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## MAMMOTH TRAILS COMMITTEE MEETING

Thursday, August 9, 2018 @ 3pm

Mammoth Lakes Tourism and Recreation Conference Room

2520 Main Street, Mammoth Lakes, California

[www.mammothlakesrecreation.org](http://www.mammothlakesrecreation.org) | [www.mammothtrails.org](http://www.mammothtrails.org)

NOTE: In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please call (760) 934-4932. Notification 48 hours prior to the meeting will enable MLR to make reasonable arrangements to ensure accessibility to this meeting. (28CFR 35.102-35.104 ADA Title II)

NOTE: All comments will be limited by the Chair to a speaking time of five-minutes.

### ROLL CALL

Committee Members: Finlay Torrance, Dan Holler, Alan Jacoby, John Mueller, Elise Howell and David Page

### PUBLIC COMMENT (On items not on the Agenda)

#### ADMINISTRATIVE ITEMS

1. Approval of the agenda
2. Approval of the meeting minutes for June 21, 2018
  - a. Attachment 1
3. Purchase of vehicle for MLTS by MLTPA
4. FY1718 Budget – End of Year Estimate
  - a. Attachment 2
5. Mammoth Trails and User Group Programs – Action Item
  - a. Mammoth Trails Charter
    - i. Attachment 3
  - b. Mammoth Trails to Support MTC
  - c. Update MLTPA Web Page
    - i. [Mammoth Trails Charter](#)
    - ii. Update to include new Mammoth Trails Charter signatories
  - d. Update mammothtrails.org
    - i. Experiences Needed –Volunteers for content
      1. Motorized
      2. E-Bikes
      3. [New Content for Current Experiences](#)
6. Mammoth Lakes Trail System Trail Patrol Program – Action Item
  - a. IMBA “Managing Mountain Biking”



i. Attachment 4

b. MLTS Trail Patrol Program Outline

i. Attachment 5

c. Direction to engage with Mammoth Trails and Stakeholders

- i. Incorporate user group feedback and provide human resource capacity and fiscal resources to staff the MLTS Trail Patrol Program

7. Walk, Bike, Ride – Action Item

a. E-Bike update

i. Attachment 6

b. Loop Trails

i. Trails Coordinator Presentation

1. Direction to present map of concept to PEDC Mobility Committee as part of WBR Action Plan – [Interactive Map](#)

c. Long Distance Hiking Hubs

i. Staff Presentation

1. Direction to present item to PEDC Mobility Committee as part of WBR Action Plan

d. Transit/Trail Hubs

i. Staff/Trails Coordinator Presentation

1. Direction to present item to PEDC Mobility Committee as part of WBR Action Plan

a. Standardized transit and trailhead facilities and level of service

b. Waste Receptacle Inventory

i. Poo Fairy Stations

ii. Trash/Recycling

iii. Dumpsters

iv. Filament Stations

c. Restroom Inventory (Plumbed/Not Plumbed)

- i. Potential funding for restrooms from Granger Thyne permit holders

d. Roles and responsibilities for providing services (USFS, TOML Vendors)

8. Presentation of Trail Counter Data – Action Item

a. Trails Coordinator Presentation

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- i. MTC feedback on data representation and suggestions for improvement
- 9. TOML Planning Area Data Collection
  - a. Trails Coordinator Presentation
    - i. Efforts to date - [Data Collection/Sign Removal Map](#)
- 10. MLTS Signage Clean Up from Data Collection Efforts – Action Item
  - a. Direction to pursue
    - i. XC Ski Signs
    - ii. Old MLTS Blue Ovals
    - iii. Common Sense Clean Up

## COMMITTEE MEMBER REPORTS

## REQUEST FOR FUTURE AGENDA ITEMS

## ADJOURNMENT

To the next meeting of the Mammoth Trails Committee which will occur on October 11, 2018 at 3 pm. I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted in the Mammoth Lakes Tourism & Recreation outside showcase not less than 72 hours prior to the meeting dated as August 9, 2018.

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Matt McClain, MLR Executive Director



Mammoth Trails Committee Meeting  
June 21, 2018 | 3:00PM  
Mammoth Lakes Tourism and Recreation Conference Room  
2520 Main Street, Mammoth Lakes, CA 93546

ROLL CALL

Chair Page called the meeting to order at 3:00 p.m. at the Mammoth Lakes Tourism and Recreation Conference Room, 2520 Main St, Mammoth Lakes, CA 93546.

Present: Finlay Torrance, Dan Holler (arrived at 3:49pm), Elise Howell, Ted Dardzinski and David Page

PUBLIC COMMENT

**John Wentworth –**

Observation from Council - the work that is happening on e-bike, to see all the various tools that are being created by the varying organizations are great.

ADMINISTRATIVE ITEMS

- 1) Agenda approved.
- 2) E-bike update:
  - a) Joel gave an overview of the newest piece of collateral (E-bike handout) that was created to provide information and clarity to visitors and locals. It includes where e-bikes are allowed and the general etiquette of e-bike riding.
    - i) Went through a few iterations and was approved on all levels.
    - ii) Spoke with stakeholders (mostly retailers that attended) last night to review state and local policies.
  - b) Modification of TOML Special Use Permit with USFS for Multi-Use Path:
    - i) Amongst the committees in town, it is obvious that the community supports allowing class 1 e-bikes on the multi-use paths.
    - ii) Janelle - They are reviewing the letter that requests the allowance of e-bikes on the MUPS
      - (1) Hopefully we will hear their decision in the next few weeks.
  - c) MLTS Bike Ambassador Program:



- i) Mike Braun of SEMBA has volunteered to help with the Ambassador program.
  - ii) It has nothing to do with trail enforcement or patrol - emphasize "Ambassador"
  - iii) David Page - This program raises a lot of questions: What the mandate would be of these ambassadors, what is the training? What are they expected to do?
  - iv) Mike Braun- The ambassador will assist with showing people where to go from point A to point B; they will have maps on them to give/show e-bikers where to go; give tips for e-bikers; training doesn't have to be overly extensive; riders need to be good riders with good communication skills.
  - v) We need to make sure that the Ambassadors are not enforcement on the customer facing side - otherwise it will turn off visitors from coming to town and using our trails and visiting Mammoth Lakes overall.
  - vi) Committee agrees that the funding for this program should be sought after outside of Measure R.
- d) MMSA Bike Park
- (1) Uptown/Downtown Management
    - (i) Finlay - Free use of the path from the Village to (Earthquake fault?) - Has not changed historically.
    - (b) This trail is not covered by USFS boundary that would keep people from using their e-bikes.
    - (c) Need USFS documents that show the official MMSA boundary.
- 3) MLTS Data Program Update
- a) Data collection underway in the Town of Mammoth Lakes for USFS signs.
  - b) This will improve the sign system in town.
- 4) FY1819 Budget
- a) Joel Rathje reviewed the FY 18/19 Budget with the committee.
  - b) Joel Rathje reviewed the projects on the project initiation sheet.
    - i) Motion to approve Project Initiation sheets; (Dardzinski, M; Finlay, S; 5-0)
- 5) Regulatory Signage Program
- a) Joel Rathje presented the Temporary "No E-Bike" sign
  - b) MLTS will be working with USFS to implement more signage.
- 6) Eastern Sierra Sustainable Recreation Partnership Update
- a) This position will be focused on a lot of recreational projects in Mono County, municipal and in the backcountry.
-



- i) MLR is a big component - this position will sit under the MLR umbrella.
  
- 7) Summer Recreation Handout
  - a) Joel gave an overview of the handout.
  
