
Inyo County Active Transportation Plan 2015

FINAL



Prepared for the

Inyo County Local Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

INYO COUNTY

2015 Active Transportation Plan

FINAL

Prepared for the:

Inyo County Local Transportation Commission
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TABLE OF CONTENTS

<i>SECTION</i>	<i>PAGE</i>
1 INTRODUCTION	1
Background and Purpose	1
Community Involvement and Coordination	4
2 SETTING.....	11
Setting and Land Use Settlement	11
Population.....	20
Disadvantaged Communities.....	22
Commute Patterns	24
3 BICYCLE ELEMENT	27
Existing Bicycle Facilities	27
Estimated Bicycle Trips	33
Proposed Bicycle Facilities	35
4 PEDESTRIAN ELEMENT	39
Existing Pedestrian Facilities	39
Estimated Pedestrian Trips.....	43
Pedestrian Related Transportation Goals	44
Pedestrian Safety, Education and Encouragement	46
Proposed Pedestrian Facility Improvements	46
5 RECREATIONAL TRAILS ELEMENT	47
6 SAFE ROUTES TO SCHOOLS ELEMENT	51
7 PROPOSED ACTIVE TRANSPORTATION PROJECTS	63
Appendix A: Active Transportation Plan Checklist	
Appendix B: Stakeholder Correspondence, Public Comment Log, Workshop Flyer, sign in sheets	
Appendix C: Inyo County 2008 Collaborative Bikeways Plan Maps	
Appendix D: Accident data	
Appendix E: LORP recreation enhancements map	
Appendix F: Inyo County 2008 Collaborative Bikeways Plan Recreational Route Projects	

LIST OF TABLES

<i>TABLE</i>	<i>PAGE</i>
1 Participation Process during ATP/RTP Development.....	5
2 Inyo/Mono Counties Transit Dependent Population by Place.....	21
3 Inyo County Median Household Income.....	22
4 Eligibility for Free Reduced School Lunches.....	25
5 Inyo County Commute Pattern Data	26
6 Bicycle Parking Facilities in Bishop Area.....	28
7 Bicycle Parking Facilities in Inyo County.....	29

8	Four-Year Bicycle and Pedestrian Accident Summary	33
9	Estimated Existing Bicycle and Pedestrian Trips in Inyo County	34
10	Completed Active Transportation Projects.....	63
11	Inyo County Region Unfunded ATP projects Part 1	66
12	Inyo County Region Unfunded ATP projects Part 2	67
13	Inyo County Region Unfunded ATP bike projects Part 3	69
14	Concept Level Projects Non-Motorized Improvement Projects.....	71
15	Inyo County Non-Infrastructure Bicycle Projects	71
16	Recreational Trails Program Potential Projects Part 1	72
17	Recreational Trails Program Potential Projects Part 2	72

LIST OF FIGURES

<i>FIGURE</i>	<i>PAGE</i>	
1	Site Map of Inyo County Eastern Sierra	12
2	Bishop Land Use Settlement Patterns	13
3	Wilkerson Land Use and Existing/Proposed Non-Motorized Facilities.....	14
4	Big Pine Land Use and Existing/Proposed Non-Motorized Facilities	15
5	Independence Land Use and Existing/Proposed Non-Motorized Facilities	16
6	Lone Pine Land Use and Existing/Proposed Non-Motorized Facilities	17
7	Shoshone Land Use and Existing/Proposed Non-Motorized Facilities.....	18
8	Furnace Creek Land Use and Existing/Proposed Non-Motorized Facilities	19
9	Census Tract Reference Map.....	23
10	Inyo County Bicycle and Pedestrian Accidents.....	31
11	City of Bishop Bicycle and Pedestrian Accidents	32
12	Bishop Sidewalk Network.....	40
13	Safe Routes to School Map – Big Pine USD.....	52
14	Safe Routes to School Map – Lone Pine	53
15	Safe Routes to School Map – Bishop Elementary.....	55
16	Safe Routes to School Map – Home Street Middle School.....	56
17	Safe Routes to School Map – Bishop High School	57
18	Safe Routes to School Map - Unincorporated Bishop north of SR 168.....	59
19	Safe Routes to School Map – Unincorporated Bishop south of SR 168	60
20	Safe Routes to School Map – Independence	61

Background and Purpose

On a federal level, funding is available for alternative transportation projects such as bicycle and pedestrian facilities through the Surface Transportation Block Grant Program (STBG) of the latest federal transportation bill: Fixing America's Surface Transportation Act (FAST-Act). Activities eligible for funding under the previous federal programs such as Safe Routes to Schools and Recreational Trails Programs are now eligible under the STBG program.

In California, the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) was signed in to law on September 26, 2013. The ATP consolidates existing federal and state transportation programs, including TAP, Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- ◆ Increase the proportion of trips accomplished by biking and walking,
- ◆ Increase safety and mobility for non-motorized users,
- ◆ Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- ◆ Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- ◆ Ensure that disadvantaged communities fully share in the benefits of the program, and
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

The California Transportation Commission (CTC) recently developed guidelines for the program, March of 2015. State and federal law require that ATP funding be distributed on a competitive basis as follows:

- ◆ 40 percent to Metropolitan Planning Organizations (MPO's) in urban areas with populations greater than 200,000. A minimum of 25 percent of these funds must benefit disadvantaged communities.
- ◆ 10 percent to small urban (5,001 - 200,000 population) and rural areas (5,000 or less in population). Areas must bid competitively for funds and a minimum of 25 percent of these funds must benefit disadvantaged communities.
- ◆ 50 percent to projects competitively awarded by the CTC on a statewide basis

ATP projects must include an 11.47 percent match except for projects predominantly benefiting a disadvantage community, stand-alone non-infrastructure projects and safe routes to schools projects.

Eligibility and Project Selection Process

Eligibility

Eligible applicants include cities, counties, Regional Transportation Planning Agencies (RTPAs), transit agencies, natural resource and public land agencies, public schools, and tribal governments. Private nonprofit organizations may apply for recreational trail projects as long as it benefits the general public. All projects must meet one or more of the above listed program goals and can be both infrastructure (planning, design, and construction of facilities) and non-infrastructure (education, encourage, enforcement, etc.) type projects. There is a \$250,000 minimum request for funds for infrastructure projects. All projects must be consistent with the adopted Regional Transportation Plan. ATP project applications are submitted to Caltrans and final listing of projects is approved by the CTC. Over the first two ATP cycles, the program has been quite competitive and a large number of grant applications have not been successful.

Examples of eligible ATP projects include:

- ◆ Development of new or improvements to existing bikeways and walkways that improve mobility, access, or safety for non-motorized users
- ◆ Elimination of hazardous conditions on existing bikeways and walkways.
- ◆ Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility.
- ◆ Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- ◆ Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- ◆ Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- ◆ Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public.
- ◆ Bicycle-carrying facilities on public transit, including rail and ferries.
- ◆ Establishment or expansion of a bike share program.
- ◆ Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
- ◆ Development of a community wide bike, pedestrian, safe routes to schools, or active transportation plan in a disadvantaged community.
- ◆ Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation, including but not limited to:
 - Development and implementation of bike-to-work or walk-to-work school day/month programs.

- Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects.
- Conducting pedestrian and bicycle safety education programs.
- Development and publishing of community walking and biking maps, including school route/travel plans.
- Development and implementation of walking school bus or bike train programs.
- Components of open streets events directly linked to the promotion of a new infrastructure project.
- Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
- School crossing guard training.
- School bicycle clinics.
- Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the Active Transportation Program.

For a project to be considered a Safe Route to Schools project, the project must directly increase safety and convenience for public school students to walk and/or bike to school and be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction. Additional requirements exist for recreational projects. These are identified in the Recreational Trails Element.

Project Selection Process

ATP projects are selected for grant funding through a competitive process administered by Caltrans. Applicants must submit a nine narrative question application along with supporting documentation. Projects are scored by a project evaluation committee based on the applicant's response to the following selection criteria:

- Potential for increased walking or biking
- Potential for reducing the injury and fatality rate of bicyclists and pedestrians
- Level of public participation and involvement
- Improved public health
- Benefit to a disadvantaged community
- Cost effectiveness
- Leveraging of non-ATP funds
- Use of the California Conservation Corps
- Performance on past grants

For the 2015 grant cycle, a total of 617 applications were received requesting a total of \$1 billion dollars. Only \$35.5 million was available under the small urban and rural component with only 27 successful projects. Nearly three-quarters of these funds will primarily benefit a disadvantaged community and half

are considered Safe Routes to School projects. For the statewide competition, 87 projects requesting a total of \$179 million in funds were successful. Roughly 88 percent of these funds will directly benefit a disadvantaged community.

Active Transportation Plan

The ATP guidelines state that a RTPA may prepare an Active Transportation Plan (ATP) and further specifies components which should be included in the plan. In an effort to be more competitive for the next ATP grant funding cycle, the Inyo County Local Transportation Commission (ICLTC) has hired LSC Transportation Consultants Inc. to prepare an ATP for Inyo County.

Per the CTC ATP guidelines, this document will include several elements:

- ◆ **Bicycle Element** – A minor update to the 2008 Inyo County Collaborative Bikeways Plan
- ◆ **Pedestrian Element** – A chapter demonstrating the need for pedestrian facilities in Inyo County, City of Bishop and tribal lands
- ◆ **Recreational Trails Element** – A chapter identifying potential recreational trail projects.
- ◆ **Safe Routes to Schools Element** – Create Safe Routes to Schools Maps for all public schools in Inyo County and update the existing maps for City of Bishop schools.

Appendix A presents a checklist of the required elements for an Active Transportation Plan as identified in Section III E of the California Transportation Commission 2015 ATP Guidelines.

Community Involvement and Coordination

In an effort to more completely understand the types of improvements needed to increase active transportation in Inyo County, the study team conducted a community involvement and stakeholder coordination program in conjunction with the Inyo County 2015 Regional Transportation Plan (RTP) update, as there is significant overlap between the two projects. As referenced in Table 1 a wide variety of agencies and groups were contacted to request input and invited to the public workshops. Additional outreach to each school district in the County was conducted in order to address safe routes to schools needs, particularly for disadvantaged students. Both the superintendent and the transportation coordinator were contacted for the larger school districts. Appendix B includes correspondence to and responses received from the various stakeholders for the RTP and ATP process.

An evening public workshop was held at the Bishop City Council Chambers on December 4th, 2014 to solicit input from northern Inyo County residents. A second workshop was held in the southern portion of the county at the Boulder Creek RV Park, just south of Lone Pine. The workshops were advertised in the Inyo Register and on the local radio station. At the workshops, the Consultant presented an overview of the ATP and RTP process. A significant portion of the workshop was dedicated to listening to input on transportation needs and issues and what attendees see as top priorities for Inyo County. Appendix B includes a public comment log from the public workshops and the public workshop flyer. There were roughly 16 attendees at the public workshop in Bishop, while only two Inyo County staff and the Caltrans representative attended the Lone Pine workshop. While this is not a statistically significant proportion of the total population of Inyo County, the responses indicated that Inyo County residents generally place a high level of importance on safety and connectivity in terms of active transportation. Overall, the responses were varied and were considered in the development of this ATP.

TABLE 1 : Participation Process During ATP/RTP Development

Participant	Activity	Date
Study Steering Committee	Project Kick-off Meeting	10/10/2014
Tribal Governments (NAHC, Benton Paiute, Big Pine Paiute, Bishop Paiute, Fort Independence, Lone Pine Paiute-Shoshone, Timbisha Shoshone)	Contacted Requesting Input and Invite to Public Workshop	11/19/2014
Natural Resource Agencies (BLM, USFS, NPS, CA Fish & Game, WQCB, APCD, LADWP)	Contacted Requesting Input and Invite to Public Workshop	11/19/2014, 11/20/2014, 12/08/2014
Private Sector Truck traffic generators, private transportation operators	Contacted Requesting Input	12/10/2014
Adjacent RTPAs Mono LTC, Kern COG, SANBAG, Nye County	Contacted Requesting Input	12/8/2014, 12/09/2014
Public and Human Service Transportation Operators ESTA, IMHA, ESAAA	Contacted Requesting Input and Invite to Public Workshop	11/19/2014, 12/09/2014
Transportation Advocacy Groups Aerohead Cycles, Adventure Trails, Eastside Velo, Eastern Sierra Shuttle	Contacted Requesting Input and Invite to Public Workshop	11/20 - 21/ 2014
Inyo County Schools	Contacted Requesting Input and Review of Safe Routes to Schools Maps	11/2014

This ATP is consistent with the 2015 Regional Transportation Plan, City of Bishop General Plan and Inyo County General Plan.

In addition the public input process continued throughout the course of the ATP development. A public hearing on the Draft ATP and associated environmental document will be held as part of a regularly scheduled ICLTC meeting. Many of the projects identified in this ATP come from the Inyo County Collaborative Bikeways Plan which included its own public input process as follows:

- ◆ General Public – Public meetings held in Bishop and Independence in January 2006
- ◆ Lone Pine Chamber of Commerce – Interview with Executive Director

- ◆ Bicycling Community – Email to California Association of Bicycling Organizations, email to Eastern Sierra Cyclists, Interview with staff of Aerohead Cycles (Bishop bike shop)
- ◆ Tecopa Hot Springs – Interview with concessionaire manager
- ◆ Bishop-area schools – Meeting with City-School-Tribe working group
- ◆ Bishop Paiute Tribe – Meetings with grants writer/planner and environmental manager
- ◆ Lone Pine Paiute Tribe – Meeting with tribal administrator

Additionally, residents of the City of Bishop were engaged through a series of four meetings. The purpose of the first set of meetings was to identify all active transportation needs. The purpose of the second set of meetings was to refine and prioritize the Active Transportation Projects which were conceptualized or suggested in the first meeting. Public and stakeholder input at these meetings identified the following active transportation projects as high priority:

- ◆ Diaz to School Bicycle Path
- ◆ Fowler Sidewalk
- ◆ Sierra St. to School Bike Path
- ◆ Home Street School Connection Path
- ◆ Reconstruction of the bike path between Sierra Street and North Sierra Highway in the City of Bishop
- ◆ Construction of a Class I bicycle path between Hobson to Coats street in the City of Bishop

Outreach to Disadvantaged Communities

According to US Census data, the census tracts which include the City of Bishop and the Bishop Paiute Reservation, Lone Pine, Shoshone, Valley Wells and Furnace Creek are considered disadvantaged. Schools in Big Pine are also considered disadvantaged. Environmental justice is a key component of the Active Transportation Program. As part of the community involvement program for this ATP, the Study Team reached out directly to each Native American Tribe in the County. The Bishop Paiute Tribe responded and provided copies of their most recent Transportation Plan and proposed projects. The Study Team also individually contacted agencies who provide services to residents who may be financially and/or transportation disadvantaged such as Eastern Sierra Transit Authority (ESTA), Eastern Sierra Area Agency for the Aging (ESAAA) and Inyo Mono Association for the Handicapped (IMAH). Stakeholders indicated that a larger network of sidewalks in the City of Bishop would help make boarding and alighting of ESTA demand response buses easier for residents with disabilities who use a wheelchair. Additionally, the *Inyo County Coordinated Public Transit Human Services Transportation Plan* was reviewed in development of this RTP to ensure that this document addresses the mobility needs of the low income and elderly population.

Native American Tribes

As indicated above, the *Bishop Paiute Tribal Transit and Transportation Improvements Plan, 2013* was reviewed. The plan identified mobility and active transportation needs for the tribe. The reservation is conveniently located within walking/bicycling distance of Bishop schools, hospital and commercial

facilities. However, tribal roads have only dirt shoulders with no street lighting. Often the shoulders are muddy or overgrown with vegetation making it difficult for people to walk or ride off the travel way. Street lighting would also greatly increase the safety and visibility of bicyclist and pedestrians travelling on the interior of the reservation. Bicycle and pedestrian paths have been constructed and more are planned in the Conservation and Open Space area (COSA) in the southeast corner of the reservation. Perhaps the most important active transportation improvement is to pave commonly used unmaintained trail (the Indian Trail) through the reservation and LADWP land used as a shortcut to access the schools and the hospital to the east.

Other tribal reservations in Inyo County communities are not located as closely to services and schools as the Bishop Paiute Tribe. The Lone Pine Paiute Shoshone Reservation and Fort Independence residents must travel anywhere from a half mile to two miles along US 395 to reach goods, services, and schools in the main community. Extending sidewalks and shoulders along the stretch of highway from the reservation to the communities is an important active transportation need for these communities.

Outreach to Bicycle and Pedestrian Advocacy Groups

In regions with a low population and dispersed communities, the best outreach methods are often through advocacy groups. As part of the ATP/RTP effort, the Consultant Team contacted:

- ◆ Aerohead Cycles- This bike shop did not respond but had previously provided input for the Inyo County Collaborative Bikeways Plan.
- ◆ Adventure Trails – Adventure Trails promotes ATV trails and use in Inyo County. The organization is promoting a linked network of trails and county roads which can be used by ATV enthusiasts to reach goods and services from recreational trails. Currently some of these connections are located on County roads and illegal for this type of vehicle. This type of project could be partially funded with Recreational Trails Program related funds.
- ◆ Eastside Velo – Representatives from the Eastside Velo Cycling Club attended the public workshop in Bishop. Comments from Eastside Velo are included in the public comment log (Appendix B) and summarized below:
 - US 395 through Bishop is dangerous for cyclists
 - Bicycle facilities should be more visible
 - Need more bike racks
 - Sidewalks will reduce conflicts with bicyclists in bicycle lanes
 - Yaney and Home Street are important bicycling routes
 - Roadway maintenance such as chip sealing is dangerous for cyclists.
 - Keep up maintenance of bicycle facilities
 - The Club can take the lead for bicycle education
 - Proponent of Lower Owens River Projects
- ◆ Eastern Sierra Shuttle – This private transportation operator transports clients between mountain trailheads and Inyo County communities. Some of the trailheads can only be accessed using four wheel drive vehicles and the roadways leading to the trailheads can sometimes be intimidating for visitors. Eastern Sierra Shuttle Service identified the following roadways which are considered in poor shape:
 - Taboose Creek Road – Access Taboose Pass trailhead
 - Foothill Road and Forest Service Roads – Access Shepherd Pass trailhead

- North Fork of Oak Creek Road – Access Baxter Pass trailhead
- Division Creek Powerhouse Road – Access Sawmill Pass trailhead
- North Lake Road – Narrow roadway with steep drop offs – Access fishing and the Paiute Pass trailhead
- Mc Murray Meadows Road and Forest Service Roads to access Red Lake trailhead

The operator also indicated a need for a parking/loading zone area at Whitney Portal, as this area can get congested on peak weekends. Road closures as part of the Whitney Portal Road resurfacing project may also cause some issues.

Outreach to Natural Resource Agencies and Public Land Owners

Only two percent of Inyo County land is under private ownership. Therefore input from natural resource agencies and other public land owners such as the City of Los Angeles Department of Water and Power (DWP) is important to the development of an Active Transportation Plan.

Death Valley National Park

National Park Service (NPS) holdings in Inyo County include Death Valley National Park and Manzanar Historic Site. Death Valley National Park encompasses over 3,000,000 acres and receives around 1,000,000 visitors per year. Death Valley National Park provided detailed input to both the development of the Regional Transportation Plan and the Active Transportation Plan. In terms of bicycle circulation and safety, park staff supports the proposed bicycle projects along SR 190 and 178 in the Inyo County Collaborative Bikeways Plan. If constructed, the park requests that any new signage align with existing NPS signage themes and designs as well as provide access for persons with disabilities. In terms of pedestrian circulation/safety, there are traffic congestion and pedestrian safety issues in the Furnace Creek area, Stovepipe Wells, and Panamint Springs Resort. NPS is also concerned about the proliferation of illegal OHV trails. Potential Recreational Trails Program projects include upgrades to the current Salt Creek Boardwalk.

Bureau of Land Management

The Bureau of Land Management (BLM) Bishop Field Office manages hundreds of miles of routes and trails along with dozens of facilities across 750,000 acres in Inyo and Mono Counties. The Field Office performs periodic maintenance on high-use routes and trails as funding permits. The BLM's Facility Asset Management database hosts a complete inventory of trails and facilities along with their current condition. Facility condition assessments are conducted on a regular schedule and determine where BLM directs federally appropriated maintenance and engineering funds. The BLM is always open to input from various user groups such as mountain bikers, climbers, and OHV users as to how to improve recreational transportation facilities. Funding from federal and state transportation grant programs is always helpful in accomplishing recreation objectives on public land. The BLM hopes to qualify for such funds in the future so that they can continue to improve transportation and recreation infrastructure to best meet public needs.

One particular area of interest in Inyo County is the Alabama Hills Special Recreation Management Area (SRMA) which attracts a wide variety of users from movie buffs to climbers. The Alabama Hills Interpretive Plan sets forth guidelines and recommendations for interpretation and environmental education at the Alabama Hills SRMA. High priority strategies in the interpretive plan which fall under the umbrella of active transportation projects include maps, signs and kiosks and are identified in the Recreational Trails Chapter.

Owens Valley Area and Los Angeles Department of Water and Power LADWP

Los Angeles Department of Water and Power (LADWP) is the primary land owner in the Owens Valley in Inyo County, with over 310,497 acres. Much of LADWP land is available for public day use and/or is leased to other entities such as the City of Bishop or ranchers. Bicycling, hiking, and OHV use is permitted on existing trails except where posted.

The Lower Owens River Project (LORP) was identified in a 1991 EIR as mitigation for impacts related to groundwater pumping by LADWP from 1970 to 1990. The primary goal of the project was to release water to the lower Owens River and to restore the ecosystem while providing for sustainable recreation, livestock grazing, agriculture and other activities. The LORP area includes 77,656 acres near Lone Pine and Independence and includes nearly 62 miles of river. The return of water flow in the Lower Owens River has enhanced recreational opportunities for both residents and visitors. The Lower Owens River Project Recreation Use Plan was drafted to minimize conflicts between recreation users, resource conservationists, water providers, and ranchers.

The LORP Recreation Use Plan proposes several projects which are relevant to this ATP:

- ◆ Lower Owens River Trail – A multi-use trail for motorized and non-motorized users along almost the entire length of the river in the project area using established roads and trails. Some of the USFS roads will require maintenance and grading.
- ◆ Kiosks and Staging Areas – Six locations including kiosk, gravel driveway and parking area
- ◆ Directional Signage – Along US 395 at LORP gateway locations to direct users to the appropriate staging areas
- ◆ Other hiking, biking trails and signage throughout the interior of the project area

Representatives from LADWP were contacted for input and invited to the public workshop. LADWP responded with a letter voicing concerns with bicycle and pedestrian projects identified in the 2008 Inyo County Collaborative Bikeways Plan. Copies of this correspondence are presented in Appendix B. LADWP's concerns can be summarized as follows:

- ◆ Right of way acquisition or dedication will be required for many of the proposed bicycle projects.
- ◆ Marketing and promotion of bicycle paths on LADWP land may lead to liability issues.
- ◆ Projects should not interfere with LADWP operations and routine maintenance activities
- ◆ It will be important to establish who will be responsible for maintenance of paved bicycle paths
- ◆ Projects should not interfere with LADWP lessee activities
- ◆ Some proposed bicycle projects are located in wetlands and will require careful environmental analysis

As the various entities consider implementation of the bicycle and pedestrian projects listed in the Inyo County Collaborative Bikeways Plan and this ATP, more detailed analysis should be performed in collaboration with LADWP so as to provide the greatest safety and mobility for Inyo County residents

with the least negative impact on the environment and private land holders. The Inyo County RTP contains a policy which addresses LADWP concerns.

Outreach to Schools

Each school district in Inyo County was contacted multiple times to request input on the most commonly travelled routes to school, determine an approximate percentage of students who walk/bike to school, and identify safety issues on school routes. If applicable, both the superintendent and transportation coordinator were contacted. Specific responses are summarized in the Safe Routes to School Chapter.

Setting and Land Use Settlement

The study area for this plan includes geographic Inyo County. In terms of land area, Inyo County is the second largest county in California. Roughly 98 percent of the land within the county is owned by public agencies. The climate reaches both extremes with low desert in Death Valley National Park all the way up to the highest peak in the contiguous US, Mt. Whitney. US 395 is the primary north/south route through Inyo County and links the region with the greater Los Angeles area to the south and Mammoth Lakes to Reno, Nevada to the north. Several other state highways (SR 127, 136, 178, 190 and US 6) link smaller Inyo County communities. The City of Bishop is the only incorporated city in the county although there are many small communities and tribal lands as shown in Figure 1.

There is no passenger or freight rail service and no commercial passenger service airports. Mammoth Lakes in nearby Mono County offers limited commercial service. Inyo County is a major outdoor recreation destination for California residents as well as international travelers. Throughout the more desert-like eastern portion of the county, OHV activities, hiking, bicycling and sightseeing are common. Points of interest include the White Mountains, the Ancient Bristlecone Pine Forest and Death Valley National Park. The western portion of the county includes the Sierra Nevada Mountains, famous for hiking, climbing and fishing. From Inyo County trailheads, recreationists can access Kings Canyon National Park, Sequoia National Park, and multiple Wilderness Areas. During the winter months, the majority of visitors to Mammoth Mountain Ski Area in Mono County access the ski resort through Inyo County on US 395 from Southern California.

Existing Land Use Patterns

Inyo County consists of many small communities spread out from each other. Each community has its own active transportation and connectivity needs. Figures 2 - 8 display land use settlement patterns such as residential areas, schools, shopping centers and employment centers along with existing and proposed bicycle and pedestrian facilities for various communities. General land use and settlement patterns by community are as follows:

Bishop Area – The Bishop area, as shown in Figure 2, includes both the incorporated City of Bishop, Bishop Paiute Tribal Census Tract and unincorporated areas of West Bishop and Dixon Lane – Meadow Creek. US 395 acts as Main Street in Bishop and serves as the commercial core along the 395 corridor generally between Jay Street and Wye Road. The Dixon Lane – Meadow Creek area also includes commercial and employment opportunities. The commercial core is where the majority of shopping, hotels, and employment opportunities are located. Within incorporated Bishop, residential neighborhoods lie in clusters on both sides of US 395 and West Line Street, just outside the commercial core. The Bishop Paiute tribal census tract is identified in Figure 2 and includes mainly residential uses with the exception of the Paiute Palace gas station and casino on the north end of the reservation. Unincorporated Bishop residential neighborhoods are located north of US 395 between Barlow Lane and Cherry Lane (Dixon Lane-Meadow Creek) and on both sides of SR 168 west of US 395 (West Bishop). The elementary, middle and high school are all located generally between the Paiute reservation and the City of Bishop near Home Street.

Wilkerson – Located five miles south of Bishop (as shown in Figure 3), Wilkerson is a small residential community connected to Bishop by Gerkin Road and US 395.

Figure 1
Inyo County Site and Location Map

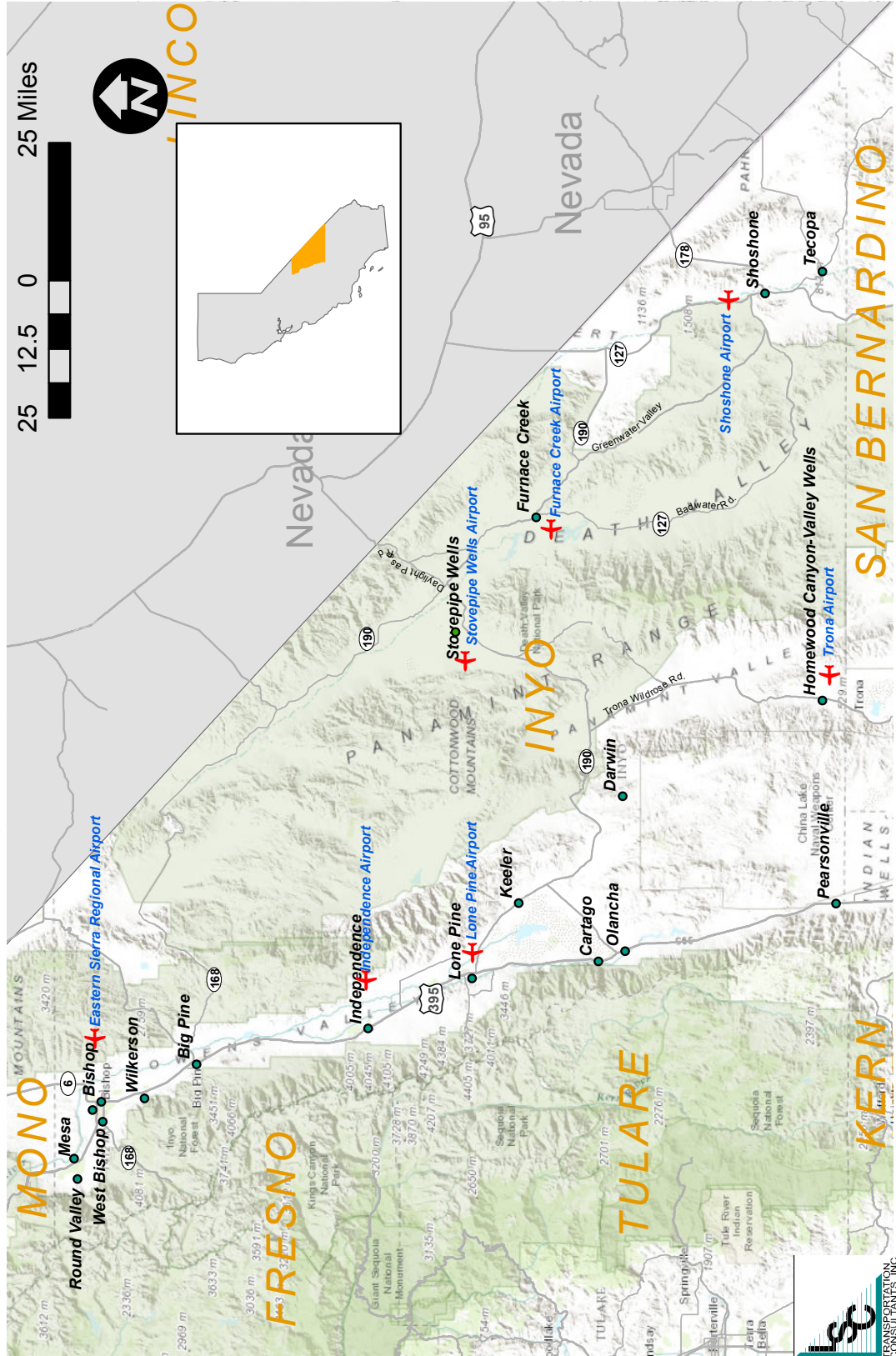


Figure 2
Bishop Area Land Use and Existing/Proposed Non-Motorized Facilities

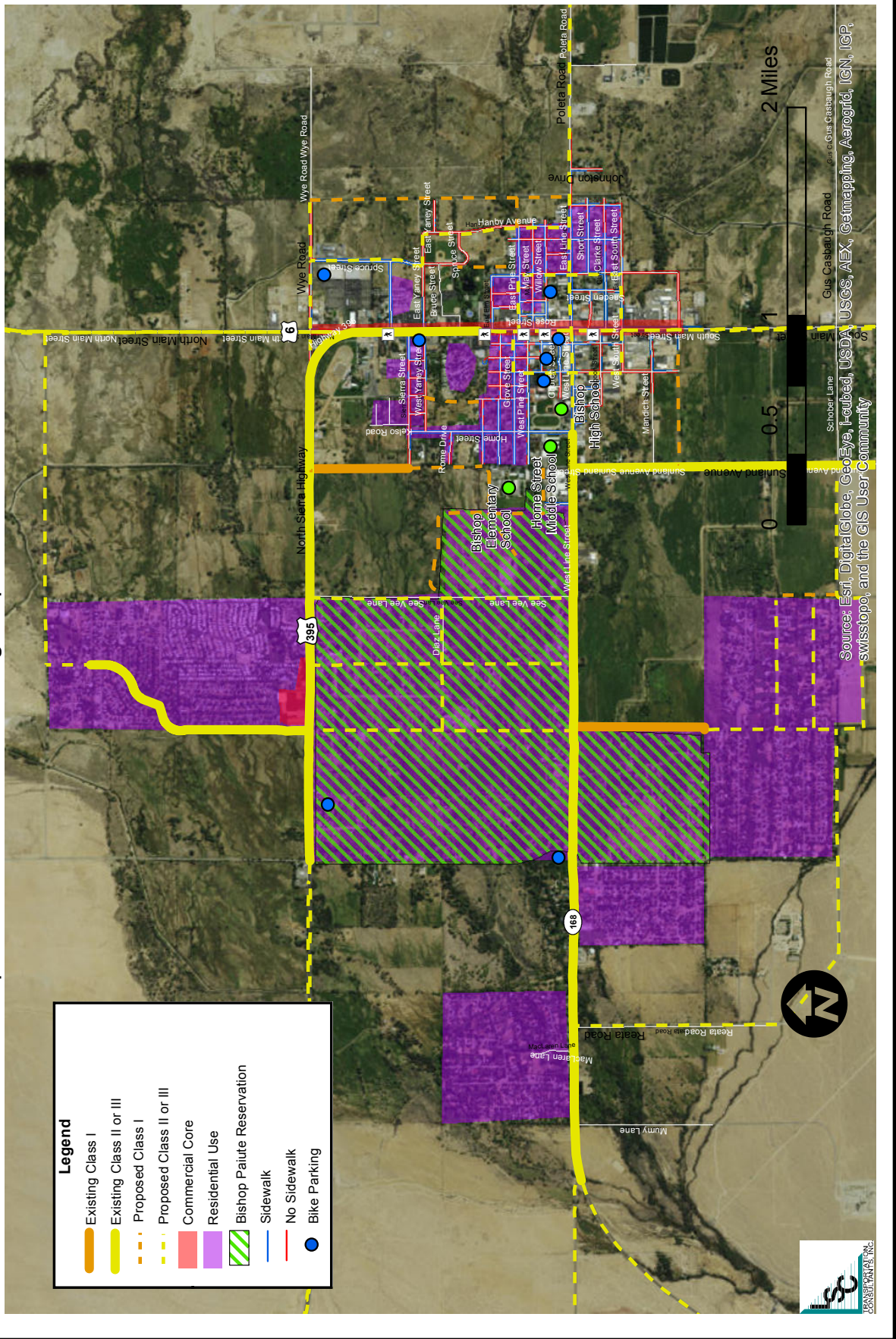


Figure 3
 Wilkerson Land Use and Existing/Proposed Non-Motorized Facilities

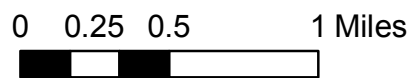
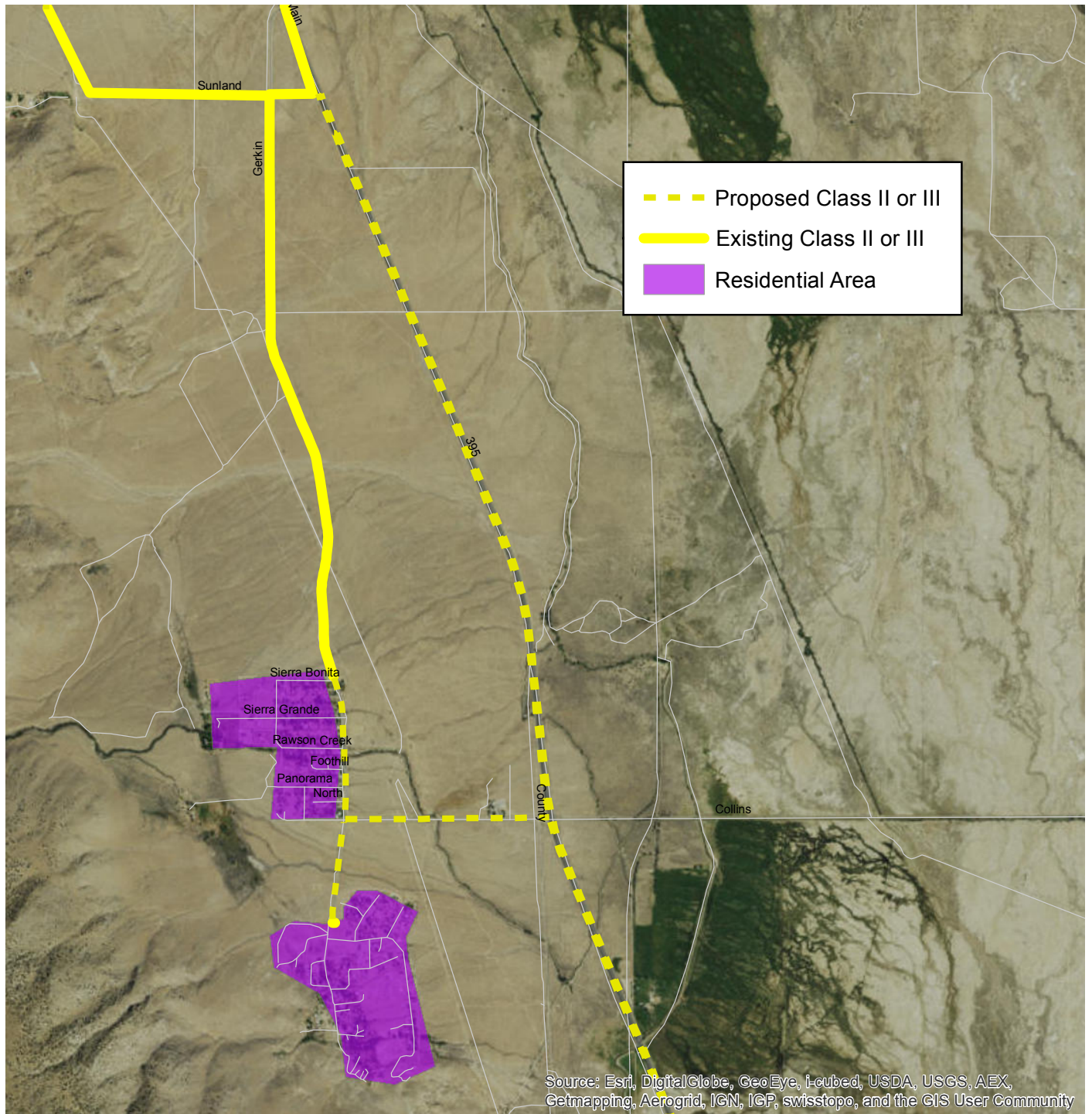
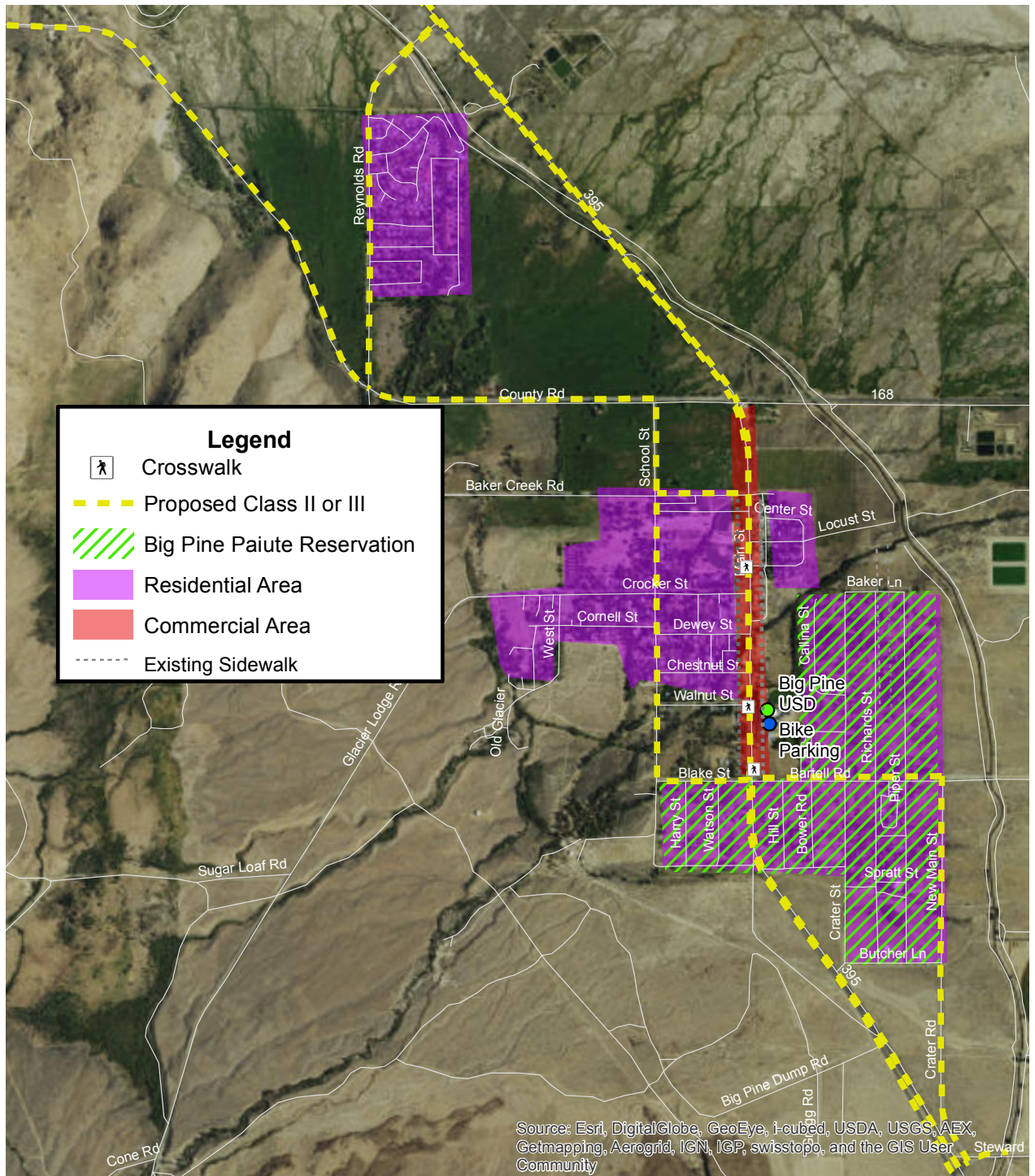


