INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

Michael Errante, Executive Director

AGENDA
INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

Topic: Inyo County Local Transportation Commission SPECIAL Meeting
Time: Sep 7, 2022, 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting
https://us02web.zoom.us/j/87378608275?pwd=eHNhdCtHcjd5U29lRFhZeXNNeVNEdz09

Meeting ID: 873 7860 8275
Passcode: 866223
+1 669 900 9128 US
Find your local number: https://us02web.zoom.us/u/kd1p7fFxaO

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: jkokx@inyocounty.us
Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission.
PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

September 7, 2022

9:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

3. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.
4. Request your Commission approve the Local Road Safety Plan (LRSP) and authorize via Minute Order the Executive Director to sign the LRSP Certification Letter and any Highway Safety Improvement Program (HSIP) related documents.

ADJOURNMENT
Adjourned until 9 a.m., Wednesday September 28, 2022

Michael Errante Executive Director

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q INDEPENDENCE, CA 93526

PHONE: (760) 878-0201

FAX: (760) 878-2001

STAFF REPORT

MEETING: September 7, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Local Roadway Safety Plan Certification

Recommended Action

Staff recommends your Commission approve the Local Roadway Safety Plan (LRSP) and authorize by Minute Order the Executive Director to sign the LRSP Certification and documents related to the Cycle 11 Highway Safety Improvement Program (HSIP) grant application.

Summary Discussion

The HSIP grant cycle is due on September 12th, 2022 and requires a Local Road Safety Plan (LRSP) be certified as a condition of submitting the grant. LSC has provided a final LRSP that is included in this agenda's packet. The crash and safety data resulting from the LRSP development serve as the basis for HSIP grant applications.

A Benefit Cost Ratio (BCR) must be calculated using the HSIP Analyzer tool that evaluates between three- and five-years' worth of crash data with specific countermeasure combinations that address the safety issues. A minimum BCR of 3.5 is required to qualify for HSIP funding.

For the current HSIP Cycle 11, LSC Transportation Consultants, Inc. (LSC) staff have determined that two areas in southeast Inyo County result in a high benefit to cost ratio according to crash data and countermeasures. LSC conducted a benefit: cost analysis for edge line striping along the Panamint Trona-Wildrose corridor and for signage in the Slate Pass area that scored above 3.5. The grant proposal will be on the order of $460,000.

Graphics of the Safety Study focus areas are included below.

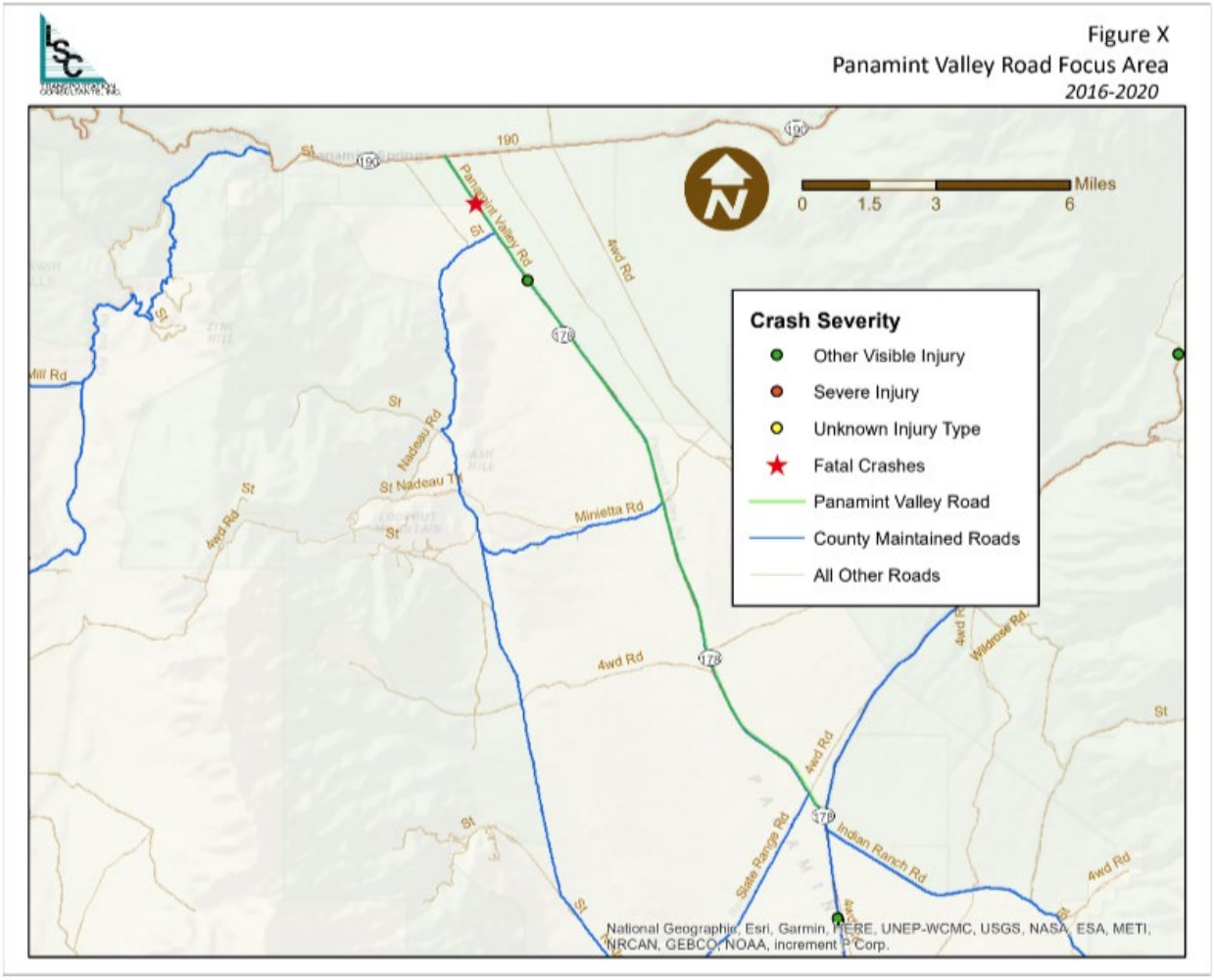


Figure X
Panamint Valley Road Focus Area
2016-2020
Miles
0
1.5
3
6
Crash Severity
Other Visible Injury
Severe Injury
Unknown Injury Type
Fatal Crashes
Panamint Valley Road
County Maintained Roads
All Other Roads
190
178
179
Panamint Valley Rd
4wd Rd
Nadeau Rd
St Nadeau Tr
Minietta Rd
Mill Rd
Wildrose Rd.
Indian Ranch Rd
State Range Rd
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

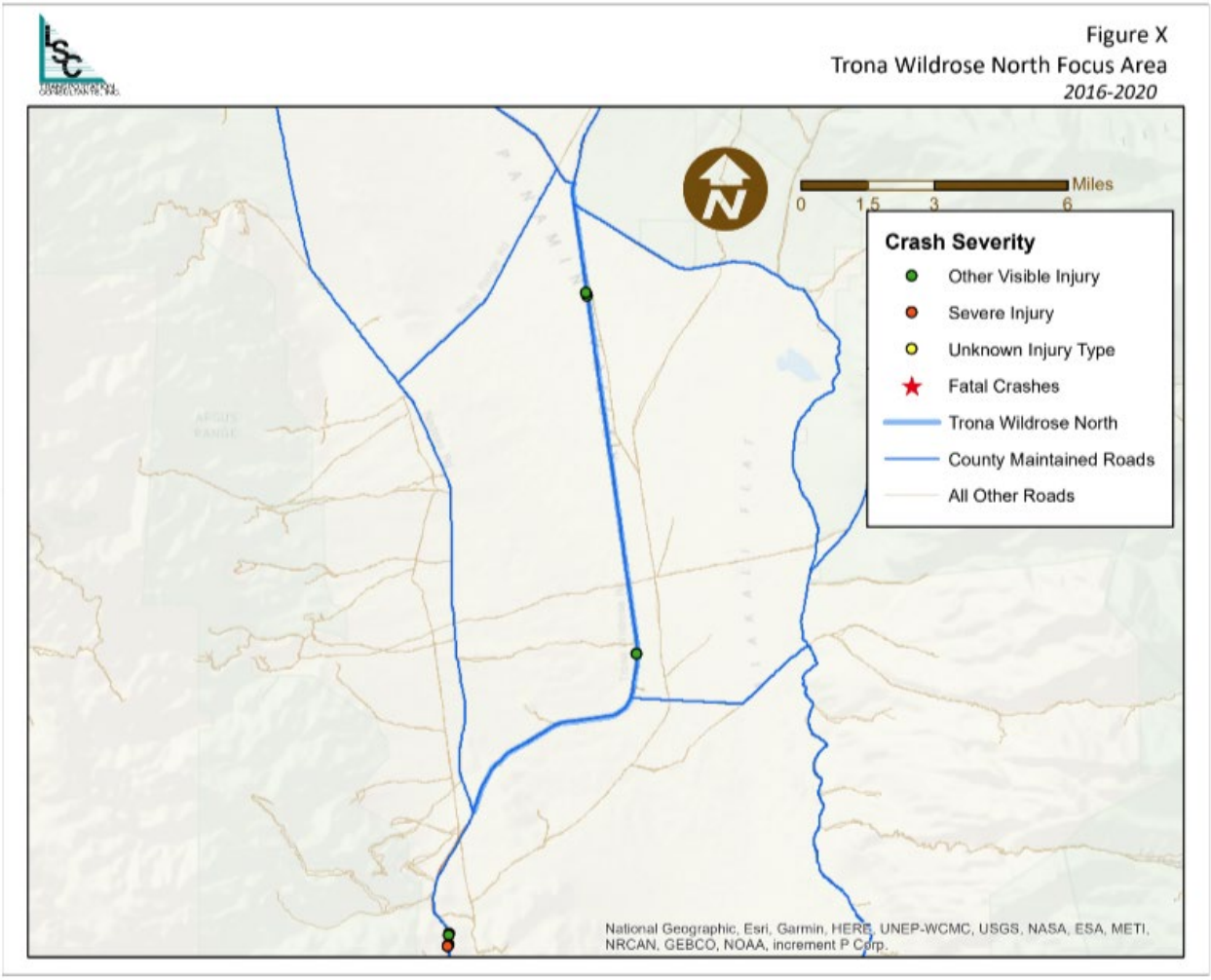
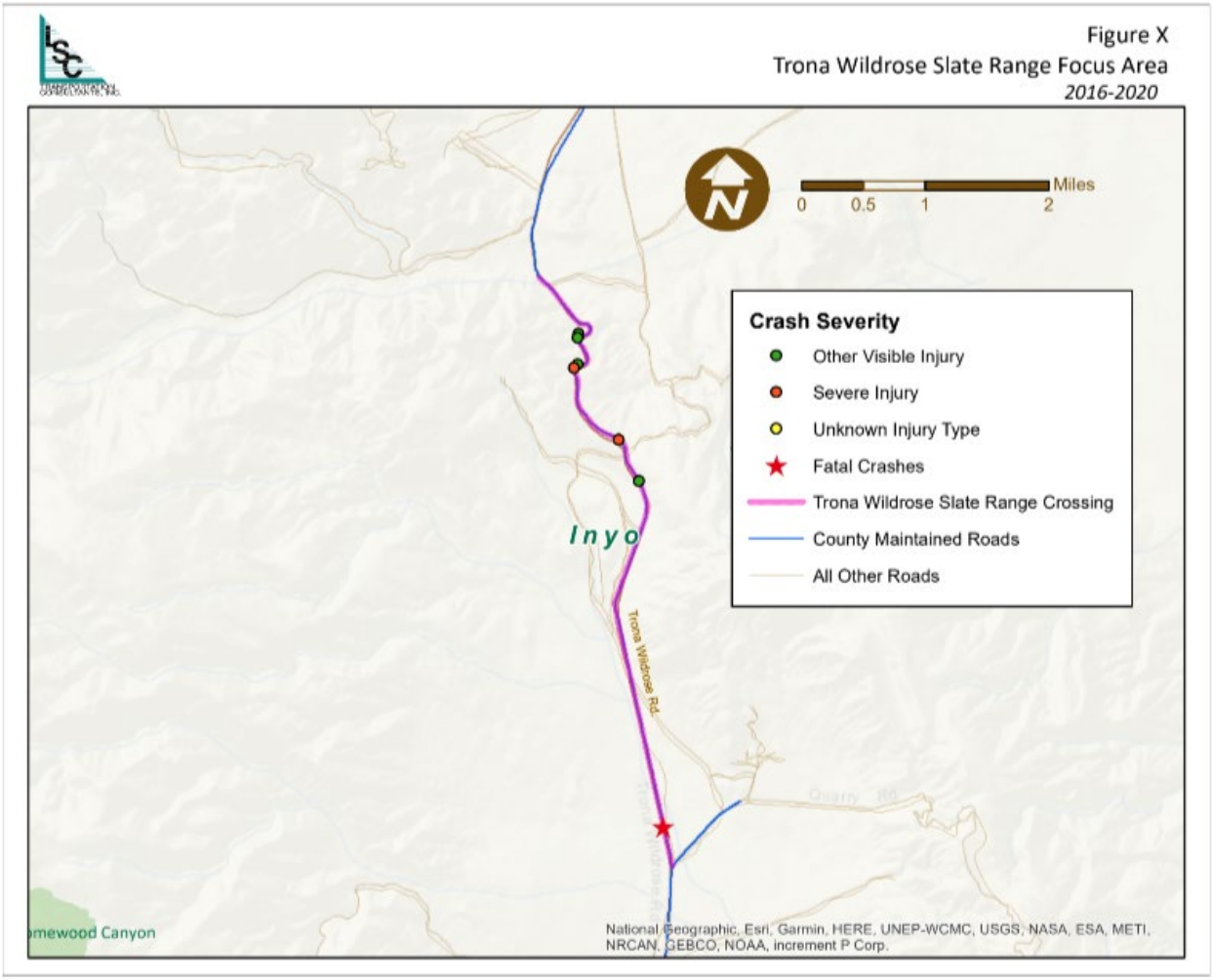


Figure X
Trona Wildrose North Focus Area
2016-2020
N
0
1.5
3
6
Miles
Crash Severity
Other Visible Injury
Severe Injury
Unknown Injury Type
Fatal Crashes
Trona Wildrose North
County Maintained Roads
All Other Roads
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.



Attachments:

2022 Local Road Safety Plan & Certification Letter

INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

Michael Errante
Executive Director

Local Roadway Safety Plan (LRSP) Certification

Date: 09/08/2022

To: Caltrans Local Assistance

In order to apply for the local Highway Safety Improvement Program (HSIP) funds, an agency must have completed their Local Roadway Safety Plan (LRSP) or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan. The LRSP or its equivalent must be updated and validated at least every five years. It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council.

Inyo County Local Transportation Commission certifies that it has completed an LRSP. The LRSP is data driven and facilitates a comprehensive approach to addressing road safety.

You may direct any questions regarding the LRSP to Justine Kokx at 760-878-0202 or jkokx@inyocounty.us

Signature: _____ Title: ICLTC Executive Director

Inyo County
Local Road Safety Plan

Prepared for the
Inyo County Local
Transportation Commission

Prepared by
LSC Transportation Consultants
2690 Lake Forest Road
Tahoe City CA 96140

(530) 583 4053

Inyo County
Local Road Safety Plan

Prepared for the

Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

Prepared by

LSC Transportation Consultants, Inc.
2690 Lake Forest Road
Suite C
Tahoe City, CA 96145
530-583-4053

September 2, 2022

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Chapter 1

INTRODUCTION

Traffic safety is a critical issue for any community and is particularly important for a rural region where many residents make long motor vehicle trips to access jobs, schools, and services. The Inyo County Local Transportation Commission (ICLTC), using funding provided by Caltrans, has conducted a Local Roadway Safety Plan (LRSP) for Inyo County. Using the services of LSC Transportation Consultants, Inc., this plan develops strategies and projects to improve roadway safety in Inyo County, California, with a focus on the non-state highway local roadway network. While higher-level data regarding both local and state roadways are presented to yield an overall picture of traffic safety throughout the county, the detailed evaluation focuses on local roadways.

This document includes a detailed analysis of traffic crash data throughout Inyo County, as well as traffic volumes and comparison with statewide conditions. Public input regarding existing traffic safety conditions was also reviewed. A detailed evaluation is then presented of specific roadway segments with high concentration of crashes. Recommendations are then presented regarding those segments and programmatic traffic safety programs for Inyo County local roadways.

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Chapter 2

EXISTING TRAFFIC SAFETY CONDITIONS

This chapter first presents a summary of existing traffic activity levels. Next, traffic crash data is presented and evaluated. State Office of Traffic Safety Crash rankings are then reviewed, followed by a review of the SWITRS (Statewide Integrated Traffic Information System) data.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes for the most recent 12 years (2009 – 2020) for which data is available on Inyo County state highways was obtained from Caltrans. Volumes at several key locations have been summarized. Though these locations are on state highways and not local roads, they give a fair representation of vehicle volume trends within various area of Inyo County. The Annual Average Daily Through Volumes at 30 locations are presented in Tables 1, 2 and 3. The locations presented in these tables were selected to represents areas within Inyo County with higher vehicle traffic volumes, within population centers or at the borders with neighboring counties.

State highways within the City of Bishop have remained steady over the last 10 years except for SR 395 at South Street which saw a sharp increase in traffic in 2018 as shown in Figure 1.

The state highways within northern Inyo County have consistent traffic volumes over the last twelve years (see Figure 2). For unincorporated Inyo County south of Bishop, SR 127 and SR 178 saw a steady increase at most locations with a sudden drop off in 2020 as seen in Figure 3. SR 190 did not have any consistent trends seen at the various locations. However, it did seem all locations had a sudden drop in traffic in 2020. US 395 volumes were flat at both the southern and northern ends of Inyo County but saw a slight increase between Independence and Bishop and increases in the southern portion of Bishop and west of Bishop at Pine Creek Road.

Inyo County also conducts traffic counts on local roadways, on a sporadic basis. Appendix A presents the available roadway daily traffic counts over the past 25 years. While most roadways have total two-way average daily traffic counts of less than 1,000 vehicles per day, several (such as Barlow Lane and Saniger Road) have traffic levels up to approximately 2,800 vehicles per day. This data also reflects higher traffic volumes in the cooler winter months in the southeast portion of the county.

EXISTING CRASH HISTORY

The recorded crashes within Inyo County were analyzed as part of the LRSP. Crash data for the most recent available last ten years (2011 to 2020) was collected from a combination of sources: The California Highway Patrol's Statewide Integrated Traffic Information System (SWITRS) and the Bishop Police Department. A review of the SWITRS data indicated that between 2014 and 2019 the Bishop Police

TABLE 1: Northern Inyo County - AADT Summary

	SR 6			SR 136		SR 168				
	Junction with SR 395	Silver Canyon Road	Inyo/ Mono County Line	Jct. Rte. 395	Jct. Rte. 190	Lake Sabrina	Otey Road	Brockman Lane	Jct. US 395	Jct. SR 266
Year/Post Mile	0.000	3.952	8.354	0.000	17.730	0.000	14.740	16.342	18.310	54.699
2009	3,650	1,900	1,900	650	450	400	1,200	6,350	450	160
2010	3,550	1,900	1,900	600	470	400	1,150	6,400	430	160
2011	3,610	1,900	1,900	540	430	400	1,230	6,300	430	160
2012	3,480	1,890	1,890	540	450	400	1,220	6,280	470	170
2013	3,550	2,100	2,100	540	430	400	1,210	6,250	460	170
2014	3,500	2,100	2,100	610	490	400	1,210	6,250	460	170
2015	3,250	2,255	2,100	710	530	400	1,210	6,330	470	170
2016	3,700	2,400	2,100	770	580	400	1,200	6,600	470	170
2017	3,800	2,600	2,100	730	520	400	1,200	6,700	480	170
2018	3,800	2,600	2,100	730	520	400	1,200	6,700	480	170
2019	4,000	2,600	2,100	650	530	400	1,200	7,100	530	170
2020	3,800	2,600	2,100	430	280	400	1,200	6,500	440	180
Percent Change Over Last										
10 yr	7%	37%	11%	-28%	-40%	0%	4%	2%	2%	13%
5 yr	17%	15%	0%	-39%	-47%	0%	-1%	3%	-6%	6%

Source: Caltrans

TABLE 2: Southern Inyo County - AADT Summary

	SR 127				SR 178		SR 190				
	San Bernadino/ Inyo County Line	Shoshone, S. Jct. Rte. 178 East	South of Stateline Road	Nevada State Line	Death Valley Monument, South Bndry	Nevada State Line	Olancha, Jct. Rte. 395	Scotty's Castle Road	Beatty Cutoff Road	Furnace Creek Ranch	Death Valley Junction, Jct. Rte. 127
Year/Post Mile	0.000	14.749	41.990	49.420	28.000	62.186	9.850	93.210	99.770	110.720	140.692
2009	680	850	1,200	600	250	850	300	810	1,250	1,050	700
2010	750	850	1,170	600	250	850	300	810	950	1,050	850
2011	750	850	1,170	590	250	820	230	810	950	1,050	850
2012	730	810	1,130	560	250	790	240	810	910	1,050	810
2013	730	790	1,170	560	250	780	240	810	920	1,050	860
2014	750	790	1,170	600	250	790	240	810	920	1,050	905
2015	720	860	1,170	620	250	840	240	810	1,050	1,050	980
2016	800	820	1,170	670	250	880	240	810	1,030	1,050	1,450
2017	750	990	1,170	750	250	950	240	810	1,200	1,050	1,250
2018	750	990	1,170	750	250	950	240	810	1,200	1,050	1,250
2019	900	970	1,170	870	250	1,010	240	810	1,160	1,050	1,350
2020	750	740	1,170	680	250	830	160	810	700	1,200	900
Percent Change Over Last											
10 yr	0%	-13%	0%	13%	0%	-2%	-47%	0%	-26%	14%	6%
5 yr	4%	-14%	0%	10%	0%	-1%	-33%	0%	-33%	14%	-8%

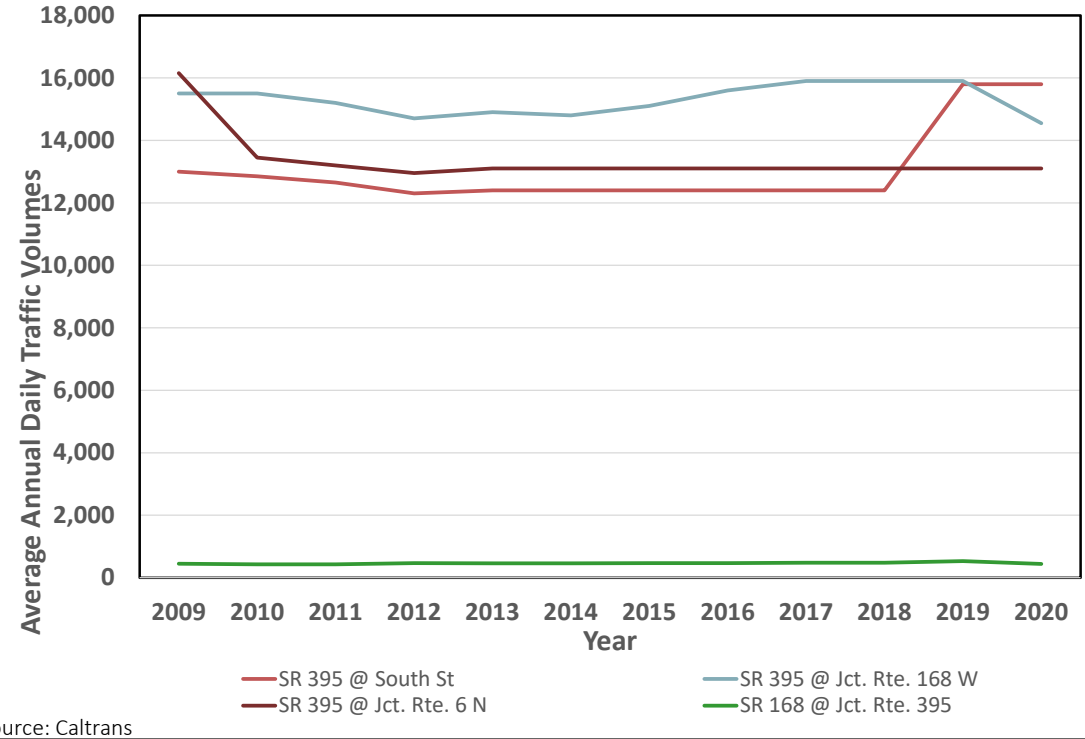
Source: Caltrans

TABLE 3: US 395 Inyo County - AADT Summary

Year/ Post Mile	Kern/ Inyo County Line 0.000	Lone Pine, Whitney Portal Road 57.670	Independence, Market St 73.410	Big Pine, Jct. Rte. 168 Northeast 100.833	Bishop, South St 115.195	Bishop, Jct. Rte. 168 W 115.403	Jct. Rte. 6 North 116.250	Pine Creek Road 126.140	Inyo/ Mono County Line 129.459
2009	5,650	6,500	6,400	7,900	13,000	15,500	16,150	7,000	7,000
2010	5,650	6,500	6,400	7,950	12,850	15,500	13,450	6,550	6,550
2011	5,400	6,500	6,300	7,800	12,650	15,200	13,200	6,550	6,550
2012	5,400	6,500	6,100	7,500	12,300	14,700	12,950	6,400	6,400
2013	5,700	6,500	6,300	7,700	12,400	14,900	13,100	6,550	6,550
2014	5,600	6,500	6,250	7,700	12,400	14,800	13,100	6,550	6,550
2015	5,600	6,500	6,250	7,700	12,400	15,100	13,100	6,550	6,550
2016	5,600	6,500	7,300	7,700	12,400	15,600	13,100	6,550	6,550
2017	5,600	6,500	7,650	9,400	12,400	15,900	13,100	7,300	6,550
2018	5,600	6,500	7,650	9,400	12,400	15,900	13,100	7,300	6,550
2019	5,600	6,500	7,800	9,400	15,800	15,900	13,100	7,300	6,550
2020	5,600	6,600	6,650	8,200	15,800	14,550	13,100	8,100	6,550
Percent Change Over Last									
10 yr	-1%	2%	4%	3%	23%	-6%	-3%	24%	0%
5 yr	0%	2%	6%	6%	27%	-4%	0%	24%	0%

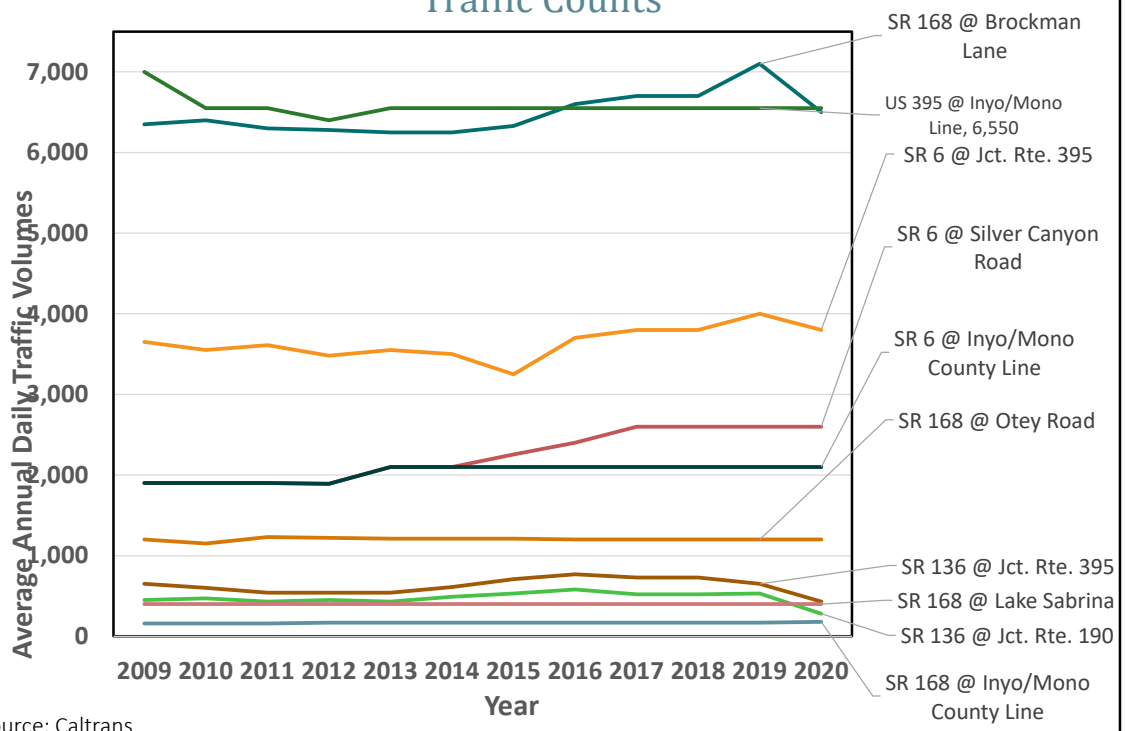
Source: Caltrans

Figure 1: Bishop Area US 395 Traffic Counts

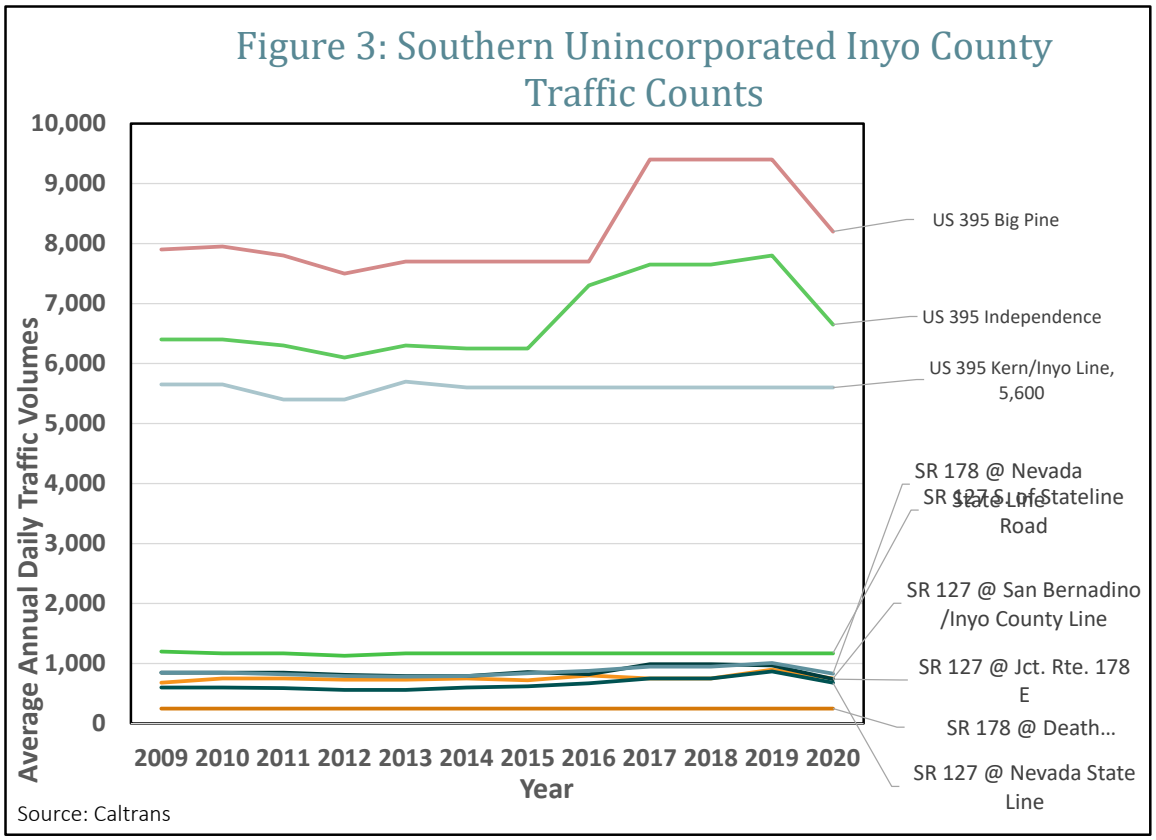


Source: Caltrans

Figure 2: Northern Unincorporated Inyo County Traffic Counts



Source: Caltrans



Department data was missing some data fields. To address this, LSC obtained crash reports from the Police Department and entered the additional fields to provide a comprehensive database.

In total 3,585 crashes were reported to have occurred within Inyo County in the ten-year study period. 2,495 (69.6 percent) of these occurred on State Highways and 1,090 (30.4 percent) on local roads. Of the 1,090 crashes on local roads, 842 (77.2 percent) were on County roadways and 248 (22.8 percent) were on City of Bishop roadways.

