past Keough Hot Springs on BLM and LADWP roads. It then connects to the Big Pine canal into town along Reynolds Road, East County Road, Baker Creek and Main Street (395).

## Elevation Profile



## Map Legend

### Alignment

- Final Alignment\*
- Alignment on HWY 395
- Gap Areas

### Alignment Surface Type

- Trail
- Double Track
- Unpaved Roads
- Paved Roads

### Destinations

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MONO  
INYO

WHITE MOUNTAINS WILDERNESS

CITY

BLM

VOLCANIC TABLELANDS  
WILDERNESS STUDY AREA

PLEASANT VALLEY  
OWENS RIVER  
CAMPGROUNDS

BLM

BISHOP

395

Big Pine Canal

BLM

Owens River

USFS

NELSON GROUP  
CAMPGROUND

USFS

BLM

BLM

USFS

BIG PINE

395

CRATER MOUNTAIN  
WILDERNESS  
STUDY AREA

BLM

USFS

JOHN MUIR  
WILDERNESS

GLACIER LODGE

BIG PINE CREEK  
CAMPGROUNDS

UPPER SAGE FLAT  
CAMPGROUND

USFS

INYO

TINEMAHA  
RESERVOIR

Tinnemaha  
Campground



0 2 4 MILES



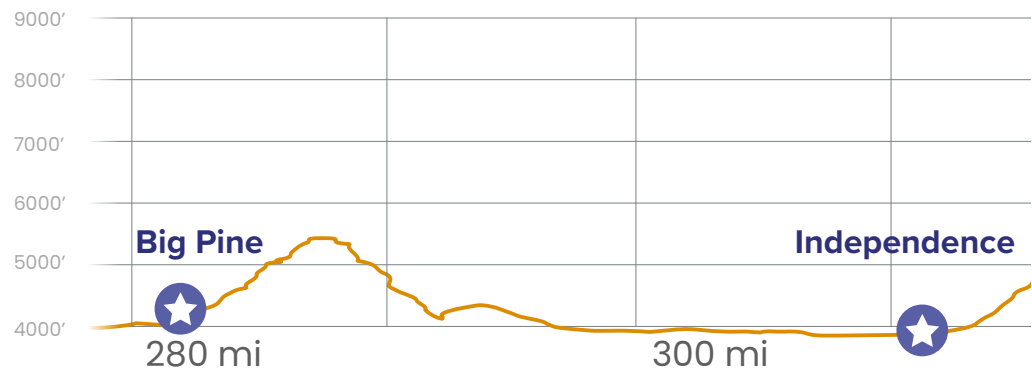


Mc Murray Meadows Rd on North Side of Crater Mountain.

# Big Pine to Independence

Continuing southwest along McMurray Meadows Road, the route travels around Crater Mountain to Fish Springs and south on Tinnemaha Road passing Tinnemaha and Taboose Creek Campgrounds. It then crosses HWY 395 onto LADWP roadway east of Fort Independence Reservation and back to HWY 395 into Independence via Independence Colony Road.

## Elevation Profile



## Map Legend

### Alignment

- Final Alignment\*
- Alignment on HWY 395
- Gap Areas

### Alignment Surface Type

- Trail
- Double Track
- Unpaved Roads
- Paved Roads

### Destinations

- Cities and Towns
- Campgrounds

- Developed Recreation Sites
- Important Connections

### Land Managers

- BLM
- LADWP
- USFS
- Other Federal Agency
- Non-Gov Organization
- Other State Agency
- County / Reg Agency
- City Land
- County Boundaries

### Protected Lands

- USFS Wilderness Areas
- Sage Grouse Habitat Areas
- BLM Wilderness Study Areas
- BLM Areas of Critical Environmental Concern

### Water Bodies

- Lakes and Reservoirs
- Streams, Rivers, and Canals

\*Final alignment route is not suitable for through motorized use, allowed uses are subject to the approved uses of the relevant jurisdiction, refer to the jurisdiction for legal uses.







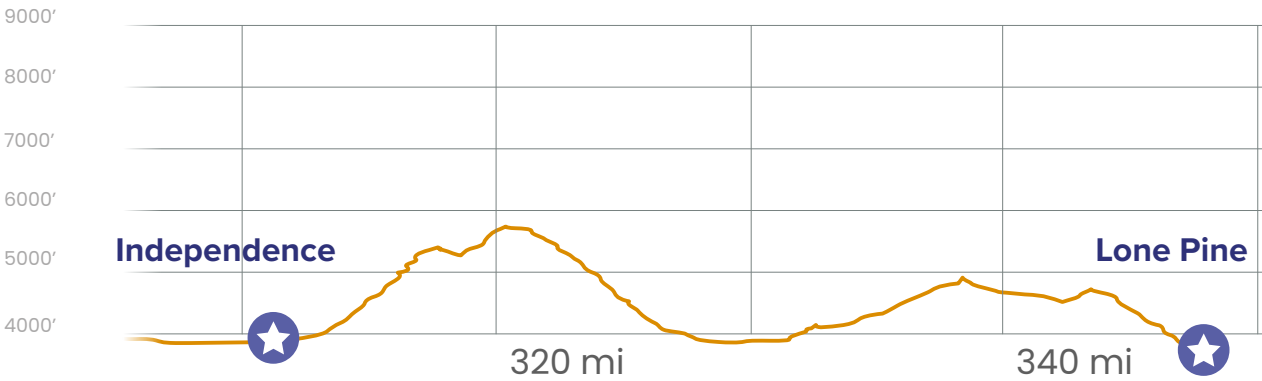


Foothill Rd.

# Independence to Lone Pine

From Independence the route continues southwest on Onion Valley Road towards Seven Pines and Grays Meadow Campground. It then heads south on Foothill Road and back east to Manzanar National Historic Site on Shepard Creek Road. It then continues on a combination of BLM and LADWP roads followed by Moffat Ranch Road and Movie Road on the west edge of the Alabama Hills through Movie Flat. The last segment crosses Whitney Portal Road traveling along Horseshoe Meadows Road to Tuttle Creek Road and ends on Whitney Portal Road in Lone Pine.

## Elevation Profile



## Map Legend

### Alignment

- Final Alignment\*
- Alignment on HWY 395
- Gap Areas

### Alignment Surface Type

- Trail
- Double Track
- Unpaved Roads
- Paved Roads

### Destinations

- Cities and Towns
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### Land Managers

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- Lakes and Reservoirs
- Streams, Rivers, and Canals

Developed Recreation Sites

Important Connections

\*Final alignment route is not suitable for through motorized use, allowed uses are subject to the approved uses of the relevant jurisdiction, refer to the jurisdiction for legal uses.











← UPTOWN MOUNTAIN BIKE TRAIL  
← DOWNTOWN MOUNTAIN BIKE TRAIL  
MOUNTAIN VIEW TRAIL →

↑ MOUNTAIN VIEW TRAIL  
↑ UPTOWN MOUNTAIN BIKE TRAIL 1/4  
↑ DOWNTOWN MOUNTAIN BIKE TRAIL 1/4  
← EARTHQUAKE FAULT



# 5

## Next Steps





Independence and Onion Valley

## Additional Opportunities and Complementary Efforts

Throughout the Towns to Trails process, the project team was made aware of several complementary trail planning efforts that may yield valuable connections and/or future alignment modifications. Opportunities to advance complementary projects that align with project partners' existing efforts within the study area that may inform/catalyze efforts on the Towns to Trails alignment are outlined below.

### **Alpine Trails Association (ATA)**

The Alpine Trails Association is a 501 (c)(3) non-profit focused on building and maintaining trail infrastructure in Alpine County. They support all non-motorized trails in partnership with the Humboldt-Toiyabe National Forest and Bureau of Land Management (BLM) lands to promote hiking, cycling, and horseback riding. The ATA has completed work on over 15 miles of trails and logged over 10,000 hours of volunteer time since their creation. The ATA was an active partner in the development of the Towns-to-Trails alignment, which can serve as a connector route between the trails network they are planning.

### **Caldera 500**

The Caldera 500 is a 500-mile, self-supported bikepacking loop route in the Eastern Sierra. Starting and ending in Mammoth Lakes, the route traverses five mountain ranges— Sierra Nevada, White Mountains, Inyo Mountains, Sweetwater Mountains, and Glass Mountains—and three distinct biomes—Sierra Nevada, Great Basin, and Mojave Desert.

### **Chipmunk Canyon**

Spanning the region between the Druid Stones climbing area and the Rossi Hills, the Chipmunk Canyon network of trails is an unauthorized trail system lying on BLM lands, built by individual volunteers from the OHV, mountain bike and trail running communities. This trail system serves the economic and outdoor recreation needs of Bishop, with a long term intended goal of study and inclusion into the public lands official trail networks.

Despite being unpermitted, this trails system has become a highly popular recreation destination near the community of Bishop. In order for the trails network to be legalized by appropriate land management agencies, trail planning and environmental review must be completed. Chipmunk Canyon is a candidate for future study and possible inclusion into the public lands trail network. Formalized study would allow for Chipmunk Canyon to support Towns-to-Trails goals of increasing connectivity between communities and recreation destination and would better serve as an economic asset for the City of Bishop.



## **Connected Communities**

Connected Communities is a visionary effort led in partnership by federal land managers, the Sierra Buttes Trail Stewardship (SBTS), and community partners to connect 15 mountain towns for economic prosperity through outdoor recreation. It envisions a recreation-focused lifestyle through community investment, shared stewardship, economic opportunity, and important new local jobs, all strengthening economically disadvantaged communities in California's Plumas, Sierra, Butte, Lassen, and Nevada Counties, as well as Washoe County, Nevada.

## **Mono County CSA1**

CSA1 is a dependent district of Mono County Government that provides enhanced service to CSA1 residents (Long Valley, McGee Creek, Crowley Lake, Aspen Springs, Toms Place/Sunny Slopes). Recreation is one of the enhanced services. CSA1 is conducting initial trail planning and development efforts adjacent to communities, with the goal of future trails connecting communities, and providing additional economic benefit to area businesses. Implementation of the CSA1 plan should coincide to the Towns to Trails plan and visa-versa to gain efficiencies in implementation and closing gaps in the Towns-to-Trails alignment.

## **Orogenesis**

The Orogenesis Collective's goal is to build a contiguous singletrack trail spanning 5,000 miles along the western edge of the North American Tectonic Plate. They are devoted to 1) the creation and stewardship of a contiguous singletrack trail through the western ranges of the North American continent, 2) to the education and fulfillment of its users and 3) the vibrancy and longevity of communities and landscapes they pass through.

## **Owens Lake Trails**

The 2020 Olancho Corridor Plan recommends revitalizing the community of Olancho through closer integration to trails and wildlife viewing opportunities adjacent to the Owens Dry Lake. Trails recommendations including bike paths, equestrian improvements, and multi-use trails to key destinations. Implementation of this plan would create additional destinations in Southern Inyo County for future Towns to Trails extensions.

## **Pines to Mines**

The Pines to Mines trail is envisioned as a multi-use native surface trail system connecting Truckee, CA to Nevada City, CA. The system will be approximately 72 miles in length and will include 50 miles of existing Forest Service trails, as well as 22 miles of new trail construction.

