INYO COUNTY RTP COMMONLY USED ACRONYMS

AADT Annual Average Daily Traffic

AB Assembly Bill

ADT Average Daily Traffic

AIP Airport Improvement Program

BTA Bicycle Transportation Account

CAAP California Aid to Airports Program

CALTRANS California Department of Transportation

CARB California Air Resources Board

CCTV Closed Circuit Television Cameras

CEQA California Environmental Quality Act

CIP Capital Improvement Program

CONST Construction

CTC California Transportation Commission

DOT Department of Transportation

DRU Demographic Research Unit

EDD Employment Development Department

EEM Environment Enhancement and Mitigation Program

EIR Environmental Impact Report

EPA United States Environmental Protection Agency

E&P Environmental Documents and Permits

ER Emergency Relief Program

FAA Federal Aviation Administration

FEMA Federal Emergency Management Agency

FH Federal Highway

FHWA Federal Highway Administration

FLAP Federal Lands Access Program

FTA Federal Transit Administration

HAR Highway Advisory Radio

HBP Highway Bridge Program

HES Hazard Elimination Safety

HSIP Highway Safety Improvement Program

ICASP Interregional California Aviation System Plan

ICLTC Inyo County Local Transportation Commission

ISTEA Intermodal Surface Transportation Efficiency Act

ITS Intelligent Transportation Systems

ITSP Interregional Transportation Strategic Plan

ITIP Interregional Transportation Implementation Plan

LOS Level of Service

LTF Local Transportation Fund

MAP – 21 Moving Ahead for Progress in the 21st Century

MOU Memorandum of Understanding

NEPA National Environmental Policy Act

NPIAS National Plan of Integrated Airport Systems

O&M Operations and Maintenance

OWP Overall Work Program

PM Post Mile

PUC Public Utilities Code

PS&E Plans, Specifications and Estimates

PSP Pedestrian Safety Program

RIP Regional Improvement Program

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agency

RWIS Road and Weather Information Systems

SAFETEA Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy

– LU for Users

SHOPP State Highway Operations and Protection Program

SIP State Implementation Plan

SR State Route

SR2S Safe Routes To Schools

STA State Transit Assistance

STAA Surface Transportation Assistance Act

STIP State Transportation Improvement Program

STP Surface Transportation Program

TA Transportation Alternatives

TCRP Traffic Congestion Relief Program

TDA Transportation Development Act

TE Transportation Enhancement

TSM Transportation System Management

VMT Vehicle Miles Traveled

Plans, Statutes, and Program Relationships under State and Federal Legislation

<u>Plans</u>

Regional Transportation Plans (RTP): Developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Agencies (RTPAs) to provide a comprehensive view of the transportation problems of a region and recommended solutions. RTPs have a minimum of a 20-year horizon period and are required by State and Federal law. For MPO RTPs, all projects in the FTIP must be consistent with the RTP. In air quality nonattainment areas, RTPs must conform to the State Implementation Plan.

California Transportation Plan (CTP): The CTP is developed by Caltrans and submitted to the Governor. It includes a policy element describing state transportation policies and system performance objectives, a strategies element incorporating broad system concepts and strategies partially synthesized from RTP, and a recommendations element that includes economic forecasts and recommendations to the Legislature and Governor.

California Aviation System Plan (CASP): Prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional aviation system planning on a statewide basis.

Interregional Transportation Strategic Plan (ITSP): Describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP).

Statutes

National Environmental Protection Act (NEPA): Federal legislation which created an environmental review process similar to CEQA, but pertaining only to projects having federal involvement through financing, permitting, or Federal land ownership.

California Environmental Quality Act (CEQA): A state-mandated process in which the environmental effects associated with the implementation of a "project" is fully disclosed.

Programs

Regional Transportation Improvement Program (RTIP): A four-year list of proposed transportation projects submitted to the California Transportation commission by the RTPAs. Some RTIP projects may have federal funding components in which case they will also appear in the FTIP once they have been selected for the STIP (see below).

State Transportation Improvement Program (STIP): A four-year list of transportation projects proposed in RTIPs and PSTIPs, which are approved by the California Transportation commission. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operations and Protection Program (SHOPP): A program including projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvement's. Traffic Systems Management Program: A program of projects (e.g., re-striping, metering, HOV, ridesharing, flexible work schedules, etc.) for better system utilization and operational efficiency.

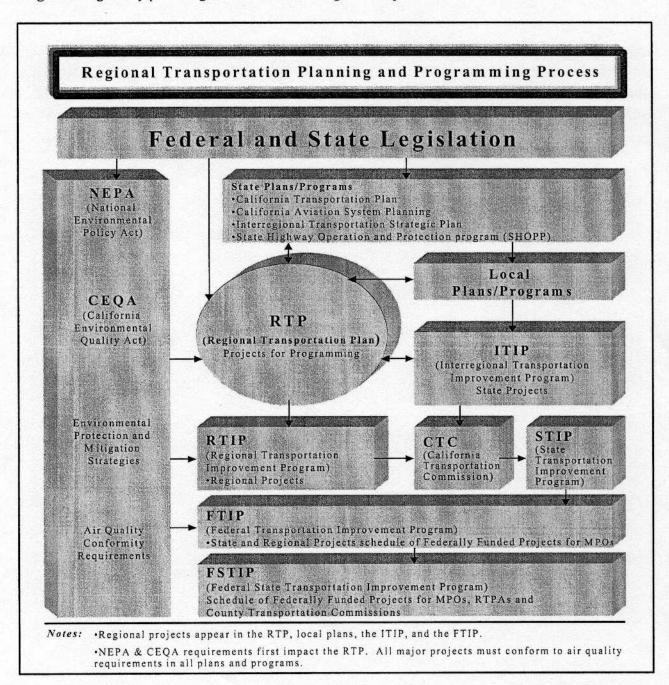
Federal Transportation Improvement Program (FTIP): A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding. In are quality nonattainment areas the plan must conform to a State Implementation Plan.

Federal State Transportation Improvement Program (FSTIP): A three year list of transportation projects proposed for funding developed by the State in cooperation with MPOs and in consultation with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.

Interregional Transportation Improvement Program (ITIP, formerly known as PSTIP): Funds capital improvements, on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California transportation commission for inclusion in the STIP. The ITIP has a four-year planning horizon and is updated every two years by the CTC.

Regional Transportation Planning and Programming Flow Chart

The Regional Transportation Planning and Programming Process is a complex, cooperative process that includes all levels of Government with the opportunity for input from all stakeholders at each level. The following diagram shows the flow of legislation from planning to project development. Following the diagram is a glossary providing a narrative of the diagram components.



Appendix CPublic Involvement Procedures

INTRODUCTION

The Inyo County Local Transportation Commission (LTC) serves as the Regional Transportation Planning Authority (RTPA) and is responsible for deciding transportation policies and adopting transportation plans and programs to carry out these policies in Inyo County. The California Transportation Commission Regional Transportation Planning Guidelines (September 2007) require that each RTPA have a transportation planning process that includes a public involvement program. The public involvement program is intended to provide reasonable opportunity for citizens, private and public transit, freight operators, tribal governments, and other interested parties to participate early in the RTP development process. The Public Involvement Procedures document contains the LTCs' policies and implementation measures to strengthen public participation in the Inyo County RTP update process.

RELEVANT REGULATION AND STATUTES

The public involvement procedures for the Inyo County RTP stem from the following regulations and/or statutes:

- ISTEA/TEA 21 Public involvement in the transportation planning process took on an increased emphasis when Congress passed the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Federal regulations to implement ISTEA called for a proactive public involvement process. The process must respond not only to the requirements of ISTEA, but also those of related federal acts, such as the Clean Air Act and the Americans with Disabilities Act.
 - The Transportation Equity Act for the 21st Century (TEA-21) succeeded ISTEA after September 30, 1997. TEA-21 is the federal legislation that authorizes a balance of federal highway, highway safety, transit, and other surface transportation program. TEA- 21 builds on the initiatives established in ISTEA including the necessity for enhanced Public Involvement Procedures.
- The Brown Act (Government Code Sections 54950-54962) The Brown Act governs the meetings and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body created by a governing board, whether permanent or temporary, whether decision making or advisory.
 - The Brown Act sets minimum standards for open meetings and public access to them, location of meetings, posting notice, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public testimony. The Inyo County LTC and its standing committees all adhere to Brown Act requirements including proper notice, access, and the ability to address the LTC and its committees.
- Americans with Disabilities (ADA) The Americans with Disabilities Act of 1990 (ADA) stipulates involving
 the community, particularly those with disabilities, in the development and improvement of transportation
 services. All events held for programs or projects with federal aid that are open to the general public must be
 made accessible to everyone, including the disabled.
 - The LTC is in compliance with the ADA by having accessible formats, public meetings and public hearings. The LTC also consults with individuals from the disabled community and by including representatives from or for the disabled and transportation disadvantaged on its standing committees.
- Title VI and Environmental Justice (EJ) Title VI requires each federal agency to ensure that no person is
 excluded from participation, denied the benefit of, or subjected to discrimination under any program or activity
 receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.
 The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of
 federal-aid recipients, sub recipients and contractors whether those programs and activities are federally funded
 or not.
 - On February 11, 1994, the President of the United States signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order

requires that each Federal agency administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.

In April 1997, the U.S. Department of Transportation (DOT) issued the DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations. The Order generally describes the process for incorporating environmental justice principles into all DOT existing programs, policies and activities.

In December 1998, the Federal Highway Administration (FHWA) issued FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations that requires the FHWA to implement the principles of the DOT Order 5610.2 and E.O. 12898 by incorporating environmental justice principles in all FHWA programs, policies and activities.

The FHWA and the Federal Transit Administration (FTA) issued a memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning on October 7, 1999. The memorandum provides clarification for field offices on how to ensure that environmental justice is considered during current and future planning certification reviews. The Federal Highway Administration considers three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

As the RTPA serving Inyo County, the LTC implements and integrates the principles of environmental justice into its transportation planning process. The LTC uses census information, special studies and public input to determine whether a particular population of people is receiving an inordinate number of government funded projects that negatively impact their neighborhoods and/or communities. Outreach activities included in the LTCs' Public Involvement Procedures include provisions for additional public notification such as radio, display ads, and workshops.

Native Americans are also protected under Title VI and Environmental Justice laws and outreach efforts to the Tribes are an integral part of the RTP update and public involvement process. Indian Tribal Governments must be consulted with and their interests considered during the development of RTPs and RTIPs. The officially recognized tribal governments in Inyo County are listed in Table A-1.

Big Pine Paiute Tribe	(760) 938-2003	P.O. Box 700,
-		Big Pine, CA 50 Tu Su Lane,
Bishop Paiute Tribe	(760) 873-3584	Bishop, CA
Fort Independence Tribe	(760) 878-5160	P. O. Box 67,
. or maspondenes inbo		Independence, CA
Lone Pine Paiute-Shoshone Reservation	(760) 876-1034	P,O. Box 747,
		Lone Pine, CA PO Box 1779, 621 West Line
Timbisha Shoshone Tribe	(760) 872-3614	Street, Suite 109,
	,	Bishop, CA

• SAFETEA-LU – SAFETEA-LU requires that each RTPA provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private transportation providers, representatives of public transportation users, representatives of pedestrian walkways and bicycle transportation facilities users, representatives of the disabled, and other interested parties with a "reasonable opportunity" to comment on the RTP. The public participation plan must be developed prior to updating the RTP and Federal Transportation improvement Plan (FTIP) and must provide for input from the stakeholders during its preparation (Title 23 CFR 450.316).

PUBLIC PARTICIPATION REQUIREMENTS - GENERAL PRINCIPLES

The public participation program and process for Inyo County is proactive and does provide for timely public notice, full public access to key decisions, and continuing involvement of the public in developing the RTP. The following are the key program requirements and criteria included in the LTC public involvement procedures.