Figure 4
 Big Pine Land Use and Existing/ Proposed Non-Motorized Facilities



0.45 0.225 0 0.45 Miles



Figure 5
 Independence Land Use and Existing/Proposed
 Non-Motorized Facilities

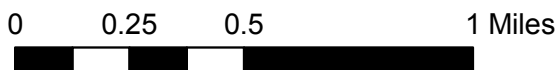
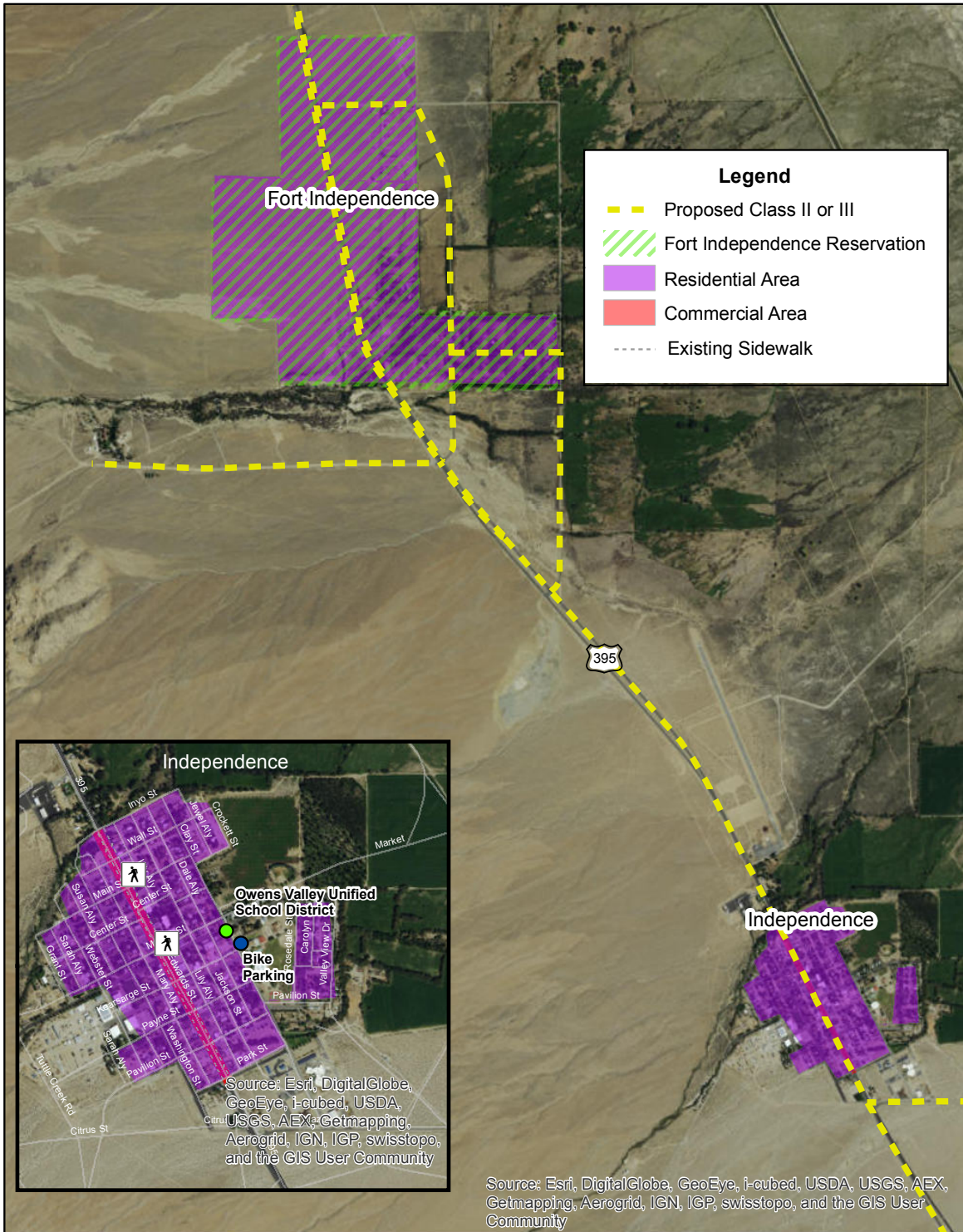


Figure 6
 Lone Pine Area Land Use and Existing/Proposed Non-Motorized Facilities

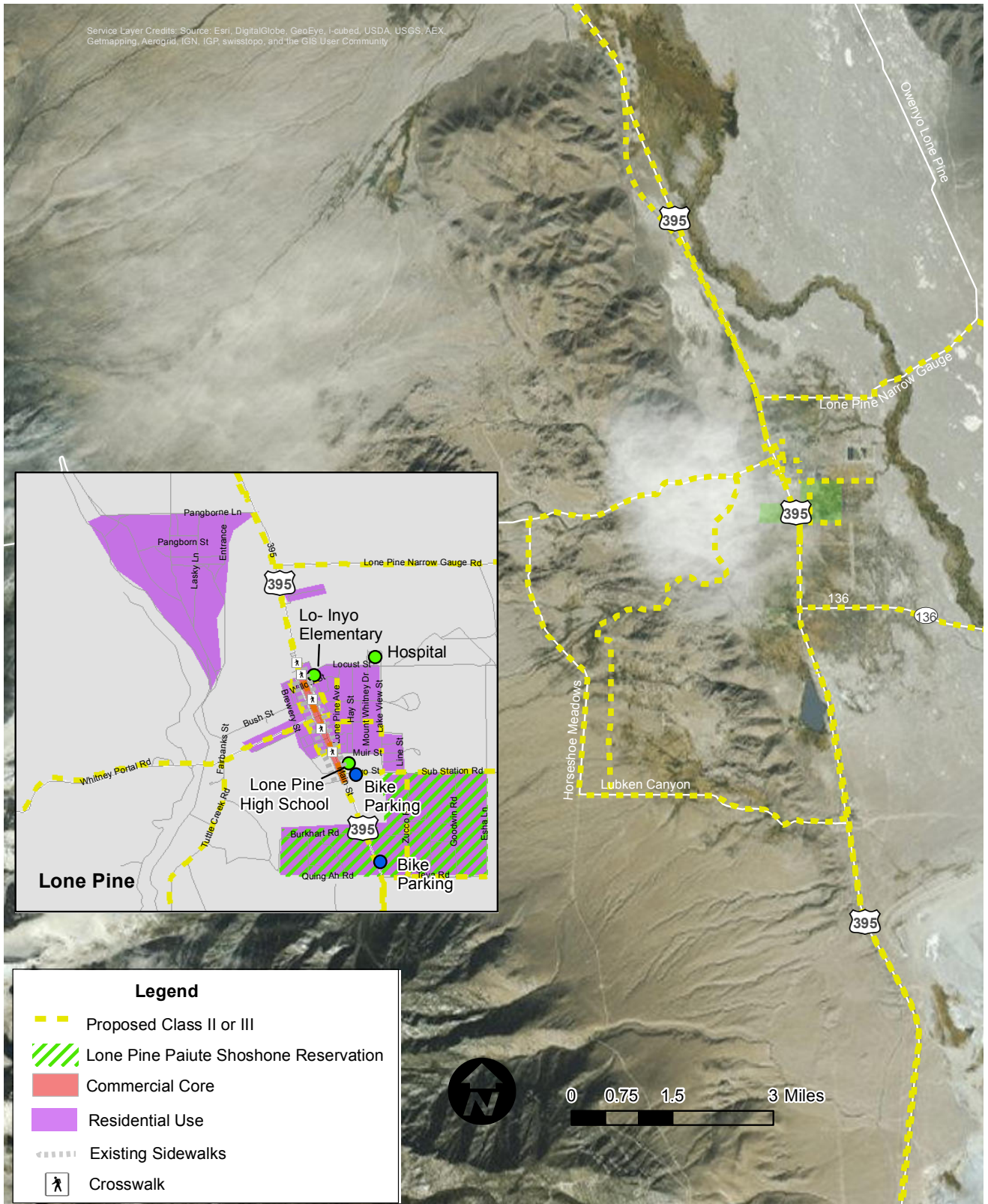
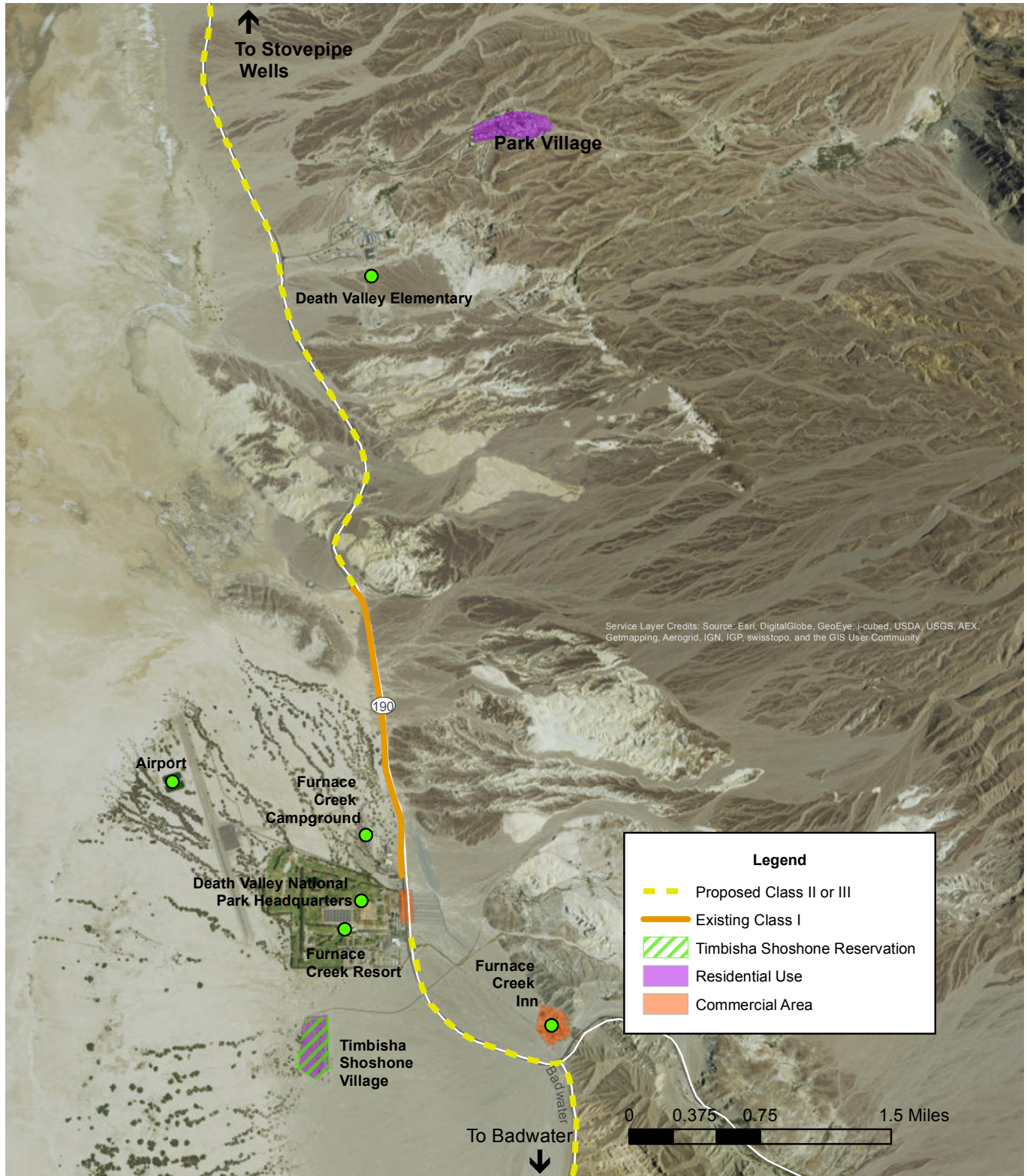


Figure 7
Tecopa/Shoshone Land Use and Existing/Proposed Non-Motorized Facilities



Figure 8
 Furnace Creek (Death Valley National Park) Land Use
 and Existing/Proposed Non-Motorized Facilities



Big Pine – As shown in Figure 4, the commercial core of the community of Big Pine is located along the US 395 corridor between Blake and Poplar Street. The Big Pine Reservation lies east and south of the commercial core while non-tribal residential neighborhoods are located west of the commercial core. US 395 separates non-tribal neighborhoods and some tribal neighborhoods from the Big Pine School District.

Independence – As shown in Figure 5, the Tribal Community of Fort Independence is separated from services and schools in the unincorporated Inyo County community of Independence by over two miles of state highway. In Independence, residential areas generally surround the commercial core and the schools are located towards the eastern edge of town.

Lone Pine – In Lone Pine (Figure 6), the schools are located east of the US 395 Commercial Core area with residential neighborhoods located on both side of the highway, as shown in Figure 6. The Lone Pine Reservation is located south of the commercial center.

Shoshone – The small community of Shoshone, shown in Figure 7, is located in the eastern portion of the county south of Death Valley National Park at the junction of SR 178 and 127. There is minimal residential and commercial development in the community. Death Valley Academy, the high school for Death Valley Unified School District, is located on the west side of SR 127.

Furnace Creek Area – Death Valley National Park covers an expansive, as shown in Figure 8. The Furnace Creek area is located in the middle of the park and includes: Death Valley Park Headquarters, Furnace Creek Inn, Furnace Creek Ranch/Resort, Visitor Center, campgrounds, the Timbisha –Shoshone Village, Park Village, and Death Valley Elementary School.

These maps are referred to and discussed throughout the ATP document.

Proposed Land Uses

The high proportion of Inyo County land owned by public agencies combined with the extreme terrain and geography, will not allow for significant population growth. With the exception of a potential hotel and casino project on tribal land in Fort Independence, there are no major development projects planned in Inyo County over the next few years. Any future developments will be concentrated in the already existing communities and tribal lands.

Population

The population density of the region as a whole is less than two people per square mile. Table 2 displays 2010 US Census population characteristics for Inyo County by Census Designated Place (CDP). The table includes both total population figures as well as estimates for population groups which may be more likely to use non-automotive forms of transportation. In total there were roughly 18,547 persons living in Inyo County in 2010. This number has decreased slightly to 18,467 according to 2013 Census population estimates. The Bishop area has the largest population by far of all the Inyo County communities with 9,658 persons in 2010. Roughly 2,076 people have been counted living in Lone Pine, and 1,756 in Big Pine but the remainder of the communities each have less than 600 residents.

Youth age 10 to 17 are old enough to bicycle or walk by themselves to school or other every day activities. This age group represents just over 20 percent of the total population. Communities with the greatest proportions of youth include: Lone Pine (24.1 percent), Bishop (23.7 percent) and Dixon Lane Meadow Creek (22.2 percent). Typically, persons with limited means are more likely to travel by foot or by bicycle. Approximately 11.5 percent (2,127 persons) of Inyo County residents were living below the poverty level in 2010. Roughly 77 percent of Homewood Canyon's 100 residents are living below the

TABLE 2: Inyo County Transit Dependent Population by Place

Community	Total Population			Land Area (sq.mi.)	Youth			Persons Living Below Poverty Status			Households by Number of Vehicles					Residents with Disabilities ⁽¹⁾	
	Total Population	Households			Total	Percent of Community Population	Density	Total	Percent of Community Population	Density	Zero	1	2	3 or more	Total	Percent of Community Population	
Inyo County																	
Total Bishop Area	9,658	4,218	14	2,057	21.3%	146.9	963	10.0%	68.8	376	1,364	1,597	599	1,252	13.0%		
Bishop	3,839	1,876	2.0	910	23.7%	454.9	501	13.2%	250.5	313	746	592	144	518	13.5%		
Dixon Lane-Meadow Creek	2,800	1,120	3.0	622	22.2%	207.2	223	8.1%	74.3	54	420	392	172	465	16.6%		
West Bishop	3,019	1,222	9.0	525	17.4%	58.4	239	7.9%	26.6	9	198	613	283	269	8.9%		
Big Pine	1,756	871	3.0	341	19.4%	113.7	130	7.4%	43.3	5	138	324	238	253	14.4%		
Cartago	84	55	1.0	17	20.8%	17.5	0	0.0%	0.0	0	12	29	14	11	12.8%		
Darwin	32	44	1.0	0	0.0%	0.0	0	0.0%	0.0	5	20	11	8	0	0.0%		
Furnace Creek	115	43	31.0	10	8.3%	0.3	17	14.8%	0.5	7	36	0	0	7	6.0%		
Homewood Canyon	100	21	53.0	7	6.9%	0.1	61	77.2%	1.2	0	16	5	0	--	--		
Independence	520	276	5.0	77	14.8%	15.4	45	8.9%	9.0	17	76	120	43	49	9.4%		
Keeler	88	52	1.0	12	13.5%	11.9	0	0.0%	0.0	0	15	28	9	27	30.7%		
Lone Pine	2,076	823	19.0	500	24.1%	26.3	389	19.8%	20.5	37	307	272	169	249	12.0%		
Mesa	442	177	4.0	58	13.2%	14.6	30	6.8%	7.5	1	20	64	40	38	8.7%		
Olancho	245	87	8.0	31	12.6%	3.9	0	0.0%	0.0	0	36	44	7	0	0.0%		
Round Valley	396	159	14.0	57	14.4%	4.1	20	5.5%	1.4	0	26	51	47	65	16.3%		
Shoshone	36	14	29.0	3	9.7%	0.1	0	0.0%	0.0	0	0	10	4	8	22.2%		
Tecopa	98	70	19.0	12	12.7%	0.7	13	13.3%	0.7	6	20	8	10	46	47.2%		
Wilkinson	484	224	6.0	86	17.8%	14.4	22	4.5%	3.7	3	21	65	62	36	7.5%		
Balance of County	2,327	776	9972.0	471.63	20.3%	0.05	437	18.8%	0.0	56	408	365	639	294	12.7%		
Total Inyo County	18,457	7,910	10180.0	3,741	20.3%	0.37	2,127	11.5%	0.2	513	2,515	2,993	1,889	2,335	12.7%		

Source: Census 2010 and American Community Survey
 Note 1: Disability status by Census Place is taken from the 2009 - 2013 Community Survey 5-Year Estimates

poverty level as are 19.8 percent of Lone Pine’s residents. In the Bishop area there are a total of 963 persons living below the poverty level. The census also tracks the number of households with no vehicle available. Around 6.5 percent of Inyo County households (513 households) fit into this category. The City of Bishop contains a relatively high number of zero vehicle households (313 households), followed by the Dixon Lane – Meadow Creek portion of Bishop (54 households) and Lone Pine (37 households).

Disadvantaged Communities

The *ATP Guidelines* stipulate that a minimum of 25 percent of the funds in the Small Urban and Rural programs must benefit disadvantaged communities. Additionally, there is no matching funds requirement for projects predominantly benefiting a disadvantaged community. For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

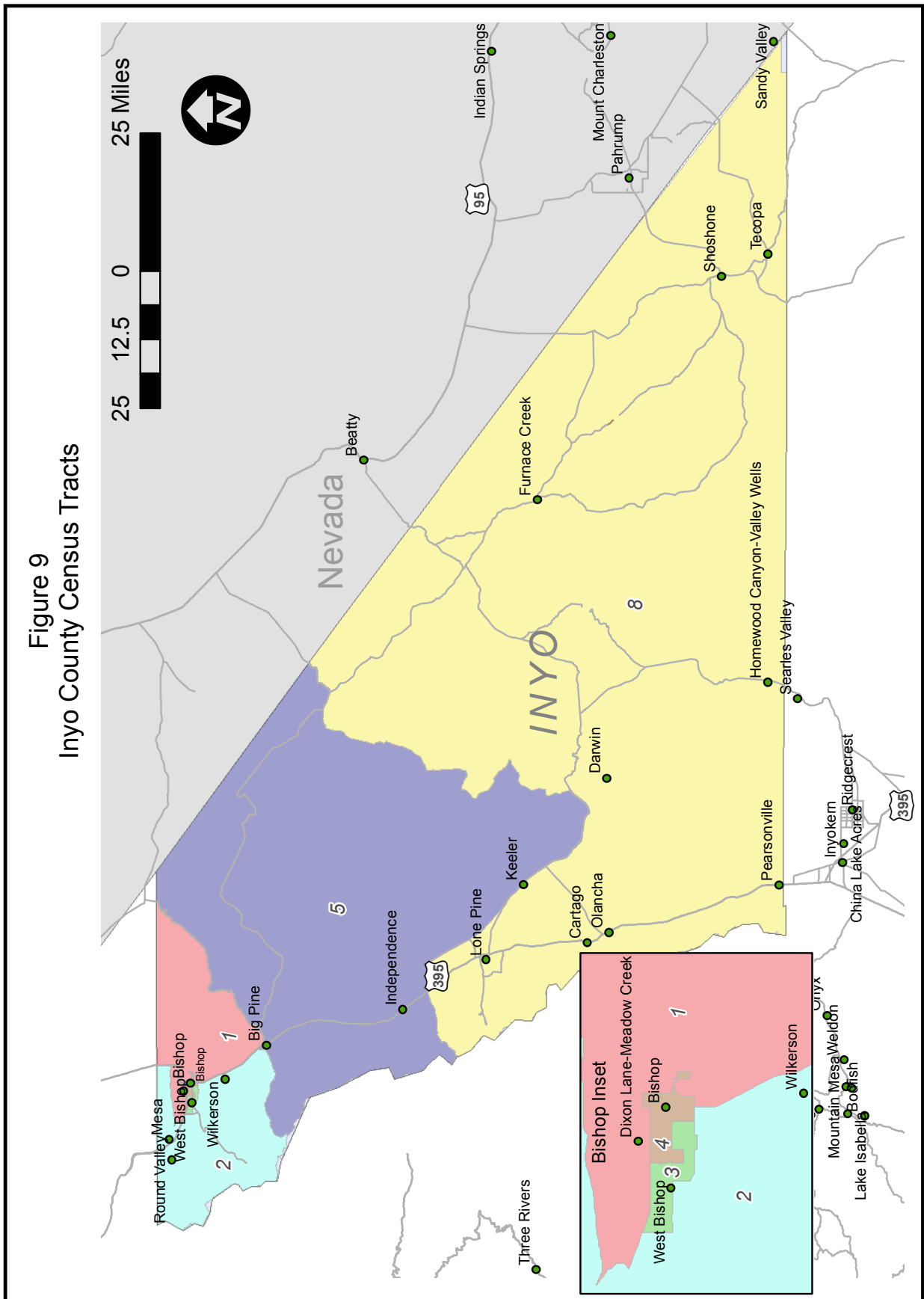
- ◆ The median household income is less than 80 percent of the statewide median based on the most current census tract level data from the American Community Survey.
- ◆ An area identified as among the most disadvantaged 10 percent in the state according to the latest versions of the California Communities Environmental Health Screening Tool scores.
- ◆ At least 75 percent of public school students in the project area are eligible to receive free or reduced priced meals under the National School Lunch Program. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

Table 3 presents the median household income by census tract for Inyo County along with the percentage of the statewide median income. Figure 9 displays a census tract reference map for the region. As of 2012, most recently available data, the median household income for Census Tract 4 which includes the City of Bishop area and Census Tract 8, which extends from Lone Pine to Shoshone, is less than 80 percent of the statewide median income. Inyo County does not qualify under the California Communities Environmental Health Screening Tool.

Area	Median Income⁽¹⁾	% of Statewide Median
Statewide	\$61,400	--
Census Tract 1 - Inyo County East of Bishop	\$53,603	87.3%
Census Tract 2 - Inyo County West of Bishop	\$58,854	95.9%
Census Tract 3 - West Bishop	\$85,250	138.8%
Census Tract 4 - Bishop	\$32,198	52.4%
Census Tract 5 - Big Pine, Independence	\$56,250	91.6%
Census Tract 8 - Lone Pine, Shoshone, Valley Wells, Furnace Creek	\$35,995	58.6%

Note 1: Median income in the past 12 months in 2012 inflation adjusted dollars
Bold indicated Census Tract meets Disadvantaged Community criteria

Figure 9
Inyo County Census Tracts



In terms of the school lunch criteria, Table 4 demonstrates that greater than 75 percent of students receive a free or reduced lunch at the following schools: Big Pine High, Big Pine Elementary, Keith B. Bright High (Bishop), Death Valley High Academy, and Sierra Alternative Learning Academy (Lone Pine).

Commute Patterns

The US Census Bureau's Center for Economic Studies *Longitudinal Employer Household Dynamics* dataset offers the most recent commute pattern data statistics (2011). It should be noted that this data reflects all persons reporting their work location, regardless of how often they commute. As such, this data source can be misleading in that it includes persons that only report to their work location infrequently. However, it is the best commute data available for Inyo County. According to the data in Table 5, 55.1 percent of employed people who live in Inyo County also work in the County. Around 712 employees travel north to Mono County while another 602 travel from Mono County to work in Inyo County. There are a small number of employees who commute between Inyo County and Kern County, San Bernardino County as well as Nye County in Nevada. The City of Bishop is the most common Census Place of employment for Inyo County residents. Dixon-Lane/Meadow Creek and West Bishop are other employment centers in the Bishop area. Others commute to Mammoth Lakes and Lone Pine. As for Inyo County workers, the greatest number (2,429) live in the Bishop region. Other concentrations of Inyo County employees are in Big Pine, Lone Pine and Pahrump, Nevada.

The *2009-2013 American Community Survey* conducted by the US Census Bureau provides additional commute data for Inyo County, including means of transportation to work and travel times. According to the survey out of 8,520 employed residents over age 16, 72.4 percent of workers drove alone, 9.3 percent carpoled, 5.5 percent worked from home, 7.1 percent walked, 0.6 percent used public transportation, 4 percent bicycled and 1.1 percent used other means. Census data shows that commute times are not significantly long for Inyo County employees. The mean travel time to work was 14.8 minutes.

TABLE 4: Eligibility for Free Reduced School Lunches

School Year 2013-14

School	% of Students Eligible	Disadvantaged?
<u>Big Pine USD</u>		
Big Pine High	79.5%	Y
Big Pine Elementary	76.6%	Y
<u>Bishop USD</u>		
Bishop Union Elementary Community Day	50.0%	N
Bishop Union Elementary Community Day II	0.0%	N
Bishop Independent Study	36.0%	N
Community Day School III	0.0%	N
Palisade Glacier High (Continuation)	66.7%	N
Keith B. Bright High (Juvenile Hall)	100.0%	Y
Bishop Union High	33.0%	N
Home Street Middle	45.3%	N
Pine Street Elementary	50.0%	N
Elm Street Elementary	51.0%	N
<u>Death Valley USD</u>		
Death Valley High Academy	83.3%	Y
Death Valley Elementary	60.0%	N
Shoshone Elementary	50.0%	N
Tecopa-Francis Elementary	50.0%	N
<u>Lone Pine USD</u>		
Sierra Alternative Learning Academy	100.0%	Y
Lone Pine High	50.5%	N
Lo Inyo Elementary	67.7%	N
<u>Owens Valley USD</u>		
Owens Valley High	30.4%	N
Owens Valley Elementary	41.9%	N
<u>Round Valley Joint Elementary</u>		
Round Valley Elementary	30.1%	N
Source: California Department of Education - Student Poverty Free or Reduced Price Meals (FRPM) - Adjusted % FRPMK - 12		

TABLE 5 : Inyo County Commute Pattern Data

# Persons % of Total			# Persons % of Total		
Census Place of Employment for Inyo County Residents			Census Place of Residence for Inyo County Workers		
Bishop city, CA	2,258	30.6%	Bishop city, CA	966	14.1%
Mammoth Lakes, CA	449	6.1%	West Bishop CDP, CA	792	11.6%
Lone Pine CDP, CA	365	4.9%	Dixon Lane-Meadow Creek CDP, CA	671	9.8%
Dixon Lane-Meadow Creek CDP, CA	295	4.0%	Big Pine CDP, CA	269	3.9%
Fresno city, CA	225	3.0%	Lone Pine CDP, CA	253	3.7%
West Bishop CDP, CA	196	2.7%	Pahrump CDP, NV	145	2.1%
Independence CDP, CA	161	2.2%	Wilkerson CDP, CA	136	2.0%
Big Pine CDP, CA	156	2.1%	Ridgecrest, CA	133	1.9%
Crowley Lake CDP, CA	156	2.1%	Independence CDP, CA	112	1.6%
Sacramento, CA	129	1.7%	Round Valley CDP, CA	90	1.3%
All Other Locations	2,997	40.6%	All Other Locations	3,289	48.0%
<i>Total Number of Persons</i>	7,387		<i>Total Number of Persons</i>	6,856	
County of Employment for Inyo County Residents			County of Residence for Inyo County Workers		
Inyo County, CA	4,068	55.1%	Inyo County, CA	4,068	59.3%
Mono County, CA	712	9.6%	Mono County, CA	602	8.8%
Fresno County, CA	359	4.9%	Kern County, CA	426	6.2%
Kern County, CA	338	4.6%	San Bernardino County, CA	225	3.3%
Sacramento County, CA	212	2.9%	Los Angeles County, CA	210	3.1%
Tulare County, CA	189	2.6%	Nye County, NV	173	2.5%
Santa Clara County, CA	163	2.2%	Fresno County, CA	142	2.1%
Monterey County, CA	103	1.4%	Clark County, NV	100	1.5%
San Joaquin County, CA	98	1.3%	Tulare County, CA	74	1.1%
Stanislaus County, CA	98	1.3%	San Diego County, CA	56	0.8%
All Other Locations	1,047	14.2%	All Other Locations	780	11.4%
<i>Total Number of Persons</i>	7,387		<i>Total Number of Persons</i>	6,856	
<p>Source: U.S. Census Bureau, Longitudinal Employer Household Dynamics, 2011 CDP = Census Data Place</p>					

The Inyo County Collaborative Bikeways Plan was adopted in 2008 and revised in 2011. The plan includes a thorough overview of bicycle needs and an extensive list of proposed bikeways projects. The intent of this chapter is to conduct a minor update of the Bikeways Plan and to meet the guidelines for bicycle projects in the Active Transportation Plan Guidelines. As such only sections which require updating are referenced in this chapter for inclusion into the Collaborative Bikeways Plan.

Existing Bicycle Facilities

ATP grant funding can be used for both infrastructure and non-infrastructure projects. Infrastructure projects include all components of a capital (facilities) projects while non-infrastructure projects include education, encouragement and enforcement activities that further the goals of the grant program.

Improvements to bicycle facilities are generally separated into three categories:

- ◆ Class I (Bike Path) – Provides a completely separated right-of way for bicyclists and pedestrians with cross flow by vehicles minimized
- ◆ Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway
- ◆ Class III (Bike Route) – A signed route along a street or highway which provides a shared-use with other vehicles

The Inyo County Collaborative Bikeways Plan provides a detailed description of existing bicycle facilities, obstacles to bicycle travel, and bicycling needs. Therefore, only a brief overview of existing facilities is provided in this chapter. Figures 2 – 8 graphically display close up views both existing and proposed bicycle facilities along with land use settlement patterns for Inyo County communities. As part of the Inyo County Collaborative Bikeways Plan a series of detailed maps were produced which show how existing and proposed bicycle facilities will connect these communities along the US 395 corridor. These maps are attached as Appendix C. Existing bicycle facilities in the City of Bishop and Inyo County consist of the following:

Bishop Area

Class I

- Sierra St. Path - 0.4 mile from the end of Sierra Street northward to US 395
- South Barlow Lane - 0.5 miles south of SR 168 along Barlow Lane.

Class II or III

- North Barlow Lane and Saniger Lane runs 0.9 miles from US 395 north to Juniper Street.
- SR 168 - 2.8 miles between Home Street and Red Hill Road.
- US 395 – 2.7 miles between Elm Street (southbound), City Park (northbound) and Brockman Lane.
- Class III along Sunland Drive between SR 168 and US 395

All these facilities provide access for children to reach the schools. However, there is a gap in the network where the Sierra St. bike path ends as well as between the Bishop Paiute Reservation and the schools.

Wilkerson

- Class II or III facility follows Gerkin Road between Sunland Drive and Sierra Bonita Street

Death Valley

- Class I facility - 1.3 miles along SR 190 from the Furnace Creek Visitor Center to Harmony Borax Works

Tecopa

- Class II or III – Tecopa Hot Springs Road (2.7 miles) from Old Spanish Trail Highway to Tecopa Hot Springs Resort

Inyo County also includes hundreds of miles of roadway that are legal for bicycle use but not designated bicycle routes or lanes as well as over 100 miles of dirt roads which have been identified in public outreach as valuable routes to area residents.

Existing Bicycle Support Facilities

As identified in the Collaborative Bikeways Plan, bicycle support facilities are an important part of a regional bikeway system. Support facilities include bicycle parking/storage, lighting, destination signs, trailhead facilities, and maps. Inyo County existing bicycle support facilities are limited. Table 6 and 7 identify bicycle parking locations in the City of Bishop and Inyo County, respectively. Bicycle parking locations are also identified in the corresponding location map.

TABLE 6: Bicycle Parking Facilities in Bishop Area				
Map ID	Site	Description	# Bikes	Type
City of Bishop				
1	Caltrans District 9	2 comb racks in gated yard	20	Comb (X)
2	K-Mart (Big K)	Comb rack	10	Comb (X)
3	Inyo County Admin Office	4 hooks, front entrance	4	Cables only (X)
4	Amigos Restaurant, Main Street	Side of building	3	Wave Rack (X)
5	Main Street, east side	Front of parking lot near bank	6	Wave Rack (X)
6	Cottonwood Plaza, Main Street	In parking stall near stairs	10	Park-Ride (x)
7	Bishop City Hall	Back parking lot entrance	6	Comb (X)
8	Burger King, Main Street	Side of building	10	Comb (X)
9	Inyo County Free Library	In front of library	4	Hoop
Bishop Paiute Reservation				
10	Paiute Palace Casino	Front of building	4	Comb (X)
11	Tribal Administration Building 50 Tu Su Lane	Courtyard	10	Comb (X)
Source: Inyo County 2008 Collaborative Bikeways Plan				
Note: X indicates the rack type does not enable locking the bicycle's frame, except at the end of the rack, without awkward movements.				

TABLE 7: Bicycle Parking Facilities in Inyo County

Map ID	Site	Description	# Bikes	Type
<u>Lone Pine</u>				
1	Lone Pine High School	Comb rack	18	Comb (X)
2	Lo-Inyo Elementary	Comb rack	30	Comb (X)
3	Alabama Hills Community Day School E. Locus St	--	--	--
4	Best Western Motel US 395/Teya Rd	Comb Rack	5	Comb (X)
<u>Big Pine</u>				
5	School	--	--	--
<u>Independence</u>				
6	Schools	--	--	--
7	Courthouse Annex	--	--	--
<p>Note: X indicates the rack type does not enable locking the bicycle's frame, except at the end of the rack, without awkward movements.</p> <p>Source: Inyo County 2008 Collaborative Bikeways Plan</p>				

ESTA provides no bicycle storage lockers, secure bicycle storage enclosures, or bicycle racks at its stops. However, several stops are at businesses that provide bike racks. Examples in Bishop include the K-Mart / Vons stop, and city bike racks along Main Street downtown. The larger ESTA vehicles are equipped with bicycle racks.

Bicycle Support Facility Policies

The Inyo County Collaborative Bikeways Plan includes several policies and implementation measures regarding bicycle support facilities. These specific policies and implementation measures are listed below. For a full list of bicycle related goals, objectives and policies, the reader should refer to the 2008 Inyo County Collaborative Bikeways Plan.

Policy A1: Facilitate safe, efficient and convenient access of bicyclists to workplaces and businesses.

Implementation Measure A1.a: Ensure that the bikeway network supports trips to the customer (or visitor) and employee entrances of all businesses

Implementation Measure A1.b: Encourage business owners to provide bicycle commuter amenities (secure bicycle storage, clothing storage, changing facilities, and [at large employers] at least one shower).

Policy A2: Facilitate safe, efficient and convenient access of student bicyclists to schools

Implementation Measure A2.c: Work with school and school district staff throughout the County to position student bicycle parking conveniently relative to bike-to-school arrival points, in visible locations inside school perimeters where bicycles are less likely to be stolen.

Policy C1: Facilitate bicycling through the transportation planning process.

Implementation Measure C2.c: Provide guidance to owners and developers of commercial and multifamily residential uses regarding acceptable and unacceptable bicycle rack types, and proper siting of bicycle racks.

Implementation Measure C2.d: Consider Zoning Code changes to require bicycle parking and storage facilities where appropriate.

Implementation Measure C2.e: Include bikeway facilities in all appropriate State, County, Bishop Paiute Tribe, and City of Bishop development projects to facilitate on-site circulation for bicycle and pedestrian travel, on-site bicycle parking, and connections to the proposed system.

Existing Education and Encouragement Programs

The California Highway Patrol (CHP) offers bicycle safety rodeos and instruction upon request through a grant with the California Office of Traffic Safety. Typically, CHP organizes a bicycle rodeo for the Big Pine Tribe annually and for the Lone Pine tribe every other year. The department is willing to work with other areas and entities to conduct bicycle rodeos as long as requested in advance. The CHP also receives a small number of bicycle helmets (less than 10 each year) to donate to children in need. No specific data has been collected to analyze the impact of these programs on collisions in the county.

Bicycle Crashes

Figure 10 displays bicycle and pedestrian crashes automobiles in Inyo County (not including the Bishop area) between 2010 and 2013. More detailed statistics regarding accident location are displayed in Appendix D. Two bicycle/auto accidents with severe injuries occurred at Death Valley Junction (SR 127/SR 190). Other accidents in Death Valley National Park occurred along Badwater Road and Dantes View Road. In the western portion of the county, a bicycle/auto accident and bicycle solo crash occurred along Whitney Portal Road in Lone Pine, both with severe injuries. Lastly, a bicycle collided with a parked car at Manzanar.

Figure 11 displays bicycle/pedestrian conflicts with automobiles in the Bishop area for the same time period. These crashes are generally focused on the US 395 and SR 168 corridor. Although a greater number of bicycle accidents occurred where there is no Class I, II, or III facility, multiple accidents occurred even where there is a Class II/III bike lane/route. Figure 11 clearly demonstrates a need for increased safety for cyclists along Main Street (US 395) in Bishop. Only one of the bicycle/auto crashes resulted in severe injuries (US 395 and Barlow) while another alcohol involved solo bicycle crash with severe injuries occurred on SR 168 and Shepard Lane (off map).

The same bicycle accident data from the California Highway Patrol SWITRS database is also summarized in tabular format (Table 8). As shown, there were a total of 30 bicycle crashes, six of which were solo crashes involving a parked car, fixed object or no object. Therefore, there were a total of 24 crashes which were considered bicycle collisions with an automobile or motorcycle. Over 83 percent of these collisions resulted in an injury and 12.5 percent resulted in a severe injury. Around 16.7 percent of the bicycle collisions involved property damage only. No bicycle fatalities were reported.

These figures indicate an average of 6.0 bicycle collisions per year and a 0 percent fatality rate. Goal 2 of the Inyo County 2008 Collaborative Bikeways Plan states:

Figure 11
 2010-2013 Bishop Area Bike/Pedestrian Accidents

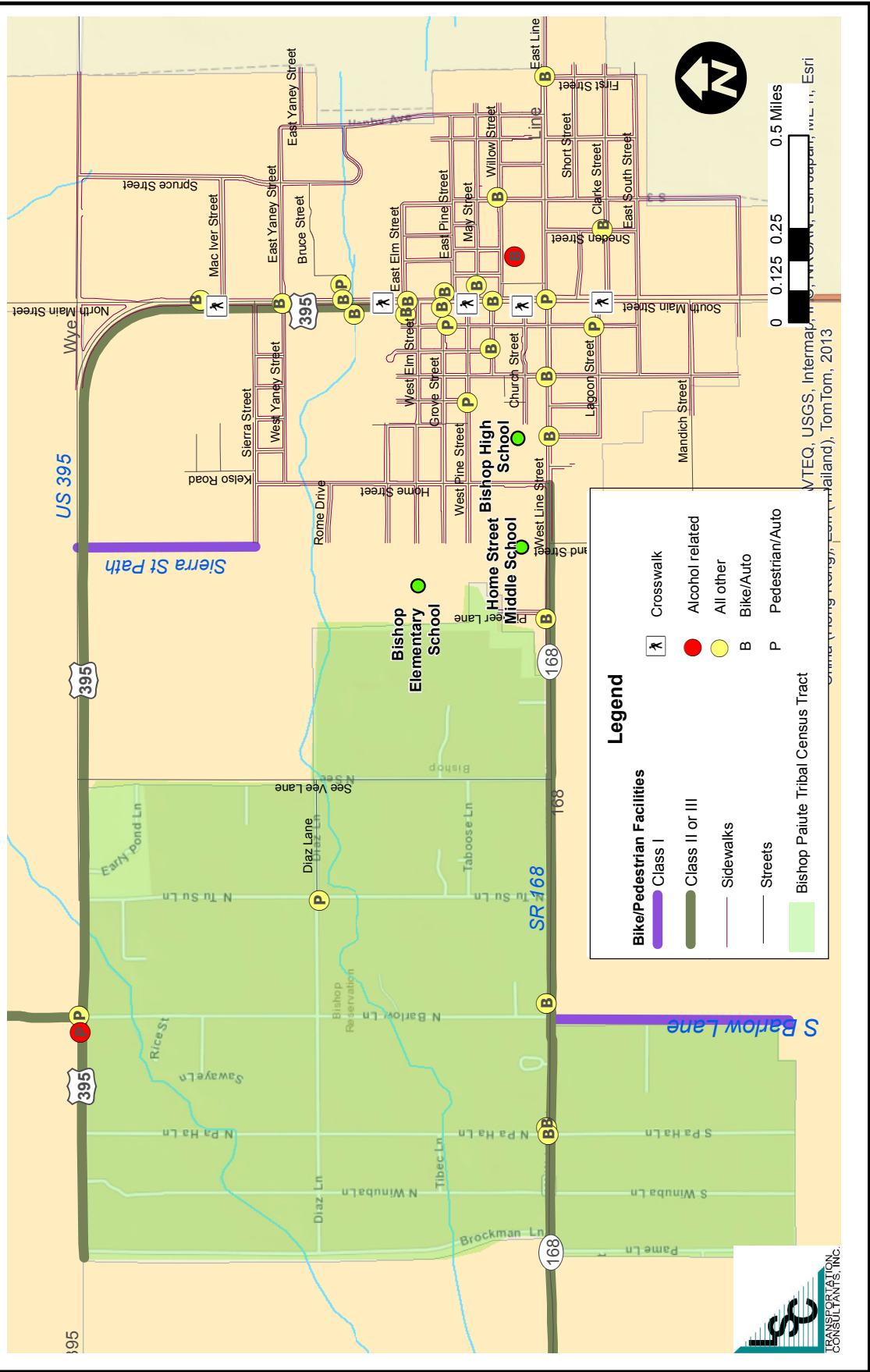


TABLE 8: Four-Year Bicycle and Pedestrian Accident Summary (2010 - 2013)

	All Crashes			All Collisions ⁽¹⁾			
	Total Crashes	Solo Crashes	Fatalities	Total Collisions	Property Damage Only Collisions	Total Injury Collisions	Severe Injury Collisions
<u>Bicycle</u>							
2010	6	2	0	4	0	4	1
2011	9	1	0	8	3	5	0
2012	7	1	0	6	0	6	1
2013	8	2	0	6	1	5	1
Total	30	6	0	24	4	20	3
% of Total	100.0%	20.0%	0.0%	100.0%	16.7%	83.3%	12.5%
<u>Pedestrian</u>							
2010	6	--	0	6	--	6	2
2011	1	--	0	1	--	1	0
2012	4	--	0	4	--	4	1
2013	2	--	0	2	--	2	1
Total	13	--	0	13	--	13	4
% of Total	100%	--	0%	--	--	--	31%
<p>Note 1: Collision = bicycle/pedestrian accident with automobile or motorcycle. Solo crashes include bicyclists hitting a parked car, fixed object, or no object. Source: SWITRS</p>							

Promote safe, convenient, and enjoyable cycling establishing a comprehensive system of bikeways that link Inyo County to other communities and to the county's many tourist opportunities.

This plan sets forth the following additional goals with respect to bicycle safety which will be achieved through the implementation of the ATP capital improvement projects.

Bicycle Collision Goal: No more than 3 total bicycle collisions per year

Fatality Goal: 0 percent fatality rate

Bicycle Severe Injury Goal: No more than 10 percent of total bicycle collisions

Estimated Bicycle Trips

Existing

Throughout the US, the number of bicycle trips made for any purpose is significantly lower than the number of trips made by auto. As such, there is significantly less data available or surveys conducted pertaining to biking or walking trips. The US Census provides information regarding mode split for work trips but it does not provide information on children's travel mode to school or every day trips. The Caltrans California Household Travel Survey provides information on the number of total daily trips and travel mode share; however, this is likely weighted heavier for urban areas. As reiterated throughout this

document, bicycle and pedestrian travel is more difficult in rural areas due to long distance trips and the lack of safe facilities.

