

COUNTY OF INYO
REPORT TO LEGISLATURE



Report submitted pursuant to Vehicle Code § 38026.1(f)

December 20, 2018

County of Inyo
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COMBINED USE ROUTES DESIGNATED PER ASSEMBLY BILL 628

INTRODUCTION

AB 628, creating Vehicle Code section 38026.1, was passed by the Legislature and signed into Law in 2011 and then extended via SB 1345 in 2016. The bills authorized Inyo County to establish a pilot project and designate specified combined-use highways to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified linkage of trail systems for off-highway motor vehicles. The pilot project will end on January 1, 2020 unless extended by the Legislature.

Vehicle Code section 38026.1(f) requires that no later than January 1, 2019:

“ [t]he County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

- (1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.
- (2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.
- (3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

The prescribed Report follows. The County of Inyo adopted Implementing Procedures for AB 628 (Implementing Procedures) consistent with the requirements of Vehicle Code sections 38026.1(b)(1) & (2) were initially approved early in 2012 and then revised at the January 22, 2015 meeting of the Board of Supervisors.

On October 12, 2012, the Adventure Trails System of the Eastern Sierra, LLC. (Applicant) submitted 38 separate applications to Inyo County. Each application sought County designation of a combined-use route project permitting Off Highway Vehicles (OHV) to share the road with regular vehicular traffic as allowed by Vehicle Code section 38026.1. Each application was for an individual project, collectively referred to as the ATV Adventure Trails of the Eastern Sierra Project. Each application was filed in accordance with both AB 628 and the Implementing Procedures. Several applications were revised in response to County and public agency comments on June 21, 2013. The application packets requested either the County of Inyo designate proposed combined-use routes measuring up to 10 miles long on certain unincorporated County roads; or the City of Bishop to designate combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Before the Board of Supervisors considered the 38 combined-use applications, the Applicants requested that the Board limit its consideration to just 8 combined-use routes. On January 22, 2015, the Board of Supervisors approved seven combined-use routes. Of those seven routes, three were opened in the summer of 2015. The other four were opened in September, 2017 after successful negotiations with Los Angeles Department of Power and Water (see *Limiting Factors*, pg 11 discussion below).

LEGISLATIVE REQUIREMENTS FOR SUBMITTAL OF REPORT TO CALIFORNIA LEGISLATURE

1. ROUTE DESCRIPTION

The tables below identify each of the designated combined use routes, describes the start and end points, states the portion of Government Code the route was designated under, states the opening date when non-street legal vehicles were able to start using the route, and provides a description of the combined-use route.

Bishop Area Route		
#	Start & End Point	Opening Date
5	Brown Town Store & Campground to Poleta OHV Open area	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
Route Description: Bishop No. 5 combined use segment provides a link between Browns Town Store & Campground and the Poleta Canyon OHV Open Area. The combined-use route starts by traveling west on Schober Lane, turns left or south onto Sunland Drive, turns east onto Warm Springs Road where it crosses US 395, turns left or north onto Eastside Road, and then turns right or east onto Redding Canyon Road, and then turns left into the Bureau of Land Management managed Poleta Canyon OHV Open Area. The total length of this segment is 9.7 miles.		
The segment starts at the Browns Town Campground and travels west then south then east and finally north across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.		

Bishop Area Route		
#	Start & End Point	Opening Date
6	Pleasant Valley Campground to an OHV trail segment on BLM land near Horton Creek Campground	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
Route Description: Bishop No. 6 combined use segment provides a link between an OHV Recreation Area and a dirt road or OHV trail segment on BLM land. The combined-use route starts by traveling south on Pleasant Valley Dam Road and crossing US 395 before turning right or west on South Round Valley Road and then turning left or south onto Horton Creek Road before turning left or east on a dirt road or BLM trail segment. The total length of this segment is 6.7miles.		
The entire segment travels across Open Space land zoned for a 40-acre minimum parcel size and land		

designated State and Federal Lands and Natural Resources . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.

Bishop Area Route		
#	Start & End Point	Opening Date
7	Pleasant Valley Campground to BLM OHV trail segment at the end of Tungsten City Road	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Bishop No. 7 combined use segment provides a link between an OHV Recreation Area and a dirt road or OHV trail segment on BLM land. The combined-use route starts by traveling south on Pleasant Valley Dam Road and crossing US 395 before turning left or east on Sawmill Road and then turning right or south onto Ed Powers Road before turning west on Tungsten City Road until it end where it meets a dirt road or BLM trail segment. The total length of this segment is 6.4 miles.</p> <p>The route starts adjacent to an area zoned and designated Industrial and the remainder of the route travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.</p>		

Bishop Area Route		
#	Start & End Point	Opening Date
9	Brown's Town Store & Campground to an OHV trail segment off of Bir Road on BLM land	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Bishop No. 9 combined use segment provides a link between Brown's Town Store & Campground and a BLM trail segment off of Bir Rd. Bishop No.9 combined use segment provides a link between Browns Town Store & Campground and an OHV trail segment on BLM land off of Bir Road. The combined-use route starts by traveling west on Schober Lane and crossing Sunland Drive before turning left or south on Barlow Lane and then turning right or southwest at an intersection onto Bir Road before accessing a dirt road or BLM trail segment to the left off of Bir Road. The total length of this segment is 3.8 miles.</p> <p>The route starts adjacent to an area zoned and designated Industrial and the remainder of the route travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.</p>		

Bishop Area Route		
#	Start & End Point	Opening Date
15	Britt's Diesel to Poleta OHV Open area	August 5, 2015
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Bishop No. 15 combined use segment provides a link between Britt's Diesel in Laws and the Poleta Canyon OHV Open Area. The combined-use route starts by traveling south on Joe Smith Road, turns left or east onto Silver Canyon Road, turns south onto the Laws – Poleta Road, turns left or east onto Poleta Road, angles right onto Eastside Road, turns left onto Redding Canyon Road, and then turns left into</p>		

the Bureau of Land Management managed Poleta Canyon OHV Open Area. The total length of this segment is 6.0 miles.

The route starts adjacent to an area zoned and designated Industrial and the remainder of the route travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses lightly traveled roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628.

Independence Area Route

#	Start & End Point	Opening Date
1	Independence Inn to Betty Jumbo Mine Road turn	July 14, 2015

Route designated provides a link between a necessary service facility and an OHV trail segment

Route Description: Independence No. 1 combined use segment provides a link between the Independence Inn in Independence to Inyo National Forest Road number 36E401 (Betty Jumbo Mine Road) located in the Inyo Mountains east of the community of Independence. The combined-use segment starts at the Independence Inn. The segment continues eastward on Park Street to its intersection with Clay Street. At Clay Street, the segment turns south to its intersection with Mazourka Canyon Road. The segment then turns eastward and follows Mazourka Canyon Road to its intersection with road number 36E401. Road number 36E401 starts on Bureau of Land Management land and is open to use by off-highway vehicles (OHVs) and is considered to be an OHV recreational facility. The total length of this segment is 8.5 miles.

The route starts at a motel part of the Central Business District and then travels past a mix of residentially zoned properties, industrially zoned properties and Public zoned properties before heading out toward the edge of town past Rural Residential parcels. Off of the map below to the east is one more Rural Residential parcel and then the remainder of property is zoned Open Space and designated Natural Resources or State and Federal Lands.

Lone Pine Area Route

#	Start & End Point	Opening Date
1	Boulder Creek RV Park to N. Fork Lubken Ck	July 24, 2015

Route designated provides a link between a necessary service facility and an OHV trail segment

Route Description: Lone Pine No. 1 combined use segment provides a link between the Boulder Creek RV Park in Lone Pine to a dirt road on Bureau of Land Management land that goes to the mouth of a canyon on the North Fork of Lubken Creek Canyon. The combined-use segment starts at the Boulder Creek RV Park and travels west across US Highway 395 and up Lubken Canyon Road to its intersection with Horseshoe Meadows Road. The segment turns south on Horseshoe Meadows Road to the end of the combined-use segment on a BLM road. The BLM road to the North Fork of Lubken Creek is open to use by off-highway vehicles (OHVs) and is considered to be an OHV recreational facility. The total length of this segment is 4.3 miles.

The route starts at an RV Park and Store that is zoned Multiple Residential. The route crosses US 395 and passes to the south of the Foothill Trailer Park before continuing up Lubken Canyon Road on land zoned Open Space. The route continues on Open Space land to its end where it is close to land zoned Rural Residential.

The route crosses US 395 and has signage specified by Caltrans.

2. EVALUATION – OVERALL SAFETY AND EFFECTIVENESS OF THE PILOT PROGRAM

Pilot Program Impact on Traffic Flows

Safety

The Inyo County Sheriff's Department and California Highway Patrol maintained a record of 1) OHV accidents on combined-use routes, 2) citations issued to OHVs on combined-use routes, and 3) for complaints received. As of the date that this report was written, neither entity has received any complaints.

County staff has received multiple e-mails regarding potential safety hazards, though many of these hazards are for OHV activity not specifically related to the designated combined-use routes.

The traffic count numbers (Exhibit I) on the designated combined-use routes have been very light to date. The amount of traffic using the combined-use routes has not been significantly different than other County maintained roads.

Off-Highway Vehicle Impact on Non-motorized Recreation

The County has received no indication that there has so far been any impact on non-motorized recreation created by the designated combined-use routes. There was one letter received that expressed concerns over OHVs driving too close to equestrians, and emphasizing that the required distance of three feet is not enough. The routes where the OHV / equestrian interactions occur are not designated for combined-use. There is an insinuation that the OHV / equestrian conflicts is caused by the combined-use routes, though this appears to be unlikely.

Route Monitoring

Route monitoring reports from July 2016, October 2016, December 2017, and October 2018 are included in Exhibit G. The route monitoring was conducted in the manner prescribed by the Implementing Procedures. The reporter looked for new roads that were being made adjacent to the combined-use routes and monitored the existence and effectiveness of signage along the combined-use routes. Staff who completed the monitoring would coordinate with Road Department staff to make sure that any signage that was removed was replaced. It was also observed that, especially during the wet winter and spring of 2017 that plants would grow up and obscure the signage. Again this was communicated to Road Department staff and they cleared the edge of the roadway. Evidence of ATVs driving on the road shoulder was observed in a couple instances.

The monitoring report included suggestions to make the signage more clear to the combined-use route user. Public Works Department staff recommended signs that read "street legal only" or a no ATVs symbol (an ATV with a red circle around it) with a line across it to try and discourage ATVs from leaving the designated combined-use routes.

Traffic Counts

Traffic count reports were included from December, 2015, December 2016, and from 2017-2018 that are included in Exhibit I. The December, 2015 count was generated by Traffic Works, a consulting firm based out of Reno, Nevada. The December 2016 count was generated by Road Department staff using an electronic traffic classifier that measured vehicle length and vehicle speed. This technology

did not allow staff to differentiate between street legal motorcycles and ATV/UTVs. For the last traffic count, a video traffic counter was used. Staff had technical difficulties with this median and eventually finished the count using a camera with a stop motion detector.

The results for the traffic counters showed that very few ATVs/UTVs were driving on the designated combined-use routes.

The Bureau of Land Management (BLM) applied for and received a grant to count the number of OHVs on BLM maintained roads adjacent to County combined-use routes. They did not receive the grant funding until January 2016. As of this report, the BLM has not finished collecting the data.

Off-Highway Vehicle Incursions into area not designated for off-highway vehicle usage

Multiple comments were received detailing OHV incursions into an area not designated for combined use. The Environmental Impact Report approved by the County for the project estimated a percentage of OHVs already were using County roads before 2012. This was based on County staff observations. The same staff does not perceive there to have been a significant change in ridership since the combined-use routes have been open to the public. Some of the letters indicate that there may be as much ATV/UTV usage on roads that are not designated combined-use as those routes that are designated for combined-use.

3. PUBLIC COMMENTS

Approval Hearing

The minutes from the January 22, 2015 public hearing are enclosed. In addition a large number of comment letters are included as a part of the agenda packet that was presented to the Board at the January 22nd public hearing and are available to view online. As a part of the environmental review of the projects, the County received 137 comment letters, one of which was a form letter received from 2,900 different parties.

Comments in support of the designation of the combined-use routes cited:

- Potential economic benefit for area communities
- Diversification of the touristic economy
- Implementation of a system that would make regulations easier to understand
- ATVs and UTVs are not much different than other vehicles allowed to use the road
- Mitigation (hours of operation, speed limit) will make the impacts less than other currently legal street vehicles
- Will provide recreation opportunities for handicapped and wounded warriors
- ATVs and UTVs are already using County and City roads
- Use already exists, designated routes will help define areas legal to ride

Comments opposed to the designation of the combined-use routes cited:

- Potential proliferation of OHV routes
- Vehicle behavior – these types of vehicles have a record of not obeying road closures and use restrictions in other areas
- Liability concerns
- Noise
- Traffic safety hazard
- The success of the program could hurt other forms of touristic recreation
- Law enforcement not adequate

Public Comments

Date	Commenting Party	Combined-Use Route	Issue
7/23/2015	Frederic Grannis	N/A	Is it legal to ride an ATV on Silver Canyon Road?
2/19/2016	Dan Connor	N/A	Please fix link on AB 628 monitoring webpage
8/15/2016	Denise Waterbury	N/A	Does the ab628@inyocounty.us e-mail address on the website work
2/15/2017	Anonymous Caller	N/A	ATV driving on US 6 that caller felt was related to combined-use routes.
3/19/2017	Sue Temple	N/A	Concerned about OHVs driving too close to horse and riders near Hidden Creek Ranch. Suggests "slow for horses" sign
3/19/2017	Sue Temple	N/A	Guidelines should state OHVs need to stay at least 10 ft away from horses instead of 3 ft
5/19/2017	Patricia Luka	N/A	Would like to see OHV educational signage at Tinemaha Creek Campground
5/20/2017	Cronus Dillard	Bishop area routes	Looking for updated map for Bishop area combined-use routes
6/28/2017	Inyo County Planning Commission	All	Update on combined-use pilot program to Commission with discussion by interested parties
9/11/2017	Tony Unger	All	General support for combined-use routes
9/25/2017	Patricia Luka	N/A	Concerned over new OHV trail being pioneered near Tinemaha Campground
9/26/2017	Denise Waterbury		Questions/concerns regarding OHVs on Mummy Ln & Poleta Rd
10/1/2017	Bill Mitchel	N/A	Reported ATV on Sunset Rd
11/11/2017	Bill Mitchel	N/A	Reported ATV on Dixon Lane
11/13/2017	Denise Waterbury	N/A	Reported motorcycle driving on shoulder near cemetery on Poleta Rd
12/5/2017	ptkjak@sbcglobal.net	All	General support for combined-use routes
12/15/2017	Mike Johnston	N/A	Is ab628@inyocounty.us the right e-mail address to send comments?
2/14/2018	Denise Waterbury	Bishop No. 15	Another motorcycle driving on the shoulder of Poleta Road west of the White Mountain Research Station
5/15/2018	Denise Waterbury	Bishop No. 15	Another motorcycle driving on shoulder of Poleta Rd at a high rate of speed.
5/28/2018	Jonathan Jelkin	All	General support for system and hopes County will expand system
5/29/2018	Jimmy Resendez	N/A	Inquiries about legal places to drive OHVs including Buttermilk Rd
6/7/2018	Sharon White	N/A	Reports ATVs/UTVs on Tuttle Creek Rd with under age drivers. She is confused by the

			Cowboy Kiosk signs.
6/18/2018	Linda Cooper	Lone Pine Route No. 1	Several questions and concerns regarding OHV use on Horseshoe Meadows and Lubkin Canyon rds.
11/3/2018	William Mitchel	Bishop Route No. 9	Side by Side at high rate of speed on S. Barlow starting on combined-use route and then continued north on S. Barlow
11/3/2018	William Mitchel	N/A	ATV driving on Underwood and Orinda in West Bishop.
11/11/2018	Randy Gillespie – Adventure Trails System LLC	All	Routes provide economic benefit. Project would be more effective if there were more designated routes.
11/15/2018	Thomas Boo	N/A	Commenting on new Adventure Trails signs on Buttermilk Rd., and questions the funding and legality of said signage
11/18/2018	Mike Johnston	All	In support of Adventure Trails Combined Use routes
11/28/2018	Mike Johnston	All	Commenting that the Combined Use program is working as intended and there are no problems
12/3/2018	Thomas Boo	N/A	Commenting on additional unauthorized signage in the Buttermilk area.
12/3/2018	Frank Stewart Planning Commissioner , Inyo Co., District 1	No. 6	Commenting that current lack of illegal OHV usage data is irrelevant because during the test period the N. Round Valley Rd. bridge has been washed out 1.9 mi. north of the route #6
12/4/2018	Todd Vogel	No. 9	Comments on illegal connecting usage out of adjacent South Barlow neighborhood and lack of enforcement.
12/5/2018	Diana Pietrasanta Forest Public Services Officer Inyo Natl Forest	All	Answering Thomas Boo’s e-mails and concerns from 12/3 & 11/15/2018 e-mails noted above
12/5/2018	Pam & Brendan Vaughan	All	Commenting on preserving the Owens Valley.
12/10/2018	Tawni Thomson Bishop Area Chamber of Commerce	All	General support for preserving and extending the Combined Use program
12/10/2018	Sidney Quinn	N/A	General comments about ATV use on Birch Crk Rd. and Tinnemah
12/11/2018	Denise Waterbury	Bishop No. 15	Another motorcycle driving on shoulder of Poleta Rd at a high rate of speed.
12/13/2018	Glenn Clark, Advocates for Access to Public Lands	All	General Support of the Adventure Trails Combined Use program

Comment Summary

These comments can be divided into several categories. These are:

1. Questions about the combined-use routes,
2. Observations and concern over OHV activity that is generally not related to any specific combined-use route, and
3. General support for the combined-use route system.

It is worth noting the number of questions about the system. There is some general confusion by both users of the system and the public regarding the nature and extent of the combined-use system.

Agency Comments

The following comments were received from partnering agencies:

- Caltrans District 9, Maintenance and Operations, Terry Erlwein, Deputy District Director
 - Regarding the overall safety and effectiveness of the pilot project, Caltrans reported “No comments either positive or negative. I did not see any safety or traffic flow issues. It appears to Caltrans there was really no economic impact either. A few individuals in the Dixon Lane are noticed some incursions into non-designated areas. For example driving on non-designated roads in the area. This is anecdotal only.” Caltrans also went on to report that permitting issues in the State right of way were resolved “in a satisfactory way.”
- California Highway Patrol – 9/25/2018
 - Regarding the overall safety and effectiveness of the pilot project, California Highway Patrol reported “There have been no accidents along any ATV/UTV’s along these routes. We have received one complaint back in June (2018), which occurred on Horseshoe Meadows. However, it was north of the combined-use route. Our patrol officers have not observed any issues regarding these routes.”
- Inyo County Sheriff’s Department – 10/15/2018
 - Regarding their monitoring of the combined-use routes, they reported “We are not aware of any accidents involving ATVs/UTVs along the Adventure Trail System; however, California Highway Patrol would be the lead agency on providing this data. The Sheriff’s Office has not received formal complaints referencing the Adventure Trail System, and there are no remarkable issues that OHV Patrol Deputies have observed.”
- City of Los Angeles Department of Water & Power
 - LADWP staff reported on the results of their monitoring of land near the combined-use routes and made a suggestion for continued monitoring of potential impacts. Their letter summarizes: “Upon completion of this assessment, LADWP has determined that it is not apparent at this time that use of the routes listed above have caused any visual impacts on City property above what had existed prior to the implementation of the project. Future monitoring reports from Inyo County may benefit from low aerial photos at established photo points using UAV (Unmanned Aerial Vehicle) or by other means and increased narrative in reporting.

December 11, 2018 Public Hearing Comments

The Minutes from the December 11, 2018 Board of Supervisors public hearing are included as Attachment L.

PROJECT SETTING

All of the proposed and designated combined-use routes are on roads which are part of the Inyo County Maintained Mileage System. All of the proposed and designated combined-use routes rotate around communities in the Owens Valley and into adjacent mountain ranges. The land ownership pattern in the Owens Valley is very distinctive. The communities are primarily private property though land owned by the Los Angeles Department of Water and Power is interspersed with and adjacent to the communities. Surrounding the communities and in the lower part of the Valley are lands primarily owned by the City of Los Angeles Department of Water and Power. On the alluvial fans are lands owned by the Bureau of Land Management (BLM). BLM lands form a type of “bathtub ring” around the valley. The two exceptions are the southern Inyo Mountains and the Volcanic Tableland north of Bishop. Above the BLM land are properties owned and managed by the Inyo National Forest. A significant portion of Inyo County to the east of the Owens Valley is part of Death Valley National Park. ATVs and non-street legal vehicles are not allowed in any part of Death Valley National Park. An interlinked OHV road system needs to be implemented in cooperation with the BLM, City of Los Angeles Department of Water and Power and the Inyo National Forest.

In general, Inyo County does not own the land beneath the roads which are part of the Inyo County Maintained Mileage System. The ownership of the underlying land is typically with the adjoining property owner. It is assumed that the County has a right of way or easement to maintain the road. For the County to implement a combined-use network that truly interconnects and interlinks a combined-use roadway system, it needs to have agreement from the City of Los Angeles Department of Water and Power, the BLM, and the Inyo National Forest.

What are the Adventure Trails?

There is some confusion created by the name of “Adventure Trails” for the County combined-use route system. The names “The Adventure Trails System of the Eastern Sierra” or “Adventure Trails System” or “Eastern Sierra Adventure Trails System” or “Adventure Trails” are used in a variety of ways to refer to a variety of things. There is the Applicant, a non-profit group, that goes by any and all of these names. This group is concerned with OHV access and supports OHV users. They have initiated several projects related to OHV recreation. These projects are:

1. This group (Applicant) submitted the combined-use applications to the County and the combined-use routes bear their name;
2. The Applicant submitted and received State Parks OHV division funds to create area OHV maps for a) the Poleta Canyon OHV open area, b) the Papoose/Squaw/Harkless Flats area of the Inyo Mountains, and c) the Buttermilk area west of Bishop;
3. The Applicant submitted and received State Parks OHV division funds to install “Cowboy Kiosks.” The Cowboy Kiosk signs are mostly placed along County maintained roads and serve as a) directional markers, b) point toward general OHV opportunities, and c) sometimes contain California Trail User Coalition maps for visitors. The Cowboy Kiosk signs are created with railroad ties. These signs have no regulatory authority. They do not authorize combined-use. They serve more or less as wayfinding signs.

The Cowboy Kiosk signs in particular create some confusion to the public. Concerns have been raised by the public that signs create an impression that combined-use is allowed. In hindsight, the County may have been advised to choose a different name to refer to the combined-use routes to avoid any confusion.

LIMITING FACTORS

The County was limited in its ability to designate combined use routes by the position of the Inyo National Forest and the City of Los Angeles Department of Water and Power . This is described in some depth below.

Inyo National Forest

The Inyo National Forest has repeatedly expressed general support for the project, although the Forest Service has specific concerns with the project. In particular, the Forest Service is concerned that no right of way agreements or easements have been identified which grant the County authority to maintain the roads on Forest Service lands proposed to be designated as combined use routes. The Forest Service believes that in order for the County to proceed with the portion of the Pilot Project located on USFS land, an agreement between the Forest Service and the County must be in place that clearly describes an easement or right of way for the road that is being used as a part of the Pilot Project. Before the Forest Service can consider entering into such an agreement or granting an easement for the roads, there would have to be compliance with the National Environmental Policy Act (NEPA). The Forest Service has maintained this position since at least February 2012. County staff's position has been that the roads are part of the County Maintained Mileage System and that the County has been controlling speeds and maintaining the roads since at least 1948, when the Inyo County Road Register was approved by the Board of Supervisors.

No clear jurisdictional agreements have been located for the subject roads. As part of its approval of combined-use routes, the County did not approve any routes that have a start or an end point on a road that is part of the USFS system.

The County was able to obtain a State Parks Off Highway Motor Vehicle Recreation Division (OHMVRD) grant to fund a portion of the NEPA review for those proposed combined-use routes that travel across USFS land. The State Parks grant could have been started as of January 1, 2018. Since the NEPA document requires the approval of the Forest Supervisor, the County and Inyo National Forest staff tentatively agreed to enter into a Memorandum of Understanding (MOU) establishing the roles and responsibilities of each entity during the NEPA review process. The County released in late November 2018 a Request for Proposals to hire a consultant to complete the environmental review. The County has received multiple Proposal. After a selection is made and a cConsultant hired, it will likely take until December 2020 before the NEPA analysis is complete. It will take an estimated six months after the environmental process is complete before the jurisdictional agreement will be in place (June 2021).

City of Los Angeles Department of Water and Power (LADWP)

LADWP owns a majority of the land on the Owens Valley floor. For the purposes of AB 628 and SB 1345, LADWP is considered a private property landholder. LADWP is a utility provider and not necessarily a land manager in the same way as the BLM and Forest Service; however LADWP is compelled to allow public access to a majority of their land by prior agreements.

LADWP has expressed reservations about the project from the start. LADWP has liability and environmental concerns stemming from the potential proliferation of OHV use, because of the designation

of combined-use routes, on Los Angeles-owned lands. In addition, LADWP is concerned over the ability or lack thereof to enforce trespass laws on its lands. The County passed an ordinance following consultation with LADWP (Inyo County Code, Title 9, VI, Chap. 9.56 DAMAGE FROM OFF HIGHWAY VEHICLES) to facilitate enforcement of off-road vehicle use standards on both Los Angeles-owned land and on lands owned by others. LADWP is concerned that increased OHV use resulting from the project will interfere with the implementation of court-mandated environmental projects on Los Angeles-owned lands. After several meetings, the County and LADWP entered into an agreement.

Through these meetings and negotiations with LADWP staff, the County was able to gain permission to use County campgrounds leased from LADWP as combined-use route start points. The County is required to take and submit annually photos from eight specific geographic points for LADWP to monitor OHV impacts on LADWP land. They reserve the right to review and potentially discontinue the authorization.

Synopsis

OHV users in the Owens Valley are able to ride routes on existing seldom maintained dirt roads that cross LADWP, USFS, and Bureau of Land Management land. With AB 628, the Legislative Counsel's Digest summarized the goal of the legislation as follows:

This bill would, until January 1, 2017, authorize the County of Inyo to establish a pilot project that would exempt from this prohibition specified combined-use highways, except as provided, in the unincorporated area in the County of Inyo so that the highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified linkage of trail systems for off-highway motor vehicles, among other things, as prescribed.

The Applicant modeled their combined-use application after the Paiute ATV trail system in southwestern Utah that links several small communities. A goal was to do the same here in Inyo County and to link the communities of Lone Pine, Independence, Big Pine, and Bishop. The combined-use applications submitted by the Applicant did not enable this because of the land ownership patterns and the prevalence of LADWP land on the valley floor. It is possible to drive a non-street legal OHV most of the way between the communities by traveling on dirt roads on LADWP land though the County was not able to designate combined-use routes to do this. LADWP was not willing to designate any of the dirt roads they maintain as OHV trails. These dirt roads on LADWP land are currently legal for use by non-street legal OHVs, however LADWP is unwilling to designate these as formal OHV trails and they have concerns over increased use, the potential proliferation of trails, and possible interruptions to their operations or to their leaseholders. Additionally they have liability concerns. Though the goal to link the communities through the designation of County roads as combined-use routes does not allow for travel between businesses in multiple communities, it does allow for linkages from the existing communities to federally managed lands in the foothills and the mountains on both side of the valley.

Here is a route by route analysis of the ability of the combined-use routes to provide these linkages. Did the routes provide a "unified linkage of trail systems for off-highway motor vehicles" as prescribed?

Lone Pine Route No. 1 provides a link between Boulder Creek RV Park and an existing dirt road off of Horseshoe Meadows Road. This route connects a necessary service facility with one short dirt road that

does not link with other dirt roads. The other proposed routes in the Lone Pine area were not approved since they crossed a sliver of Inyo National Forest land on Tuttle Creek Road or did not link to BLM land off of Owenyo Road.

There are extensive OHV opportunities in the Lone Pine area. The interspersed LADWP landholdings make using County roads to link the community with OHV areas problematic. The presence of LADWP land to the east of Lone Pine made it that it was not possible to link a service facility with an OHV facility on BLM land within 10 miles. All of the dirt roads up into the Inyo Mountains start off of a County road on LADWP land before transferring onto BLM land.

The Applicant did not submit a combined-use application that traveled west of town directly up Whitney Portal Road. Instead they chose to direct the routes through Tuttle Creek Road apparently avoiding the amount of traffic on Whitney Portal Road as it winds up through a canyon in the Alabama Hills along Lone Pine Creek. It would be possible to link service facilities in the community with OHV facilities if the County and Inyo National Forest were to reach a jurisdictional agreement on Tuttle Creek Road.

Independence Route No. 1 provides a link between the Independence Inn and an existing dirt road off of Mazourka Canyon Road. The OHV trail that it is linked to is informally known as the Betty Jumbo Mine Road. The other proposed routes in the Independence area were not approved since they had an endpoint on Inyo National Forest land. If these routes were approved there would be extensive access to OHV opportunities on both sides of town.

Bishop Area Combined-Use Routes provide a link to several of the primary OHV areas surrounding Bishop. The combined-use routes provide access to the Poleta Canyon OHV open area at the base of the White Mountains and also to the Tungsten Hills. The combined-use routes link Browns Town Store and Campground and Britt's Diesel with these areas. The routes that were not yet considered in Bishop include a couple that had end points on Inyo National Forest land (Coyote Valley Road and Black Canyon Road) and several routes that combine necessary service facilities in the incorporated center of Bishop with adjoining areas. The proposed routes starting in the City of Bishop and linking federal land were proposed to be designated under the regular Vehicle Code within the City of Bishop (less than 3 miles) and then via AB 628 in the County to make the link to federal land. The routes that proposed to leave Bishop to the east would travel across the County's airport lease and easement to access Poleta Road. The County is now moving forward to bring commercial air service to the Bishop Airport. Commercial air service will bring increased security. The addition of commercial air service to the Bishop Airport will likely make the routes through the airport problematic. The Applicant likely selected the routes through the Bishop Airport to avoid the congestion of East Line Street.

Other Proposed Combined Use Routes

The County did not approve any combined-use routes in **Aberdeen, Big Pine, and the Northern Inyo Range** because all of the proposed combined-use routes had an endpoint on Inyo National Forest land. If the County were to reach a jurisdictional agreement, there would be some extensive linkages of OHV trails. The Northern Inyo Range combined-use routes along Death Valley Road link together several areas, each area containing extensive OHV roughly graded dirt road systems. The Big Pine combined-use routes would provide some linkages on the west side of US 395. Since there are no County maintained roads that travel eastward from Big Pine across LADWP land to the BLM or Inyo National Forest, no links will be provided to connect businesses in Big Pine with the Inyo or White Mountains. The proposed Aberdeen area routes would connect several extensive roughly graded dirt road networks to the west of US 395. Similar

to Big Pine, there are no County maintained roads that travel across LADWP land to the east of Aberdeen to access BLM or Inyo National Forest land in the Inyo Mountains. The Bureau of Land Management was unwilling to find that one of its dirt roads on the Volcanic Tableland qualified as an OHV trail segment.