- Timely Information: Information about RTP issues and the update process will be provided to citizens, affected public agencies, interested parties and segments of the community affected by the RTP through public announcements, meeting agendas, and the Inyo LTC website. The information will be provided in a timely manner so that the public can participate in the decision process.
- Public Access: The public will be afforded reasonable public access to technical and policy information used in the development of the RTP. Reasonable is defined as "during normal business hours" and/or during regular meetings of the LTC and its standing committees.
- Public Notice: Adequate public notice of public involvement activities and time for public review and comment
 at key decision points will be provided, including, but not limited to, approval of RTP policies and objectives,
 transportation project lists, and air quality conformity. Note: Because Inyo County is classified as a nonattainment area for particulate matter (PM10) the comment period shall be at least 30 days.
- Consideration of Public Input: Inyo County will demonstrate explicit consideration and response to public input received during the planning and program development process by documenting public comments and suggestions.
- Participation by Underserved Groups: The County will make a special effort to target RTP outreach activities to low-income and minority households, and tribal governments through mailings and public service announcements. A contact list of individuals and groups that serve these underserved groups will be maintained.

- Open Meetings: All LTC meetings are open to the public, and agendas are mailed to interested parties and are
 posted. All LTC Board meetings and advisory committee meetings include opportunities for public participation
 on agenda and non-agenda items.
- Public Hearings: Public hearings will be held as required for adoption of the RTP and/or supporting documents.

LTC POLICY AND DECISION MAKING BODIES

The LTC appoints the Social Services Transportation Advisory council (SSTAC) as an advisory body. The Policy Advisory Committee, Technical Advisory Committee, and the Citizens Advisory Committee were taken out of the By-Laws in 2004. Article II, Section 1 of the By-Laws was revised to read, "The ICLTC may appoint additional ad hoc committees for special purposes from time to time as it may deem necessary."

The primary policy and decision-making body for transportation planning in Inyo County is the Inyo County LTC. The LTC comprises three members appointed by the Inyo County Board of Supervisors and three members appointed by the Bishop City Council. When required, the LTC may appoint additional ad hoc committees for special purposes from time to time as it may deem necessary.

LTC ADVISORY BODIES

The LTC appoints the Social Services Transit Advisory Council (SSTAC) as an advisory body.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC is an advisory committee to the LTC on matters pertaining to the transportation needs of transit dependent and transportation disadvantaged persons. The SSTAC input shall be considered in and made an integral part of the LTCs' annual "unmet transit needs" hearing and findings process. The SSTAC advises the RTPA on major social and transportation issues. The composition of the SSTAC, the terms of SSTAC appointments, and specific responsibilities of the SSTAC are found in the Public Utilities Code. The SSTAC consists of the following:

- A representative of potential transit users who are 60 years of age or older
- A representative of potential transit users who are handicapped
- Two representatives of the local social service providers for seniors
- Two representatives of the local social service providers for the handicapped
- A representative of a local service provider for persons of limited means
- Two representative from the local Consolidated Transportation Service Agency

PUBLIC MEETING INFORMATION

The dates and times for the various commission meetings in Inyo County are listed below. The public is invited to attend any and all commission meetings. When the commission agenda includes an RTP issue or decision, the public will be afforded the opportunity to provide their input consistent with commission rules and time limits established by the Commission Chair.

The LTC meets on the third Wednesday of every month. ICLTC meetings are usually convened at 9:00 AM at the City of Bishop Council Chambers, Bishop, California; except, the meetings convened in the first month of each quarter (January, April, July and October) which are scheduled to be conducted in Independence or other locations in a southerly community in the County. The SSTAC meets at a minimum of once a year prior to the first LTC unmet transit needs hearing and otherwise on an ad hoc basis.

INYO COUNTY LTC PUBLIC INVOLVEMENT POLICIES AND IMPLEMENTATION PROGRAM

The following policies and procedures will guide the Inyo County Regional Transportation Plan Update process.

Policies:

- 1. The LTC is a "public service" agency which supports an "open door" policy with respect to public involvement and access. The LTC office is open for public visitation during normal business hours and normal business days. Citizens are encouraged to visit the LTC offices and ask questions, make suggestions, or express concerns regarding the RTP, programs and projects. All citizens will be treated in a courteous and professional manner by LTC staff.
- 2. The LTC supports an "open file" policy wherein all documents in the LTC office are subject to public review except those that are deemed confidential as they relate to employee or personnel matters and/or flagged by LTCs' legal counsel as "not for public review". All LTC public documents that are requested for public review shall be viewed in the presence of a LTC staff member. No original LTC documents or files should leave the LTC office. LTC may recover actual costs for providing copies of file documents per public request. Loaner copies of LTC publications or library documents may be charged the cost to produce the publication or document that is requested.
- 3. No person shall be denied participation in LTC meetings and activities unless specific instruction to the contrary is provided by LTC legal counsel.
- 4. All LTC meetings will be held in ADA compliant facilities.
- 5. Any member of the public may request an item on the LTC agenda for consideration. Such items should be presented to the LTC Executive Director no later than one week prior to the respective LTC meeting data. The LTC generally meets on the 3rd Wednesday of each month.
- 6. At the beginning of every LTC meeting, an agenda item shall be reserved for "public comment". The purpose of the "public comment" agenda item is to allow any member of the public to address the LTC on any subject. The time allotted may be limited to 5 minutes or less at the discretion of the LTC Chair. Because no LTC decisions can be made on any item not specified on the agenda, public matters not on the agenda that require a decision may be put on the agenda for decision at a future LTC meeting.
- 7. Any "public hearing" scheduled by the LTC will require public notice regardless of whether it is a regular LTC meeting time and place or not. All notices of public meetings or hearings will include the following:
 - Date, time, and place of public meeting/hearing
 - General description of the matter to be considered
- 8. LTC staff will maintain a mailing list of interested persons who desire to be kept informed about progress on the RTP and its related documents. LTC staff will provide progress reports and other relevant documents to persons on the mailing list to keep them informed about the project(s) of concern.
- 9. When feasible, direct mail, the internet, public announcements to local television and radio stations and flyers will be used to encourage involvement of the under-served and transit dependent citizens in the development of RTP projects and RTP workshops.
- 10. The LTC will provide news releases or communicate with reporters working for local newspapers, radio stations, or television in the effort to provide public information and insight about LTC plans, programs, or projects.

Public Involvement Implementation Measures:

• Disposition - Public written comments and/or oral comments that are received on the draft RTP and its various elements through the public involvement process, and that are deemed to be significant by the LTC, will be summarized as to their content and disposition in the Final RTP.

- Public Workshops It is vital that the public has the opportunity to participate early in the planning stages for development of the RTP. Their input will be used as a review of proposed RTP projects and programs, and to suggest new projects and/or programs that have not been discussed before. The best venue to receive public input will be at commission meetings that are held monthly in the County. County Staff will schedule a standing item on upcoming commission agendas that discusses background information on the RTP process including a review of County transportation issues, proposed solutions, and financial constraints. Normal procedures for notifying the public about the time and location of commission meetings will be followed.
- Other Relevant Public Involvement Measures The LTC will continue to comply with all State and Federal requirements regarding public participation, including those not explicitly provided for in this document. The LTC will periodically review the public involvement procedures and implementation measures relative to their effectiveness in assuring that the process provides full and open access to all citizens of Inyo County. When needed, the public involvement procedures will be updated or revised.

Persons Contacted

PERSONS/AGENCIES CONTACTED

Bishop Paiute Tribe Great Basin Unified Air Pollution Control **Brian Adkins District** Jan Sudomier Fort Independence Tribe Israel Inyo County Local Transportation Commission J. Bowden Clint Quilter Lone Pine Paiute – Shoshone Tribe Courtney Smith M. Hess **Inyo County** Timbisha Shoshone Tribe Joshua Hart George City of Bishop Native American Heritage Commission David Grah **Deston Dishion** Inyo County Office of Education Gary Schley Terry McAteer Pamela Jones Caltrans District 9 Karen Marshall David Bloom Dan Moore Ryan Dermody Barry Simpson Randy Cook Mono County Local Transportation Jim Copeland Scott Burns Shari Valdon Kern Council of Governments **US Forest Service Bob Snoddy** Marty Hornick San Bernardino Associated Governments Bureau of Land Management Steve Smith Becca Brooke Nye County **David Fanning** Death Valley National Park Jonathon Penman-Brotzman Eastern Sierra Transit Authority Los Angeles Department of Water and John Helm Power Don McGhie Eastern Sierra Area Agency for the Aging Jean Turner California Department of Fish and Wildlife Rose Banks Inyo Mono Association for the Handicapped Beth Himelhoch Lahonton Water Quality Control Board

> Aero Cycles Brian

Laurie Kemper

Adventure Trails System of the Eastern Sierra, LLC Randy Gellespie Dick Noles Eastern Sierra Shuttle Service Bob Ennis

FW Aggregates

Crystal Geyser Said Bergeum

Correspondence

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



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



TRANSPORTATION PLANNING & TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
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.

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

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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

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To: genevieve@lsctahoe.com

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Thank you,

Rose Banks
Environmental Scientist
California Department of Fish and Wildlife—Inland Deserts Region
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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



LSC Transportation Consultants, Inc. PO Box 5875

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Tahoe City, California 96145
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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



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C Post Office Box 5875 Tahoe City, California 96145 (530) 583-4053 FAX: (530) 583-5966 info@lsctahoe.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

genevieve@lsctahoe.com

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 multicounty 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

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

Sent: Monday, December 08, 2014 6:18 PM

To: 'sburns@mono.ca.gov'

www.lsctahoe.com

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



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C Post Office Box 5875 Tahoe City, California 96145 (530) 583-4053 FAX: (530) 583-5966 info@lsctahoe.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



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C 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

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



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

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.

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, 49CP

Planner



PO Box 5875 2690 Lake Forest Road, Suite C Tahoe City, California 96145 530-583-4053 genevieve@lsctahoe.com

www.lsctrans.com

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.



ERIC GARCETTI

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

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

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.

Mr. Ron Chegwidden Page 2 March 7, 2008

- 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.
 - o 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

Mr. Ron Chegwidden Page 3 March 7, 2008

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 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

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.

Mr. David Grah Page 2 January 11, 2008

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.

Mr. Courtney Smith Page 2 October 2, 2008

- 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.

Mr. Courtney Smith Page 3 October 2, 2008

- 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



TRANSPORTATION PLANNING & TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
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.



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



TRANSPORTATION PLANNING & TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Post Office Box 5875
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.

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, 49CP

Planner



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

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Tahoe City, California 96145 530-583-4053 genevieve@lsctahoe.com www.lsctrans.com

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Version: 2014.0.4794 / Virus Database: 4235/8709 - Release Date: 12/09/14

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



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 Wills: 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 repaying.
- 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.

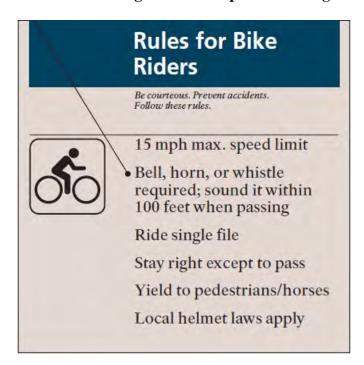
Once again, thank you for the opportunity to participate in this process. If you have any questions or require additional information, please contact our Environmental Protection Specialist, Jonathan Penman-Brotzman, at 760-786-3227 or jonathan brotzman@nps.gov.

Sincerely,

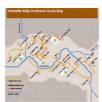
Mallory Smith Superintendent

mauny Smeta

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.

Public Workshop

Inyo County Local Transportation Commission

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 Public Meeting

Bishop City Hall, December 4th 2014

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

Boulder Creek RV Park, December 5, 2014

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.

Appendix E LOS Description

LEVELS OF SERVICE

The "level of service" (LOS) is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. Each of six levels is given a letter designation from A to F. LOS A represents the best operating conditions and LOS F the worst.

Level of Service Definitions

In general, the various levels of service are defined as follows for uninterrupted flow facilities:

- Level of Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- Level of Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
- Level of Service D represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- Level of Service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level of service F is an appropriate designation for such points.