Several data sources were considered in this document to estimate existing bicycle trips in Inyo County. Table 9 presents estimated existing bicycle/pedestrian trips (active transportation trips) in Inyo County. The table presents active transportation trips for Inyo County as a whole as well as for Inyo County Census Designated Places and Native American Reservations. At first, commute mode split and the number of employees or commuters were obtained from the American Community Survey. In total, it is estimated that roughly 170,400 bicycle trips are made annually in Inyo County for commute purposes.

TABLE 9: Estimated Existing Bicycle and Pedestrian Trips in Inyo County

	Commute Mode Split		# of Commuters	# of Commute Trips		School Mode Split	Enrolled Students	School Trips	Total Active Work/School Trips
	Walk	Bike		Walk	Bike	Bike/Walk		Bike/Walk	
Inyo County	7.0%	4.0%	8,520	298,200	170,400	18.5%	2,723	181,350	649,950
Independence, CDP	23.6%	0.8%	263	31,030	1,050	25.0%	40	3,600	
Fort Independence	0.0%	0.0%	45	0	0				
Big Pine, CDP	0.0%	0.8%	780	0	3,120	15.0%	185	9,990	
Big Pine Reservation	0.0%	1.4%	138	0	970				
Lone Pine, CDP	20.0%	0.0%	789	78,900	0	50.0%	380	68,400	
Lone Pine Reservation	9.9%	0.0%	71	3,510	0				
City of Bishop	7.6%	11.1%	1,959	74,440	108,720	21.0%	1,900	143,640	
West Bishop, CDP	0.0%	1.4%	1,460	0	10,220	--			
Dixon-Lane Meadow Creek, CDP	0.0%	4.6%	1,030	0	23,690	--			
Bishop Reservation	6.3%	2.6%	655	20,630	8,520	--			
Furnace Creek, CDP	80.0%	5.9%	170	68,000	5,020	0.0%	80	0	
Shoshone, CDP	0.0%	0.0%	19	0	0				
Round Valley, CDP	2.4%	0.0%	165	1,980	0	0.0%	138	0	

Source: American Community Survey 5 Year Estimates 2009 - 2013, Inyo County School Districts

Anecdotal evidence from Inyo County school districts suggest that anywhere from 0 to 50 percent or an average of 18.5 percent of students walk or bike to school in at least one direction. Applying the average bicycle/walk mode share to the number of students enrolled in Inyo County schools equates to roughly 181,350 non-auto trips to school (Table 9).

The California Household Travel Survey (June 2013) provides an estimate for the number of daily trips for **all** trip purposes. Survey data indicates that roughly 8.3 trips per household or 3.6 trips per person are made on an average day. In Inyo County this equates to around 24 million trips annually. After applying the bicycle mode split from Census data (4.0 percent), it is estimated that roughly 964,300 trips are made by bicycle in Inyo County annually.

Bicycle Trips Resulting from Plan Implementation

Multiple studies have shown that an increase in bicycle facilities leads to an increase in the number of bicycle trips. The City of Denver is one documented example. According to the City’s Bicycle Advisory Committee, bicycle commute mode share increased from 1.6 percent in 2007 to 2.9 percent in 2012 (an 81 percent increase). During the same period the number of bicycle lane miles in Denver increased by 100 percent from 60 to 120 miles. The Minnesota Department of Transportation conducted a study in 2008 regarding the *Impact of Bicycling Facilities on Commute Mode Share*. Bicycle commute rates and construction of new facilities between 1990 and 2000 were reviewed in the cities of Chicago, Colorado Springs, Madison, Orlando, Austin, and Salt Lake City. The study found that the level of increase in

bicycle commute rates depended highly on the level of connectivity between facilities, the proximity to downtown employment hubs, and the level of promotion of the new facilities. For example, bicycle commute mode share rates in Austin, Texas increased from 0.87 to 1.19 percent (118 percent) in areas close to the new facilities and decreased from 0.31 to 0.14 percent in areas farther from the new facilities (the control group). Whereas, in Orlando bicycle commute mode share actually decreased from 0.66 to 0.46 percent (30 percent decrease). Austin's bicycling facilities area concentrated around the central business district whereas there is little connectivity in Orlando. In Orlando, facilities were built in middle to high income neighborhoods while the need for facilities is in low income neighborhoods. In summary, bicycle mode share rates in many of the areas studied in this report increased by more than 100 percent between 1990 and 2000.

Although Inyo County is not urban, some of the Inyo County communities are relatively centralized but lack connectivity. Inyo County as a whole has a relatively high bike commute mode split of 4.0 percent. This is much higher than the bike commute mode split for the State of California of 1.1 percent. Currently, the Inyo County region has roughly 2.4 miles of Class I bicycle facilities and 11.2 miles of Class II/III facilities. All the bicycle facility projects listed in this plan and the Collaborative Bikeways plan will increase the mileage of Class I facilities by 196 percent to 7.1 miles and Class II/III facilities by 2,988 percent to 345.8 miles. With proper connectivity and promotion as proposed in this plan and the Collaborative Bikeways Plan, it can be assumed that bicycle commute mode share will increase significantly as a result of ATP bicycle improvement projects. A conservative estimate would be that the bicycle mode share in Inyo County will increase by 50 percent as a result of plan implementation. This mode share increase estimate is less than what was seen in Denver and Austin but greater than Orlando. In order to see this level of increase in bicycle travel mode share, the region must actively promote and market the new facilities. Applying the bicycle mode share increase to the existing 4 percent bicycle mode split results in a new bicycle mode split of 6 percent. This would equate to an increase of 85,200 bicycle trips for annually.

Many of the ATP projects are focused on providing safe facilities for school children. If these projects are implemented it is likely that the bike/walk mode to school will increase as well. As the school districts were only able to provide an estimate of the number of "active" trips (bike or walking), forecasts for the increase in bicycle trips to school are combined with pedestrian trips in the next section.

Proposed Bicycle Facilities

Proposed bicycle infrastructure projects to address safety and mobility issues for cyclists were clearly identified in the Inyo County Collaborative Bikeways Plan. These projects are graphically displayed in Figures 2 – 8. As many of the capital improvements proposed in this plan identify improvements for multiple modes of transportation, all active transportation projects (not including Recreational Trails Projects) are combined in Tables 10 - 14. The majority of projects identified in the tables have been identified in previous planning efforts, notably the Bikeways Plan. Some new potential projects were added based on input received from the public and stakeholders as part of the ATP process. Given the limited funding available for active transportation projects, all projects are prioritized as financially unconstrained with an unknown implementation date.

Proposed Bicycle Support Facilities

Currently there are no specific plans for more bicycle parking facilities, however a general need for increased bicycle parking was identified through public input. No new policies for bicycle support facilities have been proposed at this time.

Education/Encouragement Programs

In addition to education and encouragement efforts recommended in the *2008 Collaborative Bikeways Plan* such as bicycle route maps and bicycle education classes, public input indicated a need for greater awareness of existing facilities as well as active encouragement through local groups. Eastside Velo is a cycling club which has expressed interest in promoting cycling. Other agencies such as the Toiyabe Indian Health Project and Inyo County Health and Human services have indicated a willingness to promote new bicycle projects to their clients. As such all these entities should be contacted by the implementing agency for each project to obtain early input as well as education and awareness after construction. These agencies could also assist with encouragement type programs such as a countywide bike to work/school day.

Wayfinding signage is also an important part of bicycle education in Inyo County. This is particularly important in the City of Bishop. With the relatively high number of bicycle accidents along US 395, directing cyclists to side streets such as Fowler and Elm would increase safety.

One safety issue identified by the CHP which could be improved through education is the problem of riding two to three cyclists abreast on roadways. Bicycling is common in the Bishop area for both utilitarian and commuter purposes. Common roadways used by cyclists as identified by CHP and bicycle advocacy groups include: Red Hill Road, Ed Powers Road, Line/Poleta, Warm Springs and in the Round Valley area. Bicycle lanes and continued maintenance are particularly important on these roadways.

A bicycle safety education program should cover the following points:

- ◆ How to prepare for the ride
- ◆ Determine the bicycle is in good condition
- ◆ Choose the safest route with the fewest streets.
- ◆ Proper signaling
- ◆ Follow traffic laws
- ◆ Protocol for crossing an intersection

Bicycle Facility Maintenance

As identified at public workshops, an important part of developing an active transportation network is maintaining the facilities in a safe condition. For bicycle facilities this includes clearing vegetation, particularly puncture vines, removal of rocks and dirt from the shoulder, striping, replacing signage and repairing cracks. The Inyo County General Plan Circulation Element identifies the following implementation measures with respect to non-motorized facility maintenance:

- ◆ *Monitor bicycle usage of existing bicycle facilities and road system, and make improvements when necessary and feasible.*
- ◆ *Require that bicycle facilities be maintained at regular intervals to prevent deterioration of the facilities.*

- ◆ *Seek opportunities for joint participation of the state and City of Bishop (when appropriate) in the construction and maintenance of non-motorized facilities. The County shall also pursue other funding sources to assist in the planning, design, construction, and maintenance of bicycle facilities and trails.*

The Bishop General Plan Mobility Element includes the following Action:

- ◆ *Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.*

These implementation measures are applicable to both bicycle and pedestrian facilities. After the construction of a new non-motorized facility, the implementing agency should periodically review the condition of the new facility and identify required maintenance.

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Inyo County does not currently have a separate pedestrian plan, although many of the improvements identified in the Bicycle Plan will provide a safer facility for both cyclists and pedestrians.

Existing Pedestrian Facilities

Sidewalks are generally limited to those streets within a block of US 395 and along US 395 through the center of Inyo County communities. There is also an extensive network of sidewalks in the Meadow Creek subdivision in the Bishop area. Crosswalks exist along US 395 in the communities of Bishop, Lone Pine, Big Pine and Independence. As shown in Figure 12, the City of Bishop has constructed sidewalks along many of the streets within the incorporated portion of Bishop.

Pedestrian Facilities at Regional Transit Hubs and Stops

ESTA, the public transit operator in the region provides intercity and town to town public transit service in both Inyo and Mono Counties. The primary transit hub in the City of Bishop is in the Vons/Kmart shopping center at the north end of town off of US 395. From here, passengers can catch a bus to destinations as far south as Lancaster and as far north as Reno, NV. The Bishop hub is located directly in front of the Kmart store in the middle of the parking lot. As such, there is sidewalk directly adjacent to the stop. There are also existing sidewalks on the City of Bishop streets located directly east (Spruce St.), south (Mac Iver St.), and west (US 395), but there are gaps in the sidewalk on Wye Road located on the north border of the shopping center complex.

ESTA regional routes also stop along US 395 in the other Inyo County communities such as Wilkerson, Lone Pine, Big Pine and Independence. Several of these bus stops are not connected to pedestrian facilities. These include Wilkerson, Reynolds Rd in Big Pine, and Aberdeen.

Pedestrian Facilities at Schools

Existing pedestrian facilities near Inyo County schools and the need for additional facilities is discussed in the Safe Routes to Schools Element.

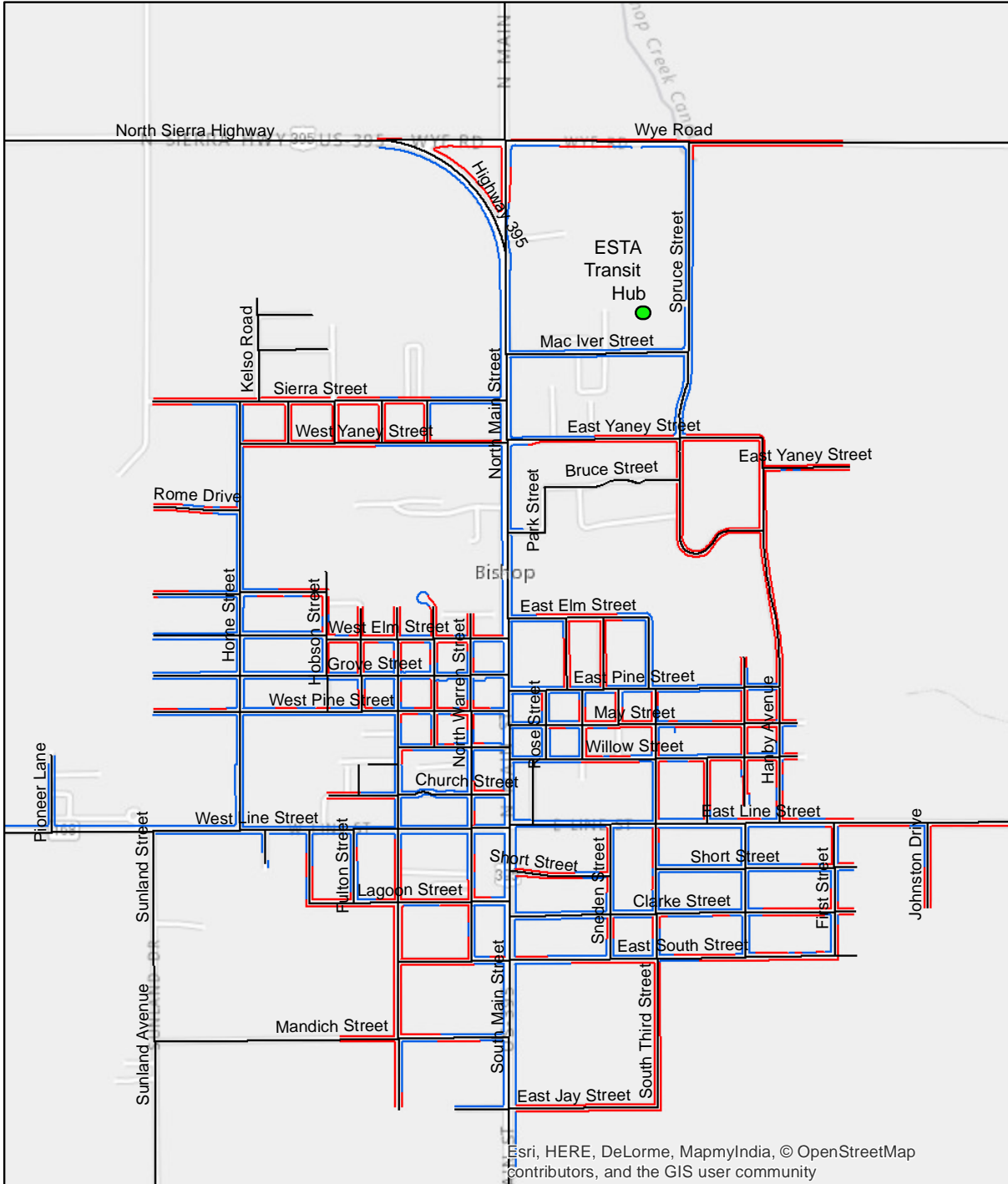
Pedestrian Needs

As shown in Figure 12, the sidewalk network in the City of Bishop is not complete. Notable gaps in the sidewalk network include:

- Along Hanby Ave between East Pine Street and Yaney Street
- Through the City Park near the ball fields
- Sierra Street
- West Pine Street
- Grove Street
- West Elm Street

Also the Dixon Lane Meadow Creek neighborhood is of concern. These streets connect residents to recreation, schools, as well as important goods and services.

Figure 12
City of Bishop Sidewalk Network



— Sidewalk
— No Sidewalk

0 0.125 0.25 0.5 Miles



Due to the high proportion of land owned by public agencies, Inyo County communities are rather compact, lending the communities to being “walkable” or “bikeable” communities. However, the Inyo County Collaborative Bicycle Plan, Tribal Transportation Plans and various public input processes, identified some obstacles and needs for pedestrian and non-motorized travel safety and continuity. These issues are summarized below.

- ◆ Narrow roadway shoulders – As in most rural areas with two lane highways and roads, the shoulder is not always wide enough for bicycle or pedestrian travel without requiring passing vehicles to cross the double yellow line. Along many County roads, there are no fog lines to help define the roadway and provide protection for bicyclists. Roadway sections where this is particularly important for safety and connectivity reasons are:
 - Red Hill Road between SR 168 and Ed Powers Rd
 - Ed Powers Rd between SR 168 and US 395
 - SR 178 accessing Death Valley National Park
 - Line Street (SR 168 in Bishop)
- ◆ Bishop – US 395, Main Street, bisects the Bishop area and many of the intersecting roadways do not cross the highway, making east-west and north-south travel discontinuous. There are three main north-south “through” corridors: Home Street, Main Street, and Hanby/Yaney/Spruce. The Hanby/Yaney/Spruce corridor does not have continuous sidewalks.
- ◆ Safe Routes to Schools – Children travelling from the reservation to the schools need an all-weather safe route alternative to SR 168. Along the same lines, there is a need for a safe route alternative to US 395 from North Bishop to the schools between the end of Sierra Street and Keough Street. Traffic volumes on Home Street which provides access to all public schools in Bishop are larger than most other city streets, underscoring the need to maintain sidewalks and other non-motorized facilities for safe travel to school on this street.
- ◆ Continuous Sidewalks –The community of Lone Pine is also lacking continuous sidewalks, particularly around the post office.
- ◆ Crossing US 395 – Although there are multiple crosswalks on US 395 in Inyo County communities, safe crossings are still a concern. This is the main issue for school children in Big Pine (the school is located on US 395).
- ◆ Animals – Cyclists and pedestrians in the Bishop area have had confrontations with dogs. According to surveys conducted as part of the Collaborative Bikeway Plan, many parents will not let their children walk to school because of dogs, particularly through the reservation.
- ◆ Connectivity to Public Transit – An important part of constructing facilities which encourage safe non-motorized use is to ensure that there is connectivity between bicycle facilities/sidewalks and public transit. It may also be helpful to place bike racks at bus stops. Construction of sidewalks and curb cuts near bus stops is important for transit passengers with disabilities.
- ◆ Maintenance – After a bicycle or pedestrian facility is constructed it is important to maintain the facility or roadway, free of gravel and foliage that inhibit safe travel.
- ◆ Signage and Education – Many residents are unaware of the bicycle and pedestrian facilities which exist in the Bishop area. As the area also receives a high number of visitors, an important regional

transportation need is to create better awareness of facilities and safe routes. This could be done through signage, pavement markings and education. Although as noted in the public input process, too many signs can decrease the value of signage so pavement treatments may be useful.

- ◆ Connections to Recreation – Inyo County recreation trailheads are often located several miles from communities which can be used as gateways or supply stops for visiting hikers, climbers, etc. Better non-motorized facility connections would increase tourism and recreation opportunities for residents with no access to a vehicle. The Lone Pine Heritage Trail Plan is an example. This proposed series of trails for walkers and bikers would improve non-motorized access along Main Street and provide connectivity between Lone Pine and the nearby communities of Alabama Hills, Pangborn Lane, Foothill Trailer Park, and the Lone Pine Reservation.
- ◆ LORP – There is abundant opportunity for recreation oriented non-motorized trails projects in the LORP area. The Lower Owens River Recreation Use Plan identified the following key issues:
 - Tule growth and management
 - Public information and outreach
 - Access, signage, and wayfinding
 - Recreation on privately-held lands
 - Environmental education and stewardship
 - Economic development
 - The interface between ranching and recreation uses
 - Protection of cultural resources
 - Recreation operations and management
- ◆ Bishop Paiute - As the Bishop Paiute Reservation is located adjacent to the City of Bishop and between two state highways, walking and biking work, school, and services is convenient. Challenges arise because most of the roadway shoulders are soft dirt or overgrown with vegetation, making walking or biking more difficult. There is a dirt path which connects the Reservation to the schools just east of tribal lands known as the Indian Trail. Although it is a common route to school for children, it is dirt, not maintained, and poorly graded. There are also a series of trails in the Conservation and Open Space Area (COSA) in the southeastern portion of the reservation which do not currently connect to West Line Street. There are essentially no sidewalks on the reservation. There is a need for connectivity to existing sidewalks on the northern and southern boundaries of the reservation.
- ◆ Big Pine/Big Pine Paiute – There are no bicycle facilities on the Big Pine Reservation. There is a need to improve connectivity and create a safe bicycling/walking alternative to US 395 between Big Pine and the Reservation.
- ◆ Fort Independence/Independence – A safer non-motorized connection is also needed between the Fort Independence Reservation and the community of Independence where goods and services are available.
- ◆ Lone Pine – The same issues occur in Long Pine. Non-motorized travel south of downtown is particularly unsafe due to a higher speed limit and the lack of sidewalks.
- ◆ Inyo National Forest – The distance on roadways with no bicycle and pedestrian facilities may discourage alternative transportation to Inyo National Forest trailheads.

Estimated Pedestrian Trips

Existing

As indicated in the bicycle element, there are minimal data sources available for estimating travel mode split in rural areas such as Inyo County. Several data sources were considered in this document to estimate existing pedestrian trips in Inyo County. Table 9 presents estimated pedestrian trips as well as bicycle trips in Inyo County. In total, it is estimated that roughly 298,200 pedestrian trips are made annually in Inyo County for commute purposes based on US Census American Community Survey data. Inyo County pedestrian commute mode split of 7.0 percent is significantly higher than the statewide average of 2.4 percent. Although Inyo County's communities are great distances apart, they are each relatively small and compact, allowing for the possibility of walking to work/school or other activities.

Anecdotal evidence from Inyo County school districts suggest that anywhere from 0 to 50 percent of students walk **or** bike to school in at least one direction. Applying the average bicycle/walk mode share to the number of students enrolled in Inyo County schools equates to roughly 181,350 non-auto trips to school. As shown in Table 9, an estimated 649,950 non-auto trips are made in Inyo County for work/school purposes.

The California Household Travel Survey (June 2013) provides an estimate for the number of daily trips for **all** trip purposes. Survey data indicates that roughly 8.3 trips per household or 3.6 trips per person are made on an average day. In Inyo County this equates to around 24 million trips annually. After applying bicycle mode split from Census data (7.0 percent), it is estimated that roughly 1.7 million walking trips are made in Inyo County annually for all purposes.

Walking Trips Resulting from Plan Implementation

The Federal Highway Administration (FHWA) conducted a Non-Motorized Transportation Pilot Program (NTPP). The purpose of the project was to analyze and evaluate the impacts of non-motorized investments on travel behavior. Four study areas were evaluated: Columbia, Marin County, Minneapolis Area, and Sheboygan County. For the study, bicycle and pedestrian counts were taken at the same locations every year from 2007 – 2013 as non-motorized improvements were implemented. The results showed that for all four study areas pedestrian and bicycle counts increased by 19 and 62 percent, respectively over the 7 year period. These increases equate to 3.7 and 10.5 percent average annual growth rates for walking and bicycling, respectively. Of the study areas, Sheboygan County, WI is the most rural of the study areas and therefore the most similar to Inyo County. In Sheboygan County, walking trips increased by 85 percent during the study period while bicycling decreased by 1 percent. Some of this disparity can be attributed to construction of pedestrian projects first, heavy construction activities inhibited non-motorized travel, and the county opted to not market the new facilities until they were completed after 2013.

Given the high level of increase in walking seen in Sheboygan County and the proximity of services to residential areas in Inyo County communities, a conservative estimate for the increase in walking trips resulting from the implementation of the ATP projects listed in this plan, is 15 percent (slightly less than the average of the four study areas). Applying the 15 percent to the 298,200 estimated annual commute walk trips results in a total of 342,930 walk trips after the implementation of the plan. This equates to an increase of 44,730 walk trips. After applying the 15 percent increase to total active transportation trips for school purposes results in an increase of 90,488 walk/bike trips to school each year. It is estimated that roughly half of these trips or 45,000 would be made on foot.

Pedestrian Crashes

Figure 10 displays crashes involving pedestrians and automobiles in Inyo County (not including the Bishop area) between 2010 and 2013. More detailed statistics regarding accident location are displayed in Appendix D. Two pedestrian related crashes occurred on US 395 and one at the Onion Valley Campground outside Independence. In the Bishop area (Figure 11), several pedestrian crashes occurred along the US 395 corridor in the incorporated city and three occurred on or near the Bishop Paiute Reservation.

Table 8 in the previous chapter demonstrates that a total of 13 pedestrian crashes were recorded by CHP between 2010 and 2013. Zero fatalities occurred, but 31 percent resulted in severe injuries. On average 3.25 pedestrian crashes occurred in Inyo County each year. This plan sets forth the following pedestrian safety related goals:

Pedestrian Collision Goal: No more than 2 total pedestrian collisions per year

Fatality Goal: 0 percent fatality rate

Pedestrian Severe Injury Goal: No more than 25 percent of total pedestrian collisions

Pedestrian Related Transportation Goals

Inyo County has already established and adopted goals, objectives, and policies with respect to pedestrian transportation in the region. The Inyo County Regional Transportation Plan identifies the following goals which are relevant to active pedestrian transportation:

Goal 4: Provide Effective, Economically Feasible, and Efficient Public Transportation in Inyo County That Is Safe, Convenient, And Efficient, Reduces the Dependence on Privately Owned Vehicles, and Meets the Identified Transportation Needs of the County, Emphasizing Service to the Transportation Disadvantaged

Goal 5: Encourage and Promote Greater Use of Active Means of Personal Transportation in the Region

Objective 5.1: Encourage Development of Non-motorized Facilities. Encourage the development of non-motorized facilities that will be convenient to use, easy to access, continuous, safe, and integrated into a multimodal transportation network. The facilities should serve as many segments of the population, both resident and tourist, as possible.

Policy 5.1.1: Consider the Non-motorized Mode in Planning. Consider the non-motorized mode as an alternative in the transportation planning process.

Goal 12: Land Use Integration

Objective 12.1: Improve livability in the County through land use and transportation decisions that encourage walking, transit, and bicycling.

The Inyo County General Plan Circulation Element includes several implementation measures relevant to pedestrian transportation:

- ◆ Design and develop routes to accommodate bikeways, equestrian trails, and pedestrian facilities.
- ◆ Incorporate pedestrian and/or equestrian facilities as part of the recreational trails system, and link these to all land use areas. Consider the development and adoption of a pedestrian master plan.

- ◆ Mark clearly pedestrian, equestrian, and recreational trails where crossing a roadway. The City of Bishop General Plan Mobility Element lists specific goals, policies and actions for pedestrians:

Goal: Provide safe and attractive pedestrian facilities throughout the City.

Policy 6.1 Consider pedestrians in all land use and transportation planning.

Policy 6.2 Support the implementation of sidewalks and walkways on existing and future streets as in Policy 2.3.

Policy 6.3 Promote facilities and amenities that enhance the walkability of the City.

Policy 6.4 Require all new or renovated pedestrian facilities to be of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of the physically disabled.

Policy 6.5 Promote connections of City pedestrian facilities to trail networks outside of the City

Action 6.1 Facilitate the creation of “walking tour” and “way-finding” information that can direct residents and visitors to experience the walkability of the City.

Action 6.2 Provide pedestrian-oriented features, such as benches, enhanced landscaping, and trash receptacles, in high pedestrian usage areas such as the Downtown and Park areas.

Action 6.3 Work with neighborhoods to implement sidewalks on unimproved local streets so that sidewalk continuity can be established.

Action 6.4 Require new development to provide sidewalks and other pedestrian-dedicated facilities on new public streets as in Policy 2.3

Action 6.5 Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.

Pedestrian Facility Maintenance

As identified at public workshops, an important part of developing an active transportation network is maintaining the facilities in a safe condition. For pedestrian facilities this includes clearing vegetation, removal of rocks and dirt, and repairing cracks and root damage to ensure that the facility is in operable working conditions for use by individuals with disabilities. The Inyo County General Plan Circulation Element identifies the following implementation measures with respect to non-motorized facility maintenance:

- ◆ Monitor bicycle usage of existing bicycle facilities and road system, and make improvements when necessary and feasible.
- ◆ Require that bicycle facilities be maintained at regular intervals to prevent deterioration of the facilities.

- ◆ Seek opportunities for joint participation of the state and City of Bishop (when appropriate) in the construction and maintenance of non-motorized facilities. The County shall also pursue other funding sources to assist in the planning, design, construction, and maintenance of bicycle facilities and trails.

The Bishop General Plan Mobility Element includes the following Action:

- ◆ Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.

These implementation measures are applicable to both bicycle and pedestrian facilities. After the construction of a new non-motorized facility, the implementing agency should periodically review the condition of the new facility and identify required maintenance.

Pedestrian Safety, Education and Encouragement

Pedestrian safety, education and encouragement are particularly important for young children. When pedestrians between the ages of five and nine are injured, it is most often when cars have hit them as they cross the street mid-block, particularly from between parked cars (Transportation Research Board, 2004). Pedestrian safety skills can be taught to elementary and middle school age children through the school or law enforcement. A pedestrian safety skills class should incorporate the following points:

- ◆ Involving parents
- ◆ Being visible
- ◆ Choose routes with the fewest streets to cross
- ◆ Protocol for crossing streets or travelling near large vehicles

Pedestrian encouragement activities are strategies designed to create excitement and interest in walking to work, school, or other activities and promote the environmental and health benefits of active transportation. Examples of encouragement activities include:

- ◆ Special Events – Walk and Roll days, Earth Day, Bike to Work/School Day
- ◆ Mileage clubs and contests which include prizes
- ◆ On-going activities such as walking events during recess

Currently there are limited pedestrian safety, education and encouragement programs. Entities such as Toiyabe Indian Health Clinic and Inyo County Health and Human Services have expressed interest in helping Inyo County and/or the City of Bishop with promoting new pedestrian facilities to clients. This would be particularly beneficial for the disadvantaged community.

Proposed Pedestrian Facility Improvements

As many of the capital improvements proposed in this plan identify improvements for multiple modes of transportation, all active transportation projects (not including Recreational Trails Projects) are combined in Tables 10-14.

Chapter 5
Recreational Trails Element

The Recreational Trails Program (RTP) is funded through a set-aside from the MAP-21 (now FAST-ACT) Transportation Alternatives Program. RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. RTP is an important funding source as the majority of transportation funding sources are only available for projects that are “utilitarian” in nature. A utilitarian project typically improves travel to work or school. The Recreational Trails Program funding can be used for other important projects which are not utilitarian such as construction or rehabilitation of trails/trailhead facilities for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles as well as easement acquisition and educational programs. Proposed projects compete statewide for RTP funds. Below outlines eligible projects and restrictions from the RTP Procedural Guide.

Eligible Non-Motorized Projects	Eligible Motorized Projects
<ul style="list-style-type: none"> ● Acquisition of easements and fee simple title to property for Recreational Trails or Recreational Trail corridors. (Must involve a willing seller.) 	<ul style="list-style-type: none"> ● Acquisition of easements and fee simple title to property for Recreational Trails or Recreational Trail corridors. (Must involve a willing seller.)
<ul style="list-style-type: none"> ● Development and Rehabilitation of trails, Trailside and Trailhead Facilities. 	<ul style="list-style-type: none"> ● Development and Rehabilitation of trails, Trailside and Trailhead Facilities.
<ul style="list-style-type: none"> ● Construction of new trails (with the following restrictions for new trails on federal lands): <ul style="list-style-type: none"> ○ Permissible under other law; ○ Necessary and recommended by a statewide comprehensive outdoor recreation plan that is required by the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601 4 et seq.) and that is in effect; ○ Approved by each federal agency having jurisdiction over the affected lands. 	<ul style="list-style-type: none"> ● Construction of new trails ← (with the restrictions noted at left.)
	<ul style="list-style-type: none"> ● Maintenance of existing trails.
	<ul style="list-style-type: none"> ● Purchase and lease of trail construction and Maintenance equipment.
	<ul style="list-style-type: none"> ● Assessment of trail conditions for accessibility and Maintenance.
	<ul style="list-style-type: none"> ● Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs and providing trail-related training). <i>(Limited to 5% of CA’s apportionment.)</i>
Source: RTP Procedural Guide	

The RTP Match amount is based on the cost of the total RTP Project. The maximum amount of RTP funds allowed for each Project is 88%.

RTP projects should address the following factors:

- ◆ **Deficiency** in the existing trail network such as an incomplete trail network or a flaw in design/construction of existing trail network.
- ◆ **Connections** to regional, state, or national trail network
- ◆ **Linkages** between homes, schools, work places, campgrounds, and/or resorts; to parks, trails, greenways, scenic corridors; or natural, cultural, historical or recreation areas.

The need for new and improved recreational trails has been expressed through public input efforts as part of this ATP development as well as other planning efforts. Connectivity and linkage between trails and communities is particularly relevant in Inyo County with the abundance of public land and recreation opportunities.

Land Management Agencies

In an effort to better understand RTP project needs, the land management agencies in Inyo County were contacted for input and potential projects. As shown in Appendix B, Death Valley National Park, Bureau of Land Management (BLM) and Inyo National Forest were sent via email or mail a project description and questions regarding potential recreational trails projects. To date, Death Valley National Park and the BLM have responded.

The Salt Creek boardwalk is a popular 0.8 mile loop in Death Valley National Park which provides viewing access to seasonal Salt Creek and the unique Salt Creek pupfish. The park identified the need to for the following improvements: roadway improvements, accessible parking, accessible boardwalk and restrooms.

The BLM manages a large area in both Inyo and Mono Counties, 750,000 acres, and caters to a wide variety of users such as hikers, climbers, OHV users, mountain bikers, campers, retired RV users and movie buffs. The BLM has their own set of policies and funding sources with which to plan and maintain new recreational facilities. The Bishop Field Office is interested in working with Inyo County on transportation related projects. Of specific interest is the Alabama Hills SNRA Interpretive Plan. Several projects identified in the plan would be eligible for RTP funding. These include upgrades to signage and construction of kiosks at the entrance to Alabama Hills off of Whitney Portal Road. The objective of the signage would be to educate users about environmental ethics and regulations.

The Inyo National Forest Whitney Portal Alternative Transportation Study was reviewed. The objective of the study was to evaluate the potential to alleviate parking pressures at the popular trailhead through mass transit. The study indicated that as visitation is limited through permits, visitation could not be increased through mass transit but the study recommended constructing trails to connect parking and recreation areas.

Lone Pine Heritage Trail

The Lone Pine Economic Development Corporation has plans for a Southern Inyo Heritage Trail and Park System. The underlying objective of the trail is to improve bicycling and walking conditions in and around Lone Pine as well as to provide connectivity for non-motorized travel between Lone Pine and the outlying communities of Alabama Hills, Pangborn Lane, Foothill Trailer Park and the Lone Pine Reservation. The community of Lone Pine is the gateway to Mt. Whitney and other points of historical interest. As with most Inyo communities, US 395 acts as Main Street and the primary through corridor. However, traffic volumes on US 395 can be quite high, particularly during peak recreational seasons.

Improvements would occur in three phases. The first phase would be to improve bicycle and pedestrian safety along US 395. The second would be a proposed loop trail on the outskirts of town and the final phase would focus on non-motorized safety in Lone Pine. Phase 2 meets the goals of the Recreational Trail program by providing connectivity between outlying communities and Lone Pine. The vision is to develop a long-distance unimproved recreation loop through the use of trail markers and interpretive guides which would generally consist of the following:

- ◆ A path along the southern shoulder of Highway 136, east to Dolomite Loop Road
- ◆ The bluff along the eastern edge of Owens River, in concert with Lower Owens River recreational planning efforts, if authorized by Inyo County and City of Los Angeles Department of Water and Power, from Hwy 136 to Lone Pine Narrow Gauge Road
- ◆ Dolomite Loop Road, Hwy 136 to Owenyo Road
- ◆ Owenyo Road from Dolomite to Lone Pine Narrow Gauge Road
- ◆ Lone Pine Narrow Gauge Road
- ◆ Pangborn Lane and Lone Pine Avenue
- ◆ Existing, unnamed maintenance roads on the west side of town, excluding the Los Angeles Aqueduct (connecting the Lone Pine Indian Reservation, Alabama Hills Golf Course and Diaz Lake)
- ◆ Re-establish a historic trail from Lone Pine to Whitney Portal, via Alabama Hills.

Lower Owens River Project (LORP)

The Lower Owens River Project (LORP) was identified in a 1991 EIR as mitigation for impacts related to groundwater pumping by LADWP from 1970 to 1990. The primary goal of the project was to release water to the lower Owens River and to restore the ecosystem while providing for sustainable recreation, livestock grazing, agriculture and other activities. The LORP area includes 77,656 acres near Lone Pine and Independence and includes nearly 62 miles of river. The return of water flow in the Lower Owens River has enhanced recreational opportunities for both residents and visitors. The Lower Owens River Project Recreation Use Plan was drafted to minimize conflicts between recreation users, resource conservationists, water providers, and ranchers. The plan identified the following five goals:

1. Strengthen the areas nature based tourist economy.
2. Create opportunities for low-impact exploration and wildlife observation – Designate low impact trails between communities and LORP so that users do not create their own higher impact trails
3. Design a system to improve area access and wayfinding
4. Improve river and lake access for fishing and canoeing
5. Inspire cultural and environmental education, learning and stewardship

Appendix E presents the proposed recreation enhancements map for the LORP area. As shown, the backbone of the project is the Lower Owens River Trail traveling roughly 60 miles along the Owens River through the project area for both motorized and non-motorized travel. Other enhancements include:

- ◆ Directional and gateway signage along US 395 and County Roads to better direct and inform users
- ◆ Trail markers along the Lower Owens River Trail
- ◆ Kiosks and staging area improvements
- ◆ Paddle trail and boating access
- ◆ Birding trail and bird blinds
- ◆ Marsh boardwalk at the delta

LORP projects and general cost estimates which meet the goals of the RTP program are displayed in the Recreational Trail Project list table below.

Bishop Paiute Conservation Open Space Area (COSA)

The Bishop Paiute Tribe Reservation has begun work on a native pupfish refuge project. A 5,000 square foot pond for the Owens Valley pupfish was constructed along with walking trails in the Conservation Open Space Area (COSA). Additional ponds and trails to connect tribal members to the ponds are planned. Planned trail surface would be made with decomposed granite and treated with a polymer stabilizer to provide a more permanent and durable surface during the winter months. This provides lower construction and maintenance costs than asphalt paving.

Motorized Off-Highway Vehicle Needs

Connectivity and signage are important needs for motorized off-highway vehicle (OHV) transportation. Inyo County has an extensive network of OHV trails around the various communities. A local OHV group, Adventure Trails System of the Eastern Sierra, has developed an adventure trail concept. The purpose would be to link the OHV network with supplies and services in the communities through establishing OHV legal roadways and implementing wayfinding signage.

Equestrian Needs

Equestrians are important trail users in Inyo County, particularly as several pack outfits operate into the High Sierra in Inyo County. As such all new trail construction should consider equestrians as well as hikers or bikers. Additionally, numerous homeowners in Bishop own horses and would benefit from better connections between trails and town.

Proposed Recreational Trails Projects

Tables 15 and 16 summarize potential recreational trails projects discussed above based on input with stakeholders and a review of relevant recreational plans. The Inyo County Collaborative Bikeways Plan 2008 included a series of tables listing needs and potential improvements to recreational routes. These projects also meet the goals of the RTP program and therefore are included as Appendix F.

Chapter 6

Safe Routes to Schools Element

Funding from the Active Transportation Program can be used for projects that provide safe routes to schools in an effort to increase the walking, biking, skateboarding mode split for school children. In many cases parents and children may be unaware of existing bicycle facilities, crosswalks or shoulders with adequate shoulder width and therefore do not currently choose an active mode of transportation to school. This portion of the ATP discusses safety and other concerns regarding routes to schools and identifies the “safest” routes to each school in a series of maps. The maps prioritize needed improvements and maintenance to improve safety for school children using non-motorized transportation.

Big Pine Unified School District (Figure 13)

All grades Kindergarten through 12 in this small community are located on one campus at 500 S. Main Street (US 395) in Big Pine. There are approximately 185 students total and in the 2013-14 school year roughly 78 percent of the students were eligible for a free or reduced lunch.

Travel modes vary to/from school. Roughly 50 children ride the bus to school while the majority of students take the bus home from school. In the morning, approximately 20 – 30 students walk from neighborhoods in the Big Pine Reservation to school. Common routes include: Baker Lane, Calina Street, Bowers Street, and Piper Street. Although there are no bike lanes, these roads have low traffic volumes. Fewer children living on the west side of US 395 walk or bike to school. There is a residential tract of roughly 270 dwelling units off of Reynolds Road (Knight Manor/Rolling Green Tract) which is separated from the rest of the community. Common feeder routes to school from this direction include Reynolds to County Road and School Street to Baker Creek Road.

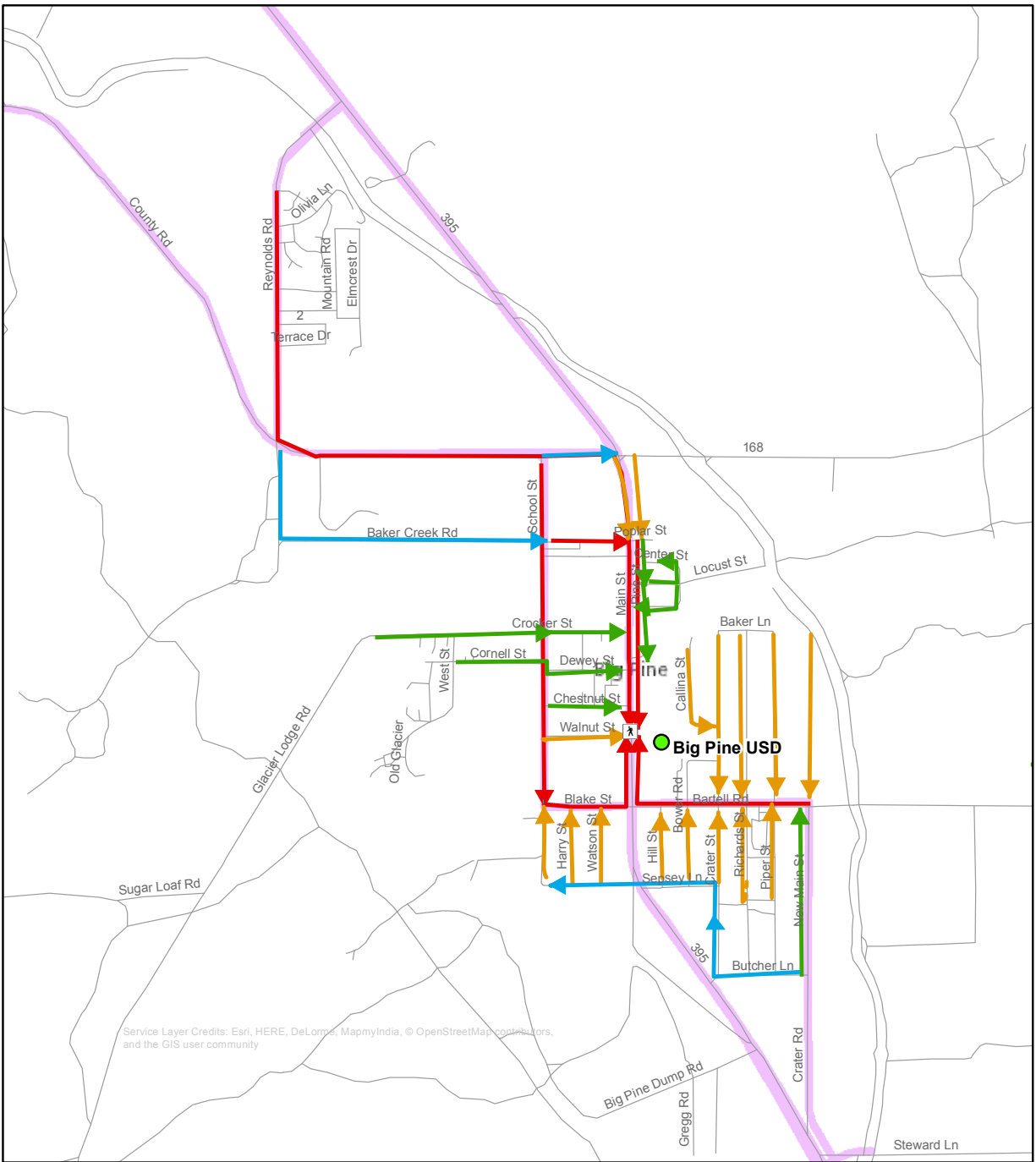
A major safety concern for the Big Pine Unified School District is crossing US 395. A recent auto collision occurred at the intersection of Walnut and US 395 in 2013. As shown in Figure 4, there are three crosswalks in Big Pine on US 395 as well as school flashing lights just north and south of the school. A crossing guard is employed one half hour before and after school at the crosswalk located directly in front of the school. Even with the crosswalks, crossing US 395 when the crossing guard is not available can be unsafe for school children. The speed limit through town is 35 miles per hour. Traffic along US 395 increases during the ski season as skiers drive between the Los Angeles area and Mammoth Lakes. Annual Average Daily Traffic (AADT) volumes in 2013 were 7,700 with peak month traffic volumes reaching 10,500. Another safety concern is that County Road is a straight and flat rural road with no striped shoulder. Therefore it is easy for motorists to travel at speeds higher than the posted speed limit. Reynolds Road/County Road is the primary connection for the neighborhood to US 395.