## **The Sierra Nevada Aquatic Research Laboratory (SNARL)**

The Sierra Nevada Aquatic Research Laboratory (SNARL) is part of the University of California Natural Reserve System (UCNRS) and is a 55-acre research and teaching facility located in the Eastern Sierra near Mammoth Lakes, CA, providing a base for field research and educational programs.

Based on conversations with the SNARL Director, there is an opportunity to plan for and develop a formal trail between SNARL and Convict Creek to focus existing recreation use and impacts currently occurring adjacent to the research facility property. Future trail development should be coordinated with the Towns-to-Trails plan to close the identified infrastructure gap in this location. There are also plans to develop a highway wildlife crossing in the the same vicinity. The wildlife crossing should consider opportunities to co-locate recreation infrastructure or minimize conflicting uses.



## Next Steps

Below are a few steps that can be taken advance and realize the Towns to Trails route:

### Study Alignment Gaps

Despite strenuous engagement, analysis, and coordination, the project team was not able to identify a desirable path. Physical gaps exist in the route, where the final alignment defaulted to HWY 395 or less preferred route. HWY 395 is not the preferred route, as this is not a safe and appropriate bike route. In order to identify a continuous alignment and direct people away from HWY 395, these gaps need to be further studied for environmental impact, connectivity, safety, and coordination with existing land managers. The four gaps are:

- **Bridgeport Gap:** An inventoried road and trail exists up the Obsidian/Yanney area, with potential for future connection. However, the current condition of this route is not suitable for recommended travel.
- **Mono City Gap:** A power line access road runs adjacent to HWY 395, but it is poorly maintained and currently unsuitable for hiking or biking. Use of this corridor would require light maintenance and a formal easement.
- **Sierra Nevada Aquatic Research Lab (SNARL) Gap:** The existing trail behind the research center is poorly defined. However, the managing agency has expressed interest in improving and incorporating this route with proper signage and trail maintenance.
- **Chipmunk Canyon:** Trails through Chipmunk Canyon are currently unofficial and not inventoried by the BLM. While an alternative route exists along the Canal, Chipmunk Canyon could offer a preferred alignment if formalized.

### Conduct Further Environmental Analysis

Future environmental analysis may be required by land management agencies in areas of special concern or for the installation of new infrastructure. Because the Towns-to-Trails plan leverages existing infrastructure and does not recommend modifying currently allowable uses, many segments are already included in roads inventories for through use by the appropriate land management agency.

For instance, environmental review may be required for potential increased use in special resource areas or for installation of facilities or signage to support this route. Land management agencies have requested implementation in phases leveraging already approved routes to better understand any potential increases in recreational use.

### Ongoing Community Engagement

Continued outreach to the small and unincorporated communities throughout the study area to gather input on potential local alignments is recommended. Engaging with local planning groups and community advisory committees offers an effective and locally grounded framework for addressing community-specific questions, priorities, and concerns early in the process. While no implementation of the Towns-to-Trails plan is currently underway, proactive communication with these communities is a critical next step to ensure that future efforts reflect local values and needs.

### Ongoing Agency Coordination, Review, and Support

Continued collaboration with agency partners will be essential for reviewing and refining the trail alignment. Allocating paid time for agency review will help ensure thorough assessments and aid with timely decision-making, particularly with Reduction in Force efforts undertaken by the federal government. Maintaining open communication with agencies will be key to navigating these regulations and securing necessary approvals for a safe and legally compliant trail system



## **Ongoing Tribal Coordination**

Continued collaboration with Tribal Councils are essential to ensure the success of this route and avoid any conflict with significant Tribal sites. Future studies should focus on continued Tribal coordination. In addition to ensuring protection of cultural resources, consideration should also be given to partnering with Tribal Nations to support Tribally-led efforts to increase awareness of the cultural history of the Eastern Sierra region through storytelling and placekeeping.

## **Establish Trail Identification/Blazing**

Simple wayfinding signage at trailheads and along the route will improve the navigability and designation of the route. It is important that the signage details allowable uses to help manage expectations and maintain compliance with land-use regulations and protect natural and historic resources. The Connected Eastern Sierra initiative presents opportunities to supplement these efforts with digital wayfinding components. These efforts will improve wayfinding, promote responsible recreation, and support long-term trail sustainability.

## **Maintenance and Job Training/Workforce Development**

As the Towns-to-Trails project is realized, establishing a sustainable maintenance strategy will be essential for long-term success. One potential model is the use of nonprofit trail crews dedicated to north-south corridor maintenance similar to the approaches taken by the Pacific Crest Trail Association and the Tahoe Rim Trail Association. These examples demonstrate the value of community-driven stewardship and consistent upkeep. A similar structure could play a vital role in maintaining the integrity, safety, and accessibility of the Towns-to-Trails network over time.

## **Integrate Wildfire Resilience into Trail Planning**

The California Wildfire Task Force's Joint Strategy for Sustainable Outdoor Recreation and Wildfire Resilience offers a timely opportunity to align recreation planning with wildfire resilience. The Towns-to-Trails alignment can support this strategy by identifying segments of the trail network that could also function as strategic fire breaks. This is especially relevant near campgrounds and other high-use recreation areas. Incorporating dual-purpose trail design—serving both recreation and fire protection—can enhance community safety, protect natural landscapes, and contribute to local economic resilience. Collaboration with land management agencies and wildfire experts will be essential to identify priority zones and integrate these goals into future trail development.









## Appendix

1. Phase 1 Collaborative Planning Notes
2. Phase 2 Collaborative Planning Notes
3. Groundtruthing Walkthrough
4. Existing Planning Document Review
5. Outreach and Engagement Materials



# 1. Phase 1 Collaborative Planning Notes

The following segment descriptions and feedback back come from the collaborative planning process where agency partners and public provided feedback on the initial routes presented by the project team.

## South Lake Tahoe to Markleeville

### County:

Alpine/El Dorado

### Alignment Description

The proposed route from South Lake Tahoe to Markleeville begins at Lake Tahoe Blvd near Mt. Tallac High School. From there, the route follows a dirt road that connects to the paved Tahome Bike Path, guiding users through a roundabout and along a scenic path that eventually crosses the Upper Truckee River via the HWY 50 bridge. To improve safety for non-motorized users, considerations include building a pedestrian bridge or restriping the existing bridge to widen the shoulder.

Continuing south, the route follows South Upper Truckee Road through Christmas Valley, then connects to Old Luther Pass HWY. It crosses HWY 89 and briefly follows the Tahoe Rim Trail before rejoining HWY 89 at the Alpine County border. From here, the route continues south, turning onto Forest Service Road 31156. It then heads west on HWY 88, the only viable path due to surrounding mountain terrain.

At Alpine Valley, the route transitions onto Diamond Valley Rd, heading east through a scenic stretch of BLM land. It crosses Indian Creek and follows an unnamed road past Stevens Lake, navigating a forested section before reaching Indian Valley Campground. The trail then leads to Indian Creek Reservoir via an unnamed road before continuing on Airport Road. The final segment travels south on HWY 89, arriving in Markleeville.

**Total Comments Received:** 23

**Stakeholder Comment Summary:** Avoid the Burnside Lake Trail as it is steep, sandy, and gravelly. The Charity Valley Trail to Blue Lakes is good. A number of questions on non-motorized use.

**Existing Trails to Connect to:** Faye Luther Trail

**Existing Sites/Locations to Connect to:** Grover Hot Springs State Park, Hung-a-lai-ti Tribal Community



Topaz Lake to Walker to Coleville



## Markleeville to Topaz Lake

**County:** Mono/Alpine

### Alignment Description

The proposed biking and hiking route from Topaz Lake to Markleeville begins on State Route 89, heading east toward Barney Riley. From there, the route follows a series of USFS roads leading east to Leviathan Rd, where it continues south for approximately 0.5 miles before connecting to Upper Leviathan Creek Rd. If a gap can be established between Upper Leviathan Spur C and Big Springs Rd, users can avoid a longer detour along State Route 89. Otherwise, the route heads south on Leviathan Rd and loops back via Big Springs Rd before joining HWY 395. The final stretch travels south on HWY 395, ending at Topaz Lake. This alignment blends paved roads and forest service roads.

**Total Comments Received:** 12

**Stakeholder Comment Summary:** Potential connection between Turtle Rock/Charity Valley/Pickett's Pk Burnside Fire Rd, and potential for trail on Alpine/Mono line. Some mention Leviathan Mine Road

**Existing Trails to Connect to:** Douglas Co Trails, Carson River Trail to Barney Riley, SLT to XMAS Valley Christmas Valley to TRT @ Roland Lake TRT to Scotts Lake Scotts Lake to Old Luther Luther to Picketts Picketts to Burnside Lake Burnside Lake to Charity Valley



Topaz Lake to Walker to Coleville

## Topaz Lake to Coleville to Walker

**County:** Mono

### Alignment Description

The proposed biking and hiking route from Topaz Lake to Coleville primarily follows HWY 395. An alternative, less mountainous option is to travel north along HWY 395 before turning east onto Electronic Site Rd, which winds up to Big Springs Rd. From there, the route follows jeep roads past Leviathan Mine, intersecting the Orogenesis routes.

For a more rugged experience, users can follow the Orogenesis routes, which traverse about 20 miles of wilderness and wildlife areas with at least a 1,000 ft climb on Golden Gate Rd. These routes connect to either the Alpine/Mono County line trail for a challenging adventure or Snodgrass Trail leading to Bagley Valley Jeep Rd. Both paths eventually cross the Heenan Lake Wildlife Area before connecting to State HWY 89. The total distance for this option is approximately 8 miles but involves significant elevation changes. For those seeking a longer but less steep journey, the Caldera 500 route passes through Slinkard/Little Antelope Wildlife Area, also connecting to State HWY 89. The variety of routes offers choices for different skill levels and experiences for hikers and cyclists.



### **Coleville to Walker Alignment Description**

The proposed biking and hiking route from Walker to Coleville offers several options. The most direct route heads south along HWY 395 for approximately 5 miles. Alternatively, users can travel south on HWY 395 before turning east onto Cunningham Rd, which winds through scenic farmland and then connects to Eastside Rd, rejoining HWY 395 near Coleville. This option covers about 9 miles on quieter county roads.

A third option minimizes time on HWY 395 by taking Eastside Rd south, then turning west onto Larson Rd to reconnect with HWY 395 closer to Coleville. This route is approximately 7 miles, offering a balanced mix of rural roads and HWY travel. These options provide flexible, scenic pathways suitable for both hikers and cyclists.

**Total Comments Received:** 9

**Stakeholder Comment Summary:** Interest in high route that avoids wilderness to connect Hennan Area to Summit Meadow

**Existing Trails to Connect to:** Lost Cannon Trail



Topaz Lake to Walker to Coleville

### **Walker to Bridgeport**

**County:** Mono

**Total Comments Received:** 34

**Stakeholder Comment Summary:** Concern of alignments going through private land, suggest utilizing old 395 alignment

**Existing Sites/Locations to Connect to:** Twin Lakes, dispersed camping/hot springs, Bodie

### **Bridgeport to Walker Alignment Notes**

The proposed biking and hiking route from Walker to Bridgeport begins by following HWY 395 north before turning west onto Little Walker Rd. From here, several options are available. The first option heads through Obsidian Campground, connecting to Burt Canyon Trail via Little Walker Rd. Alternatively, the route could bypass the campground by traveling northeast, linking Molybdenite Creek to Wheeler Creek and then to Sage Rd 32066E. Both options converge on Little Walker Rd, continuing toward Molybdenite Creek Trail.