2013
Accidents -
Motorcycle
Auto/
County
Inyo

Accidents - 2013	
Auto/Motorcycle A	2 9
Inyo County A	Dad

	other																						×			×		:	×		,	< >	<	×		×	×		×		×											×	×	×
HNBD	Victim	Fatg	×	×	×	×	×	IMP UNK	DN-UGE	20 ×	: ×	HBD-UI	×	x-Fatg	Drugs	x-Fatg	x-Fatg	×	×	×	×	×	×	×	x-Fatg	×	×	X-raig	× 1	x-ratg	A-raug	« »	< ×	· ×	: ×	×	×	HBD-UI	×	×	×	HBD-UI	× :	× :	× ×	< >	< ×	· ×	HBD-UI	×	×	×	×	×
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Severity	Injured	Oth Vis	Comp Pn	Oth Vis	Severe	Comp Pn	Oth Vis	Comp Pn	Collip Pii	Oth Vis	Severe	Severe	Oth Vis	Comp Pn	Comp Pn	Oth Vis	Oth Vis	Oth Vis	Severe	Oth Vis	Comp Pn	Comp Pn	Comp Pn	Comp Pn	Oth Vis	Oth Vis	Comp Pn	OCIII VIS	Comp Pri	Oth vis	OIII VIS	Collip Pii	Oth Vis	Comp Pn	Comp Pn	Comp Pn	Comp Pn	Oth Vis	Comp Pn	Oth Vis	Comp Pn	Oth Vis	Comp Pn	Severe	Comp Pn	Collip Fil	Severe	Oth Vis	Comp Pn	Comp Pn	Oth Vis	Comp Pn	Comp Pn	Oth Vis
	Killed #																		x																																			
	Street	Bad Water Rd	Benton	Cow Creek	Cow Creek	Darwin Rd	MOSAIC CANYON	RT 127	77 IN	Ryan Rd	Scottvs Castle	TRONA WILDROSE	ASH CREEK RD	ASH CREEK RD	BARTLETT RD	BROCKMAN LN	CACTUS FLATS	CHARCOAL KILNS	Coso Junction	DIVISION CREEK	DUMP RD	FALL RD	Fort Rd	Fort Rd	Gorge Rd	Gorge Rd	Haiwee Kd	Lubkeri Cariyon	Machensi	Manzanar	PAINGBORINE LIN	DE ARSONVII I E	S CINDER RD	Haiwee Rd	TABOOSE CREEK	WALNUT ST	WARM SPRINGS	SILVER CANYON	WYERD	RT 190	Lagoon St	grapevine	RI 190	Ri 190	DI 137	Airnort Rd	Ballarat Bd	Homewood	Reata Rd	LEIGHTON LN	WHITE MOUNTAIN	s Warren St	Home St	Fort Rd
Location	Street	RT 190	RT 190	RT 190	RT 190	RT 190	RT 190	RT 190	N 190	RT 190	RT 190	RT 190	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	KI 395	KI 393	KI 393	KI 395	70 TO	RT 395	RT 395	RT 395	RT 395	RT 395	RT 395	RT 6	RT 6	Ryan Rd	S WARREN ST	SCOTTYS CASTLE	SCOLITS CASILE	Scotte	Stateline Dd	TRONA WILDROSE	TRONA WILDROSE	TRONA WILDROSE	Unnamed Dirt Road	Unnamed Dirt Road	Unnamed Dirt Road	W SOUTH ST	WEST LINE	Willow Ln
	Town	Death Valley	Benton																									1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	dousia											i	Bishop								Bishop			Bishop	Bishop	
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	Time	18:15	16:15	16:00	10:10	7:35	23:58	14:50	15.00	16:30	12:00	20:35	2:42	12:10	6:45	17:15	13:01	18:50	23:52	16:11	13:58	11:46	11:30	16:00	16:35	19:10	16:35	7.To	14:00	14:00	7.44	17:00	15:05	14:10	8:00	13:00	19:58	1:00	17:40	16:09	10:03	5:00	17:45	12:45	11.00	21:10	20:04	17:18	20:00	19:35	16:40	10:29	13:11	9:35
	Date	8/1/2013	5/25/2013	5/23/2013	12/17/2013	2/9/2013	6/6/2013	5/25/2013	2/14/2013	10/18/2013	5/19/2013	6/29/2013	4/19/2013	7/2/2013	4/4/2013	2/16/2013	7/7/2013	4/12/2013	6/24/2013	8/3/2013	3/27/2013	8/14/2013	10/28/2013	8/4/2013	6/10/2013	10/22/2013	//4/2013	1/2//2013	12/20/2013	2/4/2013	5/5/2013	11/11/2013	11/22/2013	7/18/2013	3/16/2013	8/19/2013	8/15/2013	2/12/2013	7/21/2013	3/1/2013	8/19/2014	3/24/2013	5/25/2013	5/26/2013	2/16/2013	3/16/2013	12/21/2013	6/1/2013	4/30/2013	5/19/2013	8/5/2013	11/14/2013	9/19/2013	1/23/2013
Type	other/type	Solo/Ran off road/Other Obj	Solo/Ran off road/Other Obj	Solo/Ran off road/Other Obj	Solo/Ran off Rd/Overtum	Solo/ Ran off road/Fixed Obj	Auto	Solo/Ran off road/Other Obj	Solo/Ban off mad/Eived Obj	Solo/Ran off road/Other Obj	Solo/Fixed Obi	solo/overturn	solo/overtum	solo/overturn	Solo/Fixed Obj	Solo/ Ran off road/Fixed Obj	Auto	Solo/Ran off Rd/Overtum	Solo/Ran off Rd/Overtum	Solo/Ran off Rd/Overturn	Solo/Overturn	Auto	Auto	Solo/Overturn	Solo/fixed obj	Auto	Solo/Kan off Kd	Solo/ Rall Oll Rd/Overturii	Auto Auto Auto Obi	Solo/Hit Objection	Solo/Overtuin	Auto	Solo/Ran off Rd/Overturn	Auto	Solo/Ran off Rd/Overturn	auto x2	Auto	solo/fixed obj	Auto	Solo/Ran off Rd/Overturn	Auto	Solo/Overturn	Solo/Ran orr Rd/Hit Obj	Solo/Overturn	Solo Author Over 12	Solo/Overturn	Solo/Ran off Rd/Overturn	Solo/Ran off Rd/Overturn	Solo/Overturn	Solo/Overturn	Solo/Ran off Rd/Hit Obj	Auto	Auto	Auto
	Victim	Auto	Motorcycle	Auto	Auto	Auto	Motorcycle	Auto	Auto	Motorcycle	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Motorcycle	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Auto	Motorcycle	Auto	Auto	Auto	Auto	Auto	Motorcycle	Auto	Auto	Auto	Auto
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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

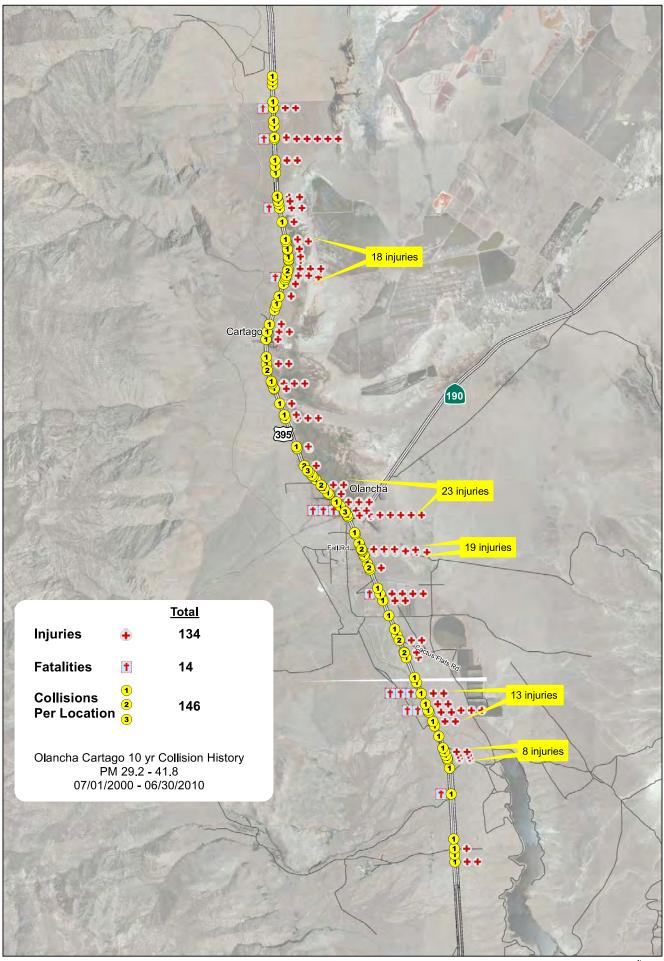
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				Туре		2	Location			HNBD	BD
Circle	Color	#	Victim	other	Date	Town	Street	Street	Severity	Victim	other
Ь	*	1	Ped	Auto	1/22/2013	Bishop	Barlow Ln	Barlow Ln	Severe	×	×
۵	>	7	Ped/Bike	Bike	8/8/2013	Bishop	N Main	Park Ave	Comp PN	×	×
В	>	3	Bike	Auto	4/22/2013	Bishop	Academy Av	Academy Av	Comp PN	×	×
В	>	4	Bike	Auto	1/4/2013	Death Valley	Badwater rd	Natural Bridges Rd	Severe	×	×
	>	2	Bike	Fixed object	10/14/2013	Bishop	Rt 168	Pa Ha Lane	Severe	×	×
	>	9	Bike	Solo Crash	10/2/2013	Bishop	Rt 168	Pa Me Lane	Oth Vis	×	n/a
В	>	7	Bike	Auto	5/6/2013	Bishop	Rt 168	Pioneer Lane	Oth Vis	×	×
В	>	∞	Bike	Auto	2/6/2013	Death Valley	RT 190	Badwater rd	Oth Vis	IMP UNK	IMP UNK
В	>	6	Bike	Motorcycle	3/3/2013	Just West of Death Valley	RT 190	RT 127	Severe	×	×
В	>	10	Bike	Auto	6/9/2013	Bishop	RT395	Barlow Ln	PDO	×	×
۵	>	11	Ped	Auto	4/17/2012	Bishop	N Main	N Main 688	Comp PN	×	×
۵	>	12	Ped	Auto	8/4/2012	Independence Onion Calley Campground	Onion Valley Rd	Onion Valley Rd	Severe		×
۵	>	13	Ped	Auto/Parked Auto	4/26/2012	Indepedence/big pine	SR395	Black Rock Springs Rd	Oth Vis		×
۵	>	14	Ped	Auto	5/25/2012	Bishop	West Pine	Schiley St	Comp PN	×	×
В	>	15	Bike	Auto	3/13/2012	Bishop	Main St	Grove St	Oth Vis	×	×
В	>	16	Bike	Auto	8/4/2012	Bishop	N Main St	Academy Av	Comp PN	<i>د</i> .	×
В	>	17	Bike	Auto	7/24/2012	Bishop	N Main St 562	N Main St	Comp PN		
В	>	18	Bike	Auto	3/28/2012	Bishop	N Main St	Park Ave	Comp PN	×	×
	æ	19	Bike	Solo Crash	4/8/2012	Bishop	RT 168	Shepard Lane	Severe	HBD-UI	
В	>	20	Bike	Auto	7/19/2012	Bishop	Sneden	Clarke	Oth Vis	×	×
В	>	21	Bike	Auto	8/2/2012	Bishop	Willow St	N 3rd St	Comp PN		
В	>	22	Ped	Auto	6/9/2011	Bishop	W Line St	Edwards St	Oth Vis	×	×
В	>	23	Bike	Auto	5/4/2011	Bishop	E Line St	1st St	Comp PN	×	×
В	>	24	Bike	Auto	6/11/2011	Bishop	N Main	EEIm	PDO	×	×
В	>	25	Bike	Auto	4/1/2011	Bishop	N Main	E Elm	Oth Vis		
В	>	56	Bike	Auto	5/29/2011	Bishop	N Main	Yaney	PDO	×	×
	æ	27	Bike	Parked Auto	7/2/2011	Manznar	SR 395	Manznar	Oth Vis	×	
В	>	28	Bike	Auto	4/29/2011	Bishop	SR 395	Vagabond Inn	PDO	HBD-UNK	×
В	>	53	Bike	Auto	1/21/2011	Bishop	SR 395	Warm Springs	Oth Vis	×	×
В	>	30	Bike	Auto	9/14/2011	Bishop	S Flower	W Line	Comp PN	×	×
В	>	31	Bike	Auto	9/26/2011	Lone Pine	Whitney Portal Rd	Tuttle Creek Rd	Severe	×	×
۵	æ	32	Ped	Auto	12/19/2010	Bishop	Barlow Lane	Line St	Severe	×	HBD-UI
۵	>	33	Ped	Auto	5/28/2010	Bishop	Grove St	N Warren St	Oth Vis	×	×
۵	>	34	Ped	Auto	4/19/2010	Big Pine	SR 395	Crocker Ave	Oth Vis	HBD-NUI	×
۵	>	35	Ped	Auto	5/21/2010	Bishop	S Warren St	Lagoon St	Severe	×	×
۵	>	36	Ped	Auto	12/1/2010	Bishop	Tu Su Lane	Diaz lane	Oth Vis	×	×
۵	>	37	Ped	Auto	11/13/2010	Bishop	Willow St	N Main	Comp PN		×
	>	38	Bike	Solo Crash	3/27/2010	Death Valley	Dantes View Rd	RT 190	Severe	×	
В	>	39	Bike	Auto	1/5/2010	Bishop	Grove St	RT 395	Oth Vis	×	×
	>	40	Bike	Solo Crash	9/4/2010	Lone Pine	Movie Flat Road	Whitney Portal Rd	Severe	×	
В	×	41	Bike	Auto	11/28/2010	Death Valley	RT 127	RT 190	Severe	HBD-UI	×
В	~	42	Bike	Auto	6/23/2010	Bishop	RT 395	Black Rock Mine Rd	Comp PN	×	IMP UNK
В	>	43	Bike	Auto	11/13/2010	Bishop	RT 395	Park Ave	Comp PN		×