Figure 13 displays safe routes to school for Big Pine Unified School District. The primary corridor is the sidewalks along US 395 which leads to the crosswalk and crossing guard at Walnut and US 395. Safe feeder routes to US 395 are County Road, School Street and Bartell Rd. Other than the sidewalks on US 395, there are no bicycle or pedestrian facilities in the community of Big Pine. Capital improvements which will increase safety for children travelling to school include Class II/III bicycle lanes along the designated safe routes to school. These projects for streets located in unincorporated Inyo County are identified in Table 10.

Lone Pine Unified School District (Figure 14)

The Lo-Inyo Elementary School is located on Locust Way just east of US 395. The Lone Pine High School is located on US 395 between Muir and Inyo Street and the Sierra Alternative Learning Academy

Figure FH
Safe Routes to School
Big Pine

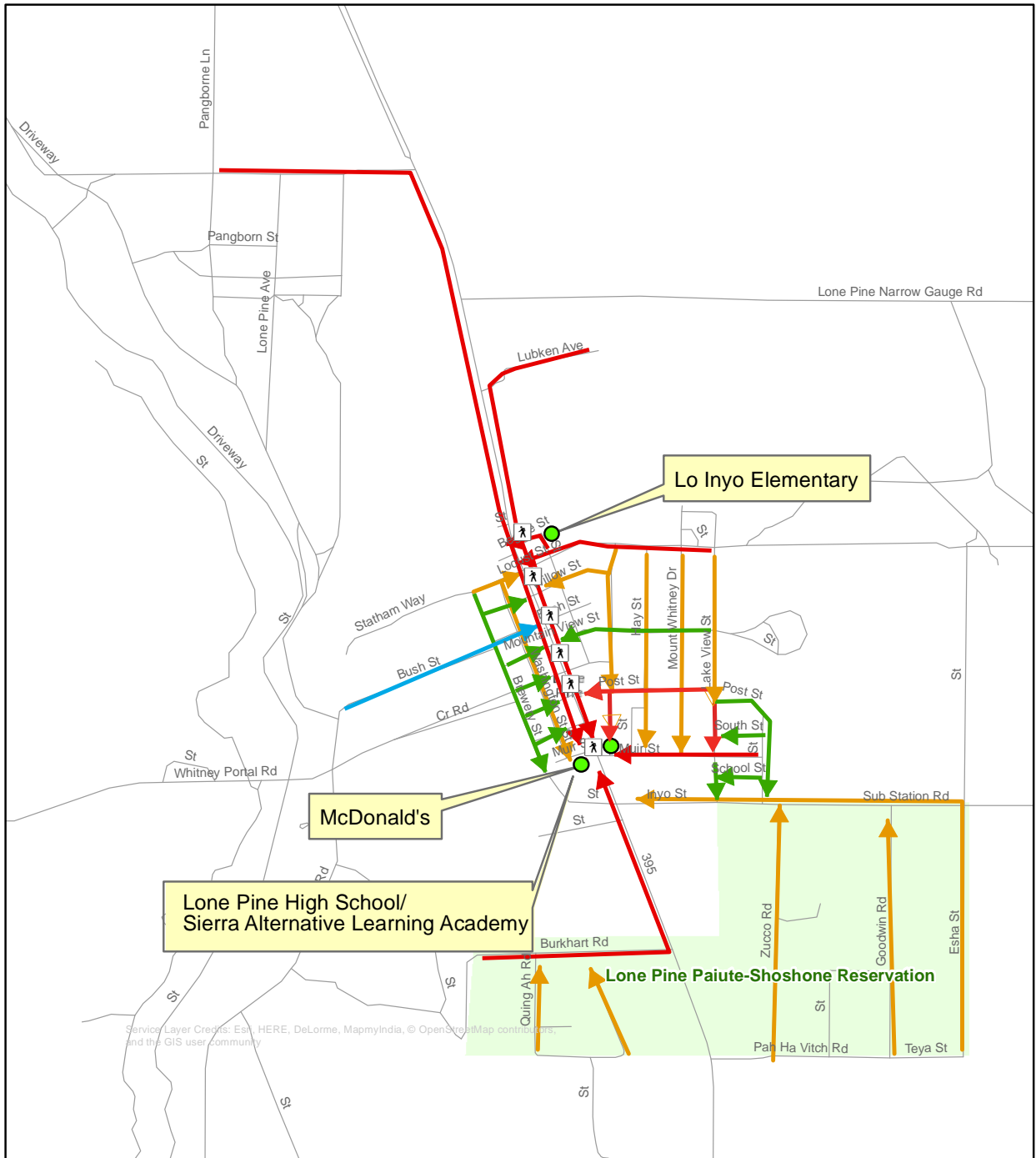


- ➔ Low Importance
- ➔ Medium-Low
- ➔ Medium-High
- ➔ High Importance
- Proposed Bike Facilities

0 0.1750.35 0.7 Miles



Figure 14
Safe Routes to School
Lone Pine



- High Importance
- Medium-High
- Medium-Low
- Low Importance

0 0.1 0.2 0.4 Miles



is located on the same side of US 395 on Hay Street. The Sierra Alternative Learning Academy qualifies as a disadvantaged community under the school lunch criteria and Census Tract 8 (which includes Lone Pine) qualifies under the income criteria. There are roughly 380 students in the district. Lone Pine USD staff estimate that roughly half of the children in the district walk or bike to school; thereby underscoring the importance of providing safe non-motorized facilities.

Sidewalks and crosswalks exist along US 395 between Inyo and Locust street, providing a relatively safe route to school for residents in the central business district. Even with multiple crosswalks along US 395, crossing US 395 always poses a safety risk for children living on the west side of the highway. School staff find that crossing US 395 to be particularly disconcerting between the high school and McDonalds around lunch time. Some staff would like to see a traffic signal at this location.

There are several neighborhoods which are not linked to the schools by sidewalks. Children in the neighborhoods in the Lone Pine Reservation south of town must walk along the shoulder of US 395 to get to the High School. According to Lone Pine USD staff, this is particularly worrisome for students living off of Burkhart Rd on the west side of US 395. Although these homes are only one-third of a mile from the High School, Lone Pine USD buses these students to school for safety reasons. A continuous sidewalk along US 395 between the Reservation and downtown Lone Pine would provide a much safer route to school and allow for greater active transportation in a disadvantaged community. On the north side of town there are two residential clusters along Lubken Avenue and Pangborn Lane which are separated from the downtown Lone Pine area. In 2013, a single car accident occurred at Pangborn Lane and US 395. Sidewalks along US 395 currently stop at Spangborne Park. Continuing the sidewalks three-quarters of a mile northward would provide greater connectivity for residents of the Lubken and Pangborn neighborhoods.

Death Valley Unified School District

The Death Valley Unified School District is a very rural district with only 80 students. Some students travel as far as one hour on the bus each way to reach school. Communities served by the district include Tecopa, Furnace Creek, Shoshone, Timbisha – Shoshone Indian Village, and Charlestown View at the Nevada border. Many students come from low income areas and over 80 percent of Death Valley Academy students are eligible for a free or reduced lunch. Due to the distances travelled, children are bussed to school from several pick up/drop off locations along Spanish Trail Highway, Tecopa Heights, in Death Valley National Park, and Charleston View. In terms of safer routes to school, the district does not see an immediate need for improvements around the schools; however, there is a need for more non-motorized facilities in the various communities.

Bishop Unified School District (Figures 15, 16, 17)

Bishop Unified School District includes Bishop Elementary School, Home Street Middle School, and Bishop Union High School. All schools are located within walking distance of each other. The elementary school lies adjacent to the Bishop Paiute Reservation between the dead end of Keough St. and West Pine Street. The middle school is located just south of West Pine Street and west of Home Street while the high school is just east of Home Street. There is also the Community Day school located on Grandview Avenue off of SR 168. In total there are about 1,900 students enrolled in these schools.

Bishop USD provides yellow school bus transportation for Kindergarteners living more than one half mile from the school, 1st through 3rd graders living more than three-quarters of a mile from the school and other grades living more than 2 miles from the schools. The majority of the incorporated portion of Bishop and much of the Bishop Paiute Reservation is within a two mile radius of the schools. However, Bishop USD transportation staff do not enforce the walk limits in areas that they perceive to be unsafe for

Figure 15

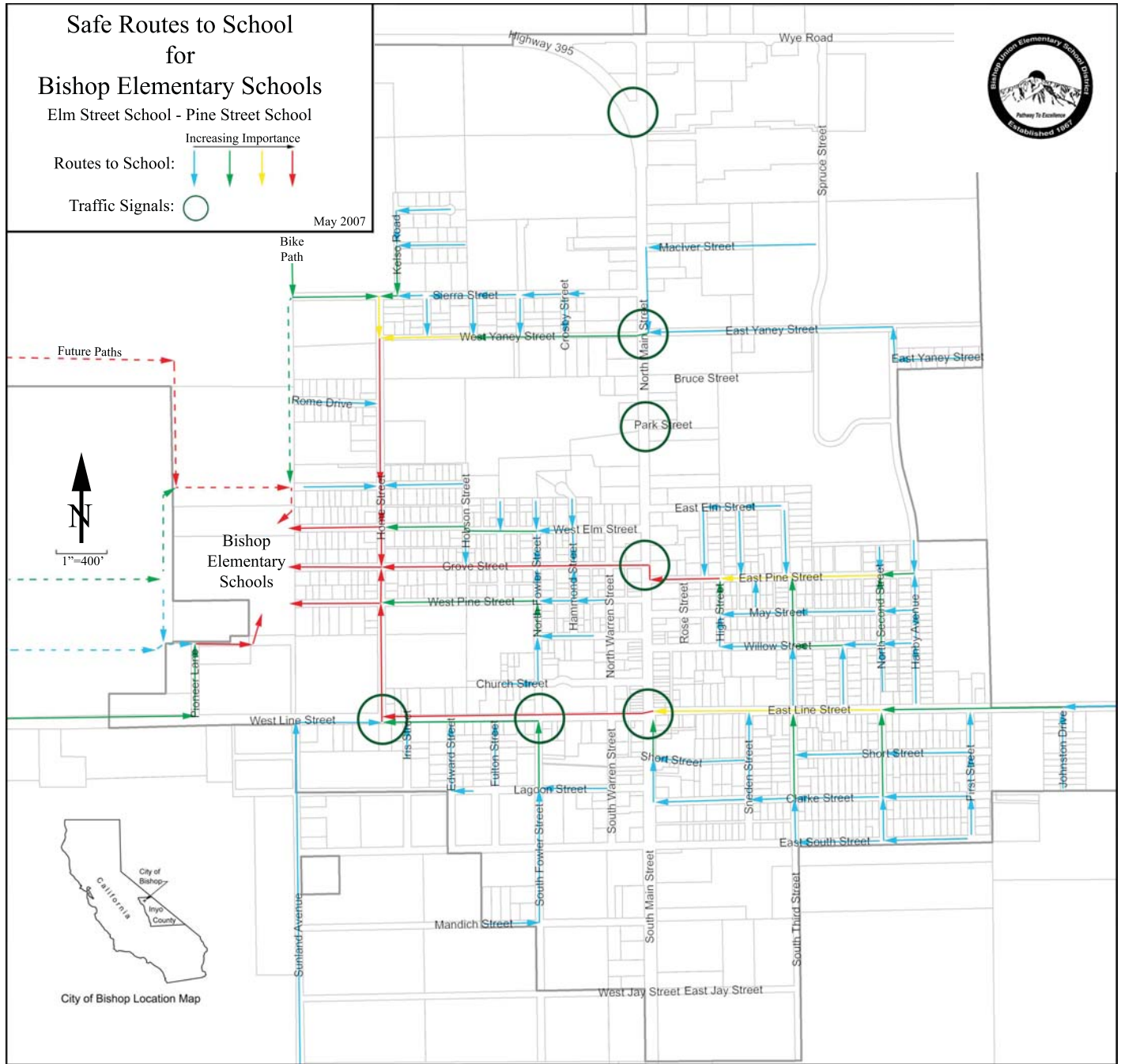


Figure 16

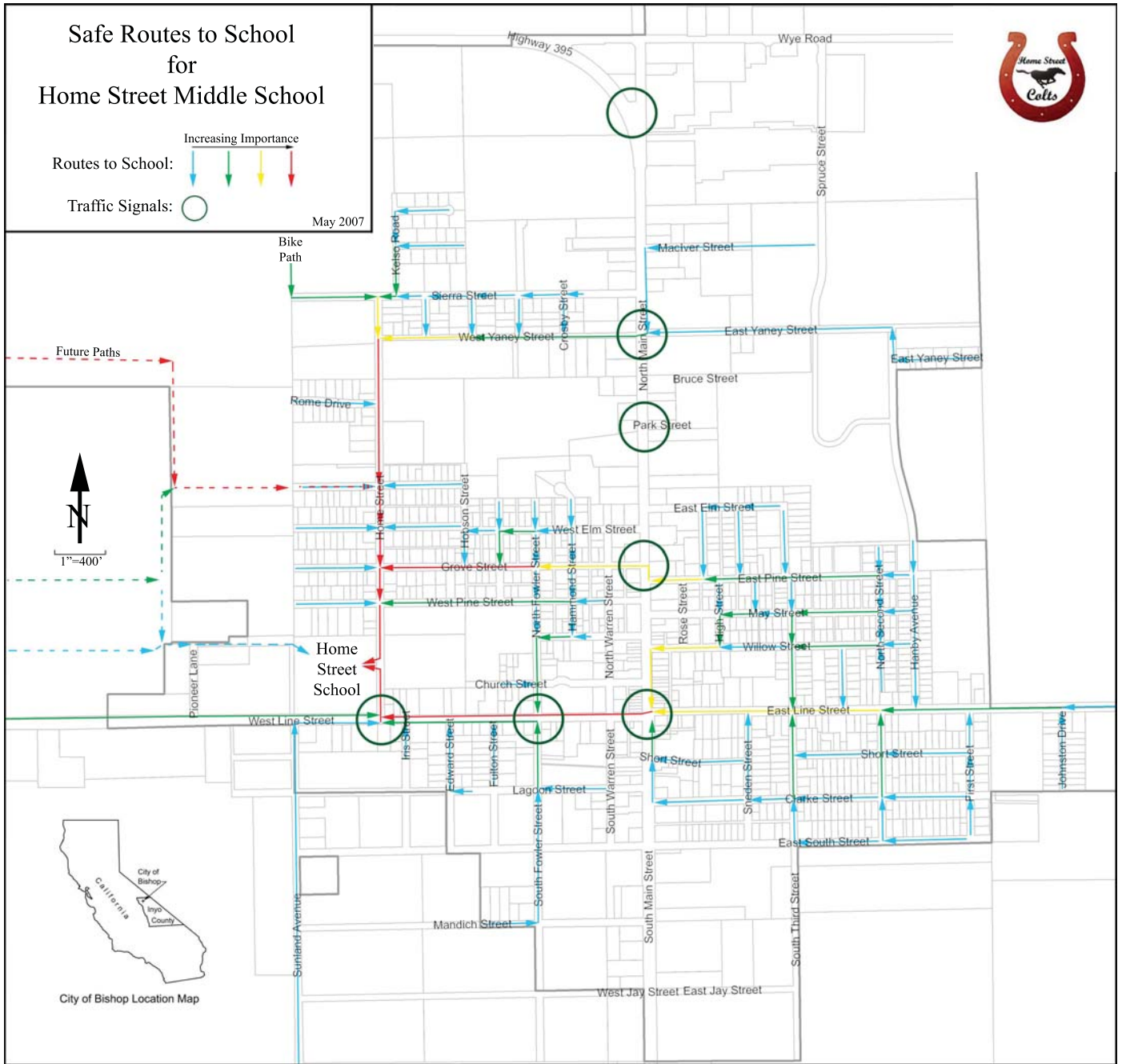
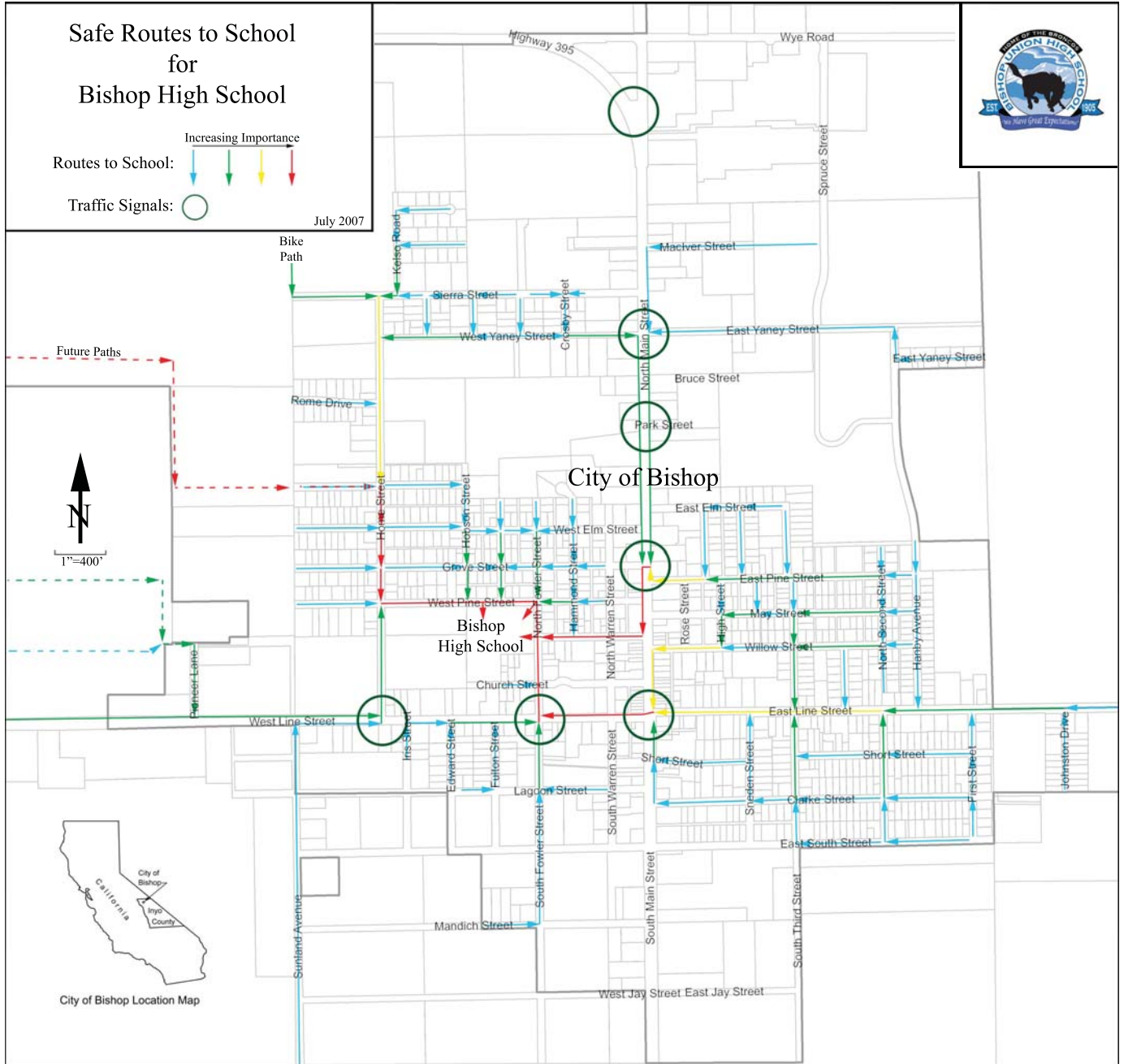


Figure 17



children to walk. These areas include most of the roads on the reservation, particularly See Vee Lane. With sidewalks or bicycle lanes on See Vee Lane, children would feel comfortable crossing the reservation and could connect with the proposed non-motorized path, “Indian Path”, which will connect the eastern portion of the reservation to the schools. Currently there is a signal at Barlow and US 395; therefore motorists prefer this route through the reservation instead of See Vee Lane. However, due to potential development at See Vee and US 395, a signal may be constructed at this intersection. This could increase vehicle traffic on See Vee lane and decrease safety for children walking/biking to school. Bishop USD may be facing budget cuts in which case walk limits for children living on the reservation may be enforced in the future.

The City of Bishop developed Safe Routes to Schools maps for the incorporated portion of the region as shown in Figures 15-17. Maps displaying safe routes to school for residents of the unincorporated portion of Bishop are presented as Figure 18 and 19.

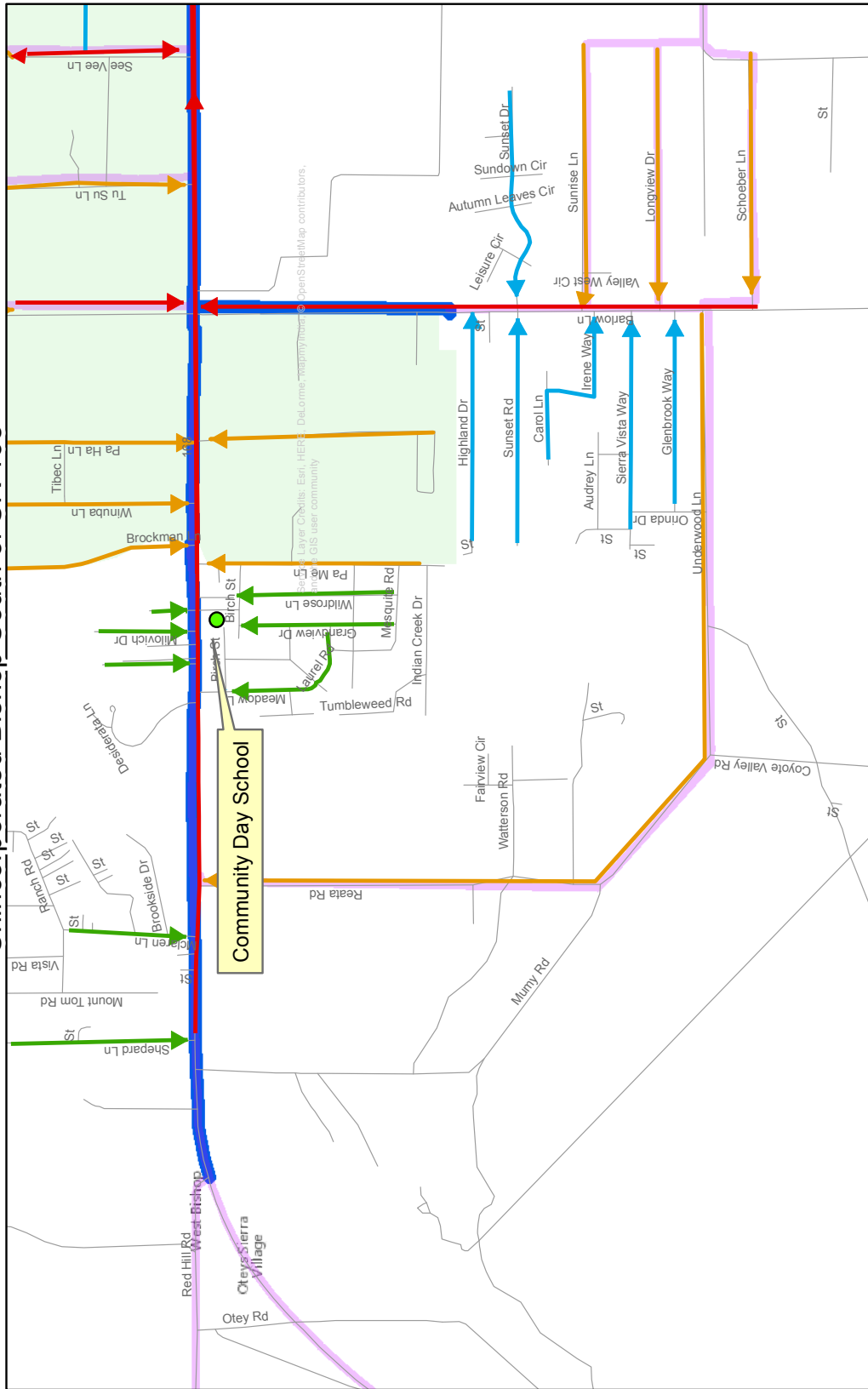
Owens Valley School District (Figure 20)

The Owens Valley School District includes grades K-12 at one school in the community of Independence. The school is located four blocks east of US 395 in the middle of town. The majority of the community is located within a half mile of the school except for the Fort Independence Reservation which lies roughly 3 miles north on US 395. According to school staff roughly 25 percent of the 40 students walk or bike to school and the only major safety issue for non-motorized travel is crossing US 395. There are crosswalks on Market and Kearsarge Street which lead directly to the school; however US 395 is a major regional thoroughfare and crossing can be dangerous for children. Figure 20 presents the Safe Routes to School map for the Owens Valley School District.

Round Valley School District

The Round Valley School District is located in the Round Valley area about 10 miles north of Bishop near the town of Rovana. Currently there are roughly 138 students. The district does not allow students to walk to campus due to the fact that the school is surrounded by ranch land. Most students are bused from a pick up/drop off point in unincorporated Bishop and the communities off of Lower Rock Creek Road north of the school in Mono County. School staff indicated a need for increased non-motorized safety near the Bishop drop off point at Rite-Aid.

Figure FJ
Safe Routes to School
Unincorporated Bishop South of SR 168



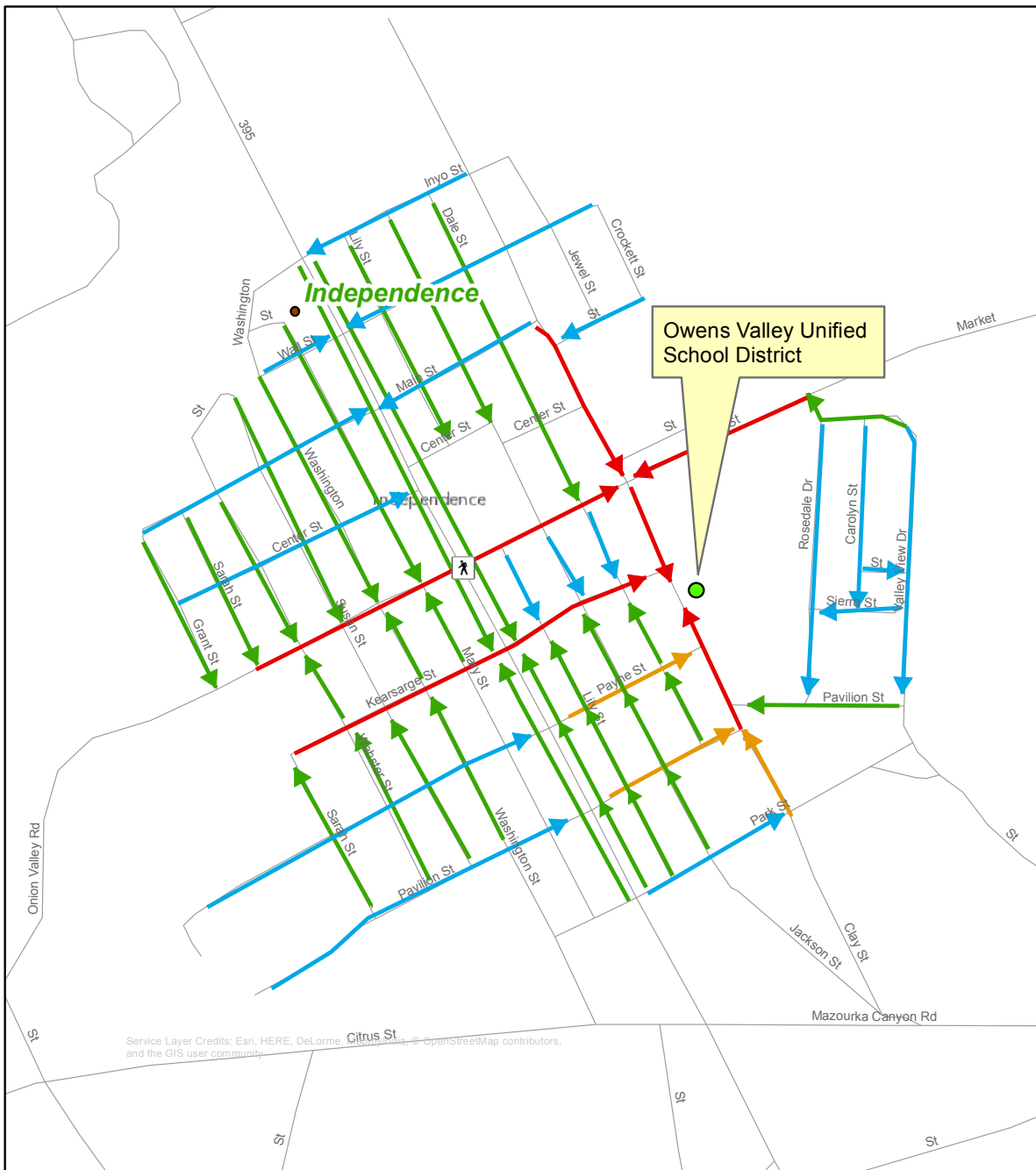
- ▶ High Importance
 - ▶ Medium-High
 - ▶ Medium-Low
 - ▶ Low Importance
- Proposed Bike Facilities
 - Existing Bike Facilities



0 0.175 0.35 0.7 Miles

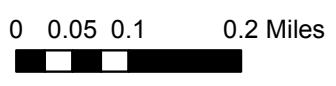


Figure 6E
 Safe Routes to School
 Owens Valley Unified School District



Service Layer Credits: Esri, HERE, DeLorme, Swatch, Mapbox, OpenStreetMap contributors, and the GIS user community.

- High Importance
- Medium-High
- Medium-Low
- Low Importance



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Proposed Active Transportation Projects

This chapter presents the proposed projects, based upon current plans and conditions (as discussed in previous chapters), as well as a prioritization methodology.

Previous Expenditures on Bicycle and Pedestrian Facilities

Over the past five years Inyo County and the City of Bishop have implemented several non-motorized facility projects which are helping to improve mobility and safety for active transportation users (Table 10). These include sidewalk projects in the City of Bishop and bicycle lanes in unincorporated Inyo County. These projects now provide a safer connection between commercial and residential uses for residents.

TABLE 10: Completed Active Transportation Projects

2010 - 2015

Year	Implementing Agency	Project Description	Project Cost	Funding Source
2010	City of Bishop	Grove St. Sidewalks	\$1,068,000	SR2S
2011	Inyo County	Virtual Transportation Museum	\$25,000	ARRA TE
2014	City of Bishop	Pine to Park Multi-Use Path	\$287,000	STIP / TEA Exchange
2015	Inyo County	Sunland Drive - Class III Bicycle Lanes	\$732,000	STIP
2015	FHWA	Upper Rock Creek Road Uphill Bicycle Lane	\$1,000,000	Forest Highways

Source: Inyo County, City of Bishop

Project Lists

Tables 11 through 17 lists proposed improvements in the Inyo County region which will increase safety for pedestrians and cyclists as well as encourage more residents to use more active types of transportation. Both infrastructure and non-infrastructure projects are proposed. Projects in Table 11 and 12 are listed in order of priority based on the prioritization criteria described below.

Project Prioritization and Plan Implementation Strategies

Prior to Submittal of ATP Grant Application

Giving the highly competitive nature of the ATP Grant program, it is important to prioritize potential projects. The following evaluation criteria were developed by the Consultant Team in an effort to prioritize projects for the next ATP grant cycle. Each criteria has been assigned a weight, based on the goals and objectives of the Active Transportation Program. As part of the project prioritization process, each project should be categorized as to the degree it meets the evaluation criteria listed below: 0 = Does not meet criteria, 1 = Low, 2 = Medium, 3 = High. The degree the project meets the criteria is then multiplied by the weight to determine the number of points for the project. A total of 51 points are possible per project.

Evaluation Criteria

- ◆ **Potential for Increased Walking or Bicycling (Weight = 5)** – The primary objective of the ATP program is to increase the number of people in the plan area using active transportation. Therefore, this evaluation criteria is particularly important and represents up to 30 points on the ATP grant application. In Inyo County, it is difficult to quantify existing and projected walking or bicycling rates, particularly for small project areas. In cases where quantitative data is not available, a qualitative analysis could be used, along with the general projections of bicycle/walking mode share increase discussed in this plan. Aspects of a project that are likely to increase walking or biking include: facility separated from vehicle traffic and direct short distance connection between residential, Native American reservation and commercial facilities, schools, medical facilities, recreational facilities, employment centers, or public transit.

In order to be more competitive for grant funding, it would be worthwhile to conduct counts in the project area prior to the project prioritization process as well as after project construction. This data can then be used as a basis for bicycle/walking trip estimates for other projects.

- ◆ **Safety (Weight = 4)** – An important factor to consider is the degree to which a project which has the potential to reduce accidents or increase safety for either existing or future users. Figures 10 and 11 and Appendix D of this document display the geographic location of bicycle and pedestrian accidents in recent years. A project can also meet this criteria at a high level if it eliminates potential safety hazards such as: reduces speed of nearby motor vehicles, increases sight distance and visibility between motorists and non-motorized users, addresses unsafe conditions, provides a separated facility between motorists, or improves compliance with traffic laws and non-motorized users.
- ◆ **Public/Stakeholder Input (Weight = 2)** – The City of Bishop recently conducted several community/stakeholder outreach efforts as a method to gauge public support for proposed ATP projects as well as identify new projects which meet community needs. At these meetings, participants were asked to identify their top priority projects from a master list of projects. Similar forums should be conducted by the implementing agencies. Projects which rank high among the public and stakeholders should receive the full weight for this evaluation criteria element.
- ◆ **Closes a Gap in the Bicycle or Pedestrian Network (Weight = 1)** – A project which closes an obvious gap in the sidewalk or bicycle facility network meets this criteria. This could be a small section of sidewalk within the City of Bishop or larger section of unsafe roadway commonly used as a bicycle travel route.
- ◆ **Public Health (Weight = 1)** – The evaluator should consider how the project will improve public health. Statistics which could be improved by the project include: obesity rates, physical inactivity, diabetes, and meeting fitness standards.
- ◆ **Benefits a Disadvantaged Area (Weight = 2)** – If a project is located in a disadvantaged census tract according to the most recent census data (median income < 80% of statewide income) or at least 75 percent of the public school students in the project area are eligible for a free or reduced lunch, the project is considered to benefit a disadvantaged community. If 100 percent of the funds will benefit this disadvantaged area, then the project meets this criteria at a high level.
- ◆ **Cost Effectiveness (Weight = 2)** – After considering all the criteria listed above, the cost effectiveness of the project should be compared between candidate projects. The projects which will have the greatest increase in bicycling and walking trips per dollar spent should receive full points under this criteria. The ATP Benefit/Cost Tool developed by CTC could be used for this analysis.

The implementing agency must also ensure that there is sufficient funding and staff available to maintain the project after construction.

Table 11 and 12 list the higher priority ATP projects while Table 13 and 14 list long term projects and projects which are currently in the conceptual phase. The Consultant Team used the evaluation criteria to prioritize projects in Tables 11 and 12. The top ranking projects should be evaluated further by each implementing agency to determine potential candidates for the next cycle of ATP grant funding.

Submit ATP Grant Application

Once a project is selected as the top priority project, the implementing agency may wish to consider applying for ATP grant funding. Additional public input forums may be useful to confirm a high level of support for the top priority project.

Successful ATP Grant Award

The implementing agency should keep in close contact with ICLTC during project construction by providing regular status updates throughout the environmental, design, and construction process.

Post ATP Project Construction

After a project is constructed, the implementing agency should continue to collect data and public input on the project so as to have improved evaluation criteria for future ATP projects. Data collection could include bicycle/pedestrian counts in the project area, user surveys, and interviews with affected stakeholders such as a school district.

Funding Strategies and Anticipated Revenue Sources

Funding has not yet been secured for any of the active transportation projects proposed in this plan. As such, the projects listed in Tables 11 through 17 are considered financially unconstrained. As identified in the RTP, the majority of recurring regional State Transportation Improvement Program (STIP) funding is tied up in the Olancho Cartago four-lane project which will greatly increase safety in the region. Therefore, ATP funds are the most likely source of funding for the non-motorized infrastructure and non-infrastructure projects listed in this ATP. As ATP funds are highly competitive and impossible to project, the ICLTC and implementing agencies should follow these funding strategies with respect to ATP projects.

- ◆ **Combine with Roadway Projects** – In an effort to maximize available transportation revenues, ICLTC, Inyo County and the City of Bishop should continue to incorporate improvements to non-motorized facilities into roadway rehabilitation projects.
- ◆ **Consider the Most Cost Effective Option** – Particularly in the case of bicycle facilities, ICLTC, Inyo County and the City of Bishop should consider the effectiveness of the most cost effective options that would meet the goals of the ATP program. For example, striping and signing a roadway with adequate width will provide an increase in safety for cyclists at a relatively low cost. Maintenance such as sweeping and clearing of overhanging brush on existing shoulders is another strategy to increase safety for a low cost.