The route then follows the Molybdenite Creek Trail south to the Molybdenite Cutoff, crossing to Long Valley Creek and aligning mostly with the existing Long Valley Creek Route. It continues along



Yaney Canyon before reconnecting with HWY 395. To minimize time on the highway, the route could also connect from Little Walker Rd to State Route 108, potentially avoiding HWY 395 by following an unmarked path behind cattle grazing areas. Alternatively, the route could head east along HWY 395 for about 2 miles to Burcham Flat Rd, which provides a relatively flat and protected path. This alignment continues along Burcham Flat Rd, then south on Eastside Rd, ultimately connecting back to HWY 395 and leading into Bridgeport.



Walker to Bridgeport

## Bridgeport to Lee Vining

**County:** Mono

### Bridgeport to Lee Vining Alignment Notes

The proposed biking and hiking route from Bridgeport to Lee Vining begins on County Road Court Street and travels southeast through a large parcel marked as ER & SP on the east side of Bridgeport. It continues along unmarked roads before connecting to Jack Sawyer Rd. From here, the route follows a series of unnamed BLM roads south, passing through a private conservation area near Clearwater Creek, where it intersects with Bodie Rd.

Continuing down Conway Ranch Rd, the route crosses HWY 395 at Lundy Lake Rd. Due to the surrounding terrain, no fully connected routes are feasible on the west side of HWY 395 unless a challenging path over Mt. Olson is considered. South of Mono Lake, the route follows Old HWY 395 to Schoolhouse Rd before joining a partial road along the hillside west of HWY 395.

This section presents challenges, including a ravine near Tioga Lodge. Potential solutions include building bridges across the ravines or connecting down to HWY 395, which has narrow shoulders and guardrails. The final stretch continues Forest Service Rd 01N107, paralleling HWY 395 to the west, ultimately arriving in Lee Vining. This alignment provides a mix of rugged backroads, scenic lake views, and adventurous hillside trails, making it suitable for hikers and cyclists seeking a varied and scenic experience.

**Total Comments Received:** 49

**Stakeholder Comment Summary:** Many comments mentioned using the old 395 alignment, and that any option not along highway/roads will be challenging if not impossible through here due to canyons, ranching, wilderness. Several comments point out existing OHV, and also to denote county owned roads

**Existing Sites/Locations to Connect to:** Bodie





Bridgeport to Lee Vining

## Lee Vining to June Lake

**County:** Mono

### Lee Vining to June Lake Alignment Description

The proposed biking and hiking route from Lee Vining to June Lake begins at the intersection of County Road Lee Vining Rd and Forest Service Rd 01N107. It follows an unmarked road along the hillside to the west, running parallel to the County Utility Rd. After approximately 0.15 miles, the route continues south along the County Utility Rd before joining HWY 120 for about 0.3 miles.

From here, the route heads south on Gibbs Siphon Rd and then connects to Horse Meadows Rd. There are two options to reach Oil Plant Rd: the first option follows Farrington Siphon Rd, which wraps around the hillside to Forest Service Rd 01N17A, while the second option continues south along an unmarked road on the western side of HWY 120. Both options connect to Oil Plant Rd, which leads to Old Highway 395-Cain Ranch Rd.

The alignment then continues south on Forest Service Rd 01S29D, eventually joining 01S105 at the intersection with Oh Ridge Rd. It follows this path around the west side of June Lake, ending at the destination in June Lake. This scenic route offers a combination of hillside trails, forest service roads, and quiet backroads, making it a picturesque journey for hikers and cyclists.

### Total Comments Received: 43

Stakeholder Comment Summary: Comments push for keeping the trail away from HWY 395 and point out more SRIC existing/planned singletrack. A number of landscape-based comments relating to steep or washed-out areas, and the Rush Creek crossing. One comment mentioned the Ansel Adams proposed wilderness extension and others mentioned to keep out of wilderness.



## June Lake to Mammoth Lakes

**County:** Mono

### June Lake to Mammoth Lakes Alignment Notes

The proposed biking and hiking route from June Lake to Mammoth Lakes begins at Knoll Ave and winds through the neighborhood past Bruce Street, Leonard Ave, Highland Drive, Mountain Vista Dr, and Memorial Ball Field, connecting to Northshore Road. From here, it continues south on Pine Cliff Road/02S102C/02S102 along the west side of Oh Ridge Campground before turning east on Oh Ridge Road.

The route then follows parallel roads to June Lake Loop Road/HWY 158, either on Forest Service Road 01S113 or an unnamed road a few hundred feet to the south. It continues on Forest Service Road 01S112, then west on Harley Springs Rd to 02S103. Turning onto the 2S22-2S78 Loop, the route follows Wilson Butte Loop, then Obsidian Dome Road. It heads south on 02S107 before turning onto 02S11A.

The alignment continues on SEC 21 Timber Road, traveling along the western section away from the highway. It then connects to Forest Service Roads 02S11B, 27E107, and Deadman Bridge Road before heading south on Lower Deadman Bridge Road. The route follows Glass Creek Road, Deadman Loop, and Dry Creek Cutoff.

Continuing on Forest Service Roads 03S115A and 03S23B, the alignment briefly joins Mammoth Scenic Loop before turning south on 03S23D and then east on Red Fir Road. It follows Sawmill Cutoff, Lake Flow Road, Forest Service Road 03S96C, and Sawmill Road. The final segment connects to CC Camp Cutoff Road, looping around Shady Rest Park and continuing on the Shady Rest Bike Path into Mammoth Lakes.

### Total Comments Received: 44

**Stakeholder Comment Summary:** Singletrack at base of mountains. Community members shared detailed route idea between Mammoth and Lower Rock Creek. Some comments mention using the old 395 alignment, and others called for segregating uses and keeping out of wilderness.

**Existing Trails to Connect to:** pointed out that the user submitted is existing Gull Loop Trail

**Existing Sites/Locations to Connect to:** Earthquake Fault Picnic Area, June Lake Junction Info Kiosk, Obsidian Dome Interpretive Site, Eastern Sierra scenic byway stops along 395



June Lake to Mammoth Lakes



## Mammoth Lakes to Crowley Lake

**County:** Mono

### Mammoth Lakes to Crowley Lake Alignment Notes

From Mammoth Lakes to Crowley Lake, the proposed biking and hiking route begins at Old Mammoth Road and offers two options to exit town. One option follows Sherwin Creek Road, while the other travels along Forest Service Road 04S101 to Indian Cave Road, continuing on Indian Cave Vista Trail, then onto Forest Service Road 03S09C, and finally connecting to Mammoth Creek Road. Both options are similar in length and elevation, though the creek route may provide a more scenic experience.

The alignment continues on Sherwin Creek Road, connecting to Sherwin Creek Cutoff and Forest Service Road 04S07H. It then crosses Convict Creek, continuing on an unnamed BLM road before meeting Mount Morrison Road. After traveling 0.25 miles on Mount Morrison Road, the route diverges onto another BLM road, following the west side of HWY 395 rather than crossing it.

The alignment reconnects to Crowley Lake Drive approximately 0.75 miles from McGee Creek Road, using dirt road 04S106 to avoid ending behind the neighborhood along Crowley Lake Drive. A short diversion along McGee Creek Rd provides access to this segment.

Continuing south, the route travels on Gregory Lane, meeting up with Crowley Lake Road. It then follows a BLM road along the Crowley Lake BLM Campground, accessed via Crowley Lake Campground Road. The alignment continues along the Crowley Lake Sewer Treatment Road for 400 feet before reaching Crowley Lake Drive.

**Total Comments Received:** 25

**Stakeholder Comment Summary:** Comments suggest a path between wilderness and Least Cost routes. There was some concern of wildlife migration/planned wildlife crossing. Deep sand making it impossible to bike in some areas was also noted.

**Existing Sites/Locations to Connect to:** Hot Creek Interpretive Site, CALTRANS rest areas and scenic byway signage area



Mammoth Lakes to Crowley Lake



## Crowley Lake to Paradise

**County:** Mono

### Crowley Lake to Paradise Alignment Notes

From Crowley Lake to Paradise, the proposed route begins on Crowley Lake Drive, looping north along South Landing Road and then west onto Pearson Road, passing by Whitmore Ballfields. The alignment then follows an unnamed BLM moto road heading east, reconnecting with Crowley Lake Drive just past Tom's Place.

Continuing east on Crowley Lake Drive, the route passes Tom's Place and offers a potential spur connection to French Camp via Rock Creek Road. The alignment then transitions onto Forest Road 04S120 and 04S120K, maintaining a scenic and winding path.

From here, the route descends along Lower Rock Creek Road for its entire length, ending in Paradise. This alignment provides a scenic journey through the Eastern Sierra, utilizing a mix of quiet roads and scenic forest routes.

**Total Comments Received:** 36

**Stakeholder Comment Summary:** Comments mentioned several places to connect to and suggested using lower rock creek rather than upper which doesn't exist. Minimizing crossing of HWY 395 was emphasized.

**Existing Sites/Locations to Connect to:** French & Holiday Campground, Tom's Place



Lake Crowley to Paradise



## Paradise to Rovana to Bishop

**County:** Inyo/Mono

### Rovana to Bishop Alignment Notes

From Rovana to Bishop, the proposed route begins on Pine Creek Road heading east, then turns north on Round Valley Road. At the intersection with Birchim Lane, the alignment continues east on Birchim Road to connect with Old Sherwin Grade Road. It then crosses HWY 395 onto Gorge Road, continuing south along Pleasant Valley Dam Road, passing by the dam station and Pleasant Valley Campground before crossing the Owens Valley River.

The route then follows Canal Road south, crossing HWY 395. A safer option for this crossing might be to follow HWY 395, which curves south with space for potential improvements, before connecting with Sierra Street. From here, the route heads east along Sierra Street, then south on Home Street, ultimately ending on West Line Street in Bishop.

This alignment provides a scenic journey through Round Valley, utilizing a mix of rural roads and potential pathway improvements, connecting the communities of Rovana and Bishop.