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Appendix GUS 395 10Year Collision History

Ten Year Collision History



Date: 3/19/2012



Appendix HBridge Inventory





		<u> </u>	3	DISTRI	CT 09									
09-INY	-006													
Postmile	Bridge	OU	Structure Name or Route Information	Structure Types Main Appr	City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk Lt Rt	Year Built	Year Wid/Ext	Permit Rating	Р
_000.00		JCT RTE	395											
_000.45	48 0023	O BISHOP	CREEK	201	BIS	12.8	13.2	2	0		1937	1973	PPPPP	
_003.73	48 0024	O OWENS	RIVER	302	BIS	33.4	13.2	3	0		1949	1973	PPPPP	
_006.46	48 0038	O LOWER I	MCNALLY CANAL	101	BIS	7.0	13.2	1	0		1949	1987	PPPPP	
_008.35		MONO C	O LINE											
09-MN	O-006													
Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types Main Appr	City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk Lt Rt	Year Built	Year Wid/Ext	Permit Rating	Р
_000.00		INYO CO	LINE											
R017.96	47 0062	O SPRING	CANYON CREEK	201		44.0	13.1	4	0		2002		PPPPP	
_025.77		JCT RTE	120											
_032.59		NEVADA	ST LINE											
09-MN	O-108													
Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types Main Appr	City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk Lt Rt	Year Built	Year Wid/Ext	Permit Rating	Р
_000.00		TUOLUM	INE CL											
_003.05	47 0061	O SARDINE	CREEK	501		15.0	10.5	1	0		2002		PPPPP	
_009.45	47 0016	O WOLF C	REEK	101		12.2	9.6	2	0		1941	1982	PPPPP	
_012.93	47 0020	O WEST W	ALKER RIVER	205		45.7	8.8	3	0		1940		PPPPP	
_015.01	47 0064	O LITTLE V	VALKER RIVER	319		7.6	19.5	2	0		1997		PPPPP	
_015.15		JCT RTE	395	END RTE 108										
09-MN	O-120													
	Bridge		Structure Name or	Structure Types		Bridge		Num	Min VC over	Sidewalk	Year	Year	Permit	
Postmile		OU	Route Information	Main Appr	City		Width		Rdway	Lt Rt	Built		Rating	Р
_000.00		TUOLUM	INE CL											
R003.71	47 0007	O DODGE I	POINT SIDEHILL VIADUCT	302		25.0	10.4	3	0	0.6 0.6	1966		PPPPP	
_013.37		JCT RTE	395	S ON 395										
_013.37		BREAK I	N ROUTE	AT 51.01										
_013.38		BREAK I	N ROUTE	AT 45.96										
_013.38		JCT RTE	395	EAST ON 120										
_058.99		JCT RTE	6	END RTE 120										
09-INY	-127			_										
Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types Main Appr	City	Bridge Length	Width	Num Spans	Min VC over Rdway		Year Built	Year Wid/Ext	Permit Rating	Р
_000.00		SAN BEF	RNARDINO	CO LINE										
_014.75		JCT RTE	178											
_016.25		JCT RTE	178											
_042.15		JCT RTE	190											
_049.42		NEVADA	ST LINE											





				DISTRIC	CT 09									
09-INY	-136													
02 1111	100		Structure Name	Structure					Min VC					
Postmile	Bridge Number	ΟU	or Route Information	Types Main Appr	City	Bridge Length	Width	Num Spans	over Rdway	Sidewalk Lt Rt	Year Built	Year Wid/Ext	Permit Rating	Р
_000.00			JCT RTE 395											
_002.67	48 0002	0	OWENS RIVER	201		25.0	13.2	3	0		1986		PPPPP)
_017.88			JCT RTE 190	END RTE 136										
09-MN	O-158													
	Bridge		Structure Name or	Structure Types		Bridge		Num	Min VC over	Sidewalk	Voor	Year	Permit	
Postmile	Bridge Number	OU	Route Information	Main Appr	City		Width		Rdway	Lt Rt	Built	Wid/Ext		Р
_000.00			JCT RTE 395											
_	47 0055	0	RUSH CREEK	319		11.9	21.9	6	0		1963		PPPPP	•
_006.99	47 0041	0	ALGER CREEK	101		5.3	9.2	1	0		1940		PPPPP)
_015.62			JCT RTE 395	END RTE 158										
09-INY	-168													
02 2112	100		Structure Name	Structure					Min VC					
Postmile	Bridge Number	OU	or Route Information	Types Main Appr	City	Bridge Length	Width	Num Spans	over Rdway	Sidewalk Lt Rt	Year Built	Year Wid/Ext	Permit Rating	Р
	Hamboi	-			Ony	Longin	*******	Opa.io		20 100	Duin	VVIG/EX	9	
_000.00	40.0045	0	CAMP SABRINA	240		44.0	0.0		0		4007			
	48 0045		POWER PLANT #3 PENSTOCK UC	319	DIO	11.9	0.0		0		1967		PPPPP	
	48 0066		BISHOP CREEK OVERFLOW	219	BIS	10.4	25.9	2			1985		PPPPP	
_015.40			NORTH FORK BISHOP CREEK	101	BIS	7.9	13.2		0		1982		PPPPP	
_015.79	48 0028	O	SOUTH FORK BISHOP CREEK	101	BIS	6.4	13.2	1	0		1982		PPPPP	,
_018.32			JCT RTE 395	R ON 395	BIS									
_018.32			BREAK IN ROUTE	AT 115.40										
_018.33			BREAK IN ROUTE	AT 100.80										
_018.33	40.0004	_	JCT RTE 395	L ON 168		04.4	40.0		0		4074			
R019.79	48 0061	U	OWENS RIVER	502		31.4	13.2	1	U		1974		PPPPP	•
_054.70	0.460		MONO CO LINE											
09-MN	O-168		Structure Name	Structure					Min VC					
	Bridge		or	Types		Bridge		Num	over	Sidewalk		Year	Permit	_
Postmile	Number	OU	Route Information	Main Appr	City	Length	Width	Spans	Rdway	Lt Rt	Built	Wid/Ext	Rating	Р
_000.00			INYO CO LINE											
_001.45			JCT RTE 266	END RTE 168										
09-INY	-178													
	Bridge		Structure Name or	Structure Types		Bridge		Num	Min VC over	Sidewalk	Voor	Year	Permit	
Postmile	Number	OU		Main Appr	City		Width		Rdway	Lt Rt	Built			Р
_000.00			SAN BERNARDINO	CO LINE										
_042.92			JCT RTE 127	RT 127										
_042.92			BREAK IN ROUTE	AT 16.25										
_042.93			BREAK IN ROUTE	AT 14.75										
_042.93			JCT RTE 127	LT 178										
_062.19			NEVADA ST LINE											
			Structure Name											
			Structure Name or											
			Route Information											





				Diampia	T 00									
				DISTRIC	T 09									
09-MN	O-182													
	Dridge		Structure Name or	Structure Types		Dridge		Nima	Min VC	Cidowalle	Vaar	Vaar	Dormit	
Postmile	Bridge Number	Οl		Main Appr	City	Bridge Length	Width	Num Spans	over Rdway	Sidewalk Lt Rt	Built	Year Wid/Ext	Permit Rating	Р
								•						
_000.00			JCT RTE 395											
R006.20	47 0058	C	EAST WALKER RIVER	505		33.0	13.2	1	0		1996		PPPPP	
_012.65			NEVADA ST LINE											
09-INY	-190													
			Structure Name	Structure					Min VC					
Postmile	Bridge Number	Οl	or Route Information	Types Main Appr	City	Bridge Length	Width	Num	over Rdway	Sidewalk Lt Rt	Year Built	Year	Permit Rating	D
- OSUITING	Number	00	, reace information	тиант ларг	City	Lengui	vvidiri	Орана	ramay	Lt IXt	Duint	WIG/EX	rtating	
_009.85			JCT RTE 395											
_019.36	48 0055	C	COSO WASH	204		25.0	10.5	3	0		1970		PPPPP	
_024.55			JCT RTE 136											
_140.69			JCT RTE 127	END RTE 190										
09-MN	O 203													
U9-IVIIN	0-203		Structure Name	Structure					Min VC					
	Bridge		or	Types		Bridge		Num	over	Sidewalk	Year	Year	Permit	
Postmile	Number	Ol	Route Information	Main Appr	City	Length	Width	Spans	Rdway	Lt Rt	Built	Wid/Ext	Rating	Ρ
_000.00			MADERA CO LINE	MINARET SUMT										
_	47 00501	ι	ROUTE 395/203 SEPARATION	505		37.2	13.0	1	4.59		1969		PPPPP	
			ROUTE 395/203 SEPARATION	505		39.0	13.0		4.59		1969		PPPPP	
	47 00301	` '				39.0	13.0	'	4.59		1909		FFFFF	
_008.67			JCT RTE 395	END 203										
09-INY	-395			_										
	Bridge		Structure Name or	Structure Types		Bridge		Num	Min VC over	Sidewalk	Vear	Year	Permit	
Postmile	Number	Ol		Main Appr	City	Length	Width		Rdway	Lt Rt	Built		Rating	Ρ
_000.00			KERN CO LINE											
	18 0016	٠ <i>ر</i>	FIVE MILE CANYON	205		51.8	12.7	2	Λ		1970		PPPPP	
												1001		
			FIVE MILE CANYON	302		20.1	12.8		0			1994	PPPPP	
R021.31	48 0015L	_ (LOS ANGELES AQUEDUCT	501		10.4	13.4	1	0		1979		PPPPP	
R021.31	48 0015F	२	LOS ANGELES AQUEDUCT	501		12.8	12.6	1	0		1984		PPPPP	
R022.08	48 0064F	२	LOS ANGELES AQUEDUCT	501		11.6	12.5	1	0		1984		PPPPP	
_031.28	48 0010	C	LOS ANGELES AQUEDUCT	302		14.6	13.0	1	0		1928	1953	PPPPP	
_034.68			JCT RTE 190	TO NE										
_042.02	48 0068L	_ (ASH CREEK	105		15.9	13.0	1	0		2000		PPPPP	
_042.02	48 0068F	۲ (ASH CREEK	105		15.9	13.0	1	0		2000		PPPPP	
_			COTTONWOOD CREEK	105		22.9	13.0	1	0		2000		PPPPP	
_			COTTONWOOD CREEK	105		22.9	13.0	1			2000		PPPPP	
_055.93	.5 55551		JCT RTE 136	, 55			. 5.5	•	-		_500			
	49 00701	,	WHITE CANYON WASH	219		12.2	0.0	1	Λ		2000		PPPPP	
						12.2	0.0	4			2000			
			ALABAMA SPILLWAY	101		10.9	12.9	1			1999		PPPPP	
			ALABAMA SPILLWAY	101		10.9	13.0	1			1999		PPPPP	
_065.64	48 0014L	_ (LOS ANGELES AQUEDUCT	402		32.9	13.6	3	0		1948		PPPPP	
_065.71	48 0014F	२	LOS ANGELES AQUEDUCT	505		61.1	12.6	1	0		2010		PPPPP	
_089.34			8934 IS 8983	EQUATION										
_100.20	48 0036	C	BIG PINE CREEK	119		9.4	0.0	2	0		1993		PPPPP	
_100.82			JCT RTE 168											