  - b) They modified it to fit 8.5x11 so that anyone can print it out.
  - c) Incorporating e-bike information in the summer recreation handouts
  - d) These handouts are consistent with signs on the MUPs
  
- 8) MLTS Trail Projects
  - a) Committee is aware of all updates to the Poo Fairy
  - b) The committee reviewed updates on the Horseshoe Lake Bridge
  
- 9) Capital Projects
  - a) Joel Rathje gave an overview of the 5 year strategy for LABSS and SRIC
  
- 10) OHV Opportunities
  - a) David Page gave an overview of the OHV opportunities and recent discussions about how these areas can be improved to benefit the different OHV users.
  - b) We need to find resources and partnerships that will help improve trails and signage.
  - c) It's time that we engage with our robust motorized community.
  
- 11) MLTS Website Content Opportunities
  - a) People can submit their experiences to MLTS to review a trail and help the team.
  
- 12) Blue Diamond Nordic System
  - a) Proposals will be coming to MTC to assist with the Blue Diamond Nordic System to improve the system and build another partnership.

### **COMMITTEE MEMBER REPORTS**

Ted Dardzinski – Cross country races will begin next week. Ted to send Emily information to post.

David Page – No update

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MAMMOTH LAKES  
RECREATION

P.O. Box 8562 • 2520 Main Street  
Mammoth Lakes, CA 93546

(760)-709-0620  
mammothlakesrecreation.org

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Elise Howell – No update

Dan Holler – No Update

Finlay Torrance – No Update

#### FUTURE AGENDA ITEMS

None.

#### ADJOURNMENT

There being no further business to come before the Mammoth Trails Committee, the meeting was adjourned at 4:27 p.m.

Respectfully submitted,

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Emily Woods

Program Administrator, Mammoth Lakes Recreation

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**Mammoth Lakes Trail System**  
**FY 17/18 : End of Year Close Out**  
**(Estimate as of August 1, 2018)**

Start 1718 Fund Balance	\$ 1,207,021.07
Expenditures	\$ 421,539.21
End 1718 Fund Balance	\$ 785,481.86

**PROGRAM FUNDING**

Program Area	Project Name	Allocation	Expenditures	Balance
		<u>30-Jun</u>		
<b><u>Planning</u></b>				
Collaborative Processes	Shady Rest Inyo Craters (SRIC) - Planning	\$ 10,000.00	\$ 2,251.03	\$ 7,748.97
Focused Planning Efforts	Walk, Bike, Ride (WBR): MLTS Projects	\$ 30,000.00	\$ 5,655.65	\$ 24,344.35
<b>Total Planning:</b>		<b>\$ 40,000.00</b>	<b>\$ 7,906.68</b>	<b>\$ 32,093.32</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b><u>Design</u></b>				
Guidelines & Standards	MLTS Standards Manuals	\$ 5,000.00	\$ 6,688.25	\$ (1,688.25)
Trail Alignment Studies	SHARP - Trail Alignment Studies	\$ 5,000.00	\$ 3,377.76	\$ 1,622.24
	LABSS - Trail Alignment Studies	\$ 5,000.00	\$ 4,127.18	\$ 872.82
<b>Total Design:</b>		<b>\$ 15,000.00</b>	<b>\$ 14,193.19</b>	<b>\$ 806.81</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b><u>Implementation</u></b>				
Easement/ Access Neg.	Sherwins - Winter Access/Egress	\$ -	\$ -	\$ -
Implementation/ Construct	Signage and Wayfinding - Map Updates & Repair	\$ 20,000.00	\$ 19,408.44	\$ 591.56
<b>Total Implementation:</b>		<b>\$ 20,000.00</b>	<b>\$ 19,408.44</b>	<b>\$ 591.56</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b><u>Operations</u></b>				
Governance	MLTS Trails Coordinator	\$ 95,000.00	\$ 95,599.88	\$ (599.88)
	Project Management Support	\$ 25,000.00	\$ 26,396.38	\$ (1,396.38)
	MLTS Action Plan & Budget	\$ 4,000.00	\$ 3,829.02	\$ 170.98
Interagency Coordination	MLTS Communications	\$ 6,500.00	\$ 2,499.04	\$ 4,000.96
Website	MLTS Website - Operations and Maintenance	\$ 13,500.00	\$ 12,761.62	\$ 738.38
	MLTS Website - Operations and Maintenance - TOML	\$ 2,500.00	\$ 3,498.95	\$ (998.95)
	MLTS Website - TOML Tech Support	\$ 500.00	\$ -	\$ 500.00
	MLTS Website - Content Development	\$ 8,000.00	\$ 7,436.05	\$ 563.95
Information Systems	MLTS Data Library	\$ 13,500.00	\$ 21,724.92	\$ (8,224.92)
	MLTS Data Library - TOML	\$ 3,000.00	\$ 390.57	\$ 2,609.43



**Mammoth Lakes Trail System**  
**FY 17/18 : End of Year Close Out**  
**(Estimate as of August 1, 2018)**

Program Area	Project Name	Allocation	Expenditures	Balance
Interpretive	MLTS Interpretive Program	\$ 1,000.00	\$ 264.61	\$ 735.39
Image Library	MLTS Photo and Image Library	\$ 7,000.00	\$ 4,806.06	\$ 2,193.94
<b>Total Operations:</b>		<b>\$ 179,500.00</b>	<b>\$ 179,207.10</b>	<b>\$ 292.90</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>Maintenance</b>				
Soft Surface Trail Maint.	MLTS Trails Days	\$ 17,000.00	\$ 16,139.91	\$ 860.09
	Soft Surface Trail Maintenance Program - TOML	\$ 22,000.00	\$ 24,136.65	\$ (2,136.65)
	Soft Surface Trail Maintenance Program	\$ 2,000.00	\$ 6,895.99	\$ (4,895.99)
Nordic Trail Maint.	MLTS Winter Grooming Program	\$ 15,000.00	\$ 5,934.82	\$ 9,065.18
	MLTS Winter Grooming Program - TOML	\$ 5,000.00	\$ 920.58	\$ 4,079.42
Trailhead Maintenance	MLTS Trailhead Maintenance	\$ 6,500.00	\$ 9,024.50	\$ (2,524.50)
	MLTS Trailhead Maintenance - TOML	\$ 2,250.00	\$ 3,781.41	\$ (1,531.41)
<b>Total Maintenance:</b>		<b>\$ 69,750.00</b>	<b>\$ 66,833.86</b>	<b>\$ 2,916.14</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>Stewardship</b>				
Mammoth Trails	Mammoth Trails	\$ 5,500.00	\$ 4,537.62	\$ 962.38
Adopt A Trail	Adopt A Trail	\$ 500.00	\$ 140.64	\$ 359.36
<b>Total Stewardship:</b>		<b>\$ 6,000.00</b>	<b>\$ 4,678.26</b>	<b>\$ 1,321.74</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>Marketing/Promotion</b>				
Trail Maps / Guides	Maps and Trail Guides - Development	\$ 4,000.00	\$ 2,856.18	\$ 1,143.82
<b>Total Marketing / Promotion:</b>		<b>\$ 4,000.00</b>	<b>\$ 2,856.18</b>	<b>\$ 1,143.82</b>
		ALLOCATION	EXPENDITURES	BALANCE
	<b>PROGRAM</b>	<b>\$ 334,250.00</b>	<b>\$ 295,083.71</b>	<b>\$ 39,166.29</b>