**Total Comments Received:** 49

**Stakeholder Comment Summary:** Challenges relating to terrain- hilly near the Buttermilks, rocky near Paradise, mentions of Chipmunk Canyon MTB unofficial trails. Mention of concern for shared uses and too many OHVs in the Tungsten Hills

**Existing Sites/Locations to Connect to:** Buttermilks, Horton CK campground



Paradise to Rovana



Rovana to Bishop

## Bishop to Big Pine

**County:** Inyo

### Bishop to Big Pine Alignment Notes

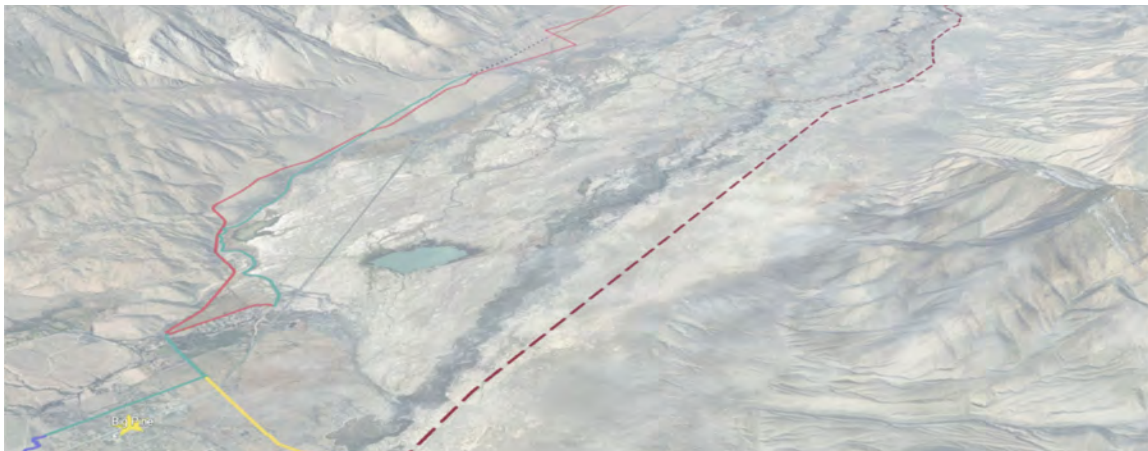
The proposed route from Bishop to Big Pine follows a combination of county roads and off-road paths. Starting from the center of Bishop, the route primarily follows State Route 168 eastward, passing through residential areas and then connecting with “County Road” near North School Street. This road heads north, continuing through the residential section of Big Pine before turning east onto Collins Road and north on Gerkin Road. The route proceeds along Sunland Drive, which intersects with State Route 168, bringing travelers toward the eastern side of Bishop.

Alternatively, there is a more off-road route starting from Reynolds Road, which branches off from State Route 168. This option follows a mix of roads, including one that runs alongside the Big Pine Canal for approximately 3.38 miles. The alignment then shifts to a road that runs parallel to “County Road,” near Keough Hot Springs Road, before connecting with an unnamed BLM moto route. The route continues along the transmission line road, passing north of Sierra Bonita Street and eventually merging with Sunland Drive, following the same path as the County Road alignment.

**Total Comments Received:** 33

**Stakeholder Comment Summary:** Comments mentioned the need for separate use trails for motorized users and separating from the highway. Some comments mentioned concern for OHV being allowed too close to wilderness and also that there were OHV abused areas (near Buttermilks).

**Existing Sites/Locations to Connect to:** Druids Climbing Area



Bishop to Big Pine

## Big Pine to Independence (Mapbook 4)

**County:** Inyo

### Big Pine to Independence Alignment Notes

The route from Big Pine to Independence begins at the intersection of Mazourka Canyon Road and the Aqueduct, traveling east along the Aqueduct road for about 2 miles. After the Aqueduct road ends, the route continues through the DWP agricultural land, following paths identified via aerial imagery, which connect to Fort Independence Road. From there, the route heads north on Scabbell Lane at the intersection with Rocky Lane, then continues along an unnamed road before meeting Colosseum Road. The route follows Colosseum Road across HWY 395, connecting to Tinemaha Road.

The alignment then continues along Tinemaha Road for approximately 12 miles, passing the Tinemaha Campground before reaching the intersection with Fuller Road. About 5 miles into this stretch, there's a spur onto Upper Division Creek Road, which leads to the Sawmill Pass Trailhead. Beyond the



campground, two options are available: continuing north on Tinemaha Road to Birch Creek Road and then on a BLM road, or taking Fuller Road east and north on an unmarked road to an unnamed BLM road that connects to the first option.

The route continues on these unnamed BLM roads, eventually connecting to a road that crosses under transmission lines and streams, reaching the southern end of South School Street in Big Pine. The route then travels along South School Street through town, with public input needed to determine the best connection into the town center.

**Total Comments Received:** 25

**Stakeholder Comment Summary:** Comments mentioned the challenging but rewarding views of the path along the wilderness boundary. Others mention the potential for a Rail to Trail connection and mention flooding along and across HWY 395.

**Existing Sites/Locations to Connect to:** Fort Independence Reservation



Big Pine to Independence

## Independence to Lone Pine

**County:** Inyo

### Lone Pine to Independence Alignment Notes

The route from Independence to Lone Pine starts at the intersection of Whitney Portal Road and Lone Pine Avenue, heading south on Lone Pine Avenue and east on Post Street to Lake View Avenue. Alternative streets could be used to reach the northeast corner of town, with public feedback helping determine the best route. The alignment then continues along North Lake View Avenue to East Locust Street, chosen to pass through public land and the outskirts of town.

From the northeast corner of town, the route follows an unmarked road north of the Owens River outlet for about 0.5 miles, then turns north along a transmission road to meet Lone Pine Narrow Gauge Road, 0.96 miles east of HWY 395. The route then heads east along Lone Pine Narrow Gauge Road to the Rail-to-Trail (RTT) just east of Owenyo Lone Pine Road.

The alignment continues on the RTT, eventually reaching Poleta Road in Bishop, with several spurs branching off to connect to nearby destinations along the highway corridor. The first spur runs along Manzanar Reward Road to the Manzanar National Historic Site. From here, a potential connection exists to Independence and Fort Independence via the east side Aqueduct road, just outside the fence.

The Aqueduct road stretches approximately 4.4 miles from Manzanar Reward Road to Mazourka Canyon Road. One area might require stream crossing improvements, such as the spot 0.4 miles north of the old Manzanar airfield. If crossing isn't feasible, a short detour onto HWY 395 would add about 1.4 miles

to the route before returning to the Aqueduct road. From this point, the route has a spur leading west to Independence and a connection to the RTT at Mazourka Canyon Road.

**Total Comments Received:** 18

**Stakeholder Comment Summary:** Comments were mostly related to potential use of the aqueduct, opportunity for rails to trails, and whether the trail would go through private land. Comments also described the opportunity to connect to and tell the story of the area including the Manzanar Historic Site.

**Existing Sites/Locations to Connect to:** Alabama Hills Recreation Area. Manzanar Historic Site



Independence to Lone Pine

## Lone Pine to Owens Lake

**County:** Inyo

### Owens Lake to Lone Pine Alignment Notes

The route from Lone Pine to Owens Lake begins by turning onto Cottonwood Canyon Road, followed by a turn onto Cottonwood Powerhouse Road for approximately 0.83 miles. It then turns north onto an unknown BLM road that runs beneath transmission lines through undulating hills in the middle of BLM parcels. Alternative routes could follow several BLM roads running parallel on the west side of the Aqueduct.

Next, the route passes through MH Open Space and an unmarked dirt road, with a small segment of County Road Carroll Creek Road in the middle. It continues on the unknown BLM road across Carroll Creek, moving through more BLM land and miscellaneous agricultural areas (Wilson Trust Brett & Cheryl).

The route then turns west on Lubken Canyon Road for 3.25 miles before turning north on Horseshoe Meadows Road for 3.54 miles. Finally, it turns east onto County Road East Whitney Portal Road for 2.62 miles, ending at North Lone Pine Avenue.

**Total Comments Received:** 4

**Stakeholder Comment Summary:** Several stakeholders identified the Alabama Hills as a priority destination to connect to along with birding hotspots which are located through the study area (Eastern Sierra Birding Hotspots). Stakeholders identified the dangerous nature of crossing Hwy 395.

**Existing Sites/Locations to Connect to:** Alabama Hills Recreation Area. Birding Hotspots.

**Key Recommendations:** Route alignment along existing trails to Alabama Hills Recreation Area. Map Birding Hotspot areas.





Lone Pine to Owens Lake

## Owens Lake to Olancha

**County:** Inyo

### Owens Lake to Olancha Alignment Description

The route from Owens Lake to Olancha begins at the intersection of Shop Street and HWY 90/395. It travels south along Shop Street and then turns west onto West Fall Road. The alignment continues along the old Southern Pacific rail corridor for approximately 5.8 miles.

It then transitions to an unknown BLM moto route that runs closest to the Aqueduct, heading toward Ash Creek Road. The route continues for 0.31 miles before turning north along another unknown BLM road, which runs under transmission lines and slightly to the west of them, following a straight path between the Aqueduct and HWY 395.

**Total Comments Received:** 9

**Stakeholder Comment Summary:** Overall, stakeholders did not have many comments regarding the potential alignments through this segment. Stakeholders recommend that the project team consider connections further south to Kern County and the future alignment of HWY 395.

**Existing Trails to Connect to:** There were no suggested routes through this segment that routed along other existing trails in our network data, however one participant called out an existing/defunct rail line east of Hwy 395 that should be investigated as a feasible alignment option.

**Existing Sites/Locations to Connect to:** N/A

**Key Recommendations:** Create alternative alignment options/phase for future Hwy 395 alignment. Add rail line to existing network and investigate feasibility.



Owens Lake to Olancha

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## 2. Notes from Collaborative Planning Phase 2

### 1. South Lake Tahoe to Markleeville Alignment Notes

From South Lake Tahoe to Markleeville there were only a few comments left on the maps. Several related to connecting to other trails and regions such as the PCT, or Faye Luther.

The other comments focused on where the alignment might go and pointed out features such as the illegal bridge on Horse Thief Road, or keeping the alignment on HWY 89 rather than the Airport Road alignment presented for the time being.

### 2. Markleeville to Topaz Lake Alignment Notes

The only one alignment for Markleeville to Topaz Lake was identified Along Barney Riley to Leviathan Road, and Big Spring Rd.

### 3. Topaz Lake to Walker Alignment Notes

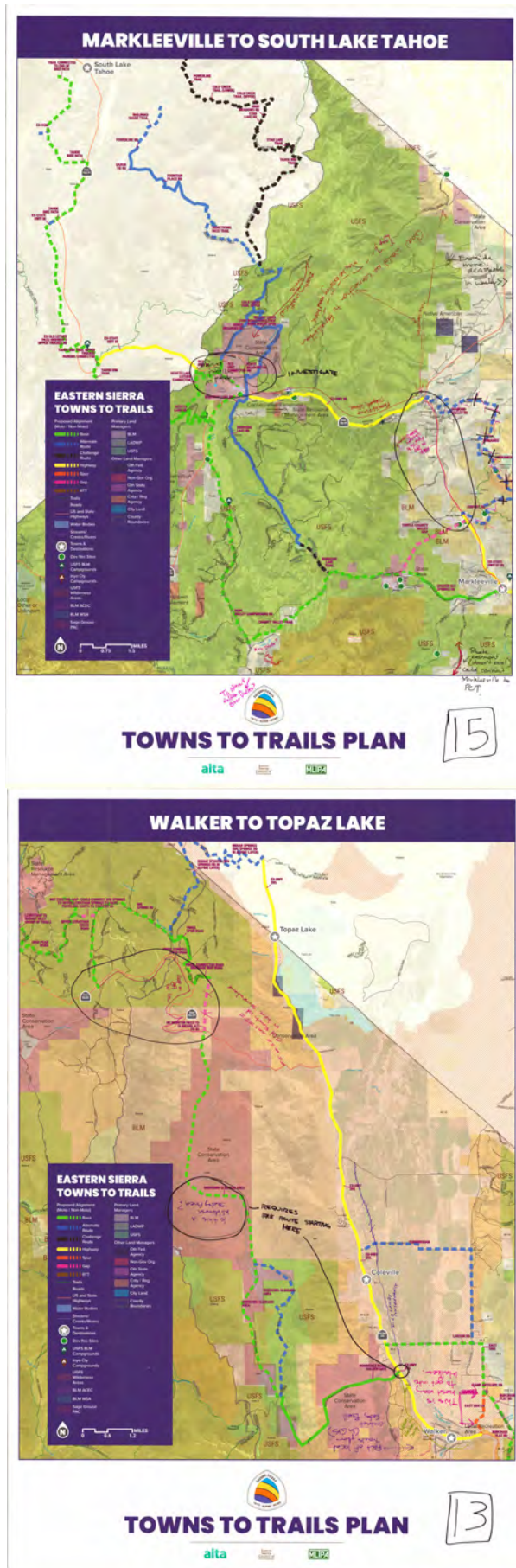
From Topaz Lake to Walker comments suggested keeping on HWY 89 for the time being rather than the proposed connection from Virgil Connector Road via Gap to Slinkard Conservation Area. Questions were raised over the possibility of bike access in Slinkard Conservation Area. From Rodriguez Road comments suggested the best way into walker was from the north via Larson Road to East Side Lane. For access to Coleville there were no comments in particular, only one on the east side of HWY 395 saying “Wildlands Conservency”.