		gg	DICED										
			DISTRI	ICT 09									
09-INY	-395		_										
	Bridge	Structure Name or	Structure Types		Bridge		Num	Min VC over	Sidewalk	Year	Year	Permit	
Postmile	Number	OU Route Information	Main Appr	City	Length	Width		Rdway	Lt Rt	Built		Rating	Р
_115.40		JCT RTE 168		BIS									
_116.15		JCT RTE 6											
_117.61	48 0016	O NORTH FORK BISHOP CREEK	501	BIS	12.2	24.4	1	0	1.2 1.2	1971		PPPPP	
_119.60	48 0065	O BISHOP CREEK OVERFLOW	219	BIS	8.8	34.6	2	-		1985		PPPPP	
_		CHANNEL											
	48 0063	O LOWER ROCK CREEK	219	BIS	7.9	0.0	3	0		1975		PPPPP	
_129.44		MONO CO LINE											
09-MN	0-395	O											
	Bridge	Structure Name or	Structure Types		Bridge		Num	Min VC over	Sidewalk	Year	Year	Permit	
Postmile		OU Route Information	Main Appr	City	Length	Width	Spans	Rdway	Lt Rt	Built	Wid/Ext	Rating	Р
_000.00		INYO CO LINE											
R012.48	47 0052	O CROOKED CREEK	319		8.8	97.0	1	0		1970		PPPPP	
R013.93	47 0048	U SOUTH LANDING ROAD OC	205		61.9	13.0	2	4.67		1970		PPPPP	
_018.67		1867 IS 1934	EQUATION										
R024.96	47 0049R	O MAMMOTH CREEK	204		23.5	13.0	3	0		1969		PPPPP	
R024.97	47 0049L	O MAMMOTH CREEK	204		23.5	13.0	3	0		1969		PPPPP	
R025.73	47 0050L	O ROUTE 395/203 SEPARATION	505		37.2	13.0	1	4.59		1969		PPPPP	
R025.73	47 0050R	O ROUTE 395/203 SEPARATION	505		39.0	13.0	1	4.59		1969		PPPPP	
R025.74		JCT RTE 203											
_026.61		2661 IS 2697	EQUATION										
_040.34		JCT RTE 158											
R044.21	47 0057R	O LOS ANGELES AQUEDUCT	501		14.9	13.0	1	0		1995		PPPPP	
_045.96		JCT RTE 120											
046.24	47 0059L	O RUSH CREEK	105		36.0	12.6	1	0		2002		PPPPP	
_046.24		O RUSH CREEK	105		36.0	15.9	1	0		2002		PPPPP	
_046.40		JCT RTE 158											
_051.01		JCT RTE 120											
_058.16		JCT RTE 167											
_069.85		JCT RTE 270											
_076.21		JCT RTE 182											
_	47 0013	O EAST WALKER RIVER	201		25.9	12.2	3	0	1.5	1961	1972	PPPPP	
_076.89		O RICKEY DITCH OVERFLOW	101		6.7	13.2	1				1991	PPPPP	
_	47 0032	O SOUTH BRANCH ROBINSON	119		7.0	13.0	2				1992	PPPPP	
_079.17	47 0033	CREEK O NORTH BRANCH ROBINSON	119		7.0	13.0	2	0		1934	1992	PPPPP	
_079.38	47 0036	CREEK O MIDDLE BRANCH BUCKEYE CREEK	119		7.0	13.0	2	0		1934	1992	PPPPP	
_079.48	47 0034	O NORTH BRANCH BUCKEYE C	REEK119		8.5	13.0	2	0		1934	1992	PPPPP	
_093.60		JCT RTE 108											
_095.18	47 0035	O LITTLE WALKER RIVER	119		9.1	0.0	2	0		1987		PPPPP	
_095.40	47 0038	O LITTLE WALKER RIVER	119		8.2	0.0	2	0		1987		PPPPP	
_096.00	47 0011	O WEST WALKER RIVER	205		40.8	14.0	3	0		1987		PPPPP	
_107.11	47 0046	O MILL CREEK	119		6.7	17.2	1	0		1964	1996	PPPPP	
_116.34	47 0056	O ROADSIDE DRAINAGE DITCH	219		9.8	0.0	3	0		1989		PPPPP	



SM&I October, 2014

Log of Bridges on State Highways

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Structure Name Structure Min VC

Bridge or Types Bridge Num over Sidewalk Year Year Permit

Postmile Number OU Route Information Main Appr City Length Width Spans Rdway Lt Rt Built Wid/Ext Rating P

DISTRICT 09

_116.97 **JCT RTE 89**_120.49 **NEVADA ST LINE**



Local Agency Bridge List



Inyo County District 09

Permit

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Inyo	
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Bridge Number	Feature Intersected	Facility Carried	Loation B	NBI Bridge SD/F	Suff Health SD/FO Rating Index	PC	Year Built	ADT L	F anes V	Road Width Le	Road Federal ADT Lanes Width Length Aid System		NHS Highway	Rating
48C0002	PINE CREEK	PINE CREEK RD	4 MI W OF RTE 395 JCT NB	NBI Bridge	92.1 85.03	_	1983	205	7	8.6	10	On	#O	ddddd
48C0003	OWENS RIVER	POLETA RD	3.1 MI E OF ROUTE 395 NB	NBI Bridge	98.7 100		1987	929	2	9.8	31	o	#O	РРРРР
48C0004	OWENS RIVER	WARM SPRINGS RD	4.3 MI E OF RTE 395 NB	NBI Bridge	98.9 97.11		1985	220	2	9.8	42	o	JJO	РРРРР
48C0005	LOS ANGELES AQUEDUCT	MAZOURKA CYN RD	1.8 MI E OF RTE 395 JCT NB	NBI Bridge	85.5 98		1919	204	2	7.3	19	#O	JJO	дддд
48C0009	LOS ANGELES AQUEDUCT	WHITNEY PORTAL RD	0.6 MI W OF RTE 395 JCT NB	T NBI Bridge	58.6 70.04		1958	1224	2	9.8	13	o	JJO	99999
48C0010	ROCK CREEK	OLD SHERWIN GR RD	0.03 MI N/O GORGE NBI ROAD	NBI Bridge	75.5 97.28		1937	520	2	9.6	ω	₩O	JJO	00000
48C0011	LOS ANGELES AQUEDUCT	CARROLL CRK RD	W OF RTE 395 JC	T NBI Bridge	66.9 86.33		1927	20	2	8.9	11	₩O	JJO	00000
48C0012	BISHOP CREEK	E BISHOP CREEK RD	1.9 MI SW RTE 168 JCT NB	NBI Bridge	94.5 74.92	0.1	1990	20	7	8.5	12	JJO	JJO	РРРРР
48C0013	LOS ANGELES AQUEDUCT	TUTTLE CREEK RD	1.1 MI S WHTNY PORTAL NB RD	NBI Bridge	100.0 95.54		1981	153	2	8.5	15	#O	JJO	дддд
48C0014	LONE PINE CREEK	WHITNEY PORTAL RD	MI W OF RTE 395 JC	T NBI Bridge	60.7 90		1970	1224	7	8.2	11	On	JJO	РРРРР
48C0015	BIG PINE CREEK	GLACIER LODGE RD	3.8 MI W OF ROUTE 395 NB	NBI Bridge	89.2 87.34		1987	510	2	9.8	16	On	JJO	РРРРР
48C0016	BIG PINE CREEK	GLACIER LODGE RD	2.6 MI W OF ROUTE 395 NB	NBI Bridge	89.3 97.36		1987	200	7	9.8	12	Ou	JJO	РРРРР
48C0021	PINE CREEK	PINE CREEK RD	8.3 MI W OF RTE 395 NB	NBI Bridge	92.1 93.62	0.1	1989	200	7	9.8	11	on	JJO	РРРРР
48C0023	PINE CREEK	OLD SHERWIN GRADE	.04 MI S OF BIRCHIM NB LANE	NBI Bridge	75.7 94.34		1937	520	7	9.6	8	o	JJO	00000
48C0024	LOS ANGELES AQUEDUCT	LUBKEN CANYON ROAD	0.1 MI W OF ROUTE 395 NB	NBI Bridge	99.9 79.11		1991	100	2	8.5	18	o	#O	дддд
48C0027	NORTH FORK BISHOP CREEK	BARLOW LN	0.2 MI S OF RTE 395 NB	NBI Bridge	99.9 100		1983	1100	2	12.2	11	On	JJO	ррррр
48C0028	SOUTH FORK BISHOP CREEK	PA-HA LANE	0.2 MI N OF RTE 168 NB	NBI Bridge	99.9 97.83	~	1990	200	7	6.6	7	#O	ДO	РРРРР
48C0031	OWENS RIVER	ABERDEEN STATION R	0.8 MI E OF RTE 395 JCT NB	NBI Bridge	84.9 97.8		1984	22	-	4.3	24	Off	JJO	PGGGG
48C0032	OAK CREEK	BELL ACCESS RD	0.1 MI Eof BELL ACCESS NB RD	NBI Bridge FO	59.5 97.57		1940	20	~	4.9	_∞	#O	ДO	ddddd
48C0035	LOS ANGELES AQUEDUCT	COTTONWOOD POW RD	0.6 MI W OF RTE 395 JC	T NBI Bridge	51.7 85.89		1927	20	~	4.3	11	#O	JJO	00000
48C0036	LOS ANGELES AQUEDUCT	COTTONWOOD RD	0.5 MI W OF RTE 395 JCT NB	T NBI Bridge	52.7 85.89		1927	20	~	4.3	11	#O	ДO	00000
48C0037	LOS ANGELES AQUEDUCT	ASH CREEK RD	0.8 MI W OF RTE 395 JCT NBI Bridge	Bridge	51.7 85.89		1927	20	-	4.3	11	Эff	JJO	00000
48C0038	LOS ANGELES AQUEDUCT	FALL RD	0.9 MI W OF RTE 395 JCT NB	T NBI Bridge	51.7 88.43	~	1927	20	_	4.3	11	JJO	JJO	00000
48C0039	LOS ANGELES AQUEDUCT	WALKER CREEK RD	0.5 MI W OF RTE 395 JCT NB	T NBI Bridge FO	47.6 92.75	2	1927	20	-	2.8	11	Эff	Off	00000

localbrlist.rdf

Data presented here is for information only. It should not be used to determine the official status of a bridge's eligibility for funding.



Local Agency Bridge List



Inyo County

District 09

County of Inyo

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Bridge Number	Feature Intersected	Facility Carried	Loation	NBI Bridge SD/	Suff Health SD/FO Rating Index	Health Index PCI	Year		Lanes \	Road Width Le	On/Off Road Federal ADT Lanes Width Length Aid System		On/Off NHS Highway	Permit Rating
48C0040	48C0040 BIG PINE CREEK CANAL REYNOLDS ROAD	L REYNOLDS ROAD	0.1 MI W OF RTE 395 JCT NBI Bridge	NBI Bridge	97.0	97.0 97.21	1965	475	7	10.9 12		On	JJO	РРРР
48C0041	PINE CREEK	PINE CREEK ROAD	9.5 MI W OF RTE 395 JCT NBI Bridge	NBI Bridge	86.7	29	1984	200	7	7.3	12 0	On	Off	РРРРР
48C0043	48C0043 BISHOP CREEK BYPASS CNL	DIXON LANE	0.2 MI E BROCKMAN LANE	NBI Bridge	6.66	100	1983	1200	2	12.1	10 0	#O	JJO	АДДД
48C0044	PINE CREEK	N ROUND VALLEY RD	0.1 MI N PINE CREEK RD	RD NBI Bridge	98.9	97.58	1987	350	2	8.6	8	JJO	₩O	ЬРРР
48C0045	48C0045 LOS ANGELES AQUEDUCT	MANZANAR-REWARD RD 0.6 mi E/o Rte 395	0.6 mi E/o Rte 395	NBI Bridge	6.66	92.71	1996	100	7	8.5	22 0	#O	JJO	Аддда
48C0046	48C0046 LOS ANGELES AQUEDUCT	MOFFAT RANCH RD	0.3 km W. of Rte 395	NBI Bridge	6.66	94.47	1996	150	7	8.5	24 0	#O	JJO	дддд
48C0047	48C0047 OWENS RIVER	FIVE BRIDGES ROAD	1.6 mi N. of Rte 6	NBI Bridge SD	96.8	69.99	1999	200	7	9.1	30	Ou	JJO	ЬРРР
48C0048	48C0048 BISHOP CREEK CANAL RIVERSIDE RD	. RIVERSIDE RD	0.7 MI E BROCKMAN LANE	NBI Bridge	100.0	100	2011	80	7	8.5	15 0	#O	JJO	дддд
48C0049	48C0049 BISHOP CREEK	SABRINA ROAD	0.3 MI W OF RTE 168 JCT	CT NBI Bridge	88.3	100	2013	009	7	8.9	26 O	Off	JJO	ЬРРР

Appendix I Tribal Transportation Needs

Bishop Paiute Reservation

Summary of Transportation Needs

Transportation needs on the Bishop Reservation are largely focused on opportunities for improved bicycle and pedestrian travel. Due to a higher than average volume of DUI infractions, a significant number of Tribal members do not possess valid driving licenses and are reliant on bicycles for their mobility. Additional transportation needs and gaps are related to public transportation travel.