TABLE 11: Inyo County Region Unfunded Active Transportation Projects - Part 1

Priority	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Safe Routes to School
<u>County</u>					
1	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds from Myrtle Lane to County Rd, School St., Baker Creek Rd to US 395 and all of School St and Blake St	\$868	ATP	Y
2	Lone Pine	South Lone Pine Sidewalk (0.45 miles of sidewalk on one side of US 395 from end of sidewalk near LADWP to Teya Road)	NA	ATP	Y
3	Bishop Area	Class II/III Bicycle Lanes on Red Hill Road from Ed Powers Rd to SR 168	\$700	ATP	N
4	Lone Pine	Sidewalk connectivity on county roads in downtown area	NA	ATP	N
5	Lone Pine	Class II/III Bicycle Lanes on Post St., Lone Pine Av, and Lakeview St.	NA	ATP	Y
6	Bishop Area	Meadow Farms North Sidewalk (0.23 miles of sidewalk on the north side of US 395 or North Sierra Highway from Cherry Lane to the art store)	NA	ATP	N
7	Bishop Area	Class II/III Bicycle Lanes Schober Lane (1.1 miles between Barlow Lane and Sunland Lane)	NA	ATP	N
8	Lone Pine	Class II/III Bicycle Lanes Horseshoe Meadows Road (2.1 miles from Sunset Road to Whitney Portal Road)	NA	ATP	N
9	Tecopa	Old Spanish Trail Highway (0.72 miles from Tecopa Hot Springs Road to Downey Road) Class II/III	NA	ATP	Y
10	Bishop Area	Sidewalks on SR 168 between Meadow Lane and Grandview	NA	ATP	N
11	Bishop Area	Class II/III Bicycle Lanes Sawmill Road (1.7 miles from Ed Powers Road west to US 395)	NA	ATP	N
12	Inyo County	Share the Road Signage in Round Valley	NA	ATP	N
13	Bishop Area	Class II/III Bicycle Lanes Ed Powers Rd between SR 168 and US 395	NA	ATP	N
Ongoing	Countywide	Add fog lines and "Share the Road" signage on rural roads where feasible	NA	ATP	--
<u>Death Valley National Park</u>					
1	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to the Furnace Creek Inn	NA	ATP/FLAP	N
2	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to Stovepipe Wells Resort	NA	ATP/FLAP	N
3	Death Valley NP	Class II/III bicycle lanes on Badwater Road from SR 190 to Badwater	NA	ATP/FLAP	N
<u>Bishop Paiute Tribe</u>					
1	Bishop Tribe	Indian Path from See Vee Lane to Schools - Improve trail using decomposed granite and polymer stabilizer for all-weather durable surface	\$140	ATP	Y
2	Bishop Tribe	Sidewalk - Barlow Lane to Diaz Lane	\$262	ATP	N
3	Bishop Tribe	Street lighting on tribal roads to increase bicycle and pedestrian visibility and safety	\$12	ATP	N
4	Bishop Tribe	Sidewalk - Diaz Lane Eastward from Barlow Lane	\$273	ATP	Y
5	Bishop Tribe	Sidewalk - Tu Su Lane	\$546	ATP	N
6	Bishop Tribe	Sidewalk - See Vee Lane	\$546	ATP	Y

TABLE 12: Inyo County Region Unfunded Active Transportation Projects - Part 2

Priority	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Safe Routes to School
<u>City of Bishop</u>					
1	City of Bishop	Spruce Yaney Hanby Bicycle Lanes/Sidewalks - Along Spruce, west of Hanby, south side of Yaney at City Park	\$1,160	ATP	N
2	City of Bishop	Diaz to School Class I Bike Path - Diaz Lane to elementary schools	\$1,000	ATP	Y
3	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk	\$400	ATP	Y
4	City of Bishop	Pine Sidewalks - Fill in gaps in sidewalk along at least one side of West Pine, Main to Fowler	\$250	ATP	N
5	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk	\$980	ATP	N
6	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools	\$400	ATP	Y
7	City of Bishop	Home St. Connection - Class I path west of elementary schools to Home Street School campus	\$500	ATP	N
8	City of Bishop	Class II/III bicycle lanes on Fowler and Elm St. as alternative to US 395	NA	ATP	N
9	City of Bishop	Close sidewalk gaps along Elm St.	NA	ATP	Y
10	City of Bishop/Caltrans	Continue Class II/III bicycle lanes on West/East Line Street	NA	ATP	N
11	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine	\$500	ATP	N
12	City of Bishop	Wayfinding signage to direct cyclists onto alternative routes to US 395	NA	ATP	N
13	City of Bishop	Lighting (solar powered flashing lights) at crosswalks along US 395	NA	ATP	Y
14	City of Bishop	Sierra Street Sidewalk - Construct sidewalk along at least the north side of Sierra between Main and Home	\$300	ATP	N
15	City of Bishop	Main Street Streetlights - Place decorative streetlights and hanging baskets on Main Street	\$600	ATP	N
16	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway	\$250	ATP	N
17	City of Bishop	Hobson to Coats Path - Class 1 bike path/pedestrian path from Hobson Street to Coats Street	\$450	ATP	N
18	City of Bishop	Pine to Canal Path - Class 1 bike path from East Pine street to east side of Bishop Creek Canal	\$500	ATP	N
Total Cost			\$10,637		
Source: Inyo County, City of Bishop, Bishop Paiute Tribe 2013 Transportation Plan					

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TABLE 13: Inyo County Regional Unfunded Bicycle Facility Projects – Part 3

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Performance Indicator	Purpose and Need	Corresponding Goal
U	Bishop area	Sunrise Ln/Longview Dr Connector	Sunrise Ln	Schoeber Ln	Extend path north of Schoeber Lane bend. Obtain easements and add path connections to these streets.	0.3	S, M/A	M	5
Class II or III									
U	Bishop area	CA 168 (West Line Street)	US 395	Cerro Coso Community College	Add shoulders at least 6' wide and signage between current end of shoulders west of Bishop, to Ed Powers Road	4.8	S, M/A	M	5
U	Bishop area	Collins Rd	Gerkin Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.7	S, M/A	M	5
U	Bishop area	Diaz Ln	N See Vee Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Dixon Ln	Sanger Ln	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Bishop area	E Yaney St	Spruce St	Hanby Ave	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Bishop area	Ed Powers Rd	US 395	CA 168	Expand shoulder - add shoulder stripes or bike lanes.	2.4	S, M/A	M	5
U	Bishop area	Five Bridges Rd	Jean Blanc Rd	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Bishop area	Hanby Ave	E Yaney St	E Line St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.6	S, M/A	M	5
U	Bishop area	Main St (US 395)/US 6	Dixon Ln	Sunland Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	5.1	S, M/A	M	5
U	Bishop area	N Barlow Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	N Barlow Ln	Bar M Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.5	S, M/A	M	5
U	Bishop area	N See Vee Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	N Tu Su Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	Pine Creek Rd	N Round Valley Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.7	S, M/A	M	5
U	Bishop area	Reata Rd	Canal bridge	Airport Rd	Expand shoulder wide enough for Class 3 facility, add signage.	1	S, M/A	M	5
U	Bishop area	N/S Round Valley Rd	Reata Rd	Coyote Valley Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.1	S, M/A	M	5
U	Bishop area	Sanger Ln	US 395	Sawmill Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	7.4	S, M/A	M	5
U	Bishop area	Spruce St	Dixon Ln	Bar M Ln	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.7	S, M/A	M	5
U	Bishop area	Sunland Ln	Wye Rd	E Yaney St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	S, M/A	M	5
U	Bishop area	Sunrise Ln	SR 168	S Main St	Expand shoulder, Overlay to improve pavement quality. Strip shoulders from W. Line Street to Gerkin Lane and US 395.	3.8	S, M/A	M	5
U	Bishop area	Underwood Ln	Reata Rd	S Barlow Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	US 395	N Barlow Ln	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.6	S, M/A	M	5
U	Bishop area	US 6	Dixon Ln	Silver Canyon Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.7	S, M/A	M	5
U	Bishop area	Lower Rock Creek Road	US 395	Spruce St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Route signage for "Laws - Warm Springs" loop route	Birchm Ln/Pine Creek Rd.	Mono County Line	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	2.3	S, M/A	M	5
U	Bishop area	Downtown commercial district circulation alternatives	Westerly US 395 Alternate	Loop ride east of Bishop	Add bike route signs with directions and distances at turns, for example "Laws Railroad Museum - 2" and "Laws Shared Roadway Bicycle Markings, on Fowler, Grove, Pine, Third, and South Streets."	19.1	S, M/A	M	5
U	Bishop area	E Line St	S Main St	Canal bridge	Expand shoulder wide enough for Class 3 facility, add signage.	0.5	S, M/A	M	5
U	Bishop area	Gerkin Rd	Sierra Bonita	Collins Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Gerkin Rd	Collins Rd	Lucas Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	US 395	Inyo/Mono County line	Schoeber Ln	Add shoulder stripes or bike lanes, share the road signage.	11.6	S, M/A	M	5
U	Bishop area	S Barlow Ln	Underwood Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Bishop area	S Barlow Ln	S end of Class I facility	Underwood Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	S Barlow Ln	Sunland Dr	County Rd, SR 168E	Add shoulder stripes or bike lanes, share the road signage.	11.5	S, M/A	M	5
U	Bishop area	Eastside Rd	Poleta Rd	Warm Springs Rd	Expand shoulder, stripe/bike lanes or signage	2.2	S, M/A	M	5
U	Bishop area	Jeon Blanc Rd	Fish Slough Rd	Five Bridges Rd	Expand shoulder, stripe/bike lanes or signage	0.6	S, M/A	M	5
U	Bishop area	Keough Hot Springs Rd	County Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.6	S, M/A	M	5
U	Bishop area	Longview Dr	S Barlow Ln	End	Expand shoulder, stripe/bike lanes or signage	0.5	S, M/A	M	5
U	Bishop area	Poleta Rd	Airport Rd	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	3.2	S, M/A	M	5
U	Bishop area	Warm Springs Rd	S Main St	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	4.6	S, M/A	M	5
U	Bishop area	Pleasant Valley Dam Rd	US 395	Southern end of Pleasant Valley Reservoir	Expand shoulder, stripe/bike lanes or signage	2.5	S, M/A	M	5
U	Bishop area	Gorge Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Northern end of Pleasant Valley Reservoir, LADWP	Expand shoulder, stripe/bike lanes or signage	1.8	S, M/A	M	5
U	Bishop area	Birchm Ln	N/S Round Valley Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Expand shoulder, stripe/bike lanes or signage	1.3	S, M/A	M	5
U	Bishop area	Wye Rd	Spruce St	Canal Path	Expand shoulder, stripe/bike lanes or signage	0.2	S, M/A	M	5
U	Big Pine	Steward Ln	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Big Pine	Bartell Avenue	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Big Pine	County Rd	Reynolds Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Big Pine	Fish Springs Rd	US 395	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	3	S, M/A	M	5
U	Big Pine	Newman St	Bartell Rd	Steward Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Big Pine	Steward Ln	Newman St	Big Pine Canal	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Big Pine	US 395	County Rd	Fish Springs Rd	Expand shoulder stripes or bike lanes, share the road signage.	5.2	S, M/A	M	5
U	Big Pine/ Independence	Black Rock Springs Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.8	S, M/A	M	5
U	Big Pine/ Independence	Aberdeen Station Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1.2	S, M/A	M	5
U	Big Pine/ Independence	Goodale Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1	S, M/A	M	5
U	Big Pine/ Independence	Tinemaha Rd	Aberdeen Station Rd	Goodale Rd	Add signage and shoulder stripes	5.8	S, M/A	M	5
U	Big Pine/ Independence	Tinemaha Rd	Fish Springs Rd	Fuller Rd	Add signage and shoulder stripes	2.1	S, M/A	M	5
U	Big Pine/ Independence	Tinemaha Rd (north)	Fish Springs Rd	Tinemaha Rd	Add signage and shoulder stripes	0.5	S, M/A	M	5
U	Independence	Fort Independence Rd	Schabell Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	S, M/A	M	5
U	Independence	E Miller	Shabell Ln	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes.	0.4	S, M/A	M	5
U	Independence	Fish Hatchery Rd	S Oak Creek Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Independence	Shabell Ln	E Miller	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.8	S, M/A	M	5
U	Independence	US 395	Fish Hatchery Rd	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Independence	Mazzourka Canyon Rd	US 395	Market St	Add bike lanes, and share the road signage.	2.3	S, M/A	M	5
U	Independence	US 395	Fish Springs Rd	E of Abandoned Railroad	Expand shoulder, stripe/bike lanes or signage	4.6	S, M/A	M	5
U	Independence	US 395	E Market St	Shabell Ln	Add shoulder stripes or bike lanes, and share the road signage.	16.5	S, M/A	M	5
U	Independence/Lone Pine	US 395	Manzanar Reward Rd	Manzanar Reward Rd	Add shoulder stripes or bike lanes, and share the road signage.	5.4	S, M/A	M	5
U	Lone Pine	E Begole St	US 395	Teya Rd	Add shoulder stripes or bike lanes, and share the road signage.	11.1	S, M/A	M	5
U	Lone Pine	US 395	S Main St	N Jackson St	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Horseshoe Meadows Rd	Whitney Portal Rd	Lubken Canyon Rd	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Lubken Canyon Rd	Horseshoe Meadows Rd	US 395	Add striping/ bike lanes. Bicycle safety signage present.	3.5	S, M/A	M	5
U	Lone Pine	N Jackson St	E Begole St	Whitney Portal Rd	Alternate route signage. Expand shoulder	0.3	S, M/A	M	5
U	Lone Pine	N Washington St	W Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	S, M/A	M	5
U	Lone Pine	S Lone Pine Ave	E Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	S, M/A	M	5
U	Lone Pine	SR 136	US 395	Cerro Gordo Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	12.7	S, M/A	M	5
U	Lone Pine	Sub Station Rd	E Inyo St	Abandoned Railroad	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	S, M/A	M	5
U	Lone Pine	Tuttle Creek Rd	Whitney Portal Rd	Lubken Canyon Rd	Route constrained by narrow canyon and riparian area. Add shoulder stripes or signage.	5.4	S, M/A	M	5
U	Lone Pine	W Locust St	N Washington St	US 395	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	S Main St	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	North Main St (US 395)	Lone Pine Park	Pangborn Lane	Signage, striping, sidewalk, both sides of Highway	0.8	S, M/A	M	5
U	Lone Pine	Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	Inyo St	US 395 / Inyo St	Signage, striping, sidewalk, both sides of Highway	1.5	S, M/A	M	5
U	Lone Pine	E Inyo St	S Main St	Sub Station Rd	Expand shoulder - add shoulder stripes or bike lanes and signage	0.9	S, M/A	M	5
U	Lone Pine	E Muir St	S Washington St	S Main St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.2	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	S Main St	Horseshoe Meadows Rd	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	US 395	Gill Station Coso Rd	Inyo/Kern County Line	Add shoulder stripes or bike lanes, and share the road signage.	18	S, M/A	M	5
U	Lone Pine	US 395	Lone Pine Narrow Gauge Rd	Owens/Lone Pine Rd	Add shoulder stripes or bike lanes and signage.	3.6	S, M/A	M	5
U	Lone Pine	US 395	Teya Rd	Gill Station Coso Rd	Add shoulder stripes or bike lanes, and share the road signage.	39.3	S, M/A	M	5
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Tecopa	Tecopa Hot Springs Rd	Furnace Creek Rd	Tecopa Hot Springs (Resort)	Extend existing Class 3 facility near Tecopa Hot Springs to North and South.	0.6	S, M/A	M	5
U	Tecopa	Old Spanish Trail	Furnace Creek Rd	Nevada State Line	Expand shoulder, stripe/bike lanes or signage	30	S, M/A	M	5
U	Tecopa	SR 127	SR 178	Furnace Creek Rd	Expand shoulder, stripe/bike lanes or signage	6.8	S, M/A	M	5
U	Tecopa	SR 178	Furnace Creek Wash Rd	SR 127	Expand shoulder, stripe/bike lanes or signage	6.9	S, M/A	M	5
U	Tecopa	SR 178	SR 127	Chicago Valley Rd	Expand shoulder, stripe/bike lanes or signage	5.4	S, M/A	M	5

Source: 2008 Inyo County Collaborative Bikeways Plan. Projects are classed as Funded and Unfunded since there are no longer any regular sources of funding for alternative transportation projects.
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

TABLE 14: Concept Level Projects Non-Motorized Improvement Projects

Lone Pine Heritage Trail - Bicycle and Pedestrian Improvements along US 395 in Lone Pine

Install 11 kiosks highlighting the natural and historic points of interest in the Lone Pine area
Complete a shared-use pedestrian and bicycle path on west side of US 395 from the Grave of 1872 Earthquake Victims and Pangborn Road south to Russel Spainhower Park at Begole St.
Class II bike lane on US 395 from Begole to Inyo St
Traffic calming and pedestrian refuge islands on US 395 at Lone Pine Narrow Gauge Road, Whitney Portal Road and Muir st, Burkhardt Road, Teya Street.
Share-use pedestrian and bicycle path on east side of US 395 from Inyo Str to the southeast corner of SR 136 and US 395

Lone Pine Heritage Trail Bicycle and Pedestrian Improvements East of Lone Pine

Class I bike path on the south shoulder of SR 136 from Interagency Visitor Center to abandoned Southern Pacific Railroad Line
Class I bike path on Southern Pacific Railroad corrido to Lone Pine Narrow Gauge Road
Class III bike route improvements to Lone Pine Narrow Gauge Road west to US 395

Lone Pine Heritage Trail - Bicycle and Pedestrian Improvements West of Lone Pine

Class I bike path west of US 395 past the Alabama Hills Golf Course to Diaz Lake
Class II bike path on US 395 from SR 136 to Lubken Creek Road
Class II bike route on Lubken Creek Road, Tuttle Creek and Whitney Portal Roads

TABLE 15: Inyo County Non-Infrastructure Bicycle Projects

Location	Program Description	Cost Estimate
City of Bishop	Create a Bicycle Route Map	\$1,000
Bishop Area	Wayfinding Signage	\$1,000
Bishop Area	Recreational Bicycle Loop Map and Signage	\$3,000
Big Pine	Create a Bicycle Route Map	\$1,000
Independence	Create a Bicycle Route Map	\$1,000
Lone Pine	Create a Bicycle Route Map	\$1,000
Whitney Portal	Create a Parking map showing day-use only and overnight permissible parking areas in the Whitney Portal recreation area	NA
Regionwide	Education/Encouragement Programs	\$3,000

TABLE 16: Recreational Trails Program Potential Projects - Part 1

Implementing Agency	Project Name	Description/Location	Cost Estimate
Death Valley National Park	Salt Creek Boardwalk Trail	Accessible parking, boardwalk and restroom facilities	NA
Inyo County/LADWP	Lower Owens River Project	Wayfinding signage along highways and interior gateways	\$30,000
Inyo County/LADWP	Lower Owens River Project	Directional signage along US 395 at 6 gateway locations	\$16,000
Inyo County/LADWP	Lower Owens River Project	Interior gateway signs at 6 county roadway locations (2 at each location)	\$45,000
Inyo County/LADWP	Lower Owens River Project	Interior directional signs - 2 at 11 different intersections	\$2,500
Inyo County/LADWP	Lower Owens River Project	Lower Owens River Trail markers - 120 cairns with mileage markers, 98 intersection cairns	\$78,000
Inyo County/LADWP	Lower Owens River Project	Develop and construct 6 interpretive 4 panel kiosks with gravel driveway and parking area	\$135,000
Inyo County/LADWP	Lower Owens River Project	Lower Owens River Trail (12 ft wide)- Clearing, minor grading, fill , and maintenance to achieve USFS Level 2 road maintenance standards.	\$70,000
Inyo County/LADWP	Lower Owens River Project	Paddle Trail - Design and construction of 3 low impact put in/take out points	\$23,000
Inyo County/LADWP	Lower Owens River Project	Black Rock Birding Trail - Design and construction of a 3 mile, 5 ft wide trail	\$70,000
Inyo County/LADWP	Lower Owens River Project	Bird Blinds - Site clearing and construction of 3 bird blinds	\$30,000
Inyo County/LADWP	Lower Owens River Project	Marsh Boardwalk at Delta - Design and construction of 1,000 ft boardwalk	\$325,000
Inyo County/BLM	Lone Pine Heritage Trail	SR 136 east to Dolomite Loop Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail -	SR 136 to Lone Pine Narrow Gauge Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Dolomite Loop Road, SR 136 to Owenyo Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Owenyo Road from Dolomite to Lone Pine Narrow Gauge Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Lone Pine Narrow Gauge Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Pangborn Lane and Lone Pine Ave - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Connect Lone Pine Indian Reservation, Alabama Hills Golf Course and Diaz Lake - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Re-establish historic trail from Lone Pine to Whitney Portal, via Alabama Hills - Unimproved recreation trail with signage and trail markers	NA

TABLE 17: Recreational Trails Program Potential Projects - Part 2

Implementing Agency	Project Name	Description/Location	Cost Estimate
BLM	Alabama Hills Interpretive Plan	Upgrade portal signs and kiosk at turnout on Whitney Portal Road to meet new BLM sign standards	NA
City of Bishop	Bishop Creek Canyon Trail	Construct unpaved path between Bishop and recreation sites in Bishop Creek Canyon	\$350,000
Bishop Paiute Tribe	Conservation Open Space Area (COSA)	Walking and bicycling paths	NA
US Forest Service	Whitney Portal	Develop pedestrian wayfinding signage	NA
US Forest Service	Whitney Portal	Complete trail around the lake connecting the day-use area to the Whitney Portal Store	NA
US Forest Service	Whitney Portal	Construct bridge over stream from day-use area to the Whitney Portal Store	NA
US Forest Service	Whitney Portal	Construct a bridge to connect the middle parking area with the picnic area and the waterfall	NA
US Forest Service	Whitney Portal	Construct trail from Meysan Lakes trailhead roadside parking to Whitney Portal core recreation area	NA

Appendix A
Active Transportation Plan Checklist

California Transportation Commission Active Transportation Plan Required Elements Checklist

Identify where the following required elements are addressed in the Active Transportation Plan.

Existing bicycle and pedestrian trips are estimated	Table 9, Pages 34, 43
Increase in number of bicycle and pedestrian trips resulting from plan	Pages 34, 43
Identify number of bicycle and pedestrian collisions, injuries, and fatalities	Figure 10, 11, Pages 30, 44
Goal for collision, serious injury, and fatality reduction after implementation of plan	Page 30, 44
Map of existing and proposed land use settlement patterns	Figure 2 - 8
Map of existing and proposed bicycle transportation facilities	Figure 2 – 8, Tables 11 - 15
Map of existing and proposed end-of-trip bicycle parking facilities	Figure 2 – 8, Table 6, 7
Description of existing and proposed policies related to bicycle parking	Pages 29, 35
Map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes.	NA
A map and description of existing and proposed pedestrian facilities	Figure 2 – 8, Table 11, 12
Description of proposed wayfinding signage	Tables 16, 17
A description of policies and procedures for maintain existing and proposed bicycle and pedestrian facilities	Page 36
A description of bicycle and pedestrian safety, education, and encouragement Programs and the resulting effect on collisions	Pages 36, 46
A description of community involvement including to disadvantaged communities	Page 6
Description of coordination with neighboring jurisdictions, including school districts	Page 4, Table 1
Description of how ATP is consistent with other local and regional plans	Page 5
Description of proposed prioritized projects and programs including methodology for prioritization and timeline for implementation	Page 63, Tables 11 - 17
Description of past expenditures for bicycle and pedestrian facilities	Table 10
Description of future financial needs for bicycle and pedestrian projects and programs along with anticipated revenue sources	Page 65, Tables 11 - 17
Implementation plan and reporting process to ICLTC	Page 63
Resolution showing adoption of the ATP	Attached

Appendix B
Correspondence

Correspondence To

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 4:07 PM
To: 'mhess@timbisha.com'
Subject: Inyo County Regional Transportation Plan and Active Transportation Program
Attachments: Inyo Co public workshop flyer...pdf

Mervin Hess-

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

The Inyo County Regional Transportation Plan and the Inyo County Active Transportation Plan

In a nutshell, the ultimate goal of these plans is to identify the most needed transportation related improvements in the Inyo County region, with a particular emphasis on projects which may increase the number of residents walking and biking. Transportation related improvements could include road rehabilitation, bicycle lane construction, sidewalk construction, crosswalks, new buses, airport improvements, etc.

We are holding two public workshops regarding these projects in Bishop and in Lone Pine on December 4th and 5th. Attached is a flyer with the workshops locations. Please feel free to distribute to other tribal members who may be interested.

If you are unable to attend a workshop, we would appreciate any input you might have with respect to your opinion on deficiencies in transportation related facilities in Inyo County and suggestions on how to improve them. Also, if you have a tribal transportation plan, we would appreciate receiving a copy.

Don't hesitate to contact me with questions or to simply provide input.

Thank you,

Genevieve Evans, AACP
Planner



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2690 Lake Forest Road, Suite C
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530-583-4053
genevieve@lsctahoe.com
www.lsctrans.com

From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 4:04 PM
To: 'administrator@lppsr.org'
Subject: Inyo County Regional Transportation Plan and Active Transportation Plan Program
Attachments: Inyo Co public workshop flyer...pdf

Joseph Melvin-

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

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Thank you,

Genevieve Evans, AICP
Planner



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genevieve@lsctahoe.com
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From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 4:00 PM
To: 'Israel@fortindependence.com'; 'jfbowden@gmail.com'
Subject: Inyo County Regional Transportation Plan and Active Transportation Program
Attachments: Inyo Co public workshop flyer...pdf

Mr. Naylor and Mr. Bowden-

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

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From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 3:29 PM
To: 'gerald.howard@bishoppaiute.org'; 'kristopher.hohag@bishoppaiute.org';
'brian.adkins@bishoppaiute.org'; 'marcella.keller@bishoppaiute.org';
'manuel.ruiz@bishoppaiute.org'; 'david.thundereagle@bishoppaiute.org';
'craig.dougall@bishoppaiute.org'; 'earleen.williams@bishoppaiute.org'
Subject: Inyo County Active Transportation Plan and Regional Transportation Plan Update
Attachments: Inyo Co public workshop flyer...pdf

All-

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

The Inyo County Regional Transportation Plan and the Inyo County Active Transportation Plan

In a nutshell, the ultimate goal of these plans is to identify the most needed transportation related improvements in the Inyo County region, with a particular emphasis on projects which may increase the number of residents walking and biking. Transportation related improvements could include road rehabilitation, bicycle lane construction, sidewalk construction, crosswalks, new buses, airport improvements, etc.

We are holding two public workshops regarding these projects in Bishop and in Lone Pine on December 4th and 5th. Attached is a flyer with the workshops locations. Please feel free to distribute to other tribal members who may be interested.

If you are unable to attend a workshop, we would appreciate any input you might have with respect to your opinion on deficiencies in transportation related facilities in the Inyo County region and suggestions on how to improve them.

We have been provided with a copy of the 2007 Bishop Paiute Reservation Long Range Transportation Plan and the 2007 Bishop Reservation Pedestrian and Bicycle Safety Plan. If there are updates or amendments to these plans, we would appreciate receiving a copy.

Don't hesitate to contact me with questions or to simply provide input.

Thank you,

Genevieve Evans, AICP

Planner



LSC Transportation Consultants, Inc.

PO Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145
530-583-4053

genevieve@lsctahoe.com
www.lsctrans.com

From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 3:13 PM
To: 'r.willis@bigpinepaiute.org'
Subject: Inyo County Regional Transportation Plan and Active Transportation Plan
Attachments: Inyo Co public workshop flyer...pdf

Rhonda Willis –

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

The Inyo County Regional Transportation Plan and the Inyo County Active Transportation Plan

In a nutshell, the ultimate goal of these plans is to identify the most needed transportation related improvements in the Inyo County region, with a particular emphasis on projects which may increase the number of residents walking and biking. Transportation related improvements could include road rehabilitation, bicycle lane construction, sidewalk construction, crosswalks, new buses, airport improvements, etc.

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If you are unable to attend a workshop, we would appreciate any input you might have with respect to your opinion on deficiencies in transportation related facilities in Inyo County and suggestions on how to improve them. Also, if you have a tribal transportation plan, we would appreciate receiving a copy.

Don't hesitate to contact me with questions or to simply provide input.

Thank you,

Genevieve Evans, AICP
Planner



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genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 3:02 PM
To: 'D.Moose@BigPinePaiute.org'
Subject: Inyo County Active Transportation Plan and Regional Transportation Plan Update
Attachments: Inyo Co public workshop flyer...pdf

Joseph Moose -

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

The Inyo County Regional Transportation Plan and the Inyo County Active Transportation Plan

In a nutshell, the ultimate goal of these plans is to identify the most needed transportation related improvements in the Inyo County region, with a particular emphasis on projects which may increase the number of residents walking and biking. Transportation related improvements could include road rehabilitation, bicycle lane construction, sidewalk construction, crosswalks, new buses, airport improvements, etc.

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If you are unable to attend a workshop, we would appreciate any input you might have with respect to your opinion on deficiencies in transportation related facilities in Inyo County and suggestions on how to improve them. Also, if you have a tribal transportation plan, we would appreciate receiving a copy.

Don't hesitate to contact me with questions or to simply provide input.

Thank you,

Genevieve Evans, AICP
Planner



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530-583-4053
genevieve@lsctahoe.com
www.lsctrans.com

From: genevieve@lsctahoe.com
Sent: Wednesday, November 19, 2014 2:53 PM
To: 'bentonpaiutetribe@hughes.net'
Subject: Inyo County Active Transportation Plan and Regional Transportation Plan Update
Attachments: Inyo Co public workshop flyer...pdf

Billie Saulque-

The Inyo County Local Transportation Commission is working on two transportation plans which may interest you:

The Inyo County Regional Transportation Plan and the Inyo County Active Transportation Plan

In a nutshell, the ultimate goal of these plans is to identify the most needed transportation related improvements in the Inyo County region, with a particular emphasis on projects which may increase the number of residents walking and biking. Transportation related improvements could include road rehabilitation, bicycle lane construction, sidewalk construction, crosswalks, new buses, airport improvements, etc.

We are holding two public workshops regarding these projects in Bishop and in Lone Pine on December 4th and 5th. Attached is a flyer with the workshops locations. Please feel free to distribute to other tribal members who may be interested.

If you are unable to attend a workshop, we would appreciate any input you might have with respect to your opinion on deficiencies in transportation related facilities in Inyo County and suggestions on how to improve them. Also, if you have a tribal transportation plan, we would appreciate receiving a copy.

Don't hesitate to contact me with questions or to simply provide input.

Thank you,

Genevieve Evans, AICP
Planner



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genevieve@lsctahoe.com
www.lsctrans.com

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Thursday, November 20, 2014 3:01 PM
To: 'mhornick@fs.fed.us'
Subject: Inyo County Regional Transportation Plan and Active Transportation Plan
Attachments: Inyo Co public workshop flyer...pdf; USFS Input.docx

Marty-

Per our phone conversation, I've attached the following:

1. Flyer advertising the public workshops for the project
2. Brief project description and request for input.

Receiving comments in the next month would be appreciated.

Thank you,

Genevieve Evans, AICP
Planner



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genevieve@lsctahoe.com
www.lsctrans.com

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Tuesday, November 25, 2014 4:11 PM
To: 'rbrooke@blm.gov'
Subject: Inyo County LTC Regional Transportation Plan and Active Transportation Plan
Attachments: BLM input.docx; Inyo Co public workshop flyer...pdf

Becca-

Per our conversation, I have attached a short description and request for input on the two planning efforts LSC is working on for the Inyo County Local Transportation Commission.

Also, I attached the flyer for the public workshops. Feel free to distribute as you see fit.

Public and stakeholder input will be incorporated into Draft documents, potentially in February. We will keep you in the loop about the availability of Draft documents.

Feel free to call me with any questions.

Thank you,

Genevieve Evans, AICP

Planner



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info@lsc Tahoe.com

December 8, 2014

Mono County Local Transportation Commission
Scott Burns
PO Box 347
Mammoth Lakes, CA 93546
Phone: 760.924.1800

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Burns:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact Mono County?
2. What do you see as the major economic and demographic factors in Mono County that can be expected to impact transportation demands in Inyo County over the next 20 years?
3. How can the Inyo County RTP enhance mobility in Mono County?
4. Please include any other input you might have for the Inyo County RTP.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner

From: genevieve@lsctahoe.com [mailto:genevieve@lsctahoe.com]

Sent: Monday, December 08, 2014 5:46 PM

To: Wildlife R6 Ask Region 6

Subject: Inyo County Regional Transportation Plan Update

Hello-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Inyo County Regional Transportation Plan (RTP). The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Inyo County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input CA Fish and Game may have regarding the effect of transportation related improvements on fish and game in Inyo County. I've attached a more formal letter requesting input. Please let me know if there is someone else I should contact.

Feel free to call me with questions.

Genevieve Evans, AICP
Planner



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info@lsctahoe.com

December 8, 2014

California Department of Fish and Wildlife
407 West Line Street, Rm 1
Bishop, CA 93514
(760) 872-1171

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2015 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Inyo County. For reference, here is a link to the current 2009 RTP: <http://www.inyoltc.org/rtp.html>

Once the Public Draft 2015 Inyo County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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info@lscatahoe.com

December 8, 2014

Kern Council of Governments
Bob Snoddy
Regional Planner III
1401 19th Street, Suite 300
Bakersfield, California 93301

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Snoddy:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact Kern County?
*The SR-14/395 corridor provides easy access to multiple recreation destinations for Kern residents.
The Eastern Sierra Transit Authority still provides low-income Kern residents access to eastern Sierra communities and Reno, Nevada.*
2. What do you see as the major economic and demographic factors in Kern County that can be expected to impact transportation demands in Inyo County over the next 20 years?
High-speed rail, Amtrak, and Metrolink passenger rail services may be available to Inyo County residents over the twenty-year planning period. Competition for Federal Highway Administration funding will be an issue for all transportation planning agencies. Also, there is a current move toward Sustainable Growth Communities, (SGC), Active Transportation Program (ATP), and Cap and Trade funding programs that may impact the competitive funding actions of planning agencies.
3. How can the Inyo County RTP enhance mobility in Kern County?
Continue coordinating short and long-range transportation planning efforts with the Eastern Sierra Planning Partnership.
4. Please include any other input you might have for the Inyo County RTP.
None at this time.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsc Tahoe.com

December 9, 2014

San Bernardino Associated Governments
Steve Smith
Director of Planning
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Smith:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact San Bernardino County?
2. What do you see as the major economic and demographic factors in San Bernardino County that can be expected to impact transportation demands in Inyo County over the next 20 years?
3. How can the Inyo County RTP enhance mobility in San Bernardino County?
4. Please include any other input you might have for the Inyo County RTP.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

December 10, 2014

Great Basin Unified Air Pollution Control District
157 Short Street
Bishop CA 93514

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2015 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input GBUAPCD may have regarding the effect of any type of transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on air quality in Inyo County.

Once the Public Draft 2015 Inyo County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Transportation Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lscatahoe.com

December 9, 2014

Nye County
David Fanning
Director of Public Works
101 Radar Road
Tonopah, NV 89049

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Fanning:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact Nye County?
2. What do you see as the major economic and demographic factors in Nye County that can be expected to impact transportation demands in Inyo County over the next 20 years?
3. How can the Inyo County RTP enhance mobility in Nye County?
4. Please include any other input you might have for the Inyo County RTP.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

December 10, 2014

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax

Re: Inyo County 2015 Regional Transportation Plan

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP). The ICLTC is the Regional Transportation Planning Agency (RTPA) for the Inyo County region. The RTP is a federally required long-range transportation-planning document for the region within geographic Inyo County, and is updated every five years. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Inyo County region. In an effort to include the Tribal Governments in the RTP planning process, we request you provide us with contact information for tribes in Inyo County that are on the "SB 18 Consultation List" and perform a Sacred Lands File search. We would appreciate receiving this information at your earliest convenience (in an effort to include the Tribal Governments in each step of the RTP process). Please send this information to the address or fax above, or via email to genevieve@lsctahoe.com.

Please contact me with any questions. Thank you for your time and consideration.

Sincerely,

Genevieve Evans
Transportation Planner



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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

December 010, 2014

Lahontan Regional Water Quality Control Board
14440 Civic Drive, Suite 200
Victorville, CA 92392
(760) 241-6583
FAX (760) 241-7308

The Inyo County Transportation Commission (ICLTC) is conducting a 2015 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Inyo County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Inyo County.

Once the Public Draft 2015 Inyo County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.

Inyo Regional Transportation Plan/ Active Transportation Plan

BLM Input

The Inyo County Local Transportation Commission has hired LSC Transportation Consultants Inc. to update the Inyo County Regional Transportation Plan and draft an Active Transportation Plan. The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the publicly owned regional transportation system. The purpose of the RTP is to provide a 20 year vision for regional transportation capital improvements. The 2009 plan can be viewed here: <http://www.inyoltc.org/rtp.html>

The purpose of the Active Transportation Plan (ATP) is to identify capital improvement needs/projects which will increase safety for Inyo County residents using non-automotive modes of transportation as well as encourage more residents and visitors to walk, bike or other active forms of transportation. The ATP will include several components: bicycle element <http://www.inyoltc.org/bmp.html> pedestrian element, safe routes to schools element, and a recreational trails element. The ATP will ultimately be used to apply for Active Transportation Planning grants which now includes the Recreational Trails Program. Information on the Recreational Trails Program can be found: http://www.fhwa.dot.gov/environment/recreational_trails/

Input from land management agencies in Inyo County is important to this planning process. Therefore, we would appreciate your input on the following:

1. Any needs/issues/problems with the regional transportation system as a whole, with facilities on BLM land or on facilities which provide access to BLM land?
2. Potential projects which could be funded with Federal Land Access Program (FLAP) funds?
3. Where in Inyo County are there deficiencies in both the motorized and non motorized recreational trail system specifically? *Examples of deficiencies include a lack of connectivity to established regional trail networks, no existing trails, lack of trail linkage to homes, schools, campgrounds, scenic corridors etc. or areas where trails could be relocated or reconstructed to enhance usage or reduce environmental impacts.*
4. Potential Recreational Trails Projects to fix these deficiencies?
 - a. Estimates of the number of users that would be generated by the project? What type of users would they be?
 - b. How would this project be accessed?
 - c. How would the project provide trail access for persons with disabilities?
 - d. How would the project provide for viewing of points of interest and/or provide interpretive signage for natural, historical, or cultural sites?

5. Any information, reports, maps that have been completed identifying potential transportation projects.

Inyo Regional Transportation Plan/ Active Transportation Plan

USFS Input

The Inyo County Local Transportation Commission has hired LSC Transportation Consultants Inc. to update the Inyo County Regional Transportation Plan and draft an Active Transportation Plan. The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the publicly owned regional transportation system. The purpose of the RTP is to provide a 20 year vision for regional transportation capital improvements. The 2009 plan can be viewed here: <http://www.inyoltc.org/rtp.html>

The purpose of the Active Transportation Plan (ATP) is to identify capital improvement needs/projects which will increase safety for Inyo County residents using non-automotive modes of transportation as well as encourage more residents and visitors to walk, bike or other active forms of transportation. The ATP will include several components: bicycle element, pedestrian element, safe routes to schools element, and a recreational trails element. The ATP will ultimately be used to apply for Active Transportation Planning grants which now includes the Recreational Trails Program. Information on the Recreational Trails Program can be found: http://www.fhwa.dot.gov/environment/recreational_trails/

Input from the US Forest Service is key to this planning process, particularly for the Recreational Trails Element portion. Therefore, we would appreciate your input on the following:

1. Any needs/issues/problems with the regional transportation system as a whole, with facilities on USFS land or on facilities which provide access to USFS land?
2. Potential projects which could be funded with Federal Land Access Program (FLAP) funds?
3. Where in Inyo County are there deficiencies in both the motorized and non motorized recreational trail system specifically? *Examples of deficiencies include a lack of connectivity to established regional trail networks, no existing trails, lack of trail linkage to homes, schools, campgrounds, scenic corridors etc. or areas where trails could be relocated or reconstructed to enhance usage or reduce environmental impacts.*
4. Potential Recreational Trails Projects to fix these deficiencies?
 - a. Estimates of the number of users that would be generated by the project? What type of users would they be?
 - b. How would this project be accessed?
 - c. How would the project provide trail access for persons with disabilities?
 - d. How would the project provide for viewing of points of interest and/or provide interpretive signage for natural, historical, or cultural sites?

5. Any information, reports, maps that have been completed identifying potential recreational trails projects.

Correspondence From

genevieve@lsctahoe.com

From: Brian Adkins <Brian.Adkins@bishoppaiute.org>
Sent: Thursday, December 04, 2014 9:19 AM
To: genevieve@lsctahoe.com
Cc: Barrett Cox
Subject: FW: Draft Tribal Transit Plan - Bishop Paiute Tribe
Attachments: Transit Plan - Bishop Paiute Tribe - Final Draft Print.pdf

Genevieve,

Please find attached a recent transit plan in final draft form. Although it has not been officially adopted yet by the Tribe it contains details of exiting and future pathway, sidewalk plans that may be relevant to your active transportation planning effort.

The Tribe has several transportation plans in addition to the ones that you mentioned in your email that you have. In general questions regarding transportation planning are handled by the Tribe's public works department. I am copying Mr. Barrett Cox our public works director in the event you wish to contact him.

Thank you

Brian Adkins
Environmental Management Office
Bishop Paiute Tribe

genevieve@lsctahoe.com

From: John Helm <jhelm@estransit.com>
Sent: Tuesday, December 09, 2014 4:58 PM
To: genevieve@lsctahoe.com
Subject: RE: Regional Transportation Plan input

Hi Genevieve:

I can't think of any other specific suggestions for your ATP process, other than the issue I mentioned with lack of sidewalks. Regarding the 2010 RTP, all of the replacement buses have been procured, and the bus pullouts plans were dropped when fixed route was discontinued in Bishop. We're in pretty good shape right now, however, we will need to program some money for future replacement buses beginning in about 2017-18. We have \$367k in PTMISEA monies allocated for the first phase of improvements to the bus parking area at the Bishop airport. Phase 2 would involve constructing administration and maintenance structures on the bus parking area lot and will need to be included in future RTP plans. We're awaiting the completion of the engineering and preliminary planning process, which should provide some guidance as to what those costs might be. Please let me know if you have any other questions.

- John

John Helm

Executive Director
Eastern Sierra Transit Authority
760.872.1901 x12

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Tuesday, December 09, 2014 3:18 PM
To: John Helm
Subject: Regional Transportation Plan input

John-

Thank you for your comments at the Inyo County RTP/ATP public meeting. Other than the following, do you have any additional input with respect to the RTP?:

- *Lack of sidewalks and curbs make it challenging for ESTA passengers who use wheelchairs to board and alight buses.*

Also, I attached the transit project list from the 2010 RTP. Any changes? Additions? Completions? Potential improvements to ESTA facility at the airport?

Thank you,

Genevieve Evans, AICP
Planner



LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Road, Suite C

ERIC GARCETTI
Mayor

Commission
MEL LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
JILL BANKS BARAD
MICHAEL F. FLEMING
CHRISTINA E. NOONAN
BARBARA E. MOSCHOS, *Secretary*

MARCIE L. EDWARDS
General Manager

December 10, 2014

Ms. Genevieve Evans
LSC Transportation Consultants, Inc.
P.O. Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145

Dear Ms. Evans:

Subject: Regional and Active Transportation Plans in Inyo County

The Los Angeles Department of Water and Power (LADWP) as a stakeholder is supplying the following comments related to the update for the transportation plans e-mailed to Mr. Donald S. McGhie on November 20, 2014. These comments supplement prior comments issued on March 7, 2008, and October 2, 2008, to Inyo County and on January 11, 2008, and September 14, 2011, to the City of Bishop—copies enclosed.

- Proposed bike route No. 2—Keough to Yaney—creates an encumbrance upon LADWP property zoned for residential purposes. LADWP is opposed to the development of this route. There is no official dedication for right-of-way.
- Routes No. 3 and 6 have no official dedication for rights-of-way. Use of these routes may interfere with LADWP operational needs.
- Routes No. 4, 5, 7, 8, 10, and 118—same comment as routes 3 and 6.
- Route N. 94 has no official right-of-way dedication. This route is permissive only because it is leased to the City of Bishop.
- In response to your questions, there should be collaboration between LADWP, Inyo County, and the City of Bishop when proposed mobility routes are planned and designed to be located on LADWP property. Some of the current configurations lack an identifiable purpose related to a balance between needs, issues, and problems with the transportation routes as a whole. Issues for

Los Angeles Aqueduct Centennial Celebrating 100 Years of Water 1913-2013

Bishop, California mailing address: 300 Mandich Street • Bishop, CA 93514-3449 • Telephone: (760) 873-0208 • Fax: (760) 873-0266
111 North Hope Street, Los Angeles, CA 90012-2607 Mailing address: Box 51111, Los Angeles, CA 90051-5700
Telephone: (213) 367-4211 www.LADWP.com



Ms. Genevieve Evans
Page 2
December 10, 2014

consideration include impacts to natural resources, operations, and compatibility with resource management strategies for the valley.

Thank you for allowing LADWP an opportunity to comment on the update. If you have any questions regarding this letter, please write to our office at 300 Mandich Street, Bishop, California, 93514, attention Real Estate, or phone Mr. McGhie at (760) 873-0248.

Sincerely,



James G. Yannotta
Manager of Aqueduct

Enclosures
c: Real Estate

September 14, 2011

Mr. David Grah
City of Bishop
Department of Public Works
P.O. Box 1236
Bishop, CA 93515-1236

Dear Mr. Grah:

Subject: General Plan Mobility Element and Transportation Report

The Los Angeles Department of Water and Power (LADWP) is submitting the following comments on the mobility element.

- Some of the proposed routes for roads and bike paths routes require acquisition of right-of-ways or dedication. A distinction should be made in the mobility element and travel report that describes those designated routes the City of Bishop already has legal rights to and those it does not.
- LADWP would require further evaluation and review of the California Environmental Quality Act (CEQA) analysis to comment on potential impacts associated with the proposed truck route starting at Jay Street, extending across the Bishop Creek Canal, and connecting to the Bishop Airport. The CEQA analysis should be performed before adoption of the proposed route in the General Plan.
- The proposed bike path along the Bishop Creek Canal has potential conflicts with LADWP operational needs. It is a private—not public—right-of-way. Any proposed path along the canal needs to be reviewed and approved by LADWP before implementation of the path into a general plan. The proposed bike path needs to be offset from the canal so that it does not interfere with LADWP's operational needs. A right-of-way for a path needs to be acquired from LADWP.
- The bike route from Fowler to Coats Street is an unnecessary land encumbrance and an inefficient use of land that has a potential for residential use. Acceptable alternatives already exist that provide bike routes along Home and Main Streets.
- The bike route from Pine Street to Bishop Creek Canal is also an unnecessary land encumbrance and an inefficient use of land that has a potential for residential use.

Mr. David Grah
Page 2
September 14, 2011

- The configuration of bike paths from See Vee Lane and Seibu to Home Street seems unnecessary and encumbers future potential land uses. It appears inefficient to have three different paths (Sierra Street to Diaz Lane, Diaz Lane to the rear of Bishop Elementary School, and Seibu to U.S. Highway 395) connecting the Bishop Tribal property to Home Street. The extension of Sierra Street to See Vee Lane, and the extension of the bike path from U.S. Highway 395 to Bishop Elementary School, along the rear of existing homes, would accomplish the same purpose without unnecessarily encumbering private property, and not adversely affecting water conveyance ditches and the operations of LADWP.

If you have any questions on the above comments, please write to our office at 300 Mandich Street, Bishop, California, 93514, attention Real Estate.

Sincerely,

Clarence E. Martin
Assistant Aqueduct Manager

c: Real Estate

March 7, 2008

Mr. Ron Chegwidden, Director
County of Inyo
Department of Public Works
P.O. Drawer Q
Independence, CA 93526

Dear Mr. Chegwidden:

Subject: Comments on Inyo County Collaborative Bikeways Plan

This is in response to your November 16, 2007 letter regarding our initial comments and concerns on the *Inyo County Collaborative Bikeways Plan* (Bike Plan). The Los Angeles Department of Water and Power (LADWP, or the City) appreciates that you acknowledge the important role, as a primary landowner, the City should play in the development and implementation of this plan. In your letter, you requested that my staff review the Administrative Draft of the document posted on the City of Bishop's website and submit comments to Inyo County (County). We understand that the draft will be finalized in the next few months and will be released for public comment at that time.

We recognize that there has been increased public interest in recent years to create a network of bike paths in the Owens Valley for recreational use and alternative transportation. If the Bike Plan is implemented, path creation should address natural and cultural resource concerns, minimize impacts to our lessees, and not compromise LADWP's operations and maintenance activities. We also must ensure that proposed routes will not conflict with LADWP's Land Management Plans and Lower Owens River Project (LORP) restoration goals. All of these issues need to be addressed prior to our granting permission to conduct these projects on City lands.