### 4. Walker to Bridgeport Alignment Notes

The alignment from Walker to Bridgeport followed roads east of HWY 395 with a few alternative routes presented along Little Walker River Road. Comments on this map highlighted being within four miles of Sage Grouse habitat, highlighting a multi-purpose road though the USDOD Mountain Training Land, and outlining a different route along Buckeye Road to Twin Lakes Road rather than HWY 395.

### 5. Bridgeport to Lee Vining Alignment Notes

Comments highlighted the need for consultation with Tribe about the cultural area and protection being done around the Travertine Hot Springs. Alignments again were commented as being







if the spur routes to Rovana interfered with Mule Deer Migration, and suggesting to consult with Tribes about access through Owens Valley Paiute Land in Bishop.

### 11. Bishop to Big Pine Alignment Notes

Notes highlighted PCT connection need and resupply access, and also utilizing the canal as a connection into town for the Towns to Trails Alignment. Other comments pointed out destination areas like Chipmunk Canyon and Warren Lake, while noting to avoid the Owens Valley Radio Observatory along the rail-to-trail alignment.

### 12. Big Pine to Independence Alignment Notes

Comments included: needing to consult with Tribes about going near Crater Mountain and Fort Independence; highlighting issue of existing OHV abuse to the east of HWY 395; and suggested an alternative route due north along the east side of Tinemaha Reservoir.

### 13. Lone Pine to Independence Alignment Notes

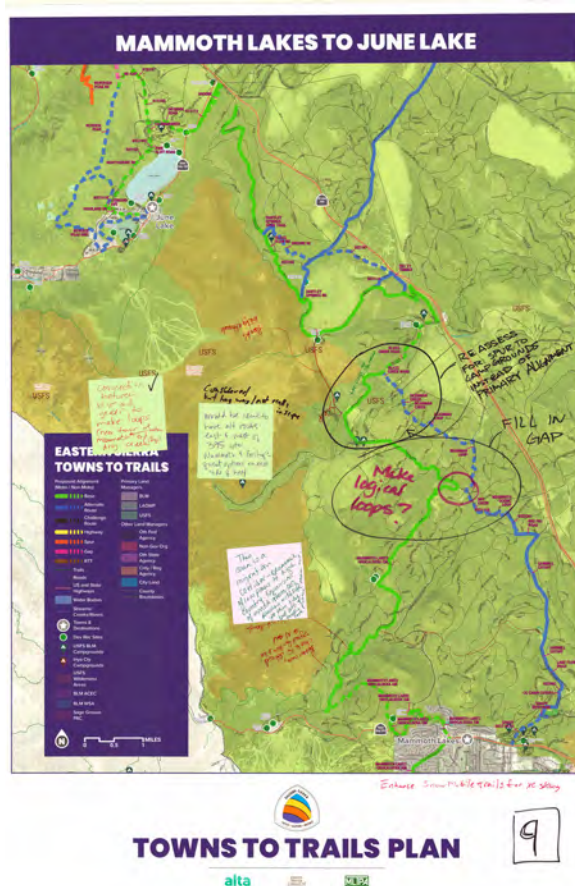
No comments recieved for this segment.

### 14. Lone Pine to Owens Lake Alignment Notes

Only a few comments were made on the map. One noted that during public comment period of Clean CA grant, there was a desire for a trail connection from Diaz lake to Lone Pine. The other comment noted the narrow road on Kemp Ranch which is only one-way.

### 15. Owens Lake to Olancha Alignment Notes

There were no comments for this segment



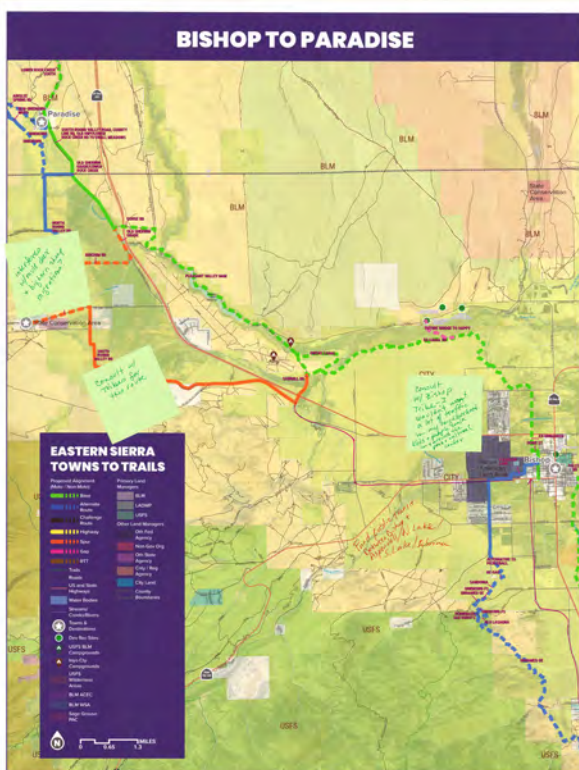




**TOWNS TO TRAILS PLAN**  
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**TOWNS TO TRAILS PLAN**  
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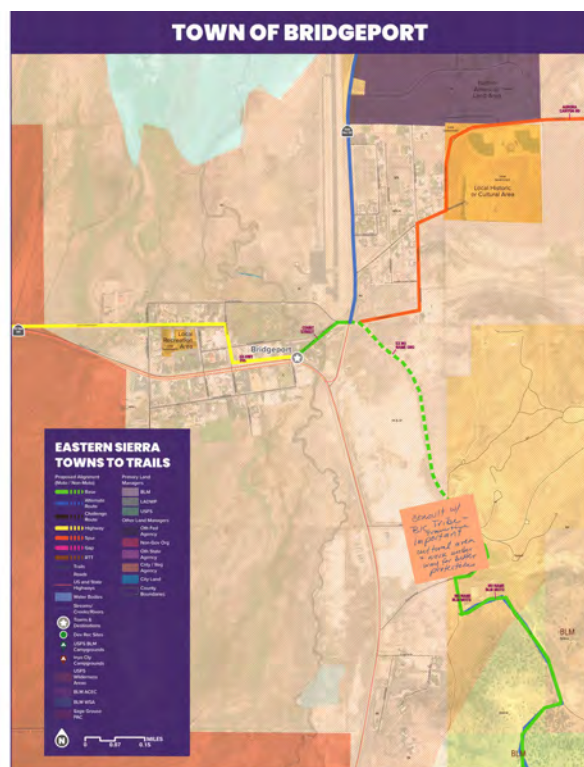
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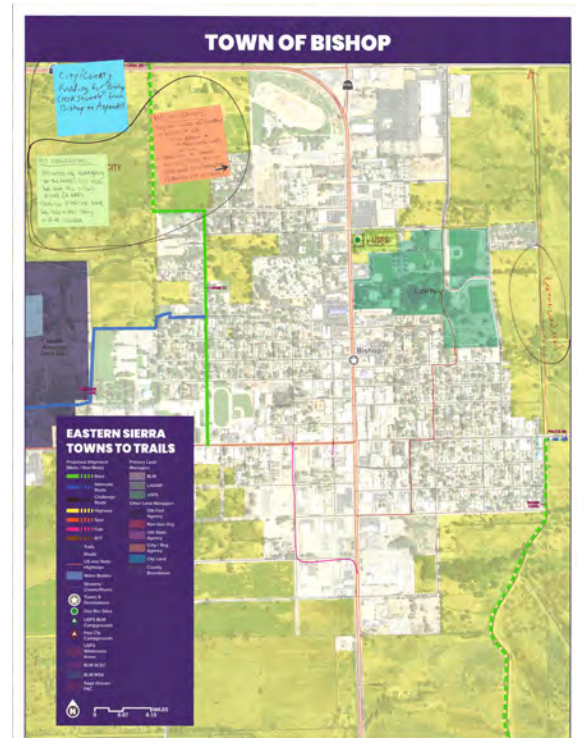
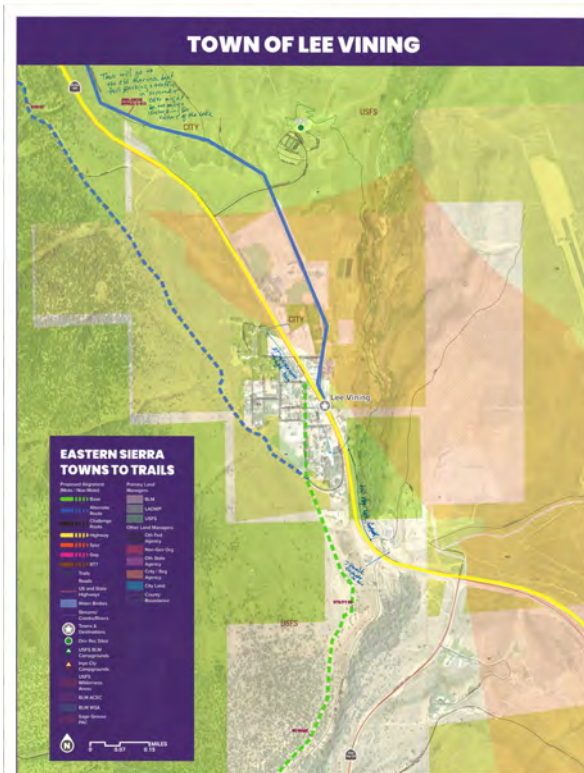
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 **TOWNS TO TRAILS PLAN** 20














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### 3. Ground Truthing Field Notes

#### Section 1: South Lake Tahoe - Sorensens

Mile 0 - Mile 17

The route from South Lake Tahoe to the Rim Trail follows easily navigable and rideable single-track trails and dirt roads. From the Rim Trail, the route then transitioned to a challenging segment of logging and OHV roads, which were difficult to locate for a short stretch due to lack of use / maintenance. While navigable with reliable GPS, an alternative route was explored to bypass these challenges and provide a smoother experience on adjacent OHV roads.