Fatalities and Injuries

Of all crashes, 61 (1.7%) resulted in a fatality (12 on local roads in the unincorporated county, 2 in Bishop and 47 on state highways). In total, these crashes resulted in 61 fatalities. Of all crashes on state highways, 1.9 percent resulted in a fatality, compared with 1.4 percent in unincorporated local roads in Inyo County and 0.9 percent in Bishop. A total of 1,185 crashes (47.9 percent) resulted in injuries, consisting of 789 on state highways, 361 on local roads in unincorporated Inyo County and 35 on Bishop roads. Put another way, of all crashes in each jurisdiction, 31.6 percent on state highways resulted in injuries, compared with 42.9 percent on local roads in unincorporated Inyo County and 14.1 percent in Bishop. See Table 4 and Figures 4, 5 and 6.

The location of the fatalities within Inyo County, on local roads only, have been plotted on a map and can be seen in Figure 7. These crashes are widely scatted, though there is a concentration of fatalities occurred on the Panamint Valley Road / Trona Wildrose Road corridor. Fatalities on local roads within the City of Bishop have been plotted on map and can be seen in Figure 8. This map does not include fatalities that occurred on West Line Street or North Main Street as those are technically State Highways. The two fatalities within Bishop's local roads occurred within 0.2 miles of each other in the neighborhood northwest of the US 395 (North Main Street)/SR 168 (West Line Street) intersection. Details regarding these two fatal crashes in Bishop are as follows:

- At West Elm St. and Hammond St. at 1:50pm on June 12th, 2019 –The crash resulted in one fatality and no other injuries. The type of collision was a sideswipe with another vehicle. The incident was caused by unsafe starting or backing. No pedestrians were involved. The sky was clear with no unusual weather and road surface was dry. No alcohol or misuse of a cellular phone were involved.

- At West Pine St. and Schley St. at 1:27pm on March 7th, 2019 –The crash resulted in one fatality and no other injuries. The collision type was head on into another motor vehicle. Violation category was an automobile right of way. Weather was clear with daylight, and dry road conditions. No alcohol was involved, and there was no cell phone use. No pedestrians were involved.

Injuries on local roads within Inyo County have been plotted on a map and can be seen in Figure 9. Reflecting relative traffic activity, injury crashes are concentrated at the population center of Bishop, though there are also substantial number of injury crashes in Death Valley National Park, on Old Spanish Trail Highway and on Trona Wildrose Road. A Bishop Area injury map is shown in Figure 10. In addition, focus area maps are provided for the southeastern portion of the county (Figure 11), the Round Valley, Bishop, Big Pine area (Figure 12) and the Lone Pine area (Figure 13). In the southeastern map, a high concentration of injury crashes is found along Trona Wildrose Road, Badwater Road, Daylight Pass Road and the Old Spanish Trail Highway. Within the Bishop area, a high concentration of injury crashes can be found on East Line Road. Beyond East Line Street, injury crashes in the Bishop area are scattered around the community, with no strong concentrations. In the Lone Pine area, a small cluster of crashes occurred along Whitney Portal Road. Figure 14 shows the location of all serious (fatal and injury) crashes in the Bishop area, including those on state highways. This reflects the concentration of overall communitywide crashes along US 395 and SR 168.

Primary Collision Factors

A summary of total crashes by Primary Collision Factor (PCF) is presented in Table 5. Focusing in on the local roadways, the largest proportion of crashes by PCF is for improper turning (41.8 percent), which is relatively high in the unincorporated areas (47.3 percent) and relatively low in Bishop (23.4 percent).

TABLE 4: Summary of Crashes by Severity in Inyo County
2011 to 2020

Crash Severity	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo County	Subtotal	City of Bishop	Uninc. Inyo County	Subtotal	City of Bishop	Uninc. Inyo County	Subtotal
Fatal	2	12	14	6	41	47	8	53	61
Severe Injury	2	117	119	1	157	158	3	274	277
Other Visible Injury	6	156	162	17	321	338	23	477	500
Complaint of Pain	9	88	97	23	213	236	32	301	333
Unknown Injury Type	18	0	18	57	0	57	75	0	75
Subtotal: Injury	35	361	396	98	691	789	133	1,052	1,185
Property Damage Only	211	469	680	451	1,208	1,659	662	1,677	2,339
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
10-Year Total Injury + Fatal	37	373	410	104	732	836	141	1,105	1,246
Percent of All Crashes by Jurisdiction & Severity									
Fatal	0.8%	1.4%	1.3%	1.1%	2.1%	1.9%	1.0%	1.9%	1.7%
Severe Injury	0.8%	13.9%	10.9%	0.2%	8.1%	6.3%	0.4%	9.8%	7.7%
Other Visible Injury	2.4%	18.5%	14.9%	3.1%	16.5%	13.5%	2.9%	17.1%	13.9%
Complaint of Pain	3.6%	10.5%	8.9%	4.1%	11.0%	9.5%	4.0%	10.8%	9.3%
Unknown Injury Type	7.3%	0.0%	1.7%	10.3%	0.0%	2.3%	9.3%	0.0%	2.1%
Subtotal: Injury	14.1%	42.9%	36.3%	17.7%	35.6%	31.6%	16.6%	37.8%	33.1%
Property Damage Only	85.1%	55.7%	62.4%	81.3%	62.3%	66.5%	82.4%	60.3%	65.2%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**
10-Year Total Injury + Fatal	*14.9%*	*44.3%*	*37.6%*	*18.7%*	*37.7%*	*33.5%*	*17.6%*	*39.7%*	*34.8%*

Source: Statewide Integrated Traffic Records System

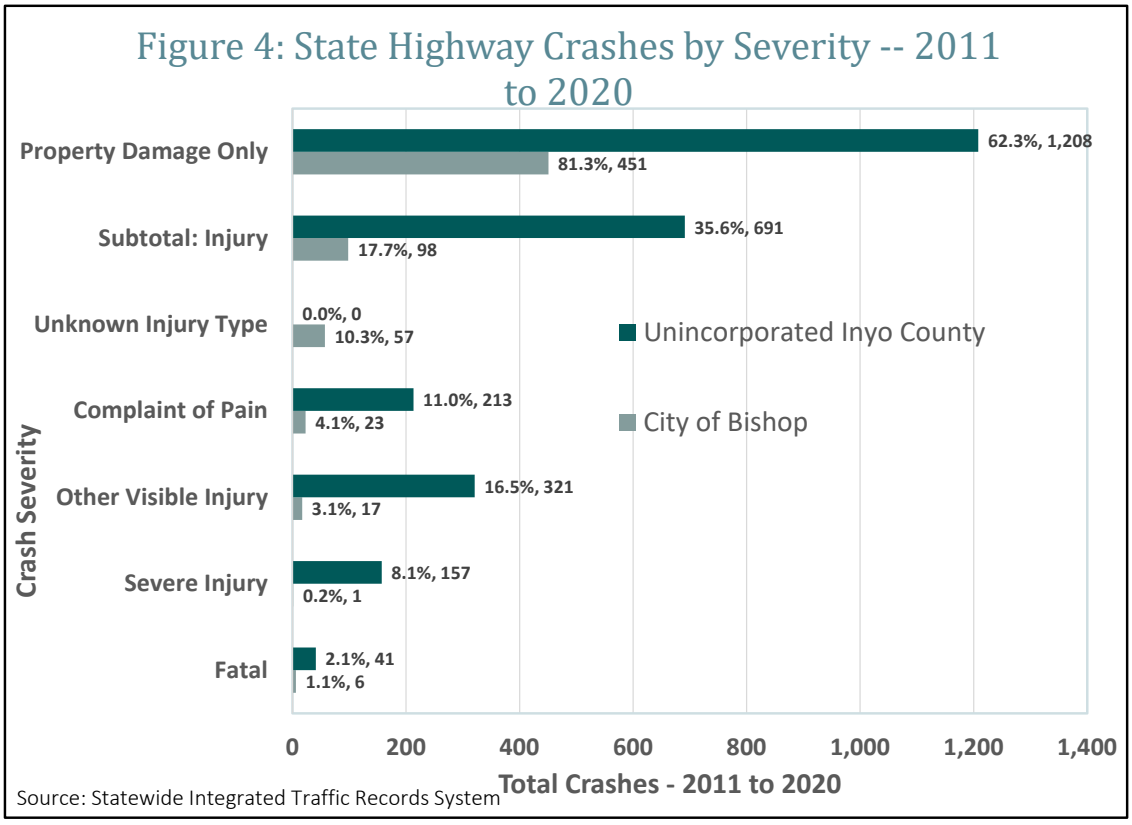
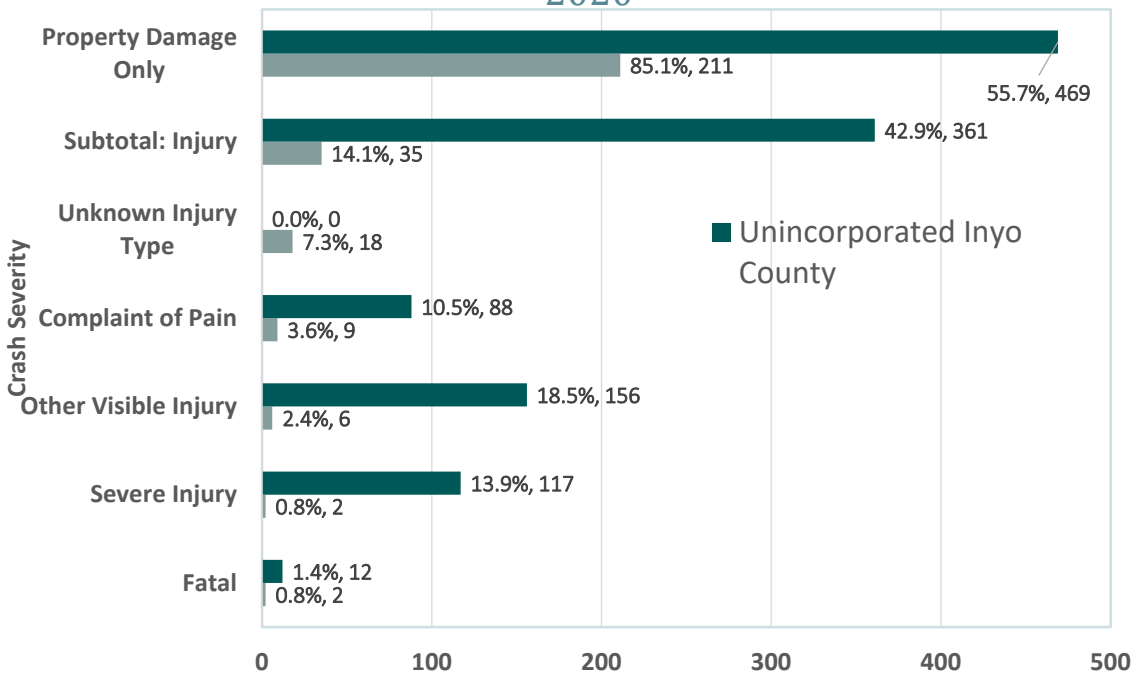
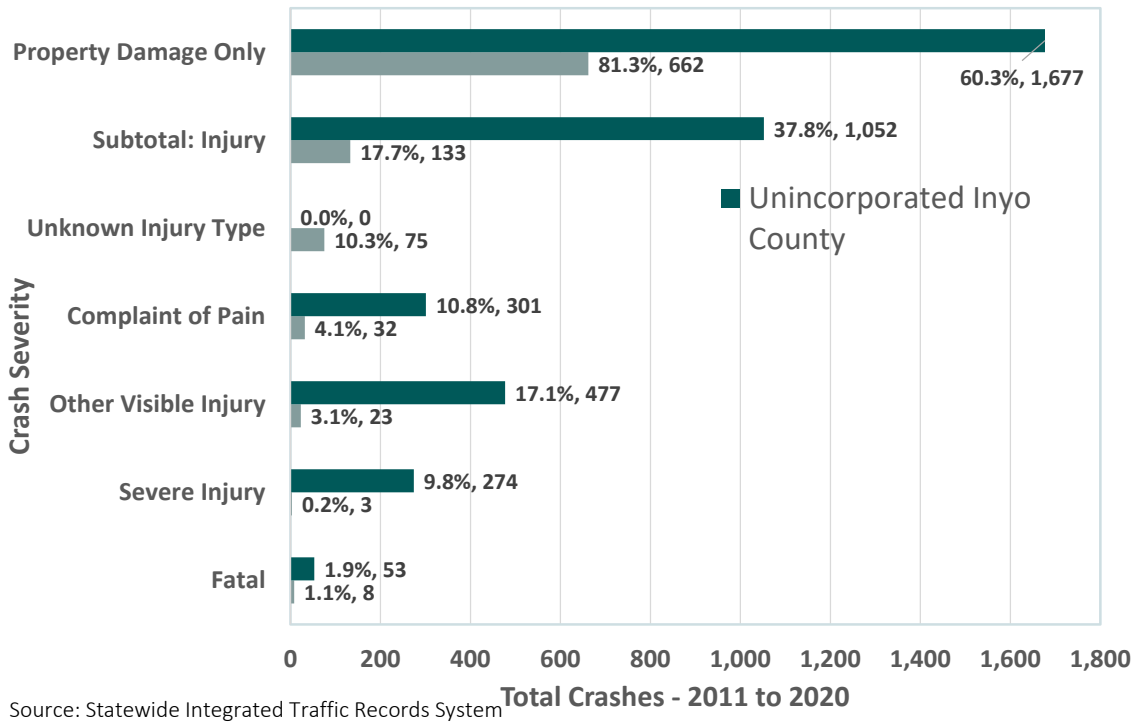


Figure 5: Local Road Crashes by Severity -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Figure 6: Total Inyo County Crashes by Severity -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Figure 7
Crashes Resulting in Fatalities on Inyo County Local Roadways
2011-2019

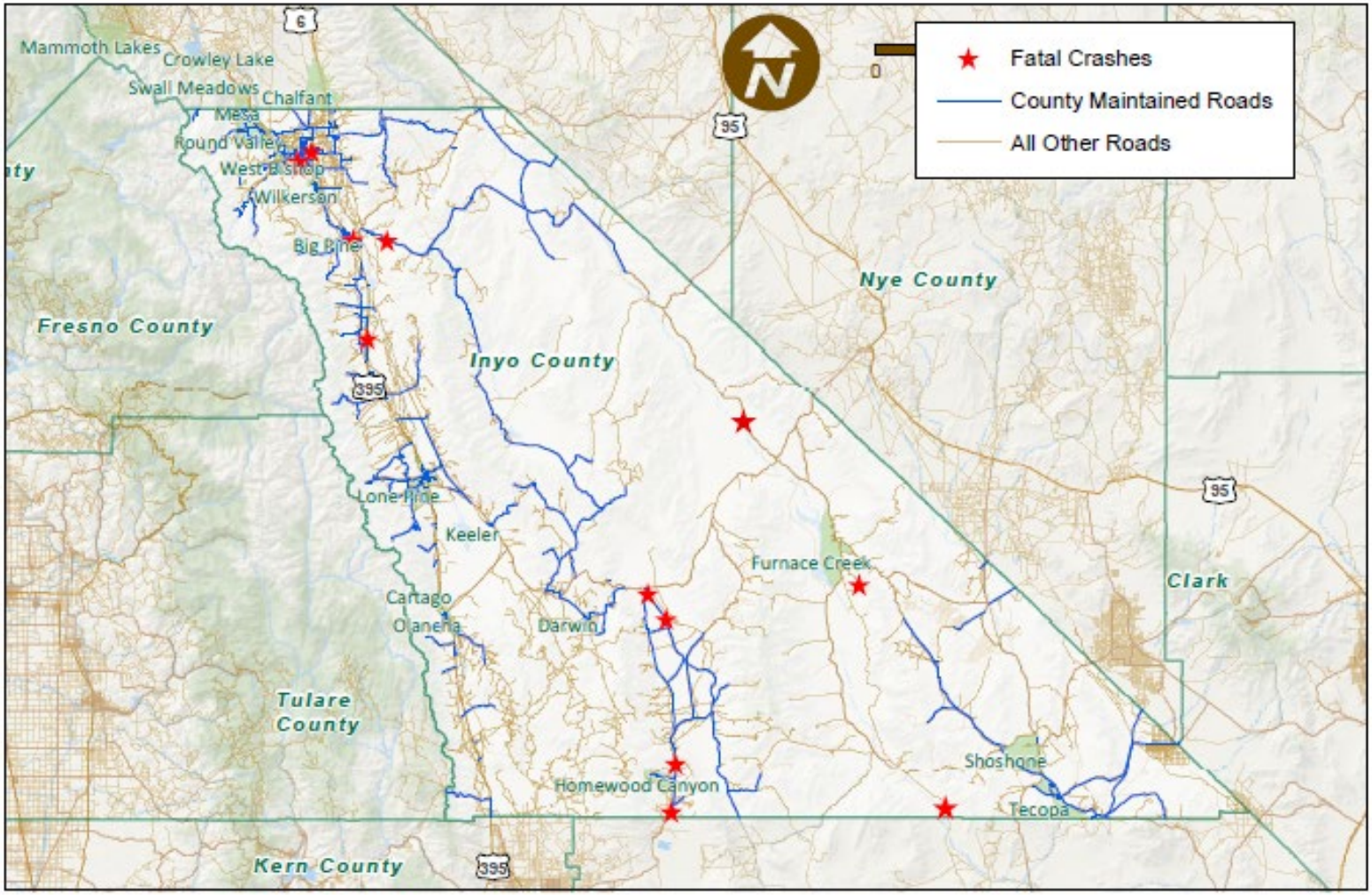


Figure 8
Crashes Resulting in Fatalities on Bishop Area Local Roadways
2011-2019

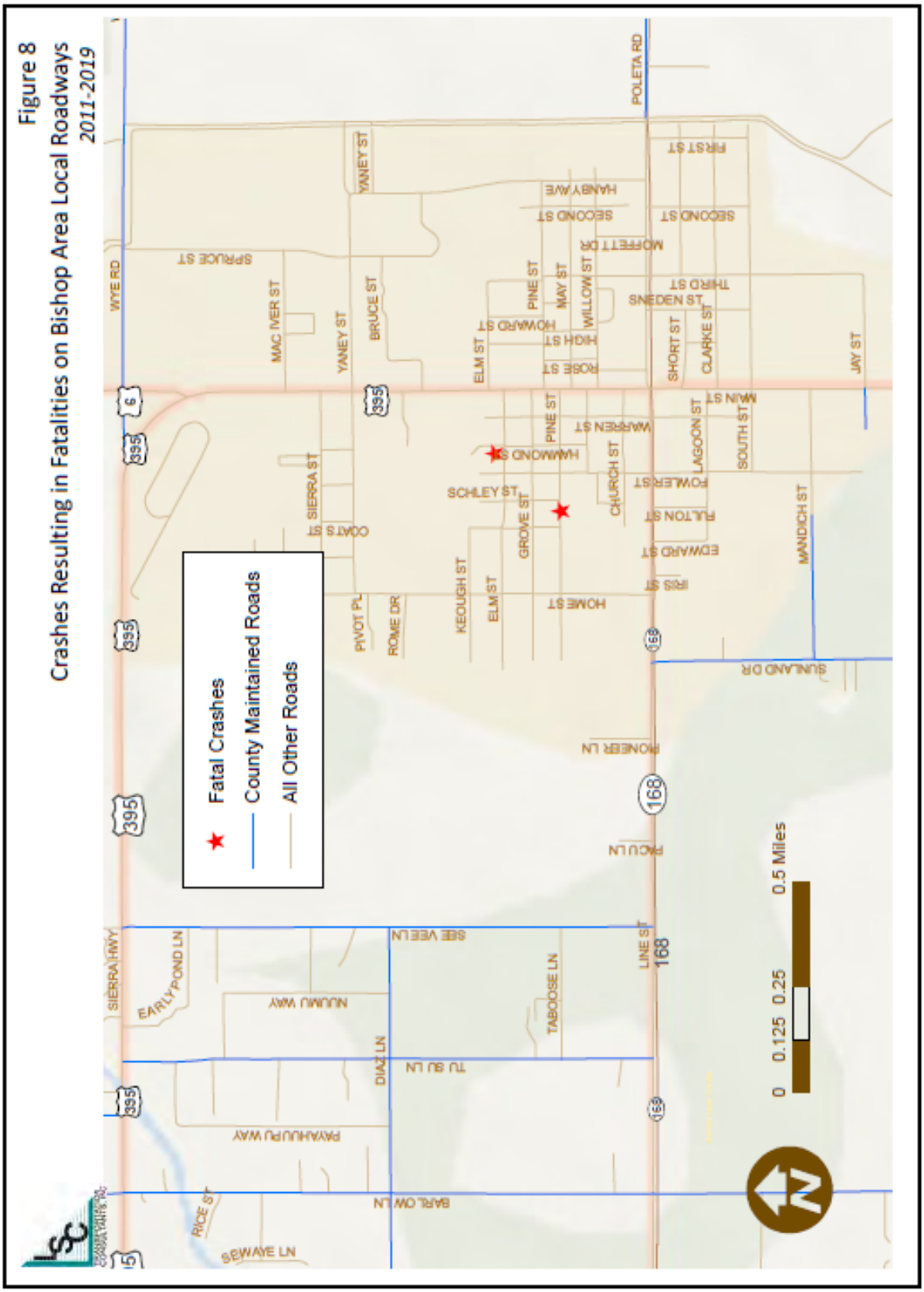


Figure 9
Injury Crashes on Inyo County Local Roadways
2011-2019

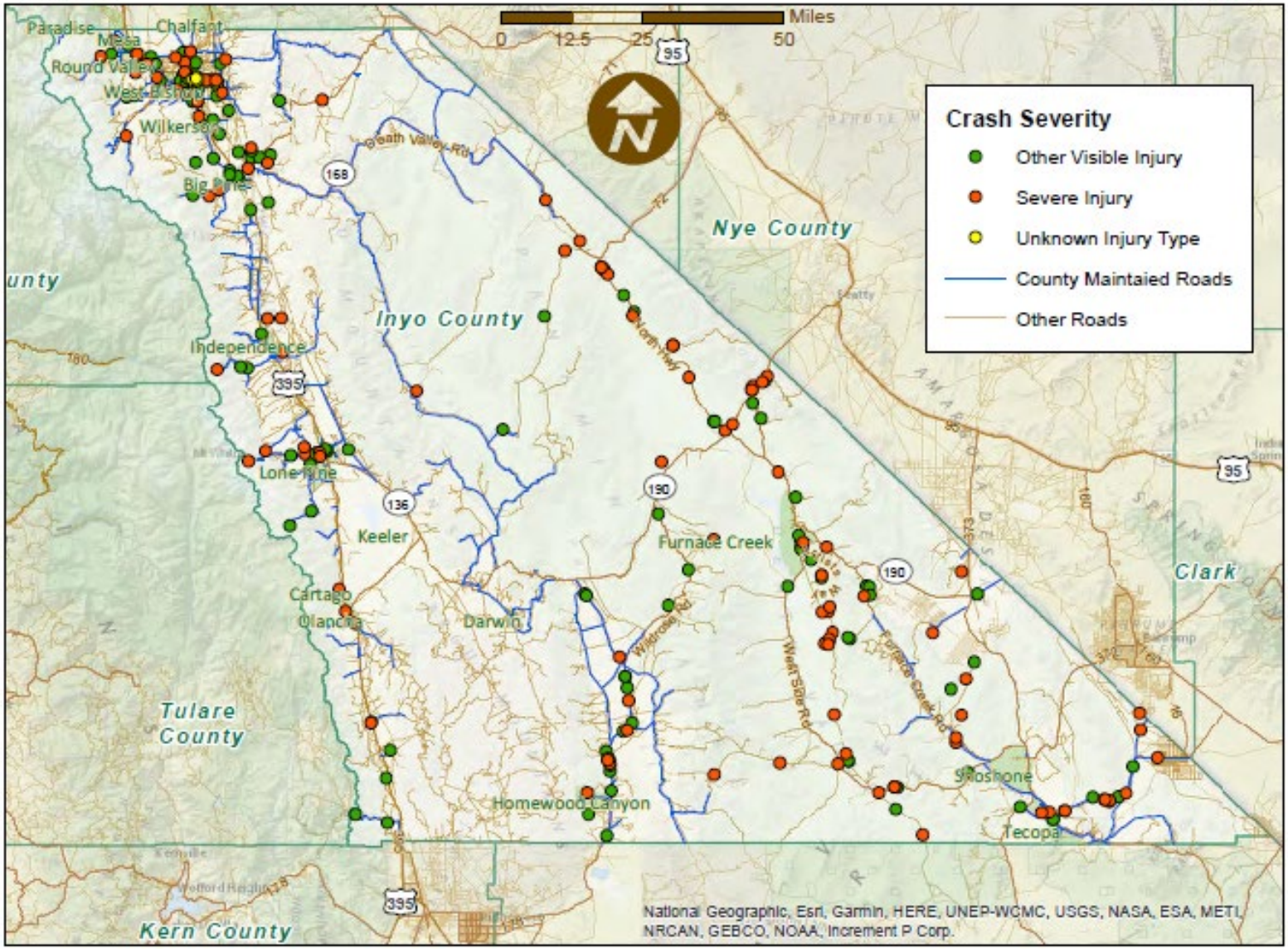


Figure 10
Injury Crashes on Bishop Area Local Roadways
2011-2019

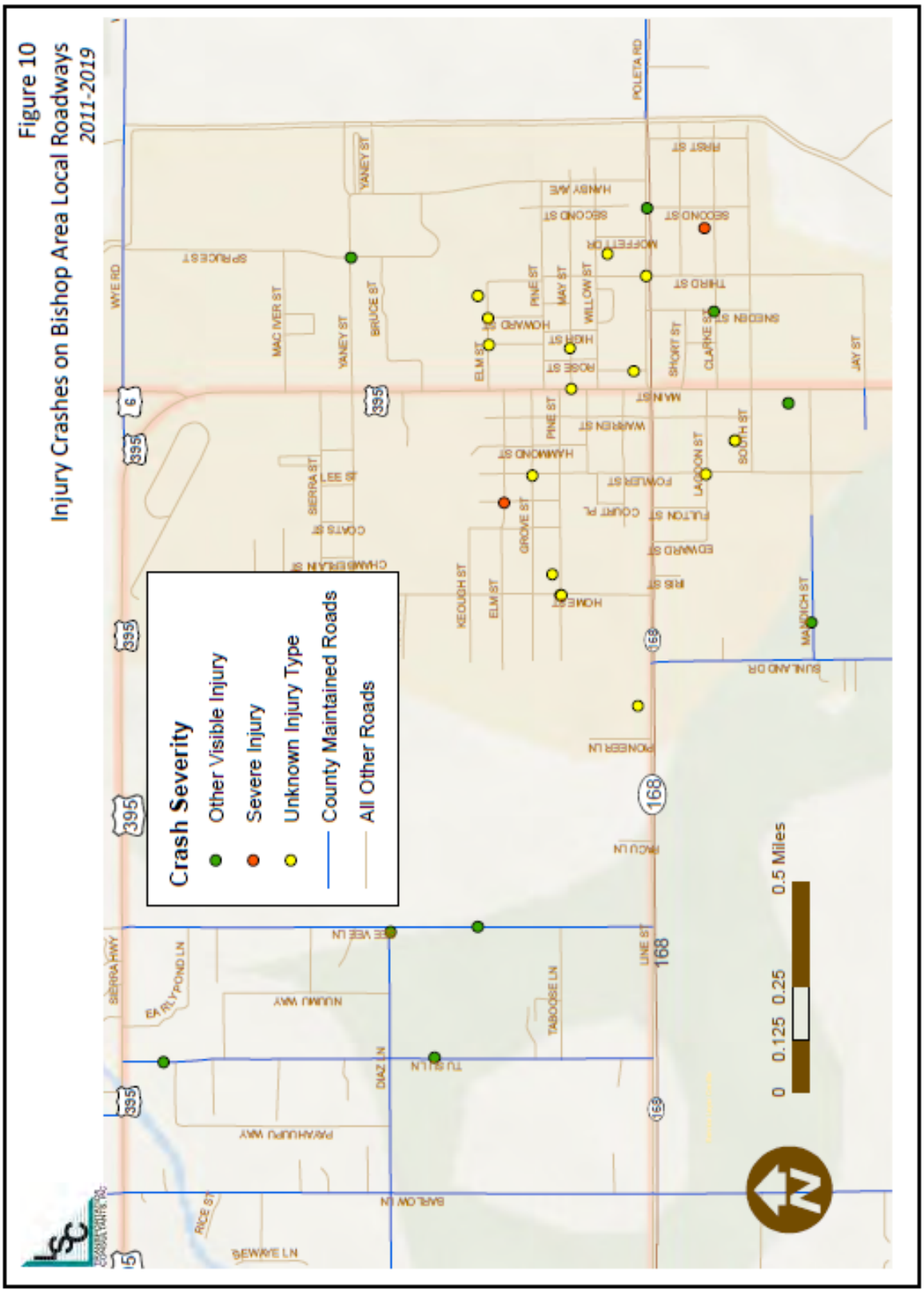


Figure 11
Injury and Fatal Crashes on Inyo County Local Roadways in the Southeast Area
2011-2019

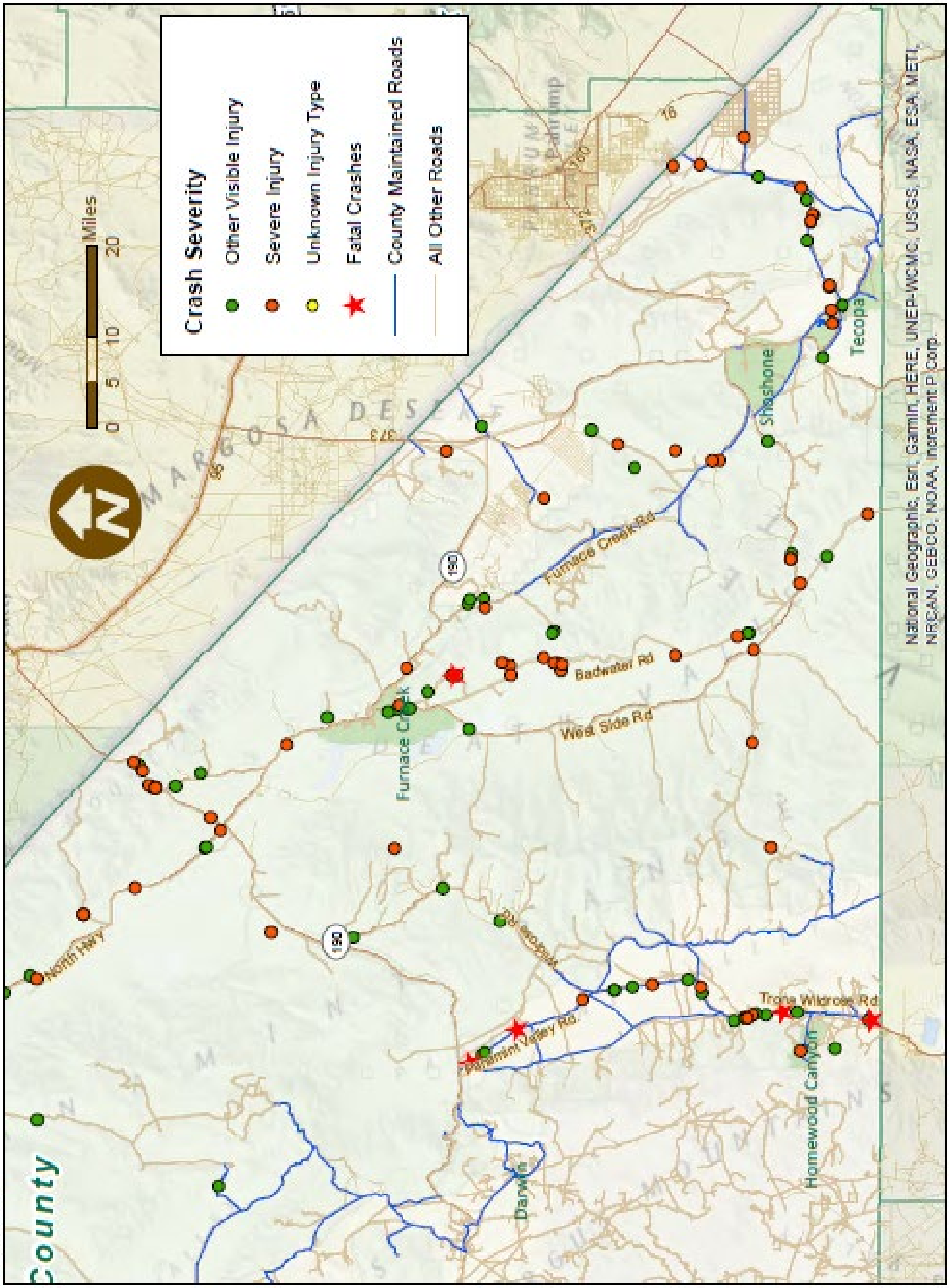
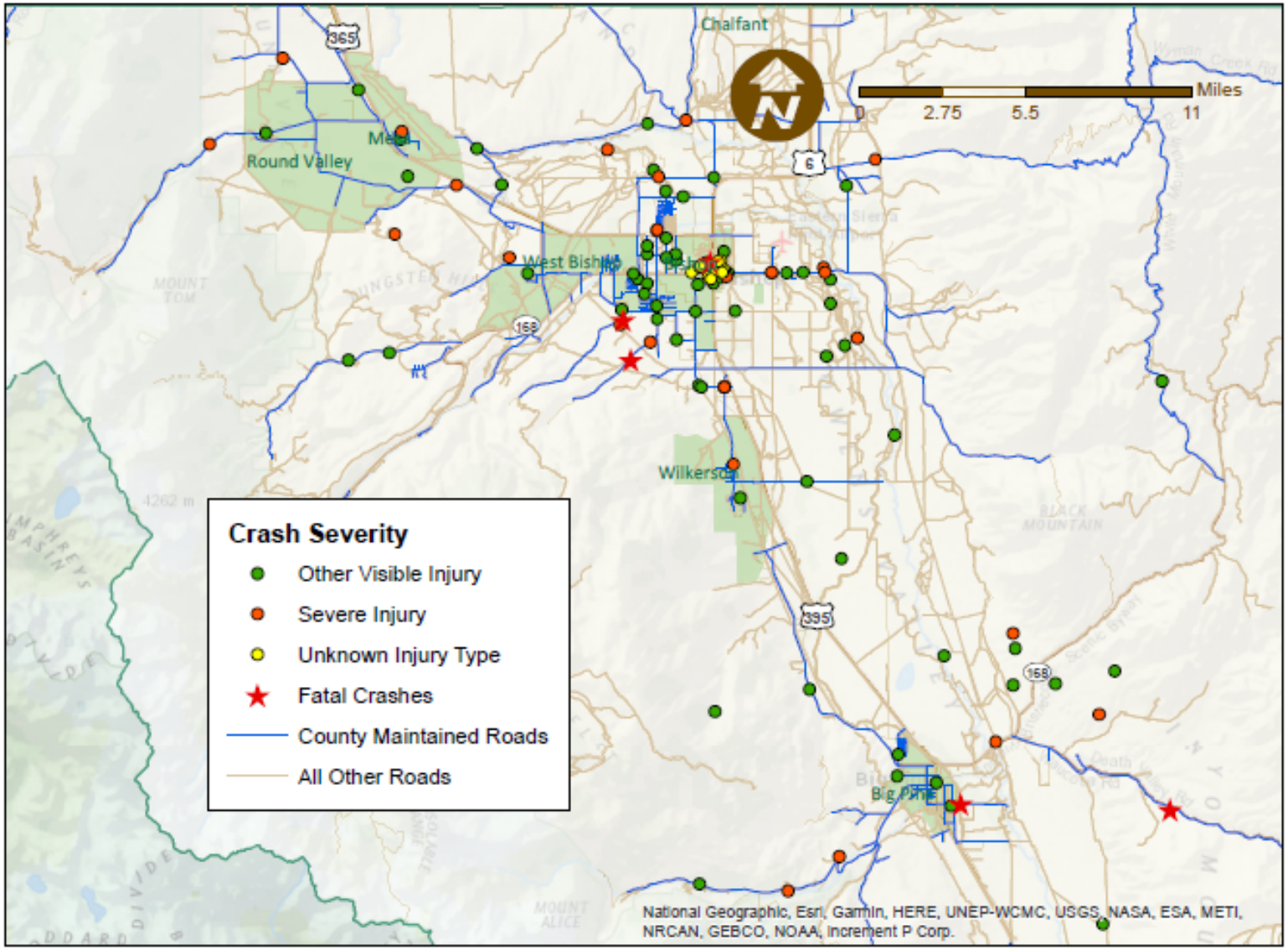