**Mammoth Lakes Trail System  
FY 17/18 : End of Year Close Out  
(Estimate as of August 1, 2018)**

**CAPITAL FUNDING**

Program Area	Project Name	Allocation	Expenditures	Balance
		<u>30-Jun</u>		
<b>Design</b>				
Project Design	SHARP - Trail Design - TOML	\$ 12,000.00	\$ 96.46	\$ 11,903.54
	SHARP - Trail Design	\$ 8,000.00	\$ 3,113.72	\$ 4,886.28
<b>Total Design:</b>		<b>\$ 20,000.00</b>	<b>\$ 3,210.18</b>	<b>\$ 16,789.82</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>Implementation</b>				
Environmental - Project	SHARP Environmental - NEPA/CEQA - USFS/TOML	\$ 151,560.00	\$ 78,269.24	\$ 73,290.76
	SHARP Environmental - NEPA/CEQA	\$ 12,000.00	\$ 11,060.68	\$ 939.32
Implementation/ Construct	SHARP - Trail Construction - TOML	\$ 83,750.00	\$ 10,955.05	\$ 72,794.95
	SHARP - Trail Construction	\$ 23,000.00	\$ 12,558.81	\$ 10,441.19
	Signage and Wayfinding - Map Updates & Repair - TOML	\$ 14,000.00	\$ 6,043.02	\$ 7,956.98
<b>Total Implementation:</b>		<b>\$ 284,310.00</b>	<b>\$ 118,886.80</b>	<b>\$ 165,423.20</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>Maintenance</b>				
Equip. Purchase / Maint.	MLTS Tool Library - TOML	\$ 3,000.00	\$ 4,095.43	\$ (1,095.43)
	MLTS Tool Library	\$ 2,000.00	\$ 263.09	\$ 1,736.91
<b>Total Maintenance:</b>		<b>\$ 5,000.00</b>	<b>\$ 4,358.52</b>	<b>\$ 641.48</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>CAPITAL</b>		<b>\$ 309,310.00</b>	<b>\$ 126,455.50</b>	<b>\$ 182,854.50</b>
<hr/> <hr/>				
		<b>Allocation</b>	<b>Expenditures</b>	<b>Balance</b>
<b>Program + Capital Allocation</b>		<b>\$ 643,560.00</b>	<b>\$ 421,539.21</b>	<b>\$ 222,020.79</b>
		ALLOCATION	EXPENDITURES	BALANCE
<b>Unallocated Funds:</b>		<b>\$ 563,461.07</b>		<b>\$ 563,461.07</b>
		UNALLOCATED FUNDS		UNALLOCATED FUNDS
<b>Fund Balance:</b>		<b>\$ 1,207,021.07</b>		<b>\$ 785,481.86</b>
		FUND BALANCE		FUND BALANCE

**Mammoth Trails Charter**  
**FINAL DRAFT**  
**March 31, 2008**

**Purpose**

Mammoth Trails is a collaborative effort to effectively and inclusively create and enhance recreation for our community.

**Mission**

Mammoth Trails inspires and creates exceptional recreation experiences.

**Scope**

Mammoth Trails embraces people and activities that range from moderate to extreme, local to international, and novice to elite.

Mammoth Trails engages groups, agencies and enterprises to fulfill its purpose and mission.

Mammoth Trails' resources are based in Mammoth Lakes and used throughout the region to support and encourage recreation.

**Participation Criteria**

Mammoth Trails participants are structured, sport and recreation-based organizations willing to share resources and engage collaboratively. Participants actively contribute effort and expertise and abide by, respect and commit to the Mammoth Trails Charter.

The Town of Mammoth Lakes is represented at Mammoth Trails. The U.S. Forest Service and other agencies are invited as appropriate and at the discretion of Mammoth Trails.

**Operating Principles**

- Roles

Mammoth Lakes Trails and Public Access (MLTPA) Foundation and the Town of Mammoth Lakes are the organizing entities for Mammoth Trails. MLTPA convenes and facilitates meetings, provides staff support and resources for Mammoth Trails, but has no authority over the group. The Town of Mammoth Lakes acts in an advisory and resource capacity. Both MLTPA and the Town of Mammoth Lakes participate in discussions, but neither are parties to consensus decisions. Mammoth Trails participants represent the best interests of their individual organizations but ultimately sit at the table in the spirit of collaboration and cooperation.

MLTPA, as the convener and provider of staff support, also serves as the meeting Chair. If Mammoth Trails chooses to select a Chair using some other methodology in the future, for example on an annual rotational basis, the Charter will be amended at that time.

Mammoth Trails acts as an advisory body to MLTPA and all participating organizations. Task forces or subcommittees may be appointed to provide technical expertise on specific issues of interest to Mammoth Trails.

- **Making Decisions**

Decisions are made by consensus. Consensus means the group is comfortable with a direction and mutually agrees to move the issue forward.

- **Code of Conduct**

Mammoth Trails expects all participants to abide by the following Code of Conduct:

1. Teamwork: Participants work together in a collaborative manner and stand behind the group decision.
2. Accountability: Participants keep and deliver on commitments.
3. Respect: Participants respect each other and value individuality.
4. Collaboration: Participants share information, support, effort and other resources, and work together with an open mind.
5. Recreation: Have fun! Go outside!

### **Values**

Mammoth Trails is:

- Inspirational
- Representative of diverse needs and views
- A voice for the community to shape the future of recreation
- A leader in the community for recreation activities

Mammoth Trails demonstrates:

- Equality and inclusiveness
- Cooperation and collaboration
- Effectiveness and Efficiency
- Recreation expertise
- A high standard of recreation ethics
- Respect for the natural environment

### **Charter Updates**

Any significant changes to the purpose or operations of Mammoth Trails described herein require an update and amendment of the Charter by the signatory organizations.

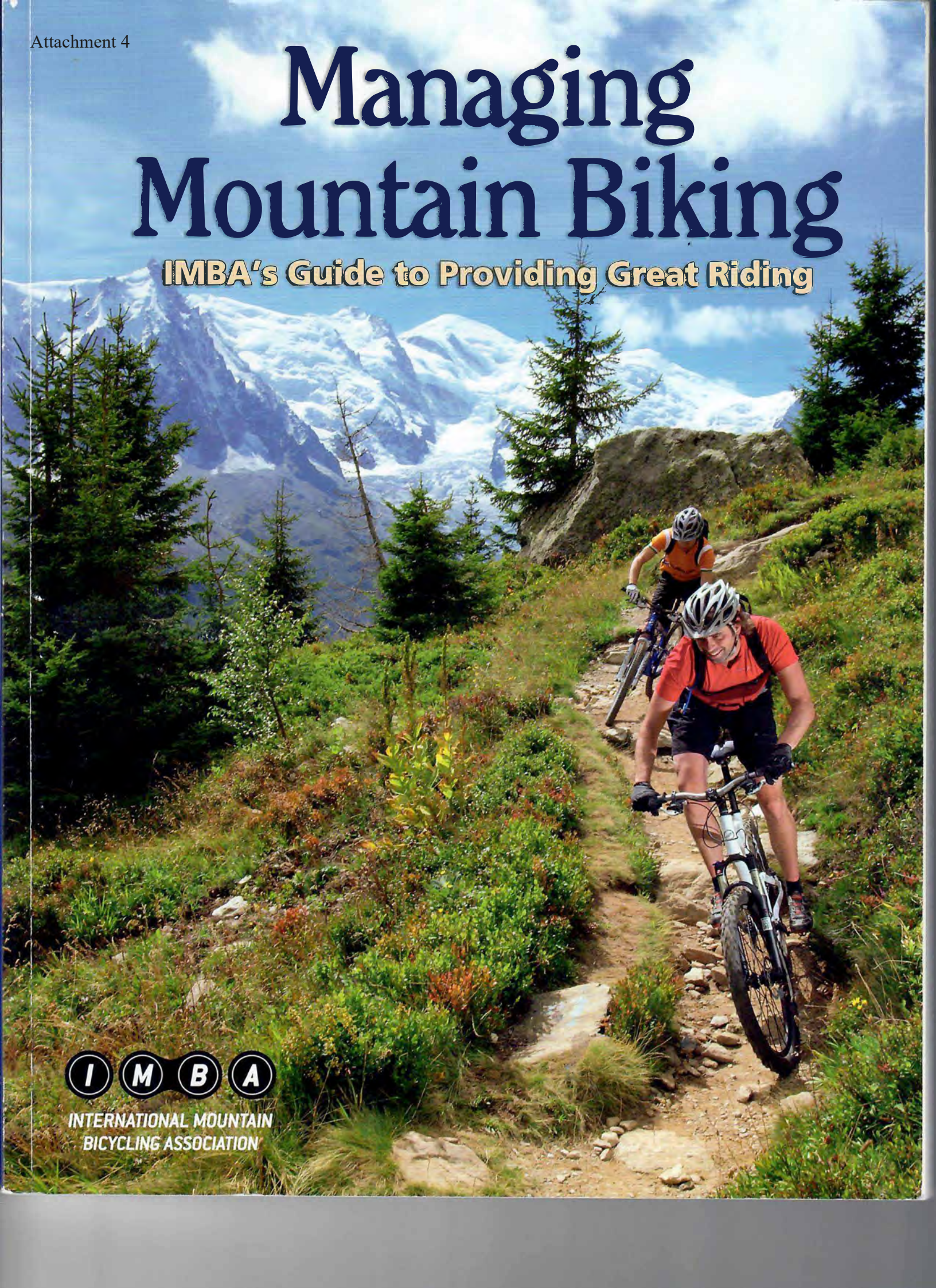
The Mammoth Trails Charter is contingent upon the availability of resources and the status of the organizing entities. Therefore, should the status of MLTPA or the Town of Mammoth Lakes change, the Charter will be revisited and updated.