#### Section 2: Sorensens to Markleeville

Mile 17 – 36

From Hope Valley, the climb up dirt OHV roads and a subsequent descent toward Markleeville offers an enjoyable single-track section through quintessential Sierra terrain.

This section offered an alternative route, with the option through Hope Valley emerging as the best choice. The route follows the California Historic Trail for several miles adding a layer of historic context. The route ultimately leads to Grover Hot Springs State Park, from which paved roads continue to Markleeville

#### Section 3: Markleeville to Slinkard Valley

Mile 36 - 57

The Initial climb is hard on steep cobbly dirt, eventually mellowing out, but required some hike a bike segments. An alternative solves this by allowing some travel on HWY 89 up a short stretch of Monitor Pass, turning off at Loope Valley on much better dirt roads.

The route from the crest around Leviathan Peak is world class, containing plentiful aspens and big views. The very end where dirt meets 89 descends toward HWY 395 has been amended - the short dirt spur adjacent to road does not exist at all. The descent down to Slinkard Valley was fine.

#### Section 4: Slinkard Valley\*

Mile 57 - 75

Slinkard Canyon offers a pleasant hike through the valley. There were no signs indicating bicycle restrictions, and staff on-site did not mention any limitations. A previously identified alternative route through the area was no longer viable due to fire damage.

The road connecting to HWY 395 features a steep but smooth path. It provided an easy route when traveling north to south, though it would likely be more challenging in the opposite direction.

*\*This section was removed and re-routed to BlackWell Canyon OHV on the eastern side of Walker Valley. CA Fish & Wildlife has regulations for Slinkard Valley that do not allow for riding bicycles.*

#### Section 5: Walker to Bridgeport

Mile 75 - 106.5

Following an open and easy-to-ride road, this section of the proposed route was excellent. However, the area is remote with limited-to-no cell service for AT&T users. Initially, the route required an extended ride along the side of HWY 395. Fortunately, two alternative dirt roads were found, offering a more pleasant and safer option. While a more pleasant route, this needs additional exploration for viability of hiking and biking trails. These routes include a questionably inventoried series of trails through Little Walker Canyon and Yaney Canyon, as well as a legal OHV bypass of HWY 395 through the use of Buckeye road and Twin Lakes roads.

## **Section 6: Bridgeport to Mono**

Mile 106.5 - 144

The proposed route was on open and easy-to-ride dirt roads. The optional spur to Upper Town is not recommended due to its remote nature and lack of added value. Travel through Bodie State Park was a highlight, with all roads in excellent condition. While some cattle and OHV traffic were present, this was expected for the area and did not pose significant issues. Both HWY 167 and Cemetery Road were smooth and easy to navigate.

## **Section 7: Mono Lake and Lee Vining**

Mile 144 – 150

The proposed route was not viable, as the road faded near the power lines and river crossings appeared unofficial and difficult to navigate.

An alternative route successfully used HWY 395 for a segment, then transitioned to dirt roads near the Mono Lake visitor center, providing a fun and engaging ride into town.

## **Section 8: Lee Vining to Mammoth**

Mile 150 - 195

A significant change was required near the Mobil station, as the initial route's roads after the river crossing no longer existed, and other nearby roads were strictly private. A better alternative is to continue past the Mobil station to HWY 395, cross the HWY, ride on dirt roads south for several hundred yards, then cross back to access Horseshoe Meadow, follow Old State HWY OHV south before connecting west to Aqueduct road. The upper aqueduct road offers an enjoyable ride. The current route from Grant Lake to June Lake could benefit from enhancements to make it more engaging, however, an alternative option via HWY 120 was explored and found not ideal due to deep sand and windy conditions. The route from June Lake to Mammoth was excellent as originally proposed, providing a smooth and enjoyable ride. This section stands out for its great routing and fascinating geological and LADWP context.

## **Section 9: Mammoth to Mesa**

Mile 195 - 232

Section to and by Crowley Lake is good - it is very pretty from Crowley to Toms Place but this area is a bit of a route-finding section in Little Round Valley, where the route crosses a wetland field going from dirt road to grasses to single track by HWY 395, then popping out by Toms Place. The route using either Rock Creek Road or single track to the alternative dirt road section down to Mesa was preferred.

## **Section 10: Mesa to Bishop**

Mile 232 – 244

Crossing the Owens River presents some challenges. While there are a few potential routes, the preferred option follows Chalk Bluff Road, which provides scenic views of the main arm of the river and crosses over established concrete bridges. This section offers a unique opportunity to learn about the local geology and the southern valley, enhancing the overall experience. The route through Round Valley and along the southern edge of the Owens River was also scouted and has been left in as an alternative option.

## **Section 11: Bishop to Big Pine**

Mile 244 – 267

The mapped section from Bishop to Big pine provide passable single track and OHV trails, however the route could benefit from additional signage from the many crossing roads. Following along the road south by Wilkerson, Keaough, and into Big Pine provides a flat and easy route.

*\*This route was recognized to follow Chipmunk Canyon, which is currently un-inventoried - as such, the route*



*following the Bishop Canal pedestrian route was selected as a way to connect to Wilkerson and back to OHV roads that lead down Big Pine.*

### **Section 12: Big Pine to Independence**

Mile 267 – 298

Heading south from Big Pine, the route offers an enjoyable trail around Crater Mountain. Continuing south, the roads through Onion Valley, near the lava tubes, and through Aberdeen provide a smooth ride with several points of interest. Highlights include the lava tubes, old mining infrastructure, agricultural fields, and the chance to encounter a herd of Tule Elk.

### **Section 13: Independence to Lone Pine**

Mile 298 – 327

Looping wide of Independence, the route follows a smooth dirt road, with an easy crossing of Symes Creek via a dirt culvert bridge. The descent toward Manzanar takes you adjacent to property. Additional outreach is recommended to ensure this route is permissible. The highlight of this segment is the ride from Manzanar to Alabama Hills, particularly the route along the cliffs due to its geological interest and well-compacted roads.

Whitney Portal Road is currently undergoing construction, so Tuttle Creek Road was chosen as an alternative route into Lone Pine, offering a smooth and enjoyable ride.

### **Lone Pine South**

This segment is not recommended as part of the Towns to Trails Alignment due to the flat, windy, and ongoing construction along HWY 395, and lack of services. Accommodations and amenities for travelers are extremely limited. Recommended to end the route at Lone Pine instead for now.

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## 4. Existing Planning Document Review

Jurisdiction	County/Closest County	Data Category	Document Title/Description	Data Source
USFS	Alpine	General - Mgmt Plans	Eldorado National Forest Land and Resource Management Plan, 1989 and all amendments	<a href="https://www.fs.usda.gov/d">https://www.fs.usda.gov/d</a>
USFS	Alpine	General - Mgmt Plans	Stanislaus National Forest, Forest Plan Direction, March 2017	<a href="https://www.fs.usda.gov/In">https://www.fs.usda.gov/In</a>
USFS	Alpine	Outdoor Rec - Plans	Recreation Standards and Guidelines, Stanislaus National Forest, Sept. 1998	<a href="https://www.fs.usda.gov/In">https://www.fs.usda.gov/In</a>
Alpine County	Alpine	General - Mgmt Plans	Alpine County General Plan, March 2017	<a href="https://www.alpinecountyc">https://www.alpinecountyc</a>
USFS	Alpine & Mono	General - Mgmt Plans	Toiyabe National Forest Land and Resource Management Plan 1986	<a href="http://www.fs.usda.gov/Int">http://www.fs.usda.gov/Int</a>
City of Bishop	Inyo	General - Mgmt Plans	Bishop Downtown Plan	<a href="https://www.dropbox.com/">https://www.dropbox.com/</a>
City of Bishop	Inyo	Outdoor Rec - Plans	City of Bishop Recreation Webpage	<a href="https://www.cityofbishop.c">https://www.cityofbishop.c</a>
Inyo County	Inyo	Outdoor Rec - Plans	Big Pine Paiute Clean Mobility Needs Assessment	<a href="https://drive.google.com/fi">https://drive.google.com/fi</a>
Inyo County	Inyo	General - Mgmt Plans	Big Pine Paiute Clean Mobility Needs Assessment	<a href="https://drive.google.com/fi">https://drive.google.com/fi</a>
Inyo County	Inyo	General - Mgmt Plans	General Plan Annual Progress Report, 2022	<a href="https://www.inyocounty.us">https://www.inyocounty.us</a>

Keywords/Tags	Key Takeaways	Projects To Map (if applicable)
management, environmental protection	Includes: long range goals and policies for 10 year period, Cole Creek, North Fork of Mokelumne River and Blue Creek/Deer Creek are conserved for outdoor rec, forestry biological and cultural resource protection and grazing	Camp Silverado recreation site development project
recreation, spectrum, non motorized	A spectrum of recreation areas (p50) allowing specific uses with regards to wheeled/motorized vehicles. large scale plan no specific projects	None.
trail, recreation	Analysis of 3 separate trails: Bear Valley/Lake Alpine Trail, Highland Lakes Road, Sourgrass Rec Area	None.
recreation, bicycle, pedestrian, recreation areas, conservation, land use, circulation, economic development	Considers recreation essential for economic vitality. Bike and Ped facilities should be considered where reasonable.	Land use areas on PDF pages 90-104 (as needed).
recreation	Recreation section on IV-13, trails will be managed to Level IV standards	None.
bicycle, pedestrian, alternative transportation, active transportation	This document highlights the priorities of improving the walking and biking environment and establishing a cohesive downtown character. It details existing and desired bike and pedestrian elements.	This could be mapped if desired.
LADWP, recreation areas	Bishop City Park land leased from LADWP	None.
Eastern Sierra Transit Authority, sidewalks, bicycle, placemaking, wayfinding,	This document provides a transportation assessment of Big Pine. See PDF page 44 for a list of project recommendations.	See page 44 for a list of project recommendations to map as needed.
bike plan, pedestrian plan	<ul style="list-style-type: none"> <li>• P41 has a map of improvements. There is a proposed Class I bikeway along Big Pine Canal, and Class I bike ways to connect it from Main St</li> <li>• This document provides a transportation assessment of Big Pine. See PDF page 44 for a list of project recommendations.</li> </ul>	See page 44 for a list of project recommendations to map as needed.
active transportation, bicycle, pedestrian, trail, safe route, adventure trails, water trail	<ul style="list-style-type: none"> <li>• The County is planning the Olancho Bypass Corridor Study between Cartago and Olancho for active transportation.</li> <li>• Inyo County LTC is in the process of updating its Active Transportation Program Plan, including bicycle, pedestrian, recreational trails, and safe routes to schools elements. (PDF pages 17-18).</li> <li>• The Legislature extended the pilot Eastern Sierra ATV Adventure Trails System Project through January 1, 2025. (PDF page 18).</li> <li>• Provides an update on the Inyo/LA Long Term Water Agreement (PDF page 19).</li> <li>• Provides an update on the Owens River Water Trail, east of Lone Pine. (PDF page 21).</li> </ul>	<ul style="list-style-type: none"> <li>• Olancho Bypass Corridor Study</li> <li>• Eastern Sierra ATV Adventure Trails System</li> <li>• Owens River Water Trail</li> <li>• NB: We'll need to source maps of these projects outside of this document.</li> </ul>