Figure 12

Injury and Fatal Crashes on Inyo County Local Roadways in the Bishop, Round Valley and Big Pine Area

2011-2019



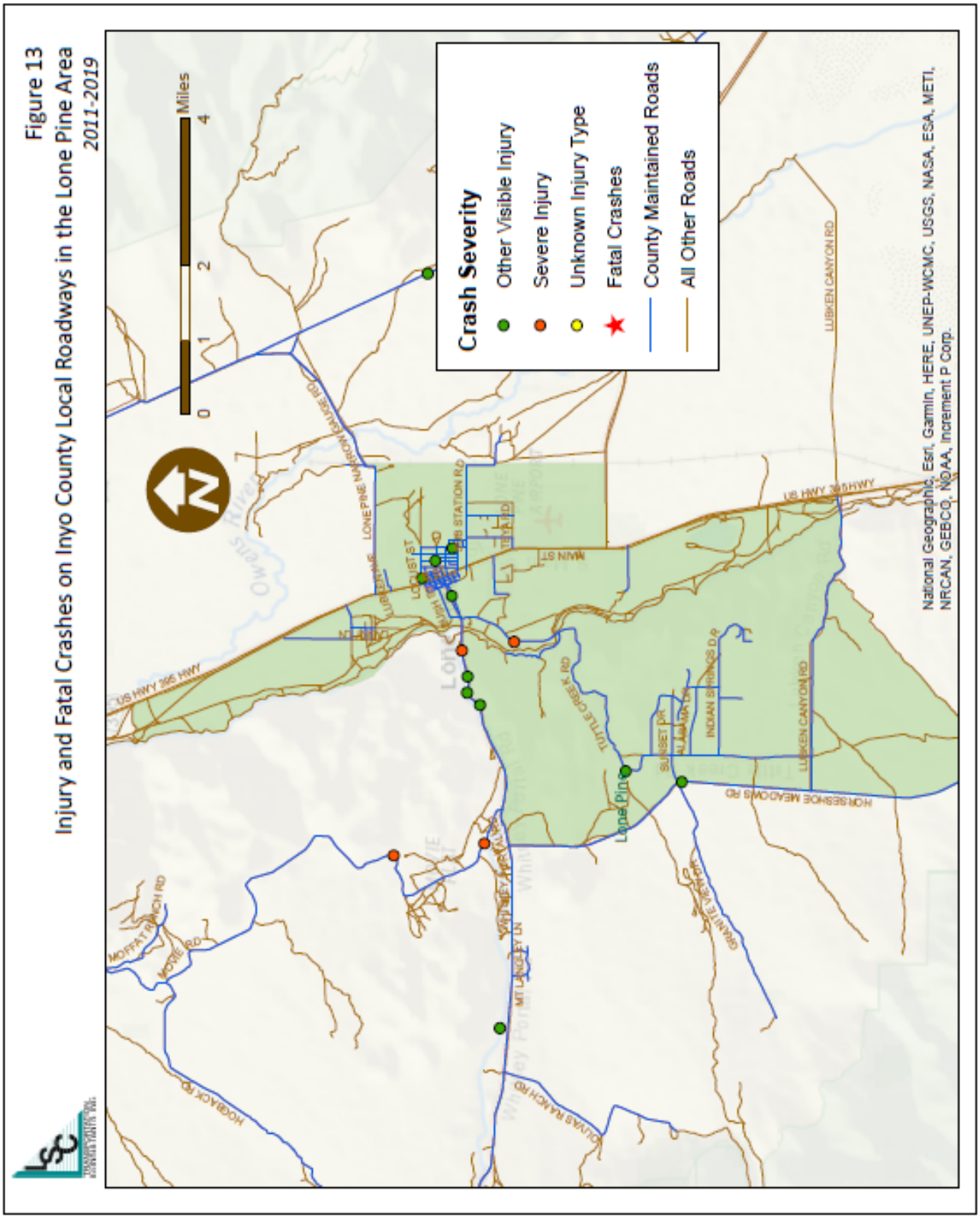


Figure 13
Injury and Fatal Crashes on Inyo County Local Roadways in the Lone Pine Area
2011-2019
Crash Severity
Other Visible Injury
Severe Injury
Unknown Injury Type
Fatal Crashes
County Maintained Roads
All Other Roads
Miles
0
1
2
4
N
US HWY 395 HWY
LONE PINE NARROWS
LONE PINE
MAIN ST
LUBKEN CANYON RD
HORSESHOE MEADOWS RD
MORE RD
MOFFAT RANCH RD
HOGBACK RD
MT LANGLEY LN
GRANITE VIEW DR
INDIAN SPRINGS DR
SUNSET DR
TUTTLE CREEK RD
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

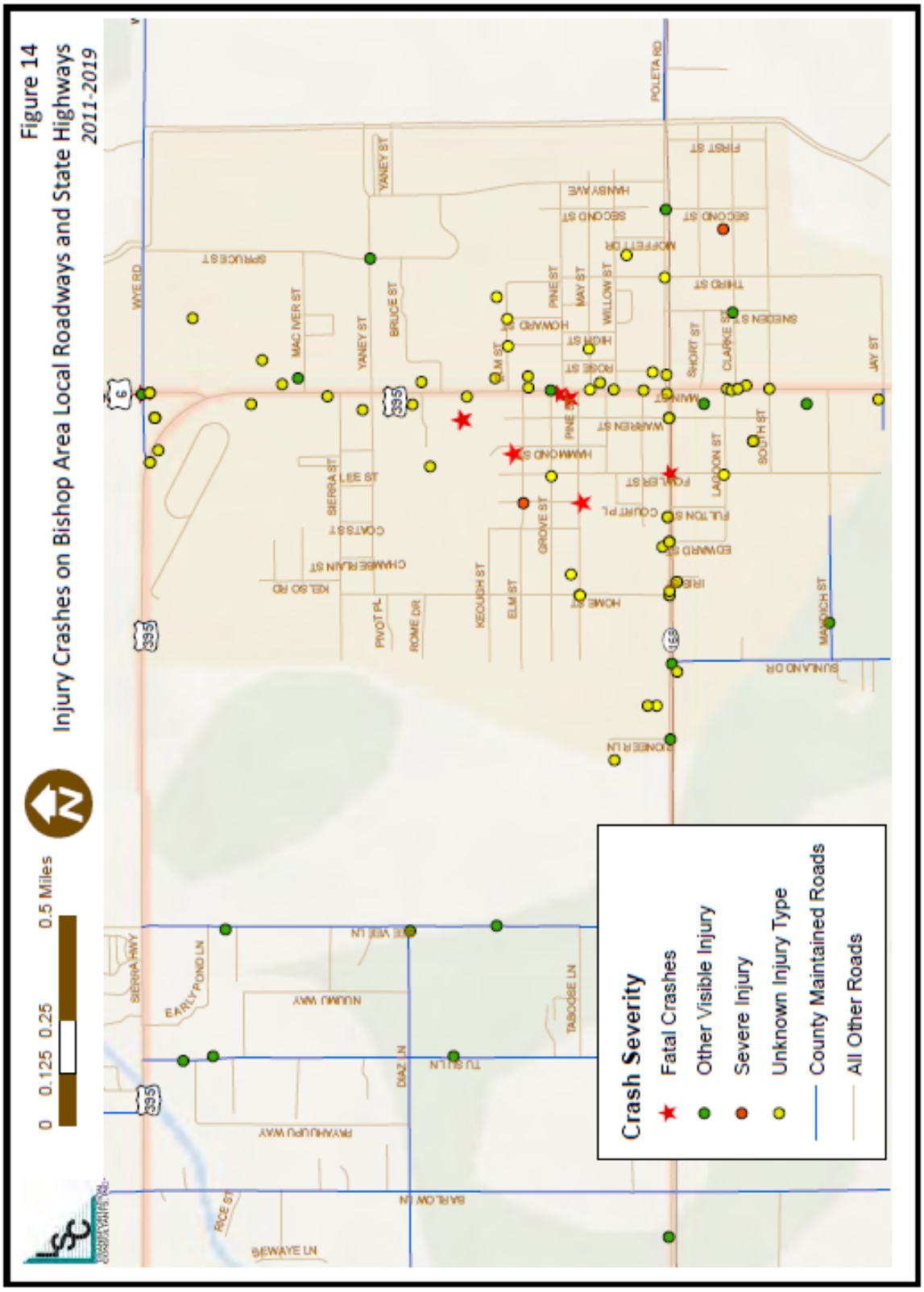


Figure 14
Injury Crashes on Bishop Area Local Roadways and State Highways
2011-2019
0 0.125 0.25 0.5 Miles
Crash Severity
Fatal Crashes
Other Visible Injury
Severe Injury
Unknown Injury Type
County Maintained Roads
All Other Roads
WYE RD
YANEY ST
BRUCE ST
MAC IVER ST
SPRUCE ST
POLETA RD
FIRST ST
SECOND ST
THIRD ST
HANSEN AVE
MOFFETT DR
PINE ST
MAY ST
WILLOW ST
HOWARD
HIGH ST
ROSE ST
ELM ST
MAIN ST
WARREN ST
HAMMOND ST
FOWLER ST
FULTON ST
COURT PL
EDWARD ST
HOME ST
GROVE ST
KEOUGH ST
PIVOT PL
ROME DR
CHAMBERLAIN ST
KELSO RD
COATS ST
SIERRA ST
LEE ST
SHORT ST
CLARKE ST
SWEDEN ST
LAGOON ST
SOUTH ST
JAY ST
MADOCH ST
SUNLAND DR
PIONEER LN
BARLOW LN
RICE ST
SEWAGE LN
PAYAHUUPU WAY
DIAZ LN
TU SULLN
NUUMU WAY
EARLY POND LN
SIERRA HWY
TABOOSE LN
SE VEE LN
395
6
168

TABLE 5: Summary of Crashes by Violation Category in Inyo County
2011 to 2020

Primary Collision Factor	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Improper Turning	58	398	456	99	829	928	157	1,227	1,384
Unsafe Speed	25	118	143	136	329	465	161	447	608
Other than Driver/Ped	0	51	51	5	279	284	5	330	335
Driving Under the Influence	22	108	130	33	123	156	55	231	286
Automobile Right of Way	39	24	63	76	162	238	115	186	301
Unsafe Starting or Backing	47	35	82	47	38	85	94	73	167
Other Improper Driving	3	44	47	2	15	17	5	59	64
Wrong Side of Road	6	16	22	12	40	52	18	56	74
Traffic Signals and Signs	5	10	15	20	20	40	25	30	55
Other Hazardous Violation	0	6	6	4	27	31	4	33	37
Unsafe Lane Change	0	0	0	9	30	39	9	30	39
Improper Passing	1	9	10	2	14	16	3	23	26
Hazardous Parking	1	8	9	4	5	9	5	13	18
Other Equipment	0	2	2	0	6	6	0	8	8
Pedestrian Right of Way	3	1	4	7	2	9	10	3	13
Pedestrian Violation	1	1	2	2	1	3	3	2	5
Brakes	0	1	1	0	0	0	0	1	1
Following Too Closely	2	0	2	0	0	0	2	0	2
Unknown	35	10	45	97	20	117	132	30	162
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
Percent of All Crashes by Jurisdiction									
Improper Turning	23.4%	47.3%	41.8%	17.8%	42.7%	37.2%	19.6%	44.1%	38.6%
Unsafe Speed	10.1%	14.0%	13.1%	24.5%	17.0%	18.6%	20.0%	16.1%	17.0%
Other than Driver/Ped	0.0%	6.1%	4.7%	0.9%	14.4%	11.4%	0.6%	11.9%	9.3%
Driving Under the Influence	8.9%	12.8%	11.9%	5.9%	6.3%	6.3%	6.8%	8.3%	8.0%
Automobile Right of Way	15.7%	2.9%	5.8%	13.7%	8.4%	9.5%	14.3%	6.7%	8.4%
Unsafe Starting or Backing	19.0%	4.2%	7.5%	8.5%	2.0%	3.4%	11.7%	2.6%	4.7%
Other Improper Driving	1.2%	5.2%	4.3%	0.4%	0.8%	0.7%	0.6%	2.1%	1.8%
Wrong Side of Road	2.4%	1.9%	2.0%	2.2%	2.1%	2.1%	2.2%	2.0%	2.1%
Traffic Signals and Signs	2.0%	1.2%	1.4%	3.6%	1.0%	1.6%	3.1%	1.1%	1.5%
Other Hazardous Violation	0.0%	0.7%	0.6%	0.7%	1.4%	1.2%	0.5%	1.2%	1.0%
Unsafe Lane Change	0.0%	0.0%	0.0%	1.6%	1.5%	1.6%	1.1%	1.1%	1.1%
Improper Passing	0.4%	1.1%	0.9%	0.4%	0.7%	0.6%	0.4%	0.8%	0.7%
Hazardous Parking	0.4%	1.0%	0.8%	0.7%	0.3%	0.4%	0.6%	0.5%	0.5%
Other Equipment	0.0%	0.2%	0.2%	0.0%	0.3%	0.2%	0.0%	0.3%	0.2%
Pedestrian Right of Way	1.2%	0.1%	0.4%	1.3%	0.1%	0.4%	1.2%	0.1%	0.4%
Pedestrian Violation	0.4%	0.1%	0.2%	0.4%	0.1%	0.1%	0.4%	0.1%	0.1%
Brakes	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Following Too Closely	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
Unknown	14.1%	1.2%	4.1%	17.5%	1.0%	4.7%	16.4%	1.1%	4.5%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**

Source: Statewide Integrated Traffic Records System

This is followed by unsafe speed (13.1 percent in total, 14.0 percent in unincorporated areas and 10.1 percent in Bishop) and driving under the influence (11.9 percent total, 12.8 percent in unincorporated areas and 8.9 percent in Bishop).

Serious Crash Primary Collision Factors

Focusing on the serious crashes, a review of crashes resulting in fatalities and severe injuries on local roads is presented in Table 6, by reported primary collision factor. As seen in the table, DUIs generated about 43% of fatalities on local roads (6 out of 14), all of which occurred on local roads in the unincorporated areas. "Improper Turning" resulted in about 43% of serious crashes and over half of the severe injuries, all within the unincorporated areas. The other key primary collision factor was speeding ("unsafe speed") which did not result in fatalities but did result in 14.3 percent of the severe injuries (also entirely in the unincorporated areas).

In Bishop, there were only four serious reported crashes over the ten-year period: one each with a primary collision factor of DUI, unsafe starting or backing, traffic signals and signs, and automobile right of way. As shown also in Figure 15, a majority (53 percent) of serious crashes in the unincorporated county were due to improper turning, followed by driving under the influence (16 percent) and unsafe speed (13 percent).

Crashes by Collision Type

Crashes can also be summarized by collision type. As shown in Table 7, considering all crashes from 2011 to 2020, the largest proportion on all local roads were "hit object", which was 31.6 percent overall, followed by "overturned" (26.5 percent), "broadside" (11.7 percent) and "sideswipe" (11.3 percent). In

Bishop, the highest proportions were sideswipe (27.0 percent), broadside (26.6 percent) and rear-end (20.2 percent). In unincorporated Inyo County, crashes were predominantly "hit object" 37.6 percent and overturned (34.2 percent) with no other type exceeding 8 percent.

Serious Crashes by Collision Type

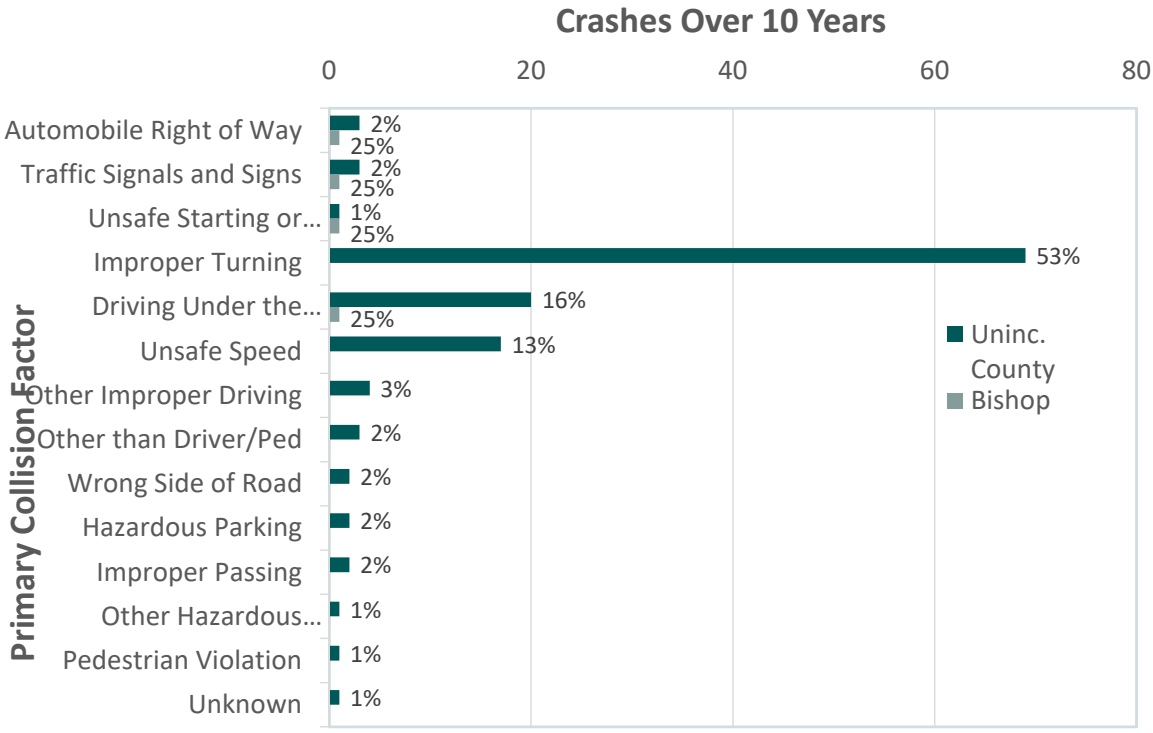
The serious crashes resulting in fatalities or severe injuries on local roads are shown in Table 8 and these proportions are depicted in Figure 16. As shown, by far the largest number of these crashes by crash type were overturned vehicles in the unincorporated county, with 68 percent of crashes in this area. Other high number of crashes by type were "hit object" (12 percent) and "sideswipe" (6 percent) in the county. Within the city, one crash was a sideswipe, one was a head-on, and two were classified as "other."

TABLE 6: Summary of Local Road Fatal and Severe Injury Crashes by Primary Collision Factor in Inyo County 2011 to 2020

Primary Collision Factor	City of Bishop			Unincorporated Inyo County			Total			% of Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total	Fatal	Severe Injury	Total
PCF Violation												
Automobile Right of Way	1	0	1	0	3	3	1	3	4	7.1%	2.5%	3.0%
Traffic Signals and Signs	0	1	1	0	3	3	0	4	4	0.0%	3.4%	3.0%
Unsafe Starting or Backing	1	0	1	0	1	1	1	1	2	7.1%	0.8%	1.5%
Improper Turning	0	0	0	6	63	69	6	63	69	42.9%	52.9%	51.9%
Driving Under the Influence	0	1	1	6	14	20	6	15	21	42.9%	12.6%	15.8%
Unsafe Speed	0	0	0	0	17	17	0	17	17	0.0%	14.3%	12.8%
Other Improper Driving	0	0	0	0	4	4	0	4	4	0.0%	3.4%	3.0%
Other than Driver/Ped	0	0	0	0	3	3	0	3	3	0.0%	2.5%	2.3%
Wrong Side of Road	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Hazardous Parking	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Improper Passing	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Other Hazardous Violation	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Pedestrian Violation	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Unknown	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
10-Year Total	**2**	**2**	**4**	**12**	**117**	**129**	**14**	**119**	**133**	100.0%	100.0%	100.0%

Source: Statewide Integrated Traffic Records System

Figure 15: Fatal and Severe Injury Local Road Crashes by Primary Collision Factor -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Crashes by Motor Vehicle Involvement

Crashes are also classified by the type of motor vehicle involvement. The countywide figures are shown in Table 9. On the local roadways, three categories comprised most of the crashes: a motor vehicle hitting fixed object (29.5 percent) a motor vehicle involved in a non-collision crash (such as overturning off the road, at 25.7 percent) and a motor vehicle hitting another motor vehicle (20.7 percent). Considering crashes within the city, the highest proportion was a motor vehicle colliding with another motor vehicle (45.6 percent), followed by a substantial proportion (29.0 percent) resulting from a motor vehicle colliding with a parked vehicle. Non-collision crashes were rare in the city (0.8 percent). In the unincorporated county, the greatest proportion of crashes were a vehicle hitting a fixed object (34.6 percent) or a non-collision crash (33.0 percent).

This data reflects the vastly several types of crashes in the city versus the unincorporated county. In Bishop, a total of 75 percent of crashes involved more than one motor vehicle (either moving or parked) and only 25 percent involved only one motor vehicle. In the unincorporated county, however, 20 percent of crashes involved two or more motor vehicles and fully 80 percent involved only a single motor vehicle.

TABLE 7: Summary of Crashes by Crash Type Category in Inyo County
2011 to 2020

Primary Collision Factor	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Hit Object	27	317	344	61	731	792	88	1,048	1,136
Overturned	1	288	289	3	480	483	4	768	772
Broadside	66	62	128	110	223	333	176	285	461
Sideswipe	67	56	123	138	159	297	205	215	420
Rear End	50	35	85	185	161	346	235	196	431
Head-On	14	26	40	18	46	64	32	72	104
Vehicle/Pedestrian	6	12	18	14	12	26	20	24	44
Other	17	45	62	23	126	149	40	171	211
Unknown	0	1	1	3	2	5	3	3	6
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
Percent of All Crashes by Jurisdiction									
Hit Object	10.9%	37.6%	31.6%	11.0%	37.7%	31.7%	11.0%	37.7%	31.7%
Overturned	0.4%	34.2%	26.5%	0.5%	24.7%	19.4%	0.5%	27.6%	21.5%
Broadside	26.6%	7.4%	11.7%	19.8%	11.5%	13.3%	21.9%	10.2%	12.9%
Sideswipe	27.0%	6.7%	11.3%	24.9%	8.2%	11.9%	25.5%	7.7%	11.7%
Rear End	20.2%	4.2%	7.8%	33.3%	8.3%	13.9%	29.3%	7.0%	12.0%
Head-On	5.6%	3.1%	3.7%	3.2%	2.4%	2.6%	4.0%	2.6%	2.9%
Vehicle/Pedestrian	2.4%	1.4%	1.7%	2.5%	0.6%	1.0%	2.5%	0.9%	1.2%
Other	6.9%	5.3%	5.7%	4.1%	6.5%	6.0%	5.0%	6.1%	5.9%
Unknown	0.0%	0.1%	0.1%	0.5%	0.1%	0.2%	0.4%	0.1%	0.2%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**

Source: Statewide Integrated Traffic Records System

Serious Crashes by Motor Vehicle Involvement

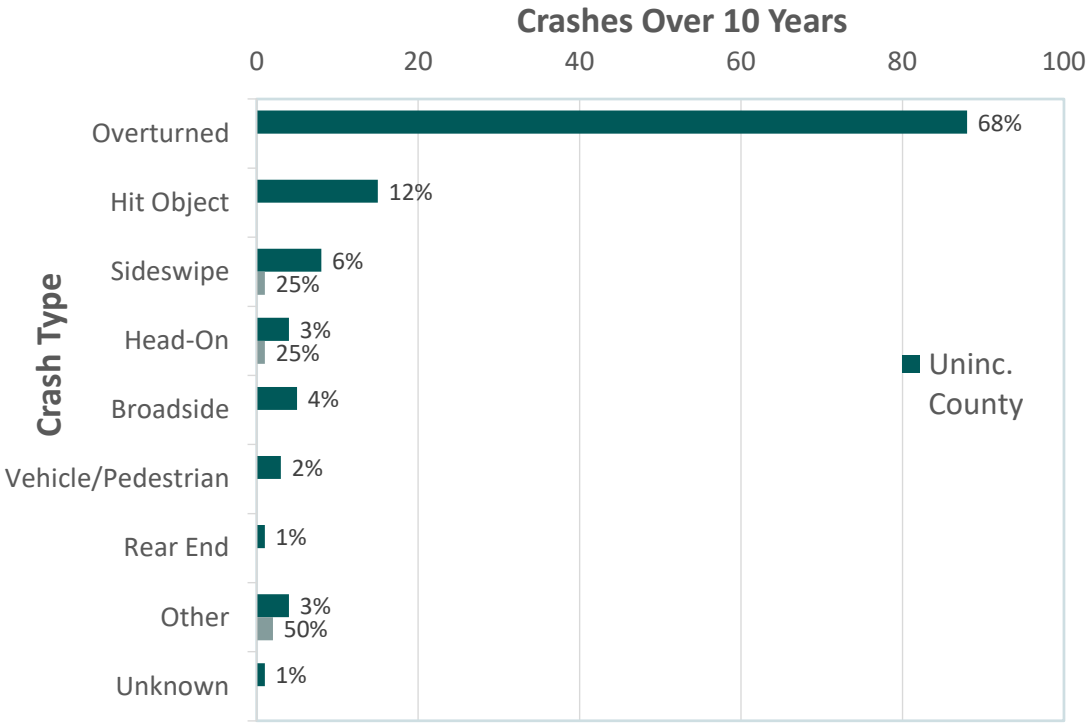
A summary of the serious crashes on local roadways over the ten-year period by motor vehicle involvement is provided in Figure 17 and Table 10. This reflects the predominance of non-collision crashes in the unincorporated county, at 70.1 percent of the total. The next highest category, "other motor vehicle" resulted in 11.6 percent of the serious crashed. In the city, three of the four serious crashes (two fatalities plus one severe injury) were crashes involving another motor vehicle, while the fourth was a severe injury crash involving a pedestrian. One item of note is that only one serious crash involved a vehicle striking an animal (which occurred in the county), indicating that animal-related crashes are not a significant issue in Inyo County.

TABLE 8: Summary of Local Road Fatal and Severe Injury Crashes by Collision Type in Inyo County
2011 to 2020

Collision Type	City of Bishop			Unincorporated Inyo County			Total			% of Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total	Fatal	Severe Injury	Total
Collision Type												
Overturned	0	0	0	9	79	88	9	79	88	64.3%	66.4%	66.2%
Hit Object	0	0	0	1	14	15	1	14	15	7.1%	11.8%	11.3%
Sideswipe	1	0	1	1	7	8	2	7	9	14.3%	5.9%	6.8%
Head-On	1	0	1	1	3	4	2	3	5	14.3%	2.5%	3.8%
Broadside	0	0	0	0	5	5	0	5	5	0.0%	4.2%	3.8%
Vehicle/Pedestrian	0	0	0	0	3	3	0	3	3	0.0%	2.5%	2.3%
Rear End	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Other	0	2	2	0	4	4	0	6	6	0.0%	5.0%	4.5%
Unknown	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
10-Year Total	**2**	**2**	**4**	**12**	**117**	**129**	**14**	**119**	**133**	100.0%	100.0%	100.0%

Source: Statewide Integrated Traffic Records System

Figure 16: Fatal and Severe Injury Local Road Crashes by Crash Type -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Other Factors Regarding Serious (Fatal and Severe Injury) Crashes

Table 11 presents a summary of other factors involved in the total crashes, while Table 12 provides the data for serious crashes only. This data can be summarized as follows:

- A large majority (95.6 percent) of total local road crashes occurred during clear or cloudy weather, with only 1.9 percent during rainy weather, 0.9 percent during snow and 0.8 percent during wind. The weather conditions at the time of the serious crashes were similar (95.5 percent clear or cloudy, 3 percent windy and 1.5 percent rain. This data for the serious crashes is shown in Figure 18.

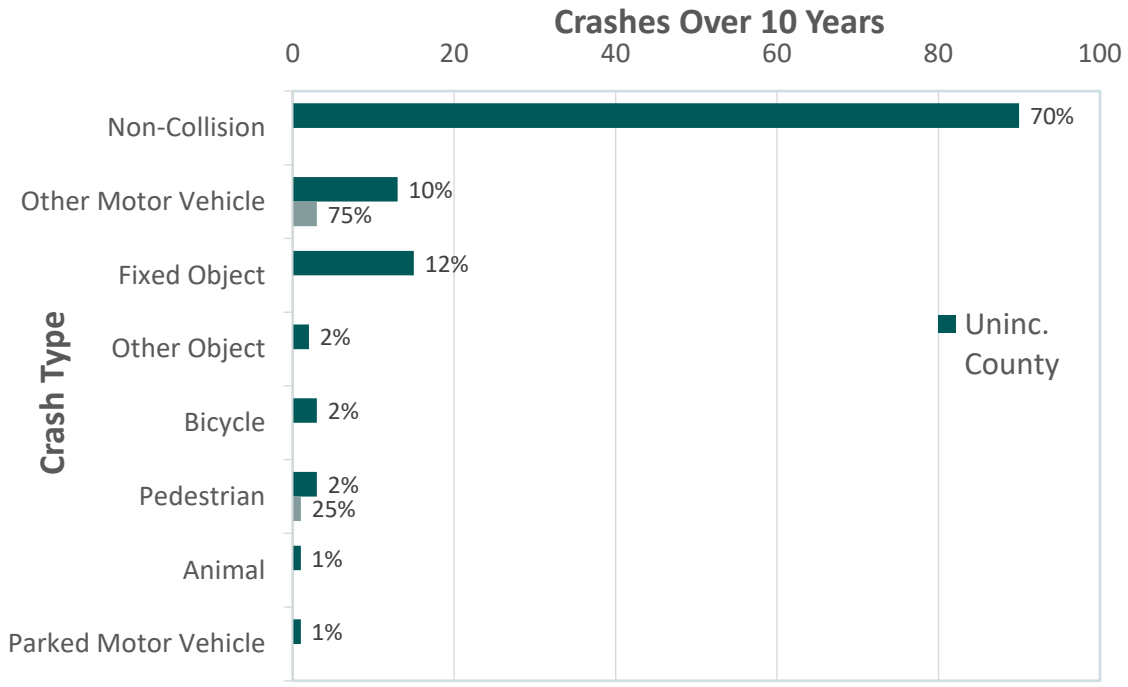
- The road surface was dry during most crashes on local roads (95 percent). Wet roads contributed to 4 percent of crashes in Bishop and 2.6 percent in unincorporated Inyo County. Proportions during serious crashes were remarkably similar. Figure 19 presents this data for the serious crashes.