# Managing Mountain Biking

**IMBA's Guide to Providing Great Riding**



**INTERNATIONAL MOUNTAIN  
BICYCLING ASSOCIATION**





All photos in this chapter by John Heisel unless otherwise noted.



**SPEAK**



**BUILD**



**RESPECT**



**RIDE**

**CHAPTER 8**

# Mountain Bike Patrols

By Zach Vanderkooy



**N**ever underestimate the power of feet on the ground—or in the case of mountain biking, knobbies on the trail—for well-managed trails. Volunteer and professional mountain bike patrols can be an effective solution to a variety of trail management challenges, from user conflict to trail erosion to risk management.

Inspired by the time-tested model set by ski patrols, volunteer bike patrol units provide education and assistance on trail systems around the world. Bike patrollers can make the trail experience more enjoyable for all user groups and help manage risk. They can also be effective ambassadors for the sport of mountain biking.

*Zach Vanderkooy is IMBA's development coordinator and a former leader of IMBA's National Mountain Bike Patrol program.*

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# What is a Mountain Bike Patrol?



Often the most valuable role mountain bike patrollers can perform is that of gracious host with local expertise.

Mountain bikers are a user group with a strong sense of community. Most riders will gladly offer directions or a spare inner tube to a fellow trail user in need and expect nothing in return. Mountain bike patrols—groups of riders who roam the trails with the blessing of the trail system’s management, providing education and aid to other visitors—are formal expressions of this culture of assistance on the trail.

Patrol services vary from location to location. On any given trail system, a patroller may function as an ambassador, environmental steward, magnanimous host, emergency responder, scout, naturalist guide, information resource, mountain bike skills instructor, field mechanic, or any combination of these roles. The diversity of services that patrols provide makes them invaluable in many trail communities.

Patrollers are avid mountain bikers with a strong sense of civic virtue who are formally organized into groups to provide such assistance. They tend to be experienced riders with outgoing personalities and strong mechanical skills, who are drawn to activities that serve their community. Many seek advanced training and certification in areas such as first aid, bike repair, conflict management, and orienteering to enhance their usefulness as patrollers. They have a high level of familiarity with the trails they patrol, and are often experts on local access and environmental issues.

Patrol groups are usually organized within a larger mountain bike club, but some groups are provided by a multi-use trail organization, an off-season ski patrol, or simply function as an autonomous volunteer collective. Most groups partner with a public



agency or private landowner to patrol specific trails, but some provide services for regional events such as races, charity rides, bike festivals, and community celebrations.

While volunteer patrols are many things to many people, they are emphatically *not* a substitute for professional law enforcement. Patrols offer assistance, education, and information. For example, a volunteer

patroller may politely inform a user that riding without a helmet is a violation of park policy and offer a discount coupon from a local bike shop sponsor that can sell them one. They should not be asked to collect the offender's name or otherwise directly confront them. The burden of enforcing rules and regulations should never be placed on volunteers and can result in strained relations between visitors and patrollers.

### Bike Patrols Help Manage Trails By:

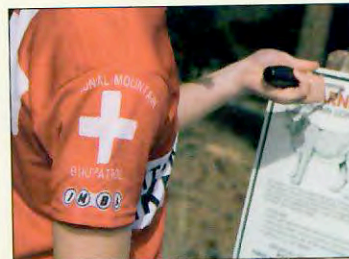


#### Enhancing Visitor Experiences

- Providing trail information
- Offering mechanical assistance to other bikers
- Providing water, food, sunscreen and other amenities

#### Assisting Land Managers

- Keeping tabs on trail conditions, hazards, and maintenance needs
- Observing visitor and trail-use trends
- Helping with trail and sign maintenance
- Educating users about trail etiquette, safety, and stewardship



#### Promoting Trail Stewardship

- Providing information about proper trail use and local resources
- Explaining park policies to visitors
- Organizing volunteer trailwork projects

#### Incident Response

- Administering first aid for minor trail injuries
- Helping to mobilize professional emergency medical services



Nat & Rachael Lopes

# The Four Ways Bike Patrols Can Help Manage Trails

The services patrols provide can be broken down into four parts:

1. Enhancing Visitor Experiences
2. Assisting Land Managers
3. Promoting Trail Stewardship
4. Incident Response

## Enhancing Visitor Experiences

Often the most valuable role mountain bike patrollers can perform is that of gracious host with local expertise. Patrollers wear easily identifiable uniforms and greet trail users they encounter on the trail and at the trailhead. Their presence alone increases the user's perceived level of safety and supervision, discourages behavior that causes user conflict, and establishes mountain biking as a valued and respected trail use. Patrollers can describe the layout of an area to a new rider; deliver messages about trail risks and local environmental concerns; give directions; make trail recommendations to riders based on ability level; and provide water, food, sunscreen, and other amenities to trail visitors in need.

Knowledgeable local patrollers, along with good trail signs, can make the difference between a positive trail outing and a miserable ride being lost, hungry, and thirsty in an unfamiliar setting.

In addition to local expertise and safety assistance, most patrollers are trained to provide mechanical assistance. They carry tools and a repair kit and are

capable of assisting users with common mechanical failures on the trail, such as flat tires, broken chains, and shifting and braking malfunctions. This can be especially valuable to novice riders who do not yet have the skills or equipment to be self-sufficient on the trail.

## Land Manager Assistance

What is the biggest obstacle to keeping trails open and in good condition? Ask any land manager this question, and you'll likely get this answer: "We don't have enough staff."

Mountain bike patrols are often referred to as the "eyes and ears" of a land manager. With limited budgets and resources, trail managers have little time to spend observing trails and increasingly rely on volunteers to keep tabs on trail conditions and user trends. Patrols help trail visitors have a safe and enjoyable experience, which ultimately is the goal of any popular trail system.