ATTACHMENTS

- Exhibit A: Maps of Approved Combined Use Routes
 - Lone Pine No. 1
 - Independence No. 1
 - Bishop No. 5, 6, 7, 9, & 15
- Exhibit B: Assembly Bill 628
- Exhibit C: Senate Bill 1345
- Exhibit D: Inyo County AB 628 Implementing Procedures
- Exhibit E: Public Comments
- Exhibit F: Agency Comments
- Exhibit G: Route Monitoring Report
- Exhibit H: Minutes from January 22, 2015 Board of Supervisors hearing
- Exhibit I: Traffic Count Reports
- Exhibit J: Meeting Notes from December 15, 2015 Board of Supervisors hearing regarding AB 628 Report to California Legislature
- Exhibit K: Meeting Notes from December 8, 2015 Board of Supervisors meeting regarding AB 628 Report to California Legislature
- Exhibit L: Meeting Notes from December 11, 2018 Public Meeting regarding SB 1345 Report to California Legislature

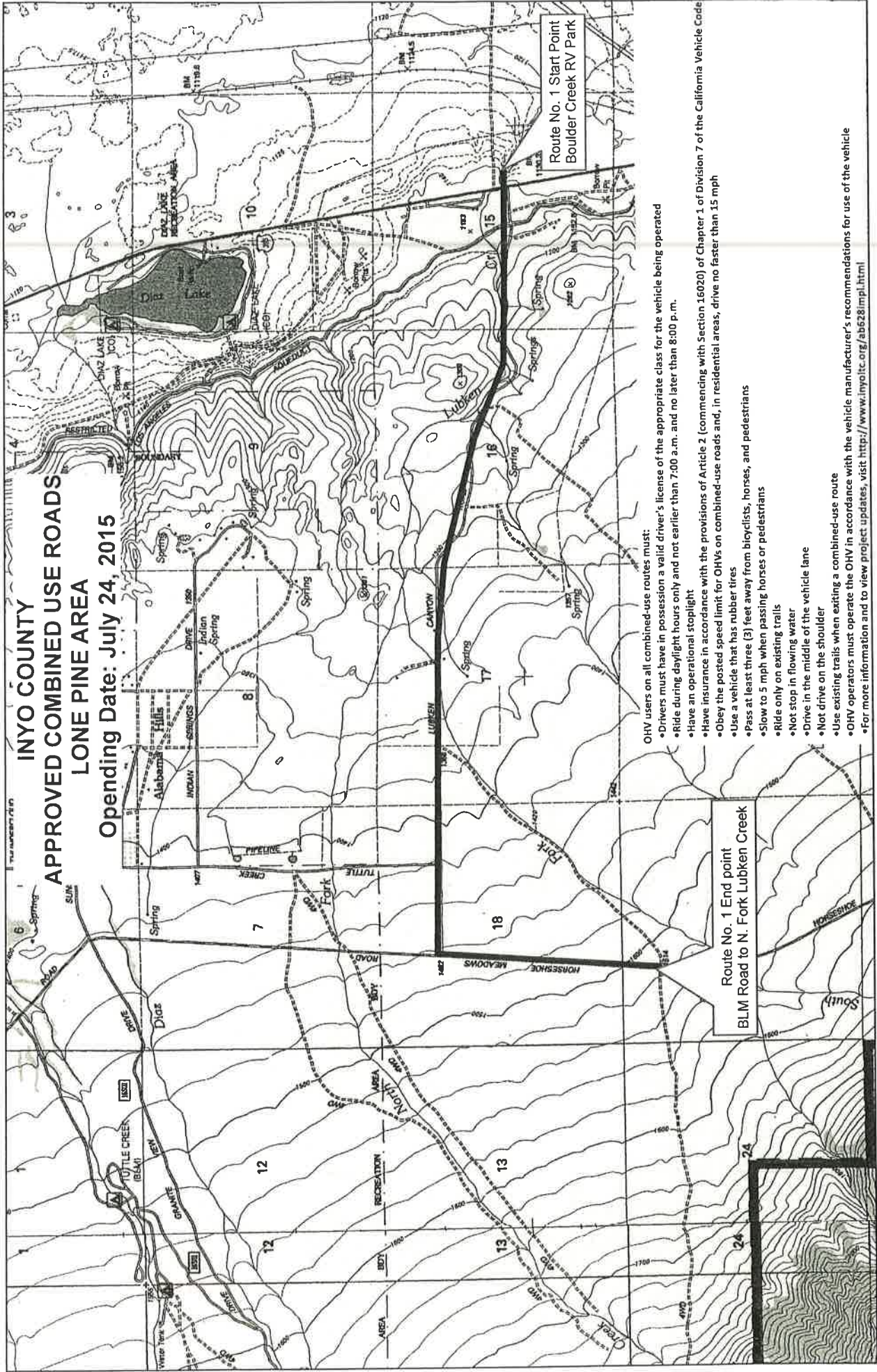
Reference Material Available on the worldwide web:

- a. December 15, 2015 Legislative Report for Assembly Bill 628 -
<http://www.inyoltc.org/pdfs/ESAT/freport.pdf>
- b. Agenda Request Packet for January 22, 2015 approval hearing
[http://www.inyocounty.us/Board_of_Supervisors/AgendaSprt/2015-01-22_\(Special_Meeting\).pdf](http://www.inyocounty.us/Board_of_Supervisors/AgendaSprt/2015-01-22_(Special_Meeting).pdf)
- c. Minutes from the January 22, 2015 Board of Supervisors meeting can be viewed at
[https://www.inyocounty.us/Board_of_Supervisors/Minutes/2015-01-22_\(Special_Meeting\).pdf](https://www.inyocounty.us/Board_of_Supervisors/Minutes/2015-01-22_(Special_Meeting).pdf)
- d. Combined-use applications, CHP Safety Determination submittals, and proposed route maps (see
http://www.inyoplanning.org/projects/at/AdvTrails_ApplicationSummary.pdf)

Exhibit A

**INYO COUNTY
APPROVED COMBINED USE ROADS
LONE PINE AREA**

Opening Date: July 24, 2015



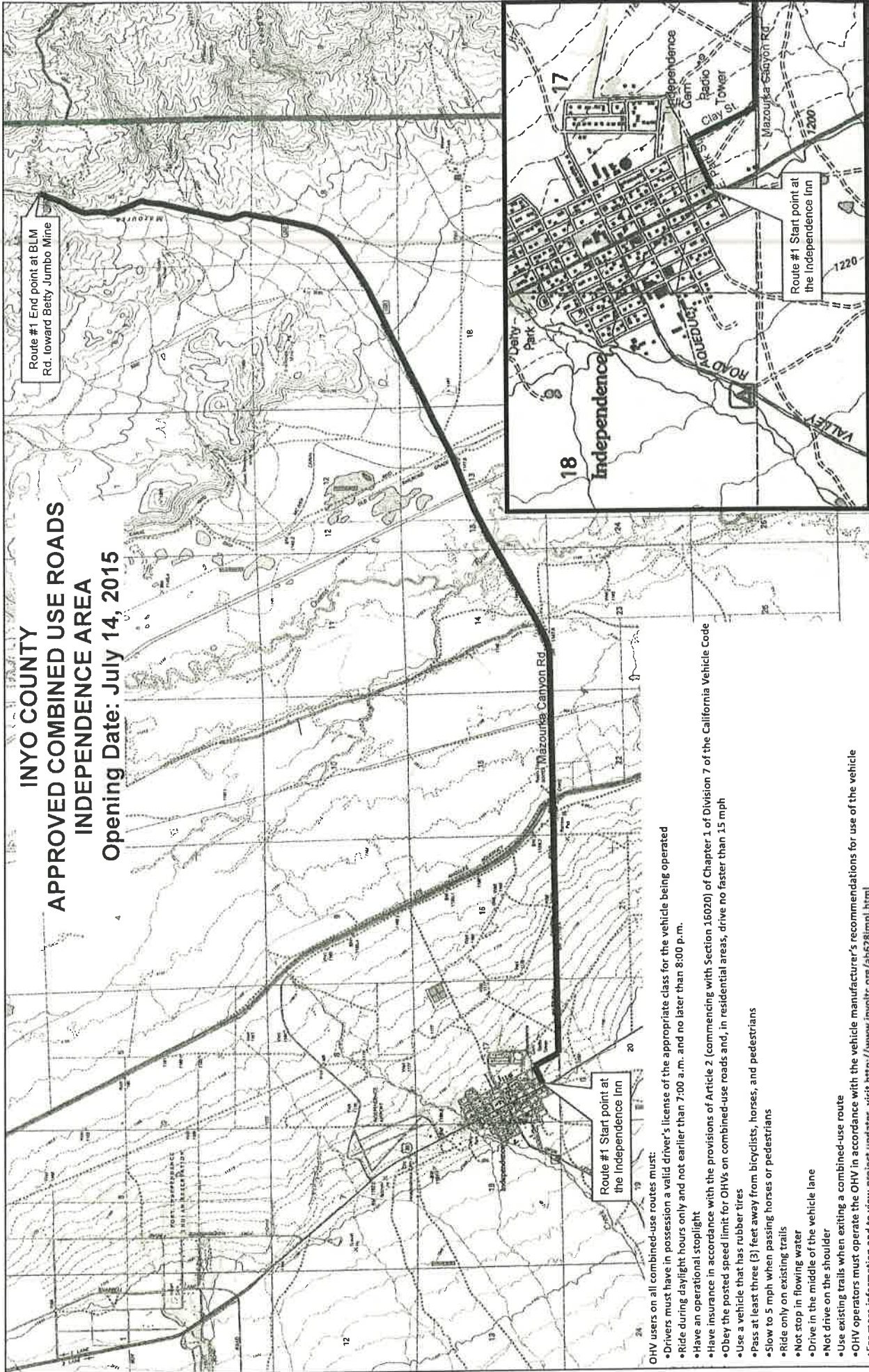
**Route No. 1 Start Point
Boulder Creek RV Park**

**Route No. 1 End point
BLM Road to N. Fork Lubken Creek**

OHV users on all combined-use routes must:

- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
- Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
- Have an operational stoplight
- Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
- Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
- Use a vehicle that has rubber tires
- Pass at least three (3) feet away from bicyclists, horses, and pedestrians
- Slow to 5 mph when passing horses or pedestrians
- Ride only on existing trails
- Not stop in flowing water
- Drive in the middle of the vehicle lane
- Not drive on the shoulder
- Use existing trails when exiting a combined-use route
- OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle
- For more information and to view project updates, visit <http://www.inyoitc.org/ab628impl.html>

**INYO COUNTY
APPROVED COMBINED USE ROADS
INDEPENDENCE AREA
Opening Date: July 14, 2015**



Route #1 End point at BLM Rd. toward Betty Jumbo Mine

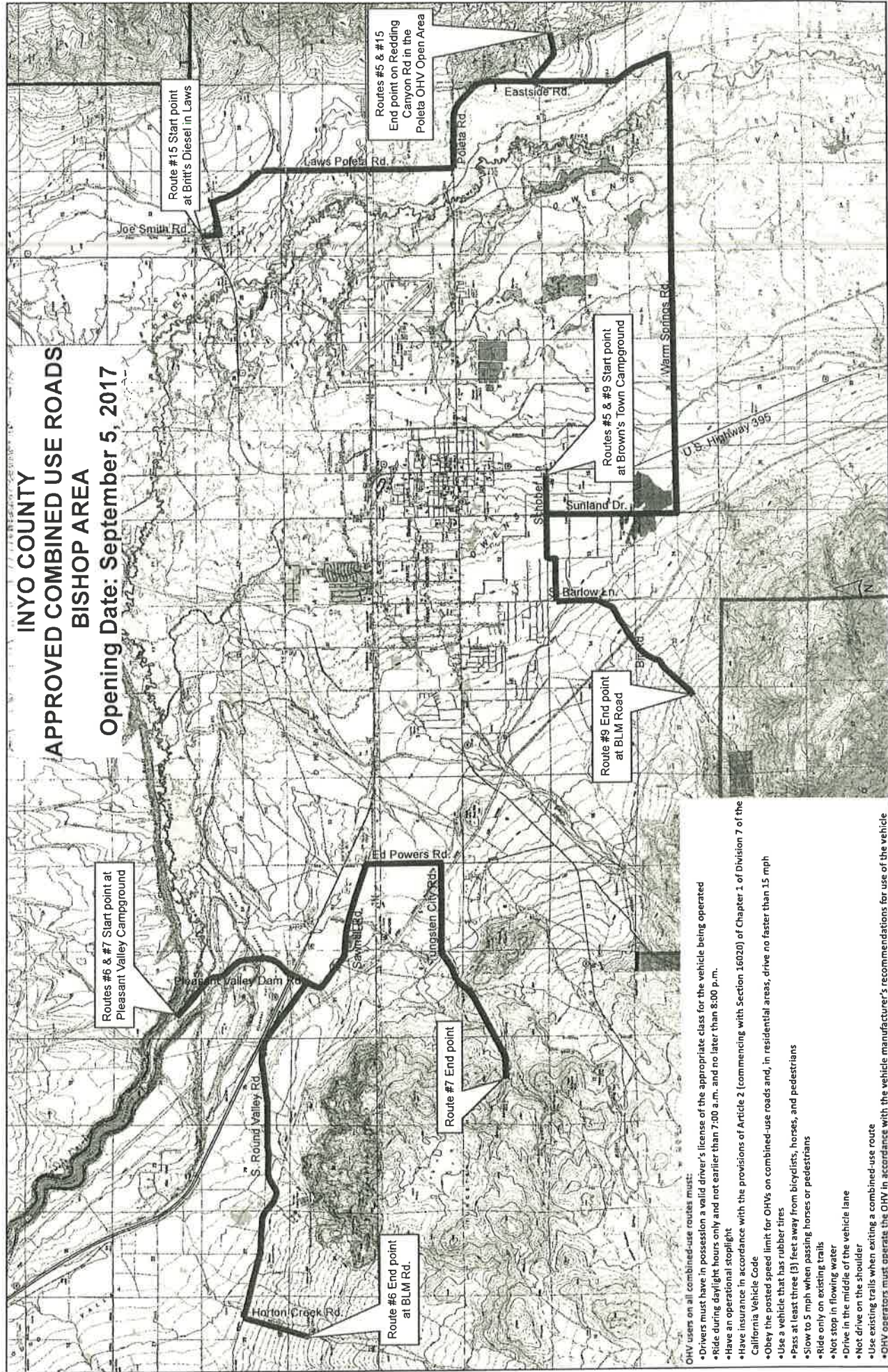
Route #1 Start point at the Independence Inn

Route #1 Start point at the Independence Inn

- OHV users on all combined-use routes must:
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
 - Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - Have an operational stoplight
 - Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
 - Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
 - Use a vehicle that has rubber tires
 - Pass at least three (3) feet away from bicyclists, horses, and pedestrians
 - Slow to 5 mph when passing horses or pedestrians
 - Ride only on existing trails
 - Not stop in flowing water
 - Drive in the middle of the vehicle lane
 - Not drive on the shoulder
 - Use existing trails when exiting a combined-use route
 - OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle
- For more information and to view project updates, visit <http://www.inyoct.org/ab628.html>

INYO COUNTY APPROVED COMBINED USE ROADS BISHOP AREA

Opening Date: September 5, 2017



- OHV users on all combined-use routes must:
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
 - Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - Have an operational stoplight
 - Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 2 of the California Vehicle Code
 - Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
 - Use a vehicle that has rubber tires
 - Pass at least three (3) feet away from bicyclists, horses, and pedestrians
 - Slow to 5 mph when passing horses or pedestrians
 - Ride only on existing trails
 - Not stop in flowing water
 - Drive in the middle of the vehicle lane
 - Not drive on the shoulder
 - Use existing trails when exiting a combined-use route
 - OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle

Exhibit B

Exhibit B

CALIFORNIA 2011 LEGISLATIVE SERVICE
2011 Portion of 2011-2012 Regular Session

Additions are indicated by **Text**; deletions by

Vetoed are indicated by **Text**;
stricken material by **Text**.

CHAPTER 532
A.B. No. 628
OFF ROAD VEHICLES--MOTORCYCLES--PILOT PROGRAMS

AN ACT to amend Sections 38026 and 38026.5 of, and to add and repeal Section 38026.1 of, the Vehicle Code, relating to vehicles.

[Filed with Secretary of State October 7, 2011.]

LEGISLATIVE COUNSEL'S DIGEST

AB 628, Conway. Vehicles: off-highway vehicle recreation: County of Inyo.

Existing law authorizes an off-highway motor vehicle that has been issued a plate or device to be operated or driven upon a highway under certain circumstances. Existing law authorizes various public entities, and the Director of Parks and Recreation, to designate a highway, or portion thereof, for the combined use of regular vehicular traffic and off-highway motor vehicles if certain requirements are met. Existing law prohibits a highway from being designated for this combined use for a distance of more than 3 miles.

This bill would, until January 1, 2017, authorize the County of Inyo to establish a pilot project that would exempt from this prohibition specified combined-use highways, except as provided, in the unincorporated area in the County of Inyo so that the highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified linkage of trail systems for off-highway motor vehicles, among other things, as prescribed.

The bill would authorize the pilot project to include the use of a state highway, subject to the approval of the Department of Transportation, or the crossing of a highway, and would require the County of Inyo to indemnify the state, as specified. The bill would require the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, not later than January 1, 2016, to prepare and submit to the Legislature a report evaluating the effectiveness of the pilot project, and containing specified information.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

- (a) Inyo County is a rural county with a population of 17,945 residents.
- (b) Inyo County is comprised of 10,140 square miles.
- (c) Inyo County is the second largest county in the United States in area, yet only 2 percent of this land is inhabited.
- (d) Ninety-two percent of land in Inyo County is federally administered public lands.
- (e) Inyo County has outstanding natural diversity, including Mount Whitney in the eastern Sierra, which is the highest peak in the contiguous United States, as well as Death Valley, which is the lowest point in the United States and the largest national park in the contiguous United States.
- (f) With six million acres of public land, Inyo County offers numerous opportunities to explore and recreate.

SEC. 2. It is the intent of the Legislature in enacting this act and designating combined-use highways on unincorporated county roads in the County of Inyo for more than three miles to link existing roads in the unincorporated portion of the county to existing trails and trailheads on federal Bureau of Land Management or United States Forest Service lands in order to provide a unified system of trails for off-highway motor vehicles. It is further the intent of the Legislature that no General Fund moneys be expended for the pilot project established by this act, and the project will be revenue neutral to the state.

SEC. 3. Section 38026 of the Vehicle Code is amended to read:

<< CA VEHICLE § 38026 >>

38026. (a) In addition to Section 38025 and after complying with subdivision (c) of this section, if a local authority, an agency of the federal government, or the Director of Parks and Recreation finds that a highway, or a portion ~~*** of a highway~~, under the jurisdiction of the authority, agency, or the director, as the case may be, is located in a manner that provides a connecting link between off-highway motor vehicle trail segments, between an off-highway motor vehicle recreational use area and necessary service facilities, or between lodging facilities and an off-highway motor vehicle recreational facility and if it is found that the highway is designed and constructed so as to safely permit the use of regular vehicular traffic and also the driving of off-highway motor vehicles on that highway, the local authority, by resolution or ordinance, agency of the federal government, or the Director of Parks and Recreation, as the case may be, may designate that highway, or a portion ~~*** of a highway~~, for combined use and shall prescribe rules and regulations therefor. ~~A highway, or portion *** of a highway, shall not be so designated for a distance of more than three miles, except as provided in Section 38026.1. A freeway shall not be designated under this section.~~

(b) The Off-Highway Motor Vehicle Recreation Commission may propose highway segments for consideration by local authorities, an agency of the federal government, or the Director of Parks and Recreation for combined use.

(c) Prior to designating a highway or portion ~~*** of a highway~~ on the motion of the local authority, an agency of the federal government, or the Director of Parks and Recreation, or as a recommendation of the Off-Highway Motor Vehicle Recreation Commission, a local authority, an agency of the federal government, or the Director of Parks and Recreation shall notify the Commissioner of the California Highway Patrol, and shall not designate any segment pursuant to subdivision (a) which, in the opinion of the commissioner, would create a potential traffic safety hazard.

(d) **(1)** A designation of a highway, or a portion ~~*** of a highway~~, under subdivision (a) shall become effective upon the erection of appropriate signs of a type approved by the Department of Transportation on and along the highway, or

portion ***of the highway.

(2) The cost of the signs shall be reimbursed from the Off-Highway Vehicle Trust Fund, when appropriated by the Legislature, or by expenditure of funds from a grant or cooperative agreement made pursuant to Section 5090.50 of the Public Resources Code.

SEC. 4. Section 38026.1 is added to the Vehicle Code, to read:

<< CA VEHICLE § 38026.1 >>

38026.1. (a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) The pilot project shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the Inyo County Board of Supervisors.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements pursuant to Section 38026.5.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

(6) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

(c) The pilot project may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d)(1) By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

(f) Not later than January 1, 2016, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

(1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

(g)(1) A report submitted pursuant to subdivision (f) shall be submitted in compliance with Section 9795 of the Government Code.

(2) This section shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

SEC. 5. Section 38026.5 of the Vehicle Code is amended to read:

<< CA VEHICLE § 38026.5 >>

38026.5. (a) In accordance with subdivision (c) of Section 4000, a motor vehicle issued a plate or device pursuant to Section 38160 may be operated or driven on a local highway, or a portion ~~*** of the local highway, that~~ is designated pursuant to Section 38026 ~~or 38026.1~~ if the operation is in conformance with ~~*** this~~ code and the vehicle complies with off-highway vehicle equipment requirements specified in this division.

(b) Notwithstanding subdivision (a), it is unlawful for ~~a~~ person using an off-highway vehicle on a combined-use highway to do any of the following:

(1) Operate an off-highway motor vehicle on the highway during the hours of darkness.

(2) Operate ~~a~~ vehicle on the highway ~~that~~ does not have an operational stoplight.

(3) Operate ~~a~~ vehicle on the highway ~~that~~ does not have rubber tires.

(4) Operate ~~■~~ vehicle without a valid driver's license of the appropriate class for the vehicle operation in possession.

~~(5) Operate ~~■~~ vehicle on the highway without complying with ~~***~~ Article 2 (commencing with Section 16020) of Chapter 1 of Division 7.~~

CA LEGIS 532 (2011)

END OF DOCUMENT

Exhibit C

Senate Bill No. 1345

CHAPTER 217

An act to amend Section 38026.1 of the Vehicle Code, relating to vehicles.

[Approved by Governor August 26, 2016. Filed with Secretary of State August 26, 2016.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1345, Berryhill. Vehicles: off-highway vehicle recreation: County of Inyo.

Existing law authorizes an off-highway motor vehicle that has been issued a plate or device to be operated or driven upon a highway under certain circumstances. Existing law authorizes various public entities, and the Director of Parks and Recreation, to designate a highway, or portion thereof, for the combined use of regular vehicular traffic and off-highway motor vehicles if certain requirements are met. Existing law prohibits a highway from being designated for this combined use for a distance of more than 3 miles.

Existing law, until January 1, 2017, authorizes the County of Inyo to establish a pilot project that would exempt specified combined-use highways in the unincorporated area in the County of Inyo from this prohibition to link together existing roads in the unincorporated portion of the county to existing trails and trailheads on federal Bureau of Land Management or United States Forest Service lands in order to provide a unified linkage of trail systems for off-highway motor vehicles, as prescribed. Existing law requires the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, to prepare and submit to the Legislature a report evaluating the effectiveness of the pilot project by January 1, 2016, as specified.

This bill would extend the operation of these provisions until January 1, 2020, and would extend the reporting deadline until January 1, 2019. For purposes of the pilot project described above, the bill would prohibit a combined-use highway road segment from exceeding 10 miles, except as specified.

DIGEST KEY

Vote: MAJORITY Appropriation: NO Fiscal Committee: YES Local Program: NO

BILL TEXT

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1.

It is the intent of the Legislature in enacting this act to develop additional data to better evaluate whether a combined-use highways system is workable in the County of Inyo. It is further the intent of the Legislature that no General Fund moneys be expended for the pilot project established by this act, and the project will be revenue neutral to the state.

SEC. 2.

Section 38026.1 of the Vehicle Code is amended to read:

38026.1.

(a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) A pilot project established pursuant to this section shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the county's board of supervisors.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements pursuant to Section 38026.5.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

(6) (A) Prohibit a combined-use highway road segment designated under this section from exceeding 10 miles.

(B) Notwithstanding subparagraph (A), two or more combined-use highway road segments may share a common starting point or ending point and may partially overlap as long as the resulting network of the highway road segments does not include more than three distinct locations of shared starting or ending points, or both.

(7) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

(c) A pilot project established pursuant to this section may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d) (1) By selecting and designating a highway for combined use pursuant to this section, the county agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the county's board of supervisors pursuant to this section.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The county shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

(f) Not later than January 1, 2019, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing all of the following:

(1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

(g) (1) A report submitted pursuant to subdivision (f) shall be submitted in compliance with Section 9795 of the Government Code.

(2) This section shall remain in effect only until January 1, 2020, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2020, deletes or extends that date.

Exhibit D

Inyo County Assembly Bill 628 Implementing Procedures

January 22, 2015

1. The Adventure Trails Pilot Program is authorized by Section 38026.1 and other applicable portions of the California Vehicle Code.
2. The Adventure Trails Program project advocates (Applicant) shall submit a formal application to the Inyo County Public Works Department requesting the County consider the designation of specified roadways as combined-use highways.
 - a. The application shall include all of the following for each portion of proposed combined-use roadway:
 - i. Name of Highway
 - ii. Length of combined-use section
 - iii. A description of the portion of the right-of-way that is proposed to be used. That is will the off-highway vehicles be limited to: the entire lane, the edge of the lane, or some other specific area.
 - iv. The starting point of the combined-use segment. If this is an existing Bureau of Land Management or U.S. Forest Service road, provide the name and/or number of the off-highway motor vehicle trail or trailhead. If the starting point of the combined-use segment is a necessary service and/or lodging facility, specify the name and Assessor's Parcel Number of the facility.
 1. Include a letter of permission from the owner of the Assessor's Parcel Number that is the necessary service and/or lodging facility.
 - v. The ending point of the combined-use segment. If this is an existing Bureau of Land Management or U.S. Forest Service road, provide the name and/or number of the off-highway motor vehicle trail or trailhead. If the ending point of the combined-use segment is a necessary service and/or lodging facility, specify the name and Assessor's Parcel Number of the facility.
 1. Include a letter of permission from the owner of the Assessor's Parcel Number is the necessary service and/or lodging facility.
 - vi. A description of the nature and destination of any off-highway motor vehicle trail that is a starting or ending point to a combined-use segment.
 - vii. A description of the nature and purpose of the combined-use segment. To be considered, the combined-use segment must provide a connecting link between one of the following:
 1. A connecting link between off-highway motor vehicle trail segments,
 2. An off-highway motor vehicle recreational use area and necessary service facilities, or
 3. Lodging facilities and an off-highway motor vehicle recreational facility.

The applicant shall state which one of these three types of connecting link is being provided by each combined-use trail segment.

viii. An eight and one-half inch map clearly displaying each combined use section.

The map should display:

1. The information described in subsections (i) through (v).
 2. Major cross streets
 3. Any controlled intersections (stop signs or signalized intersections)
 4. If the combined-use segment starts and/or ends on an un-named roadway, a vicinity map should be included.
- ix. A list of property owners adjacent to any and all combined-use routes from the Inyo County Assessor's Department. If multiple properties are owned by one owner, that owner shall be notified of each of their properties adjacent to the proposed combined-use segment. Legal size envelopes with first class postage affixed addressed to each property owner with the return address left blank.
- b. The Applicant can submit the application in multiple sections if they choose. If so, a cover letter to the application should state this.
 - c. Once the application is submitted, the contents of the application will be available for public review.
3. The Inyo County Department of Public Works shall be responsible for the evaluation and processing of any combined-use applications.
4. The County shall determine if the application packet is complete. The County shall notify the Applicant via e-mail or telephone within 30 days if the application is complete. If feasible, this determination should be made earlier.
5. Within 120 days of the date the County deems the application complete, the County shall accept or reject the application. This period may be extended by the County, upon written notification to the applicant, together with the reason necessitating the extension. During the 120 day period, the County will do the following:
- a. Submit copies of the application to responsible State and/or land management agencies for confirmation of the validity of any trail segment and/or general comments, requesting that the requested information be provided within 60 days. The County shall provide copies of the application to pertinent land management agencies or owners to ensure conformance with the land manager's Land Use Plan. "Pertinent agencies or owners" are defined as those which own, manage, or have jurisdiction for 1) road segments which connect to County roads identified in the application, 2) the land crossed by a County road identified in the application, or 3) the land adjacent to a combined use segment;
 - b. Submit the combined-use application to the Commissioner of the California Highway Patrol and ask for a determination if the proposed combined-use segment will create a potential traffic safety hazard. If the combined-use segment is determined by the Commissioner of the California Highway Patrol to have the potential to create a traffic hazard, that segment shall be dropped from consideration.

- c. Notice a public hearing on the application, providing notice to all land owners adjacent to the proposed combined-use roadway of the date, time and location of the public hearing, with notice mailed a minimum of twenty-one (21) days prior to the public hearing; and
 - d. Hold a public hearing and compile all comments received on the application.
6. The County shall work in cooperation with the California Department of Transportation to establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles in accordance with Section 38026.1 of the Vehicle Code.
7. The County will first designate crossings of the State Highway using Section 38026 of the Vehicle Code. The Applicant is encouraged to design their requests to the County to use combined-use segments of three miles or less. Any such request would be undertaken separately from the Pilot Program and requires a separate application to the County in conformance with the existing Vehicle Code. If this is not possible and the combined-use segment is between three and ten miles, the County will consider the designation of crossings of the State Highway as part of the Pilot Program as set forth in Assembly Bill 628.
8. The application, together with comments received during the 120 day period, shall be presented to the Board of Supervisors for consideration and approval. The Agenda Request for such consideration shall also include a recommendation for each route from the Public Works Director, the Risk Manager, the Sheriff, and County Counsel on each combined-use segment. Their recommendation shall address:
 - a. Safety
 - b. Liability and Risk
 - c. Potential maintenance costs
9. The County shall hold a public hearing and adopt a resolution to approve combined-use segment(s). The adoption resolution may include multiple combined-use segments. The resolution shall include:
 - a. A determination that the proposed combined use segment does not have the potential to create a safety hazard.
 - b. A confirmation that the information contained in Section 2(A)(i) – (viii) was included in the application packet.
 - c. A statement that each combined-use trail segment is in compliance with the California Vehicle Code as amended by the inclusion of Section 38026.1.
10. If the funding for the purchase and installation of signage is not forthcoming as set forth in Section 38026.1, the County shall work with the applicant to identify funding to install signage identified in Section No. 6. The purchase and installation of this signage shall be revenue neutral to the County. That is, if the funding for the signage is not forthcoming from the State, the applicant shall be responsible for this expense.
11. The County Road Department shall be responsible for the installation of all required signage on each combined-use trail segment.