TABLE 9: Summary of All Crashes by Motor Vehicle Involvement
2011 to 2020

	Local Roads			State Highways			Total		
Motor Vehicle Involved With	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Fixed Object	31	291	322	61	578	639	92	869	961
Non-Collision	2	278	280	10	494	504	12	772	784
Other Motor Vehicle	113	113	226	348	500	848	461	613	1,074
Parked Motor Vehicle	72	50	122	77	46	123	149	96	245
Other Object	5	53	58	8	120	128	13	173	186
Animal	0	33	33	5	164	169	5	197	202
Bicycle	12	9	21	28	14	42	40	23	63
Pedestrian	9	10	19	15	10	25	24	20	44
Motor Vehicle on Other Roadway	1	3	4	3	14	17	4	17	21
Unknown	3	2	5	0	0	0	3	2	5
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
Percent of All Crashes by Jurisdiction									
Fixed Object	12.5%	34.6%	29.5%	11.0%	29.8%	25.6%	11.5%	31.2%	26.8%
Non-Collision	0.8%	33.0%	25.7%	1.8%	25.5%	20.2%	1.5%	27.7%	21.9%
Other Motor Vehicle	45.6%	13.4%	20.7%	62.7%	25.8%	34.0%	57.4%	22.0%	30.0%
Parked Motor Vehicle	29.0%	5.9%	11.2%	13.9%	2.4%	4.9%	18.6%	3.5%	6.8%
Other Object	2.0%	6.3%	5.3%	1.4%	6.2%	5.1%	1.6%	6.2%	5.2%
Animal	0.0%	3.9%	3.0%	0.9%	8.5%	6.8%	0.6%	7.1%	5.6%
Bicycle	4.8%	1.1%	1.9%	5.0%	0.7%	1.7%	5.0%	0.8%	1.8%
Pedestrian	3.6%	1.2%	1.7%	2.7%	0.5%	1.0%	3.0%	0.7%	1.2%
Motor Vehicle on Other Roadway	0.4%	0.4%	0.4%	0.5%	0.7%	0.7%	0.5%	0.6%	0.6%
Unknown	1.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.4%	0.1%	0.1%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**

Source: Statewide Integrated Traffic Records System

Figure 17: Fatal and Severe Injury Local Road Crashes by Motor Vehicle Involvement-- 2011 to 2020



Source: Statewide Integrated Traffic Records System

- 66.3 percent of crashes occurring during daylight, 28.5 percent during nighttime and 5.0 percent during dusk/dawn (with 0.3 percent not recorded). A high proportion of crashes occurred at night in the unincorporated county (31.1 percent) compared to the city (19.4 percent). Focusing on serious crashes, as reflected in Figure 20 a higher proportion occurred during daylight (74.4 percent) and dawn/dusk (6.8 percent) with less (18.9 percent) occurring during nighttime.

In addition, "overturned" accounts for over 60% of fatalities and severe injuries. This indicates that additional shoulder width, recovery zones, and guardrails should be considered. Other findings from this review consist of the following:

- Given the rural nature of much of Inyo County, severe crashes caused by animals are rare. Only one severe injury crash was reported over the ten-year period.

- Road surface was reported to be dry for a large majority of the serious crashes (95 percent), with only 3 percent of crashes occurring on wet roads.

TABLE 10: Summary of Local Road Fatal and Severe Injury Crashes by Motor Vehicle Involvement in Inyo County

2011 to 2020

Collision Type	City of Bishop			Unincorporated Inyo County			Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total
Motor Vehicle Involvement									
Non-Collision	0	0	0	8	82	90	8	82	90
Other Motor Vehicle	2	1	3	2	11	13	4	12	16
Fixed Object	0	0	0	2	13	15	2	13	15
Other Object	0	0	0	0	2	2	0	2	2
Bicycle	0	0	0	0	3	3	0	3	3
Pedestrian	0	1	1	0	3	3	0	4	4
Animal	0	0	0	0	1	1	0	1	1
Parked Motor Vehicle	0	0	0	0	1	1	0	1	1
Unknown	0	0	0	0	1	1	0	1	1
10-Year Total	**2**	**2**	**4**	**12**	**117**	**129**	**14**	**119**	**133**
Percent of All Crashes by Jurisdiction									
Non-Collision	0.0%	0.0%	0.0%	66.7%	70.1%	69.8%	57.1%	68.9%	67.7%
Other Motor Vehicle	100.0%	50.0%	75.0%	16.7%	9.4%	10.1%	28.6%	10.1%	12.0%
Fixed Object	0.0%	0.0%	0.0%	16.7%	11.1%	11.6%	14.3%	10.9%	11.3%
Other Object	0.0%	0.0%	0.0%	0.0%	1.7%	1.6%	0.0%	1.7%	1.5%
Bicycle	0.0%	0.0%	0.0%	0.0%	2.6%	2.3%	0.0%	2.5%	2.3%
Pedestrian	0.0%	50.0%	25.0%	0.0%	2.6%	2.3%	0.0%	3.4%	3.0%
Animal	0.0%	0.0%	0.0%	0.0%	0.9%	0.8%	0.0%	0.8%	0.8%
Parked Motor Vehicle	0.0%	0.0%	0.0%	0.0%	0.9%	0.8%	0.0%	0.8%	0.8%
Unknown	0.0%	0.0%	0.0%	0.0%	0.9%	0.8%	0.0%	0.8%	0.8%
10-Year Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Statewide Integrated Traffic Records System

Bicycle and Pedestrian Crashes

In the ten-year study period, a total of 63 crashes involving bicycles and 44 involving pedestrians occurred in Inyo County, of which 21 and 19 respectively occurred on local roads. Table 9 provides a summary of these crashes. The local road crashes resulted in four severely injured pedestrians (as shown in Table 10. No reported fatalities involved a bicyclist on local roads however three were severely injured. Figure 21 shows the location of bicycle and pedestrian related crashes which occurred on local roads within the City of Bishop (including those both on local roadways as well as state highways). This reflects the concentration of crashes along US 395 and the half-mile section of SR 168 west of US 395. On local roadways, these crashes were widely scattered, with no concentration in any area.

TABLE 11: Summary of Crashes by Weather, Road Surface and Lighting Conditions in Inyo County
2011 to 2020

	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Weather									
Clear	226	729	955	523	1,605	2,128	749	2,334	3,083
Cloudy	10	77	87	17	151	168	27	228	255
Wind	1	8	9	3	67	70	4	75	79
Fog	0	0	0	2	4	6	2	4	6
Raining	8	13	21	7	41	48	15	54	69
Snowing	1	4	5	1	44	45	2	48	50
Other	1	9	10	0	27	27	1	36	37
-	1	2	3	2	1	3	3	3	6
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
Percent of All Crashes by Jurisdiction									
Clear	91.1%	86.6%	87.6%	94.2%	82.7%	85.3%	93.3%	83.9%	86.0%
Cloudy	4.0%	9.1%	8.0%	3.1%	7.8%	6.7%	3.4%	8.2%	7.1%
Wind	0.4%	1.0%	0.8%	0.5%	3.5%	2.8%	0.5%	2.7%	2.2%
Fog	0.0%	0.0%	0.0%	0.4%	0.2%	0.2%	0.2%	0.1%	0.2%
Raining	3.2%	1.5%	1.9%	1.3%	2.1%	1.9%	1.9%	1.9%	1.9%
Snowing	0.4%	0.5%	0.5%	0.2%	2.3%	1.8%	0.2%	1.7%	1.4%
Other	0.4%	1.1%	0.9%	0.0%	1.4%	1.1%	0.1%	1.3%	1.0%
-	0.4%	0.2%	0.3%	0.4%	0.1%	0.1%	0.4%	0.1%	0.2%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**
Road Surface									
Dry	235	800	1,035	537	1,799	2,336	772	2,599	3,371
Slippery (Mud/Oil/ETC)	1	9	10	2	1	3	3	10	13
Snowy or Icy	1	11	12	4	67	71	5	78	83
Wet	10	22	32	12	69	81	22	91	113
-	1	0	1	0	4	4	1	4	5
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
Percent of All Crashes by Jurisdiction									
Dry	94.8%	95.0%	95.0%	96.8%	92.7%	93.6%	96.1%	93.4%	94.0%
Slippery (Mud/Oil/ETC)	0.4%	1.1%	0.9%	0.4%	0.1%	0.1%	0.4%	0.4%	0.4%
Snowy or Icy	0.4%	1.3%	1.1%	0.7%	3.5%	2.8%	0.6%	2.8%	2.3%
Wet	4.0%	2.6%	2.9%	2.2%	3.6%	3.2%	2.7%	3.3%	3.2%
-	0.4%	0.0%	0.1%	0.0%	0.2%	0.2%	0.1%	0.1%	0.1%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**
Light Conditions									
Daylight	191	532	723	457	1,276	1,733	648	1,808	2,456
Dusk - Dawn	8	46	54	15	96	111	23	142	165
Dark - Street Lights	32	38	70	68	91	159	100	129	229
Dark - Street Lights Not Functioning	0	5	5	0	5	5	0	10	10
Dark - No Street Lights	16	219	235	14	469	483	30	688	718
-	1	2	3	1	3	4	2	5	7
10-Year Total	**248**	**842**	**1,090**	**555**	**1,940**	**2,495**	**803**	**2,782**	**3,585**
Percent of All Crashes by Jurisdiction									
Daylight	77.0%	63.2%	66.3%	82.3%	65.8%	69.5%	80.7%	65.0%	68.5%
Dusk - Dawn	3.2%	5.5%	5.0%	2.7%	4.9%	4.4%	2.9%	5.1%	4.6%
Dark - Street Lights	12.9%	4.5%	6.4%	12.3%	4.7%	6.4%	12.5%	4.6%	6.4%
Dark - Street Lights Not Functioning	0.0%	0.6%	0.5%	0.0%	0.3%	0.2%	0.0%	0.4%	0.3%
Dark - No Street Lights	6.5%	26.0%	21.6%	2.5%	24.2%	19.4%	3.7%	24.7%	20.0%
-	0.4%	0.2%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
10-Year Total	**6.9%**	**23.5%**	**30.4%**	**15.5%**	**54.1%**	**69.6%**	**22.4%**	**77.6%**	**100.0%**

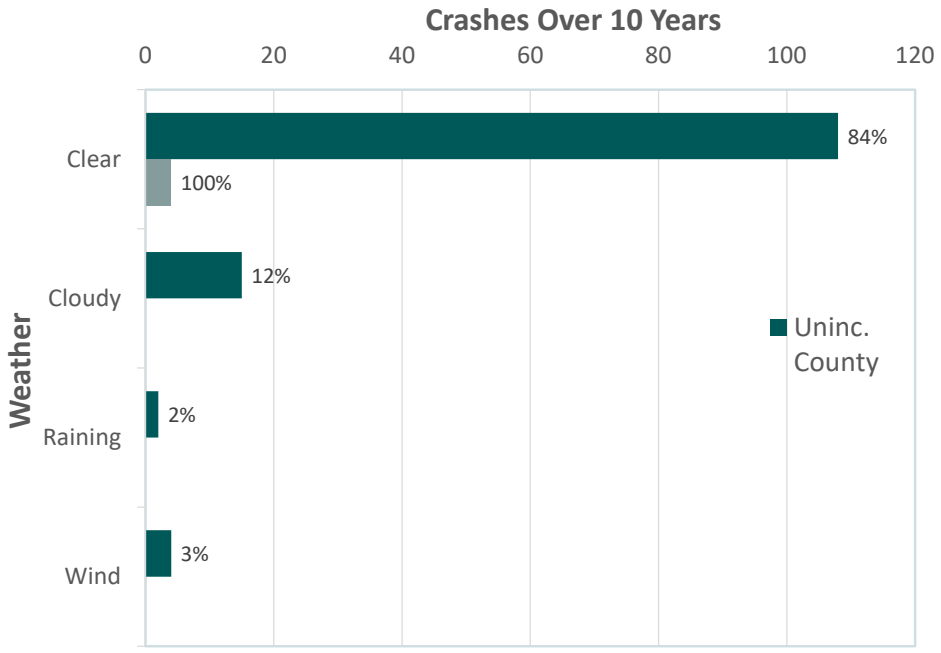
Source: Statewide Integrated Traffic Records System

TABLE 12: Summary of Local Road Fatal and Severe Injury Crashes by Weather, Road Surface and Lighting Conditions in Inyo 2011 to 2020

	City of Bishop			Unincorporated Inyo County			Total			% of Total		
Collision Type	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total	Fatal	Severe Injury	Total
Weather												
Clear	2	2	4	9	99	108	11	101	112	78.6%	84.9%	84.2%
Cloudy	0	0	0	1	14	15	1	14	15	7.1%	11.8%	11.3%
Raining	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Wind	0	0	0	2	2	4	2	2	4	14.3%	1.7%	3.0%
10-Year Total	**2**	**2**	**4**	**12**	**117**	**129**	**14**	**119**	**133**	100.0%	100.0%	100.0%
Road Surface												
Dry	2	2	4	12	110	122	14	112	126	100.0%	94.1%	94.7%
Slippery (Mud/Oil/ETC)	0	0	0	0	3	3	0	3	3	0.0%	2.5%	2.3%
Wet	0	0	0	0	4	4	0	4	4	0.0%	3.4%	3.0%
10-Year Total	**2**	**2**	**4**	**12**	**117**	**129**	**14**	**119**	**133**	100.0%	100.0%	100.0%
Lighting												
Daylight	2	1	3	6	90	96	8	91	99	57.1%	76.5%	74.4%
Dusk - Dawn	0	0	0	1	8	9	1	8	9	7.1%	6.7%	6.8%
Dark - Street Lights	0	1	1	0	2	2	0	3	3	0.0%	2.5%	2.3%
Dark - Street Lights Not Functioning	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Dark - No Street Lights	0	0	0	5	16	21	5	16	21	35.7%	13.4%	15.8%
10-Year Total	**2**	**2**	**4**	**12**	**117**	**129**	**14**	**119**	**133**	100.0%	100.0%	100.0%

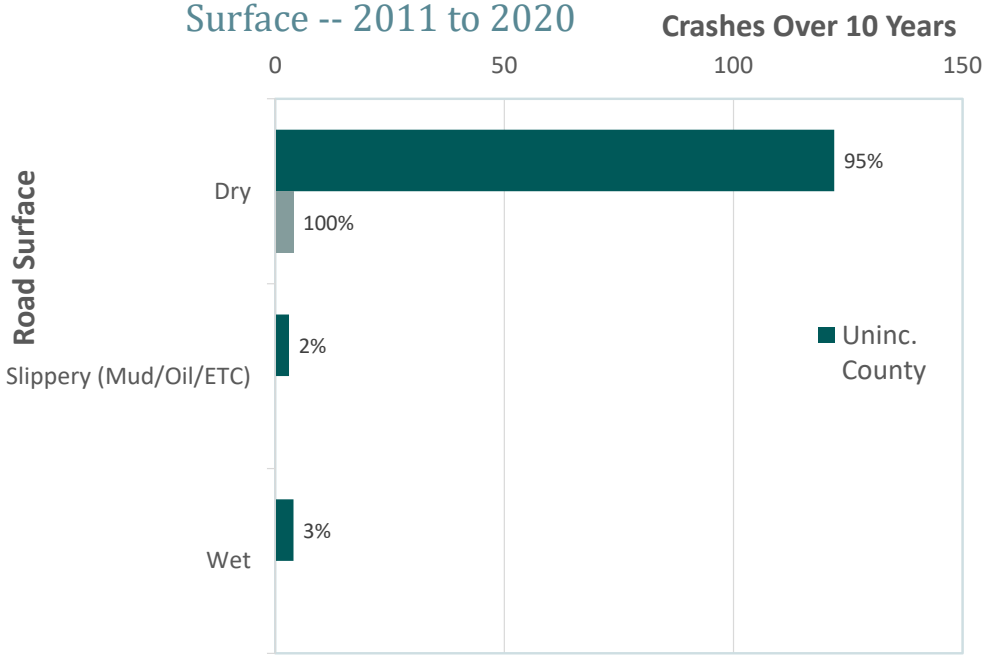
Source: Statewide Integrated Traffic Records System

Figure 18: Fatal and Severe Injury Local Road Crashes by Weather Condition -- 2011 to 2020



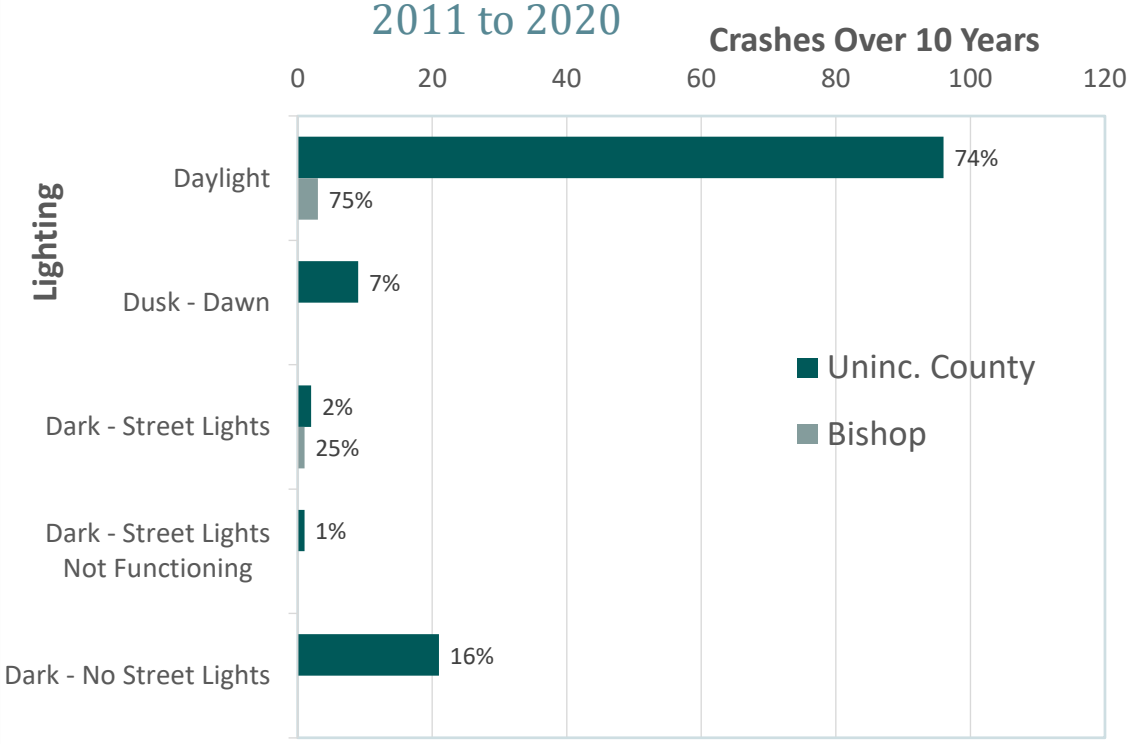
Source: Statewide Integrated Traffic Records System

Figure 19: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Road Surface -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Figure 20: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Lighting-- 2011 to 2020



Source: Statewide Integrated Traffic Records System

OFFICE OF TRAFFIC SAFETY CRASH RANKINGS

The California Office of Traffic Safety has implemented an annual analysis of how individual jurisdictions throughout California rank in comparison with the rest of the state. These rankings are developed through a detailed methodology that considers traffic volumes, crash history (with a focus on serious crashes) and population. Note that this analysis includes crashes on state highways as well as local roads, and that a high ranking indicates a safer condition compared with other jurisdictions.

Table 13 presents the ranking results for 2017, 2018 and 2019 for Inyo County. Unfortunately, as the City of Bishop did not report to SWITRS in 2017 and 2018 there is no data except for 2019. A review of the County results reflects the high degree of variation that results from crash data in an area with low population and traffic levels. The best overall measure for the county therefore is the average of the three years of data; this review focuses on this average.

Figure 21

Bicycle and Pedestrian Crashes on Bishop Area Local Roadways and State Highways

2011-2019

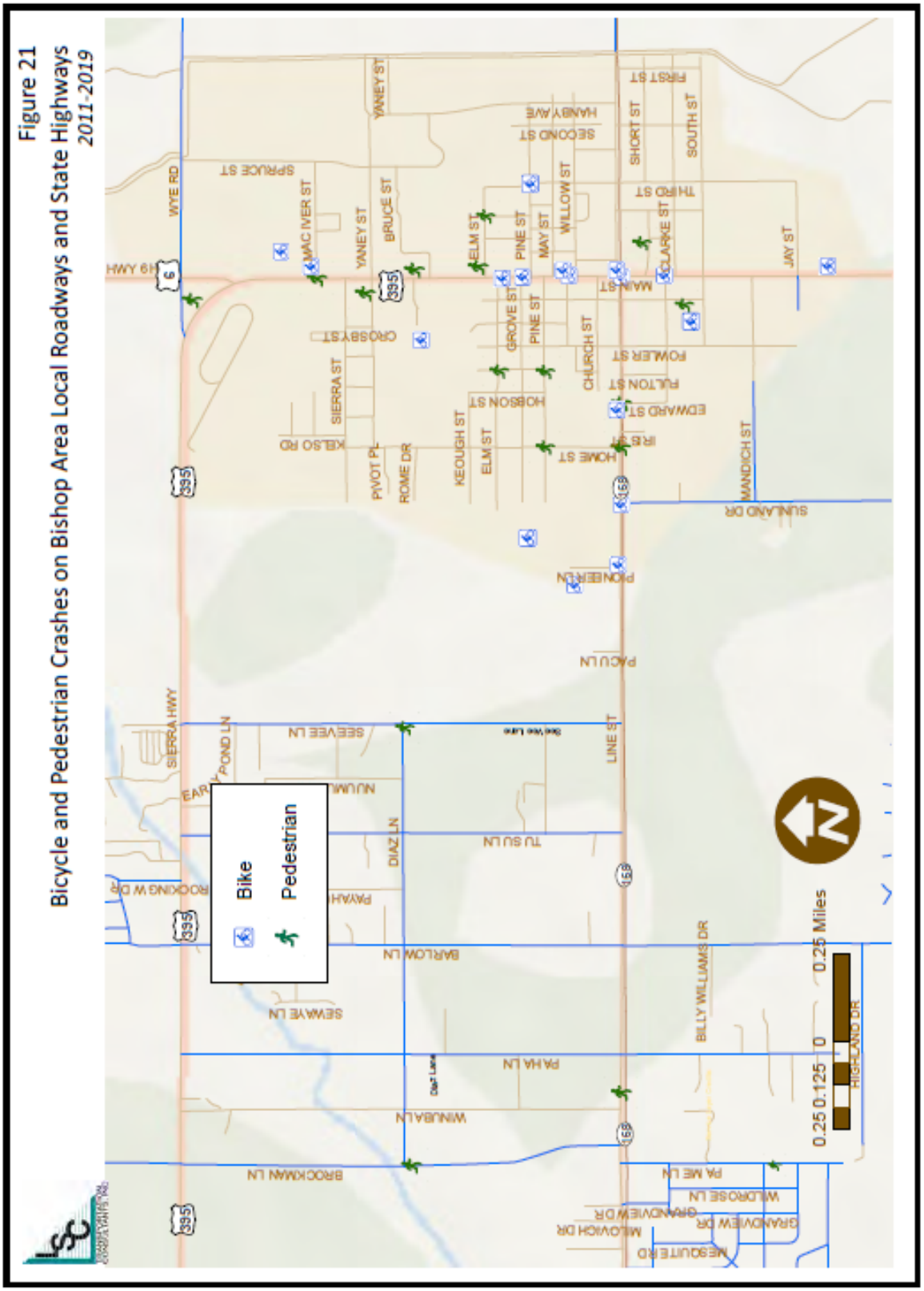


TABLE 13: Office of Traffic Safety Crash Rankings

Note that a higher ranking indicates a safer condition [1]

2019 Analysis

Crash Type	Inyo County				City of Bishop[2]		
	2017	2018	2019	3-Yr Avg	2017	2018	2019
Total Fatal and Injury	21/58	40/58	54/58	38/58	-	-	66/74
Alcohol Involved	54/58	44/58	43/58	47/58	-	-	43/74
Had Been Drinking Driver < 21	44/58	33/58	38/58	38/58	-	-	**17/74**
Had Been Drinking Driver 21 – 34	44/58	54/58	32/58	43/58	-	-	31/74
Motorcycles	**5/58**	**8/58**	33/58	**15/58**	-	-	37/74
Pedestrians	**2/58**	35/58	26/58	21/58	-	-	40/74
Pedestrians < 15	27/58	34/58	29/58	30/58	-	-	23/74
Pedestrians 65+	**8/58**	28/58	30/58	22/58	-	-	24/74
Bicyclists	**3/58**	56/58	17/58	25/58	-	-	44/74
Bicyclists < 15	29/58	32/58	18/58	26/58	-	-	19/74
Composite	NA	NA	NA	NA	-	-	36/74
Speed Related	42/58	51/58	54/58	49/58	-	-	55/74
Nighttime (9:00pm – 2:59am)	**9/58**	39/58	29/58	26/58	-	-	39/74
Hit and Run	**13/58**	35/58	18/58	22/58	-	-	38/74

Note 1: Red text indicates the safety ranking is less than the 50th percentile. Red highlight indicates the safety ranking is less than the 25th percentile.

Note 2: The City of Bishop did not send data to SWITRS in 2017 or 2018.

Source: https://www.ots.ca.gov/media-and-research/crash-rankings/

With a focus on total fatal and injury crashes, Inyo County ranked 38th highest out of 58 counties and the City of Bishop ranked 66th highest out of 74 cities, indicating that at an overall level for serious crashes, Inyo County (both the city and county) are safe. In Inyo County, the low rankings were found for pedestrians (ranked 21st), bicyclists (ranked 25th) and bicyclists under the age of 15 (ranked 26th). Hit and Run crashes also ranked low (22nd) along with nighttime crashes (26th).

Bishop is compared to a total of 74 cities with population between 2,500 and 10,000. In Bishop, the lower rankings were identified for motorcyclists (37th), bicyclists under the age of 15 (19th) and pedestrians under the age of 15 (23rd) or over the age of 64 (24th). Also, drivers between the ages of 21 and 34 ranked 37th and drivers under 21 that had been drinking ranked especially low, ranking 17th out of 74 cities. Overall, these rankings indicate the need for bicycle and pedestrian safety programs for children, safer pedestrian conditions for the elderly, and the need to address DUI issues among young drivers.

COMPARISON WITH STATEWIDE PRIMARY CRASH FACTORS

It is useful to compare the percent of various crash types in Inyo County with the percent across the state. The California Highway Patrol prepared the 2017 SWITRS Annual Report California summarizing the total number of persons killed, persons injured, fatal crashes and injury crashes. Table 14 shows the fatal and injury crashes by primary crash factor between the years 2013 and 2017 for the state of California as

TABLE 14: Total Fatal and Injury Crashes by Primary Crash Factor by Year

2013 to 2017

PRIMARY CRASH FACTOR	California Statewide # of Crashes				Inyo County # of Crashes													
	5- Year Avg		% of All Crashes		2013		2014		2015		2016		2017		5- Year Avg		% of All Crashes	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Driving or bicycling under influence of alcohol or drug	639	12,947	20%	7%	1	18	0	10	1	16	1	12	2	7	1	13	22%	10%
Impeding traffic	2	108	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Unsafe speed	502	55,557	16%	31%	0	21	0	13	0	29	0	31	1	35	0	26	4%	20%
Following too closely	3	3,869	0%	2%	0	1	0	1	0	0	0	0	0	0	0	0	0%	0%
Wrong side of road	156	5,051	5%	3%	0	2	0	2	0	4	1	4	0	7	0	4	4%	3%
Improper passing	23	1,116	1%	1%	0	0	0	0	1	0	0	1	0	1	0	0	4%	0%
Unsafe lane change	55	7,510	2%	4%	0	0	0	2	0	0	0	0	0	1	0	1	0%	0%
Improper turning	614	25,289	19%	14%	2	49	0	55	2	58	4	65	4	66	2	59	52%	45%
Automobile right of way	211	28,198	7%	16%	0	15	0	13	1	7	1	6	1	20	1	12	13%	9%
Pedestrian right of way	109	4,840	3%	3%	0	0	0	0	0	1	0	2	0	2	0	1	0%	1%
Pedestrian violation	507	4,206	16%	2%	0	1	0	0	0	0	0	0	0	1	0	0	0%	0%
Traffic signals and signs	151	14,690	5%	8%	0	2	0	1	0	2	0	3	0	3	0	2	0%	2%
Unsafe starting or backing	12	2,950	0%	2%	0	0	0	1	0	2	0	1	0	1	0	1	0%	1%
Hazardous parking	3	102	0%	0%	0	1	0	1	0	0	0	0	0	1	0	1	0%	0%
Lights	1	50	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Brakes	0	29	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Other equipment	3	82	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Other hazardous violation	20	1,586	1%	1%	0	1	0	0	0	0	0	3	0	3	0	1	0%	1%
Other improper driving	10	773	0%	0%	0	0	0	0	0	1	0	1	0	6	0	2	0%	1%
Fell asleep[2/]		6	0%	0%		0		0		0		0		0		0	0%	0%
Other than driver/ped	59	2,469	2%	1%	0	0	0	4	0	3	0	9	0	11	0	5	0%	4%
Unknown	92	3,998	3%	2%	0	2	0	1	0	0	0	2	0	5	0	2	0%	2%
Not stated*	36	2,021	1%	1%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
TOTAL	3,207	177,446	100%	100%	3	113	0	104	5	123	7	140	8	170	5	130	100%	100%

Note 1: Green highlight indicates crashes that are between 0.1% and 1% of statewide crashes. Red highlight indicates crashes that are over 1% of statewide crashes.

Source: https://www.chp.ca.gov/programs-services/services-information/switrs-internet-statewide-integrated-traffic-records-system/switrs-2017-report

provided by the SWITRS Annual report. The crashes by primary collision factor for all of Inyo County were compared against the statewide totals. A review of the proportion of crashes in Inyo County by PCF versus that of the state indicates that a substantially higher proportion of Inyo County crashes are due to improper turning (52 percent in Inyo County versus 19 percent statewide for fatality, 45 percent vs. 14 percent for injuries). On the other hand, the proportion of crashes in Inyo County due to pedestrian violations and unsafe speed are substantially lower than the statewide averages.

SUMMARY

A review of the data presented above indicates the following overall key findings:

- Overall, Inyo County traffic safety conditions are moderately better than those in other areas of the state, as the county ranks 38th best out of 58 counties and Bishop ranks 66th best out of 74 similar smaller cities.

- Traffic safety issues are quite different in Bishop than in the unincorporated County.

- In Bishop, most of the crashes (85 percent) result in property damage only, compared to 14 percent that result in an injury and 0.8 percent resulting in a fatality. A high proportion of crashes are ascribed to improper turning (23 percent), unsafe starting or backing (19 percent) and auto right-of-way conflicts (16 percent). 75 percent include two or more vehicles, including 27 percent each that are broadside or sideswipe, and 20 percent rear-end. A substantial proportion (29 percent) of crashes involve a vehicle hitting a parked vehicle.

- In unincorporated Inyo County, a much higher proportion (43 percent) result in injury, and 1.4 percent result in a fatality. Fully 47 percent are ascribed to improper turning, followed by 14 percent by unsafe speed and 13 percent DUI. Only 20 percent of crashes involve 2 or more vehicles compared with 80 percent single-vehicle crashes such as hit-object 38 percent) or overturned (34 percent).

- Factors that are not key in Inyo County traffic safety are inclement weather (with 96 percent of crashes occurring in clear or cloudy weather conditions), wet or slippery roads (with 95 percent of crashes on dry roads) or collisions with animals (0 percent on Bishop Roads and only 3.9 percent on unincorporated Inyo County roads).

- Within Bishop, there is no clear pattern of crashes on specific roadways or at specific intersections. Over a 10-year period, no individual road had more than three reported crashes.

- On roadways throughout unincorporated Inyo County, there are specific areas that have a concentrated crash history:

- Trona Wildrose Road, from the Kern County Line to Panamint Valley Road
- Panamint Valley Road, from Trona Wildrose Road to SR 190
- Old Spanish Trail Highway, over Emigrant Pass
- Daylight Pass Road, over Daylight Pass (NOT County maintained)
- Scotty's Castle Road, from SR 190 to Ubehebe Crater Road (NOT County maintained)
- Whitney Portal Road, from US 395 to a point 1.9 miles to the west.
- East Line Street / Poleta Road from US 395 to a point 4.8 miles to the east (at the start of the north-south alignment).