Jurisdiction	County/Closest County	Data Category	Document Title/Description	Data Source
Inyo County	Inyo	General - Mgmt Plans	General Plan Annual Progress Report, 2021	<a href="https://www.inyocounty.us">https://www.inyocounty.us</a>
Inyo County	Inyo	General - Mgmt Plans	Inyo County General Plan, 2001	<a href="https://www.inyocounty.us">https://www.inyocounty.us</a>
Inyo County	Inyo	General - Mgmt Plans	Olancho Cartago Corridor Study, 2020	<a href="https://www.inyocounty.us">https://www.inyocounty.us</a>
Inyo County	Inyo	Outdoor Rec - Plans	State of the Inyo County Parks and Campgrounds, 2020	<a href="https://www.inyocounty.us">https://www.inyocounty.us</a>
Inyo County	Inyo	Outdoor Rec - Plans	Inyo County Recreational Trails Element of the Inyo County LTC Active Transportation Plan (2015) Chapter 5: Recreational Trails Element	<a href="http://www.inyoltc.org/pdf">http://www.inyoltc.org/pdf</a>
Inyo County	Inyo	Outdoor Rec - Plans	Lower Owens River Recreation Use Plan (LORP)	<a href="https://www.inyowater.org">https://www.inyowater.org</a>

Keywords/Tags	Key Takeaways	Projects To Map (if applicable)
active transportation, bicycle, pedestrian, trail, safe route, adventure trails, water trail	This document provides historical information about the Regional Transportation Plan (page 25) and the Active Transportation Program Plan (page 17). It details the Adventure Trails System (page 17). Inyo County received two state grants to construct the Owens River Water Trail (page 20).	Same elements as the General Plan Annual Progress Report from 2022.
land use, tourism, scenic highway, bicycle, trail, visual resources, cultural resources, traffic noise, railroad, recreat, agency coordinat, backcountry, human use, trail	This document sets policy goals for collaboration with federal agencies, recreation access, transportation, and recreation. See page 33 for the Guide to Inyo County Communities.	None.
safety, recreation, economic development	This plan aims to improve traffic safety, expand transportation options, connect to nearby recreational assets, and promote the economic stability of Olancho, Cartago, and the area in between.	Bike lanes and recreation connection opportunities.
ongoing projects, potential projects, park, campground	This document reports on typical use, completed projects, and ongoing projects at county recreation facilities.	None.
recreation, trail	This document describes several routes through Inyo County towns that should be developed. " [...] transportation funding sources are only available for projects that are "utilitarian" in nature. A utilitarian project typically improves travel to work or school. The Recreational Trails Program funding can be used for other important projects which are not utilitarian such as construction or rehabilitation of trails/trailhead facilities for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles as well as easement acquisition and educational programs. "	None.
multi-use trail, tribe, rancher, cultural resource	A recreation plan written by Inyo County with input from LADWP and community stakeholders. The Owens River Trail is a multi-use trail running most of the length of the river. See document page 27 for a map of preferred recreation types and locations along the Owens River. For the most part, these sites are east of the 395 and any towns. This document sets goals for recreation use planning, including minimizing conflict among recreation users, resource protection, water facility operations, and ranching. It aims to direct recreation users to lower impact areas and provide rules and responsibilities for recreationists. The document imagines a multi-use trail running along the Owens River from the Fish Hatchery/Upper Twin Lake to the Boulder Creek RV Resort south of Lone Pine. There will be signage along Hwy 395 to direct travelers to gateway points. See pages 49-54 for details on stakeholder concerns and key principles of management.	Project elements on page 35.



Jurisdiction	County/Closest County	Data Category	Document Title/Description	Data Source
NPS	Inyo	General - Mgmt Plans	Manzanar National Historic Site General Management Plan and Environmental Impact Statement, 1997	<a href="https://www.nps.gov/manz">https://www.nps.gov/manz</a>
LADWP	Inyo & Mono	Outdoor Rec - Plans	LADWP - Owen's Valley Land Management Plan, 2010	<a href="https://www.inyowater.org">https://www.inyowater.org</a>
LADWP	Inyo & Mono	Outdoor Rec - Plans	LADWP Eastern Sierra Recreation Website	<a href="https://www.ladwp.com/la">https://www.ladwp.com/la</a>
LADWP	Inyo & Mono	General	Inyo County/LADWP Long Term Water Agreement (1991)	<a href="https://www.inyowater.org">https://www.inyowater.org</a>
LADWP	Inyo & Mono	General	Owens Lake Master Project: Transitioning to Waterless and Water-wise Solutions (2013)	<a href="https://www.ladwp.com/cs">https://www.ladwp.com/cs</a>
USFS	Inyo & Mono	General - Mgmt Plans	Inyo National Forest Land Management Plan, 2019	<a href="https://www.fs.usda.gov/In">https://www.fs.usda.gov/In</a>
Mono	Mono	General - Mgmt Plans	DRAFT Mono County Overall Work Program Fiscal Year 2023/2024	<a href="https://www.dropbox.com/">https://www.dropbox.com/</a>

Keywords/Tags	Key Takeaways	Projects To Map (if applicable)
circulation, trail	Manzanar NHS's management priority is active preservation. See the "Circulation and Parking" section for information about internal circulation and connectivity with Hwy 395.	None.
Recreation Management Habitat Conservation Planning Cultural Resources Management Grazing Hiking Biking Camping	<ul style="list-style-type: none"> <li>• See Chapter 4 for information about recreation management.</li> <li>• In general, providing recreation on City-owned land is a priority.</li> <li>• NB: We should review this document during BIRPI planning.</li> <li>• See PDF page 217 for a discussion of recreation management opportunities, concerns, and tools.</li> <li>• See PDF page 220 for a list of proposed projects for areas of specific recreation management concern.</li> </ul>	None.
campground, park, USFS, BLM, LADWP, ranger station, local contact info	<p>This website states that about 75% of LADWP-owned land is open to recreation. Some land is not open to the public because its leased out for agricultural and livestock purposes.</p> <p>Campgrounds, Parks, Visitor Centers + contact phone numbers for various entities, including: USFS, BLM, Ranger Stations, LADWP Bishop office</p>	None.
recreation, campground, park	This document is a joint long-term management plan between Inyo County and LADWP, resulting from lawsuits. Lands classified as "Type E" are available for recreation. LADWP will provide funding to Inyo County to rehabilitate existing parks and recreational facilities on LADWP-owned lands, including campgrounds. The County will rehabilitate and develop new parks, campgrounds, and facilities. The Pleasant Valley Campground will be among the first facilities considered for rehabilitation. LADWP must also make annual payments to the general funds of Inyo County and the City of Bishop.	None.
public, tourism, economic development, access, cultural resources	This document outlines dust control measures, trail and biodiversity plans, beyond low-level flooding with drinking water. It provides guidance on public access with regard to areas of cultural importance and roadways and parking areas. See pages 9-10 for concept sketches of visitation amenities.	None.
community, ecology, recreation, outreach	Relevant chapters: Management areas, local communities, infrastructure, tribal relations, cultural resources, conservation watersheds, at-risk species, recreation opportunity, sustainable recreation, proposed and possible actions, partnership focus	<ul style="list-style-type: none"> <li>• Sustainable recreation management areas</li> <li>• Strategic fire management zones</li> <li>• Grazing allotments</li> <li>• Wild &amp; scenic rivers: designated and eligible</li> </ul>
trail, OHV, bicycle, pedestrian	<ul style="list-style-type: none"> <li>• Mono County has deployed trail counters.</li> <li>• See PDF page 35 for a discussion of trail planning at Mountain Gate Park, and in the Walker/Coleville area.</li> </ul> <p>Trail planning in the greater Long Valley area and Bridgeport/Antelope Valleys is a priority.</p>	None.



Jurisdiction	County/Closest County	Data Category	Document Title/Description	Data Source
Mono County	Mono	Outdoor Rec - Plans	Proposed Eastern Sierra Regional Trail for Mono County	<a href="https://www.dropbox.com/">https://www.dropbox.com/</a>
Mono County	Mono	Outdoor Rec - Plans	June Lake Loop Active Transportation Plan (2023)	<a href="https://monocounty.ca.gov">https://monocounty.ca.gov</a>
Mono County	Mono	General - Mgmt Plans	Mono County General Plan, 1992	<a href="https://monocounty.ca.gov">https://monocounty.ca.gov</a>

Keywords/Tags	Key Takeaways	Projects To Map (if applicable)
trail, non-motorized, bicyclists, pedestrian, equestrian	This document introduces two trail concepts for an Eastern Sierra Regional Trail that would run from Topaz Lake to Round Valley over 350 miles. The Historic Trail would link historic roads, railroads, and canals. The Community trail is a more indirect connection between communities. The two trails are defined along seven sections.	<ul style="list-style-type: none"> <li>• Map the Historic and Community trails.</li> <li>• See the high-level map on page 2.</li> <li>• See the route descriptions on PDF pages 6-10.</li> <li>• See the detailed maps (as needed) on pages 11-165.</li> </ul>
bicycle, pedestrian	Provides recommendations for MUPs, bicycle lanes, crosswalks, etc. along the June Lake Loop (Hwy 158).	<p>As needed:</p> <ul style="list-style-type: none"> <li>• Proposed MUPs, on 158 leading into town and between town and the ski area and the ski area and the southern end of Grant Lake</li> <li>• Proposed bike lanes (class 2), mainly on the north side of June and Gull lakes</li> <li>• Proposed bike routes (class 3), in the residential streets</li> </ul>
ownership, authority, recreation, public lands	<ul style="list-style-type: none"> <li>• Chapter: Conservation/ Open Space Element - II. Issues/ Opportunities/ Constraints</li> <li>• Approximately 94% of the land in Mono County is publicly owned; approximately 88% of the public land is federally owned.</li> <li>• Managed by USFS, BLM, the CDFW, the State Lands Commission, LADWP, Humboldt-Toiyabe and Inyo national forests</li> <li>• Forests managed to provide outdoor recreation opportunities, grazing opportunities, and to protect the natural resources. The County has no planning authority on those lands.</li> <li>• LADWP lands are used for grazing and outdoor recreation.</li> <li>• The County has planning authority on those lands except for activities directly relating to LADWP's public utility purpose.</li> <li>• One of Mono County's main concerns about open space is coordinating County policies with the land use policies of the agencies managing the public lands. The County is also concerned about the impacts of federal open space policies on county resources.</li> </ul>	None.