Public Transportation Needs

The most significant transit need is the addition of more bus stops with shelters at locations adjacent to economic development and social service facilities on the Reservation.

School Transportation

- West Line Street, which Reservation students utilize to gain access to schools in the City
 of Bishop, does not have any established sidewalks most of its length.
- Some students also walk along the "Indian Trail", an informal pathway that cuts across a Tribal conservation area of dedicated open space.

Seniors

The Bishop Paiute Tribe – Elders Program's vehicles are not wheelchair accessible.

Bicycle and Pedestrian Needs

- There are no dedicated bikeways on the Reservation.
- There are no bicycle storage lockers, secure bicycle storage enclosures, or bicycle racks at Eastern Sierra Transit Authority bus stops.
- Reservation streets currently lack sidewalks and paved shoulders, causing nonmotorized travelers to be exposed to vehicle traffic.
- There is a significant need for sidewalks along high-activity areas such as the Community Center and Tribal Government Center for pedestrian travel.
- The existing City of Bishop sidewalk along the north side of State Highway 168 (West Line Street) should be extended to connect with the Reservation so pedestrians need not walk on the shoulder.
- Animal (dog) control is a significant safety and comfort issue for bicycling and walking within the Reservation.

Bishop Paiute Indian Tribe - A Traffic Safety Evaluation

The 2006 Traffic Safety Evaluation for the Bishop Paiute Indian Tribe analyzes traffic safety on the Reservation for motorists, pedestrians, bicyclists, and equestrian uses. A summary of safety issues and recommendations relevant to bicycle and pedestrian travel is shown in Figure 1.

Figure 1 Bishop Reservation Bicycle and Pedestrian Safety Issues and Recommendations

Issue	Recommendation	
No edge line striping on Reservation roads, to define a bicycling and walking area	Add paved shoulders with a shoulder stripe and optional "candlestick" type flexible delineator posts	
In several locations on Diaz Lane at Pa Ha Lane and on Pa Me Lane, trees partially block visibility of STOP signs	Limb up trees and trim vegetation to maintain visibility of intersections and traffic signs. Periodically check and maintain.	
STOP AHEAD signs are not always placed at the proper distance for the speed limit	Determine proper distance for each STOP AHEAD sign, and move those that are not placed correctly	
On northbound and southbound Barlow Lane approaching Diaz Lane, the Intersection Ahead sign can be removed because the STOP AHEAD sign is sufficient	Remove Intersection Ahead sign	
On Pa Ha Lane southbound toward Highland Avenue, a "ROAD ENDS 500 FEET" sign should be added	Add a "ROAD ENDS 500 FEET" sign 500 facing southbound traffic, 500 feet before the south end of Pa Ha Lane near Highland	
A reverse curve sign should be added for both the northbound and southbound approaches to the S-curve on Brockman.	Add reverse-curve warning signs on the northbound and southbound approaches to the S-curve on Brockman Lane	
Terrain drops off sharply along Brockman Lane S-curve north of West Line Street	Add guardrails to the S-curve	
At Head Start on Diaz Lane there are no advance SCHOOL warning signs	Add School Zone signage on both approaches to the Head Start area	
At Head Start, shoulder parking and drop-off on the opposite (north) side of Diaz Lane creates potential safety problems with children crossing in front of vehicles	Consider prohibiting parking and drop-off on the north side of Diaz Lane near Head Start, and requiring that drop-off and pickup occur either on the school side or in school's off-street lot	
See Vee / U.S. Highway 395 circulation is complicated by driveway and Cherry Lane on north side	Support Caltrans plans to signalize the See Vee / U.S. Highway 395 intersection and reorient Cherry Lane	
No bicycle safety education program	Develop a bicycle safety education program for youth and adult members of the Tribe, jointly with the California Highway Patrol, the Bishop Indian Education Center	

List of Tribal Transportation Needs \bullet Bishop Paiute Reservation \cdot Big Pine Paiute Tribe of the Owens Valley \cdot Fort Independence Indian Reservation – Paiute Tribe \cdot Lone Pine Reservation – Paiute and Shoshone

Issue	Recommendation
A significant fraction of traffic collisions involve drunk drivers	Develop an ongoing working relationship and dialogue with CHP and other traffic enforcement agencies (Inyo County Sheriff, California Bureau of Narcotics Enforcement, California Alcoholic Beverage Department (ABC).
A significant fraction of traffic collisions involve drunk drivers	Consider developing a Designated Driver Program for Tribal members
	Consider developing a "no drink and drive" program such as Mothers Against Drunk Drivers (MADD).

Source: Bishop Reservation Pedestrian and Bicycle Safety Plan

Bishop Reservation Pedestrian and Bicycle Safety Plan

The 2007 Bishop Reservation Pedestrian and Bicycle Safety Plan (BRPBSP) studied improvements for walking and bicycling within the Reservation and between the Reservation and the City of Bishop. A summary of the Reservation's bicycling and pedestrian needs is described in Figure 2:

Figure 2 Bicycle and Pedestrian Needs – Bishop Paiute Reservation

Facility	Issue or Need	Walk	Bike
Collector Streets (Brockman, Winuba, Pa Ha, Barlow, Tu Su, See Vee, Diaz, Tibec, Taboose, Pa Me)	No all-weather walkway or striped shoulder outside vehicle lane. Unpaved area muddy when wet.	Χ	Χ
	In some locations, parked cars force walkers onto the street.	Χ	Χ
	North-south through streets are used for recreation by youth but non-local motorists speed on them to get between U.S. Highway 395 and West Line Street.	Х	Х
	Drunk drivers endanger persons walking and bicycling on the pavement.	Х	Х
	Speeders endanger persons walking and bicycling on pavement.	Χ	Х
	Loose dogs harass walkers and bicyclists.	Χ	Χ
	Bus stops have no paved waiting areas or shelters	Χ	Х
	Inadequate street lighting makes walkers and bicyclists hard to see at night, especially those wearing dark clothing.	Χ	
	Some bicycles lack white headlight, red rear reflector, and red taillight		Х
	Sharing a narrow lane with fast vehicles, even on a low-volume street, is unadvisable for young bicyclists.		Х

List of Tribal Transportation Needs ullet Bishop Paiute Reservation ullet Big Pine Paiute Tribe of the Owens Valley ullet Fort Independence Indian Reservation - Paiute Tribe ullet Lone Pine Reservation - Paiute and Shoshone

Facility	Issue or Need	Walk	Bike
North Sierra Highway (U.S. Highway 395)	No sidewalk along south (Reservation) side. Walkers use paved shoulder or unpaved area. There have been pedestrian fatalities along this segment.	X	
	Destinations on north side, but no controlled crossing other than Barlow.	Χ	Χ
West Line Street (CA 168)	No north sidewalk west of Bishop city limit. Walkers use paved shoulders.	Х	
	No sidewalk on south side. Walkers use paved shoulders.	Χ	
	Bicycle round-trips require being able to turn left when entering or leaving south (eastbound) shoulder. However, there is no controlled crossing on the Reservation except Barlow, and no protection for waiting in painted median.		X
Casino and Casino RV lot	RV lot has no access control; vehicles can cross entire frontage	Χ	Χ
	No crosswalk from RV lot to Casino parking lot	Χ	
	No protected walkway through Casino lot to Casino rear door	Χ	
Community Services	Internal pedestrian circulation is poorly defined.	Χ	
Complex	Need safe crossing of Diaz Lane to north-side bus stop	Χ	
	Future need to cross Barlow safely when complex expands to west side	Χ	
Elder Center	No off-street connection to Tu Su Lane	Χ	Χ
Head Start center	Cars parked on Diaz Lane interfere with walkers and bicyclists en route to Diaz Lane trail	Χ	Χ
Tribal Administration, Toiyabe Clinic	No driveway access control; vehicles can enter and leave parking lot across entire frontage along Tu Su Lane	Χ	Χ
Diaz Lane trail	Unpaved; muddy when wet.	Х	Χ
	Trail bridge not wide enough for simultaneous use by walkers and bicyclists	Χ	Χ
	Livestock barrier at See Vee end forces bicyclists to dismount		Χ
	See Vee Lane entrance has no signs or markings	Χ	Χ
	East end is midway along west perimeter of Elm Elementary, which is not where school staff would like to greet students. There is no bike rack there.	Χ	Χ
	East end does not connect to Bishop streets, so adults and teens with destinations beyond elementary schools walk through school (security issue).	Х	Х
	East end does not connect to Hospital and medical offices on Pioneer Lane	Х	Х
Home Street	Used by Reservation bicyclists to reach middle and high school. Congested by parent drop-off/pickup traffic at school commute times. No path alternative.		Х

List of Tribal Transportation Needs \bullet Bishop Paiute Reservation \cdot Big Pine Paiute Tribe of the Owens Valley \cdot Fort Independence Indian Reservation – Paiute Tribe \cdot Lone Pine Reservation – Paiute and Shoshone

Facility	Issue or Need	Walk	Bike
South Barlow Lane path	North end does not connect to pedestrian waiting area on southeast corner of West Line Street signal, exposing path users to northbound right turn traffic	Х	X
	South end does not connect to Highland Drive. Path users must walk on roadway to/from Highland Drive. No signs or markings at endpoint.	Χ	Х
Off-street routes for utility and recreational trips	Other than private driveways, there are no off-street routes for walking or bicycling. Opportunities include the north and south forks of Bishop Creek, and short connections between internal destinations such as Community Services, Administration / Toiyabe, and commercial uses along West Line Street. Off-street routes could be useful for equestrians.	Х	Х

Source: Bishop Reservation Pedestrian and Bicycle Safety Plan

The BRPBSP includes a network of bicycle trails connecting the Reservation with the City of Bishop as an alternative to West Line Street. The following alternate routes are included in the network:

- Diaz Lane to Keough Lane/Elementary Schools sub-route (as a future replacement for the "Indian Trail").
- Seibu Lane to Keough Lane/Elementary Schools sub-route (as a more immediate project).
- Seibu to Middle School/Hospital/Pioneer Lane sub-route (as an alternate means of accessing the elementary/middle schools as well as accessing the hospital etc.).

Inyo County 2007-2008 Collaborative Bikeways Plan

The Inyo County Collaborative Bikeways Plan's key bicycling recommendations are summarized below:

Development of a paved shared-use path network in downtown connecting Elm and Pine Street Elementary Schools, Home Street Middle School, and the Northern Inyo Hospital complex. This would enable bicyclists of all ages to avoid West Line Street.

- Addition of wide striped shoulders to several collector streets on the Bishop Reservation, to be used for both bicycling and walking.
- Addition of street lighting on five collector streets including Brockman Lane, Barlow Lane, See Vee Lane, Pa Ha Lane and Tu Su Lane.
- Improvements to the South Barlow Lane intersection with State Highway 168 (West Line Street) including a safer connection to the South Barlow Lane path.