These five roadways that are on the County maintained roadway network (or specific sub-sections of these roadways) are potentially suitable candidate locations for Local Highway Safety Improvement Program grants.

Chapter 3

EVALUATION OF HIGH CRASH ROADWAY SEGMENTS

This chapter presents a detailed evaluation of five focus roadway segments that have been identified as including a high concentration of crashes.

Old Spanish Trail

Over a ten-year period and over the full Emigrant Pass area, 23 crashes were reported as shown in Table 15, including 19 injury crashes an no fatalities. Most crashes were overturn in nature and non-collision (70 percent), and weather and road conditions were not significant factors. Focusing on the immediate pass area with a concentration of crashes, a total of three crashes in the five-year period, resulting in two serious injuries and one property damage only crash, as shown in Table 16. All were single-vehicle crashes occurring during clear and dry conditions. As shown in Figure 22, these crashes all occurred in the section with vertical curves in the Emigrant Pass area.

There currently are advance warning signs and chevrons on the one particularly sharp curve on the east side of the pass, as well as some additional advance curve signs throughout the corridor.

Trona-Wildrose Road – Slate Pass

Trona-Wildrose Road along with Panamint Valley Road to the north serve as a secondary regional highway connecting SR 190 on the north with the Ridgecrest area, providing access between Death Valley National Park and portions of southern California. There is a concentration of crashes in the Slate Pass area. Over a ten-year period as shown in Table 17, this corridor experienced 13 crashes of which one resulted in a fatality and 8 resulted in injuries. The two predominant collision types were overturned (46 percent) and hit object (31 percent). None of these crashes involved more than one vehicle, and weather and road condition did not play significant factors. Focusing in on the immediate Slate Pass area (with series of horizontal curves on steep grades), there is a concentration of crashes as shown in Figure 23. As presented in Table 18 over the most recent five-year period a total of nine crashes were reported in this area, that resulted in seven reported injuries. All of these were single-vehicle crashes. Four resulted in the motor vehicle hitting an object, while the other five were non-collision (such as rollover crashes). Weather and road conditions were not a factor in these crashes, except for one crash when wind was cited as a factor.

This roadway is 22 to 24 feet in total width, with a centerline stripe but no edge line striping. Currently, there is a curve ahead signage and at 15 MPH curve sign for southbound traffic at the first sharp curve. In addition, there is a curve ahead sign for southbound traffic at first sharp curve, and chevrons at the first curve just to the north of the pass.

TABLE 15: Summary of Crash Data -- Old Spanish Trail Focus Corridor

2011 to 2020 Except As Noted

Severity	2016-2020		2011-2020	
	#	%	#	%
Fatal	0	0%	0	0%
Severe Injury	6	60%	9	39%
Other Visible Injury	0	0%	7	30%
Complaint of Pain	1	10%	3	13%
Unknown Injury Type	0	0%	0	0%
Property Damage Only	3	30%	4	17%
Total	10	100%	23	100%

Collision Type	#	%
Hit Object	4	17%
Overturned	16	70%
Broadside	0	0%
Sideswipe	1	4%
Rear End	0	0%
Head-On	1	4%
Vehicle/Pedestrian	0	0%
Other	0	0%
Unknown	1	4%
Total	23	100%

Motor Vehicle Involvement	#	%
Fixed Object	2	9%
Non-Collision	16	70%
Other Motor Vehicle	2	9%
Parked Motor Vehicle	0	0%
Other Object	1	4%
Animal	1	4%
Bicycle	0	0%
Pedestrian	0	0%
Motor Vehicle on Other Roadway	0	0%
Unknown	1	4%
Total	23	100%

Road Surface	#	%
Dry	21	91%
Slippery (Mud/Oil/Etc)	0	0%
Snowy or Icy	0	0%
Wet	2	9%
Total	23	100%

Violation Category	#	%
Improper Turning	17	74%
Unsafe Speed	1	4%
Other than Driver/Ped	1	4%
Driving Under the Influence	1	4%
Automobile Right of Way	1	4%
Unsafe Starting or Backing	0	0%
Other Improper Driving	0	0%
Wrong Side of Road	1	4%
Traffic Signals and Signs	0	0%
Other Hazardous Violation	0	0%
Unsafe Lane Change	0	0%
Improper Passing	0	0%
Hazardous Parking	0	0%
Other Equipment	0	0%
Pedestrian Right of Way	0	0%
Pedestrian Violation	0	0%
Brakes	0	0%
Following Too Closely	0	0%
Unknown	1	4%
Total	23	100%

Weather	#	%
Clear	20	87%
Cloudy	2	9%
Wind	0	0%
Fog	0	0%
Raining	1	4%
Snowing	0	0%
Other	0	0%
-	0	0%
Total	23	100%

Lighting	#	%
Daylight	17	74%
Dusk - Dawn	1	4%
Dark - Street Lights	0	0%
Dark - Street Lights Not Functionin	0	0%
Dark - No Street Lights	5	22%
Total	23	100%

Source: LSC Transportation Consultants, Inc. and Statewide Integrated Traffic Records System

TABLE 16: Crash Record - Old Spanish Trail Highway Focus Corridor

2016 to 2020 *0.7 Miles West of Emigrant Pass to 0.5 Miles East of Emigrant Pass*

Collision Date	Secondary Road	Distance (Feet)	Direction from Secondary Road	Collision Severity	# Killed	# Injured	Violation Category	Motor Vehicle Involved With	Weather	Road Surface
5/7/2018	Furnace Creek Rd	50738	East	PDO	0	0	Unknown	Fixed Object	Clear	Dry
4/9/2020	Furnace Creek Rd	44880	East	Severe Injury	0	2	Improper Turning	Non-Collision	Clear	Dry
4/10/2020	Furnace Creek Rd	50688	East	Severe Injury	0	2	Improper Turning	Non-Collision	Clear	Dry
Total					0	4				

Figure 22
Old Spanish Trail Emigrant Pass Focus Area
2016-2019

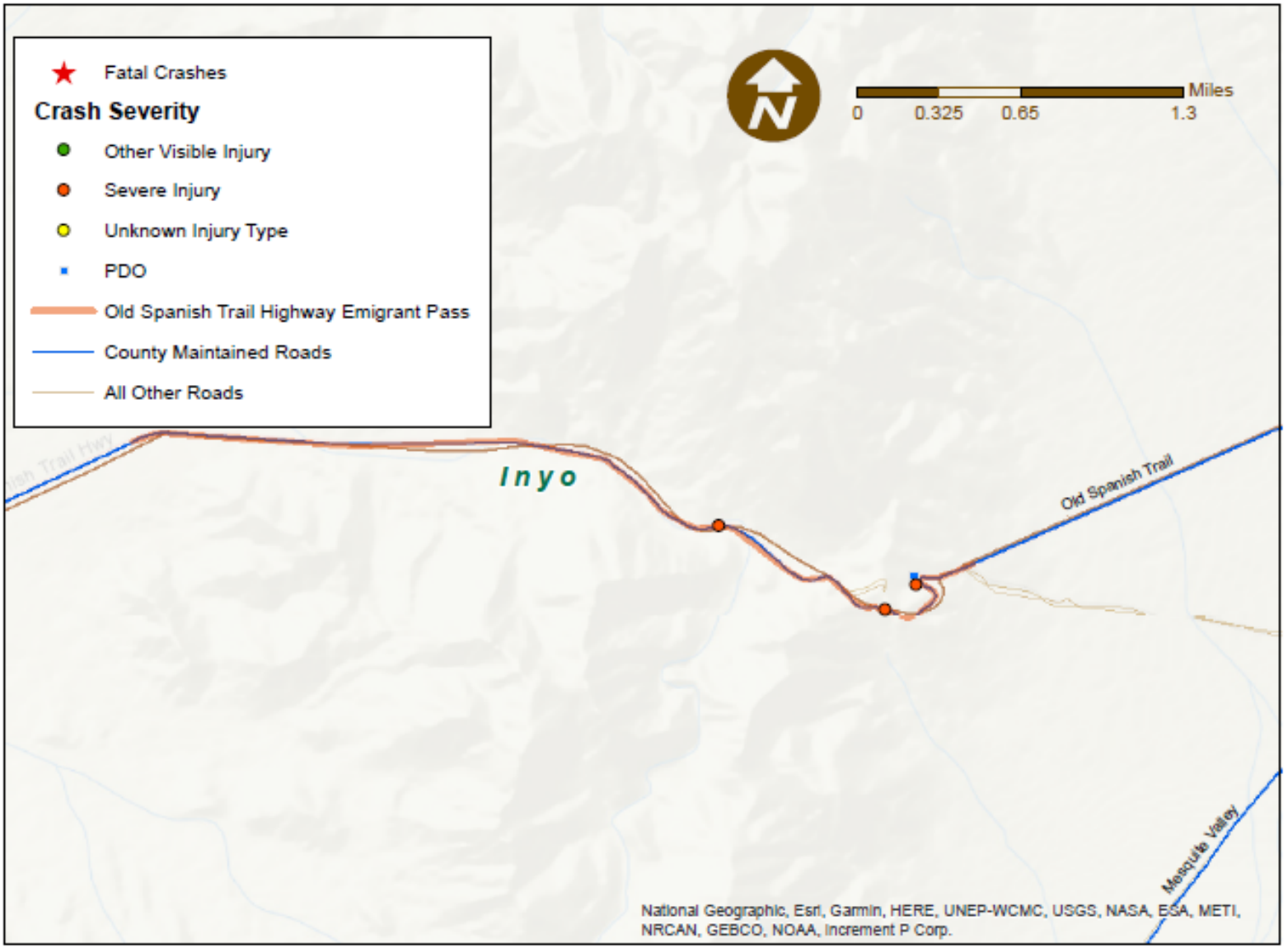


TABLE 17: Summary of Crash Data -- Trona Wildrose Slate Pass Focus Corridor

2011 to 2020 Except As Noted

Severity	2016-2020		2011-2020	
	#	%	#	%
Fatal	1	9%	1	8%
Severe Injury	2	18%	2	15%
Other Visible Injury	4	36%	6	46%
Complaint of Pain	1	9%	0	0%
Unknown Injury Type	0	0%	0	0%
Property Damage Only	3	27%	4	31%
Total	11	100%	13	100%

Collision Type	#	%
Hit Object	4	31%
Overturned	6	46%
Broadside	0	0%
Sideswipe	1	8%
Rear End	0	0%
Head-On	0	0%
Vehicle/Pedestrian	0	0%
Other	2	15%
Unknown	0	0%
Total	13	100%

Motor Vehicle Involvement	#	%
Fixed Object	4	31%
Non-Collision	7	54%
Other Motor Vehicle	0	0%
Parked Motor Vehicle	0	0%
Other Object	1	8%
Animal	1	8%
Bicycle	0	0%
Pedestrian	0	0%
Motor Vehicle on Other Roadway	0	0%
Unknown	0	0%
Total	13	100%

Road Surface	#	%
Dry	13	100%
Slippery (Mud/Oil/Etc)	0	0%
Snowy or Icy	0	0%
Wet	0	0%
-	0	0%
Total	13	100%

Violation Category	#	%
Improper Turning	9	69%
Unsafe Speed	2	15%
Other than Driver/Ped	1	8%
Driving Under the Influence	0	0%
Automobile Right of Way	0	0%
Unsafe Starting or Backing	0	0%
Other Improper Driving	0	0%
Wrong Side of Road	0	0%
Traffic Signals and Signs	0	0%
Other Hazardous Violation	1	8%
Unsafe Lane Change	0	0%
Improper Passing	0	0%
Hazardous Parking	0	0%
Other Equipment	0	0%
Pedestrian Right of Way	0	0%
Pedestrian Violation	0	0%
Brakes	0	0%
Following Too Closely	0	0%
Unknown	0	0%
Total	13	100%

Weather	#	%
Clear	12	92%
Cloudy	0	0%
Wind	1	8%
Fog	0	0%
Raining	0	0%
Snowing	0	0%
Other	0	0%
-	0	0%
Total	13	100%

Lighting	#	%
Daylight	12	92%
Dusk - Dawn	0	0%
Dark - Street Lights	0	0%
Dark - Street Lights Not Functionin	0	0%
Dark - No Street Lights	1	8%
-	0	0%
Total	13	100%

Source: LSC Transportation Consultants, Inc. and Statewide Integrated Traffic Records System

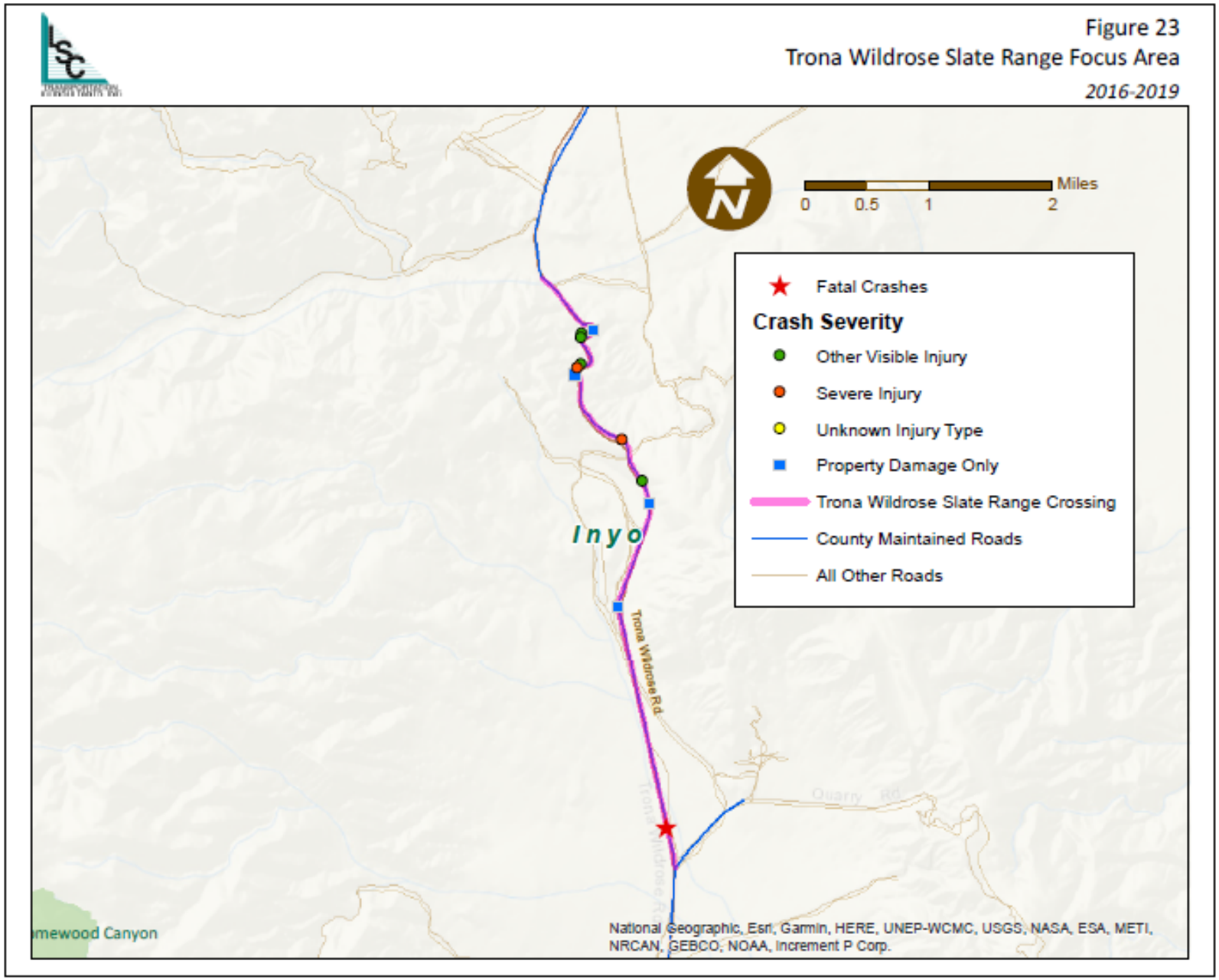


Figure 23
Trona Wildrose Slate Range Focus Area
2016-2019
Miles
0
0.5
1
2
Fatal Crashes
Crash Severity
Other Visible Injury
Severe Injury
Unknown Injury Type
Property Damage Only
Trona Wildrose Slate Range Crossing
County Maintained Roads
All Other Roads
Inyo
Trona Wildrose Rd
Quarry Rd
mewood Canyon
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

TABLE 18: Crash Record for HSIP Application - Trona Wildrose Slate Pass Focus Corridor

2016 to 2020 *0.5 Miles South of Slate Pass to 1.25 Miles North of Slate Pass*

Collision Date	Secondary Road	Distance (Feet)	Direction from Secondary Road	Collision Severity	# Killed	# Injured	Violation Category	Motor Vehicle Involved With	Weather	Road Surface
1/13/2016	Quarry Rd	8448	North	Other Visible Injury	0	1	Improper Turning	Non Collision	Clear	Dry
4/5/2016	Nadeau Rd	21120	South	PDO	0	0	Improper Turning	Other Object	Clear	Dry
1/26/2017	Homewood Canyon Rd	31680	North	PDO	0	0	Improper Turning	Non Collision	Clear	Dry
4/7/2017	Quarry Rd	13728	North	Severe Injury	0	1	Improper Turning	Non Collision	Clear	Dry
4/21/2017	Nadeau Rd	13200	South	Other Visible Injury	0	1	Other Than Driver/Ped	Non Collision	Wind	Dry
3/26/2018	Homewood Canyon Rd	27456	East	Other Visible Injury	0	1	Improper Turning	Non Collision	Clear	Dry
4/10/2018	Quarry Rd	20592	North	Severe Injury	0	1	Improper Turning	Fixed Object	Wind	Dry
5/8/2019	Quarry Rd	20064	North	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
10/25/2019	Quarry Rd	18480	North	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
Total					0	7				

Panamint Valley Road / Trona-Wildrose Road Full Corridor

Beyond the Slate Pass area, there are other more widely dispersed crashes along the full 42.4-mile length of the Panamint Valley and Trona-Wildrose corridor, as shown in Figure 24 and Table 19. As a whole, 61 crashes were reported across this corridor, including 4 fatal crashes and 36 injury crashes. Only 6 percent involved more than one vehicle, with the prevalent collision types being overturned (67 percent) and hit object (23 percent). Fully 75 percent were in the "improper turning" violation category, with 11 percent of crash reports citing unsafe speed.

Table 19, Figure 24

Focusing on the most recent five years, Table 20 indicates that, including the crashes in the Slate Pass area, a total of 21 crashes occurred over five years resulting in three fatalities and 17 injuries. Outside of the Slate Pass area, 10 crashes resulted in three fatalities and ten injuries. Of the 21 total crashes, 20 were single-vehicle crashes involving a collision with a fixed object or other departure from the roadway, while one was a sideswipe involving two vehicles. Road conditions did not play a factor, and other than two crashes for which wind was cited as a factor weather was not a factor.

Table 20

Outside of the Slate Pass area, this corridor consists of long straight and flat tangent sections (up to 8 miles in length between curves). A centerline stripe is provided, but no edge line strips. Roadway width varies between 22 and 24 feet (sufficient to strip edge lines). There is a mix of some sections with dirt or sand shoulders and other sections with no shoulder.

Whitney Portal Road

As shown in Table 21, an initial evaluation of ten years of crash data indicates a concentration along the lower portion of Whitney Portal Road (the 1.9 section west of US 395). However, focusing on the most recent five-year period identified only two relatively minor (property damage only) crashes, as shown in Table 22. Given this low crash rate, no detailed analysis of potential mitigation was conducted.

Figure 24
Trona Wildrose North Focus Area
2016-2020

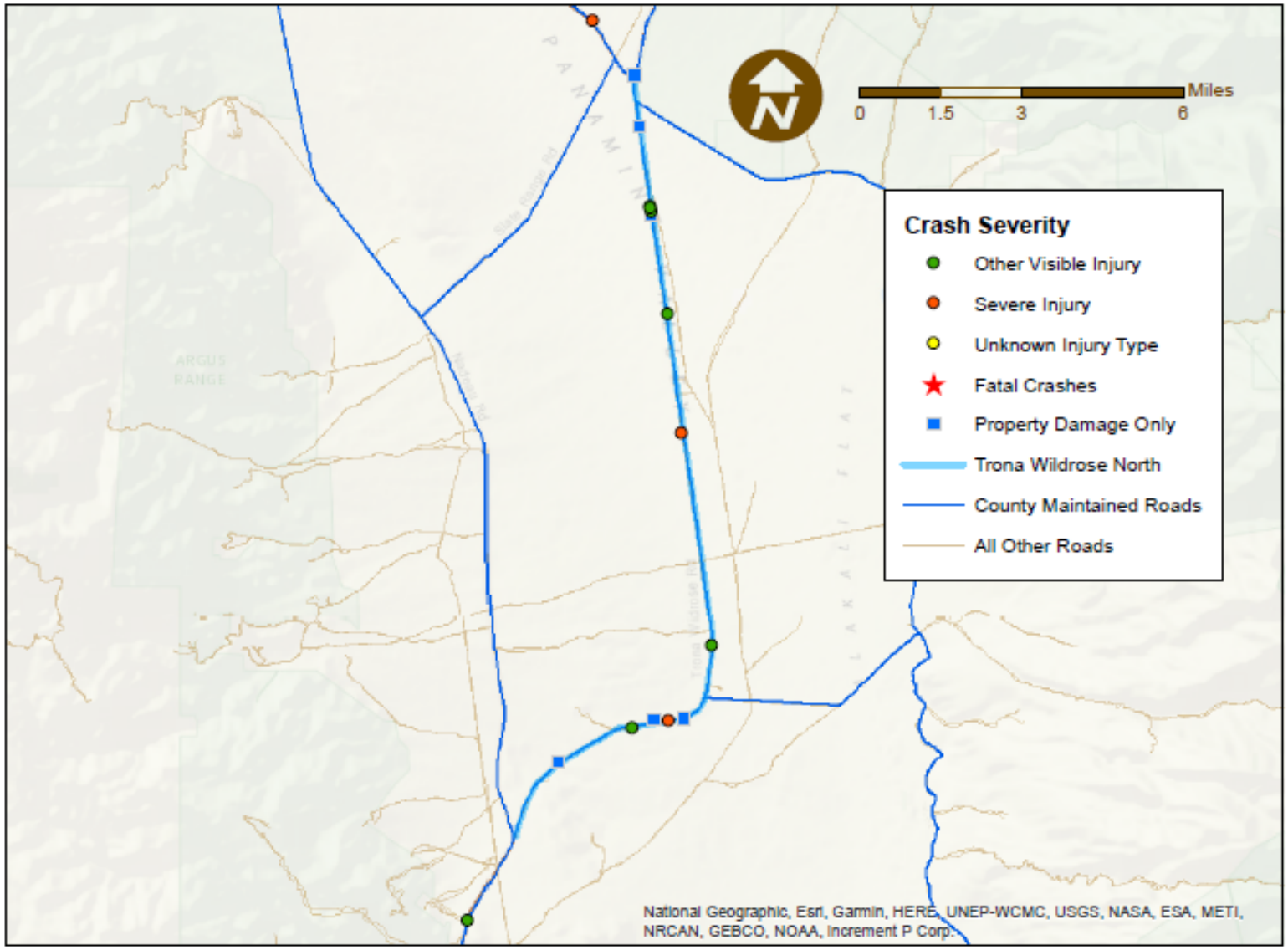


TABLE 19: Summary of Crash Data -- Panamint / Trona Wildrose Focus Corridor

2011 to 2020 Except As Noted Includes Slate Pass Area Crashes

Severity	2016-2020		2011-2020	
	#	%	#	%
Fatal	2	7%	4	7%
Severe Injury	2	7%	8	13%
Other Visible Injury	9	33%	19	31%
Complaint of Pain	2	7%	9	15%
Unknown Injury Type	0	0%	0	0%
Property Damage Only	12	44%	21	34%
Total	27	100%	61	100%

Collision Type	#	%
Hit Object	14	23%
Overturned	41	67%
Broadside	0	0%
Sideswipe	2	3%
Rear End	2	3%
Head-On	0	0%
Vehicle/Pedestrian	0	0%
Other	2	3%
Unknown	0	0%
Total	61	100%

Motor Vehicle Involvement	#	%
Fixed Object	14	23%
Non-Collision	40	66%
Other Motor Vehicle	3	5%
Parked Motor Vehicle	0	0%
Other Object	2	3%
Animal	2	3%
Bicycle	0	0%
Pedestrian	0	0%
Motor Vehicle on Other Roadway	0	0%
Unknown	0	0%
Total	61	100%

Road Surface	#	%
Dry	60	98%
Slippery (Mud/Oil/Etc)	1	2%
Snowy or Icy	0	0%
Wet	0	0%
Total	61	100%

Violation Category	#	%
Improper Turning	46	75%
Unsafe Speed	7	11%
Other than Driver/Ped	3	5%
Driving Under the Influence	2	3%
Automobile Right of Way	0	0%
Unsafe Starting or Backing	0	0%
Other Improper Driving	0	0%
Wrong Side of Road	2	3%
Traffic Signals and Signs	0	0%
Other Hazardous Violation	1	2%
Unsafe Lane Change	0	0%
Improper Passing	0	0%
Hazardous Parking	0	0%
Other Equipment	0	0%
Pedestrian Right of Way	0	0%
Pedestrian Violation	0	0%
Brakes	0	0%
Following Too Closely	0	0%
Unknown	0	0%
Total	61	100%

Weather	#	%
Clear	52	85%
Cloudy	6	10%
Wind	1	2%
Fog	0	0%
Raining	1	2%
Snowing	0	0%
Other	1	2%
-	0	0%
Total	61	100%

Lighting	#	%
Daylight	44	72%
Dusk - Dawn	3	5%
Dark - Street Lights	0	0%
Dark - Street Lights Not Functionin	0	0%
Dark - No Street Lights	14	23%
Total	61	100%

Source: LSC Transportation Consultants, Inc. and Statewide Integrated Traffic Records System

TABLE 20: Crash Record - Full Panamint Valley Rd / Trona-Wildrose Rd. Focus Corridor

2016 to 2020 *SR 190 to San Bernardino County Line*

	Collision Date	Secondary Road	Distance (Feet)	Direction from Secondary Road	Collision Severity	# Killed	# Injured	Violation Category	Motor Vehicle Involved With	Weather	Road Surface
	1/13/2016	Quarry Rd	8448	North	Other Visible Injury	0	1	Improper Turning	Non Collision	Clear	Dry
1	2/5/2016	Indian Ranch Rd	9504	South	Other Visible Injury	0	2	Improper Turning	Non-Collision	Clear	Dry
2	2/22/2016	Indian Ranch Rd	7920	South	Other Visible Injury	0	1	Improper Turning	Non-Collision	Clear	Dry
3	4/5/2016	Nadeau Rd	21120	South	PDO	0	0	Improper Turning	Other Object	Clear	Dry
4	1/26/2017	Homewood Canyon Rd	31680	North	PDO	0	0	Improper Turning	Non Collision	Clear	Dry
	4/7/2017	Quarry Rd	13728	North	Severe Injury	0	1	Improper Turning	Non Collision	Clear	Dry
	4/21/2017	Nadeau Rd	13200	South	Other Visible Injury	0	1	Other Than Driver/Ped	Non Collision	Wind	Dry
	5/7/2017	SR-190	5280	South	Fatal	1	1	Improper Turning	Other Motor Vehicle	Clear	Dry
	3/14/2018	Quarry Rd	2112	North	Fatal	2	1	Improper Turning	Non Collision	Clear	Dry
	3/26/2018	Homewood Canyon Rd	27456	East	Other Visible Injury	0	1	Improper Turning	Non Collision	Clear	Dry
	4/10/2018	Quarry Rd	20592	North	Severe Injury	0	1	Improper Turning	Fixed Object	Wind	Dry
	5/31/2018	SR-190	13200	South	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
	6/6/2018	Ballarat Rd	1584	South	PDO	0	0	Improper Turning	Fixed Object	Clear	Dry
	1/4/2019	Nadeau Rd	9504	North	Complaint of Pain	0	1	Improper Turning	Other Object	Clear	Dry
	4/16/2019	Trona Wildrose Rd	15840	North	Complaint of Pain	0	2	Improper Turning	Fixed Object	Clear	Dry
	5/8/2019	Quarry Rd	20064	North	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
	5/13/2019	SR-190	9504	South	PDO	0	0	Improper Turning	Non-Collision	Clear	Dry
	6/25/2019	Ballarat Rd	5280	South	PDO	0	0	Improper Turning	Non-Collision	Clear	Dry
	10/25/2019	Quarry Rd	18480	North	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
	4/21/2020	SR-190	13200	South	PDO	0	0	Improper Turning	Non-Collision	Clear	Dry
	12/4/2020	Ballarat Rd	4224	North	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
	Total					3	17				

TABLE 21: Summary of Crash Data -- Whitney Road Focus Corridor

2011 to 2020 Except As Noted

Severity	2016-2020		2011-2020	
	#	%	#	%
Fatal	0	0%	0	0%
Severe Injury	1	14%	2	13%
Other Visible Injury	1	14%	4	25%
Complaint of Pain	1	14%	2	13%
Unknown Injury Type	0	0%	0	0%
Property Damage Only	4	57%	8	50%
Total	7	100%	16	100%

Collision Type	#	%
Hit Object	5	31%
Overturned	6	38%
Broadside	3	19%
Sideswipe	1	6%
Rear End	0	0%
Head-On	1	6%
Vehicle/Pedestrian	0	0%
Other	0	0%
Unknown	0	0%
Total	16	100%

Motor Vehicle Involvement	#	%
Fixed Object	6	38%
Non-Collision	4	25%
Other Motor Vehicle	2	13%
Parked Motor Vehicle	1	6%
Other Object	1	6%
Animal	0	0%
Bicycle	1	6%
Pedestrian	0	0%
Motor Vehicle on Other Roadway	0	0%
Unknown	1	6%
Total	16	100%

Road Surface	#	%
Dry	16	100%
Slippery (Mud/Oil/Etc)	0	0%
Snowy or Icy	0	0%
Wet	0	0%
Total	16	100%

Violation Category	#	%
Improper Turning	6	38%
Unsafe Speed	4	25%
Other than Driver/Ped	0	0%
Driving Under the Influence	3	19%
Automobile Right of Way	0	0%
Unsafe Starting or Backing	1	6%
Other Improper Driving	0	0%
Wrong Side of Road	0	0%
Traffic Signals and Signs	0	0%
Other Hazardous Violation	0	0%
Unsafe Lane Change	0	0%
Improper Passing	1	6%
Hazardous Parking	0	0%
Other Equipment	0	0%
Pedestrian Right of Way	0	0%
Pedestrian Violation	0	0%
Brakes	0	0%
Following Too Closely	0	0%
Unknown	1	6%
Total	16	100%

Weather	#	%
Clear	16	100%
Cloudy	0	0%
Wind	0	0%
Fog	0	0%
Raining	0	0%
Snowing	0	0%
Other	0	0%
-	0	0%
Total	16	100%

Lighting	#	%
Daylight	8	50%
Dusk - Dawn	4	25%
Dark - Street Lights	0	0%
Dark - Street Lights Not Functioning	0	0%
Dark - No Street Lights	4	25%
Total	16	100%

Source: LSC Transportation Consultants, Inc. and Statewide Integrated Traffic Records System

TABLE 22: Crash Record - Whitney Portal Rd. Focus Corridor

2016 to 2020 *US 395 to 1.9 Miles West of US 395*

Collision Date	Secondary Road	Distance (Feet)	Direction from Secondary Road	Collision Severity	# Killed	# Injured	Violation Category	Motor Vehicle Involved With	Weather	Road Surface
7/11/2018	Tuttle CREEK	432	East	PDO	0	0	Unsafe Speed	Fixed Object	Clear	Dry
6/19/2019	Mt. Whitney Portal Rd.	165	North	PDO	0	0	Improper Turning	Fixed Object	Clear	Dry

East Line Street / Poleta Road

East Line Street extends eastward from US 395 in downtown Bishop, serving a mix of residential and commercial uses. East of the city limits, it serves as the sole roadway access to the Eastern Sierra Regional Airport (which has recently gained commercial air service), and the name transitions to Poleta Road. It also provides access to the White Mountain Research Center, scattered ranches, and recreation. Within the city , the roadway is approximately 50 feet in curb-to-curb width, with one travel lane in each direction and on street parallel parking. Red curb markings limit parking near public street intersections. There are sidewalks along both sides of the street west of 2nd Street and on the south side as far east as First Street. The speed limit is 25 MPH between US 395 and Sneden Street, 35 MPH between Sneden Street and Hanby Street. No speed limit is posted east of Hanby Street.3rd Street and 2nd Street. The wide street and straight alignment tend to encourage high vehicular speeds. East of the city limit, the roadway provides one 12-foot travel lane in each direction and a paved 2-foot shoulder, with centerline and edge striping.