12. Using aerial or satellite imagery, Inyo County will create a baseline that encompasses the area adjacent to each designated route, including the end point in a manner adequate to identify and monitor route proliferation.
13. The County shall formally open the combined-use trail segment once all signage is in place.
14. Each combined-use trail segment shall be monitored in the following ways.
 - a. The County shall be responsible to maintain a database describing any collisions involving an off-highway vehicle on any combined-use segment.
 - i. The Department of Public Works will request from the Inyo County Sheriff and the California Highway Patrol a report of all collisions involving off-highway vehicles on a combined-use segment on an annual basis. This information will be solicited from local land management agencies.
 - b. The Inyo County Sheriff's Department will maintain a file that includes any information regarding impact on traffic flows, safety, incursions into areas not designated for off-highway vehicle usage, to the extent such information is available.
 - c. The County shall yearly collect at least a three-day-long set of data collected including two weekend days detailing the number of off-highway vehicles using each combined-use segment.
 - d. The County shall twice yearly survey for new OHV routes originating off of a combined use in the field and in the office reviewing the latest aerial imagery so that it can adequately monitor for the proliferation of new routes.
 - e. The County shall send a letter encouraging land management agencies that have an off-highway motor vehicle trail segment that links to a combined-use segment to monitor the amount of off-highway vehicle use.
 - f. The Public Works Department shall maintain a website that is a central hub for collecting public and public agency comments and complaints on the combined-use routes which shall include all correspondence from the public and public agencies regarding all combined use segments.
 - g. At least 90 days prior to the development of the report described in Section 15, notice will be made to the public and local land management agencies requesting comments and observations regarding roads in the pilot program, including any results from monitoring.
15. No later than January 1, 2016, the County, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project as described in Section 38026.1 of the Vehicle Code.
16. If Section 38026.1 of the Vehicle Code is repealed, on all designated routes, the County shall be responsible for the removal of all signage related to combined-use highway segments set forth under Section 38026.1. Further, upon repeal of section 38026.1, the designation of all combined use routes by the County shall be immediately rescinded.

17. If the property owner at a starting point or an ending point of a combined-use segment that is considered to be a necessary service or lodging facility decides at a future date that they do not wish their property to be linked to by a combined-use segment, they can submit a letter stating that the property owner does not wish to be linked to the combined-use route. Upon receipt of that letter, and assuming that the service facility is the endpoint of the combined-use segment, the designation on that road shall be changed within 90 days so that the combined-use of that roadway segment shall no longer be allowed. If a change to starting point or endpoint requires the submittal of a separate application, the 90-day period will be extended until the segment is acted upon by the Board of Supervisors.
18. If a necessary service facility that is a start or an end point of a combined-use route closes, the applicants shall be required to submit a revised application within 90 days from the date the business is closed. The County shall determine if an additional application is required.
19. If the County's monitoring of a combined-use route determines that undesirable impacts are being created by the route, the County shall have the authority by a vote of the Board of Supervisors to close a combined-use route. The County shall close the route by the removal of all signage within 90 days from the date of the Board action.
20. The Public Works Department may, at the discretion of the Public Works Director, temporarily close a combined-use route to green sticker vehicles by temporarily obscuring route signage.
21. The operation of combined use routes by off-highway vehicles in residential areas is restricted to between dawn and dark and no earlier than 7:00 a.m. and no later than 8:00 p.m.
22. The Mitigation and Monitoring Plan for the Eastern Sierra Adventure Trails System Environmental Impact Report (Appendix 1.0 to the Final EIR) is included as part of this Implementing Procedures by reference.
23. The County shall monitor for the creation of new OHV routes along the proposed combined-use routes. The County shall coordinate with the property owner/land management agency and determine if corrective action is required. If necessary, barriers will be place to prevent further use of the new routes.
24. The County shall consider the passage of an ordinance that will make it a misdemeanor offense if operators of OHV's cause damage to land, livestock, ranching and farming operations, wildlife, wildlife habitat or vegetative resources..
25. All OHVs utilizing a combined-use route must comply with the following requirements and any published written material (brochures, maps, pamphlets) produced by the applicants shall include the following educational language:

OHV users on all combined-use routes must:

- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
- Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
- Have an operational stoplight

- Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
- Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
- Use a vehicle that has rubber tires
- Pass at least three (3) feet away from bicyclists, horses, and pedestrians
- Slow to 5 mph when passing horses or pedestrians
- Ride only on existing trails
- Not stop in flowing water
- Drive in the middle of the vehicle lane
- Not drive on the shoulder
- Use existing trails when exiting a combined-use route.
- OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle.

Exhibit E

Frederic Grannis

Courtney Smith

From: Frederic F. Grannis <ffgrannis@grannislawoffice.com>
Sent: Thursday, July 23, 2015 5:03 PM
To: ab628
Subject: Re: Silver Canyon Road

Thank you very much for your quick response.

Frederic F. Grannis
THE GRANNIS LAW FIRM
465 East Union Street, Suite 203
Pasadena, California 91101
Telephone: (626) 376-9208
Facsimile: (626) 376-9835
ffgrannis@grannislawoffice.com

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On Jul 23, 2015, at 5:02 PM, ab628 <ab628@inyocounty.us> wrote:

Dear Sir,

Bishop Area combined use routes Nos. 11 & 12 have not yet been considered by the Board of Supervisors. Silver Canyon Road is part of the Inyo County Maintained Mileage System. Silver Canyon Road is not currently open to combined-use.

Please don't hesitate to contact me if you have any questions or concerns.

Thanks,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
(760) 878-0207
<http://www.inyoltc.org/ab628impl.html>

-----Original Message-----

From: Frederic F. Grannis [<mailto:ffgrannis@grannislawoffice.com>]
Sent: Thursday, July 23, 2015 4:04 PM
To: ab628

Subject: Silver Canyon Road

Dear Madam or Sir,

I am interested in finding out the date when Routes Bishop #11 and Bishop #12 along Silver Canyon Road were authorized for combined use under the application filed by Adventure Trails of the Eastern Sierra Program . Would you be able to provide that information or is their a document I could consult to determine the same?

Regards,

Frederic F. Grannis

Dan Connor

Courtney Smith

From: ab628
Sent: Friday, February 19, 2016 8:40 AM
To: Dan Connor
Subject: RE: Link failure

Dan,

I just clicked the e-mail link you referenced at <http://www.inyoltc.org/ab628impl.html> in Internet Explorer and in Google Chrome and it opened up an e-mail in Outlook in both programs. When I look at the link properties, it reads <mailto:ab628@inyocounty.us> which is my understanding of what it should read. Additionally, the e-mail address ab628@inyocounty.us is written out so it can be cut and pasted into an e-mail address window.

Though the report has been submitted to the Legislature, the County is still accepting comments on the combined-use routes. This is the correct e-mail address to send comments to. You can also send comments to my County e-mail address of csmcith@inyocounty.us.

Thanks,

Courtney

Courtney Smith, Transportation Planner
Inyo County LTC staff
(760) 878-0207

From: dan.connor.music@gmail.com [<mailto:dan.connor.music@gmail.com>] **On Behalf Of** Dan Connor
Sent: Thursday, February 18, 2016 6:28 PM
To: ab628
Subject: Link failure

Hello - if you receive this email please let me know. The link for this email address as it appears on the inyoltc.org website under the heading of [monitoring and reporting](#) is inoperative. Please fix it. thank you.

Denise Waterbury - 8/15/2016

Courtney Smith

From: Denise Waterbury <neecerberry@gmail.com>
Sent: Monday, August 15, 2016 9:47 AM
To: ab628
Subject: Question

Hi,
I'm' just writing to see if this e-mail address actually works.
If you get this can you please send me a quick reply stating so?
Thanks,
Denise

Anonymous Caller

From: [Bill Lutze](#)
To: [Courtney Smith](#)
Cc: [Clint Quilter](#); [Nick Vaughn](#)
Subject: RE: ATV complaint on US 6
Date: Thursday, February 16, 2017 9:51:48 AM

Hi Courtney, Thank you for the info and I will forward to Cpl. Vaughn to keep. We have and have always had persons riding on shoulders of roads prior to the Adv. Trail so I don't see this as anything caused by the adventure trails. Depending on the location (there is a lot of these from White Mountain estates in Mono County driving to the west to ride which I have personally seen) would have been in Mono County. If the person in fact called 911 from a cell phone they would have talked to the CHP dispatcher as all cell 911 goes to them. Depending where they live if they used a land line it would have gone to Mono SO or Bishop PD in the north county. I generally don't put much credence in people that want to be anonymous but we can keep as a record.

Thanks for the info Courtney.

Bill

From: Courtney Smith
Sent: Wednesday, February 15, 2017 3:12 PM
To: Bill Lutze
Cc: Clint Quilter
Subject: ATV complaint on US 6

Bill,

Our office received a complaint today about ATVs on US 6. This is my understanding of the telephone call.

A person called the Public Works Department on February 15, 2017 at about 1:55 p.m. This person asked to remain anonymous and will be referred to as Caller #1. Caller #1 called 9-1-1 and reported a couple ATVs driving on the edge of US 6. Caller #1 reported that this might be part of Adventure Trails and asked if the call should be recorded. The dispatcher was not aware of this. Caller #1 called the BLM. The BLM suggested Caller #1 talk to Caltrans. Caltrans suggested that the caller contact CHP.

I told Caller #1 that US 6 is not designated combined-use and is not a part of the Adventure Trails combined-use system. There is a general increase in the number of ATVs countywide and I don't believe the incident is tied to the Adventure Trails.

Caller #1 thought that this should be recorded as a part of the monitoring for combined-use routes. Caller #1 felt that this was a check of the system and nobody seemed to be aware of the record keeping requirements for the combined-use routes. Caller #1 made an analogy where the effect of designating combined-use routes in the County may give the impression that all roads are open for combine-use. The combined-use routes entice users to undertake illegal activities by riding ATVs on

roads that are not designated for combined-use.

I'm not sure when the alleged incident occurred. I was a bit unsure about taking a complaint from an anonymous person. I consulted with Clint and decided to forward this to your office for information and to include it as part of our annual report. I think that the complainant should have probably called CHP and not 9-1-1 as I don't think this was an emergency and the incident occurred on a Caltrans facility.

Thanks,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
(760) 878-0207

Sue Temple #1

Courtney Smith

From: Sue Temple <ktstmax@aol.com>
Sent: Sunday, March 19, 2017 2:19 PM
To: ab628
Subject: Equestrians near Adv Trails

As equestrians who are riding many trails from Hidden Creeks Ranch south of Underwood, on Coyote Valley Road, and west of Reata Road in Bishop, we respectfully request signage on OHV signposts, possibly Coyote Valley Road street sign, and selected trails reading something such as "Slow for Horses". OHV and motorcycle riders are not aware that their fast-moving vehicles are a threat to horses and riders. Some deliberately speed up near us and cause horses to panic. This could result in a serious injury to a rider. As our trail usage has been long-standing, much longer than the OHVs and cycles, we would appreciate your honoring our request. We thank you for your consideration.

On behalf of the many Hidden Creeks riders, Sue Temple, Boarder/Rider

Sent from my iPhone

Sue Temple No. 2

Courtney Smith

From: Sue Temple <ktstmax@aol.com>
Sent: Sunday, March 19, 2017 2:32 PM
To: ab628
Subject: PS

Three feet of space between a vehicle and a horse is not enough. Ten feet at least, please

Sue Temple

Sent from my iPhone

Courtney Smith

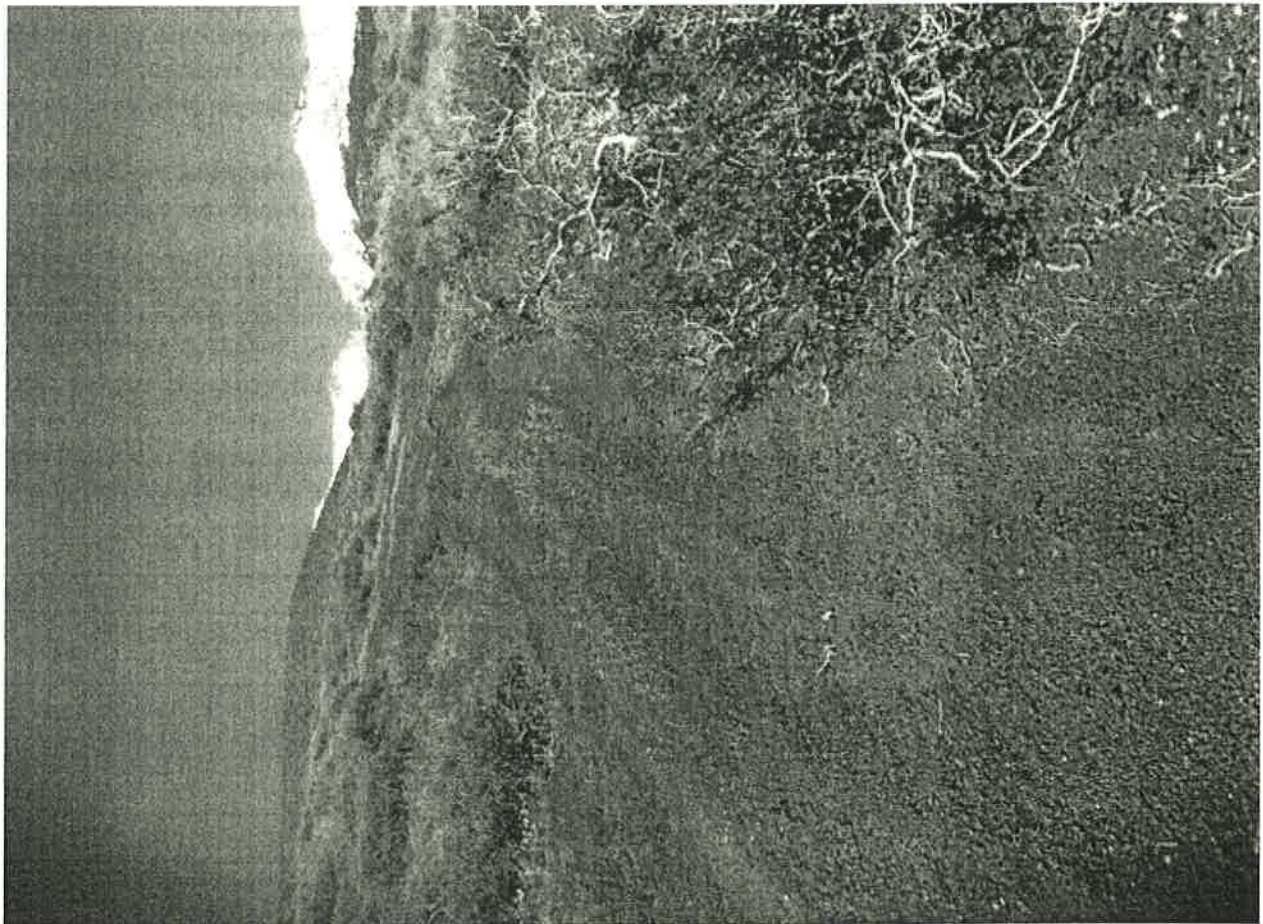
From: patricialuka47@gmail.com
Sent: Friday, May 19, 2017 4:08 PM
To: ab628
Cc: Mark Tillemans
Subject: Fwd: oHV trail up to the top of Red Mountain Just south of the Tnemaha campground that is illegal

There is no information or Ohv regulations at the campground

Sent from my iPad

Begin forwarded message:

From: patricialuka47@gmail.com
Date: May 19, 2017 at 1:21:13 PM PDT
To: Sydney Quinn <densydy@gmail.com>
Subject: oHV trail up to the top of Red Mountain



Courtney Smith

From: Cronus Dillard <Cronus.Dillard@synopsys.com>
Sent: Monday, May 22, 2017 2:55 PM
To: ab628
Subject: RE: Combined-Use Question

Great, thanks for the detailed answers, I really appreciate it!

All the best,
Cronus

From: ab628 [<mailto:ab628@inyocounty.us>]
Sent: Monday, May 22, 2017 2:37 PM
To: Cronus Dillard <Cronus.Dillard@synopsys.com>
Subject: RE: Combined-Use Question

Cronus,

Here's an answer to each of your questions.

- I had seen the page with those links, but I'm a little confused because there's only one route on the Bishop map and it's listed as #15, which implies there are at least 15 routes. **Reply:** The numbers were based on the originally proposed combined-use routes. Of the 18 routes proposed in the Bishop area, only five of those were approved by the Board of Supervisors.
- I realize not all of the routes initially planned were incorporated into the Adventure Trails, but is there really only one route near Bishop at this point in time? **Reply:** At this point in time, only one route is open in the Bishop area.
- There have been street signs on Ed Powers road for months that seem to indicate that there's a route there, too. **Reply:** This situation is admittedly somewhat ambiguous. The County Road Department started installing the signage and then was pulled off to work on more pressing jobs related to the heavy winter and to prepare for possible flooding. I will send you the new Bishop area route map once all of the required signage has been installed.
- Is that one of the four slated to be opened? **Reply:** The portion of Ed Powers Road between Sawmill Road and Tungsten City Road is part of Bishop area combined-use route #7. Below is a table describing the four combined-use routes that will be open once all of the required signage has been installed.

Route #	Start Point	End Point	County Roads	Status
5	Brown's Town Campground	BLM road off of Bir Rd	Portions of Schober Ln, S. Barlow Ln, & Bir Rd	Pending
6	Pleasant Valley Campground	BLM road off of Horton Creek Rd and just before campground	Portions of Pleasant Valley Dam Rd, S. Round Valley Rd, & Horton Creek Rd	Pending
7	Pleasant Valley Campground	BLM road at end of County maintained portion of Tungsten City Rd	Portions of Pleasant Valley Dam Rd, Sawmill Rd, Ed Powers Rd, & Tungsten City Rd	Pending
9	Brown's Town Campground	BLM road off of Redding Canyon Rd in Poleta Canyon OHV Open Area	Portions of Schober Ln, Sunland Dr, Warm Springs Rd, Eastside Rd, & Redding Canyon Rd	Pending

Thanks,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
(760) 878-0207

From: Cronus Dillard [<mailto:Cronus.Dillard@synopsys.com>]
Sent: Monday, May 22, 2017 1:31 PM
To: ab628
Subject: RE: Combined-Use Question

Hi Courtney,

Thanks for getting back to me!

I had seen the page with those links, but I'm a little confused because there's only one route on the Bishop map and it's listed as #15, which implies there are at least 15 routes. I realize not all of the routes initially planned were incorporated into the Adventure Trails, but is there really only one route near Bishop at this point in time? There have been street signs on Ed Powers road for months that seem to indicate that there's a route there, too. Is that one of the four slated to be opened?

Thanks again,
Cronus

From: ab628 [<mailto:ab628@inyocounty.us>]
Sent: Monday, May 22, 2017 1:24 PM
To: Cronus Dillard <Cronus.Dillard@synopsys.com>
Subject: RE: Combined-Use Question

Cronus,

The Adventure Trails combined-use maps can be viewed at <http://www.inyoltc.org/ab628impl.html> under the background section. There are four other combined-use routes that are in the process of being opened in the Bishop area. When all of the required signage has been installed, a map of these combined-use routes will be uploaded to the above webpage. I will send you an e-mail when these combined-use routes are officially opened detailing the new routes in the Bishop area. This should take place soon.

Thanks,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
(760) 878-0207

From: Cronus Dillard [<mailto:Cronus.Dillard@synopsys.com>]
Sent: Saturday, May 20, 2017 4:54 PM

To: Courtney Smith
Subject: Combined-Use Question

Hello,

Where can I find the latest maps online for the Eastern Sierra Adventure Trails combined-use roads around Bishop?

Thanks,
Cronus

COUNTY OF INYO PLANNING COMMISSION

DRAFT MINUTES OF JUNE 28, 2017 MEETING

COMMISSIONERS:

FRANK STEWART
CAITLIN MORLEY
TODD VOGEL
ROSS CORNER
SCOTT KEMP

FIRST DISTRICT (CHAIR)
SECOND DISTRICT
THIRD DISTRICT
FOURTH DISTRICT (VICE-CHAIR)
FIFTH DISTRICT

Inyo County Planning Commission
Post Office Drawer L
Independence, CA 93526
(760) 878-0263 / (760) 872-2706
(760) 872-0712 FAX

STAFF:

CATHREEN RICHARDS
CLINT QUILTER
KEVIN CARUNCHIO
THOMAS SCHANIEL
RYAN STANDRIDGE
JOHN VALLEJO

INTERM PLANNING DIRECTOR
PUBLIC WORKS DIRECTOR
COUNTY ADMINISTRATOR
ASSOCIATE PLANNER
PROJECT COORDINATOR
COUNTY COUNSEL

The Inyo County Planning Commission met in regular session on Wednesday, June 28, 2017, in the Administration Building, in Independence, California. Commissioner Stewart opened the meeting at 10:00 a.m. These minutes are to be considered for approval by the Planning Commission at their next scheduled meeting.

ITEM 1: **PLEDGE OF ALLEGIANCE** – The Pledge of Allegiance was recited by all at 10:00. The Chair Welcomed and Introduce new Commissioner Scott Kemp.

ITEM 2: **ROLL CALL** - Commissioners: Frank Stewart, Kate Morley, Todd Vogel, Ross Corner, and Scott Kemp were present.

Staff present: Cathreen Richards, Planning Director; Ryan Standridge Project Coordinator; John Vallejo, County Counsel; Tom Schainel, Associate Planner Clint Quilter, Public Works Director.

Staff absent: Kevin Carunchio, County Administrator

ITEM 3: **PUBLIC COMMENT PERIOD** – This item provides the opportunity for the public to address the Planning Commission on any planning subject that was not scheduled on the Agenda.

Cathreen Richards Planning Director introduced Ryan Standridge as the new Project Coordinator.

ITEM 4: **APPROVAL OF MINUTES (Action Item)** – Approval of Minutes from April 26, 2017, meeting of the Planning Commission. The question as to whether Commissioner Kemp could vote for approval since was not present at April 26, 2017, meeting. John Vallejo County Counsel stated that any of them could vote on approval even if they were not in attendance.

MOTION: Moved by Commissioner Corner and seconded by Commissioner Kemp to approve the Minutes from June 28, 2017.

The Motion passed 5-0.

ITEM 5: CALIFORNIA ENVIRONMENTAL QUALITY ACT - Inyo County Public Works South Lake Road Improvement Project Mitigated Negative Declaration – Inyo County's proposed project involves resurfacing, rehabilitation and restoration work for 6.9 miles of South Lake Road. The Planning Commission is conducting a public hearing, to review and consider for adoption the Mitigated Negative Declaration (MND) of Environmental Impact and Mitigation, Monitoring & Reporting Program (MMRP) prepared under the California Environmental Quality Act (CEQA) and the County's CEQA Procedures for the project.

Inyo County Local Transportation Planner Courtney Smith gave a brief staff report outlining the environmental impact and mitigation program.

The Commissioner Chair opened an action for public hearing; no public present addressed the Commission and the action closed.

MOTION: Moved by Commissioner Corner to adopt the Mitigated Negative Declaration, subject to the Conditions of Approval as recommended by staff. Commissioner Morley seconded the motion.

The Motion passed 5-0

ITEM 6: INYO COUNTY PUBLIC WORKS COMBINED-USE ROUTE (ADVENTURE TRAILS) STATUS REPORT – Inyo County is in the process of opening seven routes on County maintained roads where certain non-street legal vehicles are allowed to operate in the County road right of way. Request Commission 1) receive a status report on the implementation of combined-use routes and 2) provide feedback to Public Works Department staff.

Inyo County Local Transportation Planner Courtney Smith gave a staff report updating information on the combined use road selection and of the thirty-eight routes originally reviewed only eight routes have been approved.

Commissioner Stewart expressed concerns about ATV traffic in the Round Valley area just to the south of an Adventure Trails Route. He believes that the route attracted additional illegal activities and asked who the proper contact was to report illegal activities. Courtney Smith recommended using both the website and Sheriff Department; however, both CHP and Sheriff Departments enforce the laws and maintain files on these types of illegal activities.

Commissioner Stewart asked if a carbonite post (sign) were to be posted near the school, would it help with the issue of illegal use of ATVs on the roads.

Inyo County Public Works Director Clint Quilter explained how problematic it would be for the County to enforce. He recommended repeated calling to the Sheriff's Department to enforce. Courtney gave a brief explanation of the Combined Use Route Monitoring program at the request of Commissioner Kemp.

ITEM 7: UPDATE ON THE NORTH SIERRA HIGHWAY CORRIDOR PLAN/SPECIFIC PLAN - Receive a presentation on the North Sierra Highway Draft Corridor Plan from the County's consultant on the project, RRM Design Group. After the presentation there will be an opportunity for the Planning Commission to comment on the Draft Corridor Plan. The Draft Corridor Plan is available for review at <http://www.inyoplanning.org/documents/2017-04-28DraftCorridorPlan.pdf>

Tom Schaniel, Associate Planner and Jaime Williams from RRM Design Group delivered a presentation on the North Sierra Highway Draft Corridor Plan.

COMMISSIONERS' REPORT/COMMENTS –

None

DIRECTOR'S REPORT-

Ms. Richards provided the schedule for public outreach for the short term vacation rental issue.

ADJOURNMENT - With no further business, Chair Stewart requested a motion to adjourn the meeting at 11:45 a.m., and for the Commission to reconvene in Regular Session on July 26, 2017, at 10:00 a.m. in the Board of Supervisors Room, Administrative Center, Independence, California.

Motion by Commissioner Kemp to Adjourn.

Seconded by Commissioner Corner.

Motion passed 5-0

Prepared by:
Ryan Standridge
Inyo County Planning Department

Tony Unger

Courtney Smith

From: Tony Unger <tonyatgenesis@yahoo.com>
Sent: Monday, September 11, 2017 4:48 PM
To: ab628
Subject: Adventure trails

Really happy to hear about the new adventure trails being open. This is a wonderful opportunity for the public to enjoy our amazing surroundings. We moved to Bishop exactly for this opportunity.

Sent from my iPad

Patricia Luka

Courtney Smith

From: ab628
Sent: Tuesday, September 26, 2017 9:09 AM
To: 'patricialuka47@gmail.com'; Sara Manley (smanley@blm.gov)
Cc: John & Ros Gorham; Mark Tillemans
Subject: RE: Adventure trail

Dear patricialuka47@gmail.com,

I understand your frustration with an OHV route being pioneered up Red Hill and into the Red Hill crater. Looking at the land ownership for Red Hill, the majority of the hill is on BLM land. There is a possibility that the beginning of this route is on City of Los Angeles Department of Water & Power land. I would recommend bringing your concern to the attention of both land management agencies. I copied Sara Manley of the Bishop BLM office on this e-mail. Her contact information is:

760.872.5033
smanley@blm.gov

The County does not manage any OHV recreation near Red Hill. The closest combined-use route where OHVs are able to legally drive on a County road is just east of Independence on Mazourka Canyon Road. I'm unsure of the signage that the County could place at nearby campgrounds that would specifically address this issue. I would recommend coordinating with Sara.

Sincerely,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
760.878.0207

From: patricialuka47@gmail.com [<mailto:patricialuka47@gmail.com>]
Sent: Monday, September 25, 2017 4:24 PM
To: ab628
Cc: John & Ros Gorham; Mark Tillemans
Subject: Adventure trail

Last spring, I was going for a hike up Red mountain, just south of Tinnemaha campground in Big Pine. I was shocked to see the destruction to brush and wild flowers from ATV's and dirt bikes making a trail to the top of Red mountain. So disturbed that I took it upon myself to put up a sign to hopefully keep it from continuing to happen. I emailed you and Mark Tillemans to show you what was happening.

I went for the same hike this morning and took pictures of the destruction of my sign and how the trail has gotten even wider and more entrenched. And vehicles have even started going into the crater. Is there anything you can do to stop this trail and destruction of brush and wild flowers. Why is there no sign at the campground kiosk denoting legal trails and asking vehicles to stay on dirt roads only.

Help. It would bother me immensely to see a visible trail going up the side of that mountain.



My sign last spring.



My sign now.

Courtney Smith

From: ab628
Sent: Tuesday, September 26, 2017 2:02 PM
To: 'Denise Waterbury'; ab628; Jeff Griffiths; Richard Pucci; Dan Totheroh
Cc: Bill Lutze; Clint Quilter (cquilter@inyocounty.us)
Subject: RE: Adventure Trails- MUMMY LANE?

Denise,

The goal of this e-mail is to reply to your questions.

- Mummy Lane is part of the County's maintained mileage system and is not open for combined-use. It is illegal for non-street legal vehicles to travel on that road. I've copied Sheriff Bill Lutze on this e-mail.
- Poleta Road east of the Laws Poleta Road is open for combined-use. There is a speed limit of 35 mph on those portions of road that have a speed limit for regular vehicular traffic that is higher than that.
- Enforcement of traffic laws on County roads is the responsibility of the Inyo County Sheriff's Department. Please contact the Sheriff's Department when you see a violation on the County road.

Thank you for the comment on Supervisor Totheroh's e-mail address link on the County Directory page (http://inyocounty.us/county_directory.htm). That link has been fixed by our Information Services staff. Your e-mail will be included as a part of the monitoring record the County maintains for the combined-use roadways. To see maps of the designated combined-use routes in the Bishop area – go to <http://www.inyoltc.org/pdfs/ESAT/Bishopopen.pdf>. Please don't hesitate to contact me if you have any further comments/questions/concerns.

Sincerely,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
ab628@inyocounty.us
(760) 878-0207
<http://www.inyoltc.org/ab628impl.html>

From: Denise Waterbury [<mailto:neecerberry@gmail.com>]
Sent: Tuesday, September 26, 2017 12:38 PM
To: ab628; Jeff Griffiths; Richard Pucci; Dan Totheroh
Subject: Adventure Trails- MUMMY LANE?

Hello Inyo County ab628, Supervisor Griffiths, Supervisor Pucci and Supervisor Totheroh,

I am writing to inquire about ATV's riding on Mummy Lane out in west Bishop.

Recently there has been a lot of ATV traffic on Mummy Lane, including people parking on the lane and unloading. I don't mind this SO much but I have had several encounters where a person (who may live on Shepard Lane) rides across Hwy. 168 from Shepard Lane and ZOOMS up the lane going about 45-50 mph while pedestrians are walking with strollers, dogs, and kids. I yelled at him to slow down and made arm motions to suggest slowing down but he didn't do it, probably because he was riding so fast he couldn't hear me (but he surely SAW me). This has happened a couple of times. I see many ATV's with children riding with their parents as well.

Are these not the AT use guidelines?

- *Drive no faster than 15mph*
- *Pass at least three feet away from bicyclists, horses, and pedestrians*
- *Slow to 5mph when passing horses or pedestrians*
- *Drive in the middle of the vehicle lane*
- *Not drive on the shoulder*

As you know, Mummy Lane also has some traffic (large gravel trucks) transporting rock material from the gravel pit. It appears the drivers of these trucks are very considerate of the pedestrian traffic on the lane and they always slow way down.