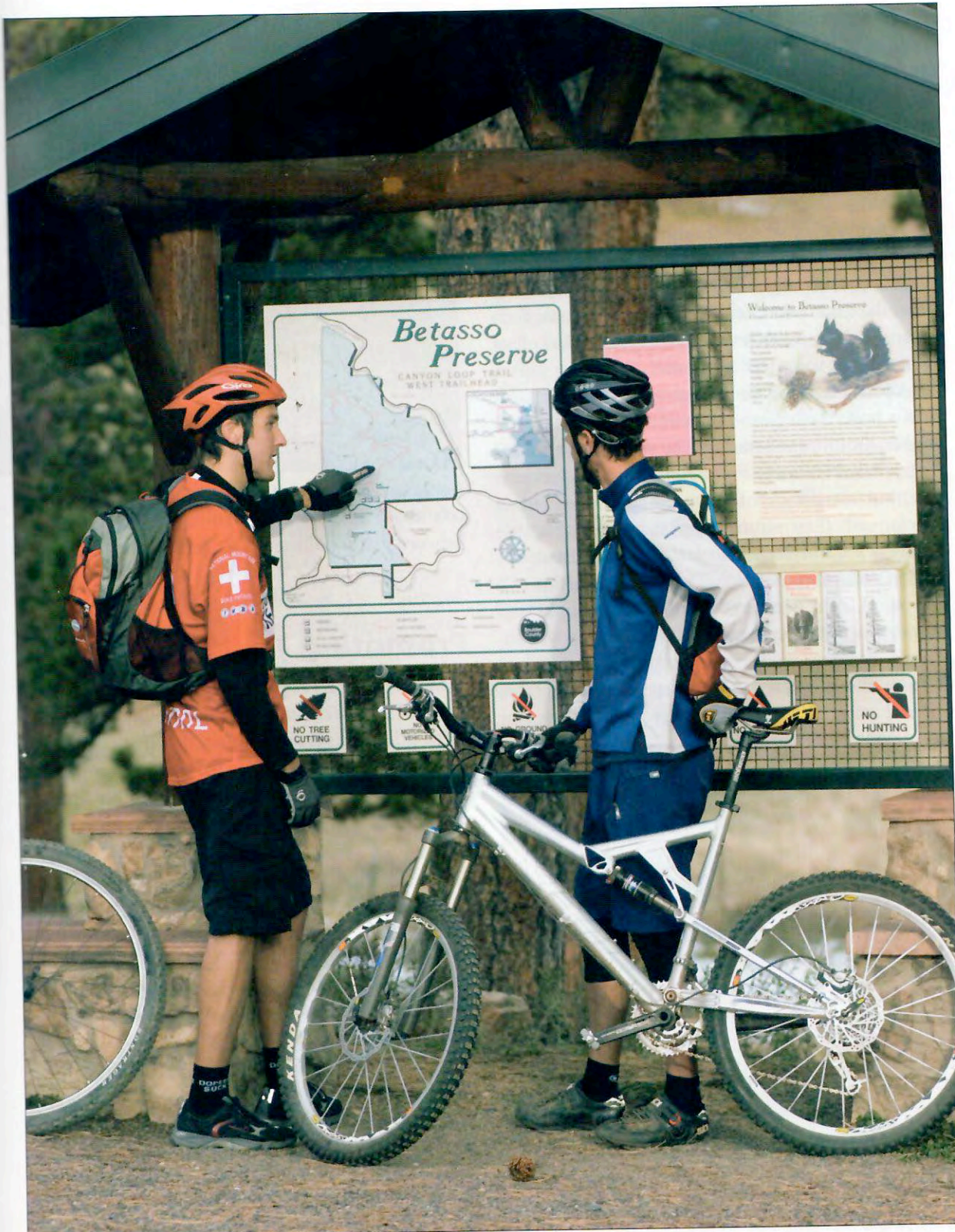


Patrols can help land managers conduct visitor surveys and tally trail use-data.

### TIP

#### Suit Up!

To lend a local patrol credibility and authority, it's important that all patrollers wear official uniforms.



Patrollers can greet visitors at trailheads to provide trail recommendations and answer questions.

Trail patrols can serve as frontline scouts for changing conditions such as a deadfall, bridge damage, trail erosion, unauthorized trail construction, and wildlife kills. They can also help identify environmental hazards and prioritize trail maintenance needs. Because they spend so much time on the trails they patrol and observe user patterns regularly, they can often provide suggestions for new trail sections and reroutes of older, less functional trail segments.

Patrols can also assist land managers by providing valuable data on user counts in popular trail systems. These data are often critical factors in access decisions, and many agencies lack the resources to collect them without volunteer assistance.

A patrol unit can also enhance the aesthetic quality of a trail. Trash clean-up, graffiti removal, invasive weed eradication, and trailhead kiosk maintenance are all important elements for a high-quality user experience, but are difficult to stay on top of. Volunteer patrols, with their strong interest in preserving the dignity of a trail system, can provide these services.

User education is another important function of a trail patrol. Patrollers can deliver messages about trail etiquette, sensitive environmental conditions, seasonal trail closures, safety, and good trail stewardship. Because the messages are coming from volunteers and not paid staff, they are often perceived as less threatening by visitors.



Patrollers should keep a written log of each patrol session.

#### TIP

#### Eyes and Ears

Often, there is no one who spends more time on a trail system than volunteer patrollers. Take advantage of their knowledge of what's happening on the trails to provide information on trail conditions and trends. Encourage them to be the trail system's "eyes and ears."

However, it bears repeating that enforcement of laws or regulations is not an appropriate function of a volunteer patrol. Patrollers may offer assistance and information, but should never be put in a position where they are required to enforce any rules. Patrollers should, however, be empowered to mobilize professional law enforcement if the need arises. Clear protocols about enforcement of rules must be established between patrol units and the agencies they serve.

## Promoting Trail Stewardship

One of the main benefits of being a volunteer patroller is the pride and personal satisfaction that comes from helping to care for a cherished place. Patrollers are stewards of the trail, and can inspire others to take active roles in caring for the places in which they recreate.

Many patrollers enjoy performing services similar to those of a volunteer park host, such as leading educational rides that help introduce new users to the trail system and instill a strong environmental ethic. Patrollers can also explain park policies to users who may otherwise ignore signs explaining regulations such as seasonal closures or protection of particularly sensitive ecosystems. Because the information is delivered in-person by a passionate volunteer, it is often better received than by signage alone.

Patrol groups are also valuable for organizing volunteer trailwork projects. Because many patrollers are affiliated with a larger mountain bike club, they are natural partners for trail maintenance and can help



Patrollers are often skilled educators who can share tips about responsible recreation and stewardship.

mobilize volunteer labor for workdays. Also, since volunteer patrollers have a lot of pride and equity invested in the trails they patrol, they generally deliver high-quality work with an eye toward the long-term sustainability of a trail system.

## Incident Response

Of all the services bike patrols can provide, incident response is the one that is most dependent on local needs, liability issues, and patroller training. Whereas some agencies do not permit any first aid to be provided by volunteer patrollers, other managers rely on highly trained volunteers for advanced emergency medical services. Other bike patrol groups function as effective search-and-rescue teams. It is essential that patrol leaders and land managers establish emergency response protocols and adhere to them.

Many patrollers are trained in at least basic first aid and carry medical supplies. Administering first aid for common, minor trail injuries can vastly improve a trail user's experience and be very satisfying for a volunteer patroller. In addition, patrollers are trained in

various types of communications and know how to mobilize professional emergency medical services when necessary. Developing good plans for emergency medical response is an essential element of risk management, and requires a strong partnership between patrols and land managers.

Search and rescue is another tool that can help mitigate risk. Mountain bikes are ideal vehicles for searching for missing trail users because of their ability to travel over rough terrain and cover large distances relatively quickly. Training in search and rescue ranges from brief volunteer seminars to conferences for professional rescuers, and is available from a variety of organizations. The best place to start is the U.S. National Association of Search and Rescue ([www.nasar.org](http://www.nasar.org)).

Any time that volunteers are providing medical care on a trail, liability is a serious concern (see p. 202). Laws vary widely from place to place, and the intricacies of Good Samaritan legislation are often not covered comprehensively in first-aid training courses. Land management agencies often have specialized liability policies regarding volunteers as well.

It's important to be organized and in agreement as to what is expected of a volunteer patrol when it responds to incidents on the trail. Different agencies prefer different methods for reaching this consensus.



Many patrollers are trained in first aid and carry medical supplies.

Two of the most common incident-response agreements are the Memorandum of Understanding (MOU) and the Job Hazard Analysis (JHA):

- A Memorandum of Understanding is a contract that expresses a partnership and enumerates the responsibilities of each party. An enduring MOU is the foundation of a long-term partnership between a patrol group and an agency, and all MOUs should clearly address incident response and risk management protocols, in addition to other basic elements of the patrol-agency relationship. MOUs need not follow any prescribed template or style, but they should be clear and unambiguous. The IMBA website has a library of samples and resources for crafting good MOUs. See page 64 for more details.