Proposed bicycling improvements for the Reservation identified in the Bikeways Plan are summarized in Figure 3.

Figure 3 Proposed Bikeway Facilities – Bishop Paiute Reservation

Facility Type From To	Need or Opportunity Recommended Priority Fee
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					Improvement		
Diaz Lane Path	Class I	N See Vee Lane	W Pine St	Need for all-weather bicycling and walking alternative to West Line Street and US- 395 between the Reservation, schools, and downtown.	Create Class 1 bikeways facility	Ħ	3,810
Seibu to School Path – Reservation - Schools - City path network	Class I	Seibu Lane	Keough St	Need for all-weather bicycling and walking alternative to West Line Street and US- 395 between the Reservation, schools, and downtown.	Improve existing dirt trail to Class I facility, add signage	Н	2,100
Home St Connection path	Class I	Seibu Lane	Home St. School	Need for all-weather bicycling and walking alternative to West Line Street and US 395 between the Reservation, schools, and downtown.	Improve existing dirt trail to Class I facility, add signage	M	2,020,
Diaz Lane	Class II or III	N Barlow Lane	N See Vee Lane	East-west connectivity within Bishop Paiute Reservation.	Expand shoulder – add shoulder stripes or bike lanes and signage	Н	2,660

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Big Pine Paiute Tribe of the Owens Valley

Summary of Transportation Needs

Transportation needs on the Big Pine Reservation center on upgrading the existing system to serve residential and industrial development, ensuring that the Reservation's existing roads are well maintained and navigable all times of year, and improving access.

Roadway Needs

Safety

- Motorists travel through the Reservation at high speed, thus endangering residents.
- Drivers traverse assignments where there are no formal roads in order to shorten their trips.

Capacity

• **Butcher Lane Section 20:** This road is only 22-feet wide with 2-foot gravel shoulders but it should be at least 36-feet wide to match Butcher Lane Section 10. The Tribe plans to widen section 20 when funds are available.

New Development

 Future development on the Reservation will require improvement of existing roads or construction of new access roads, particularly at the Butcher Lane/U.S. Highway 395 intersection, where the travel center/truck stop is planned.

Future Travel Demand

- U.S. Highway 395 may experience an increase in traffic with the Reservation's future economic development plans, although recent trends have suggested a slow decline in traffic in this section of U.S. Highway 395.
- When the Callina Street extension is finished, Baker Street, Crater Street, Richards Street, and Piper Street will have higher volumes of traffic.

Improvements to Roadways

The following roads have been cited as priority projects:

- **Indian Camp Road**. This County-owned road passes through private property where a number of Tribal members reside.
- U.S Highway 395 at Butcher Lane: Upgrade intersection at U.S. Highway 395 and Butcher Lane, where construction of future travel center is planned.

Callina Street Section 20: Bridge and New Road: Under this project, Callina
Street would be extended 0.20 mile north of Baker to provide access to the homes
as well as to provide another road on which to enter and exit the Reservation from
the City of Big Pine for fire safety. The exact route of the new road has not been
selected. One route being considered crosses the creek then connects to Locust
Street.

This project is to build an approximately 40-foot long, 34-foot wide bridge across the Big Pine Creek and construct a new 30-foot wide road in flat terrain for 0.20 mile. The road would be 30 feet wide, with 22 feet of paved travelway and one 8-foot paved parking lane (Urban Design Guideline 6: Urban Local).

The cost of this project would be the responsibility of the BIA.

• U.S. Highway 395/Sepsey Street Intersection Improvements: U.S. Highway 395 and East Sepsey Street is not an authorized intersection though it is being used extensively. The Tribe and Caltrans will discuss how improvements will be made at the intersection. A fence or barrier could be erected either along U.S. Highway 395 or at the end of East Sepsey Street to eliminate unauthorized use. Alternatively, the impairments which currently exist could be eliminated and a paved section of road constructed to develop a safe intersection. But as long as access is allowed from the Reservation, Caltrans will likely keep the stop sign to ensure that the turns made at this location are done so legally.

Additional candidates for inclusion in the IRR Inventory include the following Reservation roads:

- Segments of Death Valley Road (also known as Saline Valley)
- Improvements to Bartell, particularly the addition of sidewalks/shoulders
- Gregg Road (also known as Dump Ground Road)

Transit Needs

Restoring service cuts that have reduced the frequency of ESTA service to the community is Big Pine Reservation's most significant transit need.

Bicycle and Pedestrian Needs

- There are no dedicated bicycle paths or facilities on the Big Pine Reservation.
- There are no traffic signals on U.S. Highway 395 (Main Street), which provides connectivity between the Reservation and Big Pine.
- Reservation students bicycling to school walk their bicycles across U.S. Highway 395, which has no traffic signals, although there are school crossing flashing beacons operated by the school to warn motorists that school students may be present.
- There is no bicycle parking on the Reservation.
- There are no bicycle storage lockers, secure bicycle storage enclosures, or bicycle racks at the Eastern Sierra Transit Authority bus stop on U.S. Highway 395.

Key bicycling improvements for the Reservation identified in the Inyo County 2007-2008 Collaborative Bikeways Plan are summarized in Figure 4.

Figure 4 Proposed Bikeway Facilities – Big Pine Reservation

Facility	Туре	From	То	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
Steward Ln	Class II or III	U.S. Highway 395	Newman St	North-south alternate to US 395 through Big Pine, connectivity between Big Pine Reservation and Big Pine	Expand shoulder- add shoulder stripes or bike lanes and signage.	M	160	0.1
Newman St	Class II or III	Bartell Rd	Steward Ln	North-south alternate to US 395 through Big Pine, connectivity between Big Pine Reservation and Big Pine	Expand shoulder– add shoulder stripes or bike lanes and signage	M	5,087	1

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Another need identified in the Big Pine Reservation Transportation Plan is traffic control signing and/or striping on internal Reservation roads, some of which are extensions of Big Pine streets. The following locations have been identified for signing and/or striping on the Reservation and/or Big Pine:

- Blake Street: Speed signs (2 signs); centerline striping (0.2 mile)
- School Street: Speed sign (1 sign)
- West Sepsey Street: Speed sign (1 sign)
- East Sepsey Street: Speed sign (1 sign)
- Newman Road: Speed signs (2 signs); centerline striping (0.9 mile)
- Butcher Lane: Speed signs (2 signs); centerline striping (0.25 mile)
- Crater Street: Speed signs at north, south, and at Bartell Road (3 signs); centerline striping (1.0 mile)
- Spratt Lane: Speed signs (2 signs); centerline striping (0.08 mile)
- Baker Lane: Speed signs (2 signs)
- Watson Street: Speed sign (1 signs)

The cost of this project would be the responsibility of the BIA and Inyo County.

Fort Independence Indian Reservation - Paiute Tribe

Summary of Existing Transportation Needs

A number of transportation needs and gaps have been identified specific to the Paiute Tribe at Fort Independence. These are described below:

- A bus stop located where East Miller Road intersects with U.S. Highway 395 would make it much easier for Tribal members, particularly seniors, to use the CREST bus service.
- Increasing bus service to be able to reach Mojave and Lancaster to make Greyhound and Amtrak connections respectively.
- There is no public transportation available for Reservation students attending afterschool programs in Independence.
- Establishing door-to-door service for seniors and people with disabilities on the Reservation.
- Addressing potential safety concerns for Tribal residents who have to walk across U.S. Highway 395 to access the Tribal buildings.
- Lack of shoulders on the Reservation roads.
- Creating a loop trail around the Reservation in order to encourage cardio-vascular activity.

Improvements to Roadways

Future Roads

Proposed one-mile access road to the BIA IRR system: The Tribe is proposing a
new two-lane road that would run parallel to and along the west side of U.S. Highway
395. It would provide access to the recently built travel center, Tribal Facility Center
and proposed golf course. It would begin at the campground and terminate in a culde-sac. The north end of this new access road may connect to U.S Highway 395 in
the future.

Bicycle and Pedestrian Needs

- Establishing dedicated bicycle paths or facilities on the Fort Independence Reservation.
- Creating safer connectivity between the Reservation and the Town of Independence.
- Developing an alternative to U.S. Highway 395 for north-south travel.

A list of key bicycling needs and improvements for the Reservation as indentified in the Inyo County 2007-2008 Collaborative Bikeways Plan is shown in Figure 5.

Proposed Bikeway Facilities - Fort Independence Indian Reservation Figure 5

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Facility	Туре	From	To	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
Fort Independence Rd	Class	Shabbell Ln	US 395	Connectivity partway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes and signage.	⊠	1,870	0.4
E Miller	Class	Shabbell Ln	Fort Independence Rd	Connectivity partway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes.	≥	2,015	0.4
Fort Independence Rd	Class	E Miller	US 395	Connectivity partway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes and signage.	≥	4,471	8.0
Shabbell Ln	Class	US 395	Fort Independence Rd	Connectivity partway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes and signage.	⊻	098'9	1.3
US 395	Class	Fish Springs Rd	Shabbell Ln	Primary North/South corridor.	Add shoulder stripes or bike lanes, and share the road signage.	_	87,299	16.5
US 395	Class	E Market St	Manzanar Reward Rd	Primary North/South corridor.	Add shoulder stripes or bike lanes, and share the road signage.	_	28,775	5.4

Lone Pine Reservation - Paiute and Shoshone Tribe

Summary of Transportation Needs

Transportation needs on the Lone Pine Reservation are largely focused on bicycle and pedestrian needs. Tribal transportation concerns include adding sidewalks, shoulder stripes and bike lanes on internal Reservation roads.

Roadway Needs

- The Bureau for Indian Affairs plans to add sidewalks to internal roads on the Reservation in 2009.
- Quing-Ah Road is slated to be paved in 2009.

Tribal transportation concerns include the following:

- Adding Tuttle Creek to the IRR Inventory: This road is used both as a traditional gathering place for watercress, and also as an access point to the Indian Cemetery. The 5.5 mile road is in fair condition, apart from the section immediately adjacent to the cemetery. However, the 0.75 mile gravel section to the cemetery was identified in the 2002 Transportation Plan as a low-volume all weather access road that would only qualify for the "maintenance only" category, rather than an upgrade.
- In order to avoid the right-turn off U.S. Highway 395 onto Inyo (Dump) Road,
 Department of Water and Power trucks use Zucco and cut through Teya and Esha
 Lane to access the dump. This creates two problems vehicles that exceed the
 speed limit on Zucco, and multiple vehicles that park on Inyo Street near the dump.
- The 2003 Transportation Plan indicated a need for a left-turn pocket off U.S. Highway 395 onto Teya.

Transit Needs

Increased transit service from Lone Pine to Bishop is a significant need for Tribal members.

Bicycle and Pedestrian Needs

The Tribe would like to see the construction of a bikeway on the west side of U.S. Highway 395 between the Reservation and the town of Lone Pine. The east side of the corridor has fewer assignments with housing and therefore may have more capacity for construction than the west side. However, the Caltrans right-of-way on the east side may be too tight to meet engineering requirements – the feasibility of this proposal needs to be explored further.

The following bicycle and pedestrian needs were identified for the Lone Pine Paiute-Shoshone Reservation in the Inyo County Collaborative Bikeways Plan.

Pedestrian Facilities

Crossing U.S. Highway 395 South of Downtown

Residents of the Lone Pine Paiute-Shoshone Reservation cross U.S. Highway 395 to get to different locations on the Reservation, including the Tribal Administration office. However, the Reservation is located south of town where highway speeds are higher, despite a low posted speed limit. Inyo Street, along the north edge of the Reservation, and Teya Street along its south edge, are the Reservation's only intersections on U.S. Highway 395; there are no cross streets along the half-mile segment between these points, though Burkhardt Road intersects from the west about one-quarter mile from either end. Inyo Street is within the town area where low vehicle speeds support motorists yielding to those crossing the street. At Teya Street speeds are considerably higher and those crossing the street typically cannot depend on motorists yielding.

Safer Travel Along and Across U.S. Highway 395 within the Reservation

Within the Reservation segment between Inyo Street and Teya Road, rural residential driveways open directly onto U.S. Highway 395. In this area there are no sidewalks, so the shoulder is used by walkers as well as bicyclists. However, the shoulder width varies, and gravel from residential driveways migrates onto the shoulder. Sidewalks would be a desirable safety improvement on this segment, and the visual change could help to cue southbound motorists to delay increasing speed until south of Teya Road, and to cue northbound motorists to reduce speed upon reaching Teya Road. Shoulders should be at least 5' wide for bicycle travel – 6' or wider where speeds are high. Gravel migration from unpaved driveways can be reduced by paving the aprons back 15' or more from the shoulder edge.