What I am wondering is this: Is Mummy Lane considered one of the Adventure Trails routes or has it been designated so in the last couple of months? Who can slow some of these riders down? These are not motorcycle riders but ATV riders. I have been noticing more and more of them in the last two months. Has something changed that this is happening? They are there sometimes on weekdays after 5:00pm and on weekends.

Oh and by the way, I work at the UC White Mountain Research Station on East Line Street. Aren't ATV's supposed to observe a speed limit of 15 mph? Most of them heading east on Line Street toward Poleta off road

area do not. I just witnessed another one going at about 45-50 mph past my office. Who is enforcing the 15 mph speed limit on the open routes?

Oh and one more thing, unrelated to ATV use....on the Inyo County website, in the County directory and under the Board of Supervisors, when I click on Dan Totheroh's e-mail address it goes directly to Linda Arcularius' old email address...Is this just on my computer or has the county not updated the info on the website? It says dtotheroh@inyocounty.us, but when I click on it it goes to larcularius.inyocounty.us....is something here askew?

Thanks for your time. It would be nice to receive a response from one of you.

Sincerely,
Denise Waterbury

Courtney Smith

From: William Mitchel <wmitchel@suddenlink.net>
Sent: Sunday, October 1, 2017 10:33 AM
To: Courtney Smith
Subject: Combined-Use Question

Hello Courtney,

I am not sure where to report illegal ATV use so I'm sending this to you. I am requesting that you include my report below with the information being collected about violations of the county and state's regulations on ATV use.

I'm concerned that because of the increased signage I have recently seen along designated dual use routes that people are feeling emboldened about using ATVs in areas where there use is illegal.

This morning just before 10am I observed an ATV proceeding west on Sunset Road toward Barlow Road. After a period of 10 to 15 minutes it did not come back down Sunset so I can only conclude that it was driven south on Barlow Road to a combined use route. Because of this I consider this reportable and to be included in the county's report on Adventure Trails at the end of this year. It is also reportable because it is a clear violation of county and state law.

Yesterday afternoon (9/30) I saw a very large ATV, one that can seat at least 4 passengers, go west and then east on Sunset Road. It appears that it did not go on Barlow Road but was certainly driven on Sunset Road.

For the future, if there is a better means of reporting this information, please let me know. I found the link on the county's website for reporting violations on state route 168 but am not sure that that link is applicable to other violations. There must also be a way of reporting to the sheriff because they are responsible for controlling ATV use. I found nothing on the sheriff's website.

Thanks for your assistance.

Bill Mitchel
Bishop

William Mitchel - 11/11/2017

Courtney Smith

From: William Mitchel <wmitchel@suddenlink.net>
Sent: Saturday, November 11, 2017 9:46 PM
To: ab628
Subject: OHV Use on non-Adventure Trails Roads

This afternoon at 3:45pm an OHV was observed traveling eastbound on Dixon Lane. It approached the intersection with Saniger, stopped at the stop sign, then proceeded a short distance east on Dixon and turned into a property on the right side of the road.

Since Dixon Lane is not part of an Adventure Trails route, please include this event in the report that will be prepared for the Board. Of Supervisors and the State of California at the end of 2018.

Bill Mitchel
Bishop, CA

Sent from my iPad

Courtney Smith

From: neecerberry@gmail.com
Sent: Monday, November 13, 2017 12:53 PM
To: ab628
Subject: Dirt bikes riding on shoulder of East Line Street

Hello,

I just want to report while I was driving into town for lunch, a dirt bike riding on the unpaved shoulder heading east near the cemetery at approximately 12:40pm today; probably going out to Poleta off-road area. The person was going rather fast and kicking up a lot of dust. I believe they are not to ride on the shoulder (?). I will follow up with a call to Inyo Sheriff.

Thanks,

Denise Waterbury

Sent from my iPhone

ptkjak@sbcglobal.net

Courtney Smith

From: ptkjak@sbcglobal.net
Sent: Tuesday, December 5, 2017 3:05 PM
To: ab628
Subject: Adventure trails

We're so excited to see some adventure trails of the Eastern Sierra being opened to the public and looking forward to more being opened. Our daughter is handicapped and having open trails allows us to show her the beauty of the surrounding areas. She enjoys riding trails as we also do. Looking forward to hopefully having more open. They provide such a great family outdoor activity.

Sent from my iPad

Mike Johnston

Courtney Smith

From: mike johnston <mikzemail@gmail.com>
Sent: Friday, December 15, 2017 2:39 PM
To: ab628
Subject: Adventure trails

Is this the address that we are suppose to send comments to?

Mike Johnston
(760) 937-6663

Denise Waterbury - 2/14/2018

Courtney Smith

From: neecerberry@gmail.com
Sent: Wednesday, February 14, 2018 12:26 PM
To: ab628
Subject: Dirt bikers riding on shoulder

Hi,

I just reported this to the Inyo County Sheriff and the highway patrol. Today as I was heading from White Mountain research station west on East Line St. I noticed a dirtbike traveling at a high speed rate heading east on the shoulder of the road in the dirt. I thought they weren't supposed to be riding on the shoulder of the road and that is why I reported it.

I held my phone up pretending to take a picture and he then whipped around and came up along the west bound shoulder trying to flag me down and passing two cars behind me on the right shoulder. He flipped me off, made a u turn and continued east.

My understanding is that the shoulder is not to be ridden on by OHVs or dirt bikes. This is a combined use section of road and I'm seeing more and more dirt bikes speeding up the shoulder on the dirt shoulder heading toward the Poleta off road area. Are they supposed to be riding in the dirt shoulder or not?

Thanks,
Denise Waterbury

Sent from my iPhone

Courtney Smith

From: Denise Waterbury <neccerberry@gmail.com>
Sent: Tuesday, May 15, 2018 3:18 PM
To: ab628
Subject: dirt bikes along dirt shoulder of East Line Street in Bishop

Hello,
I decided that I should write again...

Working at White Mtn. Research Center on EAST LINE STREET, I can't help but notice the amount of dirt bikers riding on the dirt shoulder going east and west at high rates of speed (my office faces East Line Street and I have lots of windows). I work 8-6 Monday -Friday. I wasn't going to complain anymore because it just continues to happen (and is even getting worse) with no change but after the person I watched today going about 50 mph on the dirt shoulder, I am complaining.

For the past several months, I have observed many times, folks riding dirt bikes to and from the hills east of the station, on the dirt shoulder at rates of speed that can't be safe. I even saw one person almost lose it. I thought that these people were not supposed to ride on the dirt shoulders of the paved roads. Has something changed in that regard?

Is there some way the County can add some signage to let people riding dirt bikes and ATV's know that they aren't supposed to ride on the dirt shoulders? Or can the Sheriff or CHP patrol East Line Street more often? East Line Street is a COMBINED USE ROUTE for the Adventure Trails Program.

Thanks,
Denise

Jonathan Jelking

Courtney Smith

From: Jonathan Jelkin <jonathan@jonathanjelkin.com>
Sent: Monday, May 28, 2018 9:35 AM
To: ab628
Subject: Adventure trail system comment

Very excited to see Bishop testing adventure trails in the area and looking forward to see the system expanded. My family is originally from Nebraska and they allow UTV "side by side" ohv vehicles on all public roads with a small city licensing permit. Hopefully the adventure trail system will one day make UTV's much more useful in the Bishop area. They are beneficial to the environment for running short errands as they are much better on gas than a large car. Plus the recreational opportunities will be much easier to access when you can jump across town without needing to tow your utv with a large truck.

Sincerely,

Jonathan Jelkin

Jimmy Resendez

Courtney Smith

From: ab628
Sent: Tuesday, May 29, 2018 1:28 PM
To: 'Jimmy Resendez'
Subject: RE: Bishop | Adventure Trails Of Eastern Sierra

Jim,

The Inyo County combined-use program is specifically related to County maintained roads. On routes that are specifically signed to allow this type of use, certain ATVs and UTVs can drive on the road in the same manner as a car or street legal motorcycle. The only County maintained roads that are legal for use by ATVs and UTVs are Bishop Routes 5, 6, 7, 9, & 15.

To get more information on where to ride in the Eastern Sierra, I would recommend picking up the "Inyo National Forest (South)" and the "Inyo National Forest (North)" maps published by the California Trail Users Coalition map. You can find these maps online at <http://www.ctuc.info/ctuc/index.php/maps>. This map is also available at Inyo National Forest visitor centers in Lone Pine, Bishop, Mammoth Lakes, and Lee Vining. The North map shows the Buttermilk area the best. The Inyo National Forest map is also helpful.

Happy trails,

Courtney

Courtney Smith, Transportation Planner
Inyo County Public Works Dept.
(760) 878-0207

From: Jimmy Resendez [<mailto:resendez555@yahoo.com>]
Sent: Tuesday, May 29, 2018 12:19 PM
To: Courtney Smith
Subject: Bishop | Adventure Trails Of Eastern Sierra

I am looking for as much information regarding the Eastern Sierra Trail System. On my trip over the weekend I saw a few signs for the program along near Buttermilk Rd.. I Managed to find a Map on the Inyoltc.org Website with maps for Routes 5,6,7,9,and 15. Are there other maps or route information available? Any other information pertaining to the use of OHV in the bishop and inyo county area area would be very helpful.

Thank You,
Jim Resendez

Sharon White

Courtney Smith

From: webwhite@schat.net
Sent: Thursday, June 7, 2018 12:12 PM
To: ab628
Subject: OHV combined use in Alabama Hills

I have lived 45 years on Alabama Dr. in the Alabama Hills. I have walked, hiked and road my bike for all those years all through this area. Many of my concerns with this pilot program have started to prove out. On 4/6/18, I was going into town on my bike down Tuttle Creek Rd when I meant 3 unlicensed ATV's going into the canyon after crossing over Tuttle Creek aqueduct bridge . One was a 2 seater the other two were smaller and for one person. I wish I had gotten a better look at the people but if I had to guess those two smaller ATV's may have had people not old enough to be licensed to drive those vehicles. But beside that issue Tuttle Creek Rd is not a designated combined use road. This happened to me 2 years ago when I was riding my bike home from town and two unlicensed dune buggys came around the big blind corner at Hopalong Cassidys cabin now the Stewart's place at a high rate of speed in the middle of the road and I had to ride my bike into the shoulder to avoid being hit.

Last summer there were three incidences where I was riding bike on the roads of the Alabama Hills housing district, where I live, when unlicensed ATV's were driving around at a fast rate of speed on the housing roads. On two of those occasions Inyo County Sheriffs were driving around in the Alabama Housing district and I stopped them to report the illegal activity. They informed me the sheriffs don't patrol the roads it's the Hwy patrol. The sheriff deputy's also informed me that they have not had any complaints about abuse of OHV. This year 2018 I saw a camera hidden at the T of Lubkin and Horseshoe Meadow road. Not sure how many OHV were caught turning north on Horseshoe Meadow road but that seems to happen quite frequently or They turn south and go pass the OHV BLM road sign for their route and continue up Horseshoe Meadow road past Carroll Creek to who knows how far. End of the road maybe?

Just this Memorial Day weekend 2018 while biking I saw 6 OHV come out of the dirt road from the south fork of Lubkin Creek (or as locals call it coyote canyon) and instead of heading across Horseshoe Meadow road to the continuation of their dirt road they headed North on the part of the HM road that is not designated combine use to the dirt road leading into the North fork of Lubkin Creek. The next day same weekend, I was again out biking, there were 20 OHV that came up the combined use part of Lubkin Canyon rd stopped at the T of Horseshoe Meadow road. Read the signs and turned right or North on Horseshoe Meadow Rd which is not combined use and went north for I don't know how far.

So my take is either the signs are confusing or people are ignoring them and the maps. Does anyone patrol this Adventure Trails project? Was that Planning, BLM, Sheriffs, Adventure Trails with the camera? Someone needs to ask these OHV people if they find the signs confusing.

You have those Rail road ties signs with OHV trails with arrows pointing North and South East and West. Does that mean they can ride their ATV's on them or is that for them to trailer their ATV's to the trail heads. It's very confusing even for me who has looked at the map and can see where you can ride is not where the arrows are pointing.

Sure hope I'm not to late for comments
Sharon White

Linda Smith or Linda Cooper

Courtney Smith

From: Linda E Smith <smithlindacooper@aol.com>
Sent: Tuesday, June 19, 2018 6:53 PM
To: ab628
Subject: Re: Alabama Hills

Thank you for your response.
I will check the website you provided.

I failed to ask why off-road (dirt bikes) are now in the beautiful Alabama Hills (Alabama Rocks). It is a phenomenally peaceful, natural place - or rather it was.

Now, dirt bikes roar thru, sending up billowing clouds of dust. This is in total opposition to the enjoyment of the people who go there to enjoy the quiet beauty. Are dirt bikes actually permitted to do this thru the Adventure Trails situation? It seems unlikely that it would have been approved.

There is lots and lots of open land east of Hwy. 395 south and east of Boulder Creek where the riders could roar to their hearts' content. I have ridden dirt bikes and they are lots of fun but they don't mix with the enjoyment of natural beauty and peace and quiet.

My question is - should the enjoyment and activity of choice of this group be permitted to destroy the enjoyment of the peace and quiet nature-loving peace and quiet group?

Surely this is an oversight to allow that to happen.
Please let me know. If this inadvertently was permitted, how can it be fixed?

Thank you for addressing this.

Linda Smith

In a message dated 6/19/2018 4:49:14 PM Pacific Standard Time, ab628@inyocounty.us writes:

Linda,

We received your comment. The County will include this comment, or a summary of the comment, in the report that will be presented to the California Legislature before January 1st 2019. The Board of Supervisors will hold a public hearing to consider the report to the Legislature sometime in December. The Draft Report will be posted at <http://www.inyoltc.org/ab628impl.html> and also included as part of the Board packet for the meeting at http://inyocounty.us/Board_of_Supervisors/.

Here's a response to your questions:

1. Is this area part of the "Adventure Trails" route? The map shows only Boulder Creek to Horseshoe Meadow Road via the Lubkin Canyon Road.

Reply: The Inyo County combined-use program is specifically related to County maintained roads. The only County maintained roads where combined-use is allowed by ATVs and UTVs in the Alabama Hills are the ones you mentioned.

2. Is there ANY overseeing of any of this by CA or Inyo Co.?

Reply: The Inyo County Sheriff's Department and California Highway Patrol both patrol roads part of the County maintained mileage system. If you see an ATV or a UTV driving on a County road that is not designated for combined-use, you can contact the Inyo County Sheriff's Department and/or the California Highway Patrol. You can see a list of which roads are part of the County Maintained Mileage System at <http://www.inyoltc.org/pdfs/Inyommrs.pdf>.

The Inyo National Forest and Bureau of Land Management patrol roads and OHV activity on their land. Contact those agencies for more information or to report issues.

To get more information on where it is legal for OHVs to ride in the Eastern Sierra, I would recommend picking up the "Inyo National Forest (South)" and the "Inyo National Forest (North)" maps published by the California Trail Users Coalition map. You can find these maps online at <http://www.ctuc.info/ctuc/index.php/maps>. This map is also available at Inyo National Forest visitor center in Lone Pine.

3. Is there any agency that picks up the resultant trash due to these vehicles?

Reply: This comment will be included in the report. The answer depends where the trash is and what property it is on.

Thanks,

Courtney

Courtney Smith, Transportation Planner

Inyo County Public Works Dept.

(760) 878-0207

From: Linda E Smith [<mailto:smithlindacooper@aol.com>]

Sent: Monday, June 18, 2018 11:12 AM

To: ab628

Subject: Alabama Hills

1. Is this area part of the "Adventure Trails" route? The map shows only Boulder Creek to Horseshoe Meadow Road via the Lubkin Canyon Road.
2. Is there ANY overseeing of any of this by CA or Inyo Co.?
3. Is there any agency that picks up the resultant trash due to these vehicles?

For the first time, this spring I now see soda cans and beer bottles on Lubkin Canyon Road.

Please answer the above questions for me.

Thank you,

Linda Cooper

William Mitchel - 11/3/2018

Courtney Smith

From: William Mitchel <wmitchel@cebridge.net>
Sent: Saturday, November 3, 2018 4:46 PM
To: ab628
Subject: Illegal ATV Activity near AT Route 9

On Saturday, October 26, 2018, while walking west on Underwood Lane in West Bishop, I witnessed a ATV drive off a dirt track on LADWP land, onto Underwood and then turn north on Orinda. I was not close enough to the intersection of Underwood and Orinda to see where it went from there but it certainly was not on a designated ATV route.

Bill Mitchel
Bishop, CA

Courtney Smith

From: William Mitchel <wmitchel@cebridge.net>
Sent: Saturday, November 3, 2018 4:40 PM
To: ab628
Subject: Illegal Activity on Adventure Trails Route 9

On Friday, October 25, 2018, while walking south on Barlow Lane I witnessed an ATV with two passengers driving north on Barlow Lane (Route 9) heading toward Schober Lane where Route 9 turns right onto Schober and ends at Brown's Town.

The ATV was traveling at a high rate of speed for an ATV which got my attention, likely the 35 mph legal limit, and instead of turning right on Schober it continued north on Barlow Lane. I watched as it headed north and eventually lost it due to other traffic on the road but it went at least as far as Sunset or beyond.

Bill Mitchel
Bishop, CA



Adventure Trail System of the Eastern Sierra
3063 Mesquite Rd
Bishop, Ca. 93514

11/11/2018

ATS Letter of Support

We the people of the Adventure Trails System of the Eastern Sierra LLC supports and highly recommends continuing this system into the future. We have been monitoring this system since the beginning and have noticed many positive results. Locals and visitors now have a legal system to get to the Off Road recreation areas. This system supports our economy. With only seven routes available, this limits our town's ability to feel the true impact that it deserves. Over the past seven years we have kept in touch with CHP, Sheriff Dept, Bishop PD and Law Enforcement from both BLM and USFS. All said that this program has had no problems or incidents connected to Adventure Trails program. We have also talked wit concessionaires like Browns Town, Mill Pond and Boulder Creek RV Parks and all have notice an increase the economic value by the ATV community at their camping facilities. It's too bad that during the pilot program we couldn't have more routes available to give us more data. This program has proven to be beneficial for our future. The number one form of recreation today is motorized recreation. That said, we need to be more pro active in responding to the public needs. The Adventure Trails System is current and will become a way a life. This system was designed to show people where they can go and keep them out of places where they don't belong.

We are excited to move forward and open the rest of the routes to help our struggling towns to feel the economic benefits that this system was design for.



Randy Gillespie
Adventure Trails System of the Eastern Sierra President

John Pinckney

From: Thomas Boo <htafrica@gmail.com>
Sent: Thursday, November 15, 2018 9:21 PM
To: ab628
Subject: Unauthorized AT route expansion (signage)

Greetings. I am writing to report and comment upon apparently unauthorized route development by Adventure Trails Eastern Sierra, Inc. Persons presumably associated with AT Inc have signed roads in the Buttermilk area as AT routes (e.g. "R-3") without permission and inconsistent with the County agreement for a judicious pilot phase approach.

I recently discussed the signage with my Supervisor Dan Tothoroh, who made inquiries and went out for a look. He learned that neither the USFS or Inyo County (the management responsibility for parts of Buttermilk Road has been in dispute between the Forest Service and the County) had authorized the placement of route signs. In fact, Mr Tothoroh was told that AT Inc had asked the Forest Service for permission and had been told no. He told me that the USFS is removing the signs this week, now that their placement has been called to their attention.

I do not know the extent of illegal AT route development and I request that the County look into it. Reportedly there is also abundant signage in the Round Valley area that may not be authorized.

The route signs in our area bear the logo of the California State Parks OHV Fund. I understand that grant funding obtained by AT Inc for OHV route development stipulated that they coordinate with land owners/managers. They are not doing that. I also recall a letter to AT, Inc from the USFS several years ago stating that no AT route development could occur on Forest Service land without environmental impact assessment. In this context the actions of the folks who placed the signs seem really irresponsible.

In my opinion it is unfortunate that the developers of AT Eastern Sierra apparently disregard legal processes and won't abide by the County's compromise approach to a controversial project.

A few photos of signs are available on request.

Tom Boo
Starlite Estates, Bishop

John Pinckney

From: mike johnston <mikzemail@gmail.com>
Sent: Sunday, November 18, 2018 8:41 AM
To: ab628
Cc: mike johnston
Subject: Adventure Trails Combined-Use Program

I am a Bishop resident and have extensive experience with OHV uses in the Owens Valley for the past 28 years. I have monitored several Adventure Trails routes and installed Tread Lightly signs at various locations. I have spoken to the BLM, INF, Inyo County and CHP regarding the program and am not aware of any problems.

We can certainly expect that there can and will be problems at times with any program. The combined efforts of law enforcement, OHV education and self-regulation by the user groups works to minimize and correct problem areas. The leadership in Inyo County needs to actively prepare for the changing economy and seek sources of sustainable economic vitality. Ranching is at risk due to DWP restricting water, fishing is at risk due to reduce trout stocking, and Amazon has created vacant store fronts and a loss of local jobs. The County has recognized, at times, that tourism is the key industry. Motorized recreation is a large part of tourism, from the smallest mini-bike to the largest motorhome and the residents need to recognize that. The Adventure Trails Program is an opportunity for Inyo County to jump ahead and stand out as a premier tourism destination.

The program has had a very limited beginning with only seven routes but it was an opportunity to put a foot in the water. The water is nether too hot nor too cold and it is time to expand this opportunity. Until it becomes a permanent program it cannot be properly advertised and marketed.

It is obvious that there are nay-sayers in Inyo County that want to keep this area to themselves and some with a total dislike for OHVs. There are also many that collect their retirement checks and have very little regard for the local economy. Inyo County cannot sustain itself with this type of thinking!

--

Mike Johnston
(760) 937-6663

John Pinckney

From: Mike Johnston <es4wdclub@gmail.com>
Sent: Wednesday, November 28, 2018 10:19 AM
To: ab628
Subject: Adventure Trails Combined Use Pilot Program

Public Comment-

The combined use program appears to be working properly and we are not aware of any problems. If the program proceeds and is expanded we can expect that there would be some increase in OHV activity on the back country roads. We believe that public lands should be shared by all the user groups and it is very unfortunate that certain groups try to exclude others. Our society can greatly benefit by experiencing, and sharing, the beauty in the back country. It is time for our society to learn to share and get along with each other.

--

Mike Johnston
President
www.easternsierra4x4club.com

John Pinckney

From: Tom Boo <htafrica@gmail.com>
Sent: Monday, December 3, 2018 1:43 PM
To: Dan Totheroh; ab628; Diana Pietrasanta
Cc: Jen Klingler; Stacey Brown; Sydney Quinn; william.mitchel@usamedia.tv; neecerberry@gmail.com; em.holland@mac.com; danconnormusic@gmail.com; Jeff Griffiths
Subject: These illegal Adventure Trails routes
Attachments: IMG_0612.PNG; ATT00001.txt; IMG_0613.PNG; ATT00002.txt; IMG_0611.JPG; ATT00003.txt

Hello Dan Totheroh, Diana Pietrasanta and John Pinckney I've just encountered additional unauthorized Adventure Trails route development/signage.

I don't know if the forest service did indeed get out here a couple weeks ago to remove signs as they indicated they would to Mr. Totheroh. I haven't gone looking for those signs to see if they've been removed.

The ones that I have encountered today are not far from those, on just north of Buttermilk Road near the most popular bouldering area (Branches of USFS 7S04 to the north toward "Y boulders").

Note that the route on Buttermilk Road itself was designated R-3 and these today R-2 are R-1.

I'm beginning to suspect that this illegal root development is somewhat widespread.

Just a suggestion, but I wonder if Inyo County and Inyo National Forest folks should consider getting the two Randy's and Glen Clark to sit down and show you where they've been working?

Rumor has it that they probably pay themselves from CA Parks OHV grant when they're doing this kind of boots on the ground work, whether we legal or not. Be that true or not, it pains me to think that public funds are being used to remove their handiwork. Would it not be appropriate to seek reimbursement, or to fine them? They seem to act as if they have a sense of impunity.

I would appreciate your thoughts.

Sincerely
Tom Boo

John Pinckney

From: Frank <f.stewart@suddenlink.net>
Sent: Tuesday, December 4, 2018 7:18 AM
To: ab628
Cc: Dan Totheroh; Cathreen Richards
Subject: The pilot program test of Combined Use Route #6 is not definitive

12/3/18
Inyo County Board of Supervisors

Dear Board,

There is a significant absence of data for the current pilot program test period of the Combined Use Route System. This is because Route #6 (which starts at the Pleasant Valley Campground, and terminates at the Horton Creek Campground) has not been adequately tested at this time. Here is why: during the entire pilot program test period (which began for route #6 on 9/5/17) the Pine Creek bridge has been washed out (the washout occurred on 6/20/17 *before* route #6 opened for public use).

The greatest potential for illegal OHV use on route #6 will be when users attempt to link (illegally) from the Horton Creek campground to dirt roads at the intersection of Round Valley road and Birchim Lane (a distance of 1.9 miles). They will do this by riding on the closed stretch of Round Valley road from the Horton Creek campground entrance road in order to reach Birchim Lane. This trespass will be very tempting because it will allow OHV users to then continue ride all the way to Tom's Place and beyond on legal dirt roads. At present, this trespass is impossible due to the Pine Creek bridge washout.

Once the bridge is replaced, instances of illegal OHV riding on Round Valley road north of Pine Creek will spike. The Pine Creek Bridge will not be replaced before the end of the pilot program test period (your report is due next month on 1/1/19). Thus, route #6, if approved, may end up posing unacceptable infraction rates that will not be known until after the test period is over. At present, no OHV infractions on Round Valley road have been reported on route #6 because the bridge has been washed out during the entire test period.

I ask that you include this information in your report on the outcome of the Pilot Program to be submitted on 1/1/19.

Thank You.

Frank Stewart
Planning Commissioner District 1
120 Ocean View road
Round Valley Ca 93514
760-937-8830

John Pinckney

From: Todd Vogel <todd@outdoorlink.org>
Sent: Tuesday, December 4, 2018 1:26 PM
To: ab628
Subject: comments on pilot project

As the deadline nears for the County's report to the California Legislature on the Adventure Trials Pilot Program, I wanted to make several comments regarding the program.

1. County law enforcement acknowledges that prior to the Adventure Trails Program a certain amount of illegal use of non-street legal vehicles on County roads took place. Some of this use occurred and occurs on roads are the same as the pilot program's designated routes. But no measurements or surveys to establish how much illegal use was occurring were ever done, and enforcement was, and remains, lax. Thus my comment is a question: given we have no idea how much illegal use was occurring on routes that later became Adventure Trail routes, how can we possibly know if there is a benefit, that is, a net increase in overall use due to the Adventure Trails Program since the time the pilot program was put in place?

Since we don't have any data on use prior to the system being implemented we can only guess as to its net benefit. As one who spends a lot of time out on the route that leaves Browns Town Campground (Bishop Route 9) I can say that the number of users on this particular route is very very low. I seldom see any sort of vehicle pertinent to the AT system on this route. I do however frequently see illegal users heading out of the neighborhood off of South Barlow.

2. I feel somewhat disadvantaged in reporting alleged incursions or issues with the Adventure Trails in so far as if I see an infraction it is usually over in a moment, and the rider is gone. But I'm told I am supposed to report such incidents to law enforcement dispatch. But I have to admit a reluctance to do so. For one, as having made reports, it seems obvious that law enforcement has better things to do than chase alleged OHV infractions that happened some minutes or longer ago. At least I felt that it was being made obvious to me that this is the case. So my comment is I believe a better violation reporting scheme needs to be created, should the Adventure Trails system continue.

3. I believe that illegal use of non-street legal vehicles has increased in my neighborhoods since the Adventure Trail system came on line. This is anecdotal, since, as in my first comment, we do not have a base line and, as in my second comment, I've never seen any enforcement. I have seen quads drive right past the CHP on South Barlow with no action taken. So, even though adjacent residential streets are not part of the Adventure Trails system my comment is impacts to these areas should be considered as the project is reviewed. But with no data other than the knowledge that illegal use at some level has long taken place how can a before and after comparison be made?

Thank you,
Todd Vogel
2635 Highland Drive
Bishop, CA 93514

John Pinckney

From: Pietrasanta, Diana J -FS <djpietasanta@fs.fed.us>
Sent: Wednesday, December 5, 2018 9:15 AM
To: Tom Boo; Dan Totheroh; ab628
Cc: Jen Klingler; Stacey Brown; Sydney Quinn; william.mitchel@usamedia.tv; neecerberry@gmail.com; em.holland@mac.com; danconnormusic@gmail.com; Jeff Griffiths; Mick, Kathy -FS
Subject: RE: These illegal Adventure Trails routes

Hi Tom,

Some clarification on what you have observed. In the 2017 CA OHV Division grant cycle, the Forest and Bishop BLM provided letters of support for the ATV Adventure Trails non-profit entity to make a map and sign a couple of loop routes in the Tungsten Hills/Buttermilk area on BLM and Forest Service land. The group was to coordinate with the Forest on the map, and get approval for what signage to use and where. Unfortunately this coordination did not occur and the routes were signed without the Forest's oversight or approval. The map is still under review. The Forest Service has a sign policy and standards, and the carsonite signs that were installed did not meet those standards (for example, we would not allow an entities sticker/emblem on our directional signs). I cannot address who did or did not get paid to install the signs. I suggest you review the details of the ATV Adventure Trails OHV grant for information on this.

The Forest removed all the signs that were on Forest Service land (mostly the R-3 loop). The R-1 and R-2 loops are mostly on BLM land, but there is some checker boarding of land and the Forest could have missed a few signs inadvertently. I have shared your email with the District so that they can make sure that all the signs are removed from forest land. The Forest has no jurisdiction on BLM land or how routes are signed.

You are correct in that there is great confusion over the "Adventure Trails" project that the County is leading vs. ATV Adventure Trails, which is the non-profit group (Randy Gillespie is contact). The Forest was alarmed that the ATV Adventure Trails group had placed their sticker on the carsonites in the Buttermilk as this is not our sign standard and it also created the impression that the loops were part of the "Adventure Trails" project. The Forest has not approved any part of the "Adventure Trails" project to date. We are working with the County to identify several routes/roads that we may consider for combined use, but NEPA would need to occur, as well as a mixed-use analysis.

We are working with the ATV Adventure trails group to sign the loops according to Forest protocol and sign standards; similar to loops that have been signed outside of Mammoth, where there are reassurance markers and directional arrows. There will not be a sticker identifying the ATV Adventure trails group on Forest route signs.

I would encourage you and interested parties get together with the County to review the actual "Adventure Trails" project and what is being implemented on the ground now, as well as future proposed actions. In addition, you can go to the State of California OHV website to view all the grants that have been awarded. All grants have a public comment period prior to the grants being awarded annually.

I hope this information is helpful. Let me know if you have any other questions.



Diana Pietrasanta
Forest Public Services Staff Officer

Forest Service
Inyo National Forest

p: 760-873-2464

c: 760-937-1164

djpietasanta@fs.fed.us

John Pinckney

From: pamcob@ix.netcom.com
Sent: Wednesday, December 5, 2018 9:35 PM
To: ab628
Subject: In regards to Adventure Trails, etc.