- A Job Hazard Analysis is often employed by federal agencies to fulfill risk management and safety requirements for a wide variety of operations. JHAs have been employed with volunteer patrols as well, with particular attention paid to “abatement actions,” which spell out the risk management procedures that patrollers are required to follow as part of their volunteer service.

#### TIP

#### Training Now and Later

Regular training and mentoring is essential for building a strong patrol.



Mountain bike patrols can be key players in search and rescue operation.

## The Evolution of Mountain Bike Patrolling

During the 1980s and 1990s, mountain biking grew rapidly across North America as more and more people discovered the joy of riding single-track trails on bicycles. But conflicts with other trail users, including hikers and equestrians, soon became problematic in many communities, prompting many land managers to threaten trail closures unless the emerging mountain bike community could adopt an etiquette that allowed for harmonious sharing of the trails.

The National Mountain Bike Patrol was created in 1994 by NORBA (National Off-Road Bicycling Association) to address these growing conflicts and trail closure threats. Early patrol groups were formed in popular riding areas where the limited resources of the local land management agency were outpaced by the swell of new trail users.

One of the first patrol groups emerged from a local club in the Santa Monica Mountains near Los Angeles, California in 1988. Originally part of the Concerned Off-Road Bicyclists Association (CORBA), one of IMBA's founding clubs, the "Mountain Bike Unit" is now an independent organization. Initially, the patrol focused on user education and trail etiquette, teaching IMBA's "Rules of the Trail" to visiting bikers. Their efforts paid off: User conflicts were minimized and, in a state where restrictions on mountain biking are among the most severe anywhere, mountain bikers still enjoy access to the trails of the Santa Monica Mountains National Recreation Area. It is one of the few National Park Service lands where bikes are allowed on single-track trails.

Another early and successful patrol emerged out of the popular destination of Moab, Utah, which was overwhelmed by new trail users during the mountain biking growth-spurt of the mid-90s.

With trail use growing, unmet needs such as trail signs, maps, assistance to injured riders, and search and rescue created a nightmare for local land managers. In 1994, a group of mountain bikers worked with the Bureau of Land Management to form the Moab Volunteer Mountain Bike Patrol. With mountain bike patrollers providing information and assistance to riders, local officials were burdened with fewer lost, stranded, and injured mountain bikers. Mountain bike access was preserved, and today Moab is internationally known as a legendary riding destination—indeed, it's impossible to imagine the history of the sport without it.

Today, there are more than 75 active patrol units in IMBA's Bike Patrol program, and more are created each year. These patrollers assist, educate, and inform trail users, and today, the fundamental maxim that originally guided the formation of patrols still holds—on trails where mountain bikers volunteer, mountain bikers ride.



Southern California's "Mountain Bike Unit" has patrolled the Santa Monica Mountains National Recreation Area since the late 1980s.

# Professional Patrols

The growing popularity of lift-accessed mountain biking at ski areas has resulted in an increase of professional patrollers with high levels of training. Most of the time, these are professional ski patrollers who extend their work into the summer months. Because visitor expectations and experiences are very different for a paying customer of a ski resort than a trail user on public lands, this model of patrolling serves a slightly different role than the volunteer patrol models described above.

Professional patrols tend to be more focused on incident response and risk management, but they still provide user education and assistance as well. The relationship between patrollers and trail users in a resort setting tends to be more customer-service-oriented. This creates a different dynamic between patrollers and trail users, but the fundamental tools for trails management remain the same as with volunteer patrols.

Because the sport's lift-accessed niche is in its incipient stage, most ski areas have simply applied their winter ski protocols to summer mountain biking. Others have developed biking-specific practices. The Whistler/Blackcomb Mountain Bike Park in British Columbia is widely regarded as a model for lift-accessed mountain biking. The Whistler Bike Patrol is involved in nearly every aspect of the Mountain Bike Park's nexus of trails, from maintenance to signage to incident response. A network of access roads crisscross the trails, allowing for rapid response and easy evacuation of injured riders, as well as convenient access for trail maintenance.

In addition to Whistler/Blackcomb, many other ski areas employ bike patrollers in the off-season. The demand for trained professional patrollers will continue to grow as the sport of mountain biking evolves.



Ski areas often employ professional bike patrollers with high levels of training during the summer months.



## S U C C E S S S T O R Y

# Whistler Bike Park: Big-Air Traffic Controllers

By Spencer Powlison

Imagine heading off to work on a downhill bike, wearing body armor and a full-face helmet. For the professional bike patrollers at the Whistler Bike Park, that's their daily reality.

Whistler has become the epicenter of freeriding, and its bike patrol now serves over 1,000 riders per day. With so many people on the trails, inexperienced riders inevitably get in over their heads. Patrollers watch for inappropriate gear—department-store bikes or inadequate helmets—and over-terrained riders, and help novices find a safe route to the bottom.

When an incident occurs, the patrol is prepared with a fleet of emergency vehicles that can quickly cover the mountain, thanks to a well-developed system of access roads. The patrol relies on consistent signage, effective communication, and a friendly, non-enforcement approach to make aggressive terrain as safe as possible. Signs are placed at every trail junction and include trail names, difficulty ratings, and emergency contact information. Each major drop-off, jump, or structure is marked and described. Alternate lines are indicated, and take-offs and landings are flagged. The patrol is

equipped to close sections of trail quickly to route traffic around damaged trails or an incident.

If a rider is injured, anyone with a cell phone can call the patrol's oft-posted emergency number, or ride down the hill to alert park staff. Trail junctions are numbered, allowing emergency crews to locate the scene of an incident quickly. Dispatchers then contact the rest of the patrollers via radio to coordinate assistance. The Whistler patrol can perform rescues with ATVs, trucks, and even helicopters. Most of the trails are close enough to the access roads to facilitate quick and relatively easy evacuation.

The patrollers have credibility, since all are capable of riding the area's most difficult terrain. That, combined with their well-informed, customer-oriented approach, helps earn the respect of visitors and the Whistler freeride community alike.

Patrolling in a freeride area is a unique challenge, but the Whistler Bike Patrol demonstrates that basic protocols and attention to detail are cornerstones of patrolling no matter where you ride.

*Spencer Powlison is IMBA's field programs coordinator and manages the National Mountain Bike Patrol.*

### Tips For Patrolling Skill Parks and Freeride Areas

- You don't have to become an ace free-rider to be an effective patroller, but you should be friendly and open-minded. You

can increase your patrol's credibility by recruiting riders from the local freeride community to join your efforts.

- Immediately report any jumps or structures that need repair. Take the initiative to close trails or features that need major work. Incident prevention is sometimes a patrol's most important task.
- Have a clear-cut plan for contacting local emergency professionals, and work with them to plan ahead for extractions that involve serious injuries.
- Prompt communication and response is critical. Many common injuries, like dislocations, can compromise circulation. When this happens, swift care is imperative, as nerve and tissue damage can occur if not treated promptly and properly.
- At the scene of an incident, have a bystander or fellow patroller stop traffic well before the incident site to prevent collisions.



Valerie Naylor

# 10 Traits of Highly Successful Patrols

## Successful bike patrols:

### 1 Are Professional and Organized

- Spread responsibility among patrol leaders
- Make it easy for people to contact them—and respond promptly
- Clearly identify patrol priorities, schedules, and roles

#### MORE INFO

#### Patrol Resources

IMBA's National Mountain Bike Patrol website ([www.imba.com/nmbp](http://www.imba.com/nmbp)) is the place to find the NMBP Patroller Manual, training guidelines, sample patrol documents, success stories, and a list of more than 75 leading patrol groups.