As we mentioned in our previous letter, dated November 1, 2007, you will need to establish a formal agreement and acquire the appropriate rights-of-way from the City to implement your Bike Plan and maintain your projects in perpetuity. This is necessary to alleviate liability concerns on behalf of the City, and to clearly recognize maintenance obligations associated with your projects. It appears that your projects are dispersed throughout the County and are largely on City land. Please keep in mind that such an agreement/acquisition will have to go before the Board of Water and Power Commissioners and the Los Angeles City Council for approval.

My staff has reviewed the Administrative Draft of the Bike Plan and offers the following specific comments:

- Text and map information presented in the Bike Plan is very general. This is adequate to evaluate the approximate location and purpose of the proposed paths; however, LADWP needs additional information on specific routes to adequately assess feasibility and impacts to resources, lessees, and operations and maintenance activities.

- The plan discusses producing a countywide bicycle use map and publishing it in the phonebook, as well as on the City of Bishop, County, and Bishop Paiute Tribe (Tribe) websites. Such publication will recognize and promote recreational use on City lands. The City and County need to discuss liability issues that arise by recognizing this use, as well as potential impacts to resources and operations that may occur as a result. Promoting increased use of City lands will put higher demands on management sources.
- Section 1.5, Community Outreach: To our knowledge, there was no formal communication between the authors of the Bike Plan and LADWP until our November 2007 letter to the County, City of Bishop, and Tribe. According to the document, public meetings were held in January 2006; the City should have been notified as a potential stakeholder.

Bishop Area:

- Figure 2.1.1 (page 17), Figure 2.2.x (page 29), and Figure 2.2.7 (page 35) are missing from the document. Please provide this information for our review.
- Pages 30-32 refer to the Bishop Creek Canal as the "Bishop Creek Channel" in tables and text. Please correct the name of this waterway.
- Figure 2.2.2 City of Bishop, Existing Land Use: This map is inaccurate as it does not show all the City's landholdings in the Bishop area.
- Are the projects proposed in Tables 2.2.3 and 2.2.4 still recommended? The City of Bishop Public Works has received approval for funding for some of these projects, but not all. Please clarify whether or not these projects are still proposed for the City-School-Reservation paths and along the Bishop Creek Canal.
 - If the recommendations along the Bishop Creek Canal are still valid, you intend to pave segments of both sides of the canal, and add bridges for access across the waterway. The City is concerned that paving these roads could introduce additional road maintenance obligations, since we must continue using heavy equipment as part of our routine maintenance activities. In addition, constructing bridges over the canal could conflict with performing routine maintenance activities.
- Many of the maps with proposed routes are unclear, including 2.2.6, City-Schools-Reservation path network (page 34) and 2.3.5, Bishop Reservation-Concept for Internal Trail Network (page 42). What is the purpose of these maps? The keys do not make sense and it is difficult to interpret why these maps are included.

Big Pine Area

- This section calls for a paved bike path along the Big Pine Canal from Highway 168 to Fish Springs Road. Paving this road could require additional road maintenance, since LADWP must continue to use these roads for operations and maintenance activities.
- Figure 2.4.4 and Table 2.4.1 suggest paving a bike path along an abandoned railroad grade east of the river, which uses Steward Lane for access. There is no bridge over the river in this location. In addition, are you using the Rails to Trails program to put the trail on top of the abandoned grade, or will this be problematic from a historic resource perspective?
- Figure 2.4.4 shows a two- to three-mile-long new paved path east of Tinemaha Reservoir to connect other sections of the bikeway along the railroad grade. This may be extremely difficult to construct given the soils in this area. LADWP staff will need to evaluate if this

path is feasible and if there are any resource or operational concerns. Also, would the County be maintaining this and all trails under the Bike Plan?

Independence Area

- Owens River Path: This route is within the LORP boundaries and follows a road along the west side of the river from the Intake, south. Access along this road may be restricted by LADWP's Land Management Plans, which are currently being finalized. In addition, use of this bike path could conflict with LORP restoration goals, our lessees' grazing management practices, and other recreation and land management objectives. The City needs more detailed information on this route to determine how it may or may not coincide with LADWP land use plans and LORP goals.
- Figure 2.5.4 shows a new segment of paved path between Fort Independence and Independence (outside of the U.S. Highway 395 right-of-way) to link two bikeway sections. LADWP staff will need to evaluate if this path is feasible and if there are any resource or operational concerns.

Lone Pine Area

- LADWP has been in communication with the Lone Pine Economic Development Corporation regarding the Lone Pine Heritage Trail in recent months. We have expressed our concerns to them so that they have a general idea of constraints in this area. The scope of this project has been reduced considerably from what is shown in Figure 2.6.2. Please make sure that your final document reflects the most current information on this proposed trail project.
- The location of the bike trail along the Lower Owens River changes from the west side to the east side bluffs somewhere between the Independence and Lone Pine maps that you provided. However, the plan does not discuss how, or show where the path crosses the Lower Owens River. Please provide more information so that the City can assess impacts to or conflicts with the LORP.

Thank you for the opportunity to comment on the Draft Bike Plan prior to its release to the public. If you would like to discuss these comments further, or any other issues with regard to this Bike Plan, please contact Ms. Lori Dermody, of my staff, at (760) 873-0408, or by e-mail at lori.dermody@ladwp.com.

Sincerely,

Gene L. Coufal
Manager
Aqueduct Section

c: Mr. Courtney Smith
Inyo County Department of Public Works
Mr. Dave Grah
City of Bishop Department of Public Works
Mr. Brian Adkins
Bishop Paiute Tribe

Mr. Bruce Klein
Bishop Paiute Tribe
Mrs. Lori Dermody

January 11, 2008

Mr. David Grah, Director
City of Bishop Department of Public Works
P. O. Box 1236
Bishop, CA 93515-1236

Dear Mr. Grah:

Subject: Comments on *Draft Request for Proposals, Bike and Pedestrian Paths Environmental*

The Los Angeles Department of Water and Power (LADWP) has reviewed your *Draft Request for Proposals, Bike and Pedestrian Paths Environmental* document (RFP). This RFP provides detailed information for six projects in the Bishop area that are part of the Inyo County Collaborative Bikeways Plan (Bike Plan). We understand that the City of Bishop Department of Public Works is currently seeking funding for three of these projects within the Bishop City limits.

Please remember that permission to conduct environmental studies on City of Los Angeles (City) property must be granted prior to performing the work. In addition, you (and/or the County of Inyo) must establish a formal agreement with my staff or acquire the appropriate rights of way from the City to implement and maintain your projects in perpetuity. This agreement is necessary to alleviate liability concerns on behalf of the City, and to define maintenance obligations associated with your projects. It is uncertain at this time what type of agreement would be relevant in this case; however, please keep in mind that such an agreement/acquisition will likely have to go before the Board of Water and Power Commissioners and the Los Angeles City Counsel for approval.

Based on our review of the RFP, my staff is concerned that your projects could compromise our operations and routine maintenance activities by restricting vehicular access from canals, constructing bridges over waterways, and realigning ditches, control and diversion structures. We are also concerned that impacts to our lessees could occur if your plans alter irrigation practices, change lease boundaries and access points, or cause added disturbance to livestock. Finally, your projects could cause possible impacts to wetlands, and other resources may incur added stress due to promoting this recreational use on City lands. All of these issues need to be discussed and rectified prior to moving forward with your projects.

In addition to the comments above, LADWP offers the following questions and comments regarding specific information in the RFP about the trails proposed on City land:

Diaz to Keough Bike Path:

- Why is this route tied to Keough? Why not pave the existing dirt trail that runs along the north side of the South Fork of Bishop Creek and tie it into the paved trail north of the Catholic Church? Or, why not pave the existing trail on Reservation land to link Diaz to Keough? By keeping the trail on one side of the creek, there would be no need to place a 15-foot wide bridge over the South Fork of Bishop Creek that could impact wetlands or this irrigated pasture.
- The RFP describes the trail as leaving a 20-foot wide footprint, consisting of two 4-foot lanes with 1-foot paved shoulders, and 5-foot unpaved shoulders for pedestrians and equestrians. Do you anticipate such a high degree of traffic on these trails to need these additional 5-foot unpaved shoulders?
- Information for this project states that bollards will be provided to prevent access by larger vehicles except for emergency vehicles. If the path crosses the existing lease, you should consider a different type of gate to keep livestock within the lease boundaries. If you are proposing to change the fenceline (and consequently the lease boundaries), you must consider additional impacts to LADWP's lessee in terms of loss of acreage and a possible change in irrigation practices.

Hobson to Coats Bike Path:

- Are a 15-foot wide bridge and a 20-foot wide trail truly needed to accommodate bikes and pedestrians? The size of these facilities seems excessive.

Pine to Park Path:

- Why is the footprint of this path 14 feet across as opposed to 20 feet used for other bike paths?

Home Connection path:

- There are potential wetland issues with this trail on Reservation land; impacts to wetlands should be assessed and fully considered under CEQA.
- This project would require the realignment of Giraud Ditch, including the associated control and diversion structures. Feasibility and resource concerns will need to be evaluated by LADWP Engineering, Construction, and Watershed Resources staff prior to granting permission for this activity. In addition, more information is needed to describe what your specific plans for realignment would entail.

Mr. David Grah
Page 3
January 11, 2008

Pine to Canal Bike Path:

- Constructing a 15-foot wide bridge over the Bishop Creek Canal could conflict with conducting our routine maintenance activities on this waterway.
- Why do bikers need to access the east side of the Bishop Creek Canal when they can traverse the west side without a bridge?
- The document states that bollards will be used to prevent access by larger vehicles except for emergency vehicles. Will the roads paralleling Bishop Creek Canal also be restricted from vehicles? Such a closure would prevent my staff from completing necessary operations and maintenance activities.

As you can see, we have several concerns about the proposed projects that need to be resolved before proceeding. Please contact Ms. Lori Dermody, of my staff to set up a meeting and discuss these issues in more detail. She may be reached at (760) 873-0408 or by e-mail at lori.dermody@ladwp.com.

Sincerely,

Gene L. Coufal
Manager
Aqueduct Section

c: Mr. Ron Chegwidden, County of Inyo
Mr. Courtney Smith, Inyo County Public Works
Mr. Robert Kimball, Inyo County Local Transportation Commission
Mr. Donald Tatum et al.
Ms. Cathleen Caballero
Ms. Lori Dermody

October 2, 2008

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

Subject: Comments on the September 2008 Draft Inyo County
Collaborative Bikeways Plan and Draft Mitigated Negative Declaration

We have reviewed the September 2008 Draft Inyo County Collaborative Bikeways Plan (Plan) and the associated Draft Mitigated Negative Declaration (MND). Please accept the following comments on both documents on behalf of the City of Los Angeles Department of Water and Power (LADWP or the Department).

Inyo County Collaborative Bikeways Plan:

- Many of the proposed trails in the Plan are on City of Los Angeles (City) property and will need to be approved before implementation, as mentioned in various parts of this document. Although proposed routes appear in the Plan, it should not be assumed that LADWP has granted approval over their locations. The alignment of each trail must be assessed on a case by case basis to evaluate feasibility and the impacts to resources, LADWP operations and maintenance activities, land management goals and objectives, and to the Department's lessees. LADWP reserves the right to refuse projects in the Plan if they are not compatible with the above factors.
- Page 7, Table 1.3 outlines the proposed phases of the Lone Pine Heritage Trail. As you may be aware, recent discussions with the Lone Pine Economic Development Corporation infer that the proposed project has changed. This table should be updated to reflect these changes, as should Figure 3.9.
- Page 17, Goals, Objectives, Policies, and Implementation Measures--Commuting to Work, Business, and School: LADWP will not allow paving canal roads, as mentioned in Implementation Measures A3.a and A3.e due to maintenance and liability concerns. (These routes are also discussed on pages 38 and 42). LADWP crews must be able to conduct routine maintenance as needed, and some of these activities are not compatible with shared use of these roads. Additionally, some maintenance work may require the use of heavy and/or tracked equipment that could damage paved bike trails. LADWP is also concerned with liability issues associated with the formal designation of a bikeway in these areas. You will need to find an alternate alignment for these trails.

- Page 17, Policy B1 and Implementation Measures B1.a and B1.b state that a trail will be aligned along the Lower Owens River Project (LORP). (This trail is also noted on Figure 3.8.) Please keep in mind that this trail, if implemented, must be compatible with LORP goals, LADWP's Owens Valley Land Management Plans, and will be subject to the approval of the Department. Implementing a LORP trail should not be stated as "policy" until we explore options and determine feasibility of the project.
- Page 18, Policy B5 states "*Integrate bicycling in the promotion of tourism*" and Implementation Measures B5.a-e list mechanisms to do so. While LADWP leaves much of its land in the Owens Valley open for public use, LADWP generally does not promote recreational use of City lands by specifying routes for users. We will need to circulate this through our risk management department to determine if such publications are possible due to liability concerns that arise from formally recognizing this use. At the very least, we ask that you coordinate with our staff to come up with appropriate language for these promotional materials.
- Page 18, Policy B6 and Implementation Measure B5.f state, respectively: "*Improve the existing route in the Bishop Chalk Bluffs area between Bishop and the Owens River,*" and "*Investigate the feasibility of constructing a bridge over the Owens River to provide better access and connectivity. Coordinate with the LADWP and appropriate alignments and feasibility study parameters.*" This project is inconsistent with the *Conservation Strategy for the Southwestern Willow Flycatcher on City of Los Angeles Department of Water and Power Lands in the Owens Management Unit* that has been adopted by the U.S. Fish and Wildlife Service for the protection of this federally endangered species.
- Pages 22-28 (beginning with "OVERALL SYSTEM") appear to be duplicate of pages 15-22. Please omit unnecessary duplicate information.
- Figure 3.3: This Figure shows a large map, inset maps of Bishop and Big Pine areas, and a table showing the need and opportunities in both communities. However, there are several routes within the Bishop City limits and north of the city that are not addressed in the table. Please address these routes accordingly.

Draft Mitigated Negative Declaration:

- Page 6, Mitigation Measures for Biological Resources:
 2. "*Damage to a riparian habitat shall be prevented by avoidance. In those instances where riparian areas must be crossed, the trail crossing shall be designed to minimize disturbance. When bridges or culverts are required, they should be designed so that they do not substantially interfere with water flows.*" It is not the jurisdiction of the City of Bishop, County, or Tribe to alter flows that are water rights of the City of Los Angeles Department of Water and Power. Further, please add language that all trail alignments will be subject to approval by the applicable landowner.

3. *"When parallel to a stream or riparian zone, new bikeways should be set back from the top of bank or from the outside edge of the riparian zone, whichever is greater, except where topographic, resource management or other constraints and management objectives make this unfeasible or undesirable."* This mitigation measure gives a good degree of flexibility to impact riparian habitat if alternate routes are "undesirable". This could result in significant impacts to the environment. Additionally, all trail alignments should again be subject to the approval of the applicable landowner.

4. *"If the proposed alignment of any bikeway results in substantial impacts to riparian habitat under the jurisdiction of state and/or federal agencies, a Clean Water Act Section 401 and 404 permit of other appropriate clearance from the California Department of Fish and Game or other appropriate regulatory agency shall be obtained prior to the start of the project."* It should be noted that any impact to these habitats (not just substantial) is subject to notification to the above-mentioned agencies, and may require obtaining permits to conduct such work.

- Page 7, Monitoring Agencies for Biological Resources states *"Inyo County Public Works Department, City of Bishop, Bishop Paiute Reservation depending on the jurisdiction of the project site and potentially the California Department of Fish and Game and the United States Federal Wildlife Service."* We assume you are referring to the U.S. Fish and Wildlife Service, not Federal Wildlife Service.
- Pages 7, 8, and 9, *Time Frames* for Biological, Cultural, Land Use/Planning, and Transportation/ Traffic mitigation measures state *"Mitigation and monitoring shall begin when each Need or Opportunity identified in the Bikeways Plan is implemented."* What kind of monitoring will take place, for how long, and when will it cease?

We appreciate the opportunity to comment on your project and MND. If you have any further questions, please feel free to contact Ms. Lori Dermody, Watershed Resources Specialist, of my staff, at (760) 873-0408 or by e-mail at lori.dermody@ladwp.com.

Sincerely,

Gene L. Coufal
Manager
Aqueduct Section

c: Ms. Lori Dermody



GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

157 Short Street, Bishop, California 93514-3537 www.gbuapcd.org
Tel: 760-872-8211 Fax: 760-872-6109 info@gbuapcd.org

December 12, 2014

Genevieve Evans
LSC Transportation Consultants, Inc.
P.O. Box 5875
Tahoe City, CA 96145

Re: Development of the Update to the Inyo County Regional Transportation Plan

Dear Ms. Evans

Thank you for the opportunity for comment on the development of the Update to Inyo County's Regional Transportation Plan.

Great Basin Unified Air Pollution Control District's purpose is to enforce Federal, State and local air quality regulations and to ensure that the federal and state air quality standards are met in our district. These standards are set to protect the health of sensitive individuals by restricting how much pollution is allowed in the air.

All projects in Inyo, Mono and Alpine Counties must comply with regulations requiring dust control on a project such as road construction and repair:

- District Rule 400, Ringelmann Chart - no person shall discharge into the atmosphere from any single source of emissions whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any hour which is as dark or darker in shade as that designated as No. 1 on the Ringelmann Chart.
- District Rule 401, Fugitive Dust - a person shall take reasonable precautions to prevent visible particulate matter from being airborne beyond the property from which the emission originates, and
- District Rule 402, Nuisance - a person shall not discharge from any source whatsoever, such quantities of air contaminants, or other materials, which cause injury, detriment, nuisance or annoyance to any considerable number of persons.

Equipment such as crushing / screening operations and concrete plants, and the diesel engines that power them, must either be permitted through the State of California's Portable Equipment Registration Program [PERP], or through the District. If the operation will be at one site for 365 days or more, it will require District Permitting. Asphalt Plants always require District permitting regardless of their duration at a site.

All diesel commercial vehicles must comply with State of California regulations, such as;

- Any Off-Road Diesel vehicle operated in California must participate, and be compliant with, the DOORS program, and
- Any On-Road diesel trucks must be compliant with the State of California's Truck and Bus Regulation.

Inyo County should require all contractors, and their subcontractors, to be compliant with the aforementioned air pollution control regulations.

In addition to the aforementioned regulations, District Regulation XII – Transportation Conformity requires that federally funded transportation related projects comply with regulations in State Implementation Plans approved under the federal Clean Air Act. Under District Rule 1231(e), PM10 emissions must be quantified for transportation-related projects, such as for new construction or roadway improvements that take place in the Owens Valley PM10 nonattainment area.

Please call me or Jan Sudomier at (760) 872-8211 if you have any questions regarding this matter.

Sincerely,



Duane Ono
Deputy Air Pollution Control Officer

genevieve@lsctahoe.com

From: Banks, Rose@Wildlife <Rose.Banks@wildlife.ca.gov>
Sent: Wednesday, December 17, 2014 10:13 AM
To: genevieve@lsctahoe.com
Subject: RE: Inyo County Regional Transportation Plan Update

Hi Genevieve,

I will be your contact for this project and will be happy to provide input. Can you tell me a little more specifically what you are looking for at this point in the process? It may be helpful for me to have the 2009 CEQA document (Appendix 6A) for reference.

Thank you,

Rose Banks
Environmental Scientist
California Department of Fish and Wildlife—Inland Deserts Region
407 West Line Street
Bishop, CA 93514
(760) 873-4412
Rose.Banks@wildlife.ca.gov

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Monday, December 08, 2014 5:46 PM
To: Wildlife R6 Ask Region 6
Subject: Inyo County Regional Transportation Plan Update

Hello-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Inyo County Regional Transportation Plan (RTP). The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Inyo County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input CA Fish and Game may have regarding the effect of transportation related improvements on fish and game in Inyo County. I've attached a more formal letter requesting input. Please let me know if there is someone else I should contact.

Feel free to call me with questions.

Genevieve Evans, AICP
Planner

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Wednesday, December 17, 2014 2:50 PM
To: 'Banks, Rose@Wildlife'
Subject: RE: Inyo County Regional Transportation Plan Update
Attachments: Inyo RTP CEQA Initial Study Checklist.doc; nocompl.pdf; NoEffectInyoCoRTP.pdf

Rose-

Thank you for your response. At this point we just want to make sure that your agency is “in the loop” and that our plan is not inconsistent with any Fish and Wildlife Plans. The Regional Transportation Plan is broad in scope and each project identified in Appendix 4 of the 2009 RTP will undergo separate environmental review prior to construction. However, if your agency has any comments on the “big picture” transportation vision for Inyo County as identified in the old plan, we would be interested. We also would be interested in any mitigation practices for transportation improvement projects that Fish and Wildlife feels are important.

I attached environmental documents from the 2009 RTP for your review. We will also notify you after a Public Draft 2015 RTP has been completed.

Feel free to call me with any questions.

Genevieve Evans, AICP
Planner
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Rd
Tahoe City, CA 96145
530-583-4053
Fax: 530-583-5966
www.lsctahoe.com

From: Banks, Rose@Wildlife [<mailto:Rose.Banks@wildlife.ca.gov>]
Sent: Wednesday, December 17, 2014 10:13 AM
To: genevieve@lsctahoe.com
Subject: RE: Inyo County Regional Transportation Plan Update

Hi Genevieve,

I will be your contact for this project and will be happy to provide input. Can you tell me a little more specifically what you are looking for at this point in the process? It may be helpful for me to have the 2009 CEQA document (Appendix 6A) for reference.

Thank you,

Rose Banks
Environmental Scientist
California Department of Fish and Wildlife—Inland Deserts Region
407 West Line Street
Bishop, CA 93514
(760) 873-4412
Rose.Banks@wildlife.ca.gov

From: Scott Burns <sburns@mono.ca.gov>
Sent: Wednesday, January 07, 2015 6:14 PM
To: genevieve@lsctahoe.com
Cc: Gerry LeFrancois
Subject: RE: Inyo County 2015 Regional Transportation Plan Update

Genevieve:

Thank you for the opportunity to comment. Mono County staff appreciates the long-standing productive history of teamwork between our two counties and LTCs, often in concert with Caltrans. We recommend that the RTP Update support continuation of this transportation planning partnership, including to:

- Collaborate on improvements and planning efforts on roads of common interest, such as Rock Creek Road, and to consider other opportunities for routes such as Lower Rock Creek Road, Highway 6, and Highway 168;
- Participate in the Eastern California Transportation Planning Partnership, and as you note, continue multi-county MOUs for STIP programming purposes;
- Share information on local initiatives, such as the ATV Adventure Trails, and address related signage concerns near the county boundary;
- Consider complimentary opportunities for scenic highway and scenic byway planning for Highway 395, such as past CURES interpretive improvements;
- Support common efforts to highlight and enhance community Main Streets situated along state highways, including recommendations from the Eastern Sierra Corridor Enhancement Plan;
- Address transit matters, such as recent transit plans and audits;
- Investigate participation in YARTS, noting that YARTS is currently considering adding Fresno and Tuolumne as new members;
- Link our trails and bikeway plans;
- Address common regional transportation environmental issues, such as sage grouse, frogs and toads, and deer migration routes;
- Work with Caltrans on common planning studies, such as the origin and destination studies; and
- Support Digital 395 and last mile provider infrastructure coordination.

Thank you for the opportunity to comment. Mono County has also drafted an update of its RTP, and we recommend that the draft Mono RTP Update be considered during the Inyo RTP update. Please contact us if you have any questions.

Scott Burns, Executive Director
Mono County Local Transportation Commission
760.924.1807

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Wednesday, January 07, 2015 9:15 AM
To: Scott Burns
Subject: FW: Inyo County 2015 Regional Transportation Plan Update

Scott-

Just following up to make sure Mono County does not have any input for the Inyo County RTP update.

Thank you,

Genevieve Evans, AICP
Planner
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Rd
Tahoe City, CA 96145
530-583-4053
Fax: 530-583-5966
www.lsctahoe.com

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Monday, December 08, 2014 6:18 PM
To: 'sburns@mono.ca.gov'
Subject: Inyo County 2015 Regional Transportation Plan Update

Scott-

It is that time again, to update the Inyo County Regional Transportation Plan. As a neighboring RTPA and member of the four county MOU, we are wondering if you have any input for the Inyo County RTP update. I attached a more formal letter requesting input.

Feel free to call me with questions.

Thank you,

Genevieve Evans, AICP
Planner



LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145
530-583-4053
genevieve@lsctahoe.com
www.lsctrans.com



United States Department of the Interior

NATIONAL PARK SERVICE
Death Valley National Park
P.O. Box 579
Death Valley, California 92328



February 6, 2015

Genevieve Evans, AICP Planner
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Rd
Tahoe City, CA 96145

Dear Ms. Evans:

Thank you for the opportunity to answer these critical questions and to be a collaborator in this planning process. Death Valley National Park is one of the premier tourist destinations in Inyo County. The park brings about 1 million visitors to Inyo County each year. Inyo County is an internationally known tourist destination because of places like Death Valley National Park. The transportation system and infrastructure should be state of the art and reflect the dynamic nature of the tourism industry.

The Park recognizes that “the Inyo County regional transportation system includes several types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the publicly owned regional transportation system. The purpose of the RTP is to provide a 20 year vision for regional transportation capital improvements.” Death Valley National Park would like to be an active partner in the regional transportation planning effort to help make sure that planning is consistent with sound engineering and an environmental analysis.

Input from the National Park Service is key to this planning process, particularly for the Recreational Trails Element and Bicycle Element portion. Therefore, we would appreciate the opportunity to provide input on the following:

1. Any needs/issues/problems with the regional transportation system as a whole, with public facilities within the National Park or on facilities which provide access to NPS land?

a. State highways, county roadways

- The interchange at Death Valley Junction is the main point of entry into California from Nevada in this area and much of the Park visitation comes through this point from Baker off Interstate 15. One problem area is at the intersection of Hwy 127 and State Line Road at Death Valley Junction. In the peak visitation season there can be 30 to 40 tour buses arriving from Las Vegas daily. In addition there are heavy hauler semi-trucks that contribute to deterioration of the road surface. Because of increased tourism regionally and

transportation of waste to the Nevada National Security Site (formerly the Nevada Test Site) through this corridor additional lanes may be needed to accommodate this traffic.

- There is inadequate signage on the stretch between Death Valley Junction and the Nevada State line. There is little indication of the state line between NV and CA. We suggest that a Welcome to California sign is needed. There is no directional sign at Death Valley Junction to indicate a right turn onto Hwy 127 to travel to Death Valley National Park.
- On Hwy 190 upstream from the Furnace Creek Inn in Furnace Creek Wash there is a spring flow situation that impacts the roadway. See Attachment 1 for a detailed synopsis of the situation.

b. Bicycle circulation/safety

The park supports the proposed routes in the bicycle plan including the three routes along Hwy 190 and the Tecopa Shoshone route that includes a leg that brings cyclists along the park boundary on Hwy 178. If these routes are approved and become a reality, the park requests to cooperate with Inyo County to address signage so that it aligns with National Park Service signage themes and designs. See Figure 1 for more information.

c. Pedestrian circulation/safety

There are concerns at the following locations:

- Furnace Creek: there are traffic congestion and pedestrian safety issues along Hwy 190. Perhaps a lowered speed limit, crossing zones, and flashing lit Pedestrian Crossing signs would aid traffic flow and pedestrian safety at this intersection.
- Stovepipe Wells: same comment
- Panamint Springs Resort: same comment

2. Any changes to the Furnace Creek and Stovepipe Wells airports since 2009? (Current RTP descriptions listed below for reference.)

Furnace Creek Airport is located near the Furnace Creek Visitor Center within Death Valley National Park. The airport is owned and operated by the National Park Service. The airport has tie-downs, but no office or pilots lounge. Fuel services are available. There are no based aircraft and there had been a reported 10,000 operations occurring annually. No plans exist to expand the airport or its operations. There is no airport master plan. There has been a decrease in the number of tour groups flying in from Las Vegas and other locales, according to last report by tour providers, however, that may change. The Park will initiate an Air Tour Management Plan per National Park Policies. That plan is not expected to be completed before FY 2017.

Stovepipe Wells Airport lies within Death Valley National Park. The airport is owned and maintained by the National Park Service. There is no plan to close the airport. There are no based aircraft and approximately 1,000 annual aircraft operations. There is no airport master plan.

3. Potential projects which could be funded with Federal Land Access Program (FLAP) funds?

- The park is currently installing bicycle racks at key visitor areas in an attempt to provide better facilities for cyclists. Additional racks will be necessary if the proposed bicycle facilities in the plan come to fruition.
- The current Furnace Creek to Harmony Borax bicycle facility (path) is in need of repaving.
- Signage for bicycle facilities needs to be enhanced parkwide.

4. Any updates to proposed bicycle facilities identified in the Inyo County Collaborative Bikeways Plan from 2009? <http://www.inyoltc.org/bmp.html>

The park has not identified any updates at this time. The National Park Service would like to be a cooperator in the implementation of the plan to make sure that the themes of the facilities are aligned with park themes, provide access for persons with disabilities, provide for interpretation of park resources, and comply with National Environmental Policy Act and National Historic Preservation Act provisions.

5. Where in Inyo County are there deficiencies in both the motorized and non motorized recreational trail system specifically? *Examples of deficiencies include a lack of connectivity to established regional trail networks, no existing trails, lack of trail linkage to homes, schools, campgrounds, scenic corridors etc. or areas where trails could be relocated or reconstructed to enhance usage or reduce environmental impacts.*

The Park is very concerned about the proliferation of non-approved off highway vehicle trails in the county that contribute to incursions into the park along the Saline Valley Road and on BLM lands along the boundary near Dumont Dunes. There is a strong need for better education in the public arena concerning legal and responsible OHV use. Additional law enforcement patrols are needed in key areas to keep the irresponsible riders in compliance with the law. The park has compiled extensive case records of illegal OHV incursions with environmental damage. The park would like to share this information to assist Inyo County in the effective siting of such trail networks.

6. Potential Recreational Trails Projects to fix these deficiencies?

Upgrades to the current Salt Creek boardwalk trail are needed to address cyclical maintenance issues and accessibility. This includes road improvements, accessible parking, accessible boardwalk and restroom facilities.

a. Estimates of the number of users that would be generated by the project?

What type of users would they be?

Specific numbers are not known at this time, however, it is anticipated that an improvement to this facility will result in a significant net increase of users with disabilities.

b. How would this project be accessed?

There is existing infrastructure that needs upgrades to ensure accessibility.

c. How would the project provide trail access for persons with disabilities?

The boardwalk is in need of replacement with a compliant surface for wheelchairs.

d. How would the project provide for viewing of points of interest and/or provide interpretive signage for natural, historical, or cultural sites?

The Park is in the process of the enhancement of points of interest and entrances to the park. This includes an intensive interpretive wayside plan in many areas in addition to the Salt Creek boardwalk trail.

7. Any information, reports, maps that have been completed identifying potential transportation projects.

See Attachment 1 for a detailed synopsis of the situation.

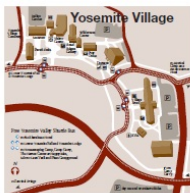
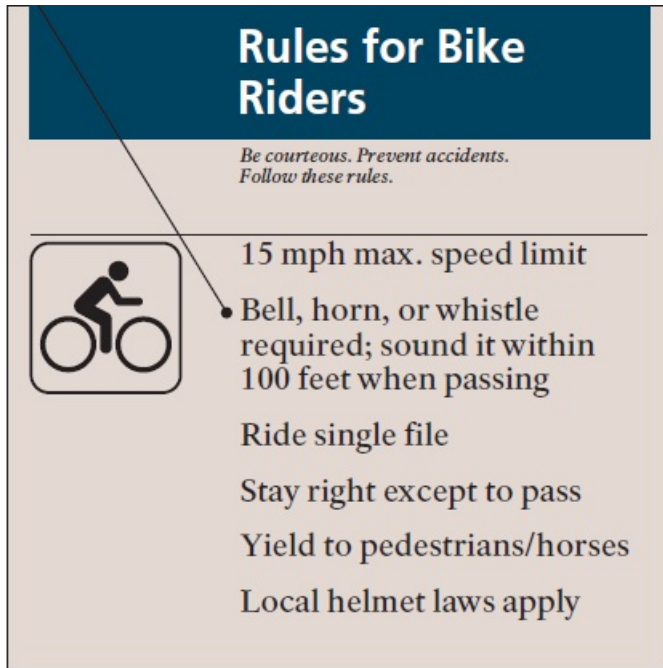
Once again, thank you for the opportunity to participate in this process. If you have any questions or require additional information, please contact our Environmental Protection Specialist, Jonathan Penman-Brotzman, at 760-786-3227 or jonathan_brotzman@nps.gov.

Sincerely,



Mallory Smith
Superintendent

Figure 1. Examples of NPS sign themes for Bicycle Facilities



Attachment 1: Furnace Creek Wash Hydrological Relationship with Highway 190.

In 2011 Death Valley NP began restoring the largest spring in the park. The restoration follows the completion of the Furnace Creek Water System, which shifted the sources for consumptive water use from spring flow diversions to groundwater sources. This allowed Death Valley NP to restore spring flow to areas that have not had surface flow for approximately 90 years. The return of spring flow to natural discharge areas has also restored habitat for eight endemic aquatic invertebrate species that are found only in the Furnace Creek area. One of these endemics, the Nevares naucorid, is a candidate species under the Endangered Species Act. This species will likely avoid being elevated to threatened or endangered as a result of the springs restoration.

The effects of the springs restoration have not all been positive, and there have been some unforeseen complications. Namely, the springbrook down the Furnace Creek Wash flows right along the shoulder of California Highway 190 at some points. This threatens to undermine and deteriorate the highway shoulder, and the spring flow must be managed with respect to Highway 190 before further springs restoration can proceed. Currently, the spring flow that threatens the highway is flowing in an unnatural course along the southeast side of the highway. The desired approach to alleviating the spring flow impacts on the highway is to restore the natural springbrook course. This is also the preferred approach with regard to ecosystem and habitat restoration.

Restoring the natural springbrook course will require two culverts under Highway 190. Culverts are not a popular engineering solution in a drainage that is subject to flooding, because of their tendency to plug up. However, Death Valley NP is proposing drop-inlet culverts with horizontal grates covering the inlets. These culverts are designed to accommodate spring flow only, and the inlet grates plug up with debris during flood events. This protects the culvert from sedimentation. Following floods, the debris is removed from the inlet grate; restoring the culvert's ability to accommodate spring flow. There are two of these drop-inlet culverts already in the Furnace Creek Wash, and neither has experienced any appreciable sedimentation during numerous flood events.

Cooperation with Caltrans is key to this project. Multiple conversations have taken place regarding these urgently needed culverts. This would be a net improvement to the transportation system through this portion of Death Valley National Park.

Phillip L. Kiddoo
Air Pollution Control Officer



GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

157 Short Street, Bishop, California 93514-3537
760-872-8211 Fax: 760-872-6109

March 15th, 2016

Inyo County Transportation Commission
168 N. Edwards Street
Independence, CA 93526

Courtney Smith and To Whom It May Concern,

Great Basin Unified Air Pollution Control District supports the Inyo County Active Transportation Plan (ATP) as it identifies specific improvements that could be made within Inyo County to increase the use of cycling and walking for transportation. Great Basin UAPCD supports active transportation as a way to reduce vehicle emissions, improve air quality and help reach climate change goals for California.

The development of the Inyo County Active Transportation Plan will help guide local government entities in developing future active transportation projects and will greatly assist agencies in being competitive for grants and funding. Great Basin UAPCD supports and is involved in promoting active transportation throughout Alpine, Mono and Inyo Counties. The Inyo County ATP will be an important asset in the development of future active transportation projects to help create safe, healthy and connected communities within Inyo County.

Sincerely,

Phillip L. Kiddoo

Air Pollution Control Officer

Ann Piersall

Air Monitoring Technician and Active Transportation Liaison

RECEIVED

MAR 21 2016

INYO COUNTY
PUBLIC WORKS

DEPARTMENT OF TRANSPORTATION

DISTRICT 9

500 SOUTH MAIN STREET

BISHOP, CA 93514

PHONE (760) 872-0691

FAX (760) 872-0678

TTY 711

www.dot.ca.gov



Serious drought.
Help save water!

March 24, 2016

Mr. Clint Quilter, Executive Director
Inyo County LTC
P.O. Drawer Q
Independence, CA 93526

SCH#: 2016021095

Draft Active Transportation Plan, Initial Study and Proposed Negative Declaration

Dear Mr. Quilter:

The Inyo County Local Transportation Commission is to be commended for its efforts to provide a plan for Active Transportation. Caltrans looks forward to partnerships for providing a safe, sustainable, integrated, and efficient transportation system for all users. We appreciate being able to review the Draft Active Transportation Plan and Initial Study/proposed Negative Declaration. We offer the following comments on the Plan:

Throughout - Fixing America's Surface Transportation (FAST) Act is the current federal transportation funding and authorization bill, not the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

Page 12, Chapter 2, Figure 1 – Trona-Wildrose Road is incorrectly labeled as State Route 178.

Page 19, Chapter 2, Figure 8 - The Timbisha Shoshone tribal area should be designated with green hatch marks to match tribal areas on other maps, and the legend updated accordingly.

Page 21, Chapter 2, Table 2 - The title references Inyo and Mono Counties Transit Dependent Population by Place; however, the table only includes Inyo County locations.

Page 41, Chapter 4, Narrow Roadway Shoulders – The shoulders have been widened on State Route 168 to Cerro Coso College, so now better accommodate bicycle travel.

Feel free to contact me at the number above, or Jad Andari at (760) 872-0735 with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Ryan A. Dermody".

RYAN A. DERMODY

Deputy District 9 Director

Planning, Modal Programs, and Local Assistance

c: State Clearinghouse



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

March 28, 2016

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

Subject: 2015 - Active Transportation Plan
SCH#: 2016021095

Dear Courtney Smith:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 25, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

RECEIVED

MAR 31 2016

INYO COUNTY
PUBLIC WORKS

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016021095
Project Title 2015 - Active Transportation Plan
Lead Agency Inyo County

Type **Neg** Negative Declaration
Description The Inyo county Local Transportation Commission (ICLTC) has prepared a draft Inyo County 2015 Active Transportation Plan (ATP). The project is defined as the creation of an ATP, which identifies improvements to: 1) increase the proportion of trips accomplished by biking and walking, 2) increase safety for non-motorized transportation users, 3) help achieve greenhouse gas reduction goals through a shift in travel mode share, and 4) enhance public health in Inyo County. The ATP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements which meet the above listed goals of the state's Active Transportation grant program.

Lead Agency Contact

Name Courtney Smith
Agency Inyo County
Phone 760-878-0207
email
Address P.O. Drawer Q
City Independence
Fax
State CA **Zip** 93526

Project Location

County Inyo
City
Region
Lat / Long
Cross Streets US routes 395 & 6; SR 168, 136, 190 & 178; plus City and County Roads
Parcel No. Multiple
Township **Range** **Section** **Base**

Proximity to:

Highways 6, 136, 168, 178, 190, 395
Airports Bishop, Lone Pine, Trona
Railways
Waterways
Schools Multiple Inyo County
Land Use Roads pass multiple County, City, & Tribal Government Land use designations

Project Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6 (Inyo & Mono Region); Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 9; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 6 (Victorville); Native American Heritage Commission

Date Received 02/25/2016 **Start of Review** 02/25/2016 **End of Review** 03/25/2016

Public Workshop Materials

Inyo County Local Transportation Commission

WE NEED YOUR INPUT!

PUBLIC MEETINGS

Inyo County Active Transportation Plan and Regional Transportation Plan Update



How do you travel to work, school, errands, social engagements?

Are there safety issues which prevent you from walking/biking more often?

Are there other issues with the roads, bicycle paths, sidewalks, airports, and public transit in Inyo County that should be fixed?

What do **you** think are the **most** needed transportation improvements for our community?

The Inyo County Local Transportation Commission is preparing an Active Transportation Plan and Regional Transportation Plan.

You may provide input by attending one of the following public workshops:

Thursday, **December 4th** at 6:00 PM
Bishop City Council Chambers
301 West Line Street
Bishop, CA

Friday, **December 5th** at 9:00 AM
Boulder Creek RV Park
2550 S. Highway 395
Lone Pine, CA



Alternative ways to provide input . . .

Please contact:

GENEVIEVE EVANS
LSC TRANSPORTATION CONSULTANTS, INC.
Email: Genevieve@lsctahoe.com Phone: 530-583-4053

Inyo RTP/ATP Public Meeting Minutes

Bishop City Council Chambers December 4, 2015

16 participants

How does the RTP relate to the City and County circulation elements? It's a programming tool, but does not set policy. RTP must be consistent with adopted documents.

What are the scoring criteria for ATP? Draft guidelines were reviewed

How detailed do the plan elements get? We will identify general locations and strategies, but not engineering details such as level of pedestrian crossing improvement.

Is a RTP long range or short range?

Need a bypass

Need better shoulder along Line Street, and better maintenance. Puncture vines. Dogs are a problem for cyclists. Rumble strip would help

Need better continuity of sidewalks, like on Pine, Grove, Elm (school kids) W. Pine Street does not have sidewalks on both sides, and it needs it.

Public transit system has problems getting wheelchair users. Sidewalks would help.

Signal going in at Dixon Lane/395, but area to the north of 395 (Dixon Lane/Meadow Creek) is the biggest SR2S problem. City has been working on it.

Main Street in downtown is very dangerous for cyclists. Alternative route is Elm to Fowler.

Bicycle facilities need to be more visible. Bishop is small why not bike. Visitors may not be aware of bike paths.

Education about bike facilities.

Incredible opportunity to connect existing paths into a full network.

Need for bike racks.

Sidewalk connectivity in Lone Pine, especially across from the Post Office

SR2S in Big Pine is an issue.

Kids are walking in bike lanes in Manor Market area on Line Street– sidewalks would reduce conflicts with cyclists.

Bishop Paiute Tribe - New bike trail from Cultural Center to the Hospital

Yaney and Home are important bicycling street. Potentially dangerous for pedestrians.

Skateboarding prohibited on Main Street – need for alternate routes for this popular travel mode.

Eastern Sierra Velo Club (350 members) needs – Round Valley Road impacted by chip sealing. Need better way to contact Caltrans maintenance to clean up debris on shoulders. They are willing to take the lead on educational program. Expansion joints are difficult, as are cattle guards

Class I paths in Bishop need to be resurfaced or expansion joints fixed (Sierra Street Bike Path). South Barlow path could also use improvements.

Maintenance of bicycle paths.

There can be 50 – 75 cyclists on a weekend in the greater Bishop area.

Pleasant Valley Road (LA DWP) if paved would complete a 30-mile great loop. There are other opportunities. Bridge on NE side of town would

Lower Owens River recreation plan (inyowater.org recreation use plan) is a long facility that serves a 78,000 acre area. Recreational opportunities: fishing, MTB

Sharrows on W. Line Street. Make it more visible.

Extend Sierra Street bike path

Velo Club can take lead for bicycle education. Create partnerships to provide helmets for disadvantaged children and bike inspections. CHP make do this.

Lack of connectivity on streets other than US 395, Bishop area access and circulation study.

Not much connectivity between communities and trailheads

Environmental Justice – Get more disadvantaged kids to trails

Forest Service – Whitney Portal and other major trailheads can park out

Better signage, restrooms for Lower Owens River Project

Main St. in Bishop – Crosswalks don't stand out, too many signs, pavement treatments would be helpful

Many deadend streets in Bishop, so US 395 is used for local travel. Could reduce traffic on Main Street if sidestreets could be used as alternatives.

Look at Bishop Area Access Plan.

Timing of signals on Line Street could be more pedestrian friendly.

Proposal to extend National Recreation Trail to Lone Pine.