Adventure Trails

I'm not a rabid environmentalist although I do want to preserve the Owens Valley environment since our economy is dependent on beautiful scenery for tourism. However, the valley floor is rapidly being destroyed. My family were pioneers here in the 1880's, by the way.

I'm not totally opposed to the Adventure Trails if these drivers stay on the existing roads. Most of the Rhino type vehicles do stay on the roads and go the speed limit. However, vehicles like the Polaris Razrs go much faster and in my observations do not follow the speed limits. Equal access certainly is important for people who have handicaps, so a couple of Adventure Trails are okay for them.

But we live off of South Barlow and at least once per week, we see Rhinos or similar vehicles on Barlow, Underwood, and Reata; these three roads in my neighborhood are not Adventure Trails. The vast majority of them do not have their green tags. I know because I look. I rarely see deputies in our neighborhood, perhaps not ever. They need to be out here on the weekends more often because that's when most of the OHVs are driving around.

We were told at the last supervisor's meeting when they voted on the modified and compromised Adventure Trails that they would be monitoring the areas with drones and told us we needed to report any violators. Right! We cannot see their tags even if they have them because they are small and they move pretty fast, much faster than the 15 MPH they are supposed to maintain. So what is the use of calling the sheriff if the vehicle is gone by the time they arrive?

People are confused about what "Adventure Trails" actually is, by the way. They seem to think it involves anything can be done out there in the desert.

I also have some other thoughts of a similar nature with other off road vehicles including:

Mountain Bikes

I've been out with representatives of the BLM recreation division and the DWP real estate division to look at the destruction of the land between the canyon below the Druid Rocks trail and the Sunland Cemetery. The nice fellow from the BLM and his partner looked over the areas I pointed out. He is a mountain biker himself and said that some of the mountain bike people take their dirt motorcycles out to rip up the single tracks first to begin creating them. He advised me to take a GPS and map out these trails and see if they get enlarged or if more are added. I do not know how to do this. I do want to add that where 3 years ago, there was one single track in this area, there are now 6 parallel tracks just southwest of the cemetery. Along these illegally designed routes, there are actually pruned bushes with no regard if these bikes are trampling over rare plants or anthropological sites.

I also want to add that the representatives from the Department of Water and Power were much more concerned with the trash dumping on their property than they were on the new roads popping up everywhere. Not sure who created these new dirt roads. Perhaps Adventure Trail people?

Last week when I went back to winter hiking up the little canyon that starts at the base of the Druid Rocks trail and heads southwest, motor bikes had obviously been up the canyon which used to be pristine. They had built rock ramps up the walls. Last year there was a descending mountain bike trail carved down the side of the canyon that was not there the year before. As I was walking along, bikes came ripping down and almost knocked me over.

The BLM is now collecting data on the Druid Rock road which is finally a start. When I was there last week, a couple of BLM employees were burying a magnetic device that would count and differentiate the travelers there.

Motorized dirt motorcycles

The Poleta area is a designated motorbike use area. I go to Laws twice a week to volunteer at the museum, and I have yet to see one motorbike using this area. I presume it is too far away from town, but I do see these off-road motor

bikes zip south on South Barlow to use the dirt roads, etc. there. In particular, the Coyote Road area near the power relay station is much more used than the Poleta designated area. That torn up area is causing problems because it is getting bigger and looking like Jawbone Canyon near Mojave. When there are several motorbikes using it, dust is sent over our neighborhood. Also the noise of people using this area is a constant buzz; these vehicles have no muffler. I sometimes wonder if someone gets injured who will get sued. Will it be DWP? Inyo County? BLM.

That area between Sunland Cemetery and Chipmunk Canyon is a checkerboard of ownership. When I went out with the DWP, the head of real estate division said they had given the Coyote Road motorbike area to the county to oversee. When I asked a couple of county supervisors, they had never heard of such a thing. If someone gets injured, who gets sued?

Over the years, the OHV people have tried a campaign of "Equal Access." While I agree with this in concept, this is not the case in reality because it does not give us equal access to a nice quiet place to walk in the valley. These vehicles are everywhere.

I would suggest you look at a satellite view of Jawbone Canyon near Mojave to see where we are heading. It's an anything-is-just-fine sort of place. Mojave-as we all know- is not a tourist destination. Most everyone's job in the Owens Valley depends on tourism. If we destroy the land, we destroy our livelihoods. If these people want to do whatever they want, I suggest they go to Jawbone Canyon. However, I have heard that the off-roaders don't go there so much any more because it's such a mess.

I also want to add something about "existing" roads, routes, and tracks. People are advised to stay on existing routes. "Existing roads" is an awkward phrase because when does it become "existing." After a one time use or twenty uses?

Thank you for your time.
Pam and Brendan Vaughan
Bishop, CA

John Pinckney

From: Tawni Thomson <ExecDir@BishopVisitor.com>
Sent: Monday, December 10, 2018 2:50 PM
To: ab628
Subject: Comment regarding Adventure Trails

Importance: High

Dear Inyo County Supervisors and Public Works Department;
The Bishop Area Chamber of Commerce and Visitors Bureau provides information and guest services to thousands of Inyo County visitors each year. The Adventure Trails Program is a nice amenity for our visitors and we are hopeful the pilot program will become permanent. We have heard no complaints or concerns from visitors. We have heard they wish there were more combined-use routes available. Our observation is that most Adventure Trails users are the type that like to go slow and explore the region; not those who prefer racing style ATVs. The combined use routes benefit the riders as well as local businesses that provide goods and services to them.

Sincerely,

Tawni Thomson

Executive Director

Bishop Area Chamber of Commerce & Visitors Bureau

690 N. Main Street
Bishop, CA 93514
Tel: 760-873-8405
Fax: 760-873-6999

www.bishopvisitor.com

December 10th, 2018

Inyo County Board of Supervisor

Dear Supervisors:

Thank you for the opportunity to comment on the Adventure Trails pilot project. I have been following and involved in this project since its inception. Truthfully, I have few infractions to report except for seeing ATVs travelling North on Barlow Lane which is not part of a legal route.

My husband and I live on Birch Creek Road which was one of the originally proposed routes and taken off in 2015. Nonetheless, we have numerous ATVs on our road year-round. Tinnemah Road which connects to Birch Creek Rd. is paved, is very curvy and a hazard for ATVs which are not engineered for pavement nor should they travel 35 mph on said road.

My neighborhood's ongoing concern is that the campground is a staging area for ATVs as was suggested in the initial pilot project. It is quite full on weekends and holidays especially Spring through Fall. Many ATVs and motorcycles travel up Birch Creek Road though it is not a designated route. Two days ago, a large truck and trailer with two ATVs parked at the junction of Birch Creek Road and Tinnemaha, unloaded and proceeded up our road. The damage our neighborhood sees is in the surrounding area. Red Mountain Crater, Fish Springs Hill and the Poverty Hills have experienced damage. BLM has been helpful in responding to the problem.

Tinnemaha campground is on DWP land and administered by Inyo County. There are no maps or signs directing riders where they can travel. We can't fault folks who don't know. The Adventure Trails project was supposed to supply educational material and maps, but we haven't seen them.

The responsibility to follow up with educational materials should lie with Inyo County as you are supporting this project and given enormous amounts of money and staff time to implement it. I would like to see a public accounting of this expenditure on the website.

Secondly, the safety guidelines allow ATV or motorcycles to pass within 3' of a bicycle or horse. This is not an acceptable distance and should be changed to a minimum of ten feet as has been suggested by others. I request that change.

Thirdly, looking at the Adventure Trail system is like a blind person feeling the trunk of an elephant without awareness of the entire body. The overall issue of ATV and motorcycle use needs to be addressed. I realize this is not the function of this hearing, but I would hope the county will take a closer look and coordinate with the USFS and BLM.

Thank you for the opportunity to comment. I always appreciate the atmosphere this board provides to listen to the public.

Sydney Quinn
Big Pine, CA

December 11, 2018

Inyo county Board of Supervisors
RE: Adventure Trails Project

Dear Jeff Griffiths and all other Inyo County Supervisors,

I appreciate the chance to comment again on the Adventure Trails Project. I was anxious to see how the pilot project would work out after the Board had approved it. From what I have read from the Board and Planning Department, it all seems to be going along smoothly. That's what it is on paper anyway. I'm actually very disappointed in the project and here is why.

I work at the UC Research Station along one of the routes. I believe it is #15. This route is a combined use route that I believe runs from Joe Smith Road, to Laws and then along Laws/Poleta Road and then east up East Line Street (pass the research station) toward the Poleta off road area, although, many riders come from Bishop, directly up East Line Street and not from the direction of Laws/Poleta road.

I am witness to how often dirt bikers come from town, up East Line Street, riding along the shoulder at dangerous rates of speed. Riding along the shoulder is NOT permitted. I've seen this countless times, and I have commented on it to the County website and the Sheriff or Highway Patrol. It happens so often I finally quit commenting because I was frustrated that nothing seems to be done about it.

I work 5 days/week at the station along this route. I can sit at my desk and hear them coming a long way off. If I look out the window when I hear them, many times, riders are speeding along the shoulder (more than 35 miles/hour) whipping up a cloud of dust that is so thick it looks like smoke. This happens far too often. Do they not know that riding along the shoulder is not permitted? There seems to be a lack of education with riders in this area along this route and I would only hope that the County can at least work with the local groups to let them know.

The issue isn't that these things bother me so much; it's more one of safety, not only for the riders but also for cars traveling in their path of dust going the opposite direction. I've read the comments and I've read the response of other agencies regarding Adventure Trails. It seems to be determined by how many accidents have happened and not by what is legal and what is not.

I would appreciate it if you would take peoples comments a little more seriously. I could go on about other infractions (riders creating new routes not related to AT) but I will stop here. I thank you for the opportunity to talk to you via e-mail. Please find a way, to educate people who are using these routes to access other areas open to off road vehicles.

Denise Waterbury
P.O. Box 13
Bishop, CA

CC: Darcy Ellis



Letter of support for the Eastern Sierra Adventure trails.

The Eastern Sierra Adventure Trails system was brought about to enhance recreational activity in the Owens valley and its included communities. One of the biggest driving forces besides open access was economical growth for our local economy.

The vision was to have a trail system throughout the Owens Valley that connected towns with surrounding areas of Off Highway Vehicle use. This was a radical idea, as it involved certain routes to be designated as "Combined Use Routes". These routes would allow OHV users to travel on designated combined use routes, to travel from local towns to OHV areas. It is also very important to note, that this route system also will allow OHV users to access goods and services in our towns, from these OHV areas. The original vision included several more than the present 7 routes in place. With much opposition from various other groups, we were forced to only include the present 7 routes in the pilot program. I feel this severely restricted the original intent, of connecting OHV areas with goods and services. Yet it was a very big victory for Inyo County and our communities that we were able to go ahead with this pilot program. This pilot program is the first in the state! Several other counties have been waiting to see how this program fares. These counties and local governments see the importance of such a program to their economy.

OHV recreation is probably the number one growing facet of outdoor recreation right now. Sales of off highway vehicles have hugely increased in the last few years. People are getting out to places like the Owens Valley to recreate with among other things, their OHV's. That means people are coming here with their machines to spend money while they are enjoying our valley and surrounding mountains and deserts. I am urging the county supervisors to approve this program, and lead the way to support OHV use and further open access for all users. None of the fears expressed by opposition have come to be. There have not been any incidents of abuse reported, no accidents involving OHV's on the designated combined use routes.

I feel that it has been a huge success in that, it has proved that we can have certain designated combined use routes that allowed for this activity to happen. And with approval by the County supervisors, it can realize its full potential of the original design to allow access to goods and services from the outlying OHV areas, with the addition of other routes that will enhance the system.

Our economy is very dependent on visitors coming here to recreate in many ways. This is a very big way people are recreating throughout our county, our state, and the country; we can't afford to miss this opportunity to lead the way with this. Other states

like Utah have developed systems like this and are enjoying the returns they bring to their economies and recreation.

Thank you for your support of the Eastern Sierra Adventure Trails system.

Sincerely,
Glenn Clark
Vice president
Advocates for Access to public lands (AAPL)

Exhibit F

Courtney Smith

From: Erlwein, Terry J@DOT <terry.erlwein@dot.ca.gov>
Sent: Wednesday, September 19, 2018 8:02 AM
To: Courtney Smith
Cc: Batchelder, Jill@DOT
Subject: RE: Comments sought for combined-use route pilot program legislative report

Courtney,

I spoke with all the D9 management, planning, permits and traffic personnel about the combined use pilot project. There were no comments from staff or management. To answer the specific questions your report must address :

1. No comments
2. No comments either positive or negative. I did not see any safety or traffic flow issues. It appears to Caltrans there was really no economic impact either. A few individuals in the Dixon Lane area noticed some incursions into non-designated areas. For example driving on non-designated roads in the area. This is anecdotal only.
3. No one recalled receiving any comments from the public after the program was up and running. Caltrans had some interaction with the County staff and volunteers placing signs in the State right of way. Those issues were all worked out in a satisfactory way.

Please consider this to be District 9's official response to your letter of September 9, 2018. If you need a letter on State letterhead, please let me know.

Terry Erlwein PE
District 9 Deputy District Director
Maintenance and Operations
760-872-0670

From: Courtney Smith [<mailto:csmith@inyocounty.us>]
Sent: Friday, September 7, 2018 3:50 PM
To: Erlwein, Terry J@DOT <terry.erlwein@dot.ca.gov>
Cc: Batchelder, Jill@DOT <Jill.Batchelder@dot.ca.gov>; Green, Brent L@DOT <brent.green@dot.ca.gov>
Subject: FW: Comments sought for combined-use route pilot program legislative report

Terry,

Please see the attached letter requesting feedback on the combined-use routes that were designated by Inyo County pursuant to AB 628 and SB 1354. The attached maps show the designated combined-use routes. Inyo County is required to submit a report to the California Legislature on these combined-use routes. Several of the routes cross US 395. Your agencies feedback on this project is important. Please don't hesitate to contact me if you have questions.

Thanks,

Courtney

Courtney Smith

California Highway Patrol

Courtney Smith

From: Azciturrieta, Peter@CHP <PAzciturrieta@chp.ca.gov>
Sent: Tuesday, September 25, 2018 10:05 AM
To: Courtney Smith
Cc: Dominguez, Javier@CHP
Subject: RE: Comments sought for combined-use route pilot program legislative report

Greetings, Courtney, and sorry for the late response. We have confirmed that there have been no accidents involving any ATV/UTV's along these routes. We have received one complaint back in June, which occurred on Horseshoe Meadows. However, it was north of the combined-use route. Our patrol officers have not observed any issues regarding these routes. Hope this helps. Thanks!

Pete

Sergeant Peter Azciturrieta
California Highway Patrol
Bishop Area
469 South Main Street, Bishop, CA 93514
(760) 872-5960 fax (760) 873-8956



From: Courtney Smith [<mailto:csmith@inyocounty.us>]
Sent: Friday, September 07, 2018 4:00 PM
To: Dominguez, Javier@CHP
Cc: Azciturrieta, Peter@CHP; jcarter@chp.ca.gov; Jeff Hollowell
Subject: Comments sought for combined-use route pilot program legislative report

Javier,

Please see the attached letter requesting feedback on the combined-use routes that were designated by Inyo County pursuant to AB 628 and SB 1354. The attached maps show the designated combined-use routes. Inyo County is required to submit a report to the California Legislature on these combined-use routes. Please let us know about: 1) any accidents involving ATVs/UTVs along these roads, 2) any complaints your office has received, or 3) any issues your officers have observed related to these combined-use routes. Your agencies feedback on this project is important. Please don't hesitate to contact me if you have questions.

Thanks,

Courtney

Courtney Smith
Transportation Planner
Inyo County Public Works
P.O. Drawer Q
Independence, CA. 93526
(760) 878-0207

Office of the
SHERIFF
INYO COUNTY, CA



JEFF R. HOLLOWELL
Sheriff
ERIC PRITCHARD
Undersheriff

"A Professional Service Agency"

October 15, 2018

Courtney Smith
Inyo County Public Works Department
PO Drawer Q
Independence, CA 93526

Combined Use Route Pilot Program Feedback

Mr. Smith,

In response to your letter dated September 7th regarding the dual-use Adventure Trail System of The Eastern Sierra, the Sheriff's Office has the following feedback-

We are not aware of any accidents involving ATVs/UTVs along the Adventure Trail System; however, California Highway Patrol would be the lead agency on providing this data. The Sheriff's Office has not received formal complaints referencing the Adventure Trail System, and there are no remarkable issues that OHV Patrol Deputies have observed.

Please don't hesitate to contact the Sheriff's Office if you require anything further.

Respectfully,

A handwritten signature in black ink, appearing to read "Jeff R. Hollowell".

Jeff R. Hollowell, Inyo County Sheriff



CUSTOMERS FIRST

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Board of Commissioners

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Jill Banks Barad

Christina E. Noonan

Aura Vasquez

Barbara E. Moschos, Secretary

David H. Wright, General Manager

October 23, 2018

Courtney Smith
Inyo County Public Works Department
P.O. Drawer Q
Independence, CA 93526

Dear Courtney Smith:

Subject: Combined Use Route Pilot Program Comments

The following is in response to Inyo County Letter dated September 7, 2018. After a precursory desktop review of the 2017 monitoring data provided by Inyo County for combined-use routes Bishop No. 5, 6, 7, 9, and 15, Independence No. 1, and Lone Pine No. 1, Los Angeles Department of Water (LADWP) Watershed Resources Staff conducted an independent assessment of potential impacts along all routes. The assessment was conducted during the week of September 17, 2018. During the assessment all routes that either started, ended, or traversed through City of Los Angeles (City) property were inspected for potential impacts such as road widening, increased trash, and creation of spur roads. In addition, each of the eight photo points established by Inyo County in 2016 were revisited, photo mosaics were retaken, and comparison to baseline photos was performed.

Upon completion of this assessment, LADWP has determined that it is not apparent at this time that use of the routes listed above have caused any visual impacts on City property above what had existed prior to the implementation of the project. Future monitoring reports from Inyo County may benefit from low aerial photos at established photo points using UAV (Unmanned Aerial Vehicle) or by other means and increased narrative in reporting.

RECEIVED

OCT 30 2018

INYO COUNTY
PUBLIC WORKS

Courtney Smith
Page 2
October 23, 2018

Thank you for the opportunity to comment on the Combined Use Route Program. If you have any questions regarding this assessment please contact Mr. Ron Tucker, Watershed Resources Supervisor, of my staff at (760) 873-2285.

Sincerely,



Clarence E. Martin
Manager of Aqueduct

RT:bs
c: Mr. Ron Tucker

Exhibit G

Mitigation Monitoring:

Independence Route 1 Independence Hotel to Betty Jumbo Mine Road

July 15, 2016; 3:45 pm

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- Mixed use sign missing from Route Start/End at Betty Jumbo (see photo)
- Uphill mile marker missing for last mile segment
- Downhill mile marker missing for section middle segment at the Mining access road that goes north from Mazourka Canyon Rd approx. 1.3 miles east of Kearsarge Rail Road Monument.



Mixed use sign missing from post at Mazourka & Betty Jumbo

Mitigation Monitoring:

Independence Route 1 Boulder Creek RV Park to N. Lubkin Canyon Rd.

July 22, 2016, 12:40 pm

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- Evidence of authorized BLM access on N. Lubkin Canyon Rd.



Mitigation Monitoring:

Bishop Route 15 Laws to Poleta

July 14, 2016; 4:30 p.m.

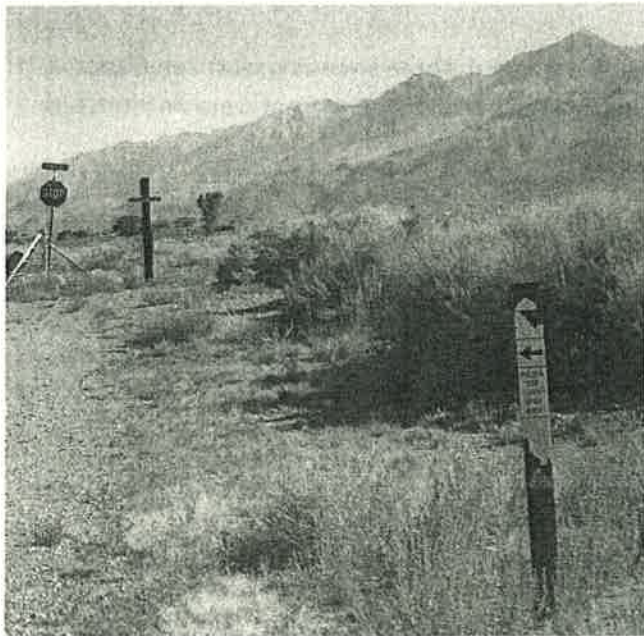
- No new roads created.
- Gravel and grading improvements noted at Redding OHV parking area.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- Some wear of ATV logo painted on roadway in Laws area
- No carsonite providing route directions from southbound on Joe Smith Rd. to indicate left turn on to Silver Canyon Rd.
- No carsonite providing route direction from eastbound on Silver Canyon Rd. to indicate route turns right on to Laws-Poleta Rd.
- No carsonite providing route direction from southbound Poleta Rd. to indicate route turns left onto Redding Canyon.
- No clear start/stop signage on Joe Smith Rd.
- Two carsonites along route need stickers replaced. See Attached Photo's. Weathering from the elements appears to be cause on damage.
 - Directional carsonite on southbound Laws-Poleta Rd. at the intersection with Poleta Rd. directing user left onto Poleta Rd.
 - Direction casonite of northbound Laws-Poleta Rd. at the sweeping west curve approx. ½ mile south of Silver Canyon Rd. directing user left on the pavement were an intersecting dirt road travels directly north.



Improvements at Redding Cnyn OHV parking area



Direction casonite of northbound Laws-Poleta Rd. at the sweeping west curve approx. ½ mile south of Silver Canyon Rd. directing user left on the pavement were an intersecting dirt road travels directly north.



Directional carsonite on southbound Laws-Poleta Rd. at the intersection with Poleta Rd. directing user left onto Poleta Rd.

Mitigation Monitoring:

Lone Pine Rte 1, Boulder Creek RV Park to N. Lubkin Canyon Rd.

October 26, 2016

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- No ATV/UTV sighted
- Add "street legal only" carsonite to end of route on Horseshoe Meadows Rd. just south of North Lubkin Canyon (BLM) and on Horseshoe Meadows Rd. north of intersection with Lubkin Canyon Rd.

Mitigation Monitoring:

Independence Route 1 Independence Hotel to Betty Jumbo Mine Road

October 26, 2016

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- One motorcycle noted on route (Enduro-Street legal). No ATV/UTV sighted.
- East bound carsonite at LA DWP aquaduct covered by vegetation.
- Mixed use sign missing from Route Start/End at Betty Jumbo (see photo)
- Uphill mile marker carsonite missing for last mile segment. .4 miles from route end.
- Downhill mile marker missing for section, middle segment, at the Mining access road that goes north from Mazourka Canyon Rd approx. 1.3 miles east of Kearsarge Rail Road Monument.
- No directional carsonite from Clay to Park
- No mixed use signage for motorists entering route southbound on Clay.
- Consider "street legal only" on Clay Steet north of West Park Street.



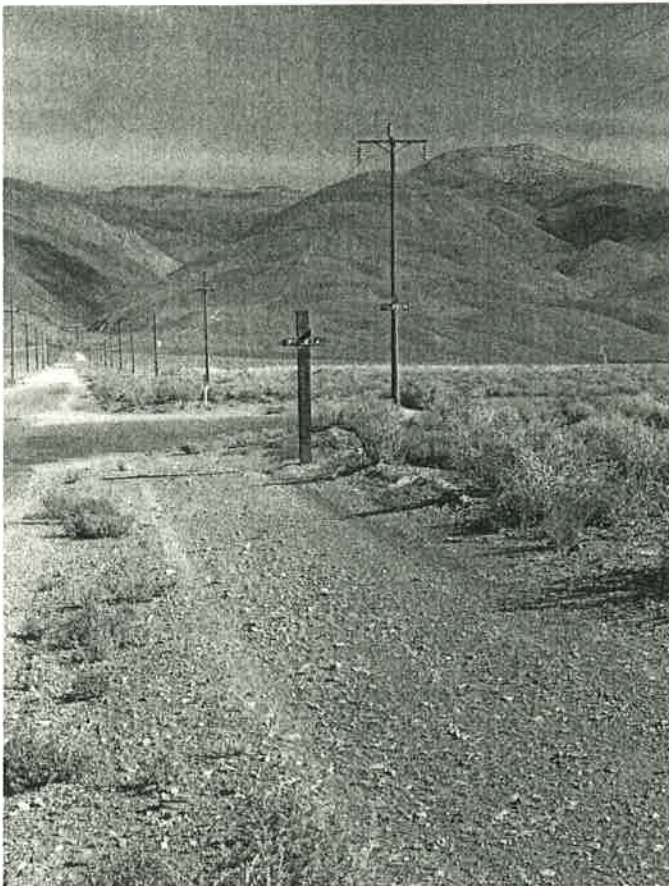
Mixed use sign missing from post at Mazourka & Betty Jumbo

Mitigation Monitoring:

Bishop Route 15 Laws to Poleta

October 27, 2016

- No new roads created.
- Improvements noted at Redding OHV parking area, Portable ADA accessible toilet.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- Some wear of ATV logo painted on roadway in Laws area
- No carsonite providing route directions from southbound on Joe Smith Rd. to indicate left turn on to Silver Canyon Rd.
- No carsonite providing route direction from eastbound on Silver Canyon Rd. to indicate route turns right on to Laws-Poleta Rd.



- No carsonite providing route direction from southbound Poleta Rd. to indicate route turns left onto Redding Canyon.
- No clear start/stop signage on Joe Smith Rd.
- Two carsonites along route need stickers replaced. See Attached Photo's. Weathering from the elements appears to be cause of damage.

- Directional carsonite on southbound Laws-Poleta Rd. at the intersection with Poleta Rd. directing user left onto Poleta Rd.



- Direction casonite on northbound Laws-Poleta Rd. at the sweeping west curve approx. ½ mile south of Silver Canyon Rd. directing user left on the pavement were an intersecting dirt road travels directly north.

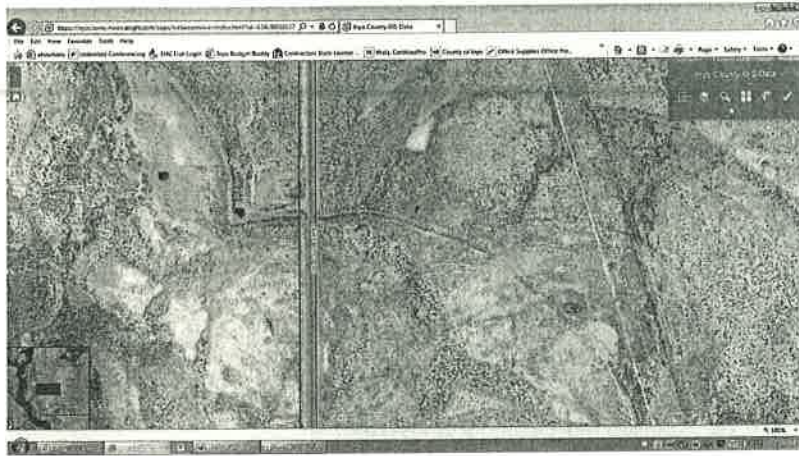


- Add two directional (straight) on Laws-Poleta Rd for southbound traffic

- Carsonite at poleline road, directional (straight). West of stock coral

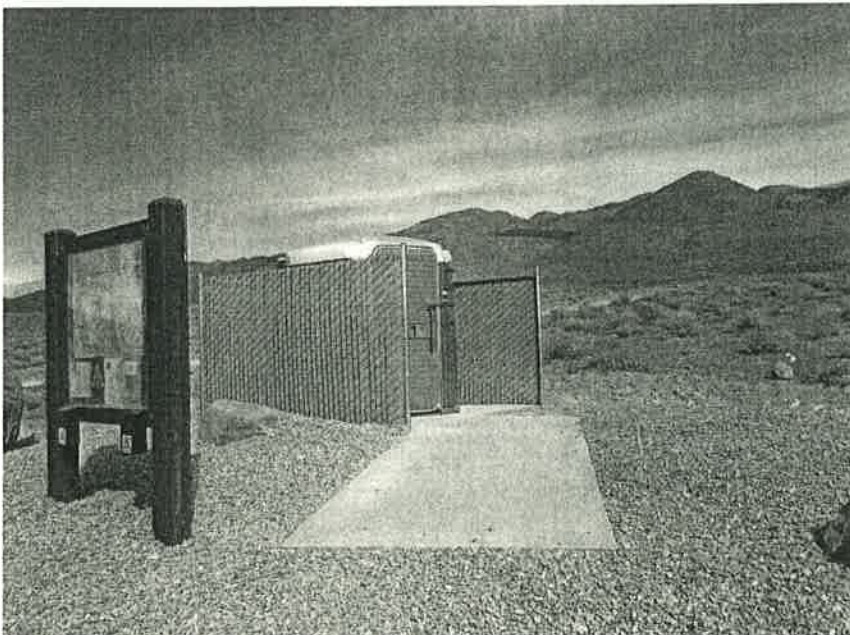


- Carsonite at pit, directional (straight) at north entrance



- Request addition of “street legal only” to mark trail end on all routes.

Improvements at Redding Cnyn OHV parking area



Mitigation Monitoring:

Lone Pine Rte 1, Boulder Creek RV Park to N. Lubkin Canyon Rd.

October 26, 2017

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- No ATV/UTV sighted
- Brush/weed clean up needed near 50% of carsonite poles. Heavy participation resulted in overgrowth.

Suggestions:

- Add No ATV Road Markings(White Work) painted 15 ft. from end of the route.



Mitigation Monitoring:

Independence Route 1 Independence Hotel to Betty Jumbo Mine Road

December 14, 2017

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- East bound carsonite at LA DWP aqueduct missing ATV Sticker.
- No directional signage for motorists entering route southbound on Clay.

Suggestions

- Add no ATV Road Markings(White Work) 10 -15 Ft. on road roadway after route ends heading toward HWY 395.

Mitigation Monitoring:

Bishop Route 5 Browns Town to Poleta OHV Open Area

December 14, 2017

- No new roads created.
- No vandalism to mixed use signage or carsonites that were up
- Half the route needed to be put up. On Dec 14 the Carsonites where installed and visible.
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route

Mitigation Monitoring:

Bishop Route 6 Horton Creek to Pleasant Valley Dam Road

December 14, 2017

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route

Mitigation Monitoring:

Bishop Route No. 7 Pleasant Valley Dam Road to Tungsten City Road

December 14, 2017

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route

Suggestions

- Better directional signage from dirt roads entering combined use route.
- Paint no ATV North of start of route on North portion of Ed Powers Road heading to Hwy 395.