### 2 Regularly Communicate with Patrol Members

- Host periodic patrol meetings
- Create an email list or online forum for members
- Invite all members to participate in scheduling and decision-making
- Include patrol news in local club newsletters

### 3 Are a Part of the Local Bike and Trails Community

- Interact with local land managers regularly
- Communicate with their IMBA field representative
- Work with local mountain bike, hiking, and equestrian clubs
- Maintain a strong relationship with local bike shops





#### **4 Offer Frequent Training**

- Offer short refresher training courses—even for veteran patrollers
- Enlist help of local experts or professionals to continually develop patroller skills

#### **5 Are Visible and Recognizable on the Trail**

- Wear official uniforms—all patrollers should be dressed the same
- Educate kids on trail etiquette through school visits and local trail events
- Volunteer at community events in uniform
- Post patrol information and greet visitors at trailheads

#### **6 Partner with Local EMS Providers to Keep Costs Low**

- Partner with local first-aid providers or ski patrols to reduce training costs
- Seek sponsorship from local hospital or EMS services for first-aid supplies
- Invest in a CPR/First Aid Trainer course for patrol leaders

#### **7 Are Effective Volunteer Managers**

- Have a reasonable and organized training program for new patrollers
- Rotate duties and tasks to avoid burnout
- Host group rides and social events for fun and to recruit new members

#### **8 Are Media Savvy and Share Their Successes**

- Publicize patrol activities
- Send accounts of recent rescues or success stories to local papers
- Publish a newsletter, or contribute regular news and stories to the local mountain bike club's newsletter
- Print business cards about the patrol to pass out on the trail

#### **9 Are Effective Fundraisers**

- Solicit sponsorships from local bike shops and businesses
- Apply for grants—some patrols have been generously funded through the U.S. Federal Highway Administration's Recreational Trails Program
- Raise money by patrolling at races, charity rides, and community events, and collecting a portion of the proceeds

#### **10 Keep it Fun!**

- Keep training events and patrol meetings lively with food and beverages
- Combine training with social events like camping and riding
- Don't take themselves too seriously

## What Every Volunteer Bike Patrol Needs to Know About Liability

By John Southrey

Bike patrollers often give advice, conduct training, and provide instruction and first aid to other riders while they are on the trails. Unfortunately, these activities can also result in an incident causing injury and/or property damage to a third party—for which the patrol group or individual patroller may be held legally liable. Although serious incidents are infrequent, if a patroller does bear some responsibility for them, the potential costs can be quite substantial.

To reduce the risk of lawsuits, all patrollers should know—at a minimum—the duties, qualifications, and skills required of a competent patroller, how to do basic bicycle repairs and maintenance, how to administer basic first aid, and how to ride safely to prevent injuries to themselves and others. In addition, patrollers are expected to keep current their CPR and first-aid certifications and first-aid kits, be familiar with the trails they ride on, and know and obey local mountain biking rules and regulations.

Most U.S. states and some other countries have adopted some type of “Volunteer Protection Law” or “Good Samaritan Statute” affording immunity from civil liability to volunteers, healthcare providers, or rescuers in specific types of situations. This immunity generally applies when the rescuer, in good faith, provides reasonable and prudent medical care to an injured person using resources available at the time of the incident. To trigger this protection, however, it must be a volunteer act, the person receiving the aid must consent to being helped (consent is implied if the victim is unconscious), and the rescuer must not have acted with gross negligence. Because situations are fact-specific and because the statutes differ from place to place, this immunity may be broad or it may be limited, so it is very important that patrollers understand the protection afforded to them under



Patrollers should keep their first-aid certifications current and their medical kits properly stocked.

the Good Samaritan statute in their particular jurisdiction.

### Patroller Risk Management and the Role of Insurance

When recreational visitors to publicly and privately owned land, including patrollers, cause injury through negligent acts, they may be responsible for general liability claims. These types of claims typically arise out of the following scenarios:

- A patroller's negligent actions while engaged in rendering mechanical assistance or first aid.
- Liability by contract in which the patrol group/patroller assumed responsibility for someone else's liability through an oral, implied, or written contract (e.g., in a hold harmless and indemnification agreement contained in a Memorandum of Understanding);

- Work completed by the patroller and then relinquished to the owner of the property (e.g., a faulty bike repair that later causes an injury.)

The most sensible option to protect patrollers from these claims is to transfer their risk by having the patrol group purchase a General Liability policy from a reputable insurance company.

Finding the proper coverage, however, can be daunting. Nonetheless, it is paramount that the someone knowledgeable reads the entire insurance contract. A "Certificate of Insurance" or a marketing brochure is not sufficient to evaluate the coverage; always ask for a complete "Specimen Policy" from the insurer to review.

Pay particular attention to the following elements of any policy:

- Who is an Insured: determine if the policy will cover all patrollers or patrol group members, officers, directors, and other volunteers

- Insuring Agreement: determine what the policy covers and to what extent
- Exclusions: determine what the policy does not cover
- Definitions: determine what is actually meant/intended by various insurance terms (e.g., "special events")

If the patroller has a homeowners or renters policy, the Personal Liability Coverage in their policy may provide liability protection for injury or damage to a third party involving a bicycle-related accident.

### Covering your Bases

Hopefully your local patrol will never find itself in a lawsuit. This scenario is the nightmare of every patroller, but in today's litigious society, even small mishaps can result in big lawsuits.

For patrollers, risk management requires a precautionary way of thinking, seeing, and preparing that can be as simple as completing a pre-ride checklist before taking off to conduct a patrol.

*John Southrey is Director of the Austin, Texas Mountain Bike Patrol and a Certified Insurance Counselor.*



Volunteers who provide medical care should be familiar with liability issues.

#### MORE INFO

Liability Insurance:

[www.imba.com/resources/trail\\_issues](http://www.imba.com/resources/trail_issues)

Good Samaritan Statutes:

[www.medi-smart.com/gslaw.htm](http://www.medi-smart.com/gslaw.htm) and

[www.ama-assn.org/ama/pub/category/12191.html](http://www.ama-assn.org/ama/pub/category/12191.html)

Volunteer Protection Laws: [www.medi-smart.com/gslaw-volunteer.htm](http://www.medi-smart.com/gslaw-volunteer.htm)

Volunteer Protection Act of 1997:

[www.explorium.org/PL\\_105-19.htm](http://www.explorium.org/PL_105-19.htm)

## S U C C E S S   S T O R Y

# Diamond Peaks Mountain Bike Patrol: Innovation in Volunteer Management

By Spencer Powlison

**T**he Diamond Peaks Patrol of Fort Collins, Colorado was formed in 1997 and attracts a large and diverse membership by making volunteering convenient and affordable.

The Patrol pays for member's CPR/First Aid classes and covers half the cost of uniforms. Patrollers seeking advanced training, such as Wilderness First Responder courses, can petition for scholarships. Experienced patrollers take trainees on two mandatory "check rides" to help mentor new recruits. Further, Diamond Peaks offers associate member status to those who cannot commit the time to become a fully certified patroller. Associate members are not CPR/First Aid-certified but help with activities like outreach and trailwork, the intention being that they will eventually become certified patrollers.

Another of the Patrol's innovations is a point system. Instead of requiring a set number of days per patroller per year, the Patrol assigns point values to activities, requiring that patrollers collect 25 points per year. This translates into about four workdays annually. Tracking is accomplished on the group's website, where members schedule patrol days in advance.

Point values for patrolling local trails range from 1 to 5, while volunteering for special events, like a trailwork day or bike tour, can earn patrollers up to 10 points. This encourages them to volunteer for less glamorous but critical work, like gathering visitor data on remote Forest Service trails. It also allows them to also gain credit through more accessible and high-profile activities like outreach days, trailwork, and IMBA's annual Take a Kid Mountain Biking Day.

Perhaps it is the diversity of the Patrol's activities that has convinced local businesses to support the group. Eleven local bike shops offer patrollers discounted service and merchandise. And New Belgium Brewery has made the Patrol the primary beneficiary of its annual biking festival and fundraiser, the Tour de Fat.