Jurisdiction	County/Closest County	Data Category	Document Title/Description	Data Source
Mono County	Mono	General - Mgmt Plans	2019 Mono County Local Transportation Commission Regional Transportation Plan.	<a href="https://monocounty.ca.gov">https://monocounty.ca.gov</a>
Town of Mammoth Lakes	Mono	General - Mgmt Plans	Town of Mammoth Lakes General Plan, Sept. 2019	<a href="https://www.townofmammoth.com">https://www.townofmammoth.com</a>
Town of Mammoth Lakes	Mono	Outdoor Rec - Plans	Town of Mammoth Lakes Walk, Bike, Ride Action Plan, June 2017	<a href="https://www.townofmammoth.com">https://www.townofmammoth.com</a>
ESCOG - Eastern Sierra Council of Governments	Regional	General - Mgmt Plans	Resolution No. 20-03 ESCOG: Sustainable Recreation and Ecosystem Management Program of Work	<a href="https://escog.ca.gov/wp-content/uploads/2020/04/20-03-ESCOG-Sustainable-Recreation-and-Ecosystem-Management-Program-of-Work.pdf">https://escog.ca.gov/wp-content/uploads/2020/04/20-03-ESCOG-Sustainable-Recreation-and-Ecosystem-Management-Program-of-Work.pdf</a>
ESCOG - Eastern Sierra Council of Governments	Regional	General - Mgmt Plans	Resolution No. 2022-12 ESCOG: Community Economic Resiliency Fund Pilot Program	<a href="https://escog.ca.gov/wp-content/uploads/2022/12/2022-12-ESCOG-Community-Economic-Resiliency-Fund-Pilot-Program.pdf">https://escog.ca.gov/wp-content/uploads/2022/12/2022-12-ESCOG-Community-Economic-Resiliency-Fund-Pilot-Program.pdf</a>
ESSRP - Eastern Sierra Sustainable Recreation Partnership	Regional	General	ESSRP Prospectus for Future Investments	<a href="https://www.mltpa.org/images/stories/ESSRP_Prospectus_Future_Investments.pdf">https://www.mltpa.org/images/stories/ESSRP_Prospectus_Future_Investments.pdf</a>

Keywords/Tags	Key Takeaways	Projects To Map (if applicable)
trail, bicycle transportation	<ul style="list-style-type: none"> <li>• See page 97 (PDF page 106) for the Active and Non-Motorized Transportation goals, policies, and objectives.</li> <li>• See page 206 (PDF page 264) for the Mono County Trails Plan.</li> <li>• See page 221 (PDF page 279) for a description of the Eastern Sierra Regional Trail (ESRT), which would connect Topaz Lake to Round Valley. This document describes needed route improvements and additions.</li> <li>• See page 225 (PDF page 283) for the Mono County Bicycle Transportation Plan, including proposed projects.</li> <li>• NB: I looked at the Mono County LTC Regional Transportation Improvement Program documents from 2020-2022. There are no substantial mentions of recreation or trails.</li> </ul>	Bike facilities maps starting on PDF pages 332-338
Zoning, complete streets, prioritizing pedestrians + bikes, trail system, recreation, year-round network, enhance ecosystem, climate adaptation, timeline/ action plan, recreation plan in development	See PDF page 52 for the section on parks, open space, and recreation. In particular, the P.5 Goal "GOAL: Link parks and open space with a well-designed year-round network of public corridors and trails within and surrounding Mammoth Lakes" relates well to Towns to Trails.	<p>As needed:</p> <ul style="list-style-type: none"> <li>• Previous fire maps</li> <li>• Figure 4 (PDF page 36) defines the planning area, municipal boundary, and urban growth boundary</li> </ul>
feet first plan, mobility, transit, walk, hike, bike	<ul style="list-style-type: none"> <li>• Proposed mobility loop on Main St to The Village</li> <li>• Proposed connection from Old Mammoth Road to Meridian</li> <li>• Proposed hike and bike route connection from Mammoth Rock trail to Shady Rest and continuing, p7</li> </ul>	<ul style="list-style-type: none"> <li>• Planned Sharp #S10</li> <li>• Planned Knolls Loop</li> <li>• Planned Sharp #S6 (see pdf map on p7 or contact Alta for GIS file)</li> </ul>
natural resources, sustainable outdoor recreation	<ul style="list-style-type: none"> <li>• ESCOG "...shall seek to integrate responsible Ecosystem Management, natural resources conservation, sustainable outdoor recreation, and economic development..." (PDF page 4).</li> <li>• ESCOG shall be empowered to seek funding, retain staff, make recommendations about project feasibility and implementation, enter into long term contracts, etc. in pursuit of this program. (PDF page 4).</li> </ul>	None.
economic development	<ul style="list-style-type: none"> <li>• ESCOG shall "coordinate and engage with regional economic development opportunities in collaboration with Member Agencies" through the CERF and CEDS development processes and other Member Agency efforts. (PDF page 2).</li> </ul>	None.
investment	This document lays out the priorities of the ESSRP.	None.



Jurisdiction	County/Closest County	Data Category	Document Title/Description	Data Source
ESTA	Regional	General - Mgmt Plans	Eastern Sierra Transit Authority Short-Range Transit Plan and Coordinated Transit-Human Services Transportation Plan (2022)	<a href="https://www.estransit.com">https://www.estransit.com</a>
NPS	West of Mono	General - Mgmt Plans	DRAFT of Devils Postpile National Monument General Management Plan and Environmental Assessment, Jan. 2015	<a href="https://parkplanning.nps.gov">https://parkplanning.nps.gov</a>
NPS	West of Mono	General - Mgmt Plans	Finding of No Significant Impact (FONSI) for the Devils Postpile National Monument, Jan. 2015	<a href="https://parkplanning.nps.gov">https://parkplanning.nps.gov</a>

Keywords/Tags	Key Takeaways	Projects To Map (if applicable)
bicycle, trail, trailhead, hiking season	<ul style="list-style-type: none"> <li>• A summary of state &amp; regional transportation plans starts on document page 19.</li> <li>• See page 22: there are plans to implement bicycle and pedestrian access in Lone Pine.</li> <li>• See the summary of statewide and regional transportation planning documents. (PDF pages 27-35).</li> <li>• There are ongoing bicycle lane projects in Inyo County (PDF page 30).</li> <li>• See page 134 for a discussion of ESTA trailhead service.</li> <li>• See PDF page 142 for a discussion of expanding trailhead transit access. "In sum it is recommended that ESTA not pursue new trailhead shuttle services 'on its own.'"</li> <li>• See Chapter 16 (starting on PDF page 169) for a set of strategies for improving the benefits and effectiveness of ESTA services in Mammoth, Bishop, and along Hwy 395."</li> </ul>	Current ESTA bus routes.
air quality, non motorized, management zones, trails	Emphasis on encouraging non motorized transportation within the park due to air quality and noise pollution.	None.
connecting, people and heritage, partnerships, gateway, low impact recreation, trail connections	No significant impact on park or environment	None.



## 5. Outreach and Engagement Materials

Public workshops were advertised via email, social media, and flyers shown here.

### Facebook Event Page

The screenshot shows a Facebook event page for 'Towns To Trails Plan'. The event is titled 'Towns To Trails Plan' with a subtitle 'PUBLIC MEETING - JUNE 29'. The date is 'THURSDAY, JUNE 29, 2023 AT 6 PM'. The event is categorized as 'Online event'. The page includes a 'Details' section with the following information:

- 2 people responded
- Event by Mammoth Lakes Trails and Public Access Foundation (MLTPA)
- Public · Anyone on or off Facebook

The description states: 'The Eastern Sierra Towns to Trails Plan effort has begun! This project was identified as a regional sustainable recreation priority back in 2021 as part of the Sustainable Recreation & Tourism Initiative. Since that time the Eastern Sierra Council of Governments applied for and received a Sierra Nevada Conservancy grant for this project. On Thursday, June 29, 6:00PM-7:00PM we will be hosting a Virtual Public Kick Off Meeting to bring you up to speed on the process, introduce the planning team, and let you know how to stay involved in this process. Please register in advance to get the Zoom link: <https://www.eventbrite.com/e/658025831977> See less'.

### Facebook Posts

The post is from Mammoth Lakes Trails and Public Access Foundation (MLTPA). It says: 'We have some exciting news to share - the Eastern Sierra Towns to Trails Plan effort has begun! This project was identified as a regional sustainable recreation priority back in 2021 as part of the ESCTIP Sustainable Recreation and Tourism Initiative. Since that time the Eastern Sierra Council of Governments applied for and received a Sierra Nevada Conservancy grant for this project. Please join us virtually on Thursday, June 29, 6:00PM-7:00PM for our public kickoff meeting. Registration is required: <https://www.eventbrite.com/e/658025831977> Alta Planning + Design'.

The post is from Mammoth Lakes Trails and Public Access Foundation (MLTPA). It says: 'We hope you can join us on Thursday, June 29, 6:00-7:00PM to hear more about the Eastern Sierra Towns to Trails Plan! This project was identified as a regional sustainable recreation priority back in 2021 as part of the ESCTIP Sustainable Recreation and Tourism Initiative. Since that time the Eastern Sierra Council of Governments applied for and received a Sierra Nevada Conservancy grant for this project. Registration is required: <https://www.eventbrite.com/e/658025831977> Alta Planning + Design'.

The post is from Mammoth Lakes Trails and Public Access Foundation (MLTPA). It says: 'Last night we had our public kickoff meeting for the Eastern Sierra Towns to Trails project. Thanks to everyone who attended the virtual kickoff. Here is a short video overview of the project. If you want to watch the full meeting recording, or sign up for our email alerts, head on over to our website at [www.townstotrails.org](http://www.townstotrails.org). Alta Planning + Design Sierra Nevada Conservancy'.

## Instagram Posts



## Event Flyer

**The Eastern Sierra  
TOWNS TO TRAILS PLAN  
Needs Your Input!**

Join us for in-person stakeholder meetings by county to discuss trail opportunities, explore potential alignments, and identify connections between communities and surrounding public lands. Opportunities and challenges derived from these discussions will be utilized in subsequent trail planning efforts and shared in a forthcoming series of stakeholder meetings. Please join us – all are welcome!

[www.townstotrails.org](http://www.townstotrails.org) for more information and to register!

**BISHOP**  
August 21, 2023, 5:30 – 7:30 p.m.  
Inyo County Stakeholder Meeting  
Cerro Coso Community College  
4090 W Line St, Bishop, CA

**MAMMOTH LAKES**  
August 23, 2023, 5:30 – 7:30 p.m.  
Mono County Stakeholder Meeting  
Mono County Civic Center  
1290 Tavern Road, Mammoth Lakes, CA

**MARKLEEVILLE**  
August 24, 2023, 5:30 – 7:30 p.m.  
Alpine County Stakeholder Meeting  
Turtle Rock Park Community Center  
17300 State Route 89, Markleeville, CA

**ALSO...**  
**THE BUTTERMILK AREA PROJECT**  
If you are familiar with the Buttermilk area, please also join us for a similar yet separate effort called the Buttermilk Infrastructure & Recreation Planning Initiative. "BIRPI" is a stakeholder driven, collaborative effort to prepare a high-level recreational planning document for the Inyo County based project area, which includes the greater Buttermilk area, the Buttermilk Boulders, Pine Creek Canyon climbing area trailheads, and the Happy and Sad Boulder trailheads.

There will be an in-person "BIRPI" specific meeting on August 22 in Bishop, CA.  
[www.escog.ca.gov/buttermilk](http://www.escog.ca.gov/buttermilk)  
BIRPI is funded through a grant from the National Fish and Wildlife Foundation.

**TOWNS TO TRAILS PLAN**

alta | Sierra Nevada Conservancy | MLPA

Funding for this project (Towns To Trails Plan) has been provided by the Sierra Nevada Conservancy, an agency of the State of California, under the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68).