Need for better equestrian travel. Many homeowners have horses in Bishop. Contact equestrian groups or ranches.

Maintenance of backcountry dirt airstrips, improvements to Bishop Airport. Bishop Airport makes more sense for regional airport.

Regional welcome signs to Eastern Sierra

Improvements to regional signage pointing out attractions

Consider all impacts of projects. Impacts on traffic circulation.

Safety projects should be given a high priority

Making connections! To schools and churches

Senior connections to stores

Electric vehicle charging stations needed, in communities (not at rest areas)

Lone Pine Meeting – Clint Quilter, Courtney Smith, David Bloom, December 5, 2015

Some support for a truck route. Not in circulation element of the Bishop General Plan

Put truck route in draft RTP, long term financially unconstrained. Most communities are opposed. Financially unconstrained.

For Recreational Trails Projects: Look at Lower Owens River Project (LORP) and Lone Pine Heritage Trail

Bike loop signage

Caltrans has two sweepers for entire district. Difficult to respond quickly to all requests. Caltrans receives many complaints about brush on the highway.

Simple solutions such as education are less expensive ways to fix the problems

Signal going in at See Vee Lane near Dixon Lane Meadow Creek.

Work on RTP first but develop accident maps for bike and ped data to help with ATP grants.

Whitney Portal – It can be difficult to find parking at trailhead on peak days but public transit serving the trailhead is not justified. FLAP \$ for reconstruction. If operate transit to trailhead there is a perceived notion that the next step is to eliminate cars.

Rock Creek FLAP project – last mile is in Inyo County.

Pedestrian projects – Defer to schools for needs

Lone Pine – Loading/unloading

Other Public Comment

John Armstrong – East Side Velo

Generally we would like to see:

- more share the road signage,
- designated bike lanes,
- bike routes to school within towns,
- smooth road surfaces (not the chip seal Inyo County seems to be using in Round Valley already)
- an awareness of the new 3 feet for safety rule in California being promoted within the county
- Protection of cyclists from the newly proposed Adventure Trails operators whereby ATV's will be able to drive on city and county streets and roads.
- Dialogue with motorists in Round Valley to emphasize the sharing of the road and the rights and responsibilities of both cyclists and motorists.



CITY OF BISHOP
377 West Line Street - Bishop, California 93514
Post Office Box 1236 - Bishop, California 93515
760-873-8458 publicworks@ca-bishop.us
www.ca-bishop.us

Active Transportation Program

Attendance

Noon 20 May 2015

	Name	Address	Phone or Email
1	April Eagan	568 W. Line St. Bishop	872-0900
2	SKANDAR	774 West line st. Bishop	920-2446
3	PECSI	210 S. 2ND ST. BISHOP	784-0699
4	CORA WILLIAMS		
5	NOE GADEA	236 N. WARREN ST. BISHOP	873-4747
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CITY OF BISHOP

377 West Line Street - Bishop, California 93514
Post Office Box 1236 - Bishop, California 93515
760-873-8458 publicworks@ca-bishop.us
www.ca-bishop.us

Active Transportation Program

Attendance

5 pm 20 May 2015

	Name	Address	Phone or Email
1	TRIE EVERHART	150 N. 3rd St., Bishop, CA 93514	760-873-3354
2	Ann Piersall	157 Short Street GBWPCO	406-471-0601
3	Jenny Gabriel	1800 Valley View Dr	760-873-6663
4	Sheryl Weikert	Auto Club 181 W. Pine St	760-873-2642
5	Kate Morley		760-873-8851
6	Serenia Johnson	437 N. 3rd St Bishop	
7	Katie Larsen	3622. Line St Bishop	(406) 396-5291
8	Guy Davis	486 W Elm St. Bishop	760-920-1778
9	Mike Slates	757 Rom + Dr	760 872 3839
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CITY OF BISHOP

377 West Line Street - Bishop, California 93514
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Active Transportation Program Attendance

5 pm 13 May 2015

	Name	Address	Phone or Email
1	Cheryl Smith	AAA Bishop	smith.cheryl@gmail.com
2	Bob Murphy	Sierra Wave	
3	Hank Truxillo	Crosby St	HANK.TRUXILLO@CA16.COM
4	Steve White	356 Hammond	stevew@stevewhitepublicworks.com
5	Karen & Willard	386 S. TUMBLER RD	760-232-4590
6	Kate Morley	Toiyabe community wellness	kate.morley@toiyabe.org
7	GARY FREIDICH	EASTERN SIERRA JELU CLUB	CMFREIDICH@BMMI.COM
8	THU K. DOO	157 SHORT STREET	pkidlow@gbunped.org
9	Brian Adkins	775 W. Pine St	brian.adkins@bishopparade.com
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CITY OF BISHOP
 377 West Line Street - Bishop, California 93514
 Post Office Box 1236 - Bishop, California 93515
 760-873-8458 publicworks@ca-bishop.us
 www.ca-bishop.us

Active Transportation Program Attendance

Noon 13 May 2015

	Name	Address	Phone or Email
1	Skandarp	Box 531, Bishop, Ca 93515	Skandarp@MSH.com
2	Ken Reed	P.O. BOX 1151 BISHOP 93515	—
3	KEITH WATERFALL	168 JOHNSTON DR. BISHOP, CA 93514	KWMS@VERIZON.NET
4	Katie Larsen	302 E. Line St B Bishop, CA 93514	Katie.Larsen@foryebe.us
5	JANICE KASALA	256 ARCTURUS BISHOP CA 93514	JANICE.KASALA@gmail.com
6	Matthew Larsen	302 E Line St B	matthew.larsen@foryebe.us
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CITY OF BISHOP

377 West Line Street - Bishop, California 93514
Post Office Box 1236 - Bishop, California 93515
760-873-8458 publicworks@ca-bishop.us
www.ca-bishop.us

Active Transportation Program May 2015

Comment Form

Comment:

Improving actual and perceived safety
for pedestrians and cyclists I believe should be
the top priority of any project that the city
seeks funding for. As a bike commuter, I
think a lack of sidewalks, bike lanes on major
transport routes through Bishop prohibit kids
and adults from walking or biking more.
In addition to ^{developing} promoting Safe Route to Schools, bike lanes & sidewalks
I would like to see increased bike/pedestrian signage on
E/W Line Street, addition of bike lane E. Line w/ restriping, ^(caltrans)
smoothing of Bike lane on Main St (caltrans) &
3 feet for safety signs (caltrans).

Ann Pierson

Name

157 Short St

Address

ann@gbuapcd.org

406-471-0601

Email or Phone

Use back or separate sheet for more room



CITY OF BISHOP

377 West Line Street - Bishop, California 93514
Post Office Box 1236 - Bishop, California 93515
760-873-8458 publicworks@ca-bishop.us
www.ca-bishop.us

Active Transportation Program May 2015

Comment Form

Comment:

Thank you for all this
comprehensive work outreach
for these possible projects -
Due to the lack or the potential
for more input, maybe a call to
action / PSA might be in order
to engage more public comment.

J. Kauder

774 west line st
Bishop, ca
93515

920-2446

Name

Address

Email or Phone

Use back or separate sheet for more room



CITY OF BISHOP

377 West Line Street - Bishop, California 93514
 Post Office Box 1236 - Bishop, California 93515
 760-873-8458 publicworks@ca-bishop.us
 www.ca-bishop.us

Active Transportation Program Attendance

5 pm 13 May 2015

	Name	Address	Phone or Email
1	Cheryl Smith	AAA Bishop	smith.cheryl@gmail.com
2	Deb Murphy	Sierra Wave	
3	Hank Truxillo	Crosby St	HANK.TRUXILLO@CAATL.COM
4	Steve White	356 Hammond	stevew@stevewhitepublicworks.com
5	Karen & Willard	386 S. TUMBLER RD	760-232-4590
6	Kate Morley	Toiyabe community wellness	kate.morley@toiyabe.org
7	GARY FREIDICH	EASTERN SIERRA JELLY CLUB	CMFREIDICH@GMAIL.COM
8	THU K. DOO	157 SHORT STREET	pkidlow@gbunped.org
9	Brian Adkins	775 W. Pine St	brian.adkins@bishopparade.com
10			
11			
12			
13			
14			
15			
16			



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Active Transportation Program Attendance

Noon 13 May 2015

	Name	Address	Phone or Email
1	Skandarp	Box 531, Bishop, Ca 93515	Skandarp@MSH.com
2	Ken Reed	P.O. BOX 1151 BISHOP 93515	—
3	KEITH WATERFALL	168 JOHNSTON DR. BISHOP, CA 93514	KWMS@VERIZON.NET
4	Katie Larsen	302 E. Line St B Bishop, CA 93514	Katie.Larsen@foryebe.us
5	JANICE KASALA	256 ARCTURUS BISHOP CA 93514	JANICE.KASALA@gmail.com
6	Matthew Larsen	302 E Line St B	matthew.larsen@foryebe.us
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			



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Active Transportation Program May 2015

Comment Form

Comment:

WOULD LIKE TO SEE A BIKE SHARE
(OR BIKE RENTAL KIOSK) PROGRAM AVAILABLE
DOWNTOWN.

PHIL KIDDO	157 START STREET	pkiddoo@jknapped.org
Name	Address	Email or Phone

Use back or separate sheet for more room



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Active Transportation Program May 2015

Comment Form

Comment:

- would be great if the city could work w/ CalTrans to make a dedicated bike lane on a line between Main + Home

- 2 safe transit message campaigns
- 1 aimed at cars, focus on the legal buffer regained for bikes, the need to share the lane w/ bikes, etc

- 1 aimed at bike riders, reminders to follow traffic laws, ride safe, always use good lights @ night, et

Kate Morley 275 E. Elm, Apt C 760-920-
Name Address Email or Phone 2684

Use back or separate sheet for more room

5/13/15

To: Dave Grah

* I would like to see decorative lighting with flower baskets eventually placed on Main Street.

* I would also like to see directional signs off Main Street that say "FREE PARKING" - that will match other city signage.

* coordinate with
Thank you for your consideration,

Robin Picken
ROBIN PICKEN



CITY OF BISHOP

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Active Transportation Program May 2015

Comment Form

Comment:

I would like to see sidewalks on some of the ^{side} streets close to the high school + residential areas in downtown bishop. Such as Schley St. + Hobson. There are quite a few children in this area that I see walking to school or playing + riding their bikes in the streets. This tends to be a busy traffic area during school, I feel this will help keep these kids safe + out of the street.

Sana Currie

Name

515 West Pine

Address

jcurrie@icloud.com

Email or Phone

Use back or separate sheet for more room



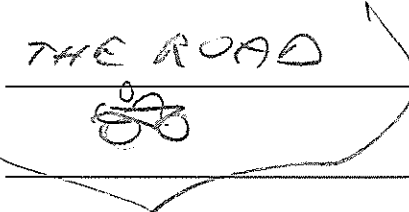
CITY OF BISHOP

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www.ca-bishop.us

Active Transportation Program May 2015

Comment Form

Comment:

Some apparent conflict between cyclists +
motorists ^{out} on Round Valley Rd's - where
there shouldn't be: perhaps a "SHARE
THE ROAD" sign or two out there
 would help, ?
K. Reed

? how about a Bicycle Share Rt. Lane
on Main from Line to ~ Elm where
"shoulder" is poor/small?

Ken Reed P.O. BOX
1131 BISHOP CA 93515

Name

Address

Email or Phone

Use back or separate sheet for more room



CITY OF BISHOP

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www.ca-bishop.us

Active Transportation Program May 2015

Comment Form

Comment: «

IF Bike racks " could be
placed on warren street.
2 locations would be great
and accommodate folks to bike in
to the city center and enjoy
the Dohay + shopping -

Thanks,

SKandlar -

SKandlar

Box 531 / Bishop, ca

SKandlar.

Name

Address

Email or Phone

Use back or separate sheet for more room



CITY OF BISHOP

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www.ca-bishop.us

Active Transportation Program

May 2015

Comment Form

Comment:

- #25 Pine to Coats bike path → Would complete a bike-friendly route W. of Main between Lagoon & the Y.
 - Add bike racks → all through town
 - #8 Academy Sidewalks - since there are a lot of students walking it, esp. at lunchtime
-
-
-
-
-
-
-
-
-
-

<i>Steve White</i>	<i>336 Hammond</i>	
Name	Address	Email or Phone

Use back or separate sheet for more room

Response to Comments

Attachment C

Inyo County Local Transportation Plan 2016 Active Transportation Plan Response to Comments

This section includes all the comment letters received on the Draft Active Transportation Plan and a response to those comments.

1. Great Basin Unified Air Pollution Control District

Comment: The comment letter from Great Basin UAPCD states:

Great Basin Unified Air Pollution Control District supports the Inyo County Active Transportation Plan (ATP) as it identifies specific improvements that could be made within Inyo County to increase the use of cycling and walking for transportation. Great Basin UAPCD supports active transportation as a way to reduce vehicle emissions, improve air quality and help reach climate change goals for California.

Response: None required.

2. California Department of Transportation, District 9

Comment: Throughout - Fixing America's Surface Transportation (FAST) Act is the current federal transportation funding and authorization bill, not the Moving Ahead for Progress in the 21st Century (MAP-2 1) Act.

Response: The FAST Act was approved after the Plan had been developed. That being said, the changes will be made where appropriate.

Comment: Page 12, Chapter 2, Figure 1 — Trona-Wildrose Road is incorrectly labeled as State Route 178.

Response: So noted. This will be changed to reflect the proper dead end location of SR 178 in Trona. Perhaps this was a polite suggestion that Caltrans should add this road to the State Highway System to help direct visitors throughout the Death Valley area.

Comment: Page 19, Chapter 2, Figure 8 - The Timbisha Shoshone tribal area should be designated with green hatch marks to match tribal areas on other maps, and the legend updated accordingly.

Response: Staff concurs. Also the other two "Residential" areas shown on this image near Furnace Creek should be changed. The area directly north of Furnace Creek Resort includes the

National Park Service Visitor Center and the Furnace Creek Campground. The Furnace Creek Inn should be shown as part of the commercial core and not as a residential area.

Comment: Page 21, Chapter 2, Table 2 - The title references Inyo and Mono Counties Transit Dependent Population by Place; however, the table only includes Inyo County locations.

Response: Staff concurs. The title will be changed to read only “Inyo County Transit Dependent Population by Place.”

Comment: Page 41, Chapter 4, Narrow Roadway Shoulders — The shoulders have been widened on State Route 168 to Cerro Coso College, so now better accommodate bicycle travel.

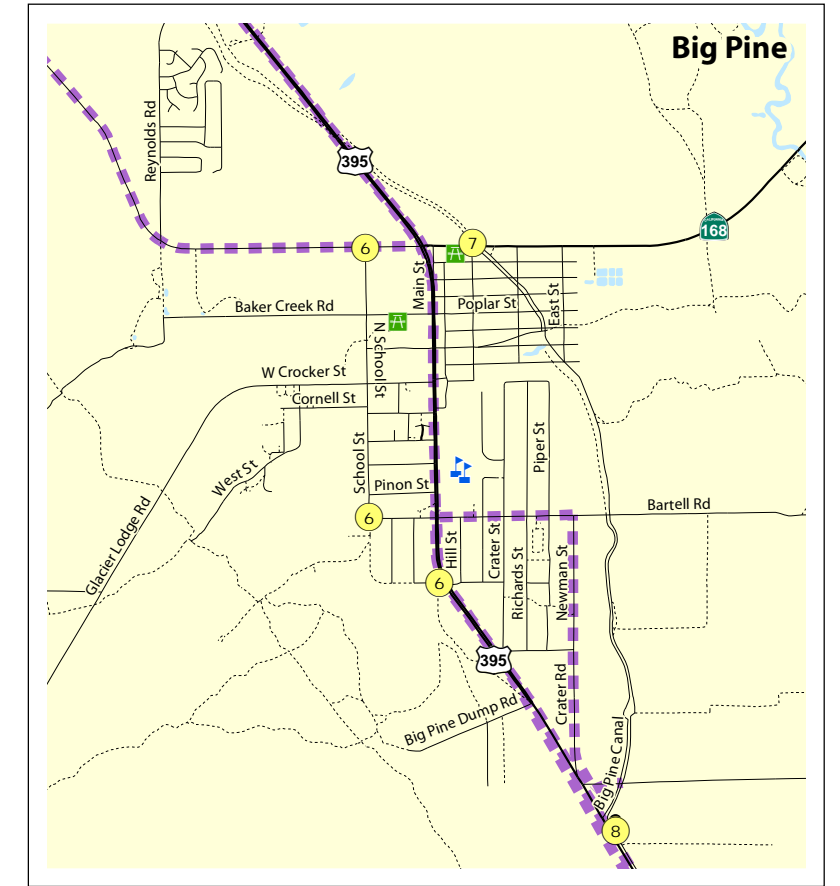
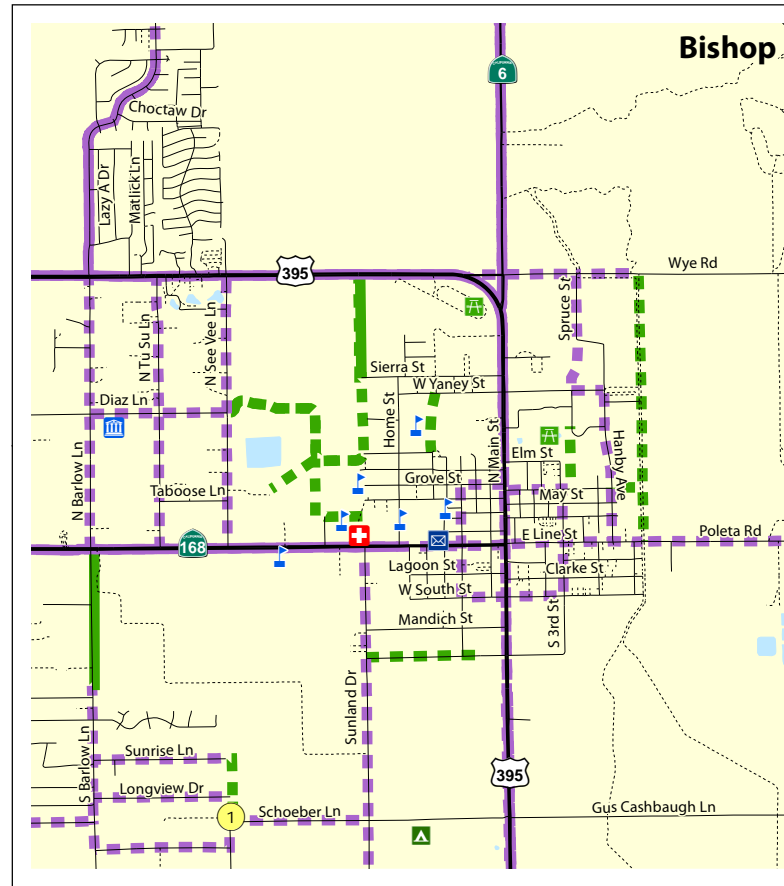
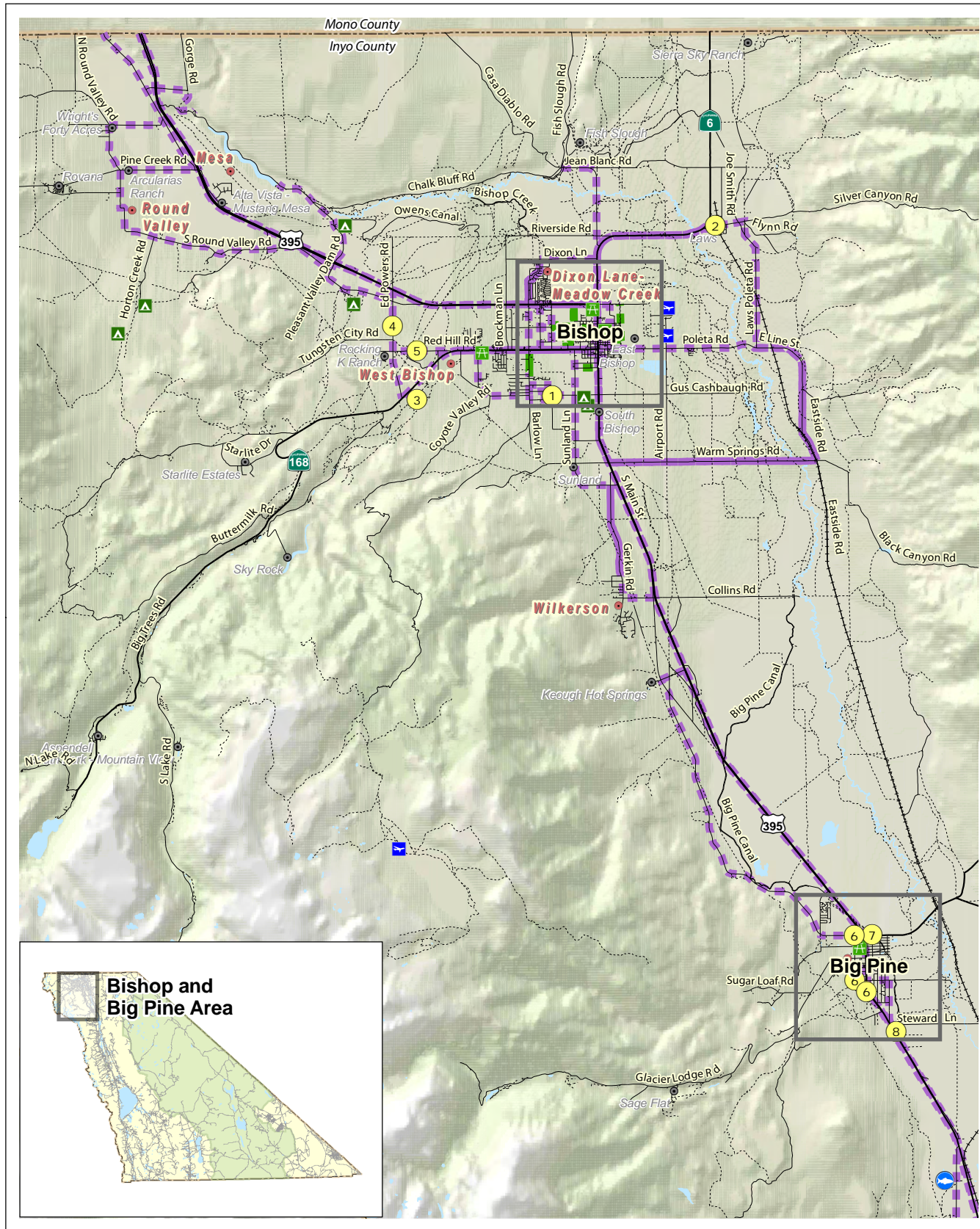
Response: The bullet “State Route 168 to Cerro Coso College” has been deleted.

3. Inyo County Public Works Department

Comment: Page 14 – Sunland Drive is shown with a dashed line when it should be a solid yellow line depicting an existing Class II or Class III bicycle facility.

Response: So noted. The change will be made.

Appendix C
Inyo County 2008 Collaborative Bikeways Plan Maps



Location	Route	Need and Opportunity	Recommended Improvement	Need
1	Sunset Dr., Sunrise Ln., Longview Dr., (off South Barlow Ln.)	No bicycle connections to Bishop streets other than via Barlow / West Line.	Extend path north of Schoeber Ln. bend. Obtain easements and add path connections to these streets.	Low
2	Route signage for "Laws Warm Springs" loop route	Bike route signs at turns would benefit day-ride and touring cyclists.	Add bike route signs with direction and distances at turns, for example "Laws Railroad Museum - 2".	Low
3	CA-168 to Cerro Coso Community College	Shoulders needed.	Add shoulders at least 6' wide between current end of shoulders west of Bishop, to Ed Powers Rd.	High
4	Ed Powers Rd. between CA-168 and US 395	Poor pavement condition. No shoulders.	Widen, resurface, and add striped shoulders at least 4' wide.	Medium
5	Red Hill Rd. between CA 168 and Ed Powers Rd.	Part north county bicycle alternative to US 395. Poor pavement condition, no shoulders, limited visibility due to rolling terrain, and substantial high speed traffic.	Widen, resurface, add striped shoulders at least 4' wide.	High
6	Guidance for bicyclists wishing to avoid US 395 through downtown	Guide signage	Add "Downtown Bypass" bicycle guide signs on County Rd., North School St., and Sepsey St.	Low
7	Recreational route between Big Pine and Tinemaha Campground	Path along Big Pine Canal	Consider adding a paved path on the Big Pine Canal west levee between CA 168 and Fish Springs Rd.	Low
8	Recreational route between Big Pine and Aberdeen	Unpaved segment of Tinemaha Rd. between Tinemaha Campground and Aberdeen Station Rd.	To create a north-south alternative to US 395 for road bicyclists, consider adding a paved path along this segment, or paving this segment.	Low

LEGEND

Destinations

- Airport
- Campground
- School
- College/University
- Hospital
- Park
- Post Office
- Fish Hatchery
- Railroad

Transportation Facilities

- Major Road - Improved
- Local Road - Improved
- Other Road - Unimproved

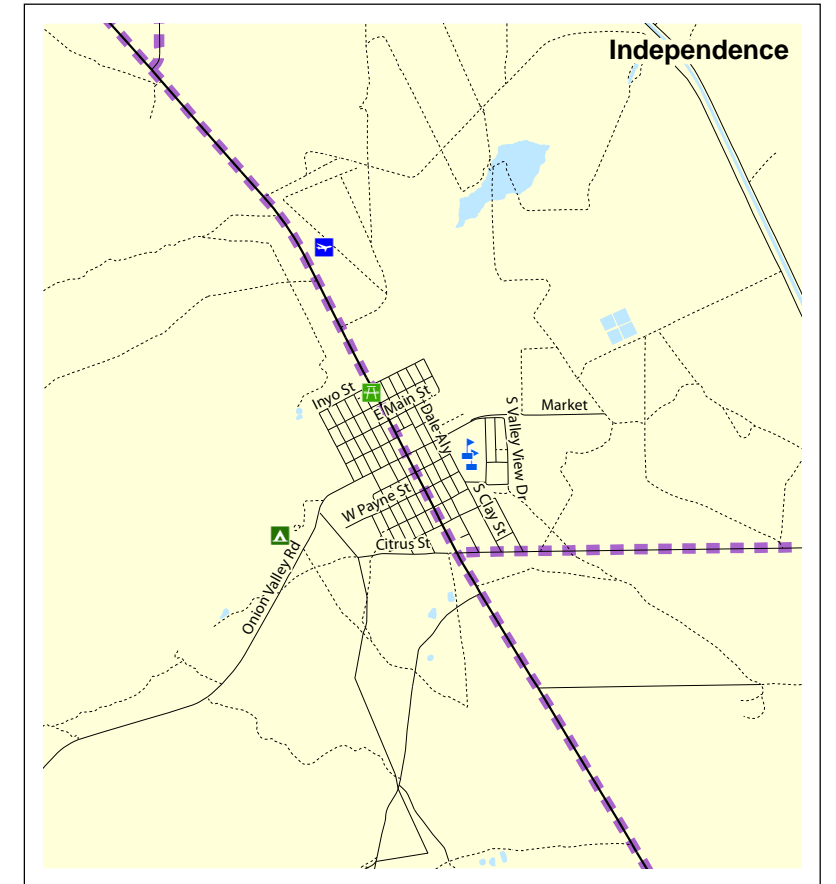
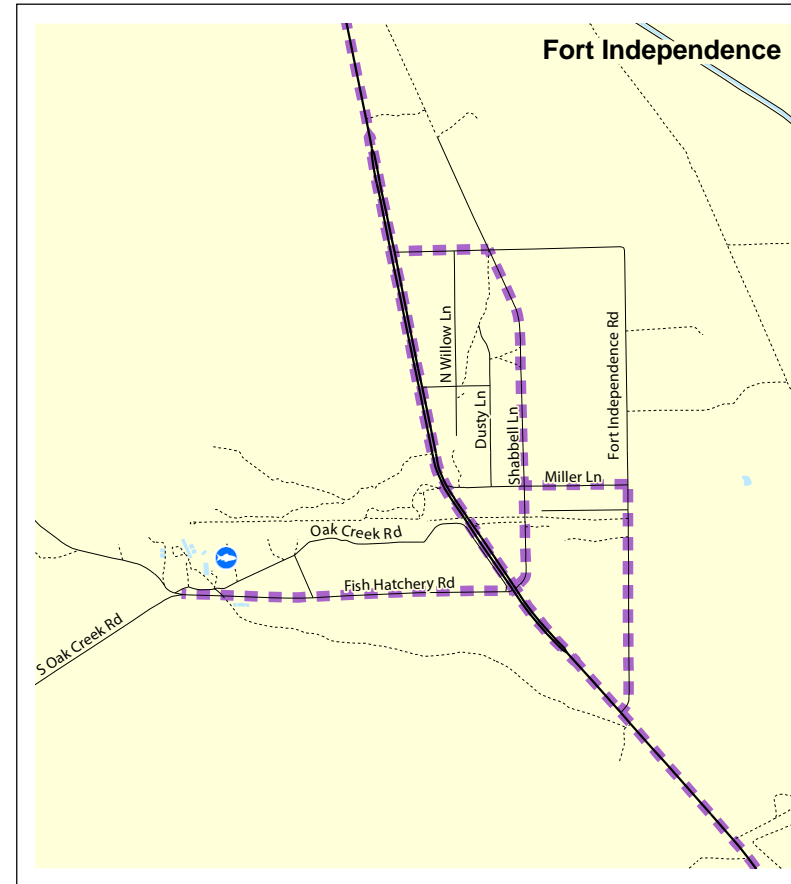
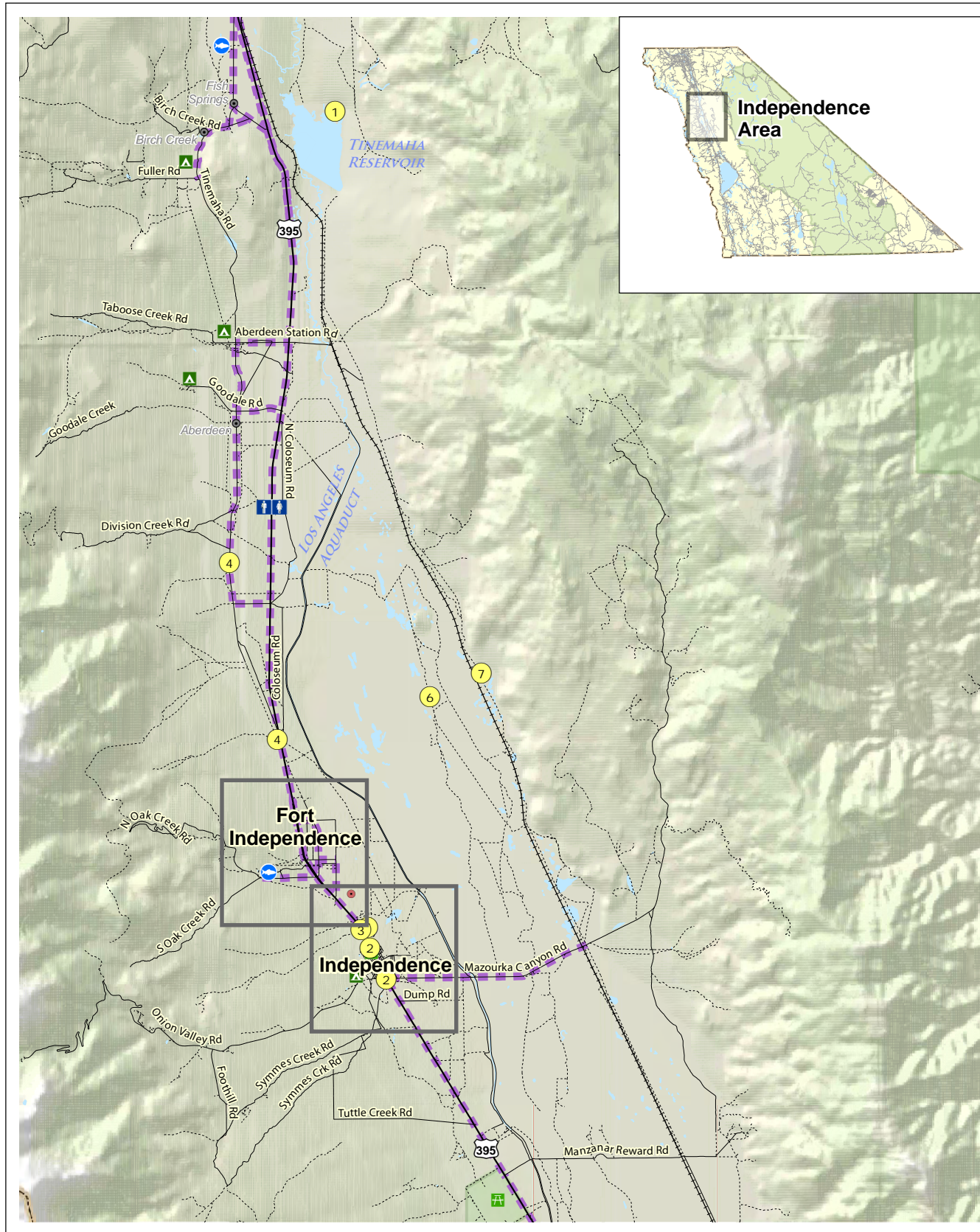
Existing Bike Facility

- Class I
- Class II or III

Proposed Bike Facility

- Class I
- Class II or III

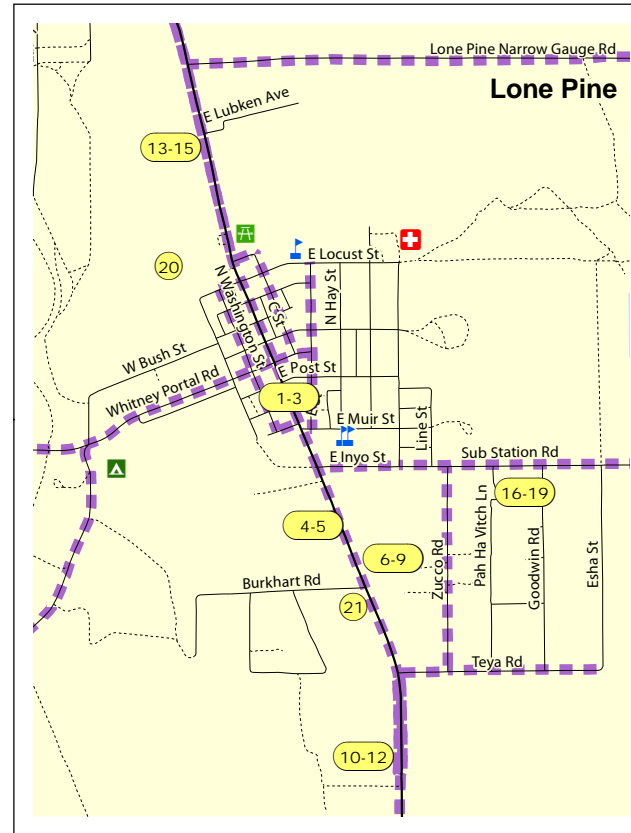
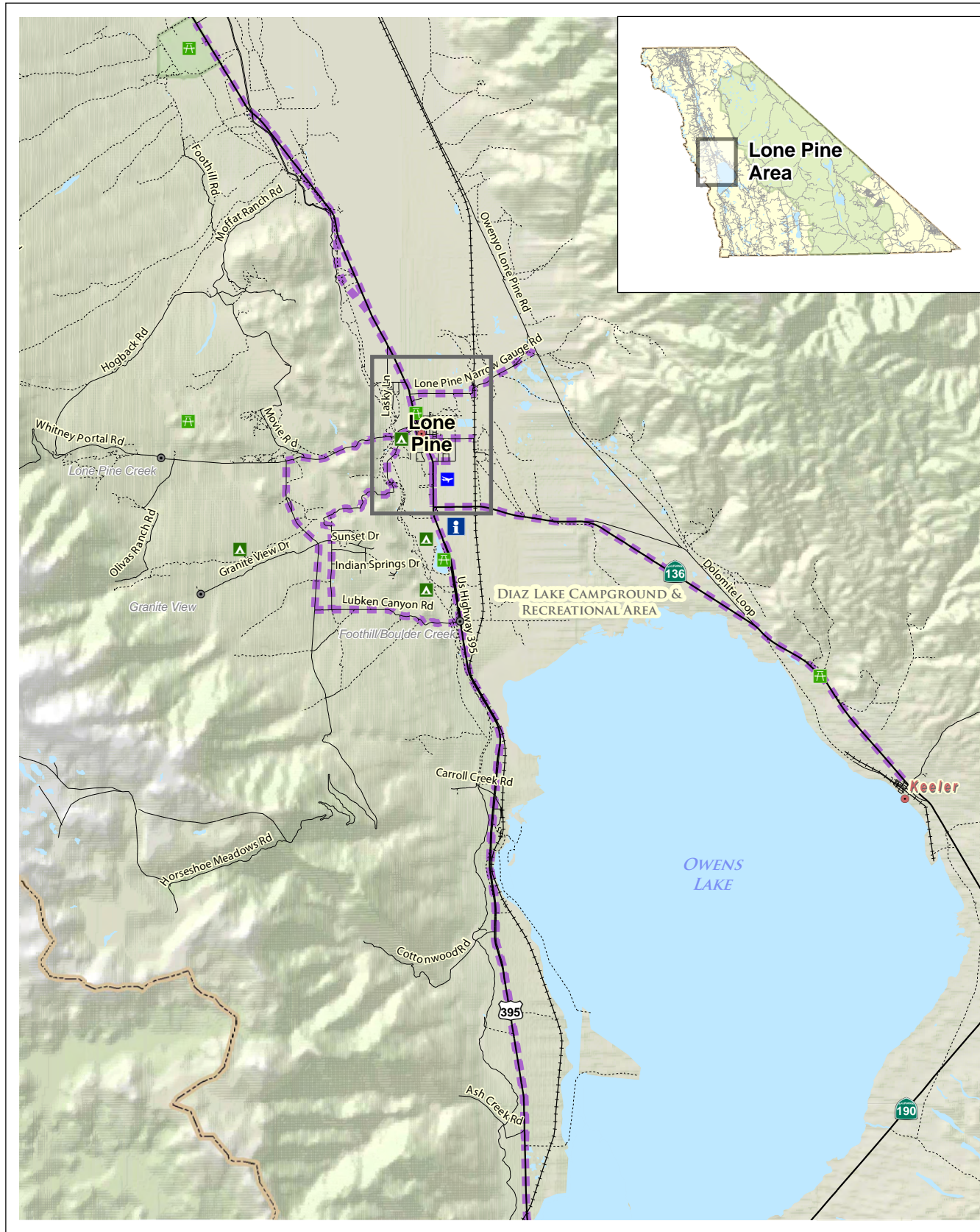
NOT TO SCALE



Location	Route	Need and Opportunity	Recommended Improvement	Need
1	All-terrain bicycle route on abandoned railroad corridor	Gap around Tinemaha Reservoir	Consider identifying a route using existing dirt road to bypass the Reservoir.	Low
2	Guidance for bicyclists wishing to avoid US 395 through downtown	Guide signage	West side (southbound): Add "Downtown Bypass" bicycle guide signs on West Hall St. to Washington St. and West Citrus St. East side (northbound): Add "Downtown Bypass" bicycle guide signs on Park St., Jackson St. and Inyo St.	Low
3	Access between town, airport, and Fort Independence	No route from town other than US 395 shoulders. Some pilots keep folding bicycles in their planes. Alternative to US 395 shoulders needed for work, errands, recreational by adults and teens.	Add a paved shared-use path along the eastern edge of the US 395 right of way to the Airport. Add a paved shared-use path along the east edge of US 395 and the west edge of the Airport, continuing outside the US 395 right of way to Fort Independence.	High High
4	Paved recreational route between Independence, Aberdeen and Goodale Creek Campground	Access between Fort Independence and Tinemaha Rd. Tinemaha Rd. / US 395 junction is currently blocked.	Provide a paved path on the Schabell Rd. right-of-way between Fort Rd. and US 395, with a link to Tinemaha Rd. Retain motor vehicle closure. Provide bicycle guide signs at Fort Rd. Provide paved bicycle-only crossing, with warning signs for US 395, stop signs for Tinemaha Rd., and bicycle guide signs.	Low Low
5	Secure bicycle storage at Independence Airport	Enable local resident pilots and passengers to bike instead of drive to airport for day trips. If there is a mutually-secure group such as a flying club, its members may use shared bike storage. (Optional)	Provide "individual-secure" bicycle storage (bicycle lockers). Provide a bike shed, or a cage within an existing structure, with access only for member bicyclists.	Low Low
6	Owens River corridor	Recreational route opportunity	Develop an unpaved or paved path along existing dirt roads on the west bank of the river between Aberdeen and Lone Pine.	Medium
7	Abandoned rail corridor east of Owens River	Recreational route opportunity	Develop an unpaved all-terrain bike route along the abandoned railroad corridor between Aberdeen and Lone Pine.	Low

LEGEND

- Outlying Area
 - Destinations**
 - ✈ Airport
 - 🏕 Campground
 - 🎓 School
 - 🏛 College/University
 - 🏥 Hospital
 - 🌳 Park
 - 📧 Post Office
 - 🐟 Fish Hatchery
 - 🚶 Rest Area
 - 🚂 Railroad
 - Transportation Facilities**
 - Major Road - Improved
 - Local Road - Improved
 - ⋯ Other Road - Unimproved
 - Existing Bike Facility**
 - Class I
 - Class II or III
 - Proposed Bike Facility**
 - Class I
 - Class II or III
- N**
 NOT TO SCALE