Safer Travel Along and Across U.S. Highway 395 South of the Reservation

There are currently no sidewalks south of downtown. Adding a sidewalk along the east side of U.S. Highway 395 between Teya Road and Lone Pine Airport would enable pedestrians to walk to downtown via Teya Road, Zucco Road, and Inyo Street without walking on the U.S. Highway 395 shoulder. An east-side sidewalk could be extended to the Interagency Visitor Center at the junction of U.S. Highway 395 and CA 136, however it is likely that few persons would walk or bicycle from that location to downtown.

Although destinations along U.S. Highway 395 can be reached by bicycle via U.S. Highway 395's shoulder, round trip travel requires either a dangerous crossing of four lanes of traffic or wrong-way shoulder travel in one direction. This situation applies to residential driveways within the Reservation area between Inyo Street and Teya Road, and to points south of Teya such as Lone Pine Airport, Mount Whitney Golf Club, the Visitor Center at the State Highway 136 junction, and Diaz Lake Campground and Recreation Area to the south. Where a center turn lane exists or could be added, median refuge islands can make it relatively safe to cross the highway in order to operate legally in the direction of traffic on the shoulder.

Key bicycling improvements for the Reservation identified in the Bikeways Plan are summarized in Figure 6.

Figure 6 Proposed Bikeway Facilities – Lone Pine Reservation

Facility	Туре	From	То	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
U.S. Highway 395	Class II or III	Manzanar Reward Rd	Teya Rd	Primary North/South corridor, around Lone Pine provides North/South connectivity between Lone Pine Reservation and Lone Pine.	Add shoulder stripes or bike lanes, and share the road signage.	M	58,486	11.1
Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	Class II or III	U.S. Highway 395 at Teya St	U.S. Highway 395 at Inyo St	Connectivity between Lone Pine Reservation and Lone Pine	Expand shoulder - add shoulder stripes or bike lanes and signage	M	4,757	0.9
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

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Appendix J Response to Comments

Attachment C

Inyo County Local Transportation Plan 2015 Regional Transportation Plan Update Response to Comments

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

1. Lahontan Regional Water Quality Control Board

Comment: The comment letter from Lahontan notes the following.

We encourage the County to take this opportunity and incorporate into the Plan elements that promote watershed management, support LID, and reduce the effects of hydromodification.

A number of activities that will be implemented by individual projects under the Plan have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include the following.

- 1. Streambed alteration and/or discharge of dredge and/or fill material to a surface water, including water diversions, may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill WDRs for impacts to non-federal waters, both issued by the Lahontan Water Board.
- 2. Land disturbance of more than 1 acre may require a CWA, section 402(p) storm water permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or an individual storm water permit obtained from the Lahontan Water Board.
- 3. Discharge of low threat wastes to surface waters including, but not limited to, diverted stream flows, construction and/or dredge spoils dewatering, and well construction and hydrostatic testing discharge, may be subject to discharge and monitoring requirements under NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023.
- 4. Discharge of low threat wastes to land, including clear water discharges, small dewatering projects, and inert wastes, may require General Waste Discharge Requirements for Discharges to Land with a Low Threat To Water Quality, WQO 2003-0003, issued by the Lahontan Water Board.

We request that the IS/ND recognize the potential permits that may be required for individual projects, as outlined above. Information regarding these permits, including application forms, can be downloaded from our web site at http://www.waterboards.ca.gov/lahontan/.

Response: It first needs to be noted that the Inyo County Local Transportation Commission (ICLTC) serves as a Regional Transportation Planning Agency for Inyo County. As such, it does not directly carry out transportation improvement projects. Typically, transportation improvement projects programmed by the ICLTC are implemented by the County of Inyo, City of Bishop, and State of California.

In the spirit of cooperation and to forward inter-governmental communication, a new policy is being added to the RTP to entrench the statutory authority of the Lahontan Regional Water Quality Control Board. This policy reads as follows:

Objective 2.3: Consider all types of environmental impacts including cumulative impacts as part of the transportation project selection process. Work with the project implementing agency to ensure that transportation projects will meet environmental quality standards set by Federal, State and Local Resource agencies.

Policy 2.3.1 – Coordinate with the project implementing agency to determine the impact of the project on biological resources, hydrology, geology, cultural resources and air quality prior to construction. Follow appropriate permitting processes and if necessary, mitigate the impacts according to natural resource agency standards.

Comments from the Water Board are also summarized in the Environmental Agency Consultation section of Chapter 1.

2. California Department of Transportation, District 9

Comment: The California Transportation Plan (CTP) 2040 should be mentioned somewhere within the document to demonstrate how Inyo County is aligning its goals, policies, strategies, and performance measures with the CTP 2040. This would promote an improved effort in both collaboration and consistency between local and regional agencies with the State.

Response: So noted. Additional language has been added to the RTP to demonstrate consistency with the CTP 2040.

Comment: Pages in the "Executive Summary" need to be consistent. Half are listed as page numbers and half are listed as ES numbers.

Response: So noted. The page numbers have been revised.

Comment: The RTP Checklist has not been signed by the ICLTC Executive Director or a designated representative. For draft RTPs, this checklist must be signed. Ensure the RTP Checklist is signed and submitted to District 9.

Response: A signed copy of a draft checklist has been sent to District 9. Note that the checklist is marked as "draft" as some questions can't be answered until the document has been approved and the environmental document has been certified.

Comment: **Page ES 4** - Under "Aviation Facilities" there is no longer commercial air service at the Inyokern Airport.

Response: So noted. This has been changed.

Comment: **Page ES 5** - Under "Air Quality," "As for state standards, Inyo County is not in attainment for PM-2.5 and PM-10." Cross out PM-2.5, Inyo County is in attainment for PM-2.5. **Response**: This has been changed.

Comment: Page 3 - Under "Participation and Consultation Process" the District 9 Director is an ex-officio member of the Inyo LTC. It is recommended to cite where the Public Participation Plan prepared for the Bishop Area Access and Circulation Study can be found.

Response: The non-voting ex-officio membership was added to the text. The reference to the Bishop Area Access and Circulation Study has been deleted.

Comment: Page 4 - Tribal Governments, "Trial" should be "tribal"

Response: So noted and changed in the text.

Comment: Page 6- Under "Environmental Agency Consultation" both Department of Fish and Game; and Department of Fish and Wildlife are listed. Department of Fish and Game was renamed Department of Fish and Wildlife. Inputs from China Lake Naval Weapons Center and Lahontan Regional Water Quality Control Board are not included (if no comments received, it should state that the departments haven't provided comments).

Response: Input was not received from the China Lake Naval Weapons Center and the Lahonton Regional Water Quality Control Board commented on the Negative Declaration. The Environmental Agency Consultation section was expanded to reflect this.

Comment: Page 8 - Under "Great Basin Unified Air Pollution Control District, it states that the department has not provided specific comments. But under Appendix D, department's two page comment is included; the comments should be added.

Response: Comments were added to the Environmental Agency Consultation section.

Comment: **Page 9** - It is unclear what the private sector involvement efforts consisted of during the development of the RTP. Describe how the private sector was included into the development process of the RTP.

Response: Both businesses which generate truck traffic in Inyo County as well as private transportation providers were contacted for input. This has been clarified in the document.

Comment: **Page 10** - Explain further how the RTP was coordinated and is consistent with the Inyo County Coordinated Public Transit Human Services Transportation Plan.

Response: The high priority strategies from the Coordinated Public Transit Human Services Transportation Plan are identified in the existing public transit services section. One of the strategies is to expand and improve the Eastern Sierra Transit Authority (ESTA) operations and maintenance facility so that it could be shared by the public transit operator, human service

transportation providers, and/or other regional public transit operators. Improvements to the operations and maintenance facility in Bishop are identified in Table 22 of the project lists.

Comment: Page 21 thru 23, State Highways - Due to MAP-21 functional classifications have changed. "Rural" should be deleted for all functional classifications. For example, Rural Principal Arterial should be Principal Arterial.

Response: Changes were made in the text.

Comment: Page 23, Interregional Transportation Strategic Plan - Clarify that Focus Routes will be replaced with 11 Strategic Interregional Corridors in the updated ITSP.

Response: This has been amended in the document.

Comment: Page 28 - Under "Level of Service," remove apostrophe from TCR's.

Response: So noted.

Comment: Pages 37, 63 - Expand on the discussion regarding intermodal issues for the region. **Response**: The majority of goods movement in Inyo County travels through the region and does not begin or end here. Therefore intermodal transportation issues are not applicable to Inyo County. This has been added to the Goods Movement section.

Comment: **Page 48** - Under "Crossing US 395" Reference documentation that supports safe crossings are an issue.

Response: Crossing US 395 was cited as a concern by school staff during the Safe Routes to School outreach portion of the Active Transportation Plan effort. The Inyo County Active Transportation Plan is currently in Draft format.

Comment: Page 52 - In the first paragraph, second line the word "at" should be removed (with the exception of at SR 168 and US 6 in Bishop). Under "Goods Movement Issues" third bullet, "create an unsafe environment for bicyclists and pedestrian, particularly school children." Unsafe should be uncomfortable or it should be documented with a record of accidents above the statewide average for a similar facility.

Response: Changes were made in the text.

Comment: Page 53 - Under "Goods Movement Projections" in addition to the mention of growth in the Reno/Carson City area, there is the World Logistics Center in Moreno Valley. **Response**: Changes were made in the text.

Comment: **Page 55** - Separate the discussion sections regarding Air Quality and Climate Change. These are distinctly different issues. Address the region's potential needs for the transportation system regarding the effects of extreme weather events, including but not limited to, extreme heat and/or flooding events in the next 20 years.

Response: A discussion of transportation improvement strategies to respond to natural disasters and extreme weather events is included in the Transportation Security/Emergency Preparedness section.

Comment: **Page 57** - In the Policy element, identify how the RTP addresses long-range and short range planning horizons to improve the region's transportation system.

Response: Changes were made in the text.

Comment: **Page 71** - Expand the discussion regarding Project intent i.e. Plan Level Purpose and Need Statements.

Response: The Purpose and Need discussion is continued on the pages following Tables 14 and 15.

Comment: **Pages 74 thru 87** - It is unclear if the RTP provides estimates of costs and revenue sources that are reasonably expected to be available in order to operate and maintain freeways, highways, and transit within the region. It would be helpful to include a chart showing the total revenues, and a chart showing the total expenditures that this 2015 RTP addresses.

Response: It is difficult to specify operations and maintenance costs for the projects listed in this RTP as state, county, and city budgets consider operations and maintenance of their roadway network as a whole. However, a general discussion of operations and maintenance funding was included under the Projected Revenues section. Transportation planning, operations, and maintenance revenues were projected in Table 28.

Comment: Appendix C. Public Involvement Process, Appendix 1A - update outdated references. For example: RTP Guidelines from September 2007 and 2007/08 RTP. Also, on page 4 LTC Policy and Decision Making Bodies 3rd paragraph is redundant. **Response**: The Public Involvement Procedures have been updated.

Comment: Initial Study and Proposed Negative Declaration - Page 9 - In the "Discussion" the County is in attainment for PM 2.5 and not in attainment for ozone. California Air Resources Board web site: http://www.arb.ca.gov/maps/maps.htm.

Response: This has been changed.

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

Comment: The comment letter from LADWP references Page 8 of the Draft RTP where a comment letter submitted by LADWP related to the 2008 Inyo County Collaborative Bikeways Plan is referenced. 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

Response: As the various entities consider implementation of the bicycle and pedestrian projects listed in the Inyo County Collaborative Bikeways Plan and this RTP, 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. This RTP contains two policies which address LADWP concerns. These polices are:

Policy 12.1.3: Establish formal agreements and acquire the appropriate right-of-way from the City of Los Angeles to implement transportation facilities on LADWP property in Inyo County as needed.

Policy 12.1.4: Address liability issues and potential impacts to resources and operations that may result from using LADWP right-of-way for public transportation facilities.