A summary of crash data over 10 years is shown in Table 23, indicating a total of 43 crashes, including 11 resulting in injuries and no tala crashes. There are a variety of crash types, with a high proportion involving two or more vehicles. The five-year crash data is shown in Table 24 and plotted in Figure 25. A total of 13 crashes were reported from 2016 through 2020, resulting in seven injuries and no fatalities. Weather and road conditions did not play a factor in any of the crashes. Six of the crashes involved two vehicles, which occurred at intersections, while five consisted of one vehicle hitting a fixed object and two consists of one vehicle hitting a parked vehicle. Two crashes were a result of driving under the influence (both near the Owens River Bridge), and two occurred at the Poleta Road/Airport Road intersection involving two motor vehicles.

TABLE 23: Summary of Crash Data -- E. Line Street / Poleta Road Focus Corridor

2011 to 2020 Except As Noted

Severity	2016-2020		2011-2020	
	#	%	#	%
Fatal	0	0%	0	0%
Severe Injury	2	6%	3	7%
Other Visible Injury	3	9%	5	12%
Complaint of Pain	1	3%	3	7%
Unknown Injury Type	3	9%	3	7%
Property Damage Only	25	74%	29	67%
Total	34	100%	43	100%

Collision Type	#	%
Hit Object	15	35%
Overturned	2	5%
Broadside	10	23%
Sideswipe	6	14%
Rear End	6	14%
Head-On	3	7%
Vehicle/Pedestrian	0	0%
Other	1	2%
Unknown	0	0%
Total	43	100%

Motor Vehicle Involvement	#	%
Fixed Object	12	28%
Non-Collision	2	5%
Other Motor Vehicle	17	40%
Parked Motor Vehicle	6	14%
Other Object	4	9%
Animal	1	2%
Bicycle	1	2%
Pedestrian	0	0%
Motor Vehicle on Other Roadway	0	0%
Unknown	0	0%
Total	43	100%

Road Surface	#	%
Dry	41	95%
Slippery (Mud/Oil/Etc)	0	0%
Snowy or Icy	0	0%
Wet	2	5%
-	0	0%
Total	43	100%

Violation Category	#	%
Improper Turning	12	28%
Unsafe Speed	4	9%
Other than Driver/Ped	1	2%
Driving Under the Influence	7	16%
Automobile Right of Way	7	16%
Unsafe Starting or Backing	6	14%
Other Improper Driving	0	0%
Wrong Side of Road	1	2%
Traffic Signals and Signs	1	2%
Other Hazardous Violation	0	0%
Unsafe Lane Change	0	0%
Improper Passing	0	0%
Hazardous Parking	0	0%
Other Equipment	0	0%
Pedestrian Right of Way	0	0%
Pedestrian Violation	0	0%
Brakes	0	0%
Following Too Closely	1	2%
Unknown	3	7%
Total	43	100%

Weather	#	%
Clear	38	88%
Cloudy	2	5%
Wind	1	2%
Fog	0	0%
Raining	2	5%
Snowing	0	0%
Other	0	0%
-	0	0%
Total	43	100%

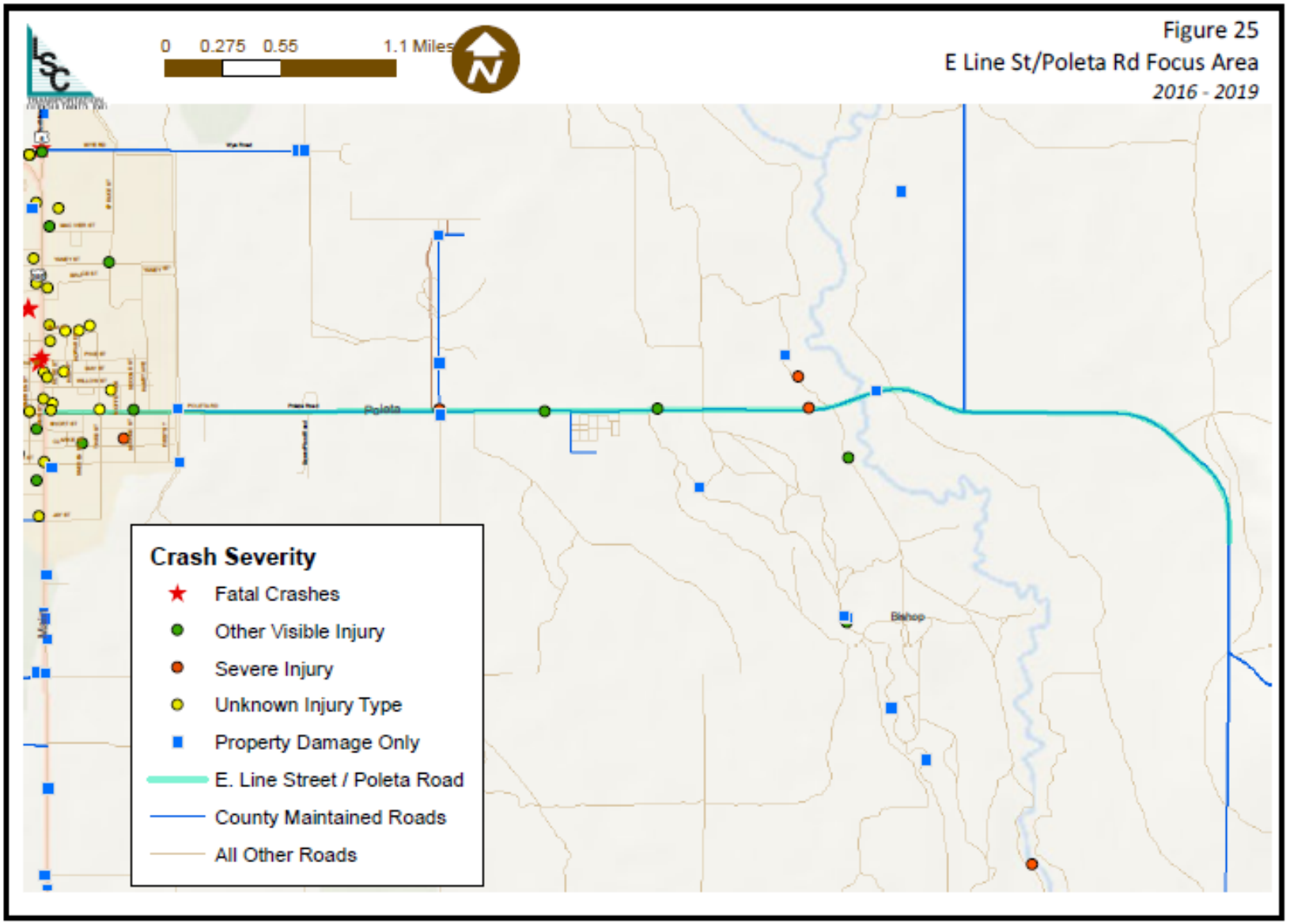
Lighting	#	%
Daylight	34	79%
Dusk - Dawn	0	0%
Dark - Street Lights	1	2%
Dark - Street Lights Not Functionin	0	0%
Dark - No Street Lights	8	19%
-	0	0%
Total	43	100%

Source: LSC Transportation Consultants, Inc. and Statewide Integrated Traffic Records System

TABLE 24: Crash Record - East Line St. / Poleta Rd. Focus Corridor

2016 to 2020 *US 395 to Owens River Bridge*

Collision Date	Secondary Road	Distance (Feet)	Direction from Secondary Road	Collision Severity	# Killed	# Injured	Violation Category	Motor Vehicle Involved With	Weather	Road Surface
3/15/2016	Third St.	0		PDO	0	0	Automobile Right of Way	Other Motor Vehicle	Clear	Dry
9/6/2016	Van Loon Ln	1056	West	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
12/12/2017	Airport Rd	0		Severe Injury	0	1	Traffic Signals and Signs	Other Motor Vehicle	Clear	Dry
9/21/2018	South 2nd S.	227	West	PDO	0	0	Improper Turning	Parked Motor Vehicle	Clear	Dry
10/17/2018	Third St.	0		Unknown Injury Type	0	1	Automobile Right of Way	Other Motor Vehicle	Clear	Dry
2/5/2019	Sneden St.	26	West	PDO	0	0	Improper Turning	Parked Motor Vehicle	Clear	Dry
6/5/2019	Airport Rd	0		Other Visible Injury	0	2	Automobile Right of Way	Other Motor Vehicle	Clear	Dry
8/29/2019	Van Loon Ln	1584	East	Other Visible Injury	0	1	Improper Turning	Fixed Object	Clear	Dry
12/2/2019	Airport Rd	75	South	PDO	0	0	Improper Turning	Fixed Object	Clear	Dry
5/11/2020	Laws Poleta Rd	1584	West	PDO	0	0	Driver Under the Influence	Fixed Object	Clear	Dry
7/12/2020	Owens River Bridge	900	West	Severe Injury	0	1	Driver Under the Influence	Other Motor Vehicle	Clear	Dry
8/7/2020	Bishop Canal Rd	0		PDO	0	0	Unsafe Starting or Backing	Fixed Object	Clear	Dry
9/16/2020	North Main	314	East	PDO	0	0	Unsafe Speed	Other Motor Vehicle	Clear	Dry
Total					0	7				


0 0.275 0.55 1.1 Miles
N
Figure 25
E Line St/Poleta Rd Focus Area
2016 - 2019
Poleta
Bishop
Crash Severity
Fatal Crashes
Other Visible Injury
Severe Injury
Unknown Injury Type
Property Damage Only
E. Line Street / Poleta Road
County Maintained Roads
All Other Roads

REVIEW OF CRASH RATES

Using traffic volume data collected, a crash rate is calculated based on Million Vehicle Miles (MVM) traveled for the various study roadway segments. For fatalities, a 100 MVM rate is used. Considering the generally flat trend in traffic activity on the state highways and low development levels, no adjustment was made for growth in volumes. A summary of the crash rates is presented in Table 25. Using the most recent (2018) Caltrans published statewide average crash statistics, the study roadway segments can be compared to similar roadway types within the state. This analysis can be summarized as follows:

- The Old Spanish Trail Highway corridor has a total crash rate of 5.51 per MVM, which is over 5 times the statewide average of 1.04. It had a zero percent fatal crash rate in the five-year review period.

- The Panamint Valley / Trona-Wildrose corridor had an overall fatal crash rate of 9.88 per 100 MVM, 187 percent higher than the statewide average. While the overall total crash rate on the entire corridor was 33 percent lower than the statewide average, the Slate Pass area had a total crash rate of roughly six times the statewide average.

- The East Line Street / Poleta Road corridor had a total crash rate remarkably close to the statewide average, and a zero percent fatal crash rate.

- Whitney Portal Road had a crash rate 60 percent lower than the statewide average for total crashes and a zero fatal crash rate.

Based on this review, the remainder of this study focuses on three study areas: Old Spanish Trail Highway, the Panamint / Trona-Wildrose corridor, and East Line Street/Poleta Road. These roadways are selected as having the highest potential to generate highway safety funding, such as Local Highway Safety Improvement Program (HSIP) funding based on the potential for significant and cost-effective safety improvement measures.

Table 25: Inyo Local Road Crash Rate Analysis -- Focus Roadways

Corridor	**Old Spanish Trail**	**Trona-Wildrose Slate Pass Area**	**Panamint / Trona-Wildrose Full Corridor**	**E. Line St. / Poleta Road**	**Whitney Portal Road**
From	0.7 W. of Emigrant Pass	0.5 Miles S. of Slate Pass	San Bernardino County Liine	US 395	US 395
To	0.5 E. of Emigrant Pass	1.25 Miles N. of Slate Pass	SR 190	Owens River Bridge	1.9 Miles West of US 395
Number of Crashes	3	9	21	13	2
Number of Fatalities	0	0	3	0	0
Average Daily Traffic Volume	249	450	392	2,349	1,385
Number of Years	5	5	5	5	5
Length of Roadway Segment (miles)	1.2	1.75	42.4	3	1.9
Crash Rate per Million Vehicle-Miles[1]	5.51	6.26	0.69	1.01	0.42
Fatality Rate per 100 Million Vehicle-Miles[2]	0.00	0.00	9.88	0.00	0.00
Roadway Type	2 and 3 Ln	2 and 3 Ln	2 and 3 Ln	2 and 3 Ln	2 and 3 Ln
Rural 2018 Caltrans Crash Rate Total per MVM[3]	1.04	1.04	1.04	1.04	1.04
Rural 2018 Caltrans Crash Rate Fatalities per 100 MVM[3]	3.45	3.45	3.45	3.45	3.45
Rate	530%	602%	67%	97%	40%
% Ratio of Fatality Rate to Statewide Rural Average Rate	0%	0%	287%	0%	0%

Note 1: Crash Rate = (Number of Crashes) x (1,000,000)/ (Average Daily Traffic Volumes x 365 Days per Year X Number of Years x Length of Roadway Segment in miles)

Note 2: Fatality Rate = (Number of Fatalities) x (100,000,000)/ (Average Daily Traffic Volume x 365 Days per Year x Number of Years x Length of Roadway Segment in miles)

Note 3: Standards found in 2018 Crash Data on California Highways by Caltrans

Note 4: Assuming summer volumes on Eagle Lake Road at twice the volume observed in the fall.

Note 5: Google Maps also shows County Sign Route A27 continuing S along Johnstonville Rd and Johnstonville Dr to US 395. This segment appears not to be part of the County Route system, although it does appear to be a former routing of Route 36.

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Public input for the LRSP study consisted of participation with a stakeholder group, as well as two opportunities for broader public input.

STUDY STAKEHOLDER GROUP

A study stakeholder group was established. This group has met virtually two times over the course of the study, to (1) provide input into existing traffic safety issues and (2) review the summary of existing safety conditions. Organizations and individuals involved in this group are shown in Table 26.

Table 26: Inyo Local Road Safety Plan Study Committee Members

Organization	Name	Position	Email
Inyo County	Michael Errante	Dir. Of PW/Exec. Director LTC	merrante@inyocounty.us
Inyo County	Justine Kokx	Transportation Planner	jkokx@inyocounty.us
Inyo County LTC	John Pickney	Deputy Director PW	jpinkney@inyocounty.us
City of Bishop	Deston Dishion	City Manager	ddishion@cityofbishop.com
CHP	Eric Lanphear	Officer	elanphear@chp.ca.gov
Inyo County Sheriff	Juan Martinez	Sheriff	jmartinez@inyocounty.us
City of Bishop	Elaine Kabala	Associate Planner	ekabala@cityofbishop.com
Caltrans Dist. 9	Forest Becket	Office Chief, Local Assistance	forest.becket@dot.ca.gov
Caltrans Dist. 9	Adam Weitzmann	Trans. Planner	Adam.Weitzmann@dot.ca.gov
Bishop Paiute Tribe	Kody Jaeger	Asst. Tribal Administrator	kody.jaeger@bishoppaiute.org

PUBLIC SURVEY

An online survey was conducted, advertised in the *Inyo Register*. This consisted of a total of five questions, as summarized below, and included the opportunity to use the UC Berkeley site to identify specific hazardous locations.

QUESTION 1: *Are there particular roadways or locations on the local roadway network that you think are hazardous? Please list up to five specific roadways or locations.*

Survey respondents overwhelmingly cited US 395 and US 6 as hazardous. Any location where non-motorists sought access—schools, restaurants, parks, among other hubs—were called out as high-speed locations in need of safety measures. One respondent reported "a lot of crashes" in the Poverty Hills area

south of Bishop, near the Tinemaha Reservoir and Campground off US 395. Restrictions on parking specific to East Line Street's approach to Main Street (Bishop) as well as the westbound approach to Home Street on West Line Street. Additional respondents requested "overhead lights" or stop signs at school-proximate intersections such as at Fowler and Grove streets in Bishop.

QUESTION 2: *Are there any local roadways in Inyo County and the City of Bishop where you think speeding is a problem? Please list up to five specific roadways or locations.*

Overall, respondents spoke to the need for speed reduction along US 395 through Bishop, Lone Pine, Big Pine, and Independence. The most mentioned problem locations for speeding included Mumi Lane off US 395, Meadow Lane off Line Street, North Barlow Lane from US 395, South Barlow Lane from Highway 168, and Silver Canyon Road in front of the Law Museum.

QUESTION 3: *An important goal of the state of California is to increase "active modes of transportation" by creating "Safe Routes to Schools," where children can walk or bike to school on their own. Are there roadways or streets in Inyo County that provide a direct route to a school, yet seem unsafe for children to walk or bike? Please list up to five specific roadways or locations.*

Specific locations of concern surrounding schools included all intersections (N Barlow at Diaz Lanes) around the Bishop Paiute Reservation and the schools housed there (Bishop); US 6 at the Grocery Outlet; Big Pine's two schools between Walnut and Pinon streets on US 395; and the area between Copper Top BBQ and Mendenhall Park, also in Big Pine.

QUESTION 4: *Are there other locations on local roadways (non-state highway) where safety for pedestrians or bicyclists could be improved? Please list up to five specific roadways or locations.*

Respondents cited numerous safety concerns along US 395 (aka "Main Street"), where motorists speed past signed limits and often park in the road, thus obstructing the path of bicyclists and pedestrians. Some mentioned that road construction—whether actively putting bicyclists at risk with lane detours (on Line Street/Highway 168 in Bishop) or abandoning what was described as "temporary" barriers—did not accommodate high traffic flows. All along roads such as Main Street, Line Street, Dixon Lane, Pie Creek Road, South Barlow Road, Glacier Road, and the Laws Railroad Museum and Historical Site at 200 Silver Canyon Road all received multiple mentions.

QUESTION 5: *Please use the Street Story Tool below to show locations in Inyo County where you have witnessed a: crash, hazard, near-miss or a safe place. Click on this link: https://streetstory.berkeley.edu/ and choose Inyo County.*

The Street Story Tool developed by UC Berkeley provides individuals with an opportunity to identify crashes (including those potentially unreported) Maps depicting crash and near-miss locations are presented in Appendix C. Line Street appeared prominently in respondents' feedback, particularly where it meets See Vee Lane. Speeding vehicles, lack of motorist and pedestrian deference to crosswalks, and "near misses"

on Main Street ranked highly among respondents as concerns. The reported causes of crashes and near-misses that generated more than one response are:

- Speeding 38 percent
- Drivers Not Yielding 33 percent
- Poor/missing bike lanes or paths 8 percent

Suggestions for improvement that were identified by more than 1 respondent were as follows:

- More stops signs or signals 27 percent
- More enforcement of unsafe behavior 23 percent
- Slower speeds 17 percent
- Better or more bike lanes 10 percent
- Better or more crosswalks 7 percent
- Education for road users 7 percent

QUESTION 6: *Do you think there are specific programs that should be started to address safety issues, like impaired driving education, young driver education, etcetera? Please describe.*

Overall, respondents seemed divided on the benefit of more education; while a majority of those in support of educational programming cited youth drivers demonstrating the most need for training, others claimed that enforcement of the rules already in place required immediate attention. Calls for updated helmet laws for electric bicycles and cyclist education, as well as law enforcement dedicated to speed limit patrols dominated responses.

QUESTION 7: *Do you have any other general suggestions on how to improve safety on local roadways throughout Inyo County?*

Aside from repeated calls to enforce speed limits, respondents suggested multiple means of slowing speeding motorists: speed bumps, flashing signs and crosswalks, and radar speed signs. Respondents also recommended improvements specific to Wye Road (reflective road striping), the Law Museum and parking lot across the roadway (speed bumps), and a flashing stop sign at the Grocery Outlet on US Highway 6. Two respondents articulated a need for an alternative route for through traffic.

Highly Cited Locations

Overall, respondents mentioned the following streets and intersections most often as safety hazards:

- Laws Railroad Museum and Historical Site;
- Intersection of US 395 and SR 168 as well as US 395 and US 6;
- Intersection of US 395 and Mac Iver Street (KFC fast food restaurant);
- Bishop Paiute Indian Reservation along W Line Street;

- Main Street and Academy Avenue (Bishop);
- Big Pine Elementary School at US 395 (Big Pine)
- Highlands Mobile Home Park (N See Vee Lane and US 395);
- Two-lane roads in Olancha-Cartego

Frequently Mentioned Recommendations

Respondents most commonly recommended the following improvements:

- Crosswalks, stoplights, "share the road" signage, and walking paths to mediate high-speeding motorists, especially along downtown highways;

- Sidewalk and roadway repair for enhanced safety (particularly around popular biking loops like on East Line Street to Warm Springs);

- Better enforcement of speed limits by authorities;

- Bike lanes on Home Street;

- Sidewalks and bike lanes at the intersection of N Barlow and Diaz lanes, also the site of multiple schools at an entrance to the Bishop Paiute Reservation;

- Parking restrictions on highway roadside as well as corners to improve sight lines;

- Install flashing stop sign near Grocery Outlet at US Highway 6;

- Truck bypass east of Bishop connecting US Highway 6 with US 395 south of town; and

- Speed bumps on roadway in between Law Museum and parking lot across the highway.

Based on the analysis of existing conditions, evaluation of alternatives and public and stakeholder input, the following Local Roadway Safety Plan for Inyo County was prepared. This plan consists of two major elements: specific safety improvement projects and programmatic strategies.

LOCAL ROADWAY SAFETY IMPROVEMENT PROJECTS

The analysis of crash data and effectiveness of potential countermeasures forms the basis for the recommended traffic safety improvement projects, as summarized in Table 27. These projects have been defined to provide safety benefits in a cost-effective manner and to provide a high potential for funding through the Local Highway Safety Improvement Program (HSIP).

Table 27: Inyo Local Road Safety Plan Recommended Improvement Plan

Roadway	Segment	Segment Length	Proposed Improvement
Palisades Road / Trona-Wildrose Road	SR 190 to San Bernardino County Line	42.4 Miles	Edge Line Striping
	Slate Pass Area	2.0 Miles	Chevron Signs on 12 Curves
Old Spanish Trail Highway	Emigrant Pass Area	1.0 Mile	Flashing Beach Advance Curve Warning
			Chevron Signs on 10 Curves
East Line St./ Poleta Road	US 395 to Airport Road	1.5 Miles	Edge Line Striping - US 395 to Canal
			1 Speed Feedback Sign in Each Direction in Bishop
			Neckdown
			Potential Poleta/Airport Road Safety Improvements

Note: Projects not in prioritized order.

Old Spanish Trail Highway

Recommendations are as follows:

- An improved Curve Advance Sign with Flashing Beach for approaching westbound traffic east of the first sharp curve. This is at the end of a long (2.3 miles) tangent section and additional signage is needed to warn motorists of the abrupt change in alignment.

- Chevron signs at a total of 10 additional sharp curves to the west of the eastern signed curve.

Panamint Valley Road / Trona-Wildrose Road

Recommendations are as follows:

- Edge line striping along the entire 42.4-mile corridor.

- Based on the crash analysis, the recommendation is for chevron signs on a total of 12 additional curves through the corridor.

Note that high friction surface treatment was considered, but the fact that crashes entirely took place during mild weather and dry roadway conditions indicates that insufficient friction with the road surface is not a significant contributing factor.

East Line Street / Poleta Road

East Line Street is an important roadway in the Bishop area road network, and sees substantial pedestrian, bicycle, and parking activity. This roadway will also see expanded traffic activity as the Eastern Sierra Regional Airport grows. Recommendations are as follows:

- Edge line striping in Bishop that defines a 12-foot-wide travel lane in each direction. This would provide a 13-foot-wide space behind the edge line for parallel parking, for parking maneuvers and for bicycle space.

- Speed feedback signs facing west adjacent to the existing 25 mph sign (162 E. Line Street) as well as facing east near the existing 35 mph sign (481 E. Line Street).

- A "neckdown" entry feature that reduces the overall roadway width to approximately 30 feet (narrowing by roughly six feet on either side and maintaining 12-foot travel lanes with 3-foot paved shoulder) for approximately 50 feet just east of First Street to give drivers arriving from the east a better sense that they are entering a mixed residential neighborhood. For passengers arriving at the airport, this also provides an opportunity for a "Welcome to Bishop" sign.

- In addition, a detailed study should be conducted regarding intersection improvements at Poleta Road / Airport Road. There were three crashes at this location between 2017 and 2020, including two injury crashes. Expanded traffic associated with improvements to the airport may warrant specific safety-related intersection improvements. This may include advance intersection warning signs, or an eastbound deceleration and left turn lane.

Excluding any major modifications at the Airport Road intersection, these improvements are not likely candidates for an HSIP application, as a neckdown is not an item eligible for HSIP funding and as the other items do not reach the minimum HSIP project cost of $100,000.

PROGRAMMATIC STRATEGIES

Beyond physical improvements, the following are broader strategies to improve local roadway traffic safety across Inyo County:

- Future roadway improvement projects should include consideration of expanded shoulders and recovery zones on high-crash roadways At least 71 percent of local roadways (at least 44 percent in Bishop and 80 percent in unincorporated Inyo County) involve vehicles leaving the road. While shoulder-widening as a "stand alone" safety improvement project is cost-ineffective, as part of a larger reconstruction project, the incremental cost of improving driver's ability to regain the travel lane after drifting to the shoulder could be lower. Key roadways for this approach are Panamint Valley / Trona-Wildrose Roads and Old Spanish Trail Highway

- Safer pedestrian conditions should be provided on local roadways, particularly in Bishop. The sidewalk network in Bishop has many gaps, which have also been the location of crashes involving pedestrians. Examples include crashes at East Elm/ Howard Street, Short Street east of US 395 and West Elm Stret at N. Fowler Street. Improvements in sidewalks and multiuse trails, particularly in developed areas such as Bishop can reduce pedestrian's exposure to auto traffic.

- There is a need to address DUI issues among young drivers. The California Office of Traffic Safety indicates that Inyo County is close to the statewide average for crashes involving drivers less than 21 years of age that had been drinking, and that the City of Bishop ranks only 17 from the bottom of 74 cities of similar size. One potential resource is the "Every 15 Minutes" program provided by CHP with funding from the California Office of Traffic Safety, which provide a two-day-long program for high school juniors and seniors.

- There is also a need for enhanced focus on motorcycle safety. Over a 3-year period, the statewide Office of Traffic Safety indicates that Inyo County ranked 15th worst out of the 58 counties in motorcycle safety.

- The comprehensive review of crash data throughout the county identified concentrations of crashes in Death Valley National Park, such as along Daylight Pass Road and Scotty's Castle Road. While these are not on the local roadway system managed by Inyo County, there is a mix of jurisdictional responsibilities in the vicinity of the National Park on both County and Federal roadways. Local jurisdictions should encourage and support traffic safety efforts in the National Park region.