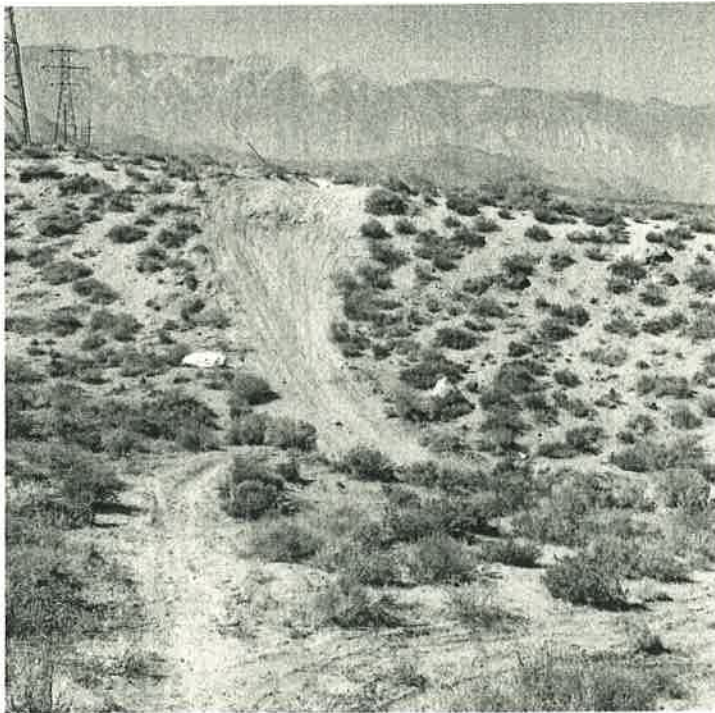


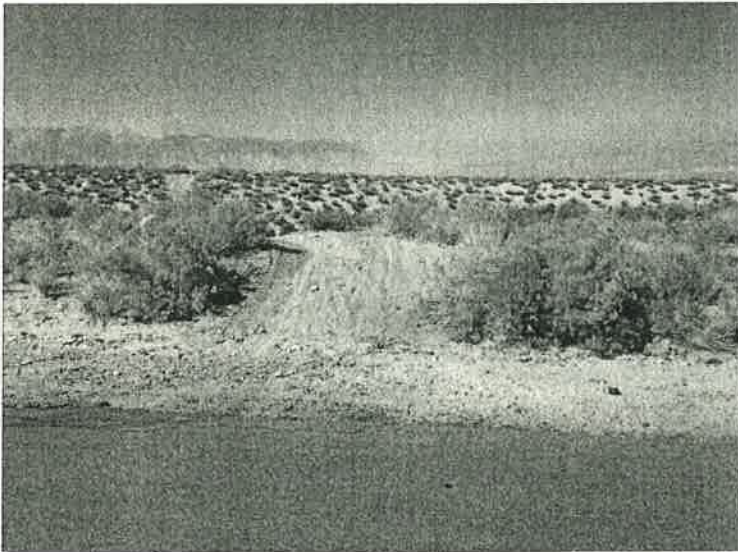
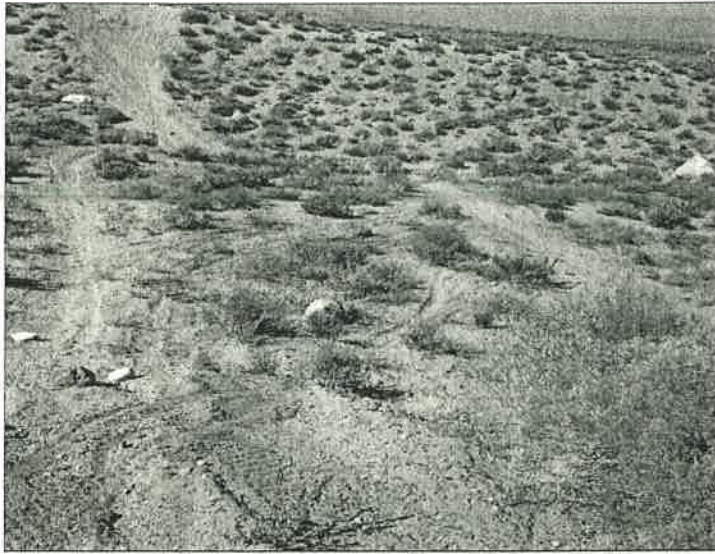
Mitigation Monitoring:

Bishop Route 9 Brown's Town to Bir Road

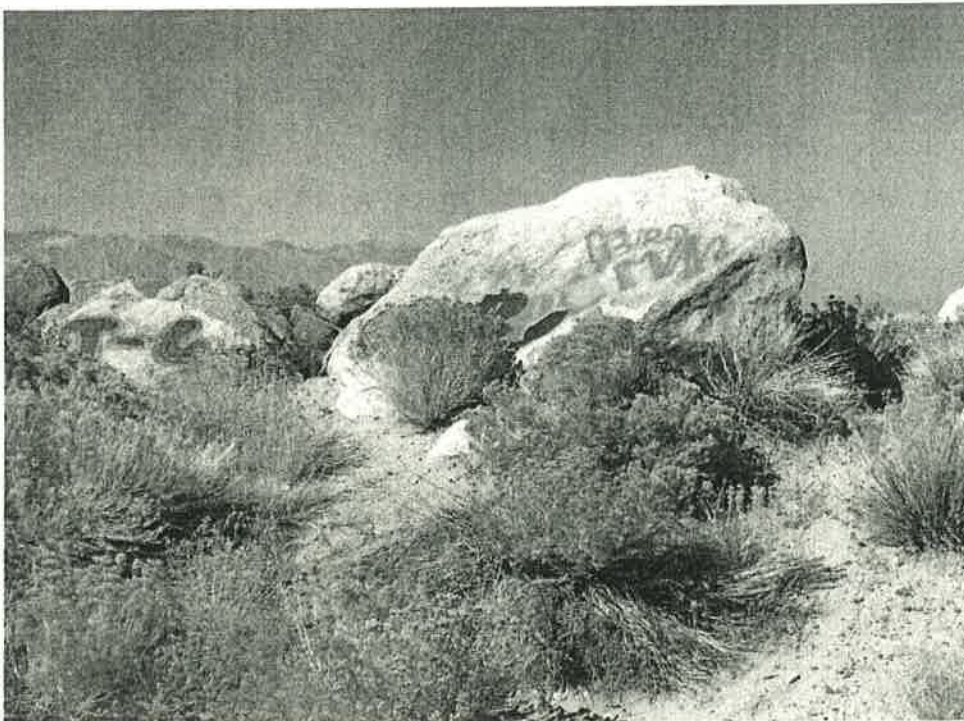
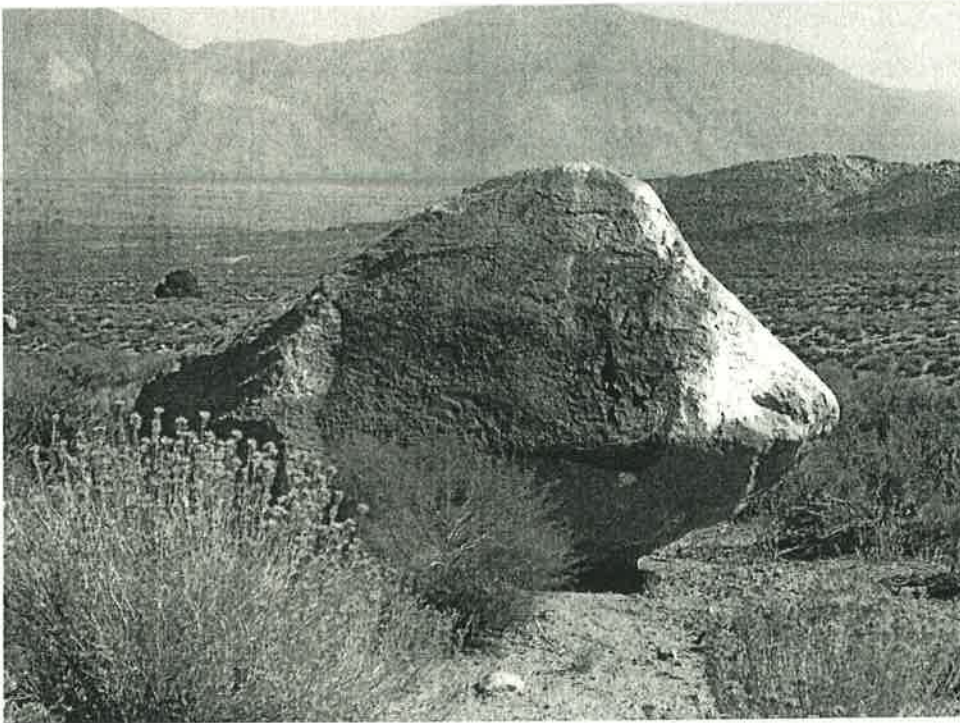
December 14, 2017

- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route.
- Due to high amounts of precipitation the 35% of signs on route had impeding undergrowth.
- One New path appeared see below.





- New Graffiti



Mitigation Monitoring:

Bishop Route 15 Laws to Poleta

December 15, 2017

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route.
- Due to high amounts of precipitation the 35% of signs on route had impeding undergrowth.
- DWP Photo Point has no change from previous year.



- Due to high amounts of precipitation the sign located at intersection of Joe Smith Road and Silver Canyon Road was completely covered in vegetation overgrowth growth. In January inspection weeds were removed and Sign was visible.

Suggestions

- Road has high vehicle traffic during business hours Monday through Friday. Staff suggests painting the road surface with green paint near the bike lane with a symbol of an ATV. Much like what is done on the Mazourka route.
- Better directional signage out Britt's Diesel
- Paint no ATV North of start of route on Joe Smith Road.



- Paint no ATV East of the Laws Railroad Museum on Silver canyon Road.



Bishop Route 15 Laws to Poleta Canyon OHV Open Area

October 25, 2018

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route.
- DWP Photo Point has no change from previous year.

Suggestions

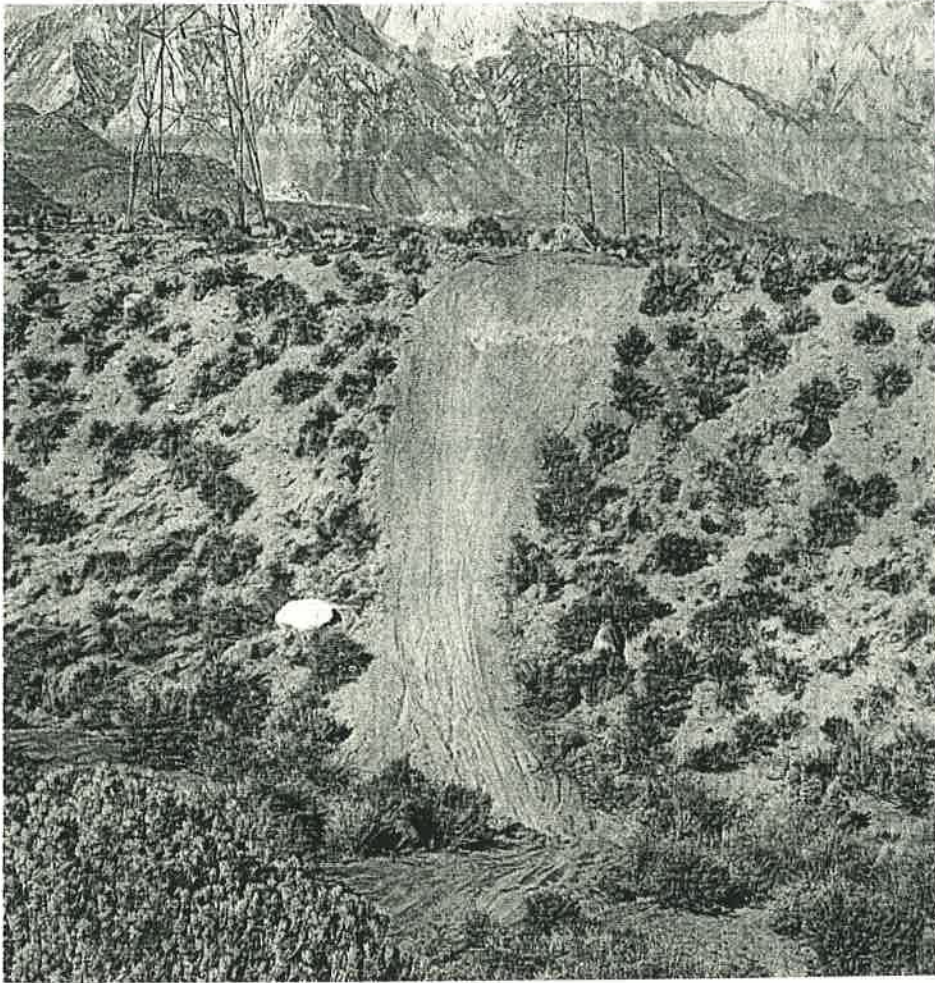
- Road has high vehicle traffic during business hours Monday through Friday. Staff suggests painting the road surface with green paint near the bike lane with a symbol of an ATV. Much like what is done on the Mazourka route.
- Better directional signage out Britt's Diesel
- Paint no ATV North of start of route on Joe Smith Road.



- Paint no ATV East of the Laws Railroad Museum on Silver canyon Road.



- Continued monitoring of route that appeared last year.



-
-

- Graffiti on rock near Bir Road has been clean since last year. (Last year photo on Top)

Mitigation Monitoring:

Bishop Route 9 Brown's Town to Bir Road

October 25, 2018

- Evidence of ATV/UTV running on shoulder of road ways.



Mitigation Monitoring:

Bishop Route No. 7 Pleasant Valley Campground to Tungsten City Road

October 12, 2018

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route

Suggestions

- Better directional signage from dirt roads entering combined use route.
- Paint no ATV North of start of route on North portion of Ed Powers Road heading to Hwy 395.



Mitigation Monitoring:

Bishop Route 6 Horton Creek to Pleasant Valley Dam Road

October 25, 2018

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route

Mitigation Monitoring:

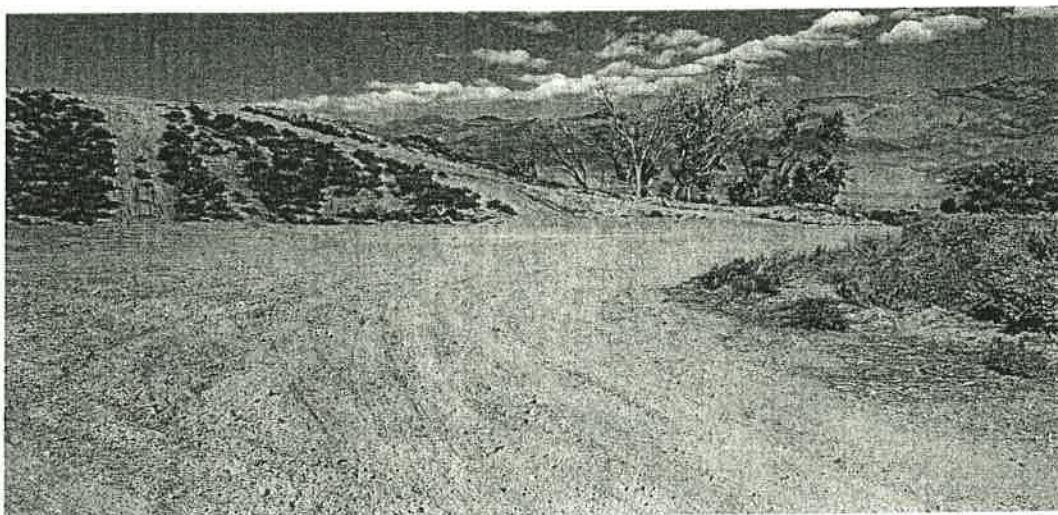
Bishop Route 5 Brown's Town Campground to Redding Canyon Road

October 25, 2018

- No new roads created.
- No vandalism to mixed use signage or carsonites that were up
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- 1 ATV observed on the Route.
- 1 sign's sticker has peeled new Adventure Trail stick needs to be redone



Photo Points on Route



Mitigation Monitoring:

Independence Route 1 Independence Inn to Betty Jumbo Mine Road

October 12, 2018

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- East bound carsonite at LA DWP aqueduct missing ATV Sticker.
- No directional signage for motorists entering route southbound on Clay.

Suggestions

- Add no ATV Road Markings(White Work) 10 -15 Ft. on road roadway after route ends heading toward HWY 395.



Mitigation Monitoring:

Lone Pine Rte 1, Boulder Creek RV Park to N. Lubkin Canyon dirt road

September 21, 2018

- No new roads created.
- No vandalism to mixed use signage or carsonites
- No evidence of ATV/UTV running on shoulder of road ways
- No evidence of increased trash along route
- 1 ATV/UTV sighted
- Directional Carsonite Missing Coming off the trail on Horseshoe.

Suggestions:

- Add No ATV Road Markings(White Work) painted 15 ft. from end of the route on Both the North and South Horseshoe where ATV are not allowed.
- Add No ATV Road Markings (White Work) painted on Northbound Road of Tuttle Creek Road



Exhibit H

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a meeting of the Board of Supervisor of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 22nd day of *January, 2015* an order was duly made and entered as follows:

P.W./Adventure
Trails Pilot Project
Public Hearing

The Chairperson opened the public hearing at 10:03 a.m. to take public comment on the Eastern Sierra ATV Adventure Trails System Project and to consider a draft Resolution titled "A Resolution of the Board of Supervisors of the County of Inyo, State of California, Certifying the Final Environmental Impact Report Concerning, and Making Certain Findings, Adopting Mitigation Measures, Adopting a Mitigation Monitoring and Reporting Program, Approving an Eastern Sierra ATV Adventure Trails System Project, and Adopting Rules and Regulations for the Use of the Adventure Trails System," or modifications thereto as directed by the Board, which does the following:

1. Certifies that the Final Environmental Impact Report was prepared in compliance with the California Environmental Quality Act (CEQA), was presented to and considered by the Board, and that the FEIR reflects the independent judgment of the Board;
2. Makes findings as required by CEQA;
3. Adopts the mitigation measures identified in the FEIR;
4. Adopts a Mitigation Monitoring and Reporting Program;
5. Approves the combined-use routes recommended by staff or as designated by the Board;
6. Provides that designation of a combined-use route shall not become effective until all required warning and informative signs on the route have been installed and, if necessary, approval of start point and/or end point located on City of Los Angeles-owned land has been obtained from the City of Los Angeles Department of Water and Power;
7. Adopts requirements and regulations for use of the designated combined-use routes; and
8. Approves Revised Inyo County Assembly Bill 628 Implementing Procedures; and
9. Provides that if California Vehicle Code section 38021.6 is repealed on January 1, 2017 as provided by AB 628, and if no legislation replacing Vehicle Code section 38021.6 has been adopted as of that date, any designation of a route as a combined-use route shall be deemed rescinded and all signage shall be removed from such a route.

CONTINUED ON FOLLOWING PAGES

WITNESS my hand and the seal of said Board this 22nd

Day of January 2015



KEVIN D. CARUNCHIO
Clerk of the Board of Supervisors

By:

Patricia Gunsolley
Patricia Gunsolley, Assistant

Routing
CC <input checked="" type="checkbox"/>
Purchasing _____
Personnel _____
Auditor _____
CAO _____
Other P.W. - Planning _____
DATE: February 5, 2015

1. Certifies that the Final Environmental Impact Report was prepared in compliance with the California Environmental Quality Act (CEQA), was presented to and considered by the Board, and that the FEIR reflects the independent judgment of the Board;
2. Makes findings as required by CEQA;
3. Adopts the mitigation measures identified in the FEIR;
4. Adopts a Mitigation Monitoring and Reporting Program;
5. Approves the combined-use routes recommended by staff or as designated by the Board;
6. Provides that designation of a combined-use route shall not become effective until all required warning and informative signs on the route have been installed and, if necessary, approval of start point and/or end point located on City of Los Angeles-owned land has been obtained from the City of Los Angeles Department of Water and Power;
7. Adopts requirements and regulations for use of the designated combined-use routes; and
8. Approves Revised Inyo County Assembly Bill 628 Implementing Procedures; and
9. Provides that if California Vehicle Code section 38021.6 is repealed on January 1, 2017 as provided by AB 628, and if no legislation replacing Vehicle Code section 38021.6 has been adopted as of that date, any designation of a route as a combined-use route shall be deemed rescinded and all signage shall be removed from such a route.

The Chairperson reviewed the parameters on how today's meeting was going to be conducted. The individual Board Members made opening remarks regarding the project. Mr. Courtney Smith, Transportation Planner, reviewed the staff report and recommendations in detail and at length. He noted specifically that the Applicants have reduced the number of routes to be considered for approval from the 36 routes covered in the EIR to 8 routes, of which Staff is recommending the Board only consider 7. Mr. Josh Hart, Planning Director, explained the route in the Aberdeen area is being removed from consideration because staff believes that the change being requested in the route requires further environmental analysis. Ms. Marlena Baker, Risk Manager, reviewed the County's insurance coverage, providing statistical data accumulated by CSAC Excess Insurance concerning liability exposure, and confirming that the County has no increased exposure to liability as a result of the proposed routes. Sheriff Bill Lutze talked about the County's off-road patrol and enforcement activities and funding. California Highway Patrol (CHP) Captain Tim Noyes introduced Officer Brian Mackenzie who reviewed the CHP's Safety Report on the routes, explaining how he had arrived at the recommendations contained in the report. Mr. Randy Gillespie, representing the Applicants, addressed the Board to provide additional information and further clarification on the request to have 8 routes considered for approval. Mr. Gillespie identified the 8 routes as #5 #6, #7, #9 and #15 in the Bishop Area; #3 in the Aberdeen area; #1 in the Independence area; and #1 in the Lone Pine area. Mr. Steve Toomey also representing the Applicants provided some historical background on the project, explaining that it was the hope of the Applicants to provide some economic revival for the area by providing additional recreational opportunities for our visitors. Mr. Joe Gibson of Meridian Consultants, provided an in-depth review of the Environmental Impact Report and the CEQA requirements. Staff went on to provide the Board with a route by route review.

Recess/
Reconvene

The Chairperson recessed the special meeting and public hearing at 11:30 a.m., to reconvene in open session and the public hearing at 11:45 a.m., with all Board Members present.

The Chairperson reviewed the process whereby the Board would accept comment from the public, requesting that all those wishing to speak fill out a card during the lunch break. He explained that representatives of the various public agencies would be given the opportunity to address the Board first, and then members of the public would have the opportunity. He also informed the audience that the speakers would be provided 3-minutes in which to make their comments. Staff took the opportunity to enter the documents utilized during the presentations into the record, and they were marked and entered as follows:

Exhibit A - The Staff report and all attachments, including the Final Environmental Impact Report - ATV Adventure Trails of the Eastern Sierra and the handout noted "Frequently Asked Questions and its attachments identified as Additional Project

Information Handouts #1, #2, #3 and #4, and all verbal and electronic presentations.

- Exhibit B - Additional correspondence received by the Board of Supervisors after the Staff Report for the meeting was published on January 22, 2015 and provided to the Board and the public prior to the hearing.
- Exhibit C - Additional correspondence received which was not provided to the Board and the public prior to the hearing.
- Exhibit D - A copy of an article from the Journal of Park and Recreation Administration titled Managing Visitor Impacts in Parks: a Multi-Method Study of the Effectiveness of Alternative Management Practices submitted by Mr. Joe Gibson of Meridian Consultants.
- Exhibit E - A Copy of a Masters Paper by Carolyn Grace Wildman titled Discouraging Off-Trail Hiking to Protect Park Resources: Evaluating Management Efficacy and Natural Recovery submitted by Mr. Joe Gibson of Meridian Consultants.
- Exhibit F - Revised Resolution certifying the Final EIR.
- Exhibit G - Revised Resolution designating the individual routes being approved, which will ultimately become 7 individual resolutions, one for each route approved.
- Exhibit H - A draft of the CEQA findings.

Recess/
Reconvene

The Chairperson recessed the special meeting and public hearing at 12:02 p.m., to reconvene in open session in the public hearing at 1:20 p.m., with all Board Members present.

The following people from agencies addressed the Board:

Jan Sudomier of the Great Basin Unified Air Pollution Control District cited an example of why she is disappointed in the County's response to a dust complaint.

Marty Hornick of the U.S. Forest Service addressed potential concerns with the proposed routes and proper monitoring and adequate law enforcement.

Staff responded to questions from the Board regarding the Aberdeen route, and the concern with law enforcement identified by USFS and DWP.

The following members of the public addressed the Board:

Andrew Schier of Bishop questioned the economic benefit associated with motorized recreation.

David Lee opposed the project.

Lynne Greer supported the project.

Dan Stone, representing Vets Helping Vets, supported the project saying this provides access to the disabled.

Roz Gorham opposed the project.

Steve Canter of Vets Helping Vets supported the project.

Denise Waterbury was opposed to the Cowboy Kiosk signs and the project.

Scott Knapp opposed the project because of dust and noise.

Todd Vogel opposed the project questioning the adequacy of the EIR.

Dan Conner opposed the project addressing concerns with local CHP enforcement.

Frank Stewart opposed the project, questioning the adequacy of the EIR and the fact that the EIR approves the routes originally requested and not just the 8 that are being considered.

David Tanksley supported the project and encouraged the Board to adopt the EIR and approve the 7 routes that staff is recommending be approved.

Bill Mitchel opposed the project saying that he did not believe there was sufficient data.

Greg Weirick supported the project and requested the Board certify the EIR.

County Counsel requested that the documentation that has been presented from those addressing the Board thus far be entered into the record and it was entered into the record as

- Exhibit - I
- 1 – letter from Sgt. Doug Schuster, Boating Safety Supervisor, Mojave County Arizona Sheriff's Department, saying there has been no impact as a result of ATV's operating on the roadway.
 - 2 – correspondence from Jan Sudomier regarding a dust emission complaint.
 - 3 – emails from individuals supporting the project.
 - 4 – David Lee letter opposing the project.
 - 5 – action Alert flyers signed by supporters of the project.
 - 6 – action alert flyers signed by supporters of the project.
 - 7 – a Honda TRX700XX, a Polaris Sportsman 550, and Yamaha YXR66FW Owners Manuals warning against operating ATV on paved surfaces.
 - 8 – letter from Adventure Trail System of the Eastern Sierra LLC, the Applicants, proposing the Board consider 8 routes, signed by Dick Noles.
 - 9 – letter from Frank Stewart identifying the reasons he is opposing the project.

Diana Cunningham opposed the project because of damage to the resource and concern with sufficient enforcement.

Michael Prather opposed the project expressing concern with trail propagation that was identified by DWP.

Jennifer Williams of the Mono County VFW, supported the project saying it is important to provide access to the handicapped.

John Harris supported the project saying he felt having a route go by his house would increase his property value. He presented action alert flyers signed by those supporting the project and they were marked and entered into the record as follows:

- Exhibit J Action alert flyers signed by supporters of the project which were presented by Mr. Harris and several of the following speakers and combined as Exhibit J.

Doug Brown supported the project saying that he thinks it will help promote recreation and the local economy.

Pam Vaughn opposed the project because of the damage it will do to the land and suggesting this go on the ballot.

Sam Dean supported the project because it promotes another aspect of recreational activities and it will help the local economy. He provided copies of the action alert flyers signed by supporters of the project. These documents were marked and entered into the record as follows:

Jeffrey Wenger supported the project saying he would like to see the project move into Mono County.

Nick Sprague opposed the project saying he does not believe it will be a benefit to the area.

Alex Yerkes supported the project saying it will help boost the areas failing economy and to support education for the users.

James Wilson opposed the project.

Recess/
Reconvene

The Chairperson recessed the special meeting and public hearing at 2:50 p.m. to reconvene in open session in the public hearing at 3:00 p.m., with all Board Members present.

The Board continued to hear from members of the public as follows:

Joe Todd supported the project

Randy Short supported the project on behalf of wounded warriors and veterans.

Daniel Pritchett supported the wounded warriors, but opposed the project.

Em Holland who lives in Paradise opposed the project saying she believes the EIR is flawed.

Susan Greenleaf opposed the project.

Steve McLaughlin opposed the project and talked about potential and indirect impacts of the project that have not been identified.

Adam Garcia supported the project saying he thinks it will be good for the communities.

April Zrelak representing the Lone Pine Paiute Shoshone Reservation expressed concern that any economic gain will be offset by impacts from increased dust.

Dave Patterson supported the project.

Tom Budlong opposed the project.

Charles Massieon opposed the project.

Marty Fortney supported the project and supported reinstating the Aberdeen Route, citing greater recreational opportunities for the visitors and a boost to the County's economy.

Linda Arcularius addressed the Board to support the project and provided additional information to provide context to the debate.

Nate Gratz, supported the project and explained that because he is a paraplegic the only way he has an opportunity to enjoy the backcountry is on an off-road vehicle.

Sydney Quinn opposed the project questioning whether the EIR addresses the CEQA requirements for cumulative impacts.

Gregg Smith opposed the project.

Jon Patzer supported the project explaining he has concern for the loss of local jobs and recreational opportunities for our visitors.

Bruce Cotton, a disabled veteran, supported the project because it provides more access for the disabled.

Ileene Anderson of the Center for Biological Diversity opposed the project, asking the Board to reject the EIR because it addresses more than just the 7 routes being proposed today.

Darla Heil opposed the project.

Sue Hutson opposed the project saying that the project will not help the economy if it damages the resource.

Kathy Heater opposed the project.

Caryn Todd supported the project because it will help the local economy.

Recess/
Reconvene

The Chairperson recessed the special meeting and the public hearing at 4:15 p.m., to reconvene in open session in the public hearing at 4:35 p.m., with all Board Members present.

The Board discussed the project with the individual Board Members responding to public comments and asking questions about certain aspects of the project including (a) the process for the Safety Determinations by the CHP on future applications; (b) local law enforcement; (c) citizen participation in the enforcement process; (d) the County's ability to assist with the law enforcement efforts on federal and City of LADWP lands; (e) the process whereby further routes are considered; (f) signage; (g) the Mitigation Monitoring and Reporting Plan; (h) air quality; (i) noise levels and monitoring; (j) economic analysis; (k) the adequacy of the EIR; (l) information that can be obtained as a result of a managed system; (m) how to reconcile OHV owners manual cautions regarding operations of off road vehicles on hard surfaces. Staff, the Consultant, and Special Council, responded to the Board Members questions and comments. The Chairperson closed the public hearing at 5:50 p.m. The Board went into its deliberations on the project.

Supervisor Griffiths said in looking at the assertions of the FEIR that the Program will reduce impacts because of education and signage and proper mitigation and monitoring, that he believes the implementing procedures can be strengthened in order to regulate and control the system so that actual reduction of impacts are accomplished. He suggested the following five changes to the implementing procedures:

1. The Board should consider passing an ordinance that would allow Inyo County law enforcement to enforce resource damage on City of Los Angeles Department of Water and Power and federal lands, which would need to go through the public process to adopt an ordinance.
2. In the development of the baseline data satellite and/or aerial photography will be used to determine exactly what is on the ground now and, as the Program proceeds, to help accurately determine whether there has been any proliferation or resource damage, and extending this information to the end point of the route so that if the end point is an off road vehicle area then the County can assess what sort of impacts are there on the ground.
3. With regard to strengthening the reporting system, some of which is already detailed in no. 13 of the Implementing Procedures, create a web site that the public and/or land management agencies could report damage or user conflicts that they see.
4. With regard to monitoring, there are currently three days dedicated for monitoring, there needs to be more time dedicated for this activity. Mr. Quilter explained that the type of equipment used to perform this monitoring is maxed at three days. The Board and staff discussed this and it was suggested that the monitoring could be performed multiple times in a year instead of just one three-day period per year.
5. There is process for route closures is expanded to include a process for temporary route closures, so that if a problem is identified, the route may be temporarily closed until the issue is resolved, then the route could be reopened.