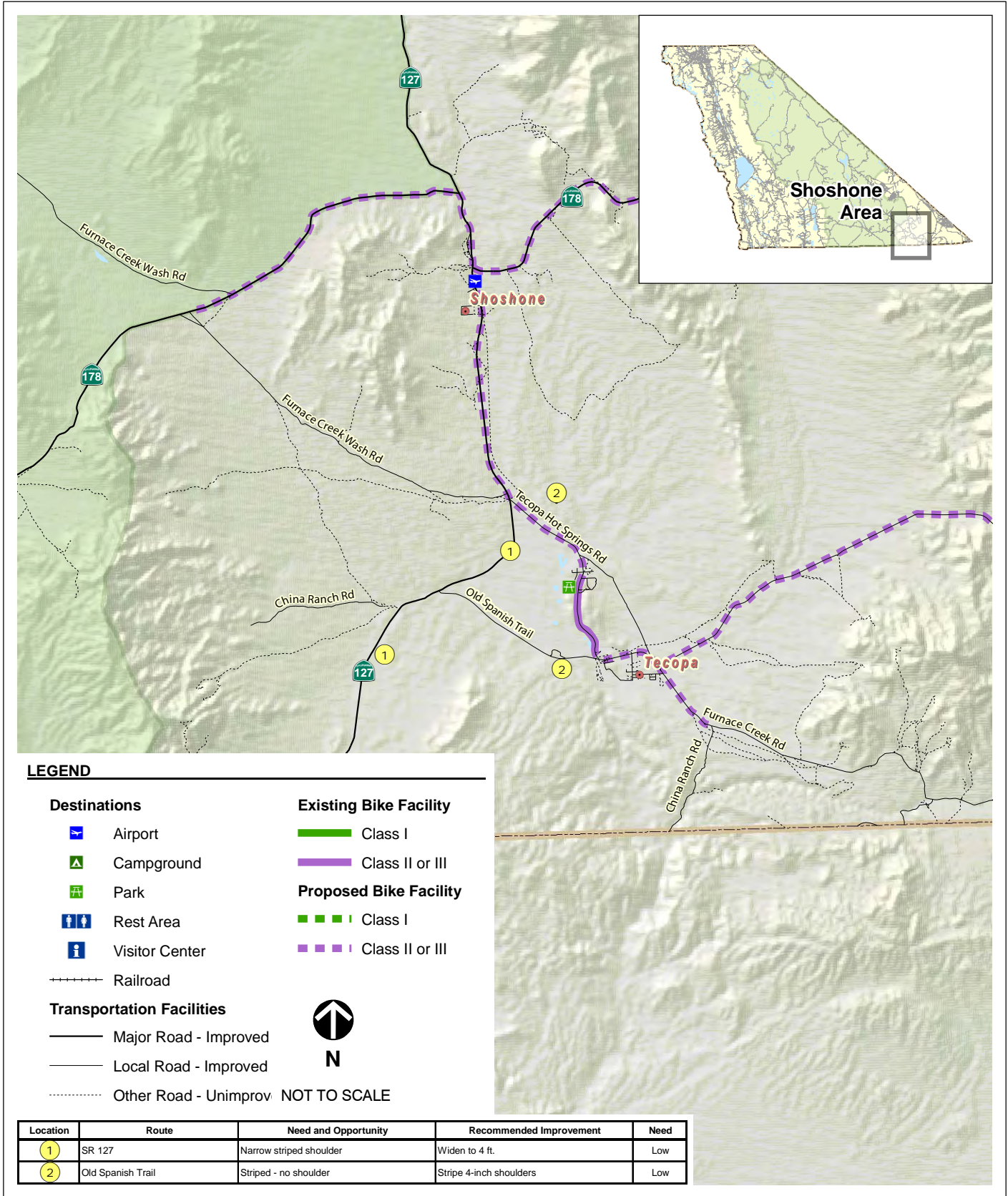
LEGEND

- Outlying Area
- Airport
- Campground
- School
- College/University
- Hospital
- Park
- Post Office
- Fish Hatchery
- Visitor Center
- +—+—+ Rail Road
- Major Road - Improved
- Local Road - Improved
- Other Road - Unimproved
- Existing Bike Facility**
- Class I
- Class II or III
- Proposed Bike Facility**
- Class I
- Class II or III



NOT TO SCALE

Location	Route	Need and Opportunity	Recommended Improvement	Need
1			Add crossing warning signs.	Medium
2	Crossing US 395 (Main St.) in the downtown area (between Locust St. and Inyo St.)	Make crossing at Statham Wy./Locust St. more visible (first cross street for southbound traffic)	If a downtown center turn lane is added, add a median island north of Locust St. with a crosswalk warning sign.	Medium
3		Need for crossing refuge for pedestrians and bicyclists	Consider restriping for center turn lane by removing parking on Main St. and intensifying parking on side street.	Medium
4	Crossing US 395 on this Reservation segment (Inyo St. to Teya Rd.)	Need for crossing refuge for pedestrians and bicyclists	Consider adding center turn lane to facilitate pedestrian and bicyclist crossings, reduce wrong-way bicycling, and reduce rear-end collisions.	Medium
5		Make Crossing at Teya Rd. more visible.	Add crossing warning signs.	Medium
6		No sidewalks. Shoulder width is inadequate for shared use by bicyclists and walkers.	Add sidewalks (minimum 5'). Provide wide shoulders (minimum 6') on both sides.	High
7	Travel along and across US 395 on the Reservation segment	Gravel spreads onto shoulders from unpaved driveways.	Pave back all driveways 15' or more from edge of shoulder.	High
8		No protection for crossing highway on foot or bicycle.	Consider raised islands between left-turn pockets in center turn lane, to provide refuge. Islands store snow. One needed location is at Teya Rd.	Medium
9		No street lighting	Add street lighting.	Medium
10		No sidewalks	Add sidewalk (minimum 5') on the east side of US 395 between Inyo St. and the airport. If it will also serve bicyclists wishing to avoid US 395's shoulders, the width should be 10'.	Medium
11	Travel along and across US 395 south of the Reservation		Extend sidewalk to Visitor Center.	Low
12		No protection for crossing highway on foot or bicycle.	Consider raised island groups of flexible delineator posts between left-turn pockets in center turn lane. One needed location is 1,000' north of CA 136 at development on the west side.	Medium
13		Connectivity north of downtown	Add a north-south street from the bend in Locust St. near Lone Pine Ave., along the playing field edge, to Lone Pine Narrow Gauge Rd., connecting to East Lubken Ave.	High
14			Consider extending Lone Pine Narrow Gauge Rd. across US 395 to East Entrance Rd. or Laskey Ln.	Medium
15			Consider extending Laskey Ln. to North Lone Pine Ave.	Medium
16			Consider connecting Quing-Ah Rd. north to Inyo St.	High
17			Consider connecting Teya Rd. across US 395 to Quing-Ah Rd. north to Inyo St.	High
18	Alternatives to travel on US 395/Main St.	Connectivity to and within the Reservation	Consider connecting Teya Rd. across US 395 to Zucco Rd., and possibly to streets further east.	Low
19			Consider extending Burkhardt Rd. to Tuttle Creek Rd. following existing dirt roads.	Low
20		Guidance for bicyclists wishing to avoid Main St. between Locust St. and Inyo St.	West Side: Add "Downtown Bypass" bicycle guide signs on Statham Wy., Washington St., and Tim Holt St. East Side: Add "Downtown Bypass" bicycle guide signs on East Muir St., South Lone Pine Ave., Whitney Portal Rd., North Jackson St., and East Begole St.	Low
21		Guidance for bicyclists wishing to avoid US 395 between Teya Rd. and Inyo St.	Add bicycle guide signs "To Downtown" on Teya Rd., Zucco Rd., and Inyo St. in the northbound direction, and "To Teya Rd." in the southbound direction.	Medium



Appendix D

Accidents

Inyo County Auto/Motorcycle Accidents - 2013

Letter	Color	#	Victim	Type	other/type	Date	Time	Light	Surface	Town	Location		Street	Killed	#	Severity	#	Victim	HHBD	other
											Street	Street								
S	Y	1	Auto	Solo/Ran off road		5/18/2013	13:30	Daylight	Dry	Death Valley	Artists Dr	Badwater Rd			1	Oth Vis		x		
S	Y	2	Motorcycle	Solo/Overturn		1/4/2013	15:14	Daylight	Dry	Death Valley	Badwater Rd	Harry Wade Rd			1	Severe		x		
S	Y	3	Auto	solo/fixed Obj/Ran off road		3/1/2013	5:20 PM	Daylight	Dry	Death Valley	Badwater Rd	Natural Bridges			1	Comp Pn		x		
S	Y	4	Auto	solo/fan off road/Overturned		2/16/2013	25:00?	Daylight	Dry	Death Valley	Badwater Rd	RT 190			1	Severe		IMP UNK		
C	Y	5	Motorcycle	Autohead on		7/29/2013	21:04	Dark-ST	Dry	Bishop	Barlow Lane	Bar L Ln			1	Oth Vis		HBD-UI		x
S	R	6	Auto	Solo/Fix Object		4/12/2013	8:09	Daylight	Dry	Benton?	Barlow Lane	Schober Ln			1	Oth Vis		x		
S	Y	7	Motorcycle	Solo/Ran off road/Overturned		4/6/2013	17:00	Daylight	Dry	Bishop	Benton?	Benton Crossing			1	Severe		x		
F	R	8	Auto	Solo/Fixed Obj/Ran off road		1/31/2013	23:05	Dark-NO	Dry	Bishop	Bishop	Blr Rd		Y	1	Oth Vis		HBD-UI		
S	Y	9	Auto	Solo/Fixed Obj/Ran off road		10/14/2013	14:55	Daylight	Dry	Bishop	Bishop	Brockman Lane			2	Comp Pn		HBD-UI		
S	R	10	Auto	Parked Cars		7/13/2013	3:57	Dark-NO	Dry	Bishop	Buttermilk Rd	168			1	Oth Vis		HBD-UI		
S	Y	11	Auto	Other Obj		12/24/2013	12:00	Daylight	Dry	Death Valley	Dantes View Rd	190			1	Severe		x		
S	Y	12	Motorcycle	Solo/Overturn		11/3/2013	10:00	Dark-NO	Dry	Lone Pine	Dirt Rd	Thundercloud			1	Severe		x		
S	Y	13	Auto	Solo/Fix Object/overturned		4/12/2013	5:00	Dawn	Dry	Bishop	E line	3rd St			1	Comp Pn		x		
S	Y	14	Auto	Auto		12/9/2013	14:35	Daylight	Dry	Bishop	E line	3rd St			1	Comp Pn		x		
S	Y	15	Motorcycle	Solo/Parked Car		7/2/2013	4:50	Dark-NO	Dry	Bishop	Gerkin Rd	Sierra Bonita			1	Severe		x		
S	Y	16	Auto	Solo/Fixed Obj		9/8/2013	17:55	Daylight	Dry	Big Pine	Glacier Lodge Rd	Mc Murry			1	Comp Pn		x		
S	Y	17	Auto	Solo/Fixed Obj		7/26/2013	20:15	Dark-NO	Wet	Lone Pine	Whitney Portal	Hogback Creek			1	Comp Pn		x		
C	Y	18	Auto	Auto		9/5/2013	10:08	Daylight	Dry	Bishop	N Main	905 N Main			1	Comp Pn		x		
C	Y	19	Auto	Auto		3/30/2013	15:13	Daylight	Dry	Bishop	N Main	Academy St			1	Comp Pn		x		
C	Y	20	Auto	Auto		1/5/2013	14:29	Daylight	Dry	Bishop	N Main	E Elm St			1	Comp Pn		x		
S	R	21	Auto	Solo		9/9/2013	23:45	Dark-ST	Dry	Bishop	N PA HA Ln	Diaz Ln			1	Comp Pn		HBD-UI		
S	Y	22	Auto	Solo/Ran off Rd/Overturn		3/30/2013	15:30	Daylight	Dry	Death Valley	Natural Bridges	Badwater Rd			2	Severe		x		
S	Y	23	Motorcycle	Solo		12/2/2013	13:15	Daylight	Dry	Death Valley	Old Spanish	Furnace Creek			1	Severe		x		
S	Y	24	Auto	Solo/Fixed Object		5/17/2013	10:10	Daylight	Dry	Bishop	Pa Ma Ln	E Birch St			1	Oth Vis		x		
S	Y	25	Motorcycle	Solo/Overturned		6/13/2013	19:15	Daylight	Dry	?	Pahrump Dry	Virginia St			1	Severe		x		
S	Y	26	Motorcycle	Solo/Ran off Rd/Overturn		1/18/2013	12:50	Daylight	Dry	Death Valley	Panamint Valley Rd	RT 190			1	Comp Pn		x		
C	Y	27	Auto	Auto		3/20/2013	7:50	Daylight	Dry	Bishop	Pine Creek Rd	395			3	Comp Pn		x		
S	Y	28	Auto	Solo/Fixed Obj/Ran off road		8/18/2013	20:40	Dark-NO	Wet	Bishop	Poleta Rd	Laws Poleta Rd			1	Comp Pn		x		
C	R	29	Auto	Auto		10/9/2013	9:45	Daylight	Dry	Bishop	Poleta Rd	River Rd			3	Comp Pn		x		HBD-UI
S	Y	30	Auto	Solo/Overturn		12/27/2013	15:00	Daylight	Dry	Death Valley	Racetrack Rd	Poleta Rd			3	Comp Pn		x		
S	Y	31	Auto	Solo/Overturn		6/6/2013	17:40	Daylight	Dry	Bishop	River Rd	Ubehebe Rv			1	Oth Vis		x		HBD-UI
S	Y	32	Auto	Solo/Overturn		4/28/2013	15:30	Daylight	Dry	Death Valley	RT 127	Postmile 10.48			2	Severe		x		
S	Y	33	Auto	Solo/Overturned		6/13/2014	7:00	Daylight	Dry	Death Valley	RT 127	RT 178			2	Oth Vis		x		
S	Y	34	Auto	Solo/Ran off Rd/Overturn		8/31/2013	22:00	Dark-NO	Wet	SE of Death Valley	RT 127	RT 190			1	Oth Vis		x		
S	R	35	Auto	Solo/Fixed Obj		4/29/2013	16:00	Daylight	Dry	Tecopa	RT 127	Tecopa Hot Springs Rd			1	Comp Pn		HBD-UI		
S	Y	36	Auto	Solo/Fixed Obj		6/14/2013	12:00	Daylight	Dry	Bishop	RT 168	Barlow Ln			1	Comp Pn		IMP UNK		
S	R	37	Auto	Parked Auto		7/21/2013	17:40	Daylight	Dry	Bishop	RT 168	Barlow Ln			1	Oth Vis		HBD-UI		
S	R	38	Auto	Solo/Ran off Rd/Overturn		10/18/2013	20:25	Dark-NO	Dry	BFE	RT 168	Deep Springs Rd			1	Severe		HBD-UI		
S	Y	39	Auto	Solo/Fixed Obj		5/19/2013	7:56	Daylight	Dry	Bishop	RT 168	Home St			1	Comp Pn		x		
C	Y	40	Auto	Auto		3/20/2013	16:05	Daylight	Dry	Bishop	RT 168	Pa Ha Ln			4	Comp Pn		x		
C	Y	41	Auto	Auto		8/27/2013	17:10	Daylight	Dry	Bishop	RT 168	Pa Ha Ln			2	Comp Pn		x		
C	Y	42	Auto	Auto		11/5/2013	12:50	Daylight	Dry	Bishop	RT 168	Pa Ha Ln			2	Comp Pn		x		
C	Y	43	Auto	Auto		9/17/2013	10:15	Daylight	Dry	Bishop	RT 168	Pa Me Ln			2	Comp Pn		x		
C	Y	44	Auto	Auto		7/2/2013	13:49	Daylight	Dry	Bishop	RT 168	Tu Su Ln			1	Comp Pn/Oth V		x		
C	Y	45	Auto	Auto		3/10/2013	17:27	Daylight	Dry	Bishop	RT 168	USFS Visitor Center			1	Oth Vis		x		
S	R	46	Auto	Solo/Fixed Obj/Ran off road		5/18/2013	13:16	Daylight	Dry	Bishop	RT 168	White Mountain Rd			1	Comp Pn		HBD-UI		
F	Y	47	Auto	Solo/fan off Rd/Overturn		7/4/2013	16:25	Daylight	Dry	Bishop	RT 168	White Mountain Rd		x	1	Oth Vis		HBD-UI		
S	Y	48	Motorcycle	Solo/Overturn		9/9/2013	15:30	Daylight	Dry	Bishop	RT 168	White Mountain Rd			3	Oth Vis		IMP UNK		
C	R	49	Auto	Auto		2/17/2013	20:30	Dark-NO	Dry	SE of Death Valley	RT 178	CHICAGO VALLEY Rd			1	Oth Vis		x		HBD-UI
S	Y	50	Auto	Solo/Ran off road/Other Obj		2/16/2013	8:50	Daylight	Dry	SE of Death Valley	RT 178	CHICAGO VALLEY Rd			1	Oth Vis		x		
S	Y	51	Auto	Solo/Fixed Obj		1/14/2013	16:00	Daylight	Dry	SE of Death Valley	RT 178	NEVADA STATE line			1	Oth Vis		x		
S	Y	52	Auto	Solo/Overturn		3/14/2013	15:30	Daylight	Dry	Bishop	RT 178	RT 127			3	Oth Vis		x		
S	Y	53	Auto	Solo/Overturn		6/25/2013	7:30	Daylight	Dry	Bishop	RT 178	RT 127			3	Oth Vis		x		
S	R	54	Auto	Solo/Ran off Rd/Overturn		2/1/2013	10:05	Daylight	Dry	Death Valley	RT 178	Bad Water Rd			2	Severe		HBD-UI/Drugs		
S	R	55	Auto	Solo/Ran off Rd/Overturn		5/22/2013	19:45	Dusk/Dawn	Dry	Death Valley	RT 190	Bad Water Rd			1	Oth Vis		HBD-UI		

Key: HHBD = Had Not Been Drinking, UNK = Unknown, UI = Under the Influence, IMP = Impairment, Comp Pn = Complained of Pain, Oth Vis = Other Visible Injury
Source: SWITRS, 2014

Inyo County Auto/Motorcycle Accidents - 2013

Page 2

Letter	Color	#	Victim	Type	other/type	Date	Time	Light	Surface	Town	Location Street	Street	Killed	#	Severity	#	Victim	HNBD	other
S	Y	56	Auto	Solo/Ran off road/Other Obj		8/1/2013	18:15	Daylight	Dry	Death Valley	RT 190	Bad Water Rd			Oth Vis	1	Fatg		
S	Y	57	Motorcycle	Solo/Ran off road/Other Obj		5/25/2013	16:15	Daylight	Dry	Benton	RT 190	Benton			Comp Pn	1	Fatg		
S	Y	58	Auto	Solo/Ran off road/Other Obj		5/23/2013	16:00	Daylight	Dry	Benton	RT 190	Cow Creek			Oth Vis	1	Fatg		
S	Y	59	Auto	Solo/Ran off road/Other Obj		12/17/2013	10:10	Daylight	Dry	Benton	RT 190	Cow Creek			Severe	1	Fatg		
S	Y	60	Auto	Solo/Ran off road/Other Obj		2/9/2013	7:35	Dark-No	Dry	Benton	RT 190	Derwin Rd			Comp Pn	1	Fatg		
S	Y	61	Motorcycle	Auto		6/6/2013	23:58	Daylight	Dry		RT 190	MOSAIC CANYON			Oth Vis	1	Fatg		
S	Y	62	Auto	Solo/Ran off road/Other Obj		5/25/2013	14:50	Dark-No	Dry		RT 190	RT 127			Comp Pn	1	Fatg		
S	Y	63	Auto	Solo/Fixed Obj		7/2/2013	21:30	Dark-No	Dry		RT 190	RT 127			Comp Pn	1	Fatg		
S	R	64	Auto	Solo/Ran off road/Other Obj		2/14/2013	15:00	Daylight	Dry		RT 190	Ryan Rd			Oth Vis	1	Fatg		
S	Y	65	Motorcycle	Solo/Ran off road/Other Obj		10/18/2013	16:30	Daylight	Dry		RT 190	Ryan Rd			Oth Vis	1	Fatg		
S	Y	66	Auto	Solo/Fixed Obj		5/19/2013	12:00	Daylight	Dry		RT 190	Scotxs Castle			Severe	2	Fatg		
S	R	67	Auto	solo/overturn		6/29/2013	20:35	Dusk/Dawn	Dry		RT 190	TRONA WILDROSE			Severe	1	Fatg		
S	Y	68	Auto	solo/overturn		4/19/2013	2:42	Dark-no	Dry		RT 395	ASH CREEK RD			Oth Vis	1	Fatg		
S	Y	69	Auto	solo/overturn		7/2/2013	12:10	Daylight	Dry		RT 395	ASH CREEK RD			Comp Pn	1	Fatg		
S	R	70	Auto	Solo/Fixed Obj		4/4/2013	6:45	Daylight	Dry		RT 395	BARTLETT RD			Comp Pn	1	Fatg		
S	Y	71	Auto	Solo/Ran off road/Other Obj		2/16/2013	17:15	Daylight	Dry		RT 395	BROCKMAN LN			Oth Vis	1	Fatg		
S	Y	72	Auto	Auto		7/7/2013	13:01	Daylight	Dry		RT 395	CACTUS FLATS			Oth Vis	3	Fatg		
S	Y	73	Motorcycle	Solo/Ran off Rd/Overturn		4/12/2013	18:50	Daylight	Dry		RT 395	CHARCOAL KILNS			Oth Vis	1	Fatg		
F	Y	74	Auto	Solo/Ran off Rd/Overturn		6/24/2013	23:52	Dark-no	Dry		RT 395	Coso Junction			Severe	1	Fatg		
S	Y	75	Auto	Solo/Ran off Rd/Overturn		8/3/2013	16:11	Daylight	Dry		RT 395	DIVISION CREEK			Oth Vis	2	Fatg		
S	Y	76	Auto	Solo/Overturn		3/27/2013	13:58	Daylight	Dry		RT 395	DUMP RD			Comp Pn	2	Fatg		
S	Y	77	Auto	Auto		8/14/2013	11:46	Daylight	Dry		RT 395	FALL RD			Comp Pn	1	Fatg		
S	Y	78	Auto	Auto		10/28/2013	11:30	Daylight	Dry		RT 395	Fort Rd			Comp Pn	2	Fatg		
S	Y	79	Auto	Solo/Overturn		8/4/2013	16:00	Daylight	Dry		RT 395	Fort Rd			Comp Pn	1	Fatg		
S	Y	80	Auto	Solo/fixed obj		6/10/2013	16:35	Daylight	Dry		RT 395	Gorge Rd			Oth Vis	1	Fatg		
S	Y	81	Auto	Auto		10/22/2013	19:10	Dark-no	Dry		RT 395	Gorge Rd			Oth Vis	2	Fatg		
S	Y	82	Auto	Solo/Ran off Rd		7/1/2013	16:35	Daylight	Wet		RT 395	Haiwee Rd			Comp Pn	1	Fatg		
S	Y	83	Auto	Solo/Ran off Rd/Overturn		7/27/2013	7:18	Daylight	Wet		RT 395	Lubken Canyon			Oth Vis	5	Fatg		
S	Y	84	Auto	Auto		12/20/2013	12:52	Daylight	Dry	Bishop	RT 395	Machover St			Comp Pn	1	Fatg		
S	Y	85	Auto	Solo/Hit Obj		2/4/2013	14:00	Daylight	Dry		RT 395	Manzanar			Oth Vis	1	Fatg		
S	Y	86	Auto	Solo/Overturn		5/3/2013	22:34	Dark-no	Dry		RT 395	PANGBORNE LN			Oth Vis	1	Fatg		
C	Y	87	Auto	Auto		4/1/2013	7:44	Daylight	Dry		RT 395	Pearson Rd			Comp Pn	2	Fatg		
C	Y	88	Auto	Auto		11/14/2013	17:09	Dark-no	Dry		RT 395	PEARSONVILLE			Oth Vis	1	Fatg		
S	Y	89	Auto	Solo/Ran off Rd/Overturn		11/22/2013	15:05	Daylight	Snow/Ice		RT 395	S CINDER RD			Oth Vis	1	Fatg		
S	Y	90	Auto	Auto		7/18/2013	14:10	Daylight	Dry		RT 395	Haiwee Rd			Comp Pn	1	Fatg		
S	Y	91	Auto	Solo/Ran off Rd/Overturn		3/16/2013	8:00	Daylight	Dry		RT 395	TABOOSE CREEK			Comp Pn	1	Fatg		
C	Y	92	Auto	auto x2		8/19/2013	13:00	Daylight	Dry		RT 395	WALNUT ST			Comp Pn	1	Fatg		
C	Y	93	Auto	Auto		8/15/2013	19:58	Dusk/Dawn	Dry		RT 395	WARM SPRINGS			Comp Pn	1	Fatg		
S	R	94	Auto	solo/fixed obj		2/12/2013	1:00	Dark-no	Dry		RT 6	WYER RD			Oth Vis	1	Fatg		
C	Y	95	Auto	Auto		7/21/2013	17:40	Daylight	Dry		RT 6	WYER RD			Comp Pn	1	Fatg		
C	Y	96	Auto	Solo/Ran off Rd/Overturn		3/1/2013	16:09	Daylight	Dry		RT 6	WYER RD			Comp Pn	1	Fatg		
C	Y	97	Auto	Auto		8/19/2013	10:03	Dusk/Dawn	Dry	Bishop	Ryan Rd	Lagoon St			Oth Vis	1	Fatg		
S	R	98	Auto	Solo/Overturn		3/24/2013	5:00	Dusk/Dawn	Dry		S WARREN ST	Lagoon St			Comp Pn	1	Fatg		
S	Y	99	Auto	Solo/Ran off Rd/Hit Obj		5/23/2013	17:45	Daylight	Dry		SCOTTYS CASTLE	grapevine			Oth Vis	1	Fatg		
S	Y	100	Motorcycle	Solo/Overturn		5/26/2013	12:45	Daylight	Dry		SCOTTYS CASTLE	grapevine			Comp Pn	1	Fatg		
C	Y	101	Auto	Auto		8/25/2013	9:30	Daylight	Dry		See Vee Ln	RT 190			Severe	1	Fatg		
S	Y	102	Auto	Solo/Overturn		3/16/2013	11:08	Daylight	Dry		Diaz Ln	RT 127			Comp Pn	1	Fatg		
S	Y	103	Auto	Solo/Overturn		1/11/2013	21:12	Dark-No	Dry		Starline Rd	RT 127			Comp Pn	1	Fatg		
S	Y	104	Auto	Solo/Ran off Rd/Overturn		12/21/2013	20:04	Dark-No	Dry		TRONA WILDROSE	Airport Rd			Oth Vis	1	Fatg		
S	Y	105	Auto	Solo/Ran off Rd/Overturn		6/1/2013	17:18	Daylight	Dry		TRONA WILDROSE	Ballarat Rd			Severe	1	Fatg		
S	R	106	Auto	Solo/Overturn		4/30/2013	20:00	Dusk/Dawn	Dry		TRONA WILDROSE	Homeood			Oth Vis	1	Fatg		
S	Y	107	Motorcycle	Solo/Overturn		5/19/2013	19:35	Dusk/Dawn	Dry	Bishop	Unamed Dirt Road	Reata Rd			Comp Pn	1	Fatg		
S	Y	108	Auto	Solo/Ran off Rd/Hit Obj		8/5/2013	16:40	Daylight	Dry		Unamed Dirt Road	LEIGHTON LN			Comp Pn	1	Fatg		
C	Y	109	Auto	Auto		11/14/2013	10:29	Daylight	Dry	Bishop	Unamed Dirt Road	WHITE MOUNTAIN			Oth Vis	1	Fatg		
C	Y	110	Auto	Auto		9/19/2013	13:11	Daylight	Dry	Bishop	W SOUTH ST	Home St			Comp Pn	1	Fatg		
C	Y	111	Auto	Auto		1/23/2013	9:35	Daylight	Dry	Bishop	WEST LINE	Fort Rd			Comp Pn	1	Fatg		

Key: HNBD = Had Not Been Drinking, UNK = Unknown, UI = Under the influence, IMP = Impairment, Comp Pn = Complained of Pain, Oth Vis = Other Visible Injury
Source: SWITRS, 2014

Inyo County Bicycle and Pedestrian Accidents - 2010 to 2013

Circle	Color	Type		Date	Location		Street	Street	Severity	Victim	HNBD	
		Victim	other		Town	Street					Victim	other
P	Y	1	Ped	1/22/2013	Bishop	Barlow Ln	Barlow Ln	Severe	x	x		
P	Y	2	Ped/Bike	8/8/2013	Bishop	N Main	Park Ave	Comp PN	x	x		
B	Y	3	Bike	4/22/2013	Bishop	Academy Av	Academy Av	Comp PN	x	x		
B	Y	4	Auto	1/4/2013	Death Valley	Badwater rd	Natural Bridges Rd	Severe	x	x		
	Y	5	Fixed object	10/14/2013	Bishop	Rt 168	Pa Ha Lane	Severe	x	x		
	Y	6	Solo Crash	10/2/2013	Bishop	Rt 168	Pa Me Lane	Oth Vis	x	n/a		
B	Y	7	Auto	5/6/2013	Bishop	Rt 168	Pioneer Lane	Oth Vis	x	x		
B	Y	8	Auto	2/6/2013	Death Valley	RT 190	Badwater rd	Oth Vis	IMP UNK	IMP UNK		
B	Y	9	Motorcycle	3/3/2013	Just West of Death Valley	RT 190	RT 127	Severe	x	x		
B	Y	10	Auto	6/9/2013	Bishop	RT395	Barlow Ln	PDO	x	x		
P	Y	11	Ped	4/17/2012	Bishop	N Main	N Main 688	Comp PN	x	x		
P	Y	12	Auto	8/4/2012	Independence	Onion Valley Rd	Onion Valley Rd	Severe	x	x		
P	Y	13	Auto/Paraked Auto	4/26/2012	Independence	Onion Valley Rd	Black Rock Springs Rd	Oth Vis	x	x		
P	Y	14	Ped	5/25/2012	Bishop	SR395	Schiley St	Comp PN	x	x		
B	Y	15	Auto	3/13/2012	Bishop	Main St	Grove St	Oth Vis	x	x		
B	Y	16	Auto	8/4/2012	Bishop	N Main St	Academy Av	Comp PN	?	x		
B	Y	17	Auto	7/24/2012	Bishop	N Main St 562	N Main St	Comp PN	x	x		
B	Y	18	Auto	3/28/2012	Bishop	N Main St	Park Ave	Comp PN	x	x		
B	R	19	Solo Crash	4/8/2012	Bishop	RT 168	Shepard Lane	Severe	HBD-UI	x		
B	Y	20	Auto	7/19/2012	Bishop	Snedden	Clarke	Oth Vis	x	x		
B	Y	21	Auto	8/2/2012	Bishop	Willow St	N 3rd St	Comp PN	x	x		
B	Y	22	Ped	6/9/2011	Bishop	W Line St	Edwards St	Oth Vis	x	x		
B	Y	23	Bike	5/4/2011	Bishop	E Line St	1st St	Comp PN	x	x		
B	Y	24	Auto	6/11/2011	Bishop	N Main	E Elm	PDO	x	x		
B	Y	25	Auto	4/1/2011	Bishop	N Main	N Main	Oth Vis	x	x		
B	Y	26	Auto	5/29/2011	Bishop	N Main	Yaney	PDO	x	x		
R	Y	27	Parked Auto	7/2/2011	Manznanar	SR 395	Manznanar	Oth Vis	x	x		
B	Y	28	Auto	4/29/2011	Bishop	SR 395	Vagabond Inn	PDO	HBD-UNK	x		
B	Y	29	Auto	1/21/2011	Bishop	SR 395	Warm Springs	Oth Vis	x	x		
B	Y	30	Auto	9/14/2011	Bishop	SR 395	Warm Springs	Comp PN	x	x		
B	Y	31	Auto	9/26/2011	Lone Pine	S Flower	W Line	Severe	x	x		
P	R	32	Auto	12/19/2010	Bishop	Whitney Portal Rd	Tuttle Creek Rd	Severe	x	x		
P	Y	33	Ped	5/28/2010	Bishop	Barlow Lane	Line St	Severe	x	HBD-UI		
P	Y	34	Ped	4/19/2010	Big Pine	SR 395	Crocker Ave	Oth Vis	x	x		
P	Y	35	Ped	5/21/2010	Bishop	S Warren St	Lagoon St	Severe	x	x		
P	Y	36	Ped	12/1/2010	Bishop	Tu-Su Lane	Diaz lane	Oth Vis	x	x		
P	Y	37	Ped	11/13/2010	Bishop	Willow St	N Main	Comp PN	x	x		
B	Y	38	Solo Crash	3/27/2010	Death Valley	Dantes View Rd	RT 190	Severe	x	x		
B	Y	39	Auto	1/5/2010	Bishop	Grove St	RT 395	Oth Vis	x	x		
B	Y	40	Solo Crash	9/4/2010	Lone Pine	Movie Flat Road	Whitney Portal Rd	Severe	x	x		
B	R	41	Auto	11/28/2010	Death Valley	RT 127	RT 190	Severe	HBD-UI	x		
B	R	42	Auto	6/23/2010	Bishop	RT 395	Black Rock Mine Rd	Comp PN	x	IMP UNK		
B	Y	43	Auto	11/13/2010	Bishop	RT 395	Park Ave	Comp PN	x	x		

Key: HNBD = Had Not Been Drinking, UNK = Unknown, UI = Under the Influence, IMP = Impairment, Comp PN = Complained of Pain, Oth Vis = Other Visible Injury
Source: SWITRS, 2014

Appendix E
Lower Owens River Project Map



MAP 1 recreation use plan



PREFERRED RECREATION CONCEPT

LOWER OWENS RIVER INYO COUNTY, CA



Appendix F

Inyo County 2008 Collaborative Bikeways Plan Recreational Route Projects

Recreational Bikeway Facilities

Page 1

Location	Facility	Type	From	To	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
Bishop	Silver Canyon Rd	Paved	US 6	Upper McNally Canal	Recreational Route	Signage or map showing Bishop area dirt roads.	L	4,150	0.8
Bishop	Bishop Creek Canal	Dirt	US 6	Jay Street	North-south bypass for cyclists looking to avoid congestion on Main Street	Signage or map showing Bishop area dirt roads.	L	18,501	3.5
Bishop	Bishop to Chalk Bluffs Path	Dirt	Sierra St	Chalk Bluffs Road	Recreational Route	Improve highway and water crossings, signage.	L	16,915	3.2
Bishop	North Fork Bishop Creek Path	Dirt	US 6	Bishop Creek Canal	Recreational Route	Signage or map showing Bishop area dirt roads.	L	6,343	1.2
Bishop	Bishop to Laws Path	Dirt	Laws	City Park	Recreational Route	Improve water crossings from Bishop to Laws on proposed rail alignment	L	16,900	3.2
Bishop	Laws Poleta Rd	Paved	Upper McNally Canal	E Line St	Alternative Route from Laws and Chalfant Valley to Bishop not using US 6. Also recreational route.	Signage or map showing Bishop area dirt roads.	M	13,518	2.6
Bishop	Unimproved Rd	Dirt	Collins Rd	Keough Hot Springs Rd	Alternative Route from Keough's Hot Spring to Bishop via Wilkerson Road not using US 395. Also recreational route to hot springs resort.	Signage or map showing Bishop area dirt roads.	M	10,183	1.9
Bishop	County Rd	Paved/Dirt	Keough Hot Springs Rd	Reynolds Rd	Alternative Route from Keough's Hot Spring to Bishop via Wilkerson Road not using US 395. Also recreational route to hot springs resort.	Signage or map showing Bishop area dirt roads.	M	38,122	7.2
Big Pine	Big Pine Canal	Dirt	Steward Ln	Tinemaha Reservoir	Recreational Route	Signage or map showing Big Pine area dirt road rides.	L	25,920	4.9
Big Pine	Big Pine Canal	Dirt	Steward Ln	Fish Springs Rd	Recreational Route	Signage or map showing Big Pine area dirt road rides.	L	16,153	3.1
Bishop	Upper McNally Canal	Dirt	Silver Canyon Rd	Laws Poleta Rd	Recreational Route	Signage or map showing Bishop area dirt roads.	L	1,783	0.3
Bishop	Keough Hot Springs Rd	Paved	Unimproved Rd	County Rd	Recreational Route	Signage or map showing Bishop area dirt roads.	L	357	0.1
Big Pine	Tinemaha Rd	Paved/Dirt	Fuller Rd	Aberdeen Station Rd	Recreational Route	Signage or map showing Big Pine area dirt road rides.	L	20,618	3.9
Big Pine	Unimproved Rd (Dirt)	Dirt	South of Tinemaha Reservoir	Unimproved Rd (Paved)	Recreational Route	Signage or map showing Big Pine area dirt road rides.	L	13,576	2.6
Big Pine	Abandoned Rail Corridor	Dirt	Tinemaha Reservoir	US 395	Recreational Route	Signage or map showing Big Pine and Independence area dirt roads.	L	237,670	45
Big Pine Independence	Tinemaha Rd	Dirt	Fuller Rd	Aberdeen Station Rd	Recreational route, alternative to US 395 for north/south travel	Signage or map showing Big Pine and Independence area dirt roads.	L	20,590	3.9

Note: The roadways in this table represent roads included in the Inyo County Maintained Mileage System as well as roads maintained by other land management or utility entities. The implementation of any of these projects requires the concurrence of the entity that maintains the roadway.

Source: Inyo County 2008 Collaborative Bikeways Plan

Recreational Bikeway Facilities

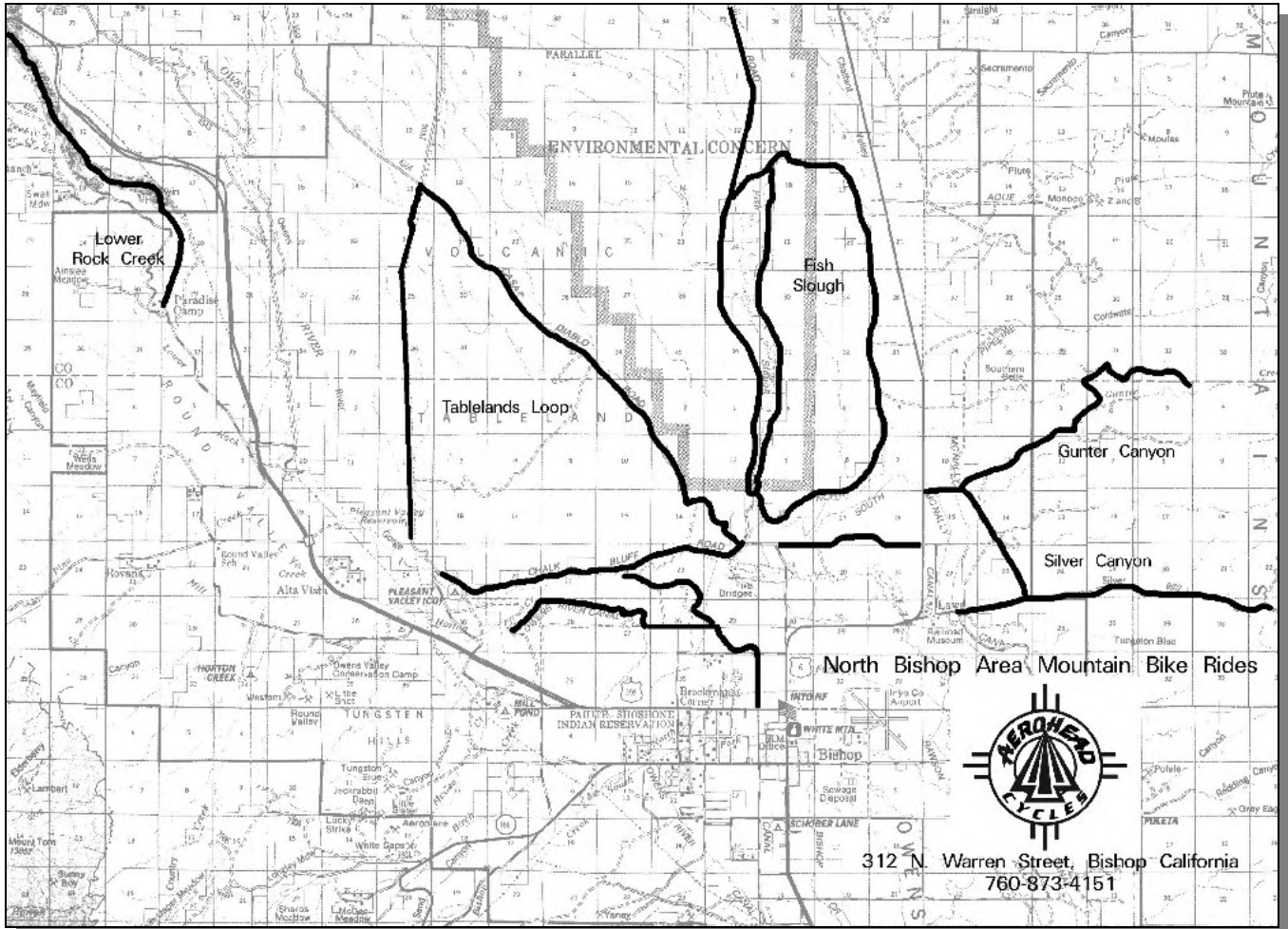
Page 2

Location	Facility	Type	From	To	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
Independence	Shabbell Ln	Paved	US 395	N Fort Independence	Recreational route, alternative to US 395 for north/south travel	Signage or map showing Big Pine and Independence area dirt roads.	M	15,305	2.9
Independence	Unimproved Rd (Near Independence Airport)	Dirt	North of Airport	US 395	Recreational Route	Signage or map showing Independence area dirt roads.	L	3,709	0.7
Lone Pine	Unimproved Rd	Dirt	Lone Pine Narrow Gauge Rd	Owenyo Lone Pine Rd	Recreational Route	Signage or map showing Lone Pine area dirt roads.	L	3,275	0.6
Lone Pine	Owenyo Lone Pine Rd	Dirt	Unimproved Rd	Dolomite Loop	Recreational Route	Signage or map showing Lone Pine area dirt roads.	L	28,481	5.4
Lone Pine	Unimproved Rd	Dirt	Tuttle Creek Rd	Lubken Canyon Rd	Recreational Route	Signage or map showing Lone Pine area dirt roads.	L	20,682	3.9
Lone Pine	Unimproved Rd	Dirt	E Entrance	Fairbanks St	Connectivity from Pangborn/Lasky Lane neighborhood to Lone Pine. Alternate to US 395.	Signage or map showing Lone Pine area dirt roads.	M	5,008	0.9
Lone Pine	Movie Rd	Dirt	Moffat Ranch Rd	Whitney Portal Rd	Recreational Route	Signage or map showing Lone Pine area dirt roads.	L	29,986	5.7
Lone Pine	Moffat Ranch Rd	Paved/Dirt	US 395	Movie Rd	Recreational Route	Signage or map showing Lone Pine area dirt roads.	L	23,435	4.4
Lone Pine	Lubken Ave - East Locust St Connection	Dirt	Lubken	East Locust (near bend)	Connectivity between Lubken Ave development and Lone Pine	Signage or map showing Lone Pine area dirt roads.	M	1,800	0.3
Lone Pine	Tuttle Creek-Reservation Connection	Dirt	Burkhart Rd	Tuttle Creek Rd	Recreational route, Connectivity near Reservation	Signage or map showing Lone Pine area dirt roads.	L	2,114	0.4
Lone Pine	North Lone Pine Connection	Dirt	End	Tuttle Creek Rd	Connectivity between Pangborn and Town as alternative to US 395, recreational route	Signage or map showing Lone Pine area dirt roads.	M	5,286	1
Tecopa	Furnace Creek Rd	Dirt	China Ranch Rd	Unimproved Rd	Recreational route.	Signage	L	26,370	5
Tecopa	China Ranch Rd	Dirt	Furnace Creek Rd	County Boundary	Recreational route.	Signage	L	14,197	2.7
Tecopa	Unimproved Rd	Dirt	SR 178	Unimproved Rd	Recreational route.	Signage	L	14,426	2.7
Tecopa	Furnace Creek Wash Rd	Dirt	Unimproved Rd	SR 127	Recreational route.	Signage	L	9,305	1.8
Tecopa	Unimproved Rd	Dirt	SR 127	Tecopa Hot Springs Rd	Recreational Route	Signage or map showing Tecopa area dirt roads.	L	27,474	5.2
Tecopa	Furnace Creek Wash Rd	Dirt	SR 178	Unimproved Rd	Recreational Route	Signage or map showing Tecopa area dirt roads.	L	35,030	6.6
Tecopa	Unimproved Rd	Dirt	Unimproved Rd	Unimproved Rd	Recreational Route	Signage or map showing Tecopa area dirt roads.	L	8,027	1.5
Tecopa	Unimproved Rd (Dirt)	Dirt	China Ranch	Furnace Creek Rd	Recreational Route	Signage or map showing Tecopa area dirt roads.	L	19,161	3.6
Total Proposed Facilities									142.7

Note: The roadways in this table represent roads included in the Inyo County Maintained Mileage System as well as roads maintained by other land management or utility entities. The implementation of any of these projects requires the concurrence of the entity that maintains the roadway.

Source: Inyo County 2008 Collaborative Bikeways Plan

Aerohead Cycles – North Bishop Area Mountain Bike Rides Map



Aerohead Cycles – South Bishop Area Mountain Bike Rides Map