APPENDIX A
Local Roadway Traffic Counts

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
ALTAIR DRIVE	1111	100 FT N. OF STARLITE DRIVE					
			8/27/1998	9/2/1998	N	23	0
PINE CREEK	1009	.3 MILES W. OF MONTANA AVE. ROVANA					
			5/15/1999	5/21/1999	W	45	0
			5/15/1999	5/21/1999	E	33	0
SHOSHONE DRIVE	1127	300' N. OF SANIGER LN					
			5/19/1999	5/25/1999	S	435	22
			5/19/1999	5/25/1999	N	355	5
CHOCTAW LN.	1120	100' E. OF SANIGER LN.					
			5/19/1999	5/25/1999	E	379	37
			5/27/1999	6/2/1999	W	369	8
			3/2/2005	3/8/2005	W	272	7
			3/2/2005	3/8/2005	E	287	7
OTEY RD.	1024	.1 MILES S OF RED HILL RD					
			6/3/1999	6/9/1999	S	13	0
			6/3/1999	6/9/1999	N	11	0
RUDOLPH RD	1042	.1 MILES E OF HWY 6					
			6/10/1999	6/16/1999	W	29	0
			6/10/1999	6/16/1999	E	29	0
DIXON LN	1032	.2 MILES W OF HWY 6					
			6/10/1999	6/16/1999	W	638	2
			6/10/1999	6/16/1999	E	534	2
			5/31/2001	6/6/2001	W	679	2
			5/31/2001	6/6/2001	E	588	2
			2/23/2003	3/1/2003	E	567	4
			2/23/2003	3/1/2003	W	623	4
			3/7/2003	3/13/2003	E	607	5
			3/7/2003	3/13/2003	W	654	2
SHEPARD LN	1026	100' N. OF HWY 168					
			6/11/1999	6/17/1999	S	350	0
			6/11/1999	6/17/1999	N	266	0
			6/24/1999	6/30/1999	S	295	0
			6/24/1999	6/30/1999	N	235	0
MCLAREN LN	1029	100' N. OF HWY 168					
			6/11/1999	6/17/1999	N	673	0
			6/11/1999	6/17/1999	S	762	0
			6/24/1999	6/30/1999	S	663	4
			6/24/1999	6/30/1999	N	630	4
SANIGER LN	1106	400' S OF DIXON LN					
			6/25/1999	7/1/1999	S	429	0
			6/25/1999	7/1/1999	N	283	0
			5/31/2001	6/6/2001	N	374	14
			5/31/2001	6/6/2001	S	447	10
			7/13/2001	7/19/2001	S	444	11
			7/13/2001	7/19/2001	N	388	14
			4/9/2002	4/15/2002	N	422	8
			4/9/2002	4/15/2002	S	359	5
			3/7/2003	3/13/2003	N	390	9
			3/7/2003	3/13/2003	S	499	29
ED ;POWERS RD	1016	200 ' N OF HWY 168					
			8/7/1999	8/13/1999	S	126	0
			8/7/1999	8/13/1999	N	85	0
			3/2/2005	3/8/2005	S	97	8
			3/2/2005	3/8/2005	N	71	0
APOLLO DRIVE	1112	100 FT S. OF STARLITE DRIVE					
			9/4/1998	9/10/1998	S	60	0
			7/28/2004	8/3/2004	S	51	0
			7/28/2004	8/3/2004	N	40	0
ROCK CREEK RD	1001	.2 MILES S OF INYO CO. LINE					
			9/4/1999	9/10/1999	S	382	3
			9/4/1999	9/10/1999	N	314	5
WEST STREET	1109	100' W OF SANIGER LN					
			6/25/1999	7/1/1999	W	217	0
			6/25/1999	7/1/1999	E	250	0
			5/31/2001	6/6/2001	E	230	30
			5/31/2001	6/6/2001	W	167	24
			7/13/2001	7/19/2001	W	170	0
			7/13/2001	7/19/2001	E	213	9
POLARIS	1110	100 FT N. OF STARLITE DRIVE					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			9/4/1998	9/10/1998	N	32	0
ARCTURIS	1115	100 FT S. OF STARLITE DRIVE					
			9/10/1998	9/16/1998	N	59	0
LAWS POLETA RD	1045	.1 MILE N OF EAST LINE STREET					
			11/11/1999	11/17/1999	S	42	0
			11/11/1999	11/17/1999	N	42	0
SOUTH MT. VIEW	1051	100' N OF MCLAREN LN					
			12/1/1999	12/7/1999	N	458	4
			12/1/1999	12/7/1999	S	454	7
BROOKSIDE DRIVE	1100	150' EAST OF MCLAREN LN					
			12/1/1999	12/7/1999	W	84	0
			12/1/1999	12/7/1999	E	71	0
MCLAREN LN	1029	150' E OF SOUTH MT. VIEW					
			12/15/1999	12/21/1999	E	137	0
RANCH RD.	1052	100' E OF SOUTH MT. VIEW					
			12/15/1999	12/21/1999	W	295	0
			12/15/1999	12/21/1999	E	282	0
RANCH RD.	1052	100' W OF SOUTH MT. VIEW					
			12/15/1999	12/21/1999	E	216	0
			12/15/1999	12/21/1999	W	229	0
NORTH MT VIEW	1055	100' N OF RANCH RD.					
			12/15/1999	12/21/1999	N	75	0
			12/15/1999	12/21/1999	S	81	0
MT TOM	1053	100' N OF RANCH RD.					
			12/24/1999	12/30/1999	S	82	0
			12/24/1999	12/30/1999	N	84	0
MT TOM	1053	100' S OF RANCH RD.					
			12/15/1999	12/21/1999	S	43	0
			12/15/1999	12/21/1999	N	45	0
VISTA RD.	1045	100' N OF RANCH RD.					
			12/24/1999	12/30/1999	S	72	0
			12/24/1999	12/30/1999	N	68	0
AIRPORT RD	2053	.1 MILES N. OF EAST LINE ST.					
			9/18/1998	9/24/1998	N	165	0
			8/12/2003	8/25/2003	S	232	0
			8/12/2003	8/25/2003	N	234	0
N. BARLOW LN.	1033	.1 MILES N. OF HWY 395					
			9/23/1998	9/29/1998	S	1327	0
			9/23/1998	9/29/1998	N	1209	0
			4/12/2002	4/18/2002	S	1183	4
			4/12/2002	4/18/2002	N	1046	1
			10/13/2016	10/18/2016	BIO	2000	1
N. BARLOW LANE	1033	.1 MILES S. OF HWY 395					
			9/25/1998	10/1/1998	S	1319	0
			9/25/1998	10/1/1998	N	1395	0
			3/6/1999	3/12/1999	S	1267	3
			3/6/1999	3/12/1999	N	1284	2
			10/20/2016	10/25/2016	BIO	1585	0
RUNNING IRON RD.	1104	100' S OF ROCKING K DRIVE					
			5/4/2000	5/10/2000	S	119	0
			5/4/2000	5/10/2000	N	131	0
VAN LOON DR.	2050	200 FT.S. OF EAST LINE ST.					
			9/26/1998	10/2/1998	N	105	0
DIXON LN.	1032	.1 MILE E OF BROCKMAN LN					
			6/3/2000	6/9/2000	W	162	0
			6/3/2000	6/9/2000	E	158	0
			5/31/2001	6/6/2001	E	142	9
			5/31/2001	6/6/2001	W	151	8
			3/7/2003	3/13/2003	W	134	1
			3/7/2003	3/13/2003	E	142	7
BROCKMAN LN	1030	.1 MILE N OF HWY 395					
			6/6/2000	6/12/2000	S	179	0
			6/6/2000	6/12/2000	N	183	0
			10/6/2021	10/11/2016	BIO	342	0
BROCKMAN LN	1030	.1MILE SOUTH OF HWY 395					
			9/29/2016	10/4/2016	BIO	1150	0
ROCKING W DRIVE	1077	100' N OF HWY 395					
			6/8/2000	6/14/2000	S	1011	0
			6/8/2000	6/14/2000	N	1148	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
LAZY A DRIVE	1084	50' N OF BAR L DR.					
			6/8/2000	6/14/2000	S	316	0
			6/8/2000	6/14/2000	N	287	0
DIAZ LANE	1062	100 FT E. OF BARLOW LANE					
			10/1/1998	10/7/1998	W	314	0
			10/1/1998	10/7/1998	E	284	0
ROCKING K DR.	1077	70' W OF ED PWERS RD.					
			10/7/1998	10/13/1998	W	165	0
			4/17/2009	4/23/2009	E	258	33
			4/17/2009	4/23/2009	W	207	12
BARLOW LANE	1033	80 FT N. OF WEST LINE ST.					
			10/9/1998	10/15/1998	S	1575	0
			10/9/1998	10/15/1998	N	876	0
			3/6/1999	3/12/1999	N	1356	2
			3/6/1999	3/12/1999	S	1476	33
SANIGER LN.	1106	150' S OF WEST STREET					
			5/31/2001	6/6/2001	N	352	8
			5/31/2001	6/6/2001	S	472	11
			7/13/2001	7/19/2001	N	376	9
			7/13/2001	7/19/2001	S	554	4
			4/9/2002	4/15/2002	N	385	7
			4/9/2002	4/15/2002	S	466	10
N. BARLOW LN.	1033	100' N OF BAR M					
			11/8/2001	11/14/2001	S	1152	4
			11/8/2001	11/14/2001	N	1034	3
			4/11/2002	4/17/2002	N	1133	3
			4/11/2002	4/17/2002	S	1274	4
			2/23/2003	3/1/2003	N	1001	2
			2/23/2003	3/1/2003	S	1120	2
			3/7/2003	3/13/2003	S	1195	2
			3/7/2003	3/13/2003	N	1071	4
ED POWERS RD	1016	100' S OF RED HILL RD.					
			4/17/2009	4/23/2009	N	100	18
			4/17/2009	4/23/2009	S	159	31
N ROUND VALLEY RD.	1003	.2 MILES S. OF BIRCHUM LN.					
			10/9/2009	10/15/2009	S	85	0
			10/20/2009	10/26/2009	N	84	0
STARLITE DRIVE	1103	100' E OF POLAIRIS CIRCLE					
			8/7/2003	8/13/2003	W	199	11
			8/7/2003	8/13/2003	E	158	5
			7/28/2004	8/3/2004	W	221	43
			7/28/2004	8/3/2004	E	158	6
POLETA RD	2013	300' E OF EAST LINE ST. CANAL					
			8/14/2003	8/20/2003	E	712	0
			8/14/2003	8/20/2003	W	679	0
STARLITE DRIVE	1103	150' W OF POLARIS CIRCLE					
			3/16/2004	3/22/2004	W	254	31
			3/16/2004	3/22/2004	E	181	10
			7/28/2004	8/3/2004	W	180	23
			7/28/2004	8/3/2004	E	170	32
SHEPARD LN	1026	.1 MILE N. OF HWY 168					
			6/6/2004	6/12/2004	S	381	33
			6/6/2004	6/12/2004	N	376	50
VALLEY VIEW	1108	100' N OF CHOCTAW					
			3/2/2005	3/8/2005	S	199	16
			3/2/2005	3/8/2005	N	181	21
PLEASANT VALLEY RD.	1022	.1 MILES N. OF HWY 395					
			11/26/1998	12/2/1998	N	81	0
			11/26/1998	12/2/1998	S	116	0
S. ROUND VALEY RD.	1010	.7 MILES N. OF SAWMILL RD.					
			11/26/1998	12/2/1998	E	84	0
			11/26/1998	12/2/1998	W	85	0
PINE CREEK RD.	1009	.2 MILES W. OF N. ROUND VALLEY RD					
			11/26/1998	12/2/1998	E	145	0
			11/26/1998	12/2/1998	W	175	0
			5/15/1999	5/21/1999	E	165	4
			5/15/1999	5/21/1999	W	208	7
OLD SHERWIN GRADE	1007	.2 MILES N OF BIRCHIM LN.					
			11/26/1998	12/2/1998	N	153	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			11/26/1998	12/2/1998	S	181	0
POLETA RD.	2013	100 FT. W. OF AIRPORT RD.					
			2/25/1999	3/3/1999	W	442	0
			2/25/1999	3/3/1999	E	449	0
POLETA RD.	2013	.6 MILES E. OF AIRPORT RD.					
			11/26/1998	12/2/1998	E	137	0
			11/26/1998	12/2/1998	W	138	0
ED POWERS	1016	.2 MILES N. OF RED HILL RD					
			12/4/1998	12/10/1998	S	313	0
			12/4/1998	12/10/1998	N	326	0
			4/9/2005	4/15/2005	N	449	4
			4/9/2005	4/15/2005	S	511	5
RED HILL	1017	.1 MILES E. OF ED POWERS RD.					
			12/4/1998	12/10/1998	E	371	0
			12/4/1998	12/10/1998	W	403	0
			4/9/2005	4/15/2005	E	479	4
			4/9/2005	4/15/2005	W	497	4
TU SU	1060	100 FT. S. OF HWY. 395					
			12/4/1998	12/10/1998	S	405	0
			12/4/1998	12/10/1998	N	474	0
			3/11/1999	3/17/1999	N	456	11
			3/11/1999	3/17/1999	S	407	27
MILL CREEK	1005	.1 MILES S. OF HWY. 395 N. ENTRANCE					
			12/12/1998	12/18/1998	N	198	0
			12/12/1998	12/18/1998	S	119	0
SAWMILL	1013	.1 MILES W. OF ED POWERS RD.					
			12/12/1998	12/18/1998	W	99	0
			12/12/1998	12/18/1998	E	106	0
WARM SPRINGS	2018	.3 MILES E.OF HWY. 395					
			12/30/1998	1/5/1999	W	67	0
			12/30/1998	1/5/1999	E	90	0
EASTSIDE	2014	.7 MILES N. OF WARM SPRINGS RD					
			12/30/1998	1/5/1999	N	46	0
			12/30/1998	1/5/1999	S	31	0
MILL CREEK	1005	200 FT. N. OF HWY 395 S. ENTRANCE					
			12/12/1998	12/18/1998	S	195	0
			12/12/1998	12/18/1998	N	271	0
N. ROUND VLY.RD.	1003	.1 MILES S.OF PINE CR. RD					
			12/30/1998	1/5/1999	S	53	0
			2/4/1999	2/10/1999	N	60	0
N. BARLOW LN	1033	.2 MILES N. OF WEST LINE ST.					
			3/19/1999	3/25/1999	N	1392	2
			3/19/1999	3/25/1999	S	1369	3
			4/28/2010	5/4/2010	S	1321	2
			4/28/2010	5/4/2010	N	1386	3
N. BARLOW LN	1033	.3 MILES S.OF HWY. 395					
			1/8/2000	1/14/2000	S	1371	2
			1/8/2000	1/14/2000	N	1309	2
STARLITE DRIVE	1103	.5 MILES WEST OF HWY 168					
			9/4/1998	9/10/1998	W	198	0
BROCKMAN LN	1032	.4 MILES S.OF HWY. 395					
			3/19/1999	3/25/1999	S	767	2
			4/1/1999	4/7/1999	N	576	2
			1/6/2000	1/12/2000	S	688	4
			1/6/2000	1/12/2000	N	536	3
			4/9/2002	4/15/2002	S	819	5
			4/9/2002	4/15/2002	N	647	7
PA HA	1061	.3 MILES N. OF WEST LINE ST.					
			3/20/1999	3/26/1999	S	409	5
			3/20/1999	3/26/1999	N	414	5
			3/20/1999	3/26/1999	S	409	5
			3/20/1999	3/26/1999	N	414	5
			1/15/2000	1/21/2000	N	427	5
			1/15/2000	1/21/2000	N	427	5
			1/22/2000	1/28/2000	S	381	2
			1/22/2000	1/28/2000	S	381	2
			11/25/2008	12/1/2008	S	492	3
			11/25/2008	12/1/2008	S	492	3
			12/8/2008	12/14/2008	N	475	3

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			12/8/2008	12/14/2008	N	475	3
SEE VEE	1059	.2 MILES N.OF WEST LINE ST.					
			3/20/1999	3/26/1999	N	775	6
			4/15/1999	4/21/1999	S	1013	1
			1/8/2000	1/14/2000	N	718	4
			1/8/2000	1/14/2000	S	951	3
TU SU	1060	.4 MILES N OF WEST LINE ST.					
			4/1/1999	4/7/1999	S	439	3
			4/1/1999	4/7/1999	N	462	3
			4/1/1999	4/7/1999	N	462	3
			4/1/1999	4/7/1999	S	439	3
			1/15/2000	1/21/2000	N	488	2
			1/15/2000	1/21/2000	N	488	2
			1/22/2000	1/28/2000	S	591	10
			1/22/2000	1/28/2000	S	591	10
SILVER CANYON	1044	.2 MILES E.OF HWY 6					
			4/2/1999	4/8/1999	E	265	0
			4/2/1999	4/8/1999	W	275	0
			4/21/1999	4/27/1999	E	260	17
			4/21/1999	4/27/1999	W	268	15
BUTTERMILK ROAD	1020	.1 MILE WEST OF 168					
			5/24/2017	5/30/2017	BIO	210	0
APOLLO DRIVE	1112	100 FT N. OF STARLITE DRIVE					
			8/27/1998	9/2/1998	N	32	0
DIAZ	1062	.2 MILES E.OF BROCKMAN					
			4/15/1999	4/21/1999	E	259	9
			4/24/1999	4/30/1999	W	213	7
DIAZ	1062	.1 MILES W. OF SEE VEE					
			4/15/1999	4/21/1999	E	157	18
			4/15/1999	4/21/1999	W	157	7
BIRCHIM LN.	1006	.2 MILES W.OF OLD SHERWIN GRADE					
			5/5/1999	5/11/1999	W	65	0
			5/5/1999	5/11/1999	E	71	0
N ROUND VALLEY RD.	1003	.1 MILES N.OF PINE CR. RD					
			5/14/1999	5/20/1999	N	105	0
			5/14/1999	5/20/1999	S	105	0
VANADIUM RANCH RD.	1009	.1 MILES W.OF NORTH ROUND VALLEY RD					
			5/5/1999	5/11/1999	W	64	0
			5/27/1999	6/2/1999	E	51	0
GORGE RD.	1007	.1 MILES E OF HWY 395					
			5/5/1999	5/11/1999	E	166	0
			5/5/1999	5/11/1999	W	142	0
FIVE BRIDGES RD.	1036	.1 MILES N OF HWY 6					
			5/5/1999	5/11/1999	N	162	0
			5/5/1999	5/11/1999	S	179	0
			5/14/1999	5/20/1999	N	228	30
			5/23/1999	5/29/1999	S	159	12
SANIGER LN.	1106	.5 MILES N OF HWY 395					
			5/6/1999	5/12/1999	N	1274	4
			5/6/1999	5/12/1999	S	1344	2
HORTEN CREEK	1089	.1 MILES S OF S. ROUND VALLEY					
			5/6/1999	5/12/1999	S	61	0
PLANT FIVE RD.	1019	.1 MILES S OF BISHOP CR.					
			6/3/1999	6/9/1999	S	105	0
			6/18/1999	6/24/1999	N	69	0
BISHOP CREEK RD.	2085	1.4 MILES S OF HWY 168					
			6/3/1999	6/9/1999	N	143	0
			6/18/1999	6/24/1999	S	124	0
SABRINA RD	2026	.2 MILES N OF U.S.F.S. GATE					
			6/30/1999	7/6/1999	N	356	0
			6/30/1999	7/6/1999	S	377	0
NORTH LAKE	2025	100' W. OF HWY 168					
			6/30/1999	7/6/1999	S	377	0
			6/30/1999	7/6/1999	N	356	0
SABRINA RD	2026	150 S. OF NORTH LAKE RD.					
			7/14/1999	7/20/1999	N	235	0
			7/14/1999	7/20/1999	S	234	0
SOUTH LAKE RD	2022	.1 MILES E OF HWY 168					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			7/14/1999	7/20/1999	W	373	0
			7/14/1999	7/20/1999	E	362	0
			8/18/2016	8/23/2016	BIO	816	3
GLACIER LODGE RD.	3002	.4 MILES W.OF CONE RD.					
			7/14/1999	7/20/1999	W	187	0
			7/14/1999	7/20/1999	E	154	4
			12/13/2018	12/18/2018	BIO	125	0
CARDINAL RD	2090	50' W OF HWY 168					
			7/22/1999	7/28/1999	W	46	0
			7/22/1999	7/28/1999	E	45	0
COLUMBINE DR.	2023	200' W. OF HWY 168					
			7/22/1999	7/28/1999	E	144	0
			7/22/1999	7/28/1999	W	179	0
ALPINE DRIVE	2081	50' E OF HWY 168					
			7/22/1999	7/28/1999	E	42	0
			7/22/1999	7/28/1999	W	37	0
CATARACT RD	2088	100' W OF COLUMBINE DR					
			7/30/1999	8/5/1999	W	55	0
			7/30/1999	8/5/1999	E	57	0
WHITE PINE RD	2086	75' S OF CATARACT					
			7/30/1999	8/5/1999	S	17	0
			7/30/1999	8/5/1999	N	16	0
CATARACT RD	2088	.1 MILES W OF COLUMBINE DR					
			7/30/1999	8/5/1999	N	33	0
			8/18/1999	8/24/1999	S	58	0
SUNLAND DRIVE	2034	.1 W OF GERKEN LN					
			7/31/1999	8/6/1999	W	181	0
			9/10/1999	9/16/1999	E	204	0
SUNLAND DRIVE	2034	01 MILE S OF LINE ST					
			11/30/2017	12/5/2017	BIO	1727	3
UNDERWOOD LN	1028	.1 MILES W OF BARLOW					
			8/7/1999	8/13/1999	W	96	0
			8/7/1999	8/13/1999	E	255	0
MANZANITA RD	2100	50' N OF ALPINE DRIVE					
			8/18/1999	8/24/1999	N	6	0
			8/18/1999	8/24/1999	S	6	0
SUMUC RD	2099	100' N OF ALPINE DRIVE					
			8/18/1999	8/24/1999	N	16	0
			8/18/1999	8/24/1999	S	17	0
SAGE RD	2089	50' E OF HWY 168					
			8/19/1999	8/25/1999	W	6	0
			8/19/1999	8/25/1999	E	13	0
WHITE MOUNTAIN RD	2083	.1 N. OF HWY 168					
			8/25/1999	8/31/1999	E	88	0
			8/25/1999	8/31/1999	W	98	0
			8/4/2016	8/9/2016	BIO	224	1
SIERRA SUMMIT	2098	50' E OF HWY 168					
			8/26/1999	9/1/1999	E	2	0
			8/26/1999	9/1/1999	W	5	0
CANYON DR	2096	30' N OF MT. TOM VIEW					
			8/26/1999	9/1/1999	N	36	0
			8/26/1999	9/1/1999	S	48	0
MT. TOM VIEW	2097	50' W OF CANTON DR					
			8/26/1999	9/1/1999	W	22	0
			8/26/1999	9/1/1999	E	12	0
HABEGGER LN	2095	50' E OF SOUTH LAKE RD					
			8/26/1999	9/1/1999	E	125	0
			8/26/1999	9/1/1999	W	49	0
REYNOLDS RD	3003	.1 MILE W OF HWY 395					
			10/13/1999	10/19/1999	E	309	1
			10/13/1999	10/19/1999	W	315	2
REYNOLDS RD	3003	.1 MILE N OF OLD COUNTY RD					
			10/13/1999	10/19/1999	S	367	0
			10/13/1999	10/19/1999	N	424	0
PLANT SIX RD.	1049	100' S. OF HWY 168					
			11/11/1999	11/17/1999	S	19	0
			11/11/1999	11/17/1999	N	17	0
DEATH VALLEY RD	3017	.4 MILES EAST OF N. ENTRANCE OF SALINE VALLEY RD					
			9/17/1998	9/23/1998	W	15	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			9/17/1998	9/23/1998	E	21	0
HIGHLAND DRIVE	1050	100' W OF S BARLOW LN.					
			1/6/2000	1/12/2000	E	188	0
			1/6/2000	1/12/2000	W	170	0
SUNSET DRIVE	1131	300' E OF S BARLOW LN.					
			1/6/2000	1/12/2000	W	302	0
			1/6/2000	1/12/2000	E	329	0
SUNSET DRIVE	1131	100' W OF S BARLOW LN.					
			1/6/2000	1/12/2000	W	233	0
			1/6/2000	1/12/2000	E	260	0
IRENE STREET	1057	100' W OF BARLOW LANE					
			2/26/2000	3/3/2000	E	286	0
			2/26/2000	3/3/2000	W	263	0
SUNLAND IND.RES. RD.	2031	.1 MILE S OF SCHOBER LN.					
			1/27/2000	2/4/2000	N	23	0
			1/27/2000	2/4/2000	S	41	0
			8/17/2000	8/23/2000	N	91	19
			8/17/2000	8/23/2000	S	152	13
GLENBROOK WAY	1033	100' W OF BARLOW LN.					
			3/1/2000	3/7/2000	W	184	0
			3/1/2000	3/7/2000	E	180	0
LONGVIEW DRIVE	1074	100' E OF BARLOW LN.					
			3/1/2000	3/7/2000	E	157	0
			3/1/2000	3/7/2000	W	181	0
SIERRA VISTA WAY	1076	100' W OF BARLOW LN.					
			3/1/2000	3/7/2000	E	327	0
			3/1/2000	3/7/2000	W	276	0
SUNRISE DRIVE DRIVE	1023	300' E OF BARLOW LN.					
			3/1/2000	3/7/2000	W	183	0
			3/1/2000	3/7/2000	E	173	0
OLIVA LANE	3070	500' E OF RENOLDS RD.					
			3/23/2000	3/28/2000	E	123	0
			3/23/2000	3/28/2000	W	98	0
WEST CEDAR ST.	1070	100' W OF MEADOW LN.					
			3/16/2000	3/22/2000	W	82	0
			3/16/2000	3/22/2000	E	110	0
MEADOW LANE	1067	.1 MILE S OF WEST LINE ST.					
			3/16/2000	3/22/2000	S	387	0
			3/16/2000	3/22/2000	N	313	0
PINION RD.	1071	50' N OF MEADOW LN.					
			3/16/2000	3/22/2000	S	36	0
			3/16/2000	3/22/2000	N	30	0
MESQUITE RD	1068	100' S OF LARUEL RD					
			3/24/2000	3/30/2000	S	96	0
			3/24/2000	3/30/2000	N	110	0
MORNINGSIDE DRIVE	1080	50' E OF MESQUITE RD					
			3/24/2000	3/30/2000	E	76	0
			3/24/2000	3/30/2000	W	73	0
GRANDVIEW DRIVE	1082	150' N OF MORNINSIDE DR					
			3/24/2000	3/30/2000	S	82	0
			3/24/2000	3/30/2000	N	37	0
MESQUITE RD	1068	100' W OF PA-ME LN.					
			4/19/2000	4/25/2000	W	99	0
			4/19/2000	4/25/2000	E	115	0
WILDROSE LN.	1181	100' N OF MEAQUITE RD.					
			4/19/2000	4/25/2000	S	27	0
			4/19/2000	4/25/2000	N	18	0
INDIAN CREEK DRIVE	1078	100' W OF PA-ME LN.					
			4/19/2000	4/25/2000	W	219	0
			4/19/2000	4/25/2000	E	230	0
S. TUMBLEWEED DRIVE	1079	100' N OF INDIAN CREEK					
			4/19/2000	4/25/2000	S	107	0
			4/19/2000	4/25/2000	N	85	0
CROCKER AVE.	3206	300' W OF HWY 395					
			5/4/2000	5/10/2000	W	622	0
			5/4/2000	5/10/2000	E	534	0
BIR RD.	1034	.1 MILE W OF BARLOW LN.					
			5/4/2000	5/10/2000	W	47	0
			5/4/2000	5/10/2000	E	40	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			12/3/2002	12/9/2002	W	52	0
			12/3/2002	12/9/2002	E	64	0
SCHOOL ST.	3213	75' S OF CROCKER ST.					
			6/28/2000	7/4/2000	S	294	0
			6/28/2000	7/4/2000	N	287	0
SCHOOL ST.	3213	100' N OF CROCKER ST.					
			6/28/2000	7/4/2000	N	323	0
			6/28/2000	7/4/2000	S	332	0
BAKER CR.	3004	.1 MILE W OF HWY 395					
			7/26/2000	8/1/2000	E	84	0
			7/26/2000	8/1/2000	W	88	0
DEWEY ST.	3208	100' W OF HWY 395					
			7/26/2000	8/1/2000	W	105	0
			7/26/2000	8/1/2000	E	201	0
NEWMAN ST.	3011	.1 MILE N OF HWY 395					
			8/16/2000	8/22/2000	S	22	0
			8/16/2000	8/22/2000	N	16	0
BUTCHER LN.	3051	100' E OF HWY 395					
			8/16/2000	8/22/2000	W	44	0
			8/16/2000	8/22/2000	E	25	0
SCHOBER LANE	1035	.2 MILE W OF SUNLAND IND.RES. RD.					
			8/17/2000	8/23/2000	E	413	6
			8/17/2000	8/23/2000	W	405	3
CHESTNUT ST..	3209	150' W OF HWY 395					
			8/25/2000	8/31/2000	E	93	0
			8/25/2000	8/31/2000	W	67	0
WALNUT ST.	3210	100' W OF HWY 395					
			8/25/2000	8/31/2000	W	75	0
			8/25/2000	8/31/2000	E	89	0
JULIE ANN LN.	3065	50' E OF RENOLDS RD.					
			9/13/2000	9/19/2000	W	126	0
			9/13/2000	9/19/2000	E	102	0
JUNIPER RD..	3058	50' E OF RENOLDS RD.					
			9/13/2000	9/19/2000	W	135	0
			9/13/2000	9/19/2000	E	116	0
TERRACE DRIVE	3054	50' E OF RENOLDS RD.					
			10/4/2000	10/10/2000	E	63	0
			10/4/2000	10/10/2000	W	76	0
MYRTLE LN.	3068	50' E OF RENOLDS RD.					
			10/14/2000	10/20/2000	E	59	0
			10/14/2000	10/20/2000	W	72	0
PINE RD.	3057	50' E OF RENOLDS RD.					
			10/14/2000	10/20/2000	W	192	0
			10/14/2000	10/20/2000	E	190	0
TERRACE DRIVE	3054	50' E OF RENOLDS RD.					
			10/19/2000	10/25/2000	E	55	0
			10/19/2000	10/25/2000	W	76	0
MARIANNE WAY	3064	50' S OF OLIVIA LN.					
			9/5/1998	9/11/1998	E	385	0
			10/19/2000	10/25/2000	N	16	0
			10/19/2000	10/25/2000	S	12	0
DEATH VALLEY RD.	3017	.1 MILE E OF HWY 168					
			11/15/2000	11/21/2000	E	14	0
			11/15/2000	11/21/2000	W	29	0
BARLOW LN.	1033	200' N OF HIGHLAND DRIVE					
			2/2/2001	2/8/2001	N	1690	2
			2/2/2001	2/8/2001	S	1732	2
BARLOW LANE	1033	120 FT S. OF WEST LINE ST.					
			10/9/1998	10/15/1998	S	1828	0
			10/9/1998	10/15/1998	N	1769	0
			3/11/1999	3/17/1999	N	1825	7
			3/11/1999	3/17/1999	S	1824	2
S. BARLOW LN.	1033	.1 MILE N OF BIRR RD.					
			12/3/2002	12/9/2002	N	83	0
			12/3/2002	12/9/2002	S	79	0
S. BARLOW LN.	1033	.1 MILE S OF BIRR RD.					
			12/3/2002	12/9/2002	S	26	0
			12/3/2002	12/9/2002	N	18	0
MANDICH	2043	.1 MILE W. OF HWY 395					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			4/24/2003	5/11/2003	W	371	0
			4/24/2003	5/11/2003	E	412	0
MANDICH	2043	.1 MILE E OF SUNLAND DRIVE					
			4/24/2003	5/11/2003	W	291	0
			4/24/2003	5/11/2003	E	301	0
SUNLAND DRIVE	2034	.2 MILE S OF W. LINE ST.					
			4/24/2003	4/30/2003	N	694	0
			8/12/2003	8/18/2003	N	688	0
			8/12/2003	8/18/2003	S	783	0
S. FOWLER	1111	.2 MILES S. OF W. LINE					
			4/24/2003	4/30/2003	N	1717	0
			4/24/2003	5/30/2003	S	266	0
SABRINA RD.	2026	BELOW FIRST BRIDGE					
			4/29/2010	5/5/2010	N	166	26
			5/15/2010	5/21/2010	S	235	21
			5/15/2010	5/21/2010	N	137	17
STARLITE DRIVE	1103	200' E OF ARCTURIS CIRCLE					
			9/1/2006	9/7/2006	E	66	0
			9/1/2006	9/7/2006	W	85	21
COLLINS RD	2019	.2 MILES W OF HWY 395					
			12/5/2006	12/11/2006	W	157	16
			12/5/2006	12/11/2006	E	125	17
PA-ME-LN.	1063	.2 MILES S. OF W. LINE ST.					
			3/17/2007	3/23/2007	S	538	7
			3/17/2007	3/23/2007	N	642	9
SCHOOL STREET	3213	300' S OF WALNUT ST.					
			10/3/2007	10/9/2007	S	116	8
			10/3/2007	10/9/2007	N	112	10
PA HA	1061	50 FT. S. OF WEST LINE ST.					
			12/4/1998	12/10/1998	S	417	0
			12/4/1998	12/10/1998	N	460	0
			3/11/1999	3/17/1999	N	471	52
			3/11/1999	3/17/1999	S	419	7
PA ME	1063	150 FT. S. OF WEST LINE ST.					
			12/4/1998	12/10/1998	N	889	0
			12/4/1998	12/10/1998	S	833	0
			3/12/1999	3/18/1999	N	937	3
			3/12/1999	3/18/1999	S	854	4
			6/6/2004	6/12/2004	N	890	5
			6/6/2004	6/12/2004	S	840	3
KEOUGHS HOT SPRINGS	2029	.1 MILES W OF HWY. 395					
			12/4/1998	12/10/1998	E	127	0
			12/17/1998	12/23/1998	W	174	0
SCHOBER LANE	1035	200 FT W. OF HWY 395					
			12/12/1998	12/18/1998	W	355	0
			12/12/1998	12/18/1998	E	353	0
COLLINS	2019	500' W. 0F HWY 395					
			12/17/1998	12/23/1998	E	104	0
			12/17/1998	12/23/1998	W	148	0
			5/7/2004	5/13/2004	W	171	20
			5/7/2004	5/13/2004	E	121	6
SUNLAND DRIVE	2034	.7 MILES S.OF W. LINE STREET					
			12/30/1998	1/5/1999	S	659	0
			12/30/1998	1/5/1999	N	548	0
SUNLAND INDIAN RES. RD.	2031	.3 MILES W.OF HWY. 395					
			12/30/1998	1/5/1999	W	300	0
			12/30/1998	1/5/1999	E	364	0
COUNTY RD B.P.	3028	.3 MILES W.OF HWY. 395					
			1/22/1999	1/28/1999	E	379	0
			1/22/1999	1/28/1999	W	370	0
			5/27/1999	6/2/1999	E	489	12
			5/27/1999	6/2/1999	W	478	10
DUMP RD B.P.	3015	.1 MILES W.OF HWY. 395					
			1/22/1999	1/28/1999	E	41	0
			1/22/1999	1/28/1999	W	42	0
SCHOBER LANE	1035	.1 MILE W OF SUNLAND RD.					
			2/4/1999	2/10/1999	W	423	0
			2/4/1999	2/10/1999	E	358	0
GERKIN	2020	.1 MILES W.OF HWY. 395					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			2/25/1999	3/3/1999	S	473	0
			2/25/1999	3/3/1999	N	398	0
			7/23/1999	7/29/1999	S	529	12
			7/23/1999	7/28/1999	N	476	2
BARLOW LN	1033	.2 MILES S. OF WEST LINE ST.					
			3/19/1999	3/25/1999	S	1744	2
			3/19/1999	3/25/1999	N	1774	2
PA HA	1061	.1 MILES S.OF WEST LINE ST.					
			3/20/1999	3/26/1999	S	370	3
			3/20/1999	3/26/1999	N	396	10
PA ME	1063	.1 MILES S.OF WEST LINE ST.					
			4/1/1999	4/7/1999	S	609	4
			4/1/1999	4/7/1999	N	656	6
REATA RD.	1027	.3 MILES S. OF WEST LINE ST.					
			4/15/1999	4/21/1999	S	264	0
			4/15/1999	4/21/1999	N	242	0
			4/24/1999	4/30/1999	N	188	3
			4/24/1999	4/30/1999	S	199	3
MUMY LN	1025	.2 MILES S. OF WEST LINE ST.					
			4/15/1999	4/21/1999	S	43	0
			4/15/1999	4/21/1999	N	37	0
FORT RD	3029	.1 MILES EAST OF HWY 395 N ENTRANCE					
			8/8/1998	8/14/1998	E	72	0
			8/8/1998	8/14/1998	W	68	0
DOLOMITE LOOP RD	4010	.1 MILES E OF HWY 136 W. ENTRANCE					
			5/27/1999	6/2/1999	E	8	0
			5/27/1999	6/2/1999	W	14	0
DOLOMITE LOOP RD	4010	.1 MILES N OF HWY 136 S. ENTRANCE					
			5/27/1999	6/2/1999	S	6	0
			5/27/1999	6/2/1999	N	5	0
FORT RD	3029	.1 MILES EAST OF HWY 395 S ENTRANCE					
			8/27/1998	9/2/1998	S	85	0
			8/27/1998	9/2/1998	N	109	0
BLACK ROCK SPRINGS	3024	.1 MILES E OF HWY 395					
			6/17/1999	6/23/1999	E	45	0
			6/17/1999	6/23/1999	W	41	0
ONION VALLEY RD	3047	.1 MILES N.OF SEVEN PINES					
			8/12/1999	8/18/1999	S	87	0
			8/12/1999	8/18/1999	N	99	0
MAZOURKA	3045	2 MILES EAST OF HWY 395					
			9/12/1998	9/18/1998	E	26	0
			9/12/1998	9/18/1998	W	37	0
GOODALE RD	3056	.6 MILES WEST OF HWY 395					
			8/8/1998	8/14/1998	W	35	0
TABOOSE CREEK RD.	3022	.1 MILE W OF HWY 395					
			5/4/2000	5/10/2000	W	88	0
			5/4/2000	5/10/2000	E	82	0
MARKET ST.	5074	100' W OF CLAY ST.					
			6/2/2000	6/8/2000	E	189	4
MARKET ST.	5074	100' E OF CLAY ST.					
			6/2/2000	6/8/2000	W	180	10
JEWEL ST.	3041	100' S OF INYO ST.					
			7/20/2000	7/26/2000	S	21	0
			7/20/2000	7/26/2000	N	20	0
FISH SPRINGS	3035	.1 MILE W OF HWY. 395 S. ENTRANCE					
			12/1/2000	12/6/2000	E	134	58
			12/1/2000	12/6/2000	W	129	59
JACKSON ST.	3419	100' S. OF MAIN ST.					
			1/30/2003	2/5/2003	N	66	0
			1/30/2003	2/5/2003	S	47	0
JACKSON ST.	3419	100' N. OF MAIN ST.					
			1/30/2003	2/5/2003	N	38	0
			1/30/2003	2/5/2003	S	43	0
JACKSON ST	3419	100' S. OF WALL ST.					
			2/5/2003	2/11/2003	S	27	0
			2/5/2003	2/11/2003	N	28	0
JACKSON ST,	3419	100' N. OF WALL ST.					
			2/5/2003	2/11/2003	S	19	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			2/5/2003	2/11/2003	N	19	0
E .MAIN ST.	3403	100' E OF JACKSON ST.					
			1/30/2003	2/5/2003	E	29	0
			1/30/2003	2/5/2003	W	30	0
E. MAIN ST.	3403	100' W OF JACKSON ST.					
			1/30/2003	2/5/2003	W	78	0
			1/30/2003	2/5/2003	E	64	0
E. WALL ST.	3402	100' E OF JACKSON ST.					
			2/5/2003	2/11/2003	E	25	0
			2/5/2003	2/11/2003	W	29	0
E. WALL ST.	3402	100' W OF JACKSON ST.					
			2/5/2003	2/11/2003	W	37	0
			2/5/2003	2/11/2003	E	25	0
SHABBELL LN	3036	100' N OF MILLER LN					
			5/16/2008	5/22/2008	S	29	0
			5/16/2008	5/22/2008	N	26	0
BELL ACCESS RD	3034	50' W OF OAK CREEK BRIDGE					
			10/14/2010	10/19/2010	W	23	0
			10/17/2010	10/23/2010	E	27	0
MAZOURKA CYN.	3045	.8 MILES E OF HWY 395					
			6/10/2003	6/16/2003	W	87	0
			6/10/2003	6/16/2003	E	66	0
CITRUS RD	3410	100; W OF HWY 395					
			12/16/2004	12/22/2004	E	24	0
			12/16/2004	12/22/2004	W	17	0
FISH HATCHERY RD	3030	.4 MILES WEST OF HWY 395					
			8/8/1998	8/14/1998	W	115	0
BLACK ROCK SRINGS RD	3024	.1 MILES WEST OF HWY 395					
			8/19/1998	8/25/1998	W	62	0
			8/19/1998	8/25/1998	E	60	0
INDY. DUMP RD.	3046	.2 MILES E.OF HWY. 395					
			1/8/1999	1/14/1999	W	37	0
			1/8/1999	1/14/1999	E	34	0
ONION VALLEY	3047	.6 MILES WEST OF HWY 395					
			8/19/1998	8/25/1998	W	170	0
FISH SPRINGS	3035	.1 MILES W.OF HWY. 395 N. ENTRANCE					
			1/22/1999	1/28/1999	S	55	0
			1/22/1999	1/28/1999	N	40	0
			1/22/1999	1/28/1999	N	40	0
			1/22/1999	1/28/1999	S	55	0
			12/1/2000	12/6/2000	N	126	34
			12/1/2000	12/6/2000	S	100	29
			12/1/2000	12/6/2000	N	126	34
			12/1/2000	12/6/2000	S	100	29
ABERDEEN STATION RD.	3023	.1 MILES E.OF HWY. 395					
			1/22/1999	1/28/1999	E	7	0
			1/22/1999	1/28/1999	W	6	0
SHABBELL LANE	3036	.1 MILES E.OF HWY. 395 S. ENTRANCE					
			1/22/1999	1/28/1999	S	41	0
			1/22/1999	1/28/1999	N	50	0
MAZOURKA	3045	.1 MILES EAST OF HWY 395					
			8/19/1998	8/25/1998	E	65	0
			8/19/1998	8/25/1998	W	90	0
			12/16/2004	12/22/2004	W	95	26
			12/16/2004	12/22/2004	E	60	0
HORSESHOE MDW RD.	4017	.1 MILES S.OF LUBKEN CYN.					
			8/4/1999	8/10/1999	N	79	0
			8/4/1999	8/10/1999	S	90	0
WHITNEY PORTAL RD.	4018	.2 MILES W OF HORSESHOE MDWS. RD.					
			8/6/1999	8/12/1999	W	372	0
			8/6/1999	8/12/1999	E	326	0
SAGE FLAT RD	5025	.1 MILES W OF HWY 395					
			8/13/1999	8/19/1999	E	28	0
			8/13/1999	8/19/1999	W	29	0
THUNDER CLOUD LN	4044	.1 MILE E OF TUTTLE CREEK RD					
			9/9/1999	9/15/1999	E	29	0
			9/9/1999	9/15/1999	W	41	0
SUNSET DRIVE	4046	.2 MILE E OF TUTTLE CREEK RD					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			9/9/1999	9/15/1999	E	60	0
			9/9/1999	9/15/1999	W	100	19
ALABAMA DRIVE	4049	.1 MILE E OF TUTTLE CREEK RD					
			9/9/1999	9/15/1999	W	70	0
			9/9/1999	9/15/1999	E	64	0
INDIAN SPRINGS RD	4022	.2 MILE E OF TUTTLE CREEK RD					
			9/9/1999	9/15/1999	W	88	0
			9/9/1999	9/15/1999	E	85	0
SHAHAR LANE	4045	.1 MILE W OF Mc DONOLD RD.					
			9/17/1999	9/23/1999	E	52	0
			9/17/1999	9/23/1999	W	49	0
INDIAN SPRINGS	4022	.1 MILE E OF Mc DONOLD RD.					
			9/17/1999	9/23/1999	W	86	0
			9/17/1999	9/23/1999	E	57	0
McDONOLD RD	4050	.1 MILE N OF INDIAN SPRINGS RD					
			9/17/1999	9/23/1999	S	26	0
			9/17/1999	9/23/1999	N	19	0
TUTTLE CREEK RD	4019	.1 MILE N OF INDIAN SPRINGS RD					
			9/17/1999	9/23/1999	S	91	0
			9/17/1999	9/23/1999	N	89	0
TUTTLE CREEK RD	4019	.1 MILE N OF ALABAMA DRIVE RD					
			9/17/1999	9/23/1999	S	146	4
			9/17/1999	9/23/1999	N	147	6
SUNSET DRIVE	4046	.1 MILE E OF HORSESHOE MDWS. RD.					
			9/30/1999	10/5/1999	W	216	4
			9/30/1999	10/5/1999	E	241	3
			10/7/1999	10/13/1999	W	280	3
WHITNEY PORTAL RD	4018	.5 MILE W OF TUTTLE CREEK RD.					
			9/30/1999	10/5/1999	E	500	4
			9/30/1999	10/5/1999	W	516	3
			10/7/1999	10/13/1999	W	655	4
			10/7/1999	10/13/1999	E	636	4
S. ENTRANCE SALINE VALY	4013	.1 MILE N OF HWY 190					
			12/22/1999	12/28/1999	S	8	0
			12/22/1999	12/28/1999	N	11	0
SHOP STREET	5021	100' W OF HIGHWAY 395					
			1/20/2000	1/26/2000	N	40	0
			1/28/2000	2/3/2000	S	46	0
ALLEY E. OF EL-DORADO SA	4052	50' N OF LOCOST ST					
			1/20/2000	1/26/2000	S	59	0
			1/20/2000	1/26/2000	N	58	0
ALLEY E. OF DAVES AUTO	4052	25' S OF BEGOLE STREET					
			1/20/2000	1/26/2000	S	96	0
			1/20/2000	1/26/2000	N	106	0
MIOVIE RD.	4037	.1 MILE N. OF WHITNEY PORTAL RD.					
			3/2/2000	3/8/2000	E	37	0
			3/2/2000	3/8/2000	W	39	0
BEGOLE STREET	4401	200' E OF HWY 395					
			3/31/2000	4/6/2000	E	129	0
			3/31/2000	4/6/2000	W	76	0
SHOP STREET	5021	100' S OF FALL RD					
			4/20/2000	4/26/2000	N	57	0
			4/20/2000	4/26/2000	S	38	0
WILLIAMS DR.	5069	50' S OF FALL RD.					
			4/20/2000	4/26/2000	N	13	0
			4/20/2000	4/26/2000	S	17	0
CERRO GORDO STREET	4204	100' W OF HWY 136					
			5/17/2000	5/23/2000	E	34	0
			5/17/2000	5/23/2000	W	24	0
			3/24/2005	3/30/2005	W	114	22
			3/24/2005	3/30/2005	E	106	8
MALONE ST	4203	100' W OF HWY 136					
			5/17/2000	5/23/2000	W	39	0
			5/17/2000	5/23/2000	E	39	0
OLD STATE HWY	4206	100' S OF LINCOLN STREET					
			5/17/2000	5/23/2000	N	16	0
OLANCHA DUMP RD.	4031	.3 MILE N OF LINCOLN STREET					
			5/17/2000	5/23/2000	S	15	0
WEST POST STREET	4409	100' E OF LAKEVIEW					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			5/18/2000	5/24/2000	W	96	0
			5/18/2000	5/24/2000	E	87	0
WHITNEY PORTAL RD.	4018	250' E OF TUTTLE CRK. RD.					
			5/18/2000	5/24/2000	E	824	9
			5/18/2000	5/24/2000	W	859	6
WHITNEY PORTAL RD.	4018	200' W OF TUTTLE CRK. RD.					
			5/18/2000	5/24/2000	E	666	9
			5/18/2000	5/24/2000	W	860	9
WHITNEY PORTAL RD.	4018	200' W OF BREWERY ST.					
			4/11/2019	4/16/2019	BIO	1410	10
JACKSON ST.	4419	100' S OF BUSH ST.					
			6/29/2000	7/5/2000	N	235	0
			6/29/2000	7/5/2000	S	375	0
BUSH ST.	4405	50' W OF JACKSON ST.					
			6/29/2000	7/5/2000	W	227	0
			6/29/2000	7/5/2000	E	218	0
JACKSON ST.	4419	100' S OF WILLOW ST.					
			7/21/2000	7/27/2000	S	344	0
			7/21/2000	7/27/2000	N	225	0
BUSH ST.	4405	50' E OF JACKSON					
			7/21/2000	7/27/2000	E	61	0
			7/21/2000	7/27/2000	W	59	0
TRONA WILDROSE	5029	.1 MILE S. OF INDAIN RANCH RD.					
			7/28/2000	8/3/2000	S	93	6
			8/9/2000	8/15/2000	N	95	6
TRONA WILDROSE	5029	.1 MILE N. OF SAN BERNARDION CO LINE					
			6/15/2017	6/21/2017	BIO	453	7
COTTONWOOD RD.	4025	.5 MILE W OF HWY 395					
			8/9/2000	8/15/2000	S	3	0
			8/9/2000	8/15/2000	N	2	0
CLAY ALLEY	4206	250' S OF CERRO GORDO RD					
			9/21/2000	9/27/2000	S	19	0
			9/21/2000	9/27/2000	N	18	0
BURKHARDT RD.	4043	100' W. OF HWY 395					
			9/11/2001	9/17/2001	E	167	0
			9/11/2001	9/17/2001	W	177	0
TEHA RD.	4058	100' E OF HWY 395					
			9/11/2001	9/17/2001	E	236	0
			9/11/2001	9/17/2001	W	318	0
			10/16/2001	10/22/2001	E	181	32
			10/16/2001	10/22/2001	W	293	20
PANAMINT VALLEY RD	5018	.2 MILES W. OF TRONA WILDROSE RD					
			10/15/1998	10/21/1998	S	110	0
			10/15/1998	10/21/1998	N	93	0
TUTTLE CR.	4019	100' N OF THUNDERCLOUD LN.					
			4/3/2008	4/9/2008	N	64	0
			4/3/2008	4/9/2008	S	63	0
TRONA WILDROSE RD.	5029	.2 MILES S. OF PANAMINT VALLEY RD.					
			10/15/1998	10/21/1998	N	130	0
			10/15/1998	10/21/1998	S	99	0
			12/29/2005	1/4/2006	N	165	10
			12/29/2005	1/4/2006	S	224	12
WALKER CREEK RD	5022	50' E OF WALKER CR. BRIDGE					
			10/15/2010	10/21/2010	E	11	0
			10/28/2010	11/3/2010	E	16	0
			10/28/2010	11/3/2010	W	15	0
CARROLL CREEK RD	4024	50' E OF CARROLL CR. BRIDGE					
			10/25/2010	10/31/2010	W	6	0
			10/25/2010	10/31/2010	E	9	0
HOMEWOOD CANYON RD.	5048	.2 MILES W. OF TRONA WILDROSE RD					
			10/15/1998	10/21/1998	E	62	0
TRONA WILDROSE RD	5059	.1 MILES N OF PANAMINT VALLEY RD.					
			12/29/2005	1/4/2006	S	51	13
			12/29/2005	1/4/2006	N	45	13
GOODWIN RD	4041	.4 MILES N OF SUB STA.RD					
			8/28/2006	9/3/2006	S	95	26
			8/28/2007	9/3/2007	N	91	21
CROW CANYON RD.	5061	50 FT S. OF HOMEWOOD CANYON RD					
			10/15/1998	10/21/1998	S	39	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
NINE MILE CANYON	5040	200' W. OF HWY 395					
			1/8/1999	1/14/1999	E	52	0
			1/8/1999	1/14/1999	W	47	0
			8/5/1999	8/11/1999	W	145	0
			8/5/1999	8/11/1999	E	132	0
			6/8/2005	6/14/2005	E	118	8
			6/8/2005	6/14/2005	W	163	12
LUBKEN CANYON	4023	.1 MILES W.OF HWY. 395					
			1/8/1999	1/14/1999	W	56	0
			1/8/1999	1/14/1999	E	48	0
			11/4/2004	11/10/2004	W	70	0
			11/4/2004	11/10/2004	E	57	0
PANGBORN LANE	4005	.2 MILES W.OF HWY. 395					
			1/8/1999	1/14/1999	E	100	0
			1/8/1999	1/14/1999	W	111	0
NARROW GUAGE RD	4006	.3 MILES E.OF HWY. 395					
			1/8/1999	1/14/1999	E	39	0
			1/8/1999	1/14/1999	W	40	0
SUB STATION RD.	4021	100' E. OF LINE STEET					
			1/13/1999	1/19/1999	E	258	0
			1/13/1999	1/19/1999	W	278	0
TUTTLE CREEK RD.	4019	100' S. OF WHITNEY PORTAL RD.					
			1/13/1999	1/19/1999	S	83	0
			1/13/1999	1/19/1999	N	85	0
			10/7/1999	10/13/1999	S	156	47
			10/7/1999	10/13/1999	N	176	37
OLANCHA DARWIN RD.	5011	.4 MILES S.OF HWY. 190					
			1/13/1999	1/19/1999	S	30	0
			2/3/1999	2/9/1999	N	25	0
VALLEY WELLS RD.	5037	.1 MILES E.OF TRONA WILDROSE RD.					
			1/21/1999	1/27/1999	W	30	0
			1/21/1999	1/27/1999	E	26	0
TRONA AIRPORT RD.	5045	.2 MILES E.OF TRONA WILDROSE RD.					
			1/21/1999	1/27/1999	E	5	0
			1/21/1999	1/27/1999	W	6	0
TUTTLE CREEK RD.	4019	1 MILE S. OF WHITNEY PORTAL RD.					
			2/3/1999	2/9/1999	E	22	0
			9/30/1999	10/6/1999	W	60	0
			10/7/1999	10/13/1999	W	61	0
PERSONVILLE	5073	.1 MILES E.OF HWY. 395 N. ENTRANCE					
			2/24/1999	3/2/1999	S	40	0
GILL STATION COSO	5038	.6 MILES E.OF HWY. 395					
			2/24/1999	3/2/1999	W	110	0
			2/24/1999	3/2/1999	E	96	0
			12/15/2000	12/21/2000	W	96	22
			12/15/2000	12/21/2000	E	82	32
			5/14/2005	5/20/2005	E	130	27
			5/14/2005	5/20/2005	W	143	30
CACTUS FLAT	5024	.6 MILES E.OF HWY. 395					
			2/24/1999	3/2/1999	W	67	0
			2/24/1999	3/2/1999	E	47	0
TRONA WILDROSE	5032	1.6 MILES SOUTH FROM TOP OF SLATE RANGE					
			3/29/1999	4/4/1999	S	393	33
			12/1/2004	12/7/2004	N	83	9
			12/1/2004	12/7/2004	S	99	7
TRONA WILDROSE	5032	1.5 MILES NORTH FROM TOP OF SLATE RANGE					
			2/26/1999	3/4/1999	N	236	19
			3/29/1999	4/4/1999	N	314	11
HORSESHOE MED RD	4017	.4 MILES S OF WHITNEY PORTAL RD					
			4/22/1999	4/28/1999	S	239	4
			4/22/1999	4/28/1999	N	234	4
STATE LINE RD	5002	.1 MILES WEST OF NEVADA LINE					
			9/5/1998	9/11/1998	W	316	0
			10/28/1999	11/3/1999	W	298	8
			10/28/1999	11/3/1999	E	378	7
			1/22/2003	1/28/2003	W	281	5
			1/22/2003	1/28/2003	E	322	6
			12/29/2005	1/4/2006	E	325	6