The Board Members went on to talk about the project with Supervisor Totheroh saying that his questions had been resolved during the previous discussion and saying that he supported Supervisor Griffith's suggestions for strengthening the Implementing Procedures. In responding to a question from the Board regarding the next step in the process should the Board wish to consider Supervisor Griffith's recommendations for strengthening the Implementing Procedures, Mr. Greg James, Special Counsel, explained that the Board will need to make a motion to certify

that the FEIR was prepared in compliance with CEQA, was presented to and considered by the Board of Supervisors, and certifying that the FEIR reflects the independent judgment of the Board of Supervisors. Mr. James went on to explain that if the Board takes that action, then the Board could proceed to evaluate and choose the routes to be approved. He also said the implementing procedures could be amended and brought back later this evening to be adopted with the changes suggested by Supervisor Griffiths based on the Board's direction. Supervisor Kingsley expressed his support for the project and asked for a motion. Supervisor Tillemans indicated that he wanted to make a motion to certify the FEIR but prior to doing that he wanted to make some comments to explain his motion and position. He cited a trip to Sedona, Arizona, where there is a large amount of off road vehicle use, as an example of a managed trail system that is very effective. He said that he believes a managed trail system could be beneficial to mitigating possible current impacts to the resources that may be occurring as a result of a non-managed system. He also explained that this Program, which is California law, is the result of a local grassroots effort, and he believes it is his job to support these types of efforts. He went on to remind everyone that this is a pilot project that has a sunset date and encouraged everyone to let the Project move forward, allow the baseline data to be accumulated to provide the information to make an informed decision on whether a managed trail system will work in our area. Supervisor Pucci said that with the applicant's modifications to the project to reduce the number of routes from 36 to 7, he believes this is now truly a pilot project. He noted that the residential and neighborhood routes which appeared to be the most controversial have been removed and that with the changes suggested by Supervisor Griffiths to strengthen the Implementing Procedures, there is a great opportunity to monitor the project for not only the negative impacts but also for the positive impacts.

Resol. #2015-07/
Certifying FEIR for
Adventure Trails
System Complies
with CEQA

On a motion by Supervisor Tillemans and a second by Supervisor Pucci, Resolution No. 2015-07 was adopted, certifying that the Final Environment Impact Report (FEIR) for the Eastern Sierra ATV Adventure Trails System Project was prepared in compliance with CEQA, was presented to and considered by the Board of Supervisors, and certifies that the FEIR reflects the independent judgment of the Board of Supervisors, and revises the County's Implementing Procedures concerning the Project as detailed in today's discussion: motion unanimously passed and adopted. (Exhibit A – Mitigation Monitoring and Reporting Plan was added after the break.) (Separate motion approving Exhibit B.)

The Board and staff went on to discuss the proposed routes to be approved for the project which were Routes #5, #8, #7, #9 and #15 in the Bishop Area, Route #1 in Independence, and Route #1 in Lone Pine. Moved by Supervisor Griffiths and seconded by Supervisor Totheroh to accept the applications for the 7 routes and direct staff to return with either one all encompassing resolution or seven individual resolutions accepting the routes. Motion carried unanimously.

Recess/
Reconvene

The Chairperson recessed the special meeting and the public hearing at 6:27 p.m. to reconvene in open session at 8:30 p.m., with all Board Members present.

County Counsel reviewed the Board's actions regarding the adoption of a Resolution that certifies the FEIR as required by CEQA. She also explained that there are two attachments to the resolution, one is the modifications to the Implementing Procedures identified by Supervisor Griffiths and the other is the Mitigation and Monitoring Plan which was approved by the Resolution. Ms. Kemp-Williams explained that there are two versions of the modifications to the Implementing Procedures for the Board to review and whichever one the Board approves as best reflecting the Board's directions concerning the modification will be included as Exhibit B to the Resolution.

The Board heard from Mr. Clint Qullter, Public Works Director, and Mr. Courtney Smith, Transportation Planner, who reviewed the differences in the documents, specifically Section 12. The Board and staff discussed the wording of Section 12 of Exhibit B in detail, as well as the section designations of 11, 19, and 23, changing the wording in Section 14d to include a 7 day survey, in Section 14F to include the website, adding Section 20 to address temporary route closures; and in Section 24 adding the word "consider" in front of pass.

Moved by Supervisor Griffiths and seconded by Supervisor Totheroh to accept Exhibit B to Resolution #2015-07 as amended to have Section 12 read "Using aerial or satellite imagery, Inyo County will create a baseline that encompasses the area adjacent to each designated route, including the end point in a manner adequate to identify and monitor route proliferation," and other changes discussed above. Motion carried unanimously.

County Counsel went on to explain and provide the Board with copies of individual resolutions approve each of the 7 routes, which were prepared per the Board's directions.

Resol. #2015-08/
Approving Bishop
Rt. #05 of the
Adventure Trails
System

On a motion by Supervisor Pucci and a second by Supervisor Griffiths, Resolution No. 2015-08 was adopted designating Bishop Route #5 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

Resol #2015-09/
Approving Bishop
Rt. #6 of the
Adventure Trails
System

On a motion by Supervisor Griffiths and a second by Supervisor Pucci, Resolution No. 2015-09 was adopted designating Bishop Route #6 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined use route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

Resol. #2015-10/
Approving Bishop
Rt. #7 of the
Adventure Trails
System

On a motion by Supervisor Totheroh and a second by Supervisor Pucci, Resolution No. 2015-10 was adopted designating Bishop Route #7 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined use route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

Resol. #2015-11/
Approving Bishop
Rt. #9 of the
Adventure Trails
System

On a motion by Supervisor Tillemans and a second by Supervisor Griffiths, Resolution No. 2015-11 was adopted designating Bishop Route #9 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined use route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

Resol. #2015-12/
Approving Bishop
Rt. #15 of the
Adventure Trails
System

On a motion by Supervisor Tillemans and a second by Supervisor Griffiths, Resolution No. 2015-12 was adopted designating Bishop Route #15 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined use route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

Resol. #2015-13/
Approving Indy Rt.
#1 of the Adventure
Trails System

On a motion by Supervisor Tillemans and a second by Supervisor Pucci, Resolution No. 2015-13 was adopted designating Independence Route #1 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined use route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

Resol. #2015-14/
Approving L.P. Rt.
#1 of the Adventure
Trails System

On a motion by Supervisor Griffiths and a second by Supervisor Tillemans, Resolution No. 2015-14 was adopted designating Lone Pine Route #1 as identified in the Eastern Sierra ATV Adventure Trails System Project Application as a combined use route and adopting certain mitigation measures identified in the FEIR and adopting rules and regulations for the use of the route; motion unanimously passed and adopted.

County Counsel went on to provide the Board with a copy of a resolution that makes findings required by CEQA for the individual 7 designated combined use routes and adopting the Mitigation Monitoring and Reporting Program.

Resol. #2015-15/
CEQA Designate
Combined Routes
& MMP

On a motion by Supervisor Pucci and a second by Supervisor Tillemans, Resolution No. 2015-15 was adopted, making findings required by CEQA with regard to the 7 routes designated as combined use routes in the Adventure Trails System and adopting the Mitigation Monitoring and Reporting Program; motion unanimously passed and adopted.

Exhibit I



December 2, 2015

Courtney Smith
 Transportation Planner
 Inyo County LTC
 168 North Edwards Street
 Independence, CA 93526

Inyo County AB 628 Classification Survey

Introduction

This letter presents the results of a custom traffic classification survey conducted at six locations throughout Inyo County, California between November 5th, 2015 and November 8th, 2015. This custom traffic classification survey collected a total of 72 hours of data at each of the six study locations. The purpose was to collect usage data on combined-use routes within Inyo County.

Count Locations

The six count locations are shown in **Table 1**. Each of these locations are along a designated combined-use route. The locations are located near the communities of Bishop, Independence, and Lone Pine.

Road	Location	Nearest Community	Estimated Traffic Volume
Mazourka Canyon Road	On a dirt portion of the road about 7.2 miles from US 395	Independence (about 7.2 miles east of US 395)	<100 vehicles per day
Mazourka Canyon Road (dirt)	About 100 yards east of Clay Street	Independence (on the edge of town)	<100 vehicles per day
Lubken Canyon Road	100-200 yards west of US 395	Lone Pine (about a mile south of town)	<100 vehicles per day
Horseshoe Meadows Road	About 100 yards south of Lubken Canyon Rd	Lone Pine (about five miles SW of town)	~100-400 vehicles per day depending on the season
Poleta Road	About 100 yards east of Laws Poleta Road	Bishop (a few miles east of town)	~200-500 vehicles per day
Silver Canyon Road	Between Joe Smith Road and Laws Poleta Road	Bishop (a few miles east of town)	<100 vehicles per day

Table 1. Count Locations

Traffic Works, LLC
 6170 Ridgeview Court, Suite B
 Reno, NV 89519
 775.322.4300
 www.Traffic-Works.com

Methodology

Data was collected with video recording technology which was placed in the field for 72 hours at each site. The equipment was installed in the field during the afternoon and evening of Thursday, November 5th and was taken down during the afternoon and evening of Sunday, November 8th. The video files were reviewed and data compiled in the office after it was collected. All roadway user volumes shown in this report are the aggregate totals of all roadway users traveling in both directions along the study roadways.

Classifications

During data breakdown, roadway users were categorized into the following classifications:

- Quads/ATVs
- UTVs/Side by Sides
- Cars
- Pickups/Jeeps (4x4)
- Pickups w/ trailer
- Single-Unit Trucks
- Large Trucks
- Bicycles
- Pedestrians
- Equestrians
- Dirt Motorcycles
- Street Motorcycles

Results

Figure 1 shows the total volume of all users recorded at each site during the full 72 hour period. This graph shows that the Poleta Road location had the highest use followed by Silver Canyon Road.

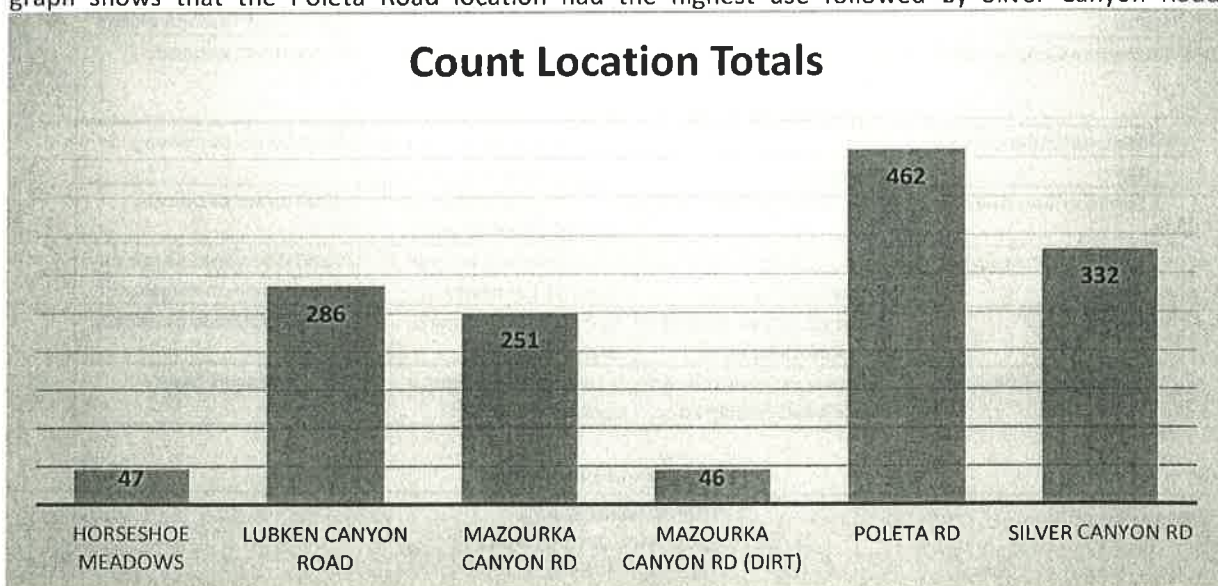


Figure 1. Count Location Totals

Mazourka Canyon Road (Dirt Road) recorded the lowest total volume, followed by the Horseshoe Meadows locations. A high percentage of the use on Mazourka Canyon Road was dirt motorcycles. Quads, ATVs, Side-by-Sides and other Off Highway Vehicles were observed throughout the study locations.

A graph for each location detailing the total volume recorded under each classification category is included in **Appendix A**. Additional information regarding the hourly classification totals for each location can be found in the attached data sheets.

Thank you for this opportunity to assist the Inyo County Local Transportation Commission with this matter.

Please do not hesitate to contact us at 775.322.4300 with any questions or concerns.

Sincerely,
TRAFFIC WORKS, LLC

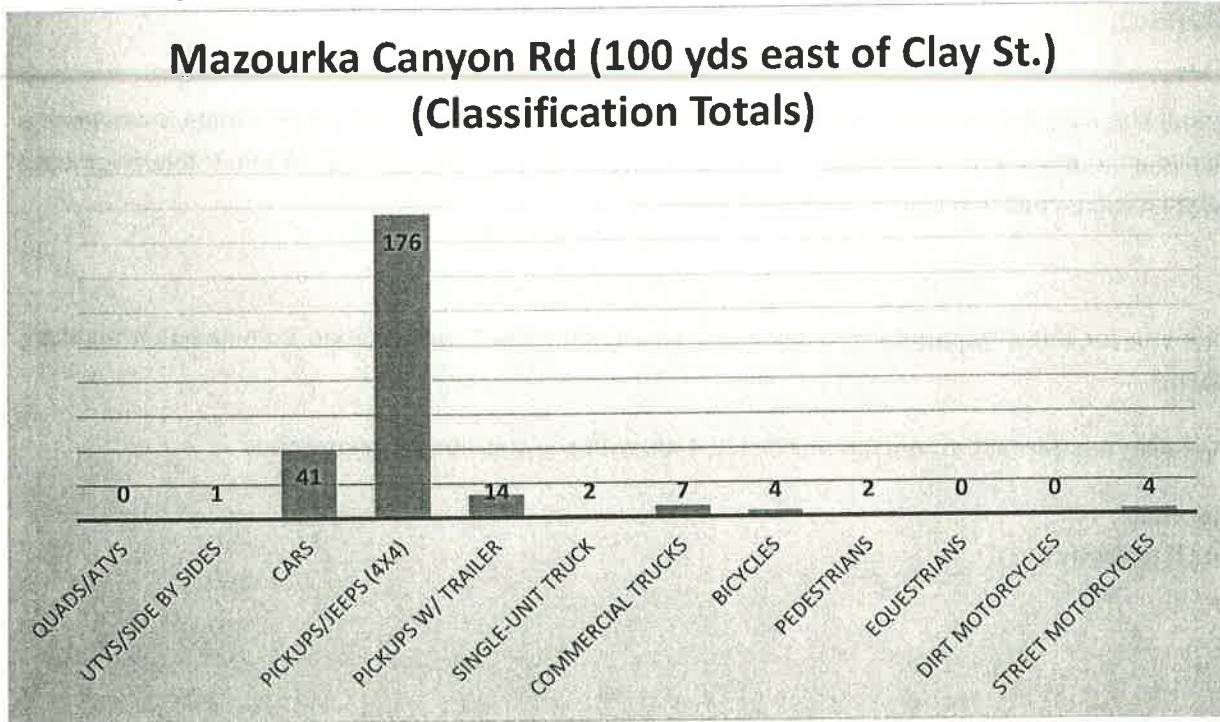
Loren E. Chilson, PE

Principal

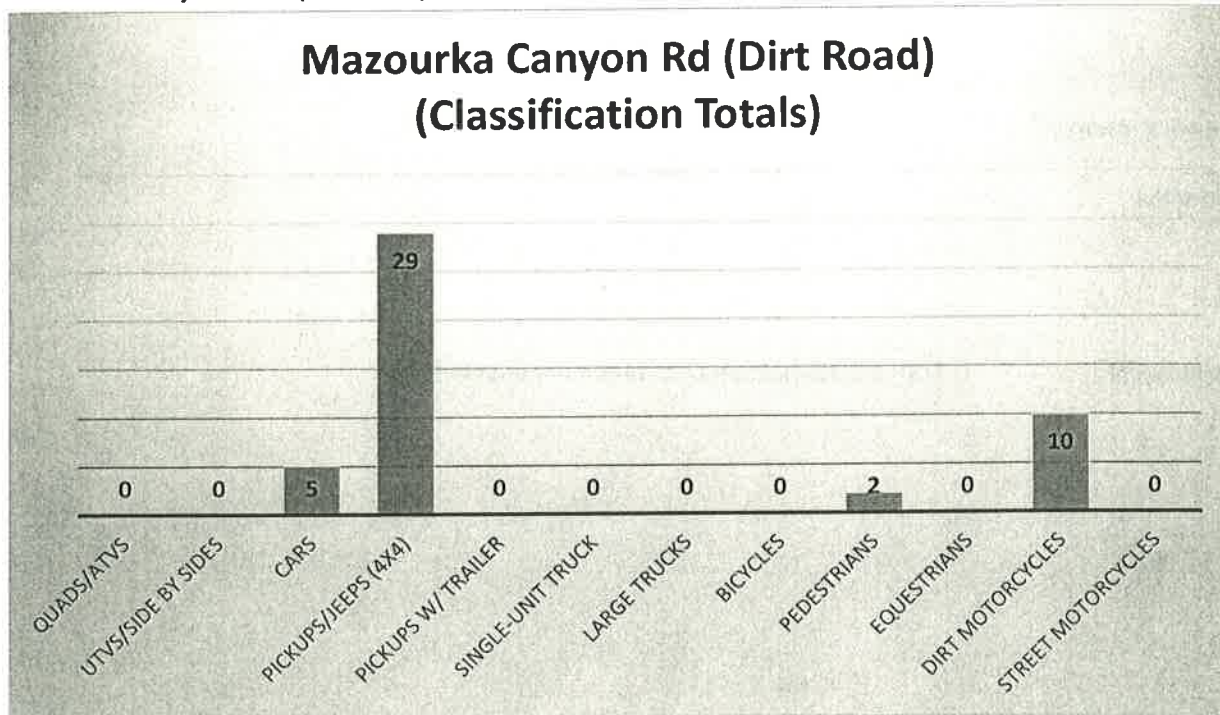
Attachments: 1) Traffic Classification Data Summary Sheets (6)

APPENDIX A

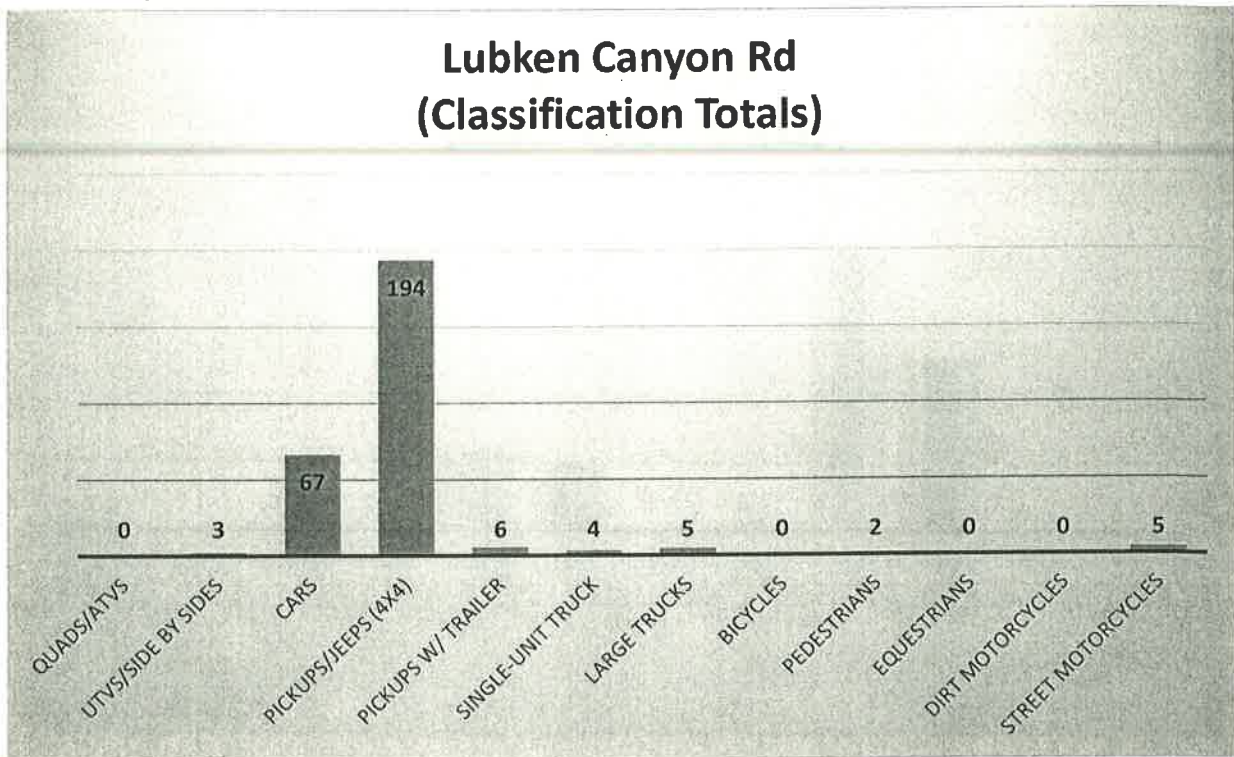
Mazourka Canyon Road (100 Yards East of Clay)



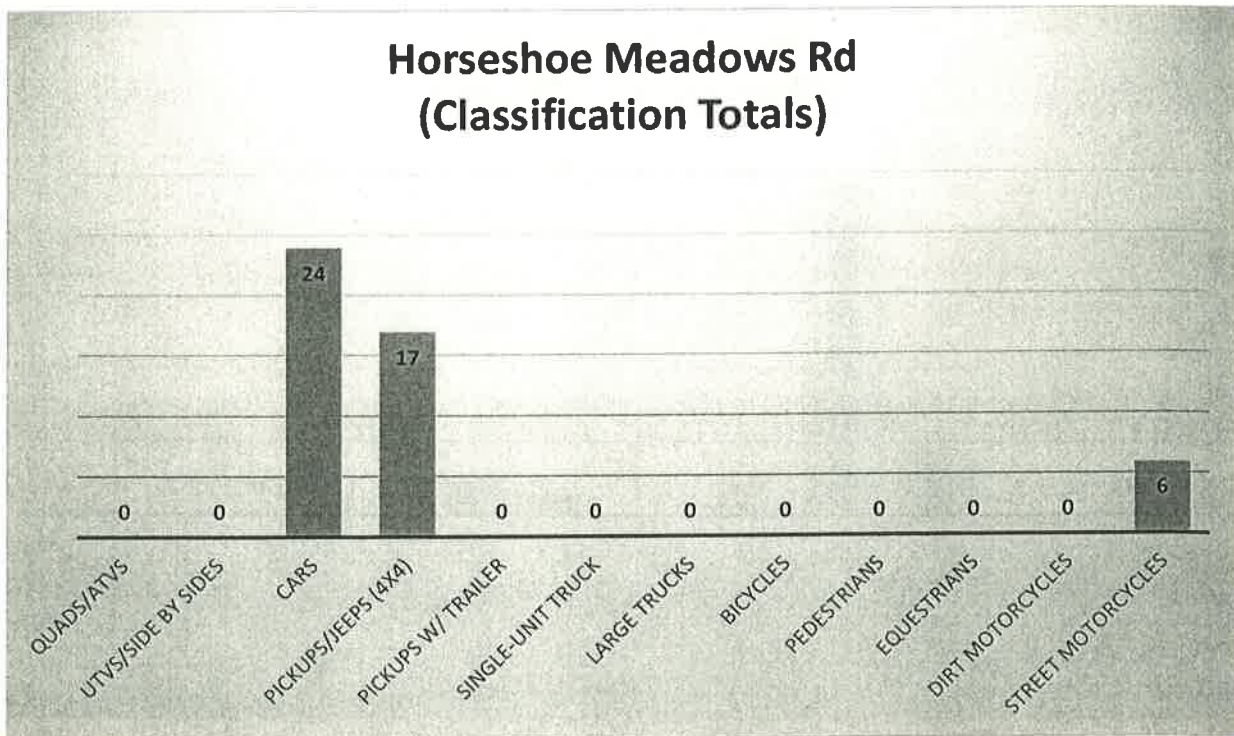
Mazourka Canyon Road (Dirt Road)



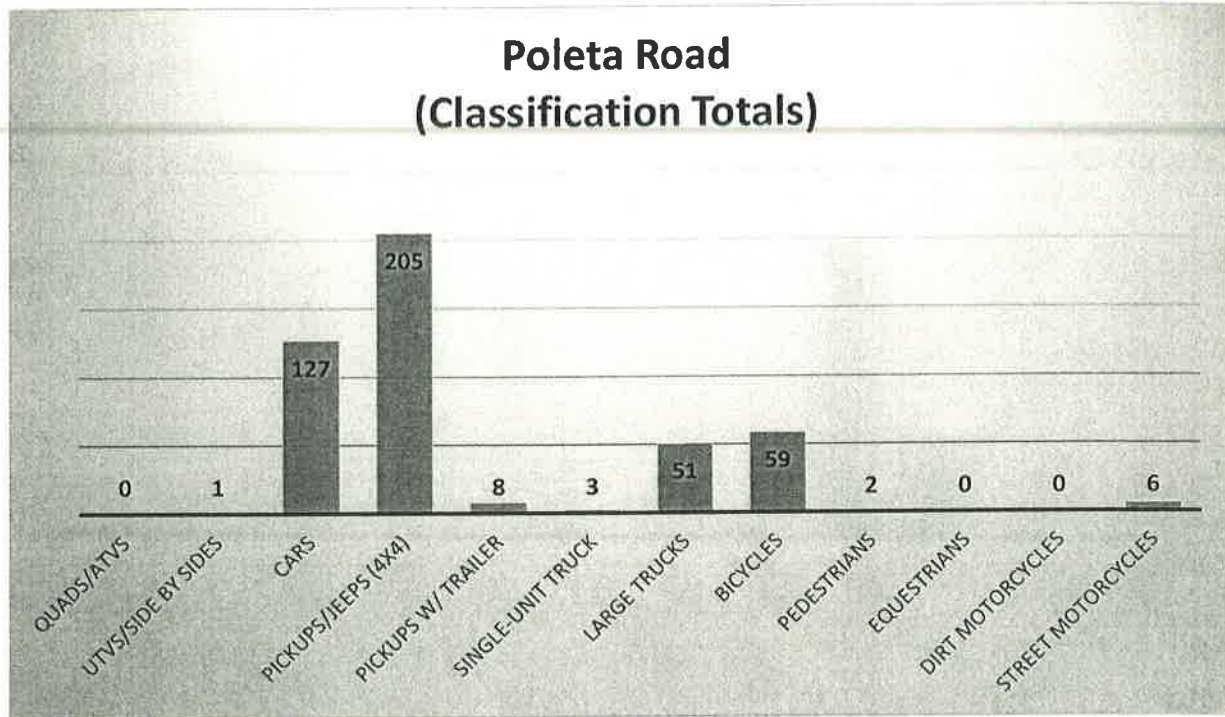
Lubken Canyon Road



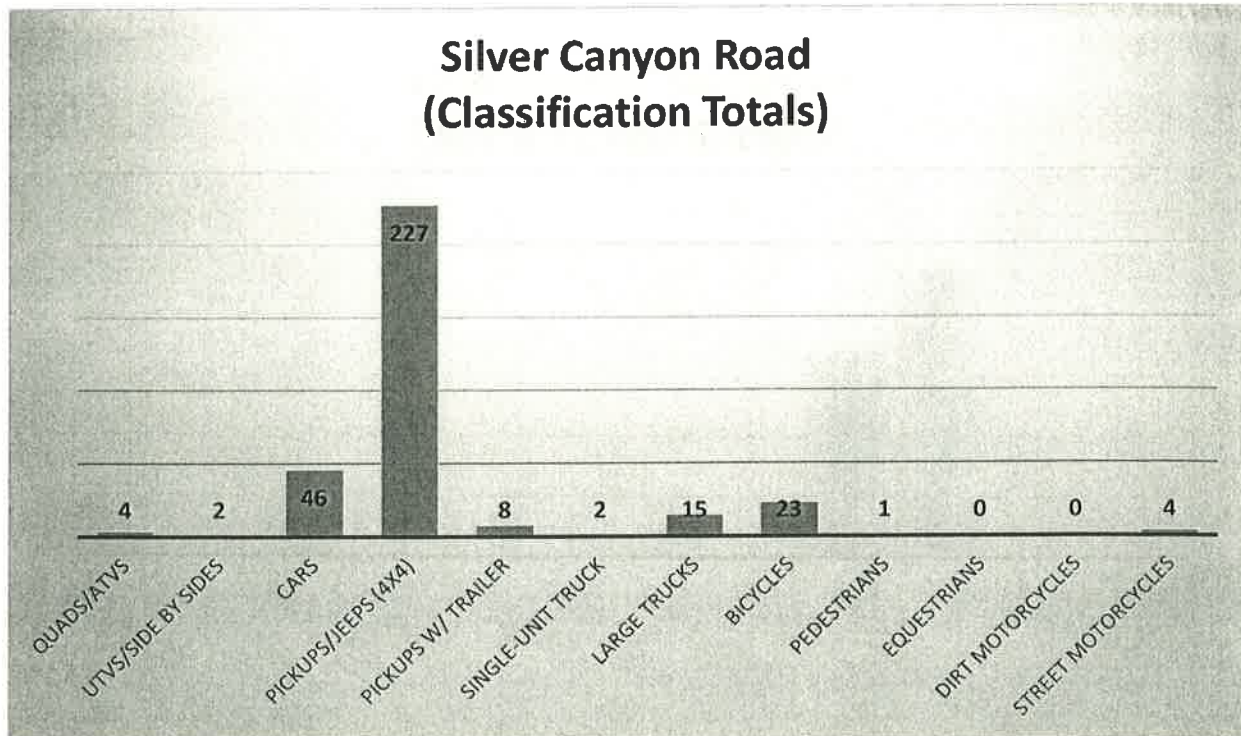
Horseshoe Meadows Road



Poleta Road



Silver Canyon Road





ROAD DEPARTMENT
P.O. DRAWER Q
INDEPENDENCE, CALIFORNIA 93526
(760) 878-0201
(760) 878-2001 FAX

**County of
INYO**

Clint Quilter – Road Commissioner
Chris Cash – Road Superintendent

December 14, 2016

Courtney Smith
Transportation Planner
Inyo County Public Works Dept.
168 North Edwards Street
Independence, CA 93526

Inyo County Combined Use Traffic Counts

Introduction

This report is the findings of a traffic classification survey conducted at three locations throughout Inyo County, California between December 1st, 2016 and December 20th, 2016. This traffic classification survey collected a total of 120 hours of data at each of the three locations and included Saturday and Sunday. The purpose of this traffic classification survey was to collect usage data on three of the combined-use routes within Inyo County.