Innovation, organization and close to 50 committed patrollers have made Diamond Peaks an asset to the Northern Colorado mountain biking community. Their ongoing work as patrollers, trailworkers, and ambassadors has attracted eager volunteers, willing agency partners, and enthusiastic local sponsors.



## SUCCESS STORY

# Color Country Mountain Bike Patrol: Taking the Patrol on the Road

By Spencer Powlison

The Color Country Mountain Bike Patrol (CCMBP) of Cedar City, Utah operates among the red-rock cliffs of Gooseberry Mesa and the high alpine meadows of the Dixie National Forest. Since 1988, the group has been patrolling National Forest and Bureau of Land Management property, and the mutual trust they have fostered with the agencies has opened many doors for mountain biking in the area. But the Patrol has also found success taking its services on the road to races, festivals, and Interbike—North America's largest bicycle trade show.

The organizers of Interbike rely on the Color Country Patrol to help manage the Dirt Demo, a hands-on display of the latest bicycles and technology that draws over 7,000 zealous bike geeks to Bootleg Canyon, just outside Las Vegas, Nevada. Interbike chose to work with the patrol because, with thousands of riders on unfamiliar trails and giddy with the excitement of testing new bikes, safety is a huge concern. Having a group of uniformed, professional patrollers on the

trail during the event allows Interbike to manage risk effectively.

The group sends eight patrollers to the venue beforehand to erect trail signs, ensuring that the looped system is easy to navigate. They also set up two aid stations that are fully equipped for most medical or mechanical incidents, and provide much-needed shade and misting fans to help riders cool off from the ubiquitous desert heat. Patrollers are constantly out riding the trails, ready to provide assistance, navigational help, and to ensure that helmets are worn. In 2005, they helped fix 80 flat tires and provided over 50 medical assists.

Travel, food and lodging costs are all covered by Interbike, and the show donates annually to help offset the Patrol's expenses. Working at a prestigious, highly visible event has given the group the credentials to patrol other exclusive events, such as The Red Bull Rampage and national-level races—all of which bolster the Patrol's reputation, and its bottom line.



Nat & Rachael Lopes

The Color Country Patrol helps manage the Interbike Dirt Demo, which includes popular shuttle rides to the top of Bootleg Canyon.



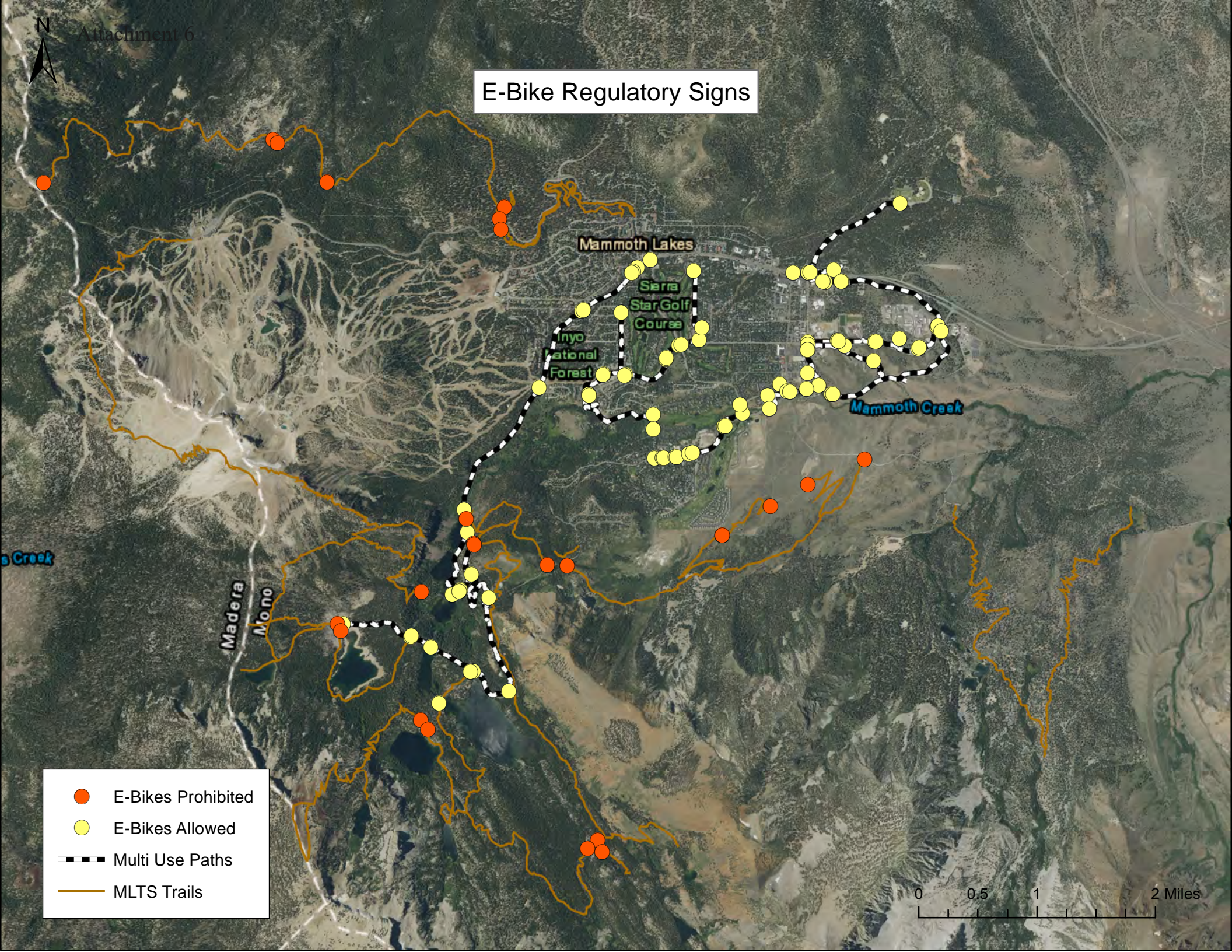
## Mammoth Lakes Trail System Bike Patrol “Gracious Hosts with Local Expertise”



**Citation from the Trail System Master Plan:** “E6: Establish a Trail Patrol - Work with local organizations to establish a volunteer trail patrol to supplement official enforcement and maintenance efforts.”

1. Enhance Visitor Experiences
  - a. Provide trail facility/conditions information
  - b. Offer mechanical assistance to other trail users
  - c. Provide water, food, sunscreen and basic first aid supplies
2. Visitor Experience: Data and Reporting
  - a. Provide detailed user experience reporting to MLT, MLR, TOML and USFS
  - b. Provide detailed facility status reporting to relevant agencies
  - c. Integrate all reporting with MLTS Trail Counter Program data
3. Assist Land Managers
  - a. Provide information on trail conditions/maintenance needed
  - b. Collect data on trail use trends
  - c. Assist with minor trail and sign maintenance
  - d. Educate trail users on trail etiquette, safety, and stewardship
4. Promote Trail Stewardship
  - a. Provide information about proper trail use and local resources
  - b. Explain policies related to trail use
  - c. Litter clean up and light maintenance
5. Incident Response
  - a. Administer first aid/provide basic supplies for minor injuries
  - b. Assist mobilization of professional emergency medical services
  - c. Data Reporting
6. MTC Action and Next Steps
  - a. Provide direction to the Trails Coordinator to formally initiate the MLTS Bike Patrol program into the Mammoth Lakes Trail System program of work and allocate funding in the next MTC meeting in October.
  - b. Trails Coordinator to hold a Mammoth Trails meeting before the October MTC meeting to gather feedback/ideas and galvanize local trail users to participate in the establishment of the MLTS Bike Patrol program



# E-Bike Regulatory Signs



- E-Bikes Prohibited
- E-Bikes Allowed
-  Multi Use Paths
-  MLTS Trails

0 0.5 1 2 Miles