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			12/29/2005	1/4/2006	W	309	5
			11/19/2007	11/25/2007	E	406	5
			11/19/2007	11/25/2007	W	378	5
			4/20/2012	4/26/2012	W	424	6
			4/20/2012	4/26/2012	E	404	8
FURNACE CREEK RD.	5005	.1 MILE W OF CHINA RANCH RD.					
			10/28/1999	11/3/1999	E	55	0
			10/28/1999	11/3/1999	W	54	0
			1/26/2001	2/2/2001	W	64	0
			1/26/2001	2/2/2001	E	51	0
			11/26/2002	12/2/2002	E	74	0
FURNACE CREEK RD.	5005	.1 MILE E OF CHINA RANCH RD.					
			10/28/1999	11/3/1999	E	8	0
			11/5/1999	11/11/1999	W	12	0
			1/26/2001	2/2/2001	W	16	0
			1/26/2001	2/2/2001	E	13	0
			11/26/2002	12/2/2002	E	17	0
			11/26/2002	12/2/2002	W	14	0
OLD SPANISH TRAIL	5007	.3 MILE E OF TECOPA HOT SPRINGS RD.					
			11/5/1999	11/11/1999	E	215	6
			11/5/1999	11/11/1999	W	250	15
			10/27/2004	11/2/2004	E	191	9
			10/27/2004	11/2/2004	W	207	9
			2/9/2009	2/15/2009	E	423	38
			2/9/2009	2/15/2009	W	314	18
OLD SPANISH TRAIL	5007	.5 MILE E OF TOP OF EMIGRANT PASS					
			11/18/1999	11/23/1999	E	62	0
			11/18/1999	11/23/1999	W	76	0
			11/25/1999	12/1/1999	W	183	11
			11/25/1999	12/1/1999	E	152	26
OLD SPANISH TRAIL	5007	.300' W OF TOP OF EMIGRANT PASS					
			11/18/1999	11/23/1999	S	59	0
			11/18/1999	11/23/1999	N	67	0
			11/25/1999	12/1/1999	S	163	42
			11/25/1999	12/1/1999	N	161	14
STATE LINE RD.	5002	900' E OF HWY 127					
			6/23/2000	6/29/2000	W	300	5
			6/23/2000	6/29/2000	E	340	4
			6/15/2001	6/21/2001	W	262	8
			6/15/2001	6/21/2001	E	299	5
			10/28/2003	11/3/2003	E	334	5
			10/28/2003	11/3/2003	W	363	10
FURNACE CREEK RD.	5005	.1 ML S OF OLD SPANISH TRAIL					
			1/26/2001	2/2/2001	S	47	0
			1/26/2001	2/2/2001	N	64	0
			3/18/2004	3/24/2004	S	86	0
			3/18/2004	3/24/2004	N	79	0
			5/4/2012	5/10/2012	S	154	13
			5/4/2012	5/10/2012	N	64	0
OLD SPANISH TRAIL	5007	.1 MILE E OF FURNACE CREEK RD.					
			11/26/2002	12/2/2002	E	79	18
			11/26/2002	12/2/2002	W	132	13
			1/22/2003	1/28/2003	E	82	17
			1/22/2003	1/28/2003	W	119	11
			10/28/2003	11/4/2003	W	240	22
			10/28/2003	11/4/2003	E	214	30
			2/10/2009	2/16/2009	E	210	30
			3/3/2009	3/9/2009	W	136	12
			5/5/2012	5/11/2012	E	56	0
			5/22/2012	5/28/2012	W	95	2
STATE LINE RD	5002	.1 MILE EAST OF HWY 127					
			11/19/2007	11/25/2007	E	408	5
			11/19/2007	11/25/2007	W	419	6
			4/20/2012	4/26/2012	E	413	7
			5/4/2012	5/10/2012	W	464	7
OLD STATE HWY	5052	100' N OF HWY 127					
			12/29/2005	1/4/2006	N	98	17
			12/29/2005	1/4/2006	S	89	37
OLD SPANISH TRAIL	5007	.2 MILES E. OF HWY 127					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date Start	Count Date End	Direciton	Average Daily Traffic Volume	Percent Trucks
			10/15/1998	10/21/1998	W	45	0
			10/15/1998	10/21/1998	E	32	0
			10/28/1999	11/3/1999	E	71	32
			10/28/1999	11/3/1999	W	76	33
			1/26/2001	2/2/2001	E	51	0
			1/26/2001	2/2/2001	W	51	5
			12/11/2003	12/17/2003	E	52	0
			12/11/2003	12/17/2003	W	42	0
			11/23/2005	11/29/2005	E	343	42
			11/23/2005	11/29/2005	W	286	21
			11/19/2007	11/25/2007	E	247	29
			12/12/2007	12/18/2007	W	217	63
			4/20/2012	4/26/2012	E	80	0
			4/20/2012	4/26/2012	W	107	13
TECOPA HOT SPRINGS	5006	.2 MILES N. OF OLD SPANISH TRIAL					
			10/15/1998	10/21/1998	S	229	0
			10/15/1998	10/21/1998	N	209	0
			10/28/1999	11/3/1999	N	226	5
			10/28/1999	11/3/1999	S	237	4
			3/18/2004	3/24/2004	N	245	6
			3/18/2004	3/24/2004	S	248	4
FURNACE CREEK RD.	5005	.2 MILES E. OF HWY 127					
			10/15/1998	10/21/1998	W	190	0
			10/15/1998	10/21/1998	E	203	0
			10/28/1999	11/3/1999	E	187	9
			10/28/1999	11/3/1999	W	181	4
			3/18/2004	3/24/2004	E	205	8
			3/18/2004	3/24/2004	W	197	6
OLD SPANISH TRAIL	5007	.2 MILES WEST OF NEVADA LINE					
			3/27/1998	4/2/1998	E	84	0
			4/9/1998	4/15/1998	W	108	0
			10/28/1999	11/3/1999	W	133	17
			10/28/1999	11/3/1999	E	119	16
			1/26/2001	2/2/2001	E	93	15
			1/26/2001	2/2/2001	W	83	6
			12/11/2003	12/17/2003	W	95	14
			12/11/2003	12/17/2003	E	96	20
			11/23/2005	11/29/2005	W	293	22
			11/23/2005	11/29/2005	E	315	17
			11/19/2007	11/25/2007	E	275	21
			11/19/2007	11/25/2007	W	258	25
			4/20/2012	4/26/2012	W	140	6
			5/4/2012	5/10/2012	E	89	1

APPENDIX B
Survey Advertisement

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BY NEWS STAFF · AUGUST 4, 2022

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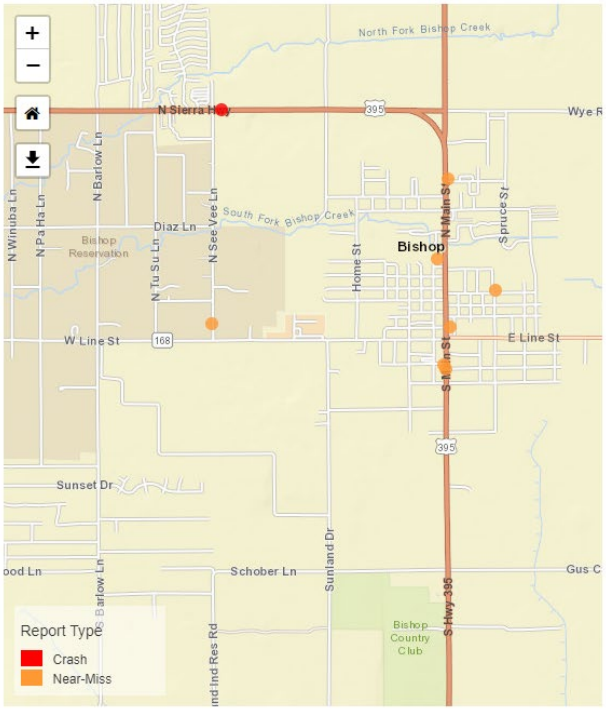
APPENDIX C
Street Story Maps

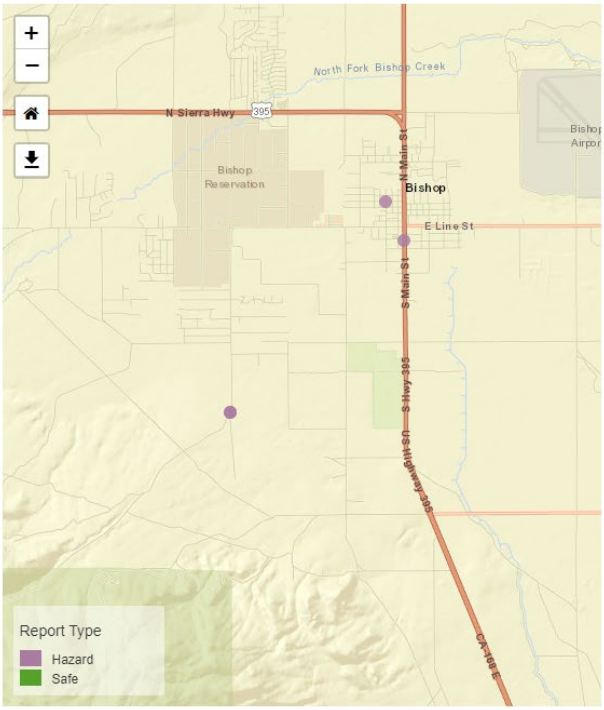
Report Map

Print Report | Download Data

Crashes / Near-misses

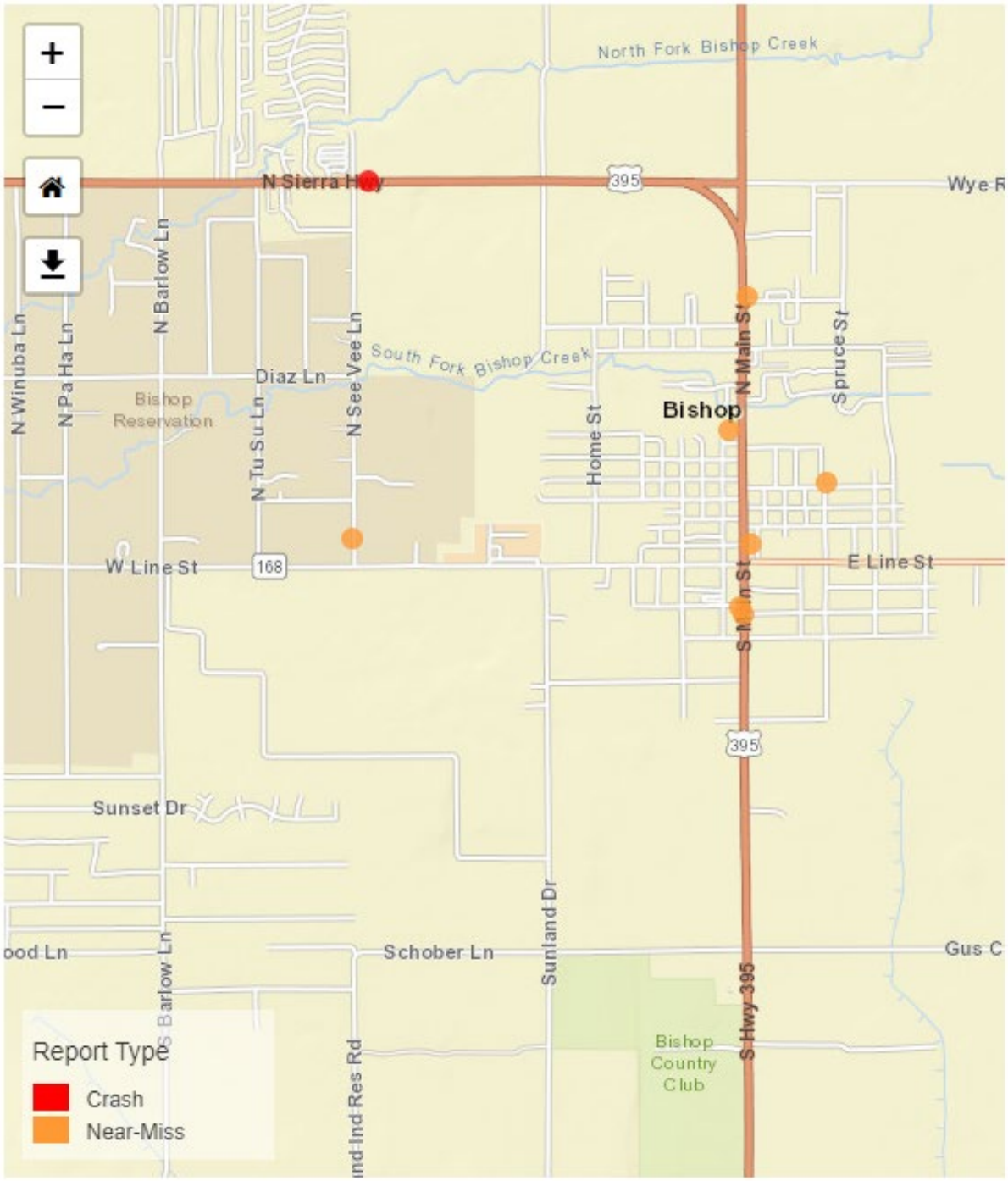


Hazards / Safe places



Report Map

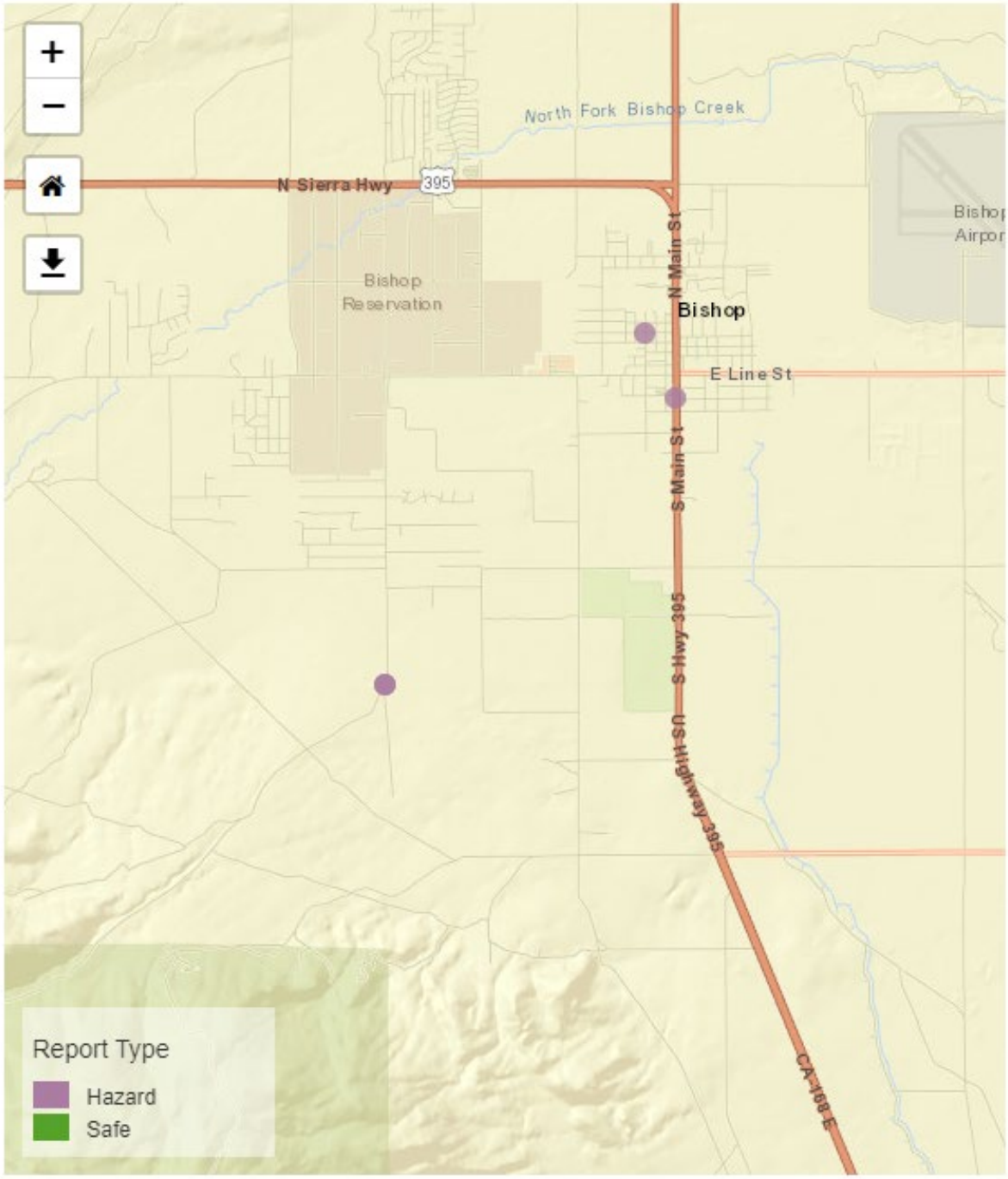
Crashes / Near-misses



Report Map

Crashes / Near-misses

Hazards / Safe places



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