Count Locations

The three locations are represented in **Table 1**. Each of these locations is along a designated combined-use route. The locations are located near the communities of Lone Pine, Independence, and Bishop CA.

Road	Location	Nearest Community	Estimated Traffic Volume
Lubken Canyon Road	100 Yards East of US 395	Lone Pine (roughly 2 miles south of town)	<100 Vehicles Per Day
Mazourka Canyon Road	100 feet east of Clay street	Independence (on the edge of town)	<100 Vehicles Per Day
Poleta Road	Roughly 200 yards East of Poleta Laws Rd	Bishop (roughly 3 miles East of town)	>100 Vehicles Per Day

Table 1. Count locations

Methodology

The data collected for this classification survey was conducted at each of the three sites using an Icoms TMS-SA4 radar traffic counter. The traffic counter measures vehicle length. The vehicle lengths were divided into four classifications as described below. Data was collected over a three week period beginning December 1st, 2016 through December 20th, 2016. The equipment was placed at each of these locations for five days; for a minimum of 120 hours of data that was collected at each site. The collection periods always started on a Thursday morning and ending the following week on Tuesday morning. This allows for a two day period to download/ review the data and for an overnight charging of the equipment between moving to the next location. All roadway user volumes shown in this report are the aggregate totals of all roadway users traveling in both directions along the study roadways.

Classifications

After compiling the data, travelers on the combined-use routes were categorized into the following categories:

- Category 1: Vehicles ranging from 0-8 feet in length. Roadway users in this category may include pedestrians, bicycles, motorcycles, and ATV/UTV.
- Category 2: Vehicles from 9-20 feet in length. Roadway users in this category may include automobiles including cars, SUV, and passenger pickup trucks.
- Category 3: Vehicles from 21-40 feet in length. Roadway users in this category may include large SUV, full size pickup trucks, full size pickup trucks pulling trailers, large dump trucks, and RV camper trailers.
- Category 4: Vehicles from 41-82 feet in length. Roadway users in this category may include large dump trucks, and semi-trucks pulling trailers.

Results

Figure 1 shows the total volume of all users counted at each location during the 5 day study at each location.

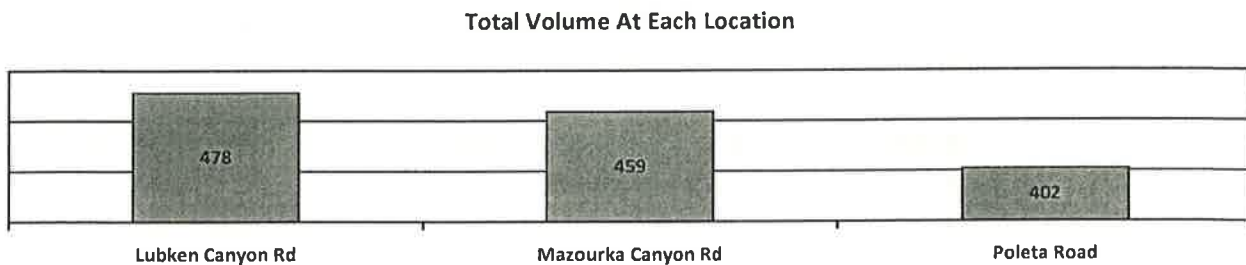
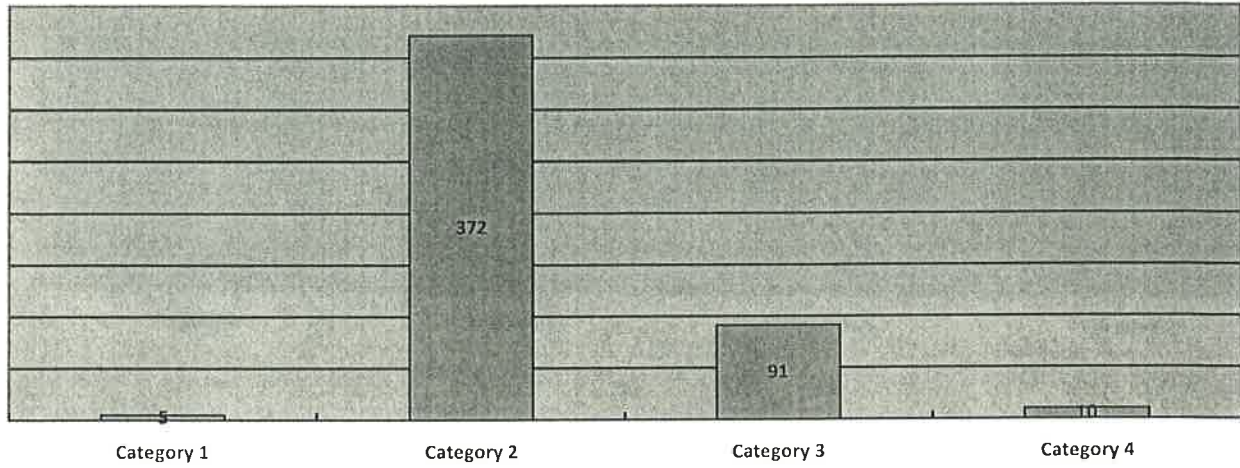
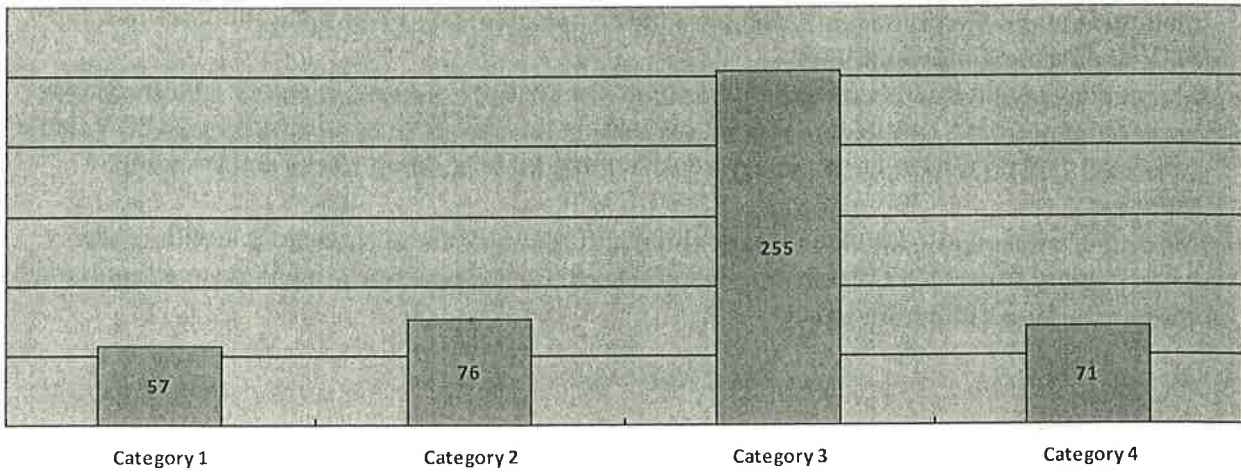


Figure 1

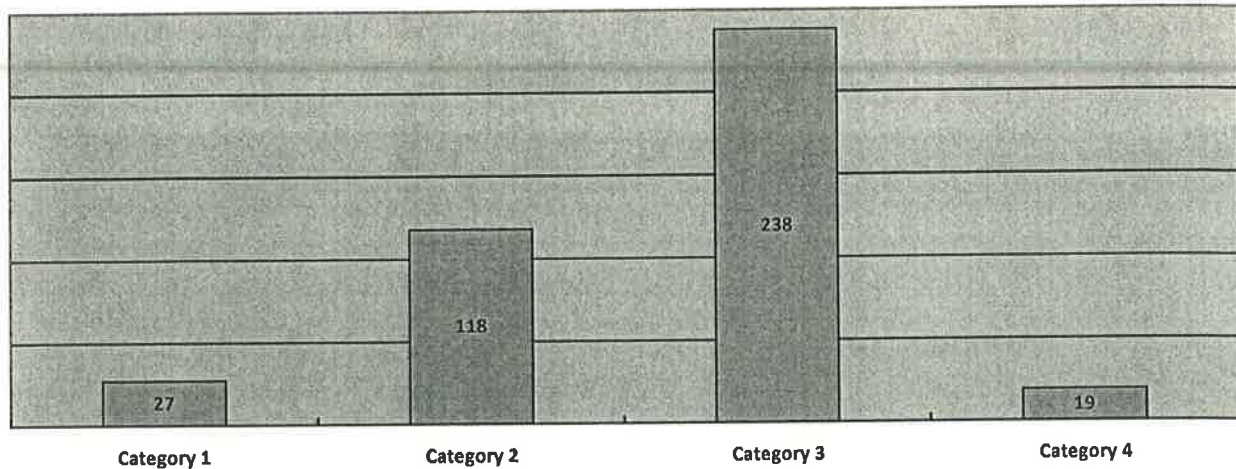
Lubken Canyon Road Category totals



Mazourka Canyon Rd Category totals



Poleta Road Category totals



Results Continued,

- Lubken Canyon Road recorded highest total volume of roadway users, followed by Mazourka Canyon Road and then by Poleta Road.
- Mazourka Canyon Road had the highest volume of roadway users in category 1 with roadway users ranging from 0-8 feet in length; Roadway users in this category may include pedestrians, bicycles, motorcycles, and ATV/UTV.
- Lubken Canyon Road had the highest volume of roadway users in category 2 with roadway users ranging from 9-20 feet in length; Vehicles in this category may include automobiles like cars, SUV and passenger pickup trucks.
- Mazourka Canyon Road had the highest volume of roadway users in category 3 with roadway users ranging from 21-40 feet in length; vehicles in this category may include large SUV, large passenger pickup trucks, large pickup trucks towing trailers, dump trucks and RV camper trailers.
- Mazourka Canyon also had the highest volume of roadway users in category 4 with roadway users ranging from 41-82 feet in length; vehicles in this category may include large dump trucks and semi-trucks pulling trailers.

Donald Gockley
County of Inyo Road Department
Po Drawer Q
Independence, California 93526
(760) 878-0201
(760) 878-2001 Fax

Inyo County Combined Use Routes Traffic Counts in 2017-2018

Bishop No. 5 Sunland Road And Warm Springs				
Date	Cars	Pedestrians	Bicycles	ATV/UTVs
10/5/18	7	0		0
10/6/18	18	0	1	0
10/7/18	16	0		0

Counts were completed with a stop motion camera. Camera was placed adjacent to Sunland Road just south of solid waste (dump) parcel.

Bishop Nos. 6 & 7 Pleasant Valley Dam Road					
Date	Day of Week	Cars	Heavy Vehicles	Bicycles	ATV/UTVs
12/29/2017	Friday	204	4	5	2
12/30/2017	Saturday	369	0	7	0
12/31/2017	Sunday	272	3	4	4
Total		845	7	16	6

Counts were completed with a video traffic counter. Counter was placed adjacent to Pleasant Valley Dam Road just south of Pleasant Valley Campground. Counts total vehicles traveling in both directions.

Bishop No. 9 Bir Road					
Date	Day of Week	Cars	Heavy Vehicles	Bicycles	ATV/UTVs
9/1/18	Friday	204	4	5	2
9/2/18	Saturday	369	0	7	0
9/3/18	Sunday	272	3	4	4
Total		845	7	16	6

Counts were completed with a stop motion camera. Camera was placed adjacent to Barlow Road just south of Sunland. Counts total vehicles traveling in both directions.

Bishop No. 15 Silver Canyon Road					
Date	Day of Week	Cars	Heavy Vehicles	Bicycles	ATV/UTVs
12/15/2017	Friday	3	1	0	0
12/16/2017	Saturday	76	5	0	0
12/17/2017	Sunday	87	2	0	1
Total		166	8	0	1

Counts were completed with a video traffic counter. Counter was placed adjacent to Silver Canyon Road just east of Laws Poleta Road. Counts total vehicles traveling in both directions.

Lone Pine No. 1 Lubkin Canyon Road					
Date	Day	Cars	Pedestrians	Bicycles	ATV/UTVs
9/21/2018	Friday	40	0	0	0
9/22/2018	Saturday	67	0	0	0
9/23/2018	Sunday	69	0	0	0

Counts were completed with a stop motion camera. Camera was placed along the middle portion of Lubkin Canyon Road.

Independence No. 1 Mazourka Canyon Rd.					
Date	Day	Cars	Heavy Vehicles	Bicycles	ATV/UTVs
8/26/2018	Sunday	49	2	0	0

Counts were completed with a stop motion camera. Camera was placed along the middle portion of Mazourka Canyon Road. Information only collected on one day.

Exhibit J

MEETING NOTES OF December 15th, 2015 MEETING

BOARD OF SUPERVISORS:

DAN TOTHEROH	FIRST DISTRICT
RICK PUCCI	SECOND DISTRICT (VICE-CHAIR)
JEFF GRIFFITHS	THIRD DISTRICT
MATT TILLEMANS	FOURTH DISTRICT
MATT KINGSLEY	FIFTH DISTRICT (CHAIR)

STAFF:

CLINT QUILTER	PUBLIC WORKS DIRECTOR
COURTNEY SMITH	SENIOR TRANSPORTATION PLANNER

The Public Works Department presented Eastern Sierra Adventure Trails Draft Report to the Legislature and requested the Board A) conduct a public hearing to take public comment on the Eastern Sierra ATV Adventure Trails System Pilot Project; and B) approve the submittal of a Report to the Legislature summarizing the Assembly Bill 628 Pilot Project

The Chairperson opened the public hearing at 11:38 a.m. to take public comment on the Eastern Sierra ATV Adventure Trails System Pilot Project;

Mr. Courtney Smith, Senior Transportation Planner, presented the Eastern Sierra Adventure Trails Combined Use Pilot Project Report to the California Legislature as required by AB 628 and summarized the report.

The Chairperson asked for public comment on the Project.

Mike Johnston, President of the Eastern Sierra 4WD Club, supported the project and said that the OHV organizations support access and staying on designated routes. He emphasized how important education is to the Project and said that the various OHV groups are doing their part to educate users.

Earl Wilson, Lone Pine Resident, stated that he believes signage is required to more clearly mark the end of the combined-use routes. He would like to see a sign that reads: "No ATV use beyond this point." He said that currently there is a plastic stake on the ground to denote the location. He lodged complaints regarding two illegal uses of non-street legal vehicles. One was an ATV driving with spotlights at 9:00 p.m. on Horseshoe Meadows Road on the curve before Carroll Creek and the second was a sand rail traveling at a high rate of speed on Movie Flats Road. The Chairperson clarified that while the activity he cited was illegal, the incidents had not occurred on the Pilot Project ATV approved routes.

Philip Anaya of Bishop said that he believes that ATVs tend to abuse their privilege of access. He went on to say that marketing for these vehicles emphasizes the conquest of nature and that few OHVs don't speed. He stated he believes the County is taking on a large liability risk through Section 38026.1(d)(1) of the Vehicle Code and that this burden goes to all taxpayers in Inyo County. (It was clarified later in the discussion that insurance is required.)

Doug Brown, Bishop Area Resident, said that he fully supports the Project. He said that his family operates businesses on leased City of Los Angeles Department of Water and Power (LADWP) land. He said that two of the businesses are at the start points of two approved combined-use routes that have not been opened because of access issues with LADWP and he would like to see these routes opened as soon as possible. He went on to report that he hasn't heard of any ill effects created by the project so far.

Glen Clark of Bishop thanked the Supervisors for their support of the Project, saying this is a great program for the County. He went on to say that the County needs this program and it will provide many benefits to our County.

Steve Toomey said that the project is great, though it is too fragmented and he thought the Project would be more effective if it provided greater coverage.

Randy Gillespie, of the Eastern Sierra Adventure Trails System, LLC., stated that the Project has gone smoothly so far. He said he felt the only negative is that more routes haven't been designated. He suggested that if additional data is needed, the State should look to similar projects in Utah that have been on the ground for more than ten years.

Supervisor Jeff Griffiths took the opportunity to clarify, in answer to Mr. Anaya's comments regarding insurance liability, that insurance is required by users of the combined-use routes per the Vehicle Code.

Supervisor Mark Tillemans said everyone is concerned with the environment and this Project highlights the difference between managed vs. unmanaged. He went on to say education is key to making this Program successful in protecting the environment. He noted that the program is already in place, and the legislation extended the allowable limit for combined-use from 3 to 10 miles to suit our rural setting in order to better maximize environmental protections offered by a managed route system.

Supervisor Rick Pucci supported moving forward to expand the Program, saying the only complaint he has heard is that there are not enough routes. He noted that the Project was whittled down to 7 routes and it is a shame the County has only been able to open three routes. He also noted that the use of the County combined-use roads by OHVs is only allowed during daylight hours.

Supervisor Dan Totheroh concurred that he hasn't heard any negative comments on the combined-use routes; but has heard negative comments about OHVs from areas where there are not combined-use routes.

Supervisor Jeff Griffiths agreed that he also has not heard negative comments about the designated routes, and now it is time to see what happens with the State regarding the amount of data that is available by submitting the report.

Supervisor Totheroh had heard a complaint that it was difficult to find and utilize the Monitoring and Reporting web page and asked staff to look into this complaint.

Supervisor Tillemans said the County had reached consensus out of controversy on this project and the County should pursue the necessary steps to open routes that link to U.S. Forest Service land.

The Chairperson, Supervisor Matt Kingsley, said he would like to see comments on the Program split between those that are specifically about the combined-use routes and those that are not applicable. He said he felt LADWP has hampered the feasibility of the Report by not providing the County with the access to open four of the approved routes. He said he supported having the County request a three year extension and noted that there are other California counties that would support our request to extend the pilot project so more data can be gathered, because they are interested in this type of project for their County. He said he doesn't believe there is enough data in the report for the Legislature to enact the Legislation into law.

Supervisor Pucci said that while he was traveling on one of the approved routes on an OHV there was a parked car that appeared to be taking notes. He said he must have been using the route appropriately because he has not heard any complaints.

Earl Wilson clarified his earlier comments saying he would like to see signs that read 1) this is the end of the Approved ATV Route, No ATVs Beyond This Point, and 2) This is the Turn-in to the combined-use route.

Supervisor Tillemans noted that he supports the revisions to the Report and to the cover letter that were made since the last meeting that stated there hasn't been enough time to gather information.

The Chairperson closed the public hearing at 12:15 p.m.,

Moved by Supervisor Rick Pucci and seconded by Supervisor Tillemans to approve the Report to the California Legislature summarizing the Assembly Bill 628 Pilot Project and authorize staff to submit. Motion carried unanimously.

Exhibit K

COUNTY OF INYO

Eastern Sierra Adventure Trails Draft Report

MEETING NOTES OF December 8th, 2015 MEETING

BOARD OF SUPERVISORS:

DAN TOTEROH	FIRST DISTRICT
RICK PUCCI	SECOND DISTRICT (VICE-CHAIR)
JEFF GRIFFITHS	THIRD DISTRICT
MATT TILLEMANS	FOURTH DISTRICT
MATT KINGSLEY	FIFTH DISTRICT (CHAIR)

STAFF:

CLINT QUILTER	PUBLIC WORKS DIRECTOR
COURTNEY SMITH	SENIOR TRANSPORTATION PLANNER

The Public Works Department presented Eastern Sierra Adventure Trails Draft Report to the Legislature and requested the Board A) accept public comment on the Eastern Sierra ATV Adventure Trails System Pilot Project; B) conduct an initial review of a draft report to the California Legislature summarizing the Assembly Bill 628 combined use Pilot Project; and C) provide direction to staff regarding the draft report.

Mr. Courtney Smith, Senior Transportation Planner, presented the draft Eastern Sierra Adventure Trails Combined Use Pilot Project Report to the California Legislature as required by AB 628 and summarized the reporting requirements of the legislation. The Chairperson asked for public comment on the Project.

Earl Wilson, Lone Pine Resident, asked when and where the public hearing to consider the report would be held.

Randy Gillespie, project proponent, thanked County staff for compiling the report, and recommended the Board approve the report and direct staff to send it to the legislature. Mr. Gillespie noted that many people have commented on their enjoyment of the project so far, and expressed his hope that the program can be expanded in the future.

Supervisor Totheroh requested clarification of the traffic count study, asking whether the count was for one-way traffic, or included traffic in both directions. Mr. Smith clarified that the traffic count represented traffic in both directions. Supervisor Totheroh commented that the short time period the Adventure Trails has been operational has limited the ability to make conclusions on the impacts and successes of the project.

The Chairperson, Supervisor Kingsley, echoed Supervisor Totheroh's comments saying that he believes there is insufficient data to properly analyze the routes that have been open at this time. He suggested the County request the legislature extend the Project to allow the County to continue working with agencies like the Los Angeles Department of Water and Power (LADWP) and the U.S. Forest Service (USFS) to gain access to lands in order to open the remaining approved routes, which would give the County the opportunity to collect additional data on the Project and suggested the report be amended to include the request for an extension.

Supervisor Pucci commented that the County needs to continue working with other agencies so that the remaining four approved routes may be opened, and agreed that an extension on the Project would increase data to assess the viability of the Project.

Sam Dean, Bishop Resident, asked when the report was due, and suggested that the Board not ask for an extension unless it becomes evident that the Legislature is considering letting the legislation sunset. He went on to discuss the work the proponents are doing with agency landowners to allow the remaining approved routes to be opened.

Supervisors Tillemans commented that LADWP has expressed support for economic development in the Owens Valley, and he believes the Adventure Trails Program would be a Project they should support because of the economic benefit it brings to the County. He went on to request staff clarify whether the Adventure Trails program had any impact of road-legal motorcycles. Mr. Clint Quilter, Public Works Director, clarified that the Pilot Project legislation did not impact motorcycles. Supervisor Tillemans noted that the Pilot Project allows for the beneficial regulation of ATVs and UTVs impact on the environment by providing defined routes for their use.

Supervisor Totheroh pointed out that the grant allowing for implementation of the Adventure Trails Program had been beneficial to the County; and supported the request for an extension in order to provide more time to gather additional information regarding usage and the economic benefits associated with the Program.

The Public Works Director asked for clarification on the suggestion to modify the draft report to explain the paucity (lack) of data available on the project so far, and to request an extension of the Project in order to gather additional information. The Chairperson, Supervisor Kingsley, clarified that he did not think the report should include a request for an extension at this time, but should include identification of the factors that have limited the implementation timeline including the hurdles associate with the environmental review and the obstacles presented in gaining access to LADWP and USFS lands in order to open the remaining four routes.

The Chairperson asked if the California Highway Patrol (CHP) and Inyo County Sheriff wished to report on complaints and/or incidents they have received on the project. Captain Tim Noyes reported that the CHP has not received any complaints on the project and confirmed they have been actively monitoring the approved routes. He explained that the CHP office had established a system to monitor and manage the Pilot Project internally. Captain Noyes went on to say that based on the route data collected so far he would be unable to make a recommendation one way or the other on the Project. Sheriff Bill Lutze reiterated the comments of the CHP, and added that the Inyo County Sheriff's Department has encountered many Adventure Trails users while on patrol and there had been no complaints or incidents to report. Mr. Sam Dean, Bishop Resident, addressed the Board to add that he believes that regulation of ATV and UTV use should reduce illegal behavior.

County Counsel requested that when the Board takes action on this item that the motion include ratification of the Clerk of the Board's notice of a public hearing scheduled for 11:00 a.m., December 15, 2015 in the Board of Supervisors Room, at the County Administrative Center, in Independence, to take public comment on the Project, explaining that said public hearing is a requirement of AB 628.

Moved by Supervisor Griffiths and seconded by Supervisor Totheroh to A) after a review of the draft report to the California Legislature summarizing the Assembly Bill 628 combined use Pilot Project, direct staff to amend the draft report based on today's discussion; B) schedule a public hearing to take public comment on the Project for 11:00 a.m., on December 15, 2015, in the Board of Supervisors Room, at the County Administrative Center in Independence; and C) ratify the Clerk of the Board's public hearing notice in regards thereto. Motion carried unanimously.

Exhibit L

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a meeting of the Board of Supervisors of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 11th day of December 2018 an order was duly made and entered as follows:

*Public Works
– Adventure
Trails
Report/Public
Hearing*

Acting Public Works Director Michael Errante introduced the agenda item and Transportation Planner John Pinckney summarized the report to the Legislature on the Eastern Sierra ATV Adventure Trails System Pilot Project. Pinckney confirmed that letters received from the public in the three weeks since the draft report was compiled, including letters sent to both the Public Works Department and to the Board of Supervisors via the Clerk of the Board, would be added to the report in an additional appendix.

Chairperson Totheroh opened the public hearing at 11:08 a.m. to take public comment on the Eastern Sierra ATV Adventure Trails System Pilot Project, with a reminder that the project (not ATV/OHV use in general) was the focus of today's hearing:

- Randy Gillespie of Eastern Sierra Adventure Trails System, LLC expressed continued support for the project but also disappointment that it was limited to only 7 combined-use routes. He said the County of Inyo was able to reap economic benefits in the form of \$1 million-plus in grant funding, but local businesses – aside from campgrounds – have not benefited as much financially because the 7 designated routes do not take riders into towns for goods and services as envisioned. He encouraged the County to continue with the program, which he said is working quite well otherwise, and hopefully be able to add the remaining 31 routes into the program.
- Earl Wilson of Lone Pine said there are quite a few unlicensed off-highway vehicles that use Lone Pine's residential streets, and there is still a problem with unregulated, uncovered ATV light bars being operated on paved roads. In reference to some agencies' reports of no complaints from the public, he said that is more of an issue of the public not being aware of where and to whom complaints should be filed. Wilson also noted that ATV riders are also entering areas that are not being monitored and would like to see more funding available for agencies like the BLM to be able to keep up with enforcement or at least data collection efforts.
- Margaret Marshall of Bishop expressed concern about Adventure Trails signs cropping up in the Buttermilk and Round Valley areas in October that identified routes for ATV use. In reference to the report, she said more than half of the 24 complaints submitted are about ATV use but are not being counted because the incidents did not occur on any of the 7 designated combined-use routes. She said it should still be obvious residents are taking issue with elements of the activity. She also questioned why continuance or expansion of the combined-use program is under consideration if monitoring data shows usage is low. Quinn also said the majority of her interactions with ATV riders while hiking on multi-use trails on BLM land are positive, with the riders exhibiting proper etiquette, however the wear and tear on the trails is evident, and is forcing equestrians to make new trails adjacent to existing ones.
- Linda Arcularius, Round Valley resident and former First District Inyo County Supervisor, offered context on the history and intent of the Eastern Sierra ATV Adventure Trails System Pilot Project, which was ultimately to assist riders in getting from Point A to Point B over long distances, while looking over a long period of time at what the possible economic benefits and negative impacts might be. She said she hoped the 7 combined-use routes would be considered in the context of what the monitoring and legislative reporting was designed for and how the program was intentionally limited at the start. She said she believes the program still has great potential to keep riders on legal trails and to reduce the amount of truck and trailer traffic at trailheads.
- Doug Brown, operator of Bishop area campgrounds, said the Adventure Trails project has just started to gain traction with campers, who are excited about being able to access Forest Service and other public lands on either combined-use or other multi-use trails directly from the campsite without having to travel with an extra vehicle. He said it's a great program and believes the county will see a marked increase in revenue by expanding it.
- Glenn Clark of Bishop said he is really glad to see the program in Inyo County and said it is good for the County, the people, and the State. He said usage data has so far been low but believes that is because the program has not been advertised much outside of the area. He said otherwise, data shows that the program is working as intended and believes with more route implementation and more time, it will work really well.

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a meeting of the Board of Supervisors of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 11th day of December 2018 an order was duly made and entered as follows:

**Public Works
– Adventure
Trails
Report/Public
Hearing**

- Sydney Quinn of Big Pine said she believed the Adventure Trails program has resulted in unintended consequences, citing ATV riders who use Birch Creek Road to and from Tinnemaha Campground as an example. She said 50-60 percent of the riders are respectful but her main concern is people not knowing where to ride, and the lack of a promised educational component to the program. Quinn made additional comments about abuse to the landscape in areas near Poverty Hills, Red Mountain, and Fish Springs Hill, and suggested a required 10-foot buffer zone between riders and horses, bicycles, and pedestrians. Quinn also encouraged the Board to read the letter submitted by Denise Waterbury, as she has witnessed numerous violations on East Line Street in Bishop.
- George MacDougall of the California State Parks Off-Road Division said the 10-mile combined use limit on Inyo County's routes offers a significant benefit over the 3-mile limits found in the rest of the state. He said he has heard and read mostly positive comments about the program and with regard to the negative, noted that grant funding opportunities, such as for restoration, can mitigate a lot of concerns.

Supervisor Griffiths took the opportunity to try to clear up some confusion about the Adventure Trails program authorized by AB 628 and the efforts being undertaken by Eastern Sierra Adventure Trails System, LLC, which the group also refers to as "Adventure Trails." CAO Quilter noted that the new signs going up in the Bishop and Lone Pine areas pointing riders to Adventure Trails routes are a grant-funded project of the Adventure Trails System, LLC, and do not refer to combined-use routes. Supervisor Kingsley suggested Gillespie and his group work with local communities to be sure not to direct riders to areas that, while legal to ride in, might be over-used nonetheless. Gillespie said maps with zones marked on them can be attached to the signs.

The Chairperson closed the public hearing at 11:45 a.m.

Supervisor Griffiths stressed the need for the proponents to engage in more educational efforts because of the confusion over combined-use routes versus normal ATV routes, and the fact that very little complaints have been received about combined-use routes themselves. He said staff's report to the Legislature is fine as is, with no need to include complaints on OHV use in general.

Supervisor Pucci concurred there were two separate issues.

Chairperson Totheroh said he received several phone calls questioning the Adventure Trail signs that went up in the Buttermilk area, and said the agency that awarded the grant for the project should have ensured there was more follow-up with the land management agency prior to those signs being erected.

Supervisor Kingsley lamented the fact that combined-use routes could not be designated in the Lone Pine area and suggested that people actually drive slower through neighborhoods where the routes are designated. He also said the County has a responsibility to provide educational materials at any of its campgrounds that ATV riders are using as starting points.

Supervisor Tillmans said monitoring data shows the program is working from an enforcement standpoint and it's unfortunate the County was not able to implement the entire program, in order to study it in full and to realize some true economic benefits.

Moved by Supervisor Pucci and seconded by Supervisor Kingsley to approve the submittal of a report to the Legislature summarizing the Assembly Bill 628/SB 1345 project known as the Eastern Sierra ATV Adventure Trails System Project. Motion carried unanimously.

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Routing
CC Purchasing Personnel Auditor CAO Other: Public Works DATE: December 19, 2018

WITNESS my hand and the seal of said Board this 11th
Day of December, 2018



CLINT G. QUILTER
Clerk of the Board of Supervisors